

Derry Area Plan
2011



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Preface

On 2 December 1999 some functions of Government moved from one Department to another. Where the Plan makes reference to the responsibilities of specific Departments, the new arrangements may result in some of these functions being undertaken by another Department. The principles, however, have not altered.

Derry Area Plan

2011

1.0 INTRODUCTION

- 1.1 The Derry Area Plan 2011 is a Development Plan prepared by the Planning Service, an agency within the Department of the Environment under the provisions of Part III of the Planning (NI) Order 1991.
- 1.2 This document comprises the Written Statement of the Derry Area Plan 2011. It should be read in association with the accompanying maps. The statement and maps set out the policies and proposals to guide development in the Derry City Council Area up to the year 2011.
- 1.3 In the event of a contradiction between the Written Statement and a map, the provisions of the Written Statement will prevail.
- 1.4 The Derry Area Plan 2011 will replace the previous Plans for the Derry City Council Area.
- 1.5 In January 1993 the Department announced that it was commencing the preparation of a new Development Plan for the Derry City Council Area. After consultation with the City Council, a Notice of Intention to prepare the

plan was published in the local press and comments were invited from the public on the future development of the area. Over 90 written comments and suggestions were received. Consultations were carried out with Derry City Council, community groups, government departments and agencies, statutory undertakers and

other appropriate bodies.

In November 1994 following consultation with the City Council the Department published the Preliminary Proposals of the Derry Area Plan 2011. Publication was followed by a period of extensive public consultation which lasted until March 1995. Representations were subsequently received from the City Council, community groups and various other statutory and voluntary bodies as well as from individual members of the public. The total number of representations received was of the order of 1,750, a total indicative of widespread public interest in the planning process.

- 1.6 The Department considered all representations received following which it published the Draft Derry Area Plan 2011 on 8 July 1996. The statutory time for objection ran from 8 July 1996-19 August 1996. A total of 294 objections were received during the objection period. Upon consideration of objections the Department requested the Planning Appeals Commission (the Commission) to convene a Public Inquiry. All objections were available for inspection from 27 January 1997.

The Public Inquiry into the Draft Area Plan commenced on 2 September 1997 and was conducted on various dates until 1 September 1998.

- 1.7 Due to the need to clarify an ambiguity in the District Strategy Map 1 published with the Draft Derry Area Plan 2011 and the consequent need to clarify the intentions of the Draft Plan Written Statement, the Department prepared and issued a document with a limited number of clarifications. The public were invited to examine the proposed clarifications from 21 April 1998-2 June 1998. Eight



objections were received by 2 June 1998. These were made available for inspection from 2 June 1998. The Commissioner also considered these objections.

- 1.8 The Commission subsequently reported to the Department on its consideration of the objections. The recommendations contained in the report by the Commission have been fully considered by the Department in finalising the outcome of the objections and the consequent revisions to the Plan, Written Statement and maps. Full details of the Department's response to the Commission's recommendations are set out in the Derry Area Plan 2011 Adoption Statement 2000.
- 1.9 The Department is now publishing the Derry Area Plan 2011. This document incorporates all the amendments outlined in the Adoption Statement and replaces all previous versions of the Derry Area Plan 2011.

FURTHER STUDIES

- 1.10 The Department proposes, subject to the availability of resources, to prepare a Local Plan for the area in and around the City of Derry Airport. It is also proposed to carry out a study of the area immediately surrounding Prehen House, with a view to bringing forward proposals for the use of these lands.
- 1.11 The Plan designates the centre of Eglinton as an Area of Townscape Character (Proposal BE 1, see Section 5). The Department will assess the effectiveness of this designation before deciding if further control, such as Conservation Area status, is necessary.

SUPPLEMENTS

- 1.12 In preparing the Plan the Department published a Technical Supplement providing technical information which has influenced the policies and proposals contained in the Plan. Information in these documents was collated prior to the publication of the Draft Plan in July 1996. The Technical Supplement is not part of the statutory Plan.

The Technical Supplement comprises 3 volumes as follows.

| | |
|-------|--------------------------|
| Vol 1 | Economic and Social Base |
| Vol 2 | Countryside Assessment |
| Vol 3 | Environmental Appraisal |

Nothing in this document should be read as a commitment that public resources will be provided for any specific project. All proposals for expenditure by Departments are subject to economic appraisal and will also have to be considered having regard to the overall availability of resources.

PURPOSE OF THE PLAN

- 1.13 The purpose of the Plan is to inform the general public, Statutory Authorities, developers and other interested bodies of the policy framework and broad land use proposals which will be used to guide development up to the year 2011. It provides guidance on the amount and nature of development which can be expected and where it can best be located so as to create an overall environment that will enhance the quality of life for the people of Derry District.
- 1.14 The Derry Area Plan 2011 will provide the context for and continue to support

Urban Policy Initiatives promoted through the Londonderry Development Office and set a land use framework which will contribute to the City Partnership Board's Vision for the City.

The Plan provides a policy framework only and does not deal with matters of detail which will be resolved through the Development Control process.

REGIONAL POLICY CONTEXT

1.15 The strategic and regional policy framework for the Derry Area Plan 2011 is currently provided for by the Draft Regional Strategic Framework, the Planning Strategy for Rural Northern Ireland and by a series of Planning Policy Statements (see para 1.22 and Appendix I for list). The Department also prepares and updates as necessary a set of Development Control Advice Notes (See Appendix 1).

DRAFT REGIONAL STRATEGIC FRAMEWORK

1.16 In December 1998 the Department published the Draft Document "Shaping Our Future Draft Regional Strategic Framework for Northern Ireland". This document sets out for public comment a strategic and long term perspective on the future development of Northern Ireland up to the year 2025. It provides a spatial framework for action helping to inform and guide the whole community and will influence the future distribution of activities throughout the region.

1.17 The Regional Strategic Framework is not limited to land use and addresses a range of economic, social, environmental and community issues which are relevant to delivering the objectives of achieving

sustainable development and social cohesion in Northern Ireland.



The Regional Strategic Framework has several functions:

- to provide a strategic planning framework for strengthening the regional economy and tackling social disadvantage;
- to protect and enhance the physical, natural and man-made assets of the region;
- to provide a spatial framework for transport, air and water quality, energy and waste strategies, and for infrastructure providers and public service promoters;
- to provide an overarching strategic framework for Development Plans and to guide public and private investment decisions relating to land use.

1.18 The Regional Strategic Framework identifies Londonderry as the Regional City and Hub of the North West. Its aim is to build on recent achievements by a Spatial Development Strategy to:

- strengthen the City's economy;
- continue to regenerate the City;
- promote an attractive and historic City.

1.19 The Draft Regional Strategic Framework was the subject of a Public Examination during Autumn 1999.

A PLANNING STRATEGY FOR RURAL NORTHERN IRELAND

1.20 In September 1993 the Department published "A Planning Strategy for Rural Northern Ireland" and in May 1994 published "A Design Guide for Rural Northern Ireland". The extant sections of these documents apply to those parts of the Derry City Council area lying beyond the proposed City Development Limit.



The strategy sets out the Department's broad objectives and policies for land use and development within the rural area. It provides a comprehensive framework for the preparation of development plans for individual District Council areas. The Derry Area Plan 2011 translates the policies set

out in the Planning Strategy for Rural Northern Ireland into the local context.

1.21 The Department has begun progressively to replace the Planning Strategy. The topic sections are currently being replaced by a series of Planning Policy Statements (PPSs) which will apply to the whole of Northern Ireland. In the meantime the Planning Strategy will remain in force in respect of those topics not covered by a PPS.

PLANNING POLICY STATEMENTS

1.22 Planning Policy Statements (PPSs) set out the policies of the Department on different aspects of land use planning. Their contents apply to the whole of Northern Ireland and will be taken into account in the preparation of Development Plans and may also be material to decisions taken on individual planning applications and appeals. The Department has published 6 PPSs to-date:

- PPS1 General Principles: March 1998
- PPS2 Planning and Nature Conservation: June 1997
- PPS3 Development Control's Roads Considerations: May 1996
- PPS4 Industrial Development: March 1997
- PPS5 Retailing and Town Centres: June 1996
- PPS6 Planning, Archaeology and the Built Heritage: March 1999

Two further PPSs have been issued in draft form:

- PPS8 Open Space, Sport and Recreation: March 1999
- PPS9 The Enforcement of Planning Control: March 1999

1.23 PPSs may from time to time be revised to take account of changing circumstances, including experience gained through the Development Planning and Development

1.26 “Transportation - The Way Forward” and the Northern Ireland Transport Policy Statement “Moving Forward” set out a new direction for transportation planning in Northern Ireland, the overall aims of which are to:

- reduce, where possible, the need for travel;
- encourage the use of alternatives to the private car;
- provide an efficient, safe and accessible transportation system which offers better choice and mobility for all its users.



Control processes. Good practice guides may also be issued to illustrate how concepts contained in PPS can best be implemented. A programme of future PPS publications is proposed as set out in the Department’s Corporate Business Plan.

DEVELOPMENT CONTROL ADVICE NOTES

1.27 Development Control Advice Notes explain the criteria and technical standards which the Department considers when dealing with specific categories or particular aspects of development. These are listed in Appendix 1.

OTHER POLICY FRAMEWORKS

1.24 In the development of objectives, proposals and policies for the Derry Area Plan 2011 cognisance has also been taken of other relevant Governmental advice and broader policy. This includes, for example, broad guidance on Sustainability, e.g. Growing a Green Economy.

1.25 The Plan is also consistent with emerging policy such as the “Quality Initiative”, with an increased emphasis on environmental quality, design quality and sustainability.

POLICY REVIEW

1.28 It should be noted that the Department is continuously reviewing policies and advice. It is, therefore, advisable to contact the Divisional Planning Office to ascertain the current relevant policies and supplementary guidance which apply within the Plan area.

PLAN AIM

1.29 The aim of the Plan is to give guidance on the amount and nature of development which can be expected and where it can be best located so as to create an overall

environment that will enhance the quality of life for the people of Derry District and reflect the role of Derry/Londonderry as a regional centre for the North West.

OBJECTIVES OF THE PLAN

1.30 In achieving its declared aim the Department will have the following objectives:

- (i) promoting the sustainable development of the Derry City Council Area by making provision for economic development while protecting its natural assets and man-made heritage for the enjoyment of future generations;
- (ii) identifying sufficient land for development in appropriate locations to meet all anticipated needs enabling the City and District to achieve their full potential;
- (iii) encouraging a vibrant City capable of serving its regional hinterland and of sustaining all the functions comparable to any other city of its size in Western Europe;
- (iv) establishing a logical City Development Limit having regard to the prevention of urban sprawl, ribbon development and the coalescence of surrounding villages as well as the quality of the physical environment;
- (v) developing a coherent strategy for the important landscapes associated with the River Foyle and its tributaries;
- (vi) conserving and improving those elements of the existing building stock which are of particular architectural or historic interest;
- (vii) encouraging the re-use of the City's important heritage of former shirt factories;
- (viii) developing a transportation strategy for the City and District which will facilitate movement throughout the entire area and which is accessible insofar as is practicable to those with special needs. Alternative means of transport to the private car, such as cycling, will be promoted;
- (ix) identifying and conserving those features of nature conservation value;
- (x) including sufficient land within the development limits of villages and small settlements to satisfy local housing and community needs taking account of their size and environmental constraints;
- (xi) making efficient use of existing infrastructure and utilities such as roads, sewage treatment works and water supply;
- (xii) protecting key assets for the tourist industry in the City and countryside while giving favourable consideration to proposals for tourism development which are appropriate in terms of their nature, scale and location;
- (xiii) ensuring that all development wherever located pays appropriate attention to good design, landscaping and detail and to the character of its vicinity.

2.0 DEVELOPMENT STRATEGY

- 2.1 The development strategy for the Derry City Council Area is based upon an analysis of the key issues and opportunities pertinent to the District. It considers the complex inter-relationships that exist between the City, the District, the Region and beyond. The Plan recognises, therefore, the City's wider regional role in the North West of Ireland together with its status as Northern Ireland's second city.
- 2.1 The Derry Council Area has a population of around 105,800 (1998) of which some 84,000 reside in the City itself. The City provides shopping, educational and other services for its District and the neighbouring districts of Limavady, Strabane and parts of Co. Donegal. The population of this hinterland area is about 275,000 and the City's dominance as the major service centre within this greater geographical area is assured.
- 2.3 The Plan promotes the concept of sustainable development based on the belief that conservation and development are not mutually exclusive alternatives,

but differing interests which must be reconciled in accordance with the United Kingdom's endorsement of its various international agreements and conventions. In its overall support of sustainable development the Plan seeks to promote development at the appropriate time and in the appropriate location. This approach calls for an appreciation of the natural, man-made and cultural reserves to ensure that development neither degrades nor irreversibly damages them. The Plan therefore seeks to integrate conservation and development through a mix of co-ordinated economic, environmental and social measures and policies.

- 2.4 The major determinants on the future strategic physical growth of the City are:

1 Topography
General urban development will be restricted in the main to below the 100 metre contour line

The vast majority of zoned land is below this level, although to ensure clearly defined boundaries and include lands previously zoned where appropriate, the Plan occasionally departs from this stricture. As a result, most of the land proposed for development lies below this contour line and is not, therefore, subjected to the same degree of exposure and adverse climate, which generally prevail above this altitude.





2 Landscape

General urban development will be restricted along the River Foyle and the River Faughan

This policy will safeguard the unique setting of the City in relation to these river valleys and their associated landscapes of outstanding amenity interest.

3 Water Quality within the Faughan System

Development within the River Faughan catchment will be restricted so as to maintain the quality of water available in the river

This strategic policy will continue to safeguard the River Faughan both as an important source of potable water for the City and in its role as a commercial fishery.



4 Countryside Protection

The Department designates a Green Belt around Londonderry and appropriate Countryside Policy Areas

These policies will restrict development within the areas so designated to that outlined in the Department's "Planning Strategy for Rural Northern Ireland".

- 2.5 Since 1945 Londonderry has expanded in a generally northerly direction on either side of the River Foyle. The Plan

proposes a continuation of this long established trend. On the urban west bank the principal direction of growth will be along the Buncrana Road axis to make full use of existing and projected investment in roads, drainage and social and community facilities. On the urban east bank the main thrust of development will be along Clooney Road, Glenshane Road and east of Crescent Link.

- 2.6 A City Development Limit has been established around all future development areas beyond which there will be a presumption against further urban development. This Development Limit separates the City from Culmore, Newbuildings and Strathfoyle. The Department is satisfied that there is sufficient land within the Development Limit to provide for all of the City's needs.

- 2.7 Although most of the City's growth will, by necessity, have to be accommodated on the periphery of the built-up area, the Department identifies a number of opportunity sites within the City. These will assist in meeting development needs and contribute to the creation of a more vibrant inner city.

- 2.8 Because of their size and local importance as service centres, Claudy, Culmore, Eglinton, Lettershendoney, Newbuildings, Park and Strathfoyle are designated as villages. A village development limit has been established around each having regard to environmental issues, physical features, availability of services and the nature of development pressure. Within the limit new development will normally be acceptable provided it reflects the scale and character of the village. Within the villages, land has not been generally zoned for specific purposes as this has proved in the past to be an inflexible



2.9 Thirteen small settlements have been identified throughout the District. These are smaller in population terms than villages and do not possess the same range of services yet act as local focal points in the countryside. Development limits have been established for each within which proposals for new development will be approved provided they reflect and respect the character and scale of each settlement.

approach. However, important recreation/ open space areas have been designated where permission for other development will not normally be granted. In Eglinton and Culmore, Areas of Village Character are designated where development proposals will be expected to make a positive contribution to townscape and be sensitive to the character of the area surrounding the site in terms of design, scale and use of materials.



3.0 THE COUNTRYSIDE

PROPOSALS AND POLICIES

Proposal COU 1 The Green Belt and Countryside Policy Areas

The Department designates a Green Belt around Londonderry and Countryside Policy Areas at (a) Bonds Glen/Ness Woods/Ervey Woods and (b) the Foyle Estuary.

- 3.1 The size and continuing growth of Londonderry, the out-lying industrial areas and the nearby villages create considerable development pressures. It is a function of the Development Plan to provide sufficient land for this growth whilst protecting the open countryside from urban sprawl and ribbon development. A Green Belt has, therefore, been designated around Londonderry, the boundaries of which are indicated on the District Strategy Map 1.



- 3.2 The designation of Countryside Policy Areas (CPAs) at (a) Bonds Glen/Ness Woods/Ervey Woods and (b) the Foyle Estuary will protect these areas of countryside which are under pressure or likely to come under pressure from



development which would adversely affect the rural character of their landscapes. The CPA at Bonds Glen/Ness Woods/Ervey Woods also protects part of the valley of the River Faughan, an important river corridor. Within the Foyle Estuary CPA greater emphasis will be placed on the visual impact of proposals on the coastal zone. The boundaries of these designations are shown on the District Strategy Map 1.

- 3.3 The Department will strictly control development within the Green Belt and the Countryside Policy Areas and, apart from a limited number of uses, there will be a clear presumption against any new building and any new use of land which might create a demand for more buildings. No other development will normally be allowed unless there are over-riding reasons why that development is essential and could not be located in a town or village, or in a part of the open countryside not subject to policy constraint. A detailed explanation and further information regarding the policies for these areas is contained in the Department's publication "A Planning Strategy for Rural Northern Ireland" published in September 1993.

4.0 NATURAL

4.1 There is an increasing awareness of the impacts of development on the natural environment and growing public support for the protection of this resource at local, national and international level. An important element of the Plan is to balance the need for economic growth with the requirement to protect, conserve and enhance our wildlife and natural beauty.

4.2 The District contains a variety of habitats including moorland, river corridors, woodland, lough shore and margins of the Foyle Estuary. The landscape of the District provides a rich resource

of productive agricultural land, settlement, sites for nature conservation and archaeological and historical features and remains which illustrate ways in which the land has provided for human occupation and activity in the past. It also provides for many recreational needs and has the potential to become an increasingly important tourist asset.



4.3 The practical implications and associated land use planning policies for the natural heritage interest including sites of European importance are detailed in the Department's Planning Policy Statement 2, Planning and Nature Conservation. It sets out the policies which the Department applies across Northern Ireland and incorporates relevant policies from the Rural Planning Strategy.

4.4 Lough Foyle has been designated as an Area of Special Scientific Interest (ASSI) and a Special Protection Area (SPA) by virtue of its over-wintering bird population. (District Strategy Map 1)



4.5 Ness Wood and Ervey Wood are designated as Areas of Special Scientific Interest (District Strategy Map 1). The process of designation is ongoing and it is likely that other areas will be designated over the Plan period. The key importance of ASSIs means that development proposals within the sites, or outside but likely to affect them, will be subject to special scrutiny.

4.6 Landscapes of national importance have merited designations as Areas of Outstanding Natural Beauty (AONB). A part of the Sperrin AONB lies within the District. The purpose of designation is to protect and conserve the scenic qualities of the area and promote their enjoyment. The Department’s Environment and Heritage Service will review the boundaries of the existing AONB over the Plan period. The review will not form part of the Plan process and will be subject to separate consultation. It is anticipated that following the review exercise, the Department will provide guidance on the design principles for the AONB.

4.7 As part of the preparation of the Plan, the Department undertook a Landscape Assessment as a means of describing, classifying and evaluating the Districts diverse character. Landform, landcover and landscape features such as settlement pattern, trees, hedgerows and woodland were all taken into account in assessing both the character of particular landscapes and their capacity to absorb further development. A detailed account of the landscape survey is included within the Countryside Assessment, which is volume 2 of the Technical Supplement.

PROPOSALS/POLICIES

Proposal ENV 1 Areas of High Scenic Value (AoHSV)

The Department defines Areas of High Scenic Value on both banks of the Foyle north and south of the City and the Faughan Valley south east of Drumahoe to Burntollet Bridge

4.8 These areas are shown on the District Strategy Map 1. The quality, character and importance of the AoHSV derives from a combination of the following

factors:

- **the contribution they make to the setting of the City;**
- **their relatively unspoilt nature and their relationship with the Rivers Foyle and Faughan in providing an attractive setting for the enjoyment of the rivers;**
- **their proximity to the urban area and their contribution in providing a high quality environmental image along the major approach roads to the City; and**
- **their intrinsic landscape quality based on the inter-relationship between river, riverbank, large country houses, many of considerable historic character set in mature parkland/woodland and well maintained agricultural land uses.**



Policy ENV 1 Areas of High Scenic Value (AoHSV)

Proposals for development which would adversely affect or change either the quality or character of the landscape within the Areas of High Scenic Value will not normally be permitted.

4.9 All AoHSV lie within the Green Belt and will remain undeveloped in the long term interests of the City and District. Whilst a limited number of uses may be acceptable within the Green Belt this does not imply that these uses will necessarily be acceptable within the AoHSV. In addition to meeting Green Belt policies, the development must demonstrate that there will be no adverse impacts or changes on the character or quality of the landscape.

Particular attention will be paid to the way proposals conserve and enhance the landscape of the AoHSV. The AoHSV are also identified as Areas of Constraint on Minerals Development (see Plan Policy MN 1) and will be subject to the constraints of that policy. Proposals for waste disposal within AoHSV will be determined in accordance with Policy WD1.

Policy ENV 2 Design within AoHSV

Where development is permitted within the Areas of High Scenic Value, it must have special regard to siting, massing, shape, design, finishes and landscaping in order that it may be integrated into the landscape.

- 4.10 The highest standards in design will be required within the AoHSV. Development should be seen as an opportunity to maintain and enhance the landscape quality. Landscaping proposals should indicate the overall impacts of the proposal on the landscape together with any mitigation measures. Proposals for tree planting of appropriate tree species should form an integral part of all proposals and in this respect the site must be large enough to accommodate the landscape element.

Policy ENV 3 Informal Uses within AoHSV

Within the Areas of High Scenic Value, favourable consideration will normally be given to the provision of pathways and informal recreational facilities of an appropriate scale and in a suitable location provided they are visually integrated with the landscape.

- 4.11 The Areas of High Scenic Value can provide new opportunities for informal recreational activities and quiet

enjoyment of the countryside, e.g. riverside and countryside walks, with potential to be linked by footpaths to the urban area. The City Council is actively involved in creating pedestrian access around Boom Hall to the north of the Foyle Bridge and in extending the Foyle Valley Railway to the south along the Letterkenny Road.

Proposal ENV 2 Areas of Local Nature Conservation and Amenity Importance (AoLNCAI)

The Department defines the following areas as Areas of Local Nature, Conservation and Amenity Importance: Castle River, Cumber, Enagh Loughs, Foyle Park, Gransha Intake, Learmount and Prehen Wood



- 4.12 A number of Areas of Local Nature Conservation and Amenity Importance (AoLNCAI) have been defined either within or close to settlements. These are identified on Maps LCA1, LCA2, LCA3, LCA4, SE1 and SE6. The areas are of particular local importance as they are found close to where development pressures are normally greatest and where there is a relative lack of other nearby nature conservation and amenity areas. Some of the areas contain important historic buildings, monuments and important stands of woodland. A description of these areas and further guidance is provided in Appendix 2.

Policy ENV 4 Development within Areas of Local Nature Conservation and Amenity Importance (AoLNCAI)

New development will not normally be permitted within the AoLNCAI. Exceptions to this may include proposals which:

- **relate to changes of use and conversions of existing buildings which could accommodate sensitive development and where such existing buildings and structures are neither unsightly nor obtrusive elements in the landscape;**
- **are aimed at enhancing and maintaining the interest of these areas.**

4.13 Since some of these areas lie outside settlement boundaries, consideration of development proposals will take account of all other relevant rural planning policies. In assessing development proposals, the Department will have

particular regard to the existing character and interests of the area and proposed changes to that character. Development which is likely to increase noise significantly, or detract from the quiet enjoyment of the areas will be resisted.

4.14 The AoLNCAI contain a small amount of built development, much of which consists of traditional and historic buildings. These add to the amenity of the areas and the Department will encourage the sympathetic re-use and rehabilitation of these properties. The loss of these remaining buildings and their replacement with unsympathetic design solutions will be resisted. However, proposals which may be acceptable include informal recreational activities, creation or enhancement of pedestrian access, tree planting, woodland management and schemes specifically aimed at enhancing the landscape or improving the nature conservation interest.



Policy ENV 5 Community Woodlands

The Department will safeguard land at Skeoge for a Community Woodland and, in consultation with the City Council and other relevant bodies, review the potential for additional Community Woodlands over the Plan period.

- 4.15 The land at Skeoge is currently in the Department's ownership and will be developed over the Plan period as a Community Woodland. A joint initiative by the Departments of Agriculture and Environment is intended to promote Community Woodlands near large towns and cities. The aims are to provide peaceful places for people to relax, walk and enjoy sports, the arts and leisure activities, as well as contributing to farm and forest business. Northern Ireland has

very little woodland in comparison with the rest of Europe and major areas of woodland and forest tend to be in rural areas remote and not readily accessible to town dwellers. By planting new woods and maintaining existing ones near to centres of population, areas of derelict land, public open space and land difficult to farm can be transformed into attractive woodland. They may be used to link existing woodlands and open spaces, and provide green corridors, extending from the open countryside into the urban area.

Policy ENV 6 Trees and Woodland

In order to protect the amenity value of trees and woodland the Department will where appropriate:

- **make Tree Preservation Orders on woodlands, groups of trees**



and individual specimens which contribute to the visual amenities and character of the surrounding area;

- require the retention of trees and hedgerows in development proposals wherever possible; and
- encourage the proper and beneficial management of trees and woodland.

- 4.16 Trees can be protected if they are of public amenity value by the making of a Tree Preservation Order (TPO). This prohibits the cutting down, topping, lopping or wilful destruction of trees without the consent of the Department. Where protected trees have to be felled the Department will require that suitable replanting occurs. Subject to the availability of resources, the Department will initiate a programme of Tree Preservation Orders within the Derry City Council Area to protect trees which make a particular contribution to visual amenity.

Policy ENV 7 Retention of Trees and Hedges and Landscape Requirements

Development proposals will be expected to take account of existing trees and hedges which in the interests of visual amenity or wildlife habitat should be retained. Proposals will be expected to provide appropriate landscaping as an integral part of the design.

- 4.17 The Department will seek to increase the amount of tree cover by ensuring that where development occurs, new tree planting is secured and that as many existing landscape features as possible are retained by sympathetic design and



layout. The Department will require that where existing trees and hedges are an important element of the landscape, a survey is carried out which indicates how the trees and features are to be protected during construction. Before development is carried out, the Department will require the submission of a site survey, accurately showing the positions, species, heights and canopies of all significant trees and existing hedgerows. The features to be retained should be indicated as should the existing and proposed levels. In considering development proposals the Department will seek to achieve site layouts which avoid the root systems of existing trees and proposed trees and also have regard to the impact of development on drainage. In some circumstances it may be appropriate to keep development outside the falling distance of mature trees. The Department will seek to ensure the protection of such features through the inclusion of conditions in any permission granted.



- 4.18 Proposals will be expected to indicate the means by which the landscaping helps to visually integrate new development. Particular importance will be placed on proposals adjacent or close to the development limits of settlements where landscaping will usually be required to help assimilate development impacts on the open countryside, Green Belt and on the Areas of High Scenic Value.



Policy ENV 8 The Water Environment

Development which is likely to introduce or increase water pollution to an unacceptable extent or adversely alter the water levels in any body of water, watercourse or groundwater will not be permitted.

- 4.19 There are a number of major water resources and features within the District including the River Foyle, River Faughan and associated tributaries, Enagh Loughs, open water bodies along the Foyle Estuary and other small lakes and ponds. These are important not only as valuable habitats but also as a source

of drinking water supply, fishing and recreation activities. Changes in water levels and water quality can have adverse impact not only on fishing and recreation interests but also on the associated habitats. It is necessary to ensure that new developments do not cause a deterioration in current water quality and where possible, development proposals should take the opportunity to improve this resource.

Policy ENV 9 Development adjacent to Rivers and Open Water Bodies

Development will only be permitted adjacent to major rivers and open water bodies where it can be demonstrated that proposals meet all the following provisions:

- **will have no permanent adverse impacts on their landscape character or setting;**
- **will not involve a loss of significant views of, and from the rivers and water bodies;**
- **will not prejudice existing or the potential for future public access; and**
- **are in conformity with other Plan policies.**

- 4.20 The policy is primarily aimed at protecting the landscape adjacent to the River Foyle, the Faughan and its tributaries, Enagh Loughs and the water bodies along the Foyle Estuary. Particular attention will be paid to the opportunities for conservation, enhancement of the existing tree cover and improved public access. Exceptions to the policy relate to the riverside area within the City where the need to find new uses for major areas

of dereliction adjacent to the riverside area requires special consideration. The Department will encourage redevelopment along the riverside which would improve the environment and townscape of those areas currently marred by dereliction and under-use. This is reviewed more fully within the Central Area (see Section 15).



5.0 BUILT ENVIRONMENT



5.1 The District contains a rich legacy of archaeological and historic features, the result of some 9,000 years of human activity. There are examples of standing stones, stone circles, court tombs, crannogs and raths widely distributed throughout the District. Later periods of settlement have provided other important landmarks such as the City Walls, fortified houses, grand civic buildings, townhouses, Georgian streetscapes, planned settlements and industrial and commercial architecture. This legacy requires protection for the understanding and enjoyment of future generations as well as providing information about our past and helping to create a sense of identity for the present community.

5.2 In March 1999 the Department published Planning Policy Statement 6 on "Planning, Archaeology and the Built Heritage". This outlines the Department's regional policies for assessing proposals which affect the archaeological or built heritage.

PROPOSALS/POLICIES

Policy BE 1 Urban Design

The Department will require development proposals to make a positive contribution to townscape and be sensitive to the character of the area surrounding the site in terms of design, scale and use of materials. Development proposals should respect the opportunities and constraints of the specific site and have regard to the potential to create a new sense of place through sensitive design.

5.3 The Department wishes to emphasise the importance of urban design within the City and settlements. The design of a new building within the historic City of Londonderry can pose a very difficult challenge. The building should add to the special character of the historic city without devaluing it by pale imitation or an unsympathetic contrast. The challenges outside the historic core can be just as great where there may be the need to create a new sense of place, where little may exist. The Department will expect new development to have regard to the opportunities of creating new and interesting public spaces,



buildings and pedestrian linkages. Areas which may have little urban quality because they are derelict or green field sites should be viewed as opportunities to create a sense of place with new reference points.



5.4 Within the smaller settlements the character of the townscape varies greatly. They include rapidly developing commuter settlements such as Eglinton and Culmore with good access to the City and adjacent industrial estates, to Carnanreagh, a small rural cluster of housing at a crossroads in the Sperrin foothills. Many of the smaller settlements display an essentially rural character and proposals for development should reflect this character.

Policy BE 2 Listed Buildings

There will be a general presumption in favour of the preservation of all buildings listed as being of special architectural or historic interest. Only in the most exceptional circumstances will consent be granted for demolition.

5.5 The District contains a number of Listed Buildings with the greatest concentration

being within the City, particularly in the vicinity of the City Walls. Whilst the City is renowned for its historic Walls and its planned historic centre, it contains a relatively small number of important buildings with less than 50 listed buildings within the Walled City. It is, therefore, important to retain these remaining buildings as representative of the growth and historical development of the City.

5.6 Buildings listed for their architectural or historic importance have statutory protection and consent is required for their demolition or for any alterations. Some of the largest and oldest Listed Buildings have outlived their original use and require appropriate re-uses to ensure their survival (see Plan Policies BE 3 and BE 9).





Policy BE 3 Buildings at Risk

The Department will encourage the sympathetic restoration of buildings of historic/architectural interest particularly where they are at risk from dereliction or demolition.

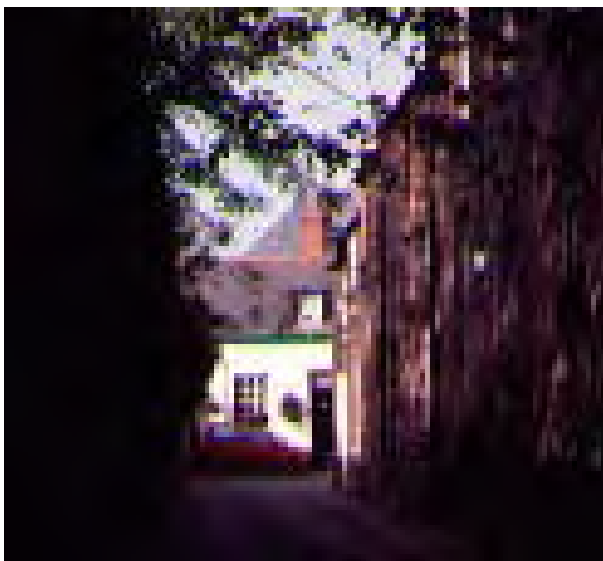
5.7 In an effort to increase public awareness of historic buildings in need of restoration, the Ulster Architectural Heritage Society in association with the Environment and Heritage Service has

published "Buildings at Risk", a series of catalogues of historic and important buildings in Northern Ireland which appear to be threatened. This includes a number of buildings in the District for which the Department would encourage sympathetic restoration schemes.

Policy BE 4 Conservation Areas

To preserve and where possible enhance the character and appearance of Conservation Areas, the Department will:

- resist the total or substantial demolition of a building or buildings where they make a positive contribution to the character of an area;
- require that special attention is given to the design, form and materials of new development;
- seek to ensure retention of trees important to the character of an area; and
- implement a programme of enhancement schemes as resources permit.





5.8 The Plan sets out the broad policy criteria under which applications within the Conservation Areas will be judged. There are currently 2 Conservation Areas in the District, the Historic City centred on the Walls and the Clarendon Street Conservation Area (Maps BE 1 and BE 2). The Department will also have regard to PPS 6 and its publications, "Londonderry Historic City Conservation Area" (February 1977) and "Londonderry Clarendon Street Conservation Area" (February 1978).

5.9 Within Conservation Areas consent is normally required for the total or substantial demolition of a building. The Department will normally resist the removal of chimneys, skyline features, entrance steps and other parts of buildings and the streetscape which contribute to the character, interest and quality of Conservation Areas. Consent to demolish an unlisted building within a Conservation Area will normally only be granted where it can be shown that it is wholly beyond repair, incapable of reasonable beneficial use or where its removal or replacement would benefit the appearance or character of the area. Demolition will normally only be permitted where there are approved detailed plans for redevelopment.

5.10 In the commercial parts of the Conservation Areas the design, form and materials of shop fronts, signs and fascias can both add to, and have adverse impacts upon, the character of the area. The Department will seek to ensure that a high standard of design is achieved in any proposed replacement shop fronts and advertisements in such areas.



Policy BE 5 Development Adjacent to The Walls

The Department will normally permit development adjacent to the Walls provided it is in accordance with the guidelines set out in Appendix 3.

- 5.11 The City Walls, built between 1613-1618 define the limits of the original planned settlement and are now in the Department's care. They are a distinctive townscape feature, and are of major public interest. A number of sites have an adverse impact on views of and from the Walls, and the Department will encourage their sympathetic redevelopment over the Plan period (see Map 3 Central Area and Appendix 3). Demolition has opened up new views of the Walls, but has resulted in the loss of some streets and buildings which reflected the pattern of the historic settlement outside the Walls. The Department considers that it is important to retain the surviving street pattern in the vicinity of the Walls and Conservation Area powers will be used to control demolition.



Policy BE 6 Environmental Improvements to the Walls

The Department will continue to undertake small scale environmental improvements and maintenance to the fabric of the Walls as appropriate.

- 5.12 An ongoing programme of conservation and environmental improvements has upgraded both the structural integrity and visual amenity of the Walls. Such schemes will be judged against Conservation Area and Historic Monument policies.

Policy BE 7 Archaeological Sites and Monuments and Historic Landscape

Development which would be likely to alter, damage or destroy individual sites or monuments, or result in inappropriate change to the setting of such sites or monuments or to the historic landscape will not normally be permitted.

- 5.13 Archaeological sites and monuments are important as individual features, as elements in the historic landscape and as features which contribute to the distinctive local landscape character. Some are landmarks, others are scarcely visible and some survive only beneath the ground, under modern fields and settlements. They provide evidence of thousands of years of human activity and settlement. They are a finite and diminishing resource which once destroyed cannot be replaced. Every archaeological site or monument which is damaged or destroyed means the loss of part of the record of our past.

- 5.14 The scheduling of these sites is ongoing and the fact that a site or monument has not yet received statutory protection does not diminish its archaeological importance or its significance as an element in the historic landscape. In all cases the desirability of preserving an archaeological site or monument and its setting, whether scheduled or not is a material planning consideration. In some cases it may be necessary for additional archaeological research or on-site evaluation, which may include excavation assessment, to be undertaken before a planning decision can be reached.
- 5.15 The discovery of archaeological remains may represent a material change which can affect the nature of the development which will be permitted.

- 5.16 Developers should seek to identify the existence of archaeological remains which may be affected by their proposals so that appropriate strategies to deal with the archaeological implications can be designed at an early stage. Planning permission will not be granted for a development which would destroy archaeological remains which ought to be preserved in situ.

Policy BE 8 Monuments in State Care

The Department will protect sites and settings of monuments in State Care or which might be taken into State Care. Proposals for development in the vicinity of these monuments which would be likely to have an adverse effect on the sites or their settings will not be permitted. Particular attention will be paid to the impact of the proposal on:



- the area of historic landscape in which the site or monument functioned;
- critical views of and from the site or monument;
- the access and public approaches to the site or monument;
- the understanding and enjoyment of the site or monument by visitors.

5.17 There are 5 monuments and groups of monuments in State Care in the District. These are Ballygroll Prehistoric Landscape, Brackfield Bawn, Ervey Court Tomb, Londonderry City Walls and Mullaboy Standing Stone. The area around the Walls is an area of archaeological potential, within which site evaluation may be necessary to reach a planning decision. Permission may be conditioned to minimise disturbance or to provide for archaeological recording which may include excavation (see Map BE 1).



Policy BE 9 Industrial Archaeology

The Department will encourage the beneficial re-use of historic industrial buildings and sites where they make a significant contribution to the townscape or the locality.

5.18 Within the District there are many examples of important buildings which are reminders of past industrial development. The City has traditionally had a strong association with manufacturing, particularly with regard to the shirt industry. While most of the shirt factories have now closed or relocated, many of their former buildings remain and, whilst largely vacant, contribute significantly to the townscape of the City.

Policy BE 10 Historic Gardens Parks and Demesnes

The Department will protect the following historic gardens, parks and demesnes within the Derry District: Ashbrook, Beech Hill, Brook Hall and Brooke Park (see Maps HG1, HG2 and HG3 Appendix 4). Development in or adjacent to these historic gardens, parks and demesnes will normally be refused planning permission where it is likely to have an adverse effect on:

- the quality and character of such estates or demesnes,
- formal or informal gardens;
- landscaped parkland;
- historic buildings and other buildings or features of character within such estates including historic boundary walls; and
- the setting of any estate, gardens, parkland or associated buildings.



5.19 The planned landscaping associated with these estates makes a positive and important contribution to the quality of the local landscape. The Department's Environment and Heritage Service is compiling a Register of Historic Gardens Parks and Demesnes and has identified the following sites in the District for inclusion in the Register: Ashbrook, Beech Hill, Brook Hall and Brooke Park.

A description of these sites with accompanying maps is contained in Appendix 4.

5.20 The Department has also identified a Supplementary List of Gardens, Parks and Demesnes containing elements of their original form (see Appendix 4). These make a significant contribution locally

to the landscape. Where development is approved within sites on the Supplementary List, the Department may require evaluation and recording to be undertaken which will ensure that our knowledge of this part of our landscape heritage is not lost.

Policy BE 11 Access to Buildings for People with Disabilities

The needs of people with disabilities will be taken into consideration in the determination of planning applications for the development of buildings to which the public have access.

- 5.21 The Chronically Sick and Disabled Persons (NI) Act 1978 requires developers of specified types of buildings to provide suitable means of access, parking and toilet facilities to meet the needs of people with disabilities where practicable and reasonable. The types of buildings to which the Act applies are those open to the public such as shops, restaurants, hotels, places of entertainment, leisure and community buildings, places of employment and education buildings.
- 5.22 It will be expected that comprehensive access facilities will be incorporated in completely new developments, including extensions, as a matter of good design practice. In the case of existing buildings to be altered or refurbished, there will be a presumption that disabled access and facilities will be incorporated as far as possible. In the case of historic buildings, the incorporation of facilities needs to be considered with regard to safeguarding character and special architectural interest. When granting planning permission for buildings to which the public have access the Department will draw the attention of the prospective developers to the relevant provisions of the Chronically Sick and Disabled Persons (NI) Act 1978 and the "Code of Practice for Access for the Disabled to Buildings". Guidance for developers is given in the Department's published Development Control Advice Note 11 entitled "Access for People with Disabilities".



Proposal BE 1 Areas of Townscape Character

The Department designates Areas of Townscape Character at Victoria Park, Bonds Hill, Eglinton and Culmore (see Maps BE 3, BE 4, BE 5 and BE 6):

These areas are also identified on the Central Area Map 3 and the individual Village Maps. The purpose of designation is to protect and enhance these areas by controlling the design of development which will be acceptable within them.



Policy BE 12 Areas of Townscape Character

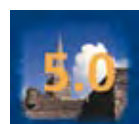
Proposals likely to erode the individual quality and character of these areas will not normally be permitted. When considering applications for development, as well as applying the general Plan policies, the Department will require that proposals are in accordance with the criteria set out in the development guidelines (see para 5.24).

5.23 It is essential that new development reflects the context of existing historic development. Thus for example, standard suburban design layouts or the use of inappropriate materials are unlikely to be acceptable in these areas. In assessing proposals, the Department will give priority to the need to enhance and maintain the existing character. An outline of the character of these areas is provided in Appendix 5.

5.24 Development guidelines for the Areas of Townscape Character referred to in Policy BE 12:

- conversions, where appropriate, will only be acceptable where they do not adversely impact on the external appearance of the building;
- proposals likely to involve a loss of important architectural and historic features will be resisted;
- the general height, scale and massing of buildings in the area shall be maintained. Exceptions to this may include the removal of poorly designed structures and buildings and providing the replacement scheme enhances the character of the area;

- proposals which involve a significant loss of important trees, wooded areas, gardens or landscape features will be resisted;
- proposals which generate the requirement for road realignment or widening and which significantly alter the character of the area or which are likely to significantly increase the proportion of hard surfacing in front of existing properties will be resisted;
- the Department will normally give favourable consideration to proposals which rehabilitate existing derelict buildings and structures which are important in the street scene provided they are in accordance with other Plan policies;
- materials shall match or complement those characteristic of the historic development of the area. The use of high quality materials which reflect historic and architectural features is particularly important in preserving and enhancing the character of the area as a whole;
- boundary treatment should be characteristic of the historic growth of the areas.



6.0 HOUSING

6.1 The number of new dwellings required over the Plan period has been estimated by taking account of the likely increase in population, the long established trend towards smaller households, the replacement of unfit dwellings, the elimination of sharing and vacancy rates. It is estimated that around 10,500 new dwellings may be required in the Derry City Council Area between 1996-2011. The possible distribution of this housing need within the District is as follows:



| | |
|--------------------------------|-------|
| Londonderry | 8,500 |
| Villages and Small Settlements | 1,500 |
| The Countryside | 500 |

6.2 The following housing policies are aimed at ensuring that an adequate and continuous supply of housing land is identified to facilitate the provision of a range of housing opportunities to meet the needs of the community. The Department is committed to ongoing monitoring of the take-up of housing land. At present, this is carried out on an annual basis. It is proposed to continue the monitoring on a regular basis as resources permit.

6.3 Many development sites will require the improvement of existing infrastructure and/or the provision of additional infrastructure to enable the development to take place. The infrastructure works may include roads, water and sewerage or land drainage. It is Government policy to require developers to bear all or part of these infrastructure costs. This policy applies to both public and private sector developments. Where appropriate, planning agreements under Article 40 of the Planning (Northern Ireland) Order 1991 may be used to enable development to proceed.

PROPOSALS/POLICIES

Proposal H 1 Zoned Housing Land

595 hectares of land are zoned for housing purposes in Londonderry

6.4 The majority of the District's population lives in Londonderry where much of the demand for new housing will be met with the balance accommodated in the villages, small settlements and the countryside. The Department designates a number of housing sites within an extended City Development Limit. These zonings, if developed at mid range density, (see Appendix 6), could provide approximately 11,500 dwellings which is well in excess of the anticipated need of 8,500 houses. However, recent trends demonstrate that higher density is being achieved on schemes under construction and in addition residential accommodation has resulted from development of a number of opportunity sites/redevelopment areas not included in the housing zoning calculations. A potential output of over 13,000 units is, therefore, much more likely.

6.5 The policies governing any proposed residential development are set out below while additional information on individual housing zonings is contained within Appendix 7. The zonings are convenient to employment opportunities, main roads, public transport, recreation land and other community facilities. They provide an adequate stock of potential housing land and a measure of choice to make them attractive to residents and developers alike. In identifying new sites for housing the Department has taken into account the undeveloped land within the existing development limits.

Mixed Use Zoning: Iona Park

- 6.6 A 2 ha site at Southway has been identified as suitable for housing or light industrial use or an appropriate mix of both uses (see Appendix 7).
- 6.7 Within the villages, land has not been generally zoned for housing purposes as this has proved in the past to be an inflexible approach (see Plan Policy SE 1, Section 16).

PROPOSALS/POLICIES

Policy H 1 Housing Design and Layout

The Department will require high standards of Design and Layout in all new housing developments and will have regard to the following:

- the scale and density of new developments should respect the location and characteristics of the site such as topography, landscape features and the character of surrounding development;

- the layout should contribute to townscape and respect the residential amenity of both existing and prospective occupiers. Layouts should endorse relevant policies and proposals within Section 5 “Built Environment” of the Plan;
- house type and design;
- landscaping proposals should include the retention of significant existing mature trees and vegetation worthy of protection (as agreed with the Department) and provide appropriate planting and boundary treatments. Layouts must also pay regard to Policies ENV 6 and ENV 7 of the Plan;
- the provision of satisfactory arrangements for access, roads layout, pedestrian and cycle linkages, car parking, sewerage and drainage;
- the provision of Open Space (see also Plan Policies H 2 and R 3);
- the Quality Initiative. Proposals for housing development must be consistent with the principles of the



Quality Initiative to which the Department is committed. Policy statements and supplementary guidance referred to in Section 1 are material to the consideration of new residential environments. Major zonings will be approached comprehensively and, where appropriate, will be subject to the preparation of an agreed Concept Master Plan.

- 6.8 Housing need varies widely in dwelling size, type and tenure according to such factors as family needs, household size, age, health, personal preference and financial circumstances. Developers will therefore be encouraged to design imaginative and interesting housing layouts incorporating a range of house types and densities to meet the needs of the community and provide variety and choice. Good standards of landscaping, pedestrian links to amenity areas where appropriate, and to existing public footways will be required in order that pleasant living environments are achieved. Proposals will be expected to indicate the means by which landscaping helps to visually integrate new development into the landscape.



- 6.9 Particular importance will be placed on proposals adjacent or close to the development limit of the City where landscaping will usually be required to help assimilate and soften development impacts on the open countryside and on Areas of High Scenic Value. The mix of dwelling types in a housing development may be regulated where a specific need has been identified or where required by site and environmental conditions. Within housing developments, certain non residential ancillary uses, such as small shops or social and community facilities may be acceptable and the Department will expect these uses to be indicated as part of the overall planned layout. The Department will also ensure the need for access to be provided to any adjoining land in order to safeguard future development potential.
- 6.10 Where any site abuts the former Ballyarnett Racecourse, a strip of 3 metres on either side of the racecourse will be excluded from the curtilage of any dwelling and kept free of built development to provide a buffer zone which will protect the line of

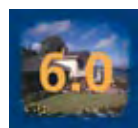
the racecourse and its setting. The Department will seek through the Development Control process to ensure that this 3 metre strip is planted with appropriate native species of trees and shrubs. No built development including development normally permitted under Article 3 of the Planning (General Development) Order (NI) 1993, will be permitted within 10 metres on either side of the racecourse.

- 6.11 Roads within housing areas will require approval under the Private Streets (NI) Order 1980 and the Private Streets (Amendment) (NI) Order 1992. The Department's "Layout of Housing Roads Design Guide" (1988) provides the guidelines which will be applied in consideration of road layouts and related matters in proposed housing areas. A new design guide will be produced early in the Plan period. Upon satisfactory completion roads built in accordance with the appropriate standards will normally be adopted and subsequently maintained by the Department.



Policy H 2 Open Space Provision in New Housing Areas

The Department will require as necessary the provision of manageable areas of incidental open space suitable for informal amenity and play use within new housing developments.



- 6.12 It is important to ensure that adequate open space is made available within larger housing areas. Land has not been specifically zoned for this purpose so as not to restrict unduly the design of future housing layouts. However, provision of open space should be incorporated within the overall scheme at an early stage in the design. The Department, in consultation with Derry City Council, will assess all planning applications for housing estate development and determine whether such open space areas are required. In assessing the need for and size of such areas, the Department will take into consideration the location, the overall size and density of development proposed, together with garden size and the accessibility of the development to

any nearby play spaces. To ensure the provision, future maintenance and management of the above areas, developers will normally be required to enter Article 40 or other legal agreements to guarantee provision and maintenance either by the City Council, communal arrangements, management company or other appropriate means before planning permission is forthcoming (see also Plan Policy R 3, Section 10).

Policy H 3 Infill Housing

Housing development on redundant, derelict or vacant sites and the development of infill or opportunity sites within Londonderry and other defined settlements will normally be permitted pending a satisfactory residential environment being provided and subject to no over-riding need for other uses on that land.



6.13 A strategic objective of the Department is to promote Inner Urban Regeneration. The presence of people living, working and shopping in an area can contribute significantly to its vitality. Within the Urban Area there is a number of sites

which were once in full use but are now underused or vacant. Many of these sites present residential development opportunities, some of which would lend themselves to high density developments which would contribute to the tight urban pattern already existing in the Inner City. The re-use of these sites reduces the need to take up agricultural land, to provide additional infrastructure and helps prevent urban sprawl (see Proposal CA 5, Plan Policies CA 3 and CA 4 and Section 15 Central Area).

6.14 More detailed guidance on low rise infill housing development in existing residential areas is given in Development Control Advice Note 8 entitled "Small Unit Housing". The Department will seek to ensure the cumulative effect of infill development does not damage the character and amenity of existing areas.

Policy H 4 Housing for People with Special Needs

Planning permission will normally be granted for a residential or nursing home in a residential area provided there are no convincing objections on traffic or amenity grounds.



6.15 The establishment of care in the community has meant the provision of a range of accommodation enabling people in institutional care to return to a home environment. Residential facilities provided by public, private and voluntary bodies include shared homes, sheltered accommodation and independent flats.

Policy H 5 Designated Flats Zones

Planning permission will normally be granted in the defined Flats Zones for the conversion of buildings and the development or the redevelopment of sites to flats except in the following areas where flats are unlikely to be acceptable (see Map FL1):

- the residential areas of College Terrace, Aberfoyle Terrace, Clarence Avenue, Asylum Road, Fountain Street and Simpson's Brae which are still in single family occupation;
- the ground floor of primary retail street frontages as defined in the Commercial Core (see Plan Policy CA 3, Section 15). Flat use will normally be acceptable only on the upper floors.



6.16 Demand for flat accommodation is likely to increase over the Plan period mainly in response to:

- **the rapid growth of the Magee Campus of the University of Ulster, and**
- **the increase in the number of one and two person households.**

6.17 The Flats policy introduced in 1986 has played a major role in helping to revitalise the Central Area by the identification of a substantial number of flat opportunities within the zones.

Areas of Flat Exclusion within the Policy Zones have also remained relatively intact. Within the defined policy zones the significant areas of vacant floorspace which remain especially at upper floor levels present opportunities for flat accommodation provided the retail and commercial functions are not prejudiced.



Policy H 6 Conversions Outside the Designated Flats Zones

Flat conversions will not be permitted outside the defined flats zones except where:

- a dwelling is considered to be no longer suitable for single family



accommodation after an assessment of such factors as the size, age and condition of the dwelling, location, and adjoining land uses; or

- an exceptional local need for flat accommodation has been demonstrated to justify the creation of extra dwelling units. Where terraces are concerned a case based on exceptional local need is more likely to be acceptable where comprehensive schemes for the conversion of complete terrace blocks are proposed rather than haphazard proposals for single dwellings; or
- it is considered appropriate to renovate certain redundant non residential buildings.

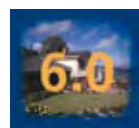
- 6.18 While conversion of larger and mainly older houses to flats can make a useful contribution in meeting this demand, the spread of flat conversion into family housing areas will be resisted if it would result in a significant change in character of the area with a subsequent loss of residential amenity.

Policy H 7 Flats Development and Redevelopment Outside the Designated Flats Zones

The development or redevelopment of a part of whole of a plot in low density suburban areas will not be permitted except where:

- it can be demonstrated to the satisfaction of the Department that it is necessary to avoid vacancy or dereliction which in itself could be harmful to the residential amenity of these particular areas; or
- the development of a portion or whole of a plot would not result in development out of keeping with the character of adjoining or nearby residential areas.

- 6.19 Over the period of the Plan pressure may increase to satisfy part of the demand for small unit accommodation by the development or redevelopment of a part of whole of a plot within existing lower density suburban, residential areas. Such proposals may raise problems in relation to the amenity of these areas. More detailed guidance on design and car parking on low rise apartment development in existing residential areas is given in Development Control Advice Note 8 entitled "Small Unit Housing".



7.0 INDUSTRY AND EMPLOYMENT

- 7.1 Over 33,000 people are employed in the Derry District. Sixty-nine per cent of them work in the service sector embracing shops, public and private offices, financial



and professional services, hotels, catering and tourism. The service sector has grown by about 5,000 jobs over the past decade. The continuing importance of manufacturing in the District's economy is underlined by the fact that jobs increased by around 1,500 over the decade.



7.2 These successes are indicative of the District's inherent attractions as an industrial centre and its enthusiastic and educated work force. There is every hope that additional industrial development will occur encompassing expansion of existing operations and the arrival of firms new to the area.



7.3 Regional Planning Policy in relation to Industrial Development is contained within Planning Policy Statement 4.

PROPOSALS

Proposal IND 1 Zoned Industrial Land

Approximately 200 hectares of land are zoned for industrial purposes.

The zonings are identified on Map 1, Map 2 and the Village Maps.

Zoning IND 1 Culmore

- 7.4 A site comprising some 40 hectares lying between Culmore Road, Arden Road

and Coney Road is zoned for industrial development. The site itself is quite flat and has no significant constraints on development. Access can be achieved directly from Culmore Road thus obviating the need to serve the area via the Point or Arden Roads within the village itself. However, in terms of wider traffic considerations, it is likely that development of this proposal will trigger the need for the construction of the Tullyarden by-pass. Developers of these industrial lands will be required to provide the by-pass and other associated roadworks.

Zoning IND 2 Skeoge

- 7.5 Development has recently got under way on some 20 hectares acquired by the Industrial Development Board (IDB). IDB has also acquired a further 12 hectares and their entire holding will be accessed only from the Skeoge Link Road.

Zoning IND 3 Buncrana Road

- 7.6 This site comprises some 14 ha and is bounded on the south by Buncrana Road, on the east by Elagh Road, on the north by the River Skeoge and extends right up to the Co. Donegal border in the west. The site slopes gently downwards from the Buncrana Road boundary to the Skeoge river. The lower portions bordering the river would require culverting and the general level of the site would require landfill to provide adequate protection from flooding. The amount of fill required would raise the site to the level of the adjacent Buncrana Road. Despite these physical constraints, at least two-thirds of the area would be suitable for development with access from Buncrana Road. Its juxtaposition with Co. Donegal in the Republic would

make the area ideal for a Cross-Border development project. It should be noted that the River Skeoge discharges to Inch Lough which is a designated Natural Heritage Area and discharges to the Skeoge should be viewed in this context. Prospective developers are advised to liaise with the Water Service and Rivers Agency and other relevant agencies early in the formulation of their proposals.

Zoning IND 4 Springtown

- 7.7 This site comprises some 4 hectares formerly owned by the City of Derry Rugby Club at Bunrana Road. The site has been acquired by the IDB and has been zoned for industry. This site is now being developed for Seagate.



Zoning IND 5 Campsey

- 7.8 This site comprises some 20 hectares of flat land immediately to the north of the existing industrial development at Campsey. This site is a logical extension of existing development with readily available access and all infrastructure can also be easily provided. IDB has recently acquired this site for development early in the Plan period.

Zoning IND 6 Maydown

- 7.9 This site comprises some 80 hectares bisected by Maydown Road and bounded by the existing Maydown Industrial Estate, the DuPont site and the Coolkeeragh power station. It is, therefore, a major infill site enjoying good access to the Port and the District's strategic road network via the Maydown



Roundabout. It is likely to be suitable for a variety of types of industrial development. A buffer zone has been retained as Green Belt between the proposed industrial site and the Enagh Lough Area of Local Nature Conservation and Amenity Importance. Due to the sloping and elevated nature of this site, development will have a visual impact which shall be mitigated by terracing and by a major scheme of structural tree planting. A buffer zone of planting along the north west and south west boundary will also be necessary. A significant portion of the site can drain to the Foyle. Care will have to be exercised in respect of the southern and eastern sectors which drain naturally to Enagh Lough and the Faughan river. In respect of these areas, provision to drain to the Faughan downstream of the Carmoney intake will be required or it must be clearly demonstrated that provision for storm water discharge will not adversely affect water quality either in the Enagh Lough

area or upstream of the Carmoney intake. Prospective developers are advised to liaise with the Water Service, the Rivers Agency and other relevant agencies early in the formulation of their proposals.

Zoning IND 7 Newbuildings

- 7.10 The site comprises some 6 hectares and is zoned for industrial purposes on the southern edge of Newbuildings village. There are no infrastructure problems and access can be achieved through the existing developed area.

Mixed Use Zoning: Iona Park

- 7.11 A 2 ha site at Southway has been identified as suitable for light industrial or housing use or an appropriate mix of both uses (see Appendix 7).

PROPOSALS/POLICIES

Policy IND 1 Assessment of Industrial Proposals

Planning Policy Statement 4 entitled “Industrial Development” was published in March 1997. In assessing planning applications for industrial proposals, the Department will take account of PPS 4. The Department will also consider the scale of the development, any impact on amenity, heritage or nature conservation interest, the design and layout of the scheme, and whether the proposal is appropriate to the character of the area or settlement. The Department will require that all industrial development is carried out to the highest design standards including the provision of access and car parking arrangements.

- 7.12 Whilst the Department accepts that larger scale industrial development will be accommodated in the City and its immediate environs and has zoned land accordingly, there is also scope

for industrial uses of a suitable scale to be located in other villages and small settlements.

- 7.13 It is important that industrial development makes a positive contribution to the environment and the locality. All proposals will, therefore, be required to include landscaping schemes to create more attractive environments, provide buffer zones and to help visually screen development from nearby residential areas. In addition, the Department will encourage the environmental improvement, as appropriate, of existing industrial estates and other industrial developments.



Policy IND 2 Large Scale Industrial Locations

Proposals for large scale industrial uses will normally be permitted in Londonderry and at the long established Maydown-Campsey localities.



7.14 The Industrial Development Board (IDB) aims to hold 20 hectares of land on both the west and east banks of the Foyle at any one time for development by IDB or LEDU (Local Enterprise Development Unit) supported companies. IDB requirements will be met by industrial zonings at Skeoge, Culmore and Campsey. The Department has also zoned land for industrial use at Buncrana Road and at Maydown.

7.15 Light industrial operations which are not detrimental to residential amenity would not necessarily be inappropriate in housing areas. Such operations could also be appropriate in mixed business areas and in villages and small settlements.

Policy IND 3 Development within Existing Industrial Estates

The Department will normally approve industrial development in existing industrial estates so as to make full use of existing infrastructure.

7.16 In virtually all of the current industrial estates there are opportunities for new enterprises either in vacant properties or remaining greenfield/brownfield sites. This policy will help to ensure that the future pattern of all industrial development will not be at variance with the Department's declared aim of reducing the need for travel generally and particularly the reduction, where

possible, in commuter movements. Consequently, the Department will also seek to ensure that land currently or last used for industrial uses will be retained for such use whenever appropriate.



Policy IND 4 Environmental Impact

In considering planning applications for new industrial development, the potential impact on the environment will be assessed.

7.17 The Department will pay attention to the nature of the process involved together with the potential pollution impact of each project. A formal Environmental Statement may be required under the Planning (Assessment of Environmental Effects) Regulations (Northern Ireland) 1999. Where consent for discharge is required under the Water Act (Northern Ireland) 1972, water quality will be a major consideration.

8.0 COMMERCE

8.1 Londonderry is the principal retailing centre for the City Council Area and for neighbouring areas of Limavady and Strabane and for parts of Donegal. It is a busy retail centre providing the area with a range of outlets selling convenience and durable goods and providing services. Its regional role has been confirmed and enhanced in recent times with the opening of major facilities such as the Richmond, Quayside and Foyleside Centres. Retailing outside the central area is concentrated in the District Centres at Lisnagelvin, Northside, Springtown and Rath Mor. The urban area also contains a number of local centres. In addition individual corner type shops are located throughout the urban area. All of these facilities form a hierarchy comprising of the Commercial Core, District Centres, Local Centres and corner shops in descending order of scale.



- 8.2 Outside the urban area the villages serve as retail centres for their local hinterland.
- 8.3 Given the significant retail developments which have taken place in recent years, the Department engaged consultants to monitor and assess changes in shopping. The monitor was carried out over the period 1993-1996.
- 8.4 The Department published Planning Policy Statement 5, "Retailing and Town Centres" in June 1996. This provides the Department's regional policies and development proposals will be assessed within the context of PPS 5 and the policies below.

PROPOSALS/POLICIES

Policy COM 1 Role of Commercial Core

The Department will seek to strengthen and consolidate the Commercial Core of the City as the principal focus for shopping in the District.

- 8.5 The revival in retailing and investment in Londonderry City Centre needs to be consolidated. The Department is, therefore, committed to protecting the vitality and viability of the Commercial Core. This Core is defined in the Plan on Map 3 (see also Section 15, Central Area).



Policy COM 2 District Centres

Proposals for the development of convenience retailing and shops whose primary function is to meet a local need, which are located in or adjoining existing District Centres will be encouraged provided that:

- the proposal meets existing deficiencies in local shopping provision;
- the proposal would be unlikely to have an adverse impact on the vitality and viability of existing centres;
- the development can be successfully integrated into the centre; and
- the development would not lead to a detrimental impact on amenity, traffic movements and road safety.

8.6 The primary role of the District Centres



is the provision of locally accessible convenience goods. These centres will be retained and where possible enhanced, however, the Department will seek to ensure that they do not grow so large

that they would begin to undermine the vitality and viability of the City's commercial core.

Proposal COM 1 New Local Centres

The Department defines 6 Local Centres at Buncrana Road East, Buncrana Road West (2), Lower Galliagh Road, Ballyarnett and at Crescent Link as identified on Map 2.

- 8.7 Within the Local Centres provision is made for community and other neighbourhood uses.

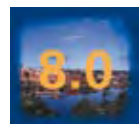
Policy COM 3 Local Centres

Local scale shopping within major residential areas will normally be acceptable where there is a clear deficiency in provision and where the proposed site is satisfactory in terms of environmental and traffic considerations.

- 8.8 The scale of development will be controlled so that it does not undermine the vitality and viability of the Commercial Core or the District Centres. The primary function of a Local Centre, which normally takes the form of a cluster of several small shops, is the provision of convenience goods to meet a local need. Community and other neighbourhood uses may also be acceptable at these locations.

Retail Warehouses, Leisure and Hotel

- 8.9 Adjacent to the Local Centre at Crescent Link, provision has been made for a development incorporating retail warehousing of no more than 12,000 sq. m (gross), hotel and leisure unit.



9.0 COMMUNITY FACILITIES

9.1 Community facilities embrace education, health and community services.

Education

9.2 Responsibility for the provision of educational facilities in the District rests mainly with the Western Education and Library Board and the Council for Catholic Maintained Schools (CCMS) supplemented by a number of voluntary authorities. The Department of Education retains overall responsibility for education policy and finance.

9.3 There has been a substantial slowdown in the growth rate of school enrolments in the District over the past 16 years which reflects the continued fall in the number of births within the District since 1980. The District is already well provided for in terms of total school places and it is envisaged that over the Plan period any additional school provision can be accommodated within the green field housing sites. There may also be a need to replace, modernise, or extend existing school facilities elsewhere.

9.4 It is expected that the University of Ulster will continue to expand on land adjacent to the Magee Campus at Aberfoyle (see also Proposal CA 7 Central Area, Section 15). The North West Institute of Further and Higher Education is based at Strand Road. Work is under way on a major new campus building.

Health

9.5 It is the responsibility of the Western Health and Social Services Board to assess the health needs of the District and as a purchaser to acquire those needs. Provision of health services in the District rests mainly with the Altnagelvin Health and Social Services Hospitals Trust and the Foyle Health and Social Services Trust

supplemented by a number of smaller agencies. The Department of Health, Social Services and Public Safety retains overall responsibility for policy and funding of major capital works.

9.6 Hospital services will continue to be provided at Altnagelvin, Gransha, Stradreagh and Waterside Hospitals. Recognising Altnagelvin's status as an Area Hospital and important centre for sub-regional specialities, a substantial programme of improvements will be carried out to the hospital complex over the next 10 years. These works will consist of both major external and internal refurbishment including the provision of additional medical support facilities. The management of both Altnagelvin and Gransha hospital complexes will be continually reviewed by Altnagelvin and Foyle Trusts with the aim of improving patient care.



9.7 It is envisaged that the number of people in institutional care will continue to reduce supplemented by an ongoing provision of care services into the community.

Community Services

- 9.8 The Community Services Division of Derry City Council is responsible for the provision and maintenance of community centres in the District. Over the Plan period Derry City Council will endeavour to provide community centres at Eglinton, Newbuildings, Lettershendoney and Tullyally as soon as resources permit.



need for a new secondary school for the controlled sector east of the Crescent Link. It is anticipated that these uses will normally be located in the defined Local Centres identified in Map 2. Oakgrove Integrated College presently operate from Stradreagh House in the Gransha estate. A new integrated school can be accommodated on an appropriate adjoining location.



PROPOSALS

Proposal CF 1 Land for Community Facilities

The Department allocates sufficient land to meet the anticipated needs of the community in terms of education, health and other public facilities

- 9.9 Taking account of the continued growth of the City to the north west in the townlands of Ballymagroarty, Whitehouse and Ballynagalliagh along the Bunrana Road axis the Catholic maintained sector considers that over and above the new primary school at Hazelbank provision should be made for 3 new primary schools in this area over the Plan period. It also considers that a need will exist for a primary school east of the Crescent Link. Consultations with the Western Education and Library Board have indicated a likely

- 9.10 It is unlikely that there will be a requirement for major allocations of land to accommodate new health facilities over the Plan period. If new sites are needed, land will be identified by individual site assessment. With regard to care services in the community, favourable consideration will be given to the location of small special care facilities in appropriate locations.
- 9.11 Recognising the continued popularity of Londonderry as a venue for festivals of drama and other cultural activities the Department retains the zoning of a site at East Wall for civic theatre use.



10.0 RECREATION AND OPEN SPACE

10.1 The provision of recreational facilities within the District is the statutory responsibility of Derry City Council. Other bodies also play an important role by contributing to the provision of recreational and open space facilities. These include local sports clubs, the Education Authorities, Forest Service, Environment and Heritage Service and the Northern Ireland Sports Council.

10.2 In March 1999 the Department published for public consultation a draft Planning Policy Statement, PPS 8 entitled "Open Space, Sport and Recreation". The final document will provide the Department's regional policy on this subject and development proposals will be assessed within the context of PPS 8 and the policies set out below.



PROPOSALS/POLICIES

Proposal R1 Recreation and Open Space Provision

The Department zones sufficient land to meet the recreational and open space needs of the District.

10.3 Although the City is particularly well endowed with open space in quantitative terms there remain inadequacies in the overall distribution of open space. This is particularly true in the inner city and in some of the new private sector housing areas where small informal open space areas are generally lacking.

10.4 A central theme of the City Council's strategy is to provide a series of linkages enabling easy pedestrian and cycle movement between major recreational facilities. Although much has already been achieved, some critical linkages have still to be provided, for example, between Culmore Road and Ballyarnett Country Park and at Woodburn. The Department will endeavour to assist as appropriate through the Development Plan and Development Control processes. In allocating land for recreation and open space needs the Department has had regard to the National Playing Fields Association's standard of 2.5 hectares per 1,000 population.

Policy R1 Protection of Zoned Recreation and Open Spaces Areas

The Department will not permit proposals for built development in areas zoned as Recreation and Open Space on Maps 2, 3 and the Village Maps except where:

- the development is related to the existing use,
- the development provides leisure facilities, or
- any replacement buildings do not exceed the site coverage of the existing development.



- 10.5 The land zoned as recreation and open space comprises a number of activities and a variety of ownerships. Some of the areas are in passive use, some in active use whilst others encompass the grounds and buildings of schools, only a part of which consists of active open space. Other areas such as the City Cemetery are included because of their prominence and contribution to the setting and landscape within the City.
- 10.6 The policy is aimed primarily at protecting the open space character of these land uses. It allows for proposals for additions or extensions to existing schools or sports buildings. On sites where there are no buildings, proposals for sports facilities may be permitted provided the open nature of the site is not impaired. Large scale developments, for passive indoor leisure, such as multi-screen cinemas, will not be acceptable. Where an existing open space use ceases or is no longer required, this will not be sufficient justification in itself to permit development. The Department will need to be satisfied that the loss of the land to other development does not affect adversely the amenity of the locality nor lead to an under provision in the area.

- 10.7 The zoned areas encompass the major recreation and open space areas in the District. The Department recognises that there are many small incidental open spaces, particularly within housing areas that also make an important contribution to the overall provision. In assessing proposals for development of these areas, the Department will take into consideration the density of surrounding development, the overall provision in the area and the proximity of suitable alternative open spaces.

Policy R2 Recreational use of the River Foyle

The Department will encourage both private and public bodies to provide appropriate recreational facilities along the River Foyle, particularly between Craigavon Bridge and Foyle Bridge.

- 10.8 In assessing proposals developers will be expected to pay attention to public access to the riverside by foot or cycle. It is widely recognised that Londonderry enjoys a splendid location on the River Foyle. It is important that the City takes full advantage of this riverside setting. There is an opportunity to provide pedestrian paths and cycleways on either bank, thus enhancing safe and easy access to the river. Proposals beyond the City Development Limit along the riverside will be subject to Green Belt and Area of High Scenic Value policies (see Section 3 and Section 4). The principle of making better use of the urban riverside is addressed in the Central Area section.



Policy R3 Open Space Provision in New Housing Areas

The Department will require as necessary the provision of manageable areas of incidental open space suitable for informal amenity and play use within new housing developments

- 10.9 It is important to ensure that adequate open space is made available within larger housing areas. Land has not been specifically zoned for this purpose so as not to restrict unduly the design of future housing layouts. However, provision of open space should be incorporated within the overall scheme at an early stage in the design. The Department in consultation with Derry City Council will assess all planning applications for housing estate development and

determine whether such open space areas are required. In assessing the need for and size of such areas, the Department will take into consideration the location, the overall size and density of development proposed, together with garden size and the accessibility of the development to any nearby play spaces. To ensure the provision, future maintenance and management of the above areas, developers will normally be required to enter into Article 40 or other legal agreements to guarantee provision and maintenance either by the City Council, communal arrangements, management company or other appropriate means before planning permission is forthcoming (see also Plan Policy H2, Section 6).



11.0 TOURISM

11.1 The Department recognises the importance of tourism to Derry District both in terms of economic activity and employment potential. Because of the District's historic heritage and strategic location between County Donegal and the Causeway Coast it is already an important tourist destination. The City Council has been particularly active in marketing Londonderry and has recently opened the Derry Visitor and Convention Bureau in Foyle Street. The City's traditional attractions have also been broadened to include the arts and cultural events. Continuation of this policy has been endorsed in a wide ranging study of tourism prepared for and adopted by the City Council in the Friel Report. Within the City itself the major features of interest include the following: City Walls, Tower Museum





and Craft Village, Guildhall, St. Columba's Cathedral, Foyle Valley Railway Museum, the Amelia Earhart Centre and the Calgach Centre.

- 11.2 Beyond the City the outstanding quality and variety of the natural and built environment underlines the importance of achieving sustainable tourism development which should not damage the character or prejudice its future tourist value. In this regard, the Areas of Scenic Value associated with the Foyle and Faughan valleys and the Sperrin Area of Outstanding Natural Beauty represent important tourist assets. Equally important, although on a smaller geographic scale, are the Ervey and Ness Woods and the landscape character of the Bonds Glen area.



PROPOSALS/POLICIES

Policy TU 1 Tourism Development

The Department will give favourable consideration to proposals for development which are appropriate in terms of their nature, scale and location

- 11.3 Proposals will be judged on their contribution to the tourism industry and the degree to which they contribute to the conservation of the built and natural heritages. The quality and diversity of the urban and rural landscapes are essential to the future of the tourism industry and it is necessary to ensure that tourism development does not damage the assets it seeks to exploit.

Policy TU 2 Tourism Design Considerations

The Department will require that all proposals for new tourism development comply with the basic principles of good design and landscaping





11.4 In assessing proposals the Department will ensure that developers pay appropriate attention to:

- the topography and natural and man-made features of the site for example, trees, hedges and gradients.
- the scale, size and character of the development which should be appropriate to the townscape/ landscape setting;
- use of materials of a type and colour appropriate to the location and the inclusion of a landscaping scheme;
- the impact on the residential amenity of surrounding properties;
- the requirements of people with disabilities or special needs.



11.5 The Department considers it important to ensure that all new tourism development is constructed to the highest standards so that as far as possible it makes a positive contribution to the environment rather than detracts from its inherent qualities.

Policy TU 3 Existing Tourism Facilities

The Department will normally give favourable consideration to proposals which involve the consolidation and expansion of existing tourism facilities.

11.6 The appropriate expansion of existing facilities may enhance the attraction to visitors while at the same time minimising visual and environmental impact. Any proposals for extensions to existing facilities should reflect the scale and character of the existing facility and pay attention to the criteria set out in Policy TU 2.



12.0 MINERALS

12.1 Building and roadstone aggregates are produced from 3 quarries in the District, shale/gritstone at Gorticross Upper, limestone at Lisbunny and sandstone at Claudy. Sand and gravel for the construction industry is presently taken from pits in the Faughan valley south of Claudy and between Drumahoe and Maydown and in the past there were several workings in the Fawney area. Geological survey work carried out in the District to the north of Drumahoe has indicated the possibility that future exploration may reveal the presence of base and/or precious metals in the District.

12.2 In assessing mineral proposals, in addition to applying the specific proposals and policies of this Plan, the Department will have regard to the policies set out in the Department's publications "A Planning Strategy for Rural Northern Ireland", PPS 2 "Planning and Nature Conservation" and "Conserving Peatland in Northern Ireland" (1993).

PROPOSALS/POLICIES

Proposal MN 1 Areas of Constraint on Mineral Development

The Department defines Areas of Constraint on Mineral Development in



(a) the Faughan Valley and (b) along the River Foyle within which there will be a presumption against the grant of planning permission for the extraction and/or processing of minerals.

- 12.3 The boundaries of the Areas of Constraint on Mineral Development are indicated on the District Strategy Map 1. They are coterminous with the Areas of High Scenic Value defined under Proposal ENV 1 and the Countryside Policy Area at Bonds Glen/Ness Woods/Ervey Woods designated under Proposal COU 1. The purpose of designation of Areas of Constraint on Mineral Development is to facilitate protection of visual amenity and natural habitat from adverse environmental effects associated with the development of minerals which occur commonly in Northern Ireland and which are, or may be available from less environmentally sensitive locations. Exceptions to this policy may be made where extraction occurs over a short life-span, generally not exceeding 3 years, and without any associated processing on-site and provided adverse environmental effects are not significant. Planning permission in these circumstances may be particularly advantageous where rehabilitation of lands previously disturbed by mineral working will be achieved.

POLICIES

Policy MN 1 Restoration of Despoiled Land

The Department will seek to restore despoiled land where development proposals provide appropriate opportunities

- 12.4 Some parts of the District have been despoiled by previously unregulated and unrestored mineral workings. This is particularly the case between Drumahoe and Maydown and south of Claudy along the Faughan Valley. In the event that further proposals are received to develop deposits in the Faughan Valley consideration will be given to any opportunity presented to achieve rehabilitation of despoiled land.



13.0 PUBLIC UTILITIES

Infrastructure Costs

- 13.1 It is Government policy to require developers to bear all or part of additional infrastructure costs to enable development to take place. Many development sites will require the provision of additional infrastructure. The infrastructure works could include roads, water and sewerage or land drainage. This policy applies to both public and private sector developments. Where appropriate, planning agreements under Article 40 of the Planning (Northern Ireland) Order 1991 may be used to enable development to proceed. Developers are urged to liaise early in the formulation of their proposals with the relevant Department or Agency.

Water and Sewerage Services

- 13.2 The provision of mains water and sewerage services is the responsibility of the Water Service. The major water and sewerage capital works programme will be continued and be capable of expansion as demand arises and resources permit. Major improvements at Caugh Hill Water Treatment Works to bring the works up to EC standards were completed in 1998. A scheme to provide secondary



sewage treatment at Culmore Sewage Treatment Works is included in the Capital Works Programme.

- 13.3 The water distribution system and sewerage network can be extended to service the proposed development sites. However, the time required by the Water Service to provide any necessary services will depend on the complexity of the work involved, the practicality of doing the work and the availability of the necessary Government finance.

PROPOSALS/POLICIES

Policy PU 1 Development near Sewage Treatment Works

The Department will control development in the vicinity of Drumahoe sewage treatment works.

- 13.4 The Department will seek to ensure that planning permission is not granted for development which would suffer loss of amenity from smell nuisance on land within 300 m of the major sewage treatment works at Drumahoe. When dealing with new developments in the proximity of Drumahoe, the Department will have regard to the following:

- **the nature and capacity of the treatment works;**
- **local topography;**
- **prevailing wind direction;**
- **screening and disposition of existing development;**
- **the nature of the proposed development;**
- **the precise position of the actual smell source within the boundary of the works;**

- **the advice of the Environmental Health Officer.**

13.5 The acceptability of development adjacent to smaller sewage treatment works will also be evaluated on the basis of these considerations. Development outside the City limit will be controlled in accordance with the Department's rural policies.

Land Drainage

Policy PU 2 Areas at Risk from Flooding

Development will not normally be permitted in areas known to be at serious risk from flooding

- 13.6 Rivers Agency is responsible for land drainage and surface run-off and will be consulted on applications for development:
- **on land protected by sea embankments;**
 - **on land subject to flooding;**
 - **of a size which would significantly increase surface run-off; and**
 - **which would have drainage implications such as those affecting designated watercourses.**
- 13.7 An area of land straddling the Buncrana Road between Coshquin Road and the Glengalliagh Hall estate lies below the level of the Skeoge flood plain. Prospective developers should be aware that this land will require infilling to ensure its proper development which will result in additional costs. Development of areas at risk from flooding outside the City limit will be controlled in accordance with the Department's rural policies.

Telecommunications

Policy PU 3 Telecommunications Development

Telecommunications apparatus which requires planning permission will normally be permitted, provided it does not detract from the natural or man-made environment or the character of its setting. The Department will have regard to the technical requirements of the apparatus and the potential impact of the development as set out below.

- 13.8 Within the development limits of the City, Plan Policy PU3 will apply. Outside the City limits, the Planning Strategy for Rural Northern Ireland provides the policy on telecommunication development (Policy PSU 13).

It is recognised that modern telecommunications are an essential element in the life of the local community and in the national economy. The Department will seek to balance the need and demand for maintaining and developing telecommunications systems on the one hand and the protection of amenity on the other.

Some installations do not require planning permission under the Planning (General Development) Order (NI) 1993 as amended and Development Control Advice Note 14, "Telecommunications Prior Approval Procedures" gives guidance and advice on such matters. In the instances where planning permission is required, due to their potentially intrusive appearance, it is considered appropriate to control the siting and appearance of such installations.



Applications for planning permission for satellite and terrestrial micro-wave antennae will be determined taking into account the technical requirements of the



apparatus, the effect on the appearance of any building or structure on which the apparatus is to be installed, the effects on the visual amenity and character of the area and the following guidelines:

- whenever possible, apparatus should be sited on the ground in a position which minimises its visual impact and shall be adequately screened from the street, public areas and adjoining properties by appropriate landscaping or walls;
- satellite dishes will not normally be permitted if they project above the highest point of the roof of a building or structure;
- wall mounted dishes should not normally be attached to any wall of a building or structure which fronts onto a highway and, in all cases, should be sited in the least obtrusive position and respect any architectural features of the building or structure;
- there will be a presumption against installations in Conservation Areas or on Listed Buildings where these would be readily visible and would adversely affect the character of the area or buildings;

- where because of technical requirements, the most ideal siting for antennae would result in a breach of these guidelines, the applicant should consider siting antennae in less obtrusive positions on adjoining buildings or sites and cabling the service to their premises;
- where appropriate, the equipment will be required to be coloured or painted so as to be less visually obtrusive in relation to the background against which it would be installed; and
- to prevent the unnecessary retention of obsolescent equipment and to monitor the condition of the installation in the interests of visual amenity permission will be granted in appropriate cases for a maximum period of five years.

Waste Disposal

- 13.9 It is not the purpose of this Plan to prescribe either the preferred methods of dealing with waste materials or specific sites for new facilities. These are matters to be determined by the producers or holders of waste in the context of land use planning policies and of future waste management policy in Northern Ireland. The Department intends shortly to publish a Waste Management Strategy for Northern Ireland that will seek to promote the reduction, re-use, re-cycling and recovery of waste to meet EC Directive requirements.
- 13.10 At present the predominant method of dealing with waste materials arising within the District is to dispose of them by landfilling/landraising. There are a number of such sites within the District,

individually authorised to receive particular types of waste. Two of them, Culmore and Duncastle, are used and operated by Derry City Council, the remainder are privately operated. The life of these facilities is limited and they could all be full within the timescale of this Plan. New arrangements, which may include facilities for re-cycling and recovery as well as disposal by landfilling or other means, will be required.

13.11 Derry City Council will continue to have a statutory responsibility for the collection of waste and will be producing a Waste Management Plan in due course. Various options are being considered for the management and disposal of waste, some in conjunction with neighbouring Councils, but it is clear that there will be an ongoing need for landfilling/landraising facilities.

Policy WD 1 Waste Disposal within Areas of Scenic Quality

Planning permission will not normally be granted for the disposal of waste materials within the Sperrins Area of Outstanding Natural Beauty, Bonds Glen and Ness Wood/Ervey Wood Countryside Policy Area or within the Areas of High Scenic Value

13.12 Exceptionally, permission may be granted for landfilling/landraising proposals involving the use of clay, sub-soil or other inert materials (i.e. wastes which will not decompose to release pollutants) that are specifically intended to facilitate the improvement of land of low agricultural quality, provided that such development is compatible with relevant nature conservation interests.





14.0

Transportation

Derry Area Plan

2011



14.1 The priorities for Transportation will be to minimise and, where possible, reduce the impact of transport on the environment by a balanced approach to the promotion of alternative means of private transport and improved public transport while ensuring that external access is improved and that industry and housing development continues to be adequately serviced.

The aim will be to develop an efficient, safe, accessible and sustainable transportation system which offers better choice and mobility for all its users.

14.2 Over the Plan period it is likely that private transport will continue to have a significant role to play. However,

unrestrained car use, particularly in the City itself, is not a sustainable option in the long term. The emphasis in the future will be directed at moving people and goods efficiently, offering greater choice and reducing the impact on the environment.

Government has set out its present policy on a balanced approach to Integrated Transport in the following publications:

- (a) **Transportation in Northern Ireland - The Way Forward October 1995**
- (b) **Moving Forward - Northern Ireland Transport Policy Statement November 1998**

Reference is also made to the development of an integrated transport system and the need for sustainability in "Shaping our Future A Draft Regional Strategic Framework for Northern Ireland" in December 1998.

The "Moving Forward" policy statement proposes a series of specific measures to help develop a more integrated, balanced and effective transport system for the whole of Northern Ireland which will offer people a greater variety of transport options and recognises the transport needs of business. Among the range of measures included in the Moving Forward Policy Statement is the development of a more strategic approach to Northern Ireland's transportation needs through the preparation of a Regional Transport Plan which will determine and co-ordinate all transport activities including transport and infrastructure development and traffic management, to be taken forward over a 5 year period.

A Traffic Reduction Bill has been introduced in Great Britain requiring local authorities to establish traffic reduction targets in their Transportation Planning Packages. The intention is to follow the principle of setting targets for reduction in traffic growth but these have not yet been established for Northern Ireland.

- 14.3 The Department believes the new approach to Transportation Policy will, over the Plan period, have an impact on reducing the unrestrained growth of traffic throughout Derry District and Northern Ireland. It is not possible to predict future levels of growth at this stage as policy is still evolving, however, the introduction of traffic reduction targets will establish a clear emphasis on a balanced sustainable transportation approach.

Strategy

- 14.4 The strategy will seek to:
- **encourage alternative travel modes and reduce dependence on the private car;**
 - **encourage a high quality accessible public transport system providing a frequent, reliable and popular service;**
 - **maximise the efficiency of the road network by reviewing traffic management measures and implementing low cost improvements;**
 - **facilitate the safe and convenient movement of traffic and pedestrians by the appropriate development of the local road network;**



- ensure that major new locations for industry and housing are adequately serviced;



- implement a road works programme which will focus on the improvement and upgrading of key strategic routes;
- improve pedestrian links throughout the area;
- improve cycling facilities and promote, encourage and facilitate increased cycle use.

PROPOSALS/POLICIES

Policy TR 1 Public Transport

The Department will seek to ensure the development of a high quality public transport system accessible to all.

- 14.5 The Transportation Strategy recognises that public transport has a significant contribution to make to development in the Derry District by providing an attractive alternative to the car for all strategically important movements on

radial routes, better City accessibility and opportunities for interchange between bus and rail. The Department will, therefore, seek to support developments in public transport by the operating companies to take advantage of improvements made to the road network. The Department will seek to facilitate, insofar as practicable, the transportation needs of those with limited mobility.



Policy TR 2 Traffic Management/ Bus Measures

The Department will seek to encourage public transport usage by according priority to bus movements where practicable.

- 14.6 Bus priority measures will be considered in association with traffic management plans for the urban area. Measures may include bus lanes and priority at traffic signals along the core Public Transport Route (Map 3 Central Area).

Policy TR3 Cycling

The Department will seek to increase cycle activity and provide safe facilities for cyclists.

- 14.7 The health, environmental and transport benefits of cycling are well recognised and the Department proposes to work in partnership with local voluntary groups and other statutory organisations to implement a cycle strategy for the District. This will be of benefit to both the local population and tourists and will involve:



- the development of the local section of the National Cycle Network;
- the implementation of the Riverside Strategy cycle proposals;
- the creation of new cycle routes;
- where appropriate, the integration of cycling into new housing developments;
- the investigation of possible “safe routes to school” initiatives;
- the provision of cycle facilities.

PROPOSALS

Proposal TR 1 Strategic Highway Proposals

The following schemes have been included in the Plan on the basis of the recommendations of the Derry Transportation Study (see Maps 1, 2 and 3):

Strand Road widening (now substantially complete);

Culmore Road widening;

Queen’s Quay widening;

Buncrana Road widening;

Glendermott Road and Dungiven Road widening;

Skeoge Link Road;

Crescent Link dualling;

Maydown to Broadbridge dualling;

Newbuildings to Magheramason widening;

Culmore Road improvements.



14.8 Major schemes generally require planning approval except for those on the trunk road network where a Direction Order will be appropriate. Both statutory procedures allow for further public consultation on the detailed proposals. In relation to the Skeoge Link Road, Map 2 of the Plan shows indicative alternative alignments at the Buncrana Road end. When a preferred line has been selected this line will be subject to further public scrutiny. A preliminary assessment of the likely environmental impacts has already been considered in the decision to include each scheme and further assessment will be undertaken if required at detailed design stage.

Policy TR 4 Access onto Main Traffic Routes

In the interests of road safety the Department will seek to reduce the number of crossover points on dual carriageways as well as controlling access to main traffic routes.

Policy TR 5 Car Parking Provision in New Developments

Car parking provision in new developments will be controlled on a zonal basis as follows:

Zone A - the Commercial Core, in which only operational car parking (servicing and other essential operations) will normally be permitted.

Zone B - the remainder of the Central Area and areas of mixed use elsewhere in the urban area, in which both operational and non-operational car parking will be required as determined by the Department.

Zone C - all other areas in which full operational and non-operational car parking will normally be required.

14.9 Adequate provision of car parking spaces will help to ensure the continuing attraction and viability of the Central Area and the Commercial Core. However, generous car parking provision will also increase the attraction of private cars and add to congestion. A balance is required between commercial need and the desirability of reducing car travel.

14.10 In Zone A, parking provision for service vehicles and other essential operations only will be permitted with a view to keeping the main shopping area as free as possible from vehicular traffic. Current provision is expected to meet the parking requirements for most of the Commercial Core. An identified need for additional spaces at William Street may be met



through a development incorporating a multi-storey facility.

14.11 In Zone B, the levels of operational and non-operational car parking will be determined by the Department taking into account the nature of the development, the availability of existing parking on and off street and other local circumstances.

14.12 Locations outside the Central Area in which Zone B conditions may be applied include the main radial routes where scope for provision of full parking within the curtilage of frontage properties is likely to be limited in many cases.

14.13 In Zone C, off street car parking will normally be provided as an integral part of all development schemes.

14.14 Where it is not possible to provide the appropriate car parking requirement within the curtilage of the development, the Department may require developers to contribute to the provision of car parking for public use especially where large developments are concerned. The number of spaces will vary depending on location, type of development and individual site circumstances.



15.0 CENTRAL AREA

PROPOSALS/POLICIES

Proposal CA 1 Central Area

The Department defines a Central Area boundary

- 15.1 This section sets out the development strategy for the heart of the City. It should be read in conjunction with Section 8. The Department recognises the important role that a diverse and vibrant Central Area plays in the life of the City and its hinterland. The Central Area boundary is delineated on Map 3 and is based on consideration of urban function, land use, topography and townscape. The succeeding paragraphs describe the policies and proposals which will be used to control development in the functional areas defined in Map 3.

Commercial Core

- 15.2 The Commercial Core is characterised by a concentration of shopping and office facilities on both banks of the River Foyle. The total number and range of shopping and other retail

service facilities confirm the role of the Commercial Core as the primary shopping location for an extensive hinterland embracing not just the City and its District but also Limavady, Strabane and parts of east and north Donegal. The overall role of the Commercial Core has been greatly strengthened with the opening of Quayside and Foyleside on the Cityside and redevelopment for shopping purposes in the Waterside. The Department has played an important role in this commercial regeneration through the exercise of its Comprehensive Development powers and by directly facilitating growth via the Urban Development Grant programme.

Proposal CA 2 The Commercial Core

The Department defines an area as the Commercial Core as depicted on Map 3 Central Area

- 15.3 The Commercial Core contains the traditional concentration of retailing and other town centre uses. Within this area the Department will give favourable consideration to proposals for retail shops, local services and office uses which consolidate the function of the traditional Commercial Core of Londonderry. Proposals which prejudice the vitality and viability of the Commercial Core either directly or indirectly will not be acceptable and the unreasonable loss or displacement of prime car parking spaces servicing the Core will be resisted. It is essential that the Core is well served by accessible and convenient car parks.



Proposal CA 3 Primary Retail Frontages

The Department defines the frontages of the following streets as Primary Retail Frontage: Strand Road, Waterloo Place, William Street, Waterloo Street, Shipquay Street, Butcher Street, The Diamond,



Ferryquay Street, Bishop Street Within (The Diamond to London Street/Society Street), Foyle Street and Carlisle Road.

15.4 Along these primary street frontages changes of use to non-retail commercial uses such as service trades and offices will be discouraged where:

- there would be a significant loss of retail floorspace;
- a clustering of non retail uses is created; or
- the area overall is tending to be dominated by non retail uses.

The remaining streets within the Commercial Core are by definition secondary shopping areas and proposals for local services, offices and other uses at street level will be determined on their

locational merits having regard to Plan policies and proposals.

Office Development Area

Proposal CA 4 Office Development

The Department designates an Office Development Area within the Central Area centred on Clarendon Street. Similar areas are designated at Dacre Terrace and Ebrington Terrace.

15.6 The Central Area has traditionally been the main location for office functions either at or above street level. In more recent times, a number of purpose built office blocks have been constructed. Although the Department will grant permission to office development within the Commercial Core, it is recognised that certain adjacent streets have been subjected to change of use generally from housing to office use. Within the defined areas change of use from housing to office use will normally be approved.



Policy CA 1 Office Development in Vacant Property

The Department will encourage, where possible, the re-use of vacant property above street level within the Commercial Core for office and business purposes.

- 15.7 There is a significant amount of vacant commercial property within the Central Area particularly at the second and third floor levels. It is important to bring this reserve back into economic use thus contributing to the creation of a vibrant and attractive Central Area.



Policy CA 2 Location of New Build Office Development

New build office development will not normally be approved outside the Commercial Core.

- 15.8 It is important that there is no inappropriate dispersion of office jobs away from the Commercial Core so that the need for travel is minimised as much as possible in line with the principle of sustainability.



Residential Development

Proposal CA 5 Protection of Residential Stock

The Department defines existing residential areas within the Central Area (see Map 3).

- 15.9 The Department recognises the importance of a strong residential component to the general well-being of the Central Area. Changes from residential to non residential uses will not normally be permitted. These areas represent the remaining concentrations of housing accommodation within the Central Area. Elsewhere, where housing is not the primary use, a change to non residential use may be acceptable. The protection of residential amenity will be a prime consideration when dealing with planning applications on sites adjacent to existing dwellings.

Policy CA 3 Housing on Opportunity Sites

The Department will encourage the provision of new residential development within the Central Area provided the function of the Commercial Core is not prejudiced.

15.10 The Department has identified a number of opportunity sites within the Central Area, and where a housing use would be appropriate the map has been so annotated. In addition, the Department has identified a Flats Policy Area (see Housing Policy H 5) where the conversion of property to flat use would be acceptable in principle.

Policy CA 4 Residential Use on Upper Floors

The Department will encourage the provision of flats on the vacant upper floors of property within the Commercial Core.



15.11 The Commercial Core is frequently characterised by the existence of vacant and under-used property at first floor level and above. The Department would like to see these properties restored to full use and a potential use might be housing (see Housing Policy H 5).

15.12 All of these policies are geared to the bolstering of the existing residential component in the Central Area and their realisation would bring about an increase in the permanent population living in and therefore contributing to the Central Area, its vitality and attractiveness.



Civic and Educational Uses

Proposal CA 6 Civic and Education Uses

The Department defines Civic and Educational Areas within the Central Area

- 15.13 The Central Area has the greatest concentration of civic and educational establishments, for example, the Guildhall, new Civic Offices, the University, both Cathedrals, other churches and educational establishments. Within these areas where specific land use changes are proposed, such proposals will be considered on their particular locational merits.

Proposal CA 7 Civic and Education Precinct

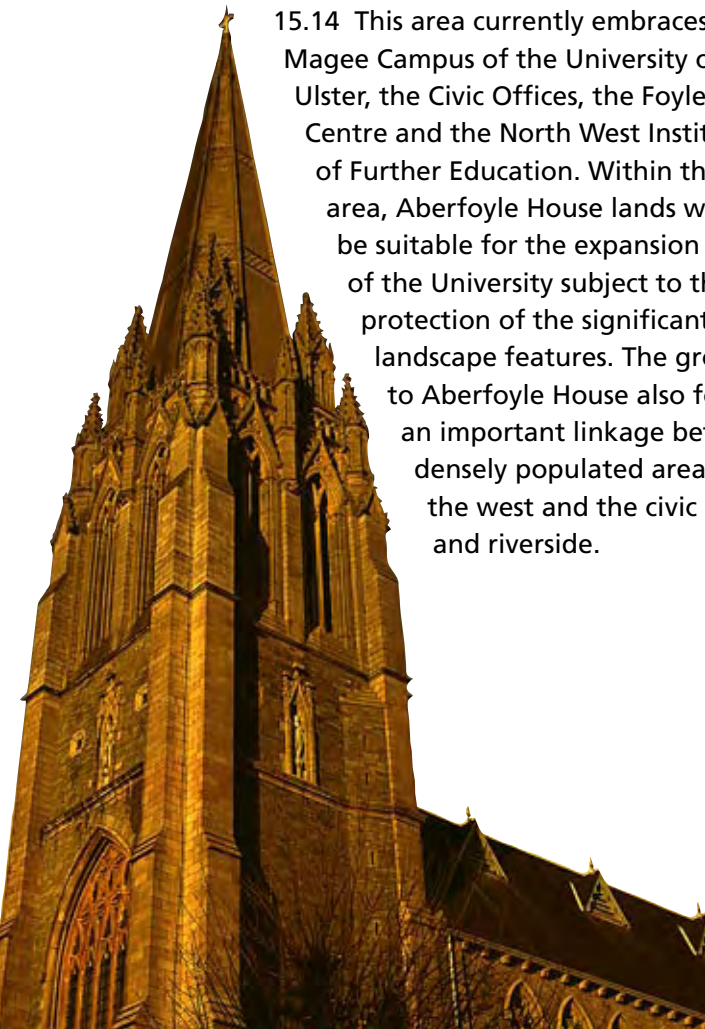
The Department defines an area between Rock Road and Asylum Road as a Civic and Educational Precinct

- 15.14 This area currently embraces the Magee Campus of the University of Ulster, the Civic Offices, the Foyle Arts Centre and the North West Institute of Further Education. Within the area, Aberfoyle House lands would be suitable for the expansion of the University subject to the protection of the significant landscape features. The grounds to Aberfoyle House also form an important linkage between densely populated areas to the west and the civic offices and riverside.



Open Space/Recreation

- 15.15 The Central Area contains the City's most important and extensive urban park areas at Brooke Park and St. Columb's Park. Control of development in these areas will be subject to Policy R 1 (see Section 10). Brooke Park is included within the Department's Register of Historic Gardens, Parks and Demesnes and development proposals here must also satisfy Policy BE 10 (see Map HG3 Appendix 4 and Map 3).



Mixed Use Areas

Proposal CA 8 Mixed Use Areas

The Department defines areas at Pennyburn and Glendermott Road for mixed uses (see Map 3).

- 15.16 These are areas which would be suitable for a variety of uses provided there would be no adverse effects on either the vitality of the Commercial Core or on amenity.

Redevelopment

- 15.17 Despite the accomplishments of the recent past, there remain areas ripe for redevelopment within the Central Area. These are indicated on Map 3 as Redevelopment Areas and Opportunity Sites. They differ only in so far as the former represent significant tracts of land whereas the Opportunity Sites are smaller in scale.

Proposal CA 9 Redevelopment Areas

The Department defines 3 Redevelopment Areas at Meadowbank, McFarland Quay and Queen's Quay. Within these areas the Department will encourage a comprehensive approach to regeneration.

- 15.18 All of these areas lie at the interface between City and River and consequently particular attention will be paid as to how proposals address this strategic location.

Proposal CA 10 Opportunity Sites

The Department defines Opportunity Sites within the Central Area

- 15.19 These opportunity sites are at St. Columb's Road, Good Shepherd Convent, Dunfield Terrace, Bishop Street Within and Bishop Street Without, Palace Street, East Wall, Foyle Street (2 sites), Victoria Market, Clyde Street and College Terrace. Work has already commenced on a number of these areas. Some of these sites are particularly suitable for certain uses and, where appropriate, these preferred uses have been indicated on Map 3.

On sites not so designated, the Department will assess each proposal separately and on its individual merits bearing location or neighbouring uses in mind.

Riverside Strategy

- 15.20 The City has enjoyed a long and rich maritime history centred on the river. Important aspects of this history have included emigration from the north west, wartime naval base and, until recently, port activities and related industrial uses.

The relocation of the port downstream to Lisahally has provided the opportunity and the need to consider a comprehensive overview for the future development of the riverside and to realise its potential in contributing to the activities of the City. The Department recognises the widespread public desire to re-establish a meaningful relationship between the City and its river and to make use of this resource for the wider economic and environmental benefits of the City and District.

- 15.21 The Riverside (see Map 4) is important because it has:
- a very high visual profile;
 - the major regenerative schemes



- either within or immediately adjacent to it;
- a reserve of under-used and derelict land capable of accommodating significant development;
- the focus of the transportation network;
- immense undeveloped amenity and recreation potential.

15.22 The Department's strategy for the riverside is:

- to re-establish activity by developing connections between the City and its river;
- to utilise fully under-used land for the economic and environmental benefit of the City;
- to achieve good urban design, improving the image of the City.

Urban Design

15.23 A number of urban design principles have been identified. These include:

- buildings should define the street pattern and elevations should be visually interesting;
- servicing should be totally incorporated within the building envelope;
- large areas of surface level parking should be avoided;
- parking should be screened from view, preferably within the building envelope;
- parking areas should not be visible along the riverside;

- important views of the City skyline should be protected;
- building height should be commensurate with the overall scale and context of the riverside.

15.24 The strategy for the riverside area is set out in paragraphs 15.22 and 15.23, diagrammatically in Map 4 and, in the case of certain proposals, on Map 3. Consultants appointed by the Department have also produced supplementary planning guidance for this area entitled "Foyle Riverside Strategy". This consists of two documents, "Realising the Opportunities" and "Establishing Design Principles" which further detail the approach required by the Plan. Whilst the statutory framework for the riverside is contained in the Plan, the supplementary guidance and associated maps identify additional areas with potential to contribute to the regeneration of the area. The Department will require that future proposals for the riverside should comply with the requirements set out in the Plan and have regard to the supplementary Planning Guidance in the "Foyle Riverside Strategy".

15.25 The Department, in keeping with the "Foyle Riverside Strategy" document, recognises the concept of a Third Millennium Footbridge which would link the Cityside to the Waterside across the River Foyle.

16.0 VILLAGES AND SMALL SETTLEMENTS

PROPOSALS/POLICIES

Policy SE 1 Development within Villages and Small Settlements

Proposals for development within settlement limits will normally be acceptable provided they:

- are in keeping with the size and character of the settlement;
- do not lead either individually or cumulatively to a loss of amenity; and
- comply with all other relevant Plan policies.

- 16.1 The Department has identified 7 villages and 13 small settlements. The villages are Claudy, Culmore, Eglinton, Lettershendoney, Newbuildings, Park and Strathfoyle. The small settlements are Ardmore, Ballyrory, Campsey, Carnanreagh, Craigbane, Goshaden, Killaloo, Killea, Maydown, Nixon's Corner, Straidarran, Tamnaherin and Tullintrain.
- 16.2 A limit of development has been defined for each village and small settlement within which development will normally be acceptable. However, not all land within the development limit will necessarily be capable of development. The inclusion of land within a settlement limit does not imply approval for any particular proposal. The development of some land may require the provision of infrastructure before it can proceed; some areas of land may be difficult to develop because of topography, or other considerations such as access and public health. In some settlements, where development pressures are greatest, the Department will keep under review proposals in order to ensure that developments, either individually or

cumulatively do not adversely affect the amenity of the settlement. This will be of particular importance where small areas of land are proposed for development, the loss of which would adversely affect the amenity of the settlement. Proposals will be judged against all relevant Plan policies and any other material considerations.

- 16.3 In general land has not been zoned for any particular purpose as it may be acceptable for a number of uses. Exceptions to this include important open space and industrial zonings at Culmore and Newbuildings. Industrial land has been zoned at Culmore to provide additional choice on the west bank and the zoned industrial land at Newbuildings provides additional flexibility and choice to the south of the City.
- 16.4 The accompanying maps identify the development limit, and as appropriate, Areas of Townscape Character, Areas of Local Nature Conservation and Amenity Importance, Sites of Archaeological Interest, Areas of High Scenic Value, the Green Belt and Countryside Policy Areas, Protected Routes and Areas of Constraint on Mineral Development.
- 16.5 In order to protect and enhance the attractive and interesting historic cores in Culmore and Eglinton, Areas of Townscape Character have been defined (see Proposal BE1 and Plan Policy BE 12).
- 16.6 Green Belt policy will apply outside the immediate development limits of the following settlements: Culmore, Eglinton, Lettershendoney, Newbuildings, Strathfoyle, Ardmore, Campsey, Goshaden, Killea, Nixon's Corner and Maydown.

VILLAGES

Claudy

16.7 Claudy is located some 16 kilometres south east of Londonderry and is by-passed by the A6 Londonderry to Belfast Road one kilometre to the north. The village evolved around a crossroads junction. It originally contained a village green to the south east of Main Street bordered by a church, primary school and courthouse.

- the area immediately south of the village including the River Faughan encompassing the wooded area west of Ballynameen Bridge and east of Cumber Bridge.



16.8 **The Department has defined a development limit within which small scale development and further expansion of the settlement will be accommodated.** Some of the potential development land can be accessed off Main Street and the Department will safeguard these access points so that they do not become landlocked.

16.9 **The Department designates an Area of Local Nature Conservation and Amenity Importance adjacent to the village.** Proposals for development in this area will be judged against Policy ENV 4. These areas are designated to protect the following features considered to be of greatest local amenity value:

Culmore

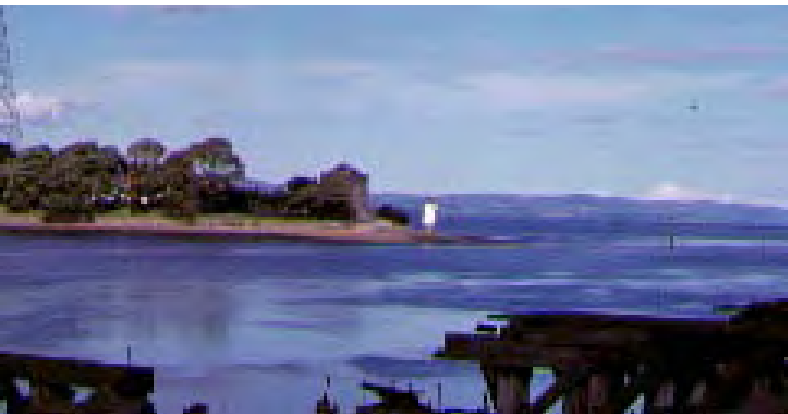
16.10 Culmore is located 7 kilometres north of Londonderry on the west bank of the Foyle astride the A2 Londonderry to Moville Road. It originally comprised 3 separate parts: the area around Tullyarden, the group of public sector housing at Woodlands and the cluster of large houses and cottages along the Front Strand around the historic core of Culmore Fort. The village has now consolidated along the A2, Culmore Point and Ardan roads.

16.11 **The Department proposes to limit the further expansion of Culmore in order to protect its character.** A significant amount of land remains to be developed. Accordingly the major amendments to the development limit relate to the adjustments to the industrial zoning.

16.12 **The Department designates an area of open space/recreation use within the village.** This is located north of Culmore Point. Proposals for development in this area will be judged against Policy R 1.



16.14 **The Department designates an Area of Townscape Character around Culmore Point.** Proposals for development in this area will be judged against Policy BE 12.



16.13 **The Department zones 40 hectares of land for industrial purposes between Culmore Road and Coney Road.** The opportunity has been taken to rationalise the previous zoning in this area in order to make it more accessible and potentially more attractive to inward investors.

Eglinton

16.15 Eglinton lies at the southern end of the flat land of the Foyle estuary some 11 kilometres east of Londonderry and some 1 kilometre off the A2 Londonderry to Limavady Road. The inherent attractiveness of Eglinton, its proximity to the large industrial areas at Campsey and Maydown together with the good road links to the City have combined to produce rapid growth of the village and it increasingly functions as a dormitory settlement for the City.

16.16 **The Department proposes to limit the further expansion of Eglinton in order to protect its character.** Accordingly, the development limit does not encompass significant change but will provide for some opportunities for growth within Eglinton over the Plan period.

16.17 **The Department designates 4 areas of open space/recreation use within the village.** These are located at the paddock, the Cricket Club, the playing field to the east of Cottage Row and land associated with the primary school at Woodvale Road. Proposals for development in these areas will be judged against Policy R 1.

16.18 **The Department designates an Area of Townscape Character centred on Main Street.** Proposals for development in this area will be judged against Policy BE 12.



16.19 **The Department defines 2 Areas of Local Nature Conservation and Amenity Importance within or adjacent to the village.** Proposals for development in these areas will be judged against Policy ENV 4. These areas are designated to protect the following features considered to be of greatest local amenity value:

- **the Castle River adjacent to the south eastern development limit of the village;**
- **the landscape around Foyle Park House.**

16.20 The Department will require that development proposals along the development limits and at the interface with landscape features should provide for substantial and appropriate tree planting in order to protect the character of the rural area and setting of Eglinton village. These areas include:

- **the southern development limit on the western side of Woodvale Road. Proposals for development should include substantial and appropriate tree planting;**
- **the northern development limit on the western side of Ballygudden Road. An appropriate tree planting scheme should be incorporated with development proposals;**
- **the northern development limit along Carnmoney Road west of the existing Wheatfield housing development. This boundary shall be defined by a 3 metre wide deciduous planted strip which shall be continued along the western boundary. In addition, a 3 metre strip of trees shall be planted along the northern side of Carnmoney Road.**

Lettershendoney

16.21 Lettershendoney is located 9 kilometres east of Londonderry close to the junction of the Tirbracken and Edenreagh Roads. It is set on a relatively flat and open site with the land rising to the north, east and west. The area immediately around the settlement contains a large area of poorly drained scrub and bog. Lettershendoney is a post-war rural housing development which was built in the 1960s with further additions in the north of the estate around the early 1970s.

16.22 The Department has defined a development limit which will accommodate small scale development and allow for further expansion of the settlement. The north western development limit stretching from Gorticross Road to the northern tip of the village shall be defined by a substantial buffer of tree planting. Comprehensive development of this site is required in compliance with Plan policies including Policy H 1.



Newbuildings

16.23 Newbuildings is located on the east shore of the River Foyle some 6 kilometres south west of the City. It is set in a relatively flat and well maintained agricultural landscape with good views across the river to east Donegal.

16.24 Recent growth in the village has been concentrated south of Duncastle Road and along the A5 between Prehen and Newbuildings. The City of Derry Golf Club continues to provide a strategic break between the village and the City suburbs. Any further loss of this strategic break is likely to mean that the village would be subsumed within the Londonderry City development limit.

16.25 **The Department has defined a development limit within which small scale development and further expansion of the settlement will be accommodated.** Some additional land has been zoned for development. The major additional areas are:

- a 3.1 ha site to the east of Dunhugh Park. Access will be permitted via Dunhugh Park;
- a 9.7 ha site located to the south of Duncastle Road. Access will be permitted via Duncastle Road.

16.26 The Department designates 2 areas of open space/recreation use within the village. These are located north of the primary school at Duncastle Road and east of Primity Crescent. Proposals for development in these areas will be judged against Policy R 1.

16.27 The Department retains land for industrial purposes to the east of Victoria Road. This area allows additional choice and flexibility for industrial use to the south of the village and City.



Park

16.28 Park is located in the Sperrin foothills at a narrow point in the upper Faughan valley some 24 kilometres south east of Londonderry. Park is a relatively isolated settlement and does not experience development pressures associated with other commuter settlements close to Londonderry. Some facilities such as the primary school lie on the edge of the village whilst others such as St. Mary's Church and community hall are further removed from the village centre and lie outside the proposed development limit.

16.29 **The Department has defined a development limit within which small scale development and further expansion of the settlement will be accommodated.** A part of the already approved land remains to be developed and the Department considers that some additional development land can be zoned without detriment to the character and scale of the village. The major additional areas are:

- a 0.5 ha site bounded by the Altinure and Monadore roads. Access will be permitted via Monadore Road;
- a 1.4 ha site bounded on the south by the Monadore Road and the northern boundary defines the village limit. Access will be permitted via Monadore Road subject to any necessary infrastructural works being carried out by the developer. Existing vegetation and landscape features on this site shall be retained as far as practicable. The elevated area in the south east corner shall be reserved for tree planting;
- a 2.0 ha site located immediately west of Sycamore Heights and

south of Laurel Hill. Access will be permitted via Tireighter Road.

16.30 **The Department designates 2 areas of open space recreation use within the village.** These are located north and south of the River Faughan adjacent to Park Bridge. Proposals for development in these areas will be judged against Policy R 1.

16.31 **The Department defines an Area of Local Nature Conservation and Amenity Importance adjacent to the village.**

Proposals for development in this area will be judged against Policy ENV 4. This area is designated to protect the following features considered to be of greatest local amenity value:

- **the area around Learmount Parish Church and associated woodland.**



Strathfoyle

16.32 Strathfoyle is located some 8 kilometres north east of Londonderry and approximately 2 kilometres from the A2 Londonderry to Coleraine road. To the north it is bounded by industry and the port complex at Lisahally and to the south by the Area of High Scenic Value along the River Foyle banks. The settlement was developed in about 1960 as a direct result of the ongoing industrial development at Maydown and its layout is typical of post-war public housing estates.

16.33 **The Department has defined a development limit which provides for further expansion of the settlement.** A substantial landscaping buffer will be required between any development and the Area of High Scenic Value. Access to development areas at Strathfoyle will be permitted via Temple and Otterbank roads.

16.34 **The Department designates an area of open space/recreation use to the western edge of the village along the River Foyle bank.** This will protect the area between the village and the River Foyle. Proposals for development in this area will be judged against Policy R1.



SMALL SETTLEMENTS

Ardmore

16.35 Ardmore lies some 6 kilometres from Londonderry City Centre close to the urban edge at Currynierin at the junction of the Ardmore and Ballybogie roads. The settlement nucleus grew up around a crossroads junction with development concentrated in a number of public authority housing estates and more recent private developments.

16.36 **The Department has defined a development limit within which small scale development and further expansion of the settlement will be accommodated.** The settlement lies within the Green Belt and adjacent to an Area of High Scenic Value. The development limit allows

opportunities for in-depth development commensurate with its Green Belt location.



Ballyrory

16.37 Ballyrory is situated on the edge of the Sperrins Area of Outstanding Natural Beauty and astride the Learmount Road between the villages of Claudy and Park some 4 kilometres north west of Park. Originally consisting of some 30 public authority houses on the east side of the road, some additional development has occurred along the west side of Learmount Road mainly in the form of single roadside housing sites. The settlement contains a post office, shop and petrol filling station.

There has been some recent commercial expansion within the settlement. This is an area experiencing strong demand for houses and the development limit allows opportunities for in-depth development opportunities commensurate with its topographical setting.

16.38 The Department has defined a development limit within which small scale development and further expansion of the settlement will be accommodated.



Campsey

16.39 Campsey lies some 9 kilometres north east of Londonderry abutting the southern side of the A2 Londonderry to Coleraine Road, a protected route. There are a number of businesses in close proximity to the settlement.

16.40 **The Department has defined a development limit within which small scale development and further expansion of the settlement will be accommodated.** The development limit now encompasses former Ministry of Defence housing to the west of the settlement. There is potential for additional residential expansion which could serve the growing industrial areas. Expansion at Campsey will require improvements to Cloghole Road to facilitate access.



Carnanreagh

16.41 Carnanreagh lies within the Sperrin Area of Outstanding Natural Beauty and is located at the crossroads of the Carnanreagh and Crockmore roads close to the Strabane District Council border. The settlement comprises a loose cluster of single dwellings and farm outbuildings with the focus around the crossroads junction. The settlement is well screened from long range views by existing planting associated with earlier development.

16.42 The Department has defined a **development limit within which small scale development and expansion of the settlement will be accommodated**. The settlement is capable of sustaining some limited expansion, partly on existing derelict sites, infill opportunities and on greenfield sites. The settlement provides opportunities for single houses. In-depth or serviced sites are likely to be limited.



Craigbane

16.43 Craigbane lies within the Sperrin Area of Outstanding Natural Beauty and is located astride the Slieveboy Road. It consists of a linear road frontage development of individual houses, farms and outbuildings. The focus of the settlement is around St. Joseph's Church located on the southern side of Slieveboy Road with the parish hall immediately opposite on the northern side.

16.44 **The Department has defined a development limit within which small scale development and expansion of the settlement will be accommodated.** The settlement is capable of sustaining some limited expansion and provides opportunities for single houses. In-depth or serviced sites are likely to be limited. Any development in the settlement will require substantial landscaping proposals to ensure integration with

the surrounding landscape, including significant planting along the southern boundary to the site east of St. Joseph's Church.



Goshaden

16.45 Goshaden is situated astride the Ardmore Road close to the River Faughan some 9 kilometres from the City. It originally comprised 2 public authority housing estates. The northern part of the settlement lies within the proposed Area of High Scenic Value along the Faughan valley.

16.46 **The Department has defined a development limit within which small scale development and further expansion of the settlement will be accommodated.** The settlement is capable of sustaining some limited expansion on a site south of the Ardmore Road.



Killaloo

16.47 Killaloo is situated astride the Gulf Road and occupies an elevated site to the north of the A6 Londonderry to Belfast Road.

16.48 **The Department has defined a development limit within which small scale development and further expansion of the settlement will be accommodated.** There has been no housing development in the settlement in recent years. The potential development site allows for in-depth development opportunities. It will require substantial landscaping proposals to ensure integration with the surrounding landscape.



Killea

16.49 Killea is located some 7 kilometres south west of the City on the Letterkenny Road (B193), a protected route. Most of the settlement lies within Co. Donegal focused around the public housing estate, with a small amount of development east of Killea Bridge in Co. Londonderry.

16.50 **The Department has defined a development limit within which small scale development and expansion of the settlement will be accommodated.** The development limit has been drawn to allow for a small amount of rounding off and infilling north of the protected route. A 1.3 ha site, north of the minor road has been included within the settlement limit. Development proposals should

provide for substantial and appropriate landscaping along the development limit. Infrastructural improvements including road widening, junction improvements and sewerage facilities will be required.



Maydown

16.51 Maydown lies some 7 kilometres east of the City Centre close to the Maydown industrial estate and abutting the A2 dual carriageway on its southern side. Originally a public authority housing estate there has been some private housing constructed in the settlement during the 1980s.

16.52 **The Department has defined a development limit within which small scale development and further expansion of the settlement will be accommodated.** Previous zoning allowed for a limited number of housing sites along Maydown Road. A major issue in defining the settlement boundary is to avoid encroachment into the Lough Enagh area whilst providing in-depth development opportunities. Available sites are restricted by the industrial land to the north and east but there remains sufficient land in this area to provide for additional development commensurate with the scale and location of the settlement. A portion of land adjacent to the existing factory west of Maydown Road has been zoned for industry.



Nixon's Corner

16.53 Nixon's Corner is located some 5 kilometres south west of the City to the north of the A40 road, a protected route. It lies just outside the Area of High Scenic Value associated with the Foyle river banks and approaches from the east are attractive through a well wooded landscape.

16.54 **The Department has defined a development limit within which small scale development and expansion of the settlement will be accommodated.** Due to a combination of topography and infrastructure constraints, there is scope for only small scale expansion of the settlement. A 0.8 ha site to the western side of the settlement, north of Letterkenny Road has been included. Dwellings shall be restricted to single

storey. Substantial and appropriate landscaping along the settlement boundary should be incorporated in any development proposal.



Straidarran

16.55 Straidarran is located some 4 kilometres south east of Claudy village along the Glenshane Road (B74). It is linear in nature extending some one kilometre along the B74 with part also extending along the minor Clagan Road and comprises 3 separate parts.

16.56 **The Department has defined a development limit within which small scale development and further expansion of the settlement will be accommodated.**

There is a need to prevent further elongation of the settlement and encourage in-depth development on remaining and proposed development sites. There is scope to provide a number of development sites whilst protecting the attractive views towards the Faughan Valley to the south from the Glenshane

Road. The settlement provides potential for single houses or in-depth serviced sites.



Tamnaherin

16.57 Tamnaherin is located some 3 kilometres south of Eglinton village at the junction of the Tamnaherin and Brockagh Roads. The settlement is well screened from the Tamnaherin Road and has developed gradually over a number of years with the Church providing the main physical focus.

16.58 The Department has defined a development limit within which small scale development and further expansion of the settlement will be accommodated.

When first identified as a settlement it was recognised that substantial new development might require the provision of a sewage treatment works. The completion of a new treatment works will help facilitate development in the settlement.

16.59 The settlement provides potential for single houses or in-depth serviced sites. Development proposals on larger parcels of land adjoining the development limit should include provision for appropriate landscaping treatment on the settlement boundaries.



Tullintrain

16.60 Tullintrain is located 4 kilometres south of Claudy village along the Longland Road. It is enclosed by the surrounding topography and comprises a loose cluster of farm groups and individual buildings with an Orange Hall providing a focal point.

16.61 The Department has defined a development limit within which small scale development and expansion of the settlement will be accommodated. It is likely that a small number of single housing sites would be the most likely and appropriate form of development within the settlement.



Appendices

Derry Area Plan

2011

APPENDIX 1

PLANNING POLICY STATEMENTS

- PPS1 General Principles March 1998
- PPS2 Planning and Nature Conservation June 1997
- PPS3 Development Control - Roads Considerations May 1996
- PPS4 Industrial Development March 1997
- PPS5 Retailing and Town Centres June 1996
- PPS6 Planning, Archaeology and the Built Heritage March 1999

Two further PPSs have been issued in draft form:

- PPS8 Open Space, Sport and Recreation March 1999
- PPS9 The Enforcement of Planning Control March 1999

DEVELOPMENT CONTROL ADVICE NOTES

Amusement Centres

Multiple Occupancy

Bookmaking Offices

Hot Food Bars

Taxi Offices

Restaurants and Cafes

Public Houses

Small Unit Housing in Existing Residential Areas

Residential and Nursing Homes

Environmental Impact Assessment

Access for People with Disabilities

Nature Conservation and Planning

Hazardous Substances

Creches, Day Nurseries and Pre-School Playgroups

APPENDIX 2

AREAS OF LOCAL NATURE CONSERVATION AND AMENITY IMPORTANCE

City Environs

- 2.1 Enagh Loughs - an area on the urban edge containing open water bodies (Enagh Loughs), wetlands, mature deciduous woodland, sites of archaeological and historical interest and providing for recreation, principally angling. The area acts as a buffer between the housing and hospital areas to the west and the industrial estates at Maydown and is an area of local nature conservation importance. Its overall importance derives from the combination of interests found in this relatively small area in close proximity to the growing urban area and the intrinsic quality of the landscape. Development which would damage or result in inappropriate change to the crannog at Rough Island, the town house and crannog at Green Island or to the Enagh Church and Graveyard, or to their setting, will not be permitted. A relatively large area has been included to ensure protection of views from the lakes and the setting of the lakes themselves.
- 2.2 Gransha Intake - an area containing a large open water body with emerging scrub and woodland. There is good potential to develop a footpath network along the southern edge of the lake which could form part of the wider development of a footpath network between the 2 bridges. Development proposals on adjoining land must ensure no adverse impacts on the water quality of the lake. A suitable buffer zone of woodland planting will be required as part of any development proposals.
- 2.3 Prehen Wood is an area of mixed deciduous woodland adjacent to Prehen which has suffered from a lack of management and maintenance over a long period of time, particularly the southern section. Whilst it currently provides a reasonable wildlife habitat, the area also has importance in terms of its landscape character as viewed from the southern approaches to the City along the Victoria and Letterkenny roads. Development which would result in the loss of further woodland will not be permitted.

Claudy

- 2.4 Cumber - a series of small interlinked deciduous and coniferous woodlands along the River Faughan to the south of Claudy. They include Ballynameen Plantation, the woodland around Cumber House and Beaufort Wood, the latter containing a rath - a scheduled historic monument. The area is visually significant in approaches to the village along the Cumber Road and provides a small but important visual buffer between the village and the gravel workings to the south. No development will be permitted which would result in damage to, destruction of, or alteration to the rath and its setting. There are a number of historic buildings in the area which contribute to the character of the landscape. Where development occurs the Department will encourage their retention.

Eglinton

- 2.5 Castle River - a linear strip of woodland associated with the Castle River. This woodland provides a strong defining edge to the south eastern edge of Eglinton and acts as a visual buffer to the more open agricultural land along the Ballygudden Road. There will be a strong presumption against development in this area and development proposals on adjoining land should have regard to the impact on the woodland.
- 2.6 Foyle Park - a historic landscape associated with the rebuilding of Eglinton Village in the 1820s. It contains the listed Foyle Park House prominently sited on a small hill overlooking the village with mature tree belts to boundaries. The area lies within the Green Belt.

Park

- 2.7 Learmount - an area of mature deciduous and coniferous woodland with a number of buildings associated with Learmount Parish Church. The attractive and historic buildings are complemented by the secluded nature of the woodland setting. No new development will be permitted in this area though there may be some potential for the sensitive re-use of some of the buildings. Development which would result in the loss of woodland will not be permitted.

APPENDIX 3

GUIDELINES FOR DEVELOPMENT IN THE VICINITY OF THE CITY WALLS

General

- 3.1 The Department will require that all proposals treat the elevations onto and facing the Walls as an important part of the streetscape and will require the highest quality urban design solutions. A number of buildings outside, and backing onto the Walls, detract from the visual enjoyment of the streetscape as viewed from the Walls. In the past such buildings have treated the Walls as part of their backland. No access onto the Walls in the form of fire exits, delivery or service routes will be permitted.
- 3.2 A distinction is drawn between development proposals adjacent to the external face of the Walls and those internal to the Walls.

External

- 3.3 In proposals adjacent to the external face of the Walls, in addition to the general guidelines, the Department will require that development:
- **makes access provision for the maintenance of the Walls; and**
 - **ensures that building works do not alter or damage the physical fabric of the Walls.**

Internal

- 3.4 Internally much of the townscape is separated from the Walls by the existing street pattern. There are, however, a number of opportunity sites close to or adjacent to the Walls at East Wall, Bishop Street Within and Palace Street (Map 3 Central Area). On these sites, in addition to the general guidelines, the Department may permit development which:
- **abuts directly onto the internal face of the Walls where this reflects an earlier building pattern;**
 - **provides appropriate pedestrian access onto the Walls from the buildings; and**
 - **is compatible with the character and amenity of adjoining uses.**

APPENDIX 4 - HISTORIC GARDENS PARKS AND DEMESNES

REGISTER OF HISTORIC GARDENS PARKS AND DEMESNES

Ashbrook

- 4.1 The demesne was established in the 17th century, the present house dating from 1686 (HB 2/6/6). There are fine mature trees with glen side walks leading to the River Faughan, to which there is public access. This area was recently improved following a report by Dr. Tim Edwards of UU, which emphasised the public amenity importance of this area. Tree planting is recorded in A Register of Trees in County Londonderry 1768-1911 for the years 1773 to 1776. The house is set in lawns with shrubs and trees a short distance away. The walled garden has not been cultivated in the last 20 years, half was an orchard, separated from the rest by a beech hedge, which still exists. The house is privately owned. There is an enclosure on the site (SMR LDY 22:17).

Beech Hill

- 4.2 The demesne dates from the 17th century, when the house was known as Skipton Hall. The present house was begun in 1729 (HB 1/7/8). Atkinson wrote in 1833 of "...full grown timber, richly planted glen, an excellent garden, walled in and in full bearing, and sanded walks for the accommodation of the passenger through its richly wooded lawns...". The house is still surrounded by mature trees, with a lime and beech avenue and woodland walks. The raised portion to the north west of the house, The Bower, once had a Moss House and was a vantage point. It is now overgrown and has been quarried. The shape of the demesne has changed little. There are terraced lawns near the house and a series of ponds on descending ground, controlled by sluices.

Brook Hall

- 4.3 Built as a villa circa 1780, the surrounding land was acquired to create a landscape park which slopes down to the River Foyle. The house, lodge and gates are Listed (HB 1/25/2B). Some original tree planting remains. In Notes of a Journey in the North of Ireland in the Summer of 1827 Mitchell wrote that "Upon the grounds, evidently neither expense nor skill has been spared in furnishing and maturing one of the most luxuriant collections of shrubs I ever beheld". There is also more recent planting on the site in the arboretum, begun in the 1920s. This important collection has been added to since that date, maintained and catalogued. There are over 100 flourishing varieties of rhododendron, which are a speciality of the collection. Boom Hall and Thornhill whilst individually identified on the Supplementary List, complement the planned landscape at Brook Hall and are to be regarded as part of its riverside setting.

Brooke Park

- 4.4 Formerly the grounds of Gwyn's Institute from 1840, the buildings were demolished in 1973 and the outer walls are retained. The public park was established in 1901 and is named after a benefactor. The last member of the Brooke family died in 1899, having donated £15,000 some time before for the purposes of funding a park for the public. Gwyn's Institute came on the market in 1901 and was purchased with the aid of money donated by The Honourable The Irish Society. It is now administered by Derry City Council.

Note on Maps HG 1 to HG 3

- 4.5 Delineation on the maps of parks and smaller domestic gardens are simple to establish. However delineating garden areas in demesnes presents a problem. In some cases where appropriate, former parts of the demesne which were and still are farmed have been excluded. Originally these areas in many cases would have been enhanced by strategically placed trees and ornamental buildings. Cores have been identified, usually in the vicinity of the main houses with remaining interesting layout and planting, which retain historical value as planned landscapes. At the same time it must be acknowledged that this land may represent only part of the original holding.
- 4.6 A Supplementary List of Historic Gardens, Parks and Demenses also exists. This list is set out in paragraphs 4.7 to 4.19

SUPPLEMENTARY LIST

Aberfoyle

- 4.7 Situated in urban surroundings a good portion of the grounds of the house of 1873 (HB 1/22/7) remain planted up. The site slopes towards the River Foyle. The west end is mostly walled in with brick and is cultivated. There is a rose garden south of the house and shrubbery on either side of the twisting avenue to the eastern gate.

Ardmore

- 4.8 This is a well wooded site above the River Faughan. The house dates from the early 19th century and has an attractive conservatory (HB 1/6/12). The grounds slopes steeply from the house and new ornamental gardens are being constructed.

Ballyarnett

- 4.9 The present garden layout dates from the 1930s and contains a summer house and pond. The house is a late 19th century replacement for a house built before the siege (1689). The house and outbuildings are Listed (HB 1/27/18). The road separates this site from the walled garden on the south side. This garden, though not fully maintained, retains its box hedging.

Belmont House

- 4.10 The house is now a special school and the present building dates from the early 19th century (HB 1/26/6). Parkland remains around the house in an otherwise built-up area and contains some fine mature trees. The part-walled garden to the east of the house is cultivated.

Boom Hall

- 4.11 This site is still a valuable open space though it has lost many of its attributes. It is of interest as the core of the late 18th century house, some fine mature trees and a walled garden remain. The Foyle Bridge sweeps above the grounds, which go down to the edge of the River Foyle on the western banks. The name derives from the boom put across the river from this position during the siege of 1689.

Glengalliagh Hall

- 4.12 Well surrounded by mature trees and protected from winds, this garden retains its original layout and enhances the mid-19th century house (HB 1/26/3). There are late formal beds in lawns and a cultivated part walled garden.

Government House

- 4.13 The house was built for The Honourable The Irish Society for their general agent in 1849 (HB 1/12/6). It is sited in parkland and surrounded by mature trees with fine views over the River Foyle. A cultivated walled garden with greenhouses lies to the north west of the house.

Learmount

- 4.14 Sometimes known as Learmount Castle the holding goes back to the Plantation, when the lands were held for the Skinner's Company. The present house dates from 1830 (HB 1/1/10) and it is placed above a steep terraced drop to the River Faughan below. The terracing is grassed and decorated with ornamental yew trees. There is an unused walled garden to the immediate south of the house. The demesne is administered by the Forest Service and contains commercial plantation and mature deciduous trees in an area once noted for its "..... large and valuable timber"(Lewis, 1837).

Molenan House

- 4.15 A mid-19th century house (HB 1/12/14) on the site of an earlier house, with shelter belt trees and ornamental trees near to the house, shrubberies and a pond. The walled garden is not cultivated, an iron framed conservatory is built onto the back of the former Land Steward's House, facing the main house.

The Oaks

- 4.16 The present house was remodelled in the 1860s (HB 1/2/3). The main interest on the site is the tree planting along the River Faughan, remains of extensive early 19th century planting recorded in the Register of Trees for County Londonderry, 1768-1911. There are no ornamental gardens today and the walled garden is disused.

St. Columb's Park

- 4.17 The early 19th century house (HB 1/9/1) is now used for community and educational purposes and the grounds are a public park. The site commands good views over the River Foyle, though original land was lost when the hospital was built following the purchase of the land by Londonderry Corporation in 1939. There are some fine mature trees particularly beech on undulating land with streamside walks. A small portion of ornamental gardens remain near the house. The ruins of St. Columb's Chapel are on the site.

Templemoyle House

- 4.18 The site is associated with the North West of Ireland Agricultural Society School in the mid-19th century, of which nothing of a garden nature remains. The interest lies in the then owners early 19th century tree planting in Muff Glen as recorded in the Register of Trees for County Londonderry, 1768-1911. Many of these specimens survive.

Thornhill (Convent of Mercy)

- 4.19 This is an elevated site above the River Foyle for a house of 1880 (HB 1/25/1) with steep grass terracing. As these were grounds for a previous house there are some mature trees remaining, notably near the river. The walled garden is part cultivated.

APPENDIX 5 - AREAS OF TOWNSCAPE CHARACTER

Bond's Hill

- 5.1 The area is part of the gradual expansion of the Waterside area in a north and eastwards direction from its core around the Wooden Bridge (now demolished). Bond's Hill would have been built to provide a less steep alternative to the new railway station (circa 1840) than Simpson's Brae. Development was rapid after the coming of the train and the area, including Clooney Terrace was largely developed by 1873. The character of the area derives from the concentration of ecclesiastical buildings and other listed buildings and the vernacular quality and details of the terraces. This is particularly so with the east side of Bond's Hill and west side of Clooney Terrace, and part of the west side of Spencer Road.

Victoria Park

- 5.2 Victoria Park is located in the Waterside area of the City along the A5 southern approach to the City overlooking the Craigavon Bridge and the River Foyle. Originally located on the edge of the City it has over the years been partly surrounded by the developing City at Gobnascale to the east and Prehen to the south. It has, however, retained a sense of isolation on the City edge due to a combination of topography and mature landscaping.
- 5.3 The character of the Park derives from a combination of the mature landscape setting, the narrow, winding, steep and enclosed roads and laneways, and the individual buildings. It comprises some 14 properties, a mixture of detached and semi-detached villas, mostly in the late Victorian style though there are elements of the Arts and Craft Movement as well. They are set predominantly in the large private landscaped gardens. All of the older buildings in the Park are gracious and imposing residences, each with their own individual sense of identity whilst overall unified by the strong landscape elements. The Department wishes to maintain the Park as a well established residential area close to the City Centre.

Culmore

- 5.4 The designated area encompasses the historic area around Culmore Point which includes Culmore Fort and the mainly residential properties along Culmore Point Road. The Fort (re-fortified between 1613 and 1618) guarded the narrows of the Foyle during the 17th century when Londonderry was approached by sea. Most of the original fort was destroyed in 1688 though the tower and associated earthen ramparts and ditch remain, now designated a Scheduled Historic Monument.

- 5.5 The character of the area derives from a combination of the waterside setting and the informal groupings of buildings along a narrow roadway. Gardens tend to be spacious and, in most cases, contain mature landscaping. The quality is enhanced by hedgerows which are an important element in the boundary treatment and groups of buildings such as the cottages to the eastern end of Culmore Point reinforce this character.

Eglinton

- 5.6 The designated area encompasses the historic centre of the village as originally created in 1618-19 and the enlarged village centre following its rebuilding by the Grocers Company between 1820 and 1835. It contains most of the important buildings constructed during this period and is centred on Main Street. The importance of Main Street as the historic focus of the village is reflected in the 7 buildings listed as being of special architectural or historic importance. There are 2 Scheduled Historic Monuments and a number of other buildings of local importance.
- 5.7 Despite the losses over the years there remains a considerable wealth of townscape features and the village displays the essential characteristics of the planned settlement as constructed in the early 19th century. The character of the area derives from the quality of the individual buildings, the generous gardens and plots, the open space, the use of stone in boundary treatments and the mature trees planted as part of the settlement's historic development which unifies the streetscape. Further trees were added in the early part of the 20th century which included the 3 specimen oaks brought as saplings from Windsor Great Park.
- 5.8 The rapid expansion of the village since 1981 has also seen a growth in additional commercial floorspace along Main Street. The expansion of the village has led to some loss of character and visual amenity along the western end of Main Street. This is due in part to the concentration of parking to the front of buildings, the conflict between vehicular/pedestrian access points to shops and rear car parks, unsympathetic elevational treatment to some buildings and an absence of appropriate hard and soft landscaping. It nevertheless merits inclusion within the Area of Townscape Character in order to reflect the extent of the historic core, to maintain continuity with the core and to improve the quality of development proposals in the area.

APPENDIX 6 - CITY HOUSING SITES POTENTIAL OUTPUT

| Ref | Location | Approx Area (ha) | Dev Area (ha) | Assumed Density Range (Dwellings per ha) | Potential Output* | Comments |
|-----|---|------------------|---------------|--|-------------------|---|
| H1a | Glengalliagh | 31.0 | 31.0 | 10-15 | 387 | |
| H1b | Upper Galliagh | 51.0 | 48.0 | 15-30 | 1,080 | 3 ha for Local Centre |
| H1c | Lower Galliagh | 37.5 | 37.5 | 15-30 | 843 | |
| H2 | Buncrana West | 118.0 | 114.0 | 15-30 | 2,565 | 4 ha for Local Centre. Includes lands previously zoned for industry |
| H3 | Groarty Road / Creggan Road | 42.0 | 42.0 | 15-20 | 742 | |
| H4 | Hazelbank | 1.5 | 1.5 | Approved | 56 | Complete |
| H5 | Fairview Road | 5.0 | 3.5 | Approved | 100 | 1.5 ha for Local Centre. Planning consent for 100 houses. |
| H6 | Lr Galliagh Rd | 4.0 | 4.0 | Approved | 120 | Complete |
| H7 | Beragh Hill | 5.5 | 5.5 | Approved | 119 | Complete |
| H8 | Ballyarnet Farm | 1.5 | 1.5 | 15-25 | 20 | Site partially occupied by Listed Building |
| H9 | Lenamore Road | 13.5 | 13.5 | 15-25 | 213 | Under construction |
| H10 | Fir Road | 4.5 | 4.5 | Approved | 60 | Under construction |
| H11 | Ballyarnet | 11.0 | 11.0 | Approved | 55 | Under construction |
| H12 | Skeoge | 2.0 | 2.0 | 15-25 | 40 | |
| H13 | Sandbank | 1.5 | 1.5 | 15-25 | 30 | |
| H14 | Steelstown | 13.5 | 10.0 | 20-30 | 250 | |
| H15 | Creggan Heights | 4.5 | 3.0 | Approved | 87 | Complete |
| H16 | Southway | 2.0 | 2.0 | 15-30 | 45 | |
| H17 | Springtown Road | 3.5 | 3.5 | 15-25 | 70 | New Site |
| | CITYSIDE | 353.0 | 339.5 | | 6,882 | |
| H18 | Prehen | 0.8 | 0.8 | | 3 | |
| H19 | Woodside Rd West | 18.0 | 18.0 | 15-20 | 315 | |
| H20 | Tamneymore | 13.5 | 13.5 | Approved | 175 | Under construction |
| H21 | Lisaghmore | 3.0 | 3.0 | 15-25 | 60 | |
| H22 | Trench Road East | 27.0 | 27.0 | 15-25 | 550 | |
| H23 | Tullyally Rd West | 11.5 | 11.5 | 15-30 | 258 | |
| H24 | Tullyally Rd East | 10.5 | 10.5 | 15-30 | 236 | |
| H25 | Drumahoe | 40.0 | 40.0 | 15-25 | 800 | |
| H26 | Fincairn Road | 2.5 | 2.5 | 20-30 | 58 | Complete |
| H27 | Crescent Link | 55.5 | 45.5 | 15-20 | 796 | Includes Local Centre and other commercial uses |
| H28 | Rosstown Road | 2.0 | 2.0 | Approved | 74 | Under construction |
| H29 | Kilfennan | 7.0 | 7.0 | Approved | 153 | Under construction |
| H30 | Ballyoan | 37.5 | 37.5 | 10-20 | 562 | |
| H31 | Waterfoot | 7.0 | 7.0 | 10-20 | 105 | |
| H32 | Gransha | 31.5 | 28.5 | 10-20 | 428 | |
| H33 | Hillview | 1.5 | 1.2 | 10 | 10 | |
| | WATERSIDE | 268.8 | 255.5 | | 4,583 | |
| | CITY TOTAL | | | | | |
| | *Mid range density unless otherwise stated* | 621.8 | 595.0 | | 11,465 | |

APPENDIX 7 - CITY HOUSING ZONINGS

Zoning H 1(a) Glengalliagh

A 31.0 ha site which lies to the west and south of Glengalliagh Hall on the north western outskirts of the City and bounded to the south by the Bunrana Road and the proposed Skeoge Link and to the north west by the Upper Galliagh Road.

The frontage portion of the site between the Bunrana Road and the line of the former Bunrana Railway line falls below road level before rising gradually towards Glengalliagh Hall and beyond to Upper Galliagh Road and Glenabbey Cottages. A line of thick mature trees and hedging which form the north west boundary of the site will be retained. Other vegetation worthy of retention should be protected and supplemented in any development together with additional landscaping. The Department will seek to achieve a layout which avoids the root systems of existing trees and proposed trees and also have regard to the impact of development on drainage. In some circumstances it may be appropriate to keep development outside the falling distance of mature trees.

Development should respect existing slopes and contours and the well-wooded Glengalliagh Hall which dominates the skyline in this area. A density range of 10-15 dwellings per hectare is considered suitable.

Access to these lands will only be permitted via the most northerly proposed roundabout onto the Bunrana Road. No access will be permitted to this site off the proposed Skeoge Link, the proposed Skeoge Link/Bunrana Road roundabout or the Upper Galliagh Road. The road layout shown is indicative of what will be required. The exact alignment and solution to the access of all the lands will be a matter for prospective developers who will have to demonstrate that access to other adjoining development land has been safeguarded. Development will be allowed to proceed in advance of provision of the Skeoge Link Road by the Department subject to conditions which reflect the concept of proportionality as set out in PPS 1 (para 65) and PPS 3 (para 38).

A portion of the site fronting onto Bunrana Road lies below the level of the Skeoge floodplain and will require extensive infilling to accommodate its proper development. Prospective developers should liaise with the Rivers Agency and Water Service prior to the completion of any design works.

Zoning H 1(b) Upper Galliagh

A 51.0 ha site of undulating land bounded by the proposed Skeoge Link Road, the Upper and Lower Galliagh Roads and the Beragh Hill Road on the north western outskirts of the City. The western portion of the site rises gradually from the lower sections of the Lower Galliagh Road in a northerly direction towards the Beragh Hill Road before levelling out towards the centre of the site. The existing vegetation which consists mainly of hedgerows and some mature trees

dispersed throughout the area should be retained where possible and supplemented by additional landscaping as appropriate to integrate future housing.

It is important to ensure that adequate open space is made available within the site. Land has not been specifically zoned for this purpose so as not to restrict unduly the design of future housing layouts, however, provision of open space should be incorporated within the overall scheme at an early stage in the design process. A density range of 15-30 dwellings per hectare is considered suitable, however, development should respect existing slopes and contours and will be confined to development at the lower end of the density range in the western portion of the site, the character and amenity of which is set by the dominance of the adjoining Glengalliagh Hall.

No direct access will be permitted to these lands off the proposed Skeoge Link Road. The road layout shown on the Plan is indicative only and the exact alignment of the link road and the inter-connection will be the subject of more detailed discussion and public consultation before construction proceeds. The implementation of the Skeoge Link Road will provide for the inter-connection of Upper Galliagh Road and Buncrana Road. Development will be allowed to proceed in advance of provision of the Skeoge Link Road by the Department subject to conditions which reflect the concept of proportionality in PPS 1 (para 65) and PPS 3 (para 38).

Zoning H 1(c) Lower Galliagh

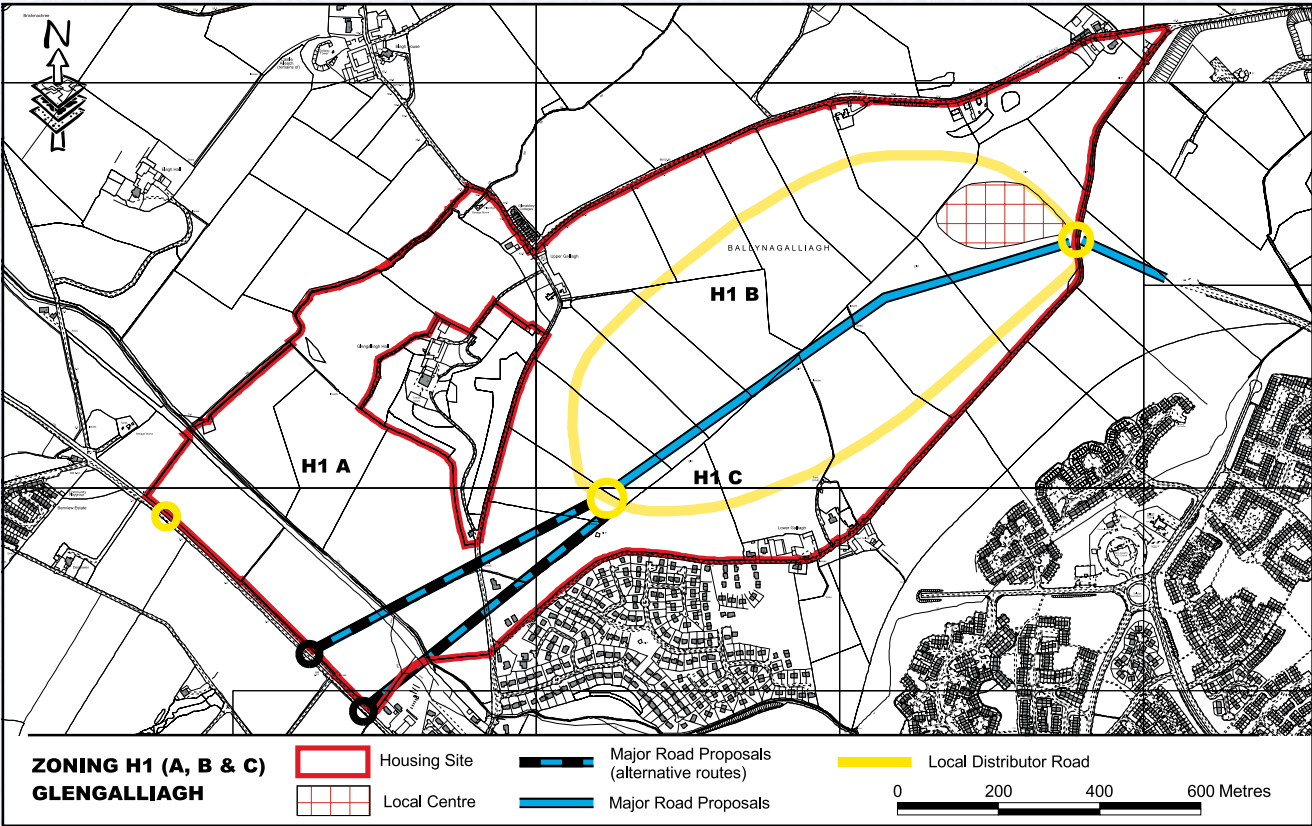
A 37.5 ha site located between the line of the proposed Skeoge Link Road and the existing Lower Galliagh Road and extending to the Buncrana Road. The area which is mainly undulating comprises a series of open fields which rise gently in an easterly direction from the Buncrana Road. Existing vegetation, consisting mainly of hedgerows with some mature trees dispersed throughout the area, should be retained where possible and supplemented by additional landscaping as appropriate to integrate future housing.

It is important to ensure that adequate open space is made available within the site. Land has not been specifically zoned for this purpose so as not to restrict unduly the design of future housing layouts, however, provision of open space should be incorporated within the overall scheme at an early stage in the design process. While a density range of 15-30 dwellings per hectare is considered suitable, development should respect existing slopes and contours.

No direct access will be permitted to these lands off the proposed Skeoge Link Road. The road layout shown is indicative only and the exact alignment of the link road and the inter-connection will be the subject of a more detailed discussion and public consultation before construction proceeds.

The implementation of the Skeoge Link Road will provide for the inter-connection of the Upper Galliaugh Road and Buncrana Road. Development will be allowed to proceed in advance of provision of the Skeoge Link Road by the Department subject to conditions which set out the concept of proportionality at para 65, PPS 1 and para 38, PPS 3.

Storm drainage from the development of the site may be taken via a number of undesigned watercourses or by the provision of a new main storm sewer. Prior to the completion of any design works developers are strongly advised to consult with Planning Service, Water Service and Rivers Agency. Overhead electricity lines traverse the site.



Zoning H 2 Buncrana Road West

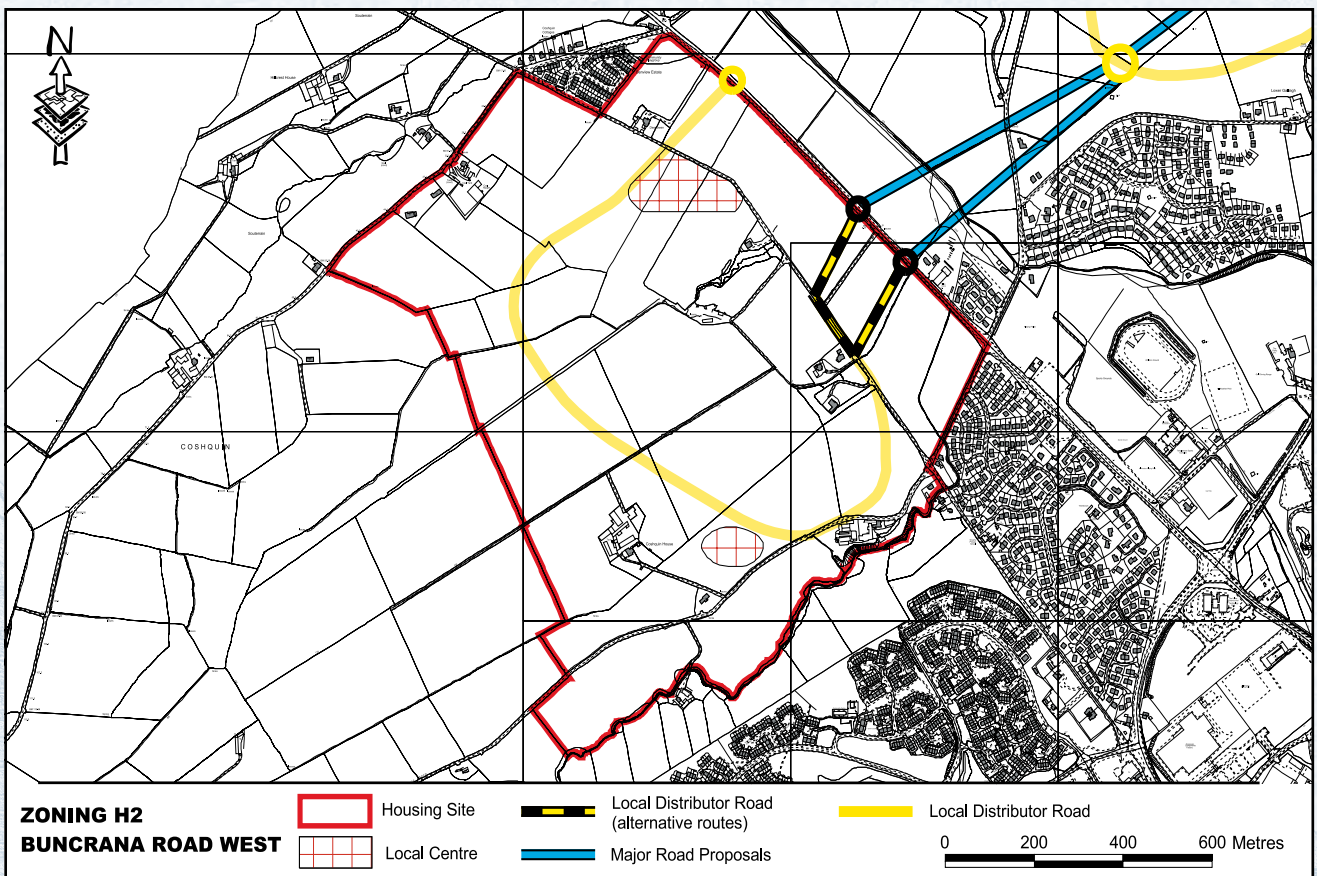
An area of approximately 118.0 ha to the west of the Buncrana Road and bounded by existing residential development at Ballymagroarty and Whitehouse Park, the Maple Road to the north and the City Development Limit to the west.

This particular area has few significant natural features with the exception of a small portion of land to the south of Whitehouse Road which falls southwards towards a heavily treed valley. Most of the site consists mainly of open fields subdivided by low hedgerows which slope gently downwards from west to east towards the Coshquin Road and the Buncrana Road beyond. Apart from small

concentrations of mature trees screening several dwellings dispersed throughout the site there is little existing vegetation. Additional landscaping as appropriate will be required to integrate future housing. The western boundary of the site should be strengthened by a belt of mature planting to help assimilate and soften the development impact on the open countryside.

It is important to ensure that adequate open space is made available. Land has not been specifically zoned for this purpose so as not to restrict unduly the design of future housing layouts, however, provision of open space should be incorporated within the overall scheme at an early stage in the design process. While a density range of 15-30 dwellings per hectare is considered suitable, development should respect existing slopes and contours.

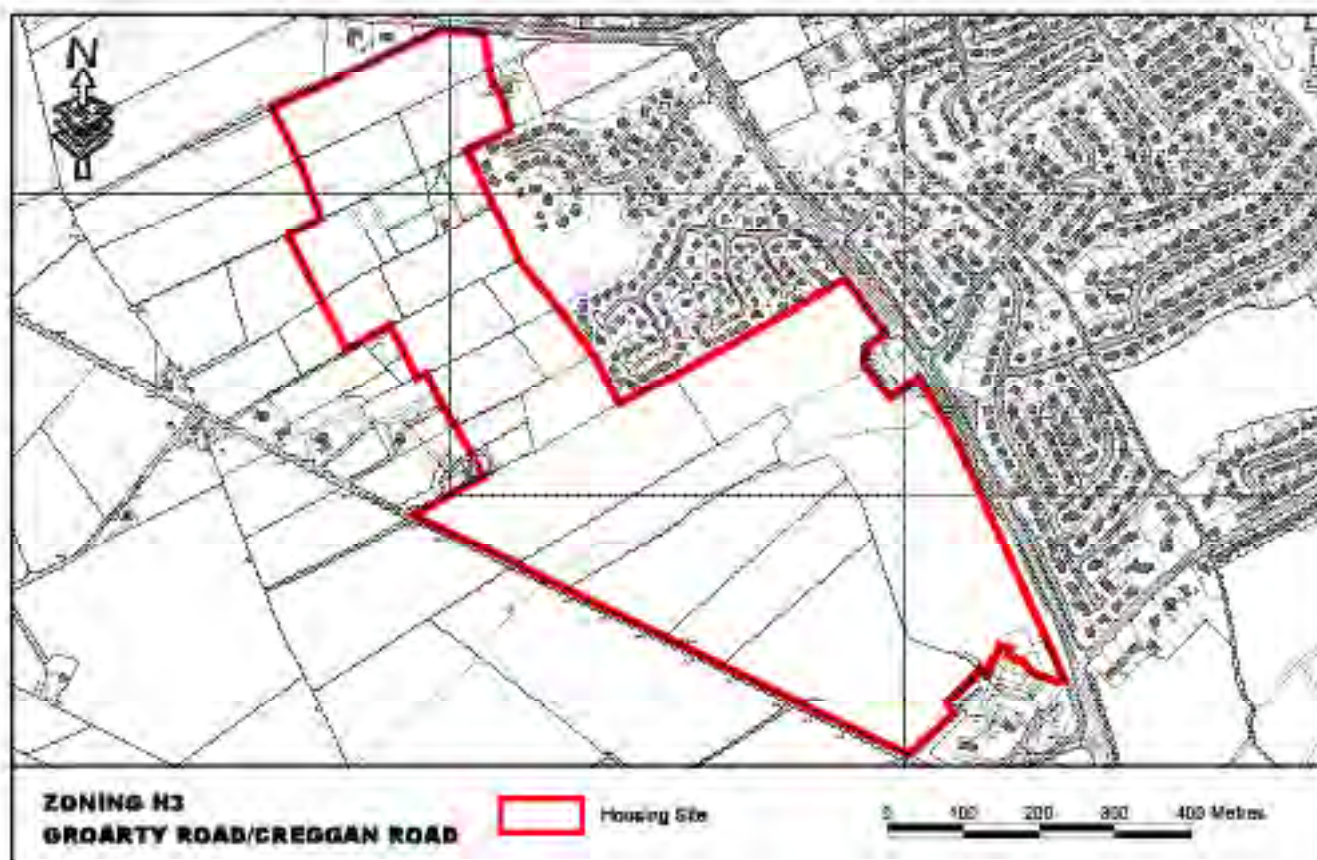
These lands should be accessed by 2 roundabouts on the Buncrana Road as indicated with a local distributor road linking the roundabouts. The existing Coshquin Road could be connected into this new road at various locations. The Whitehouse Road north and south of Coshquin Road would need to be upgraded to serve the land to the south and connected to the local distributor road as indicated. The road layout shown is indicative of what will be required. The exact alignment and solution to the access to all of the lands will be a matter for developers who will have to demonstrate that access to other adjoining development land has been safeguarded.



Zoning H 3 Groarty Road/Creggan Road

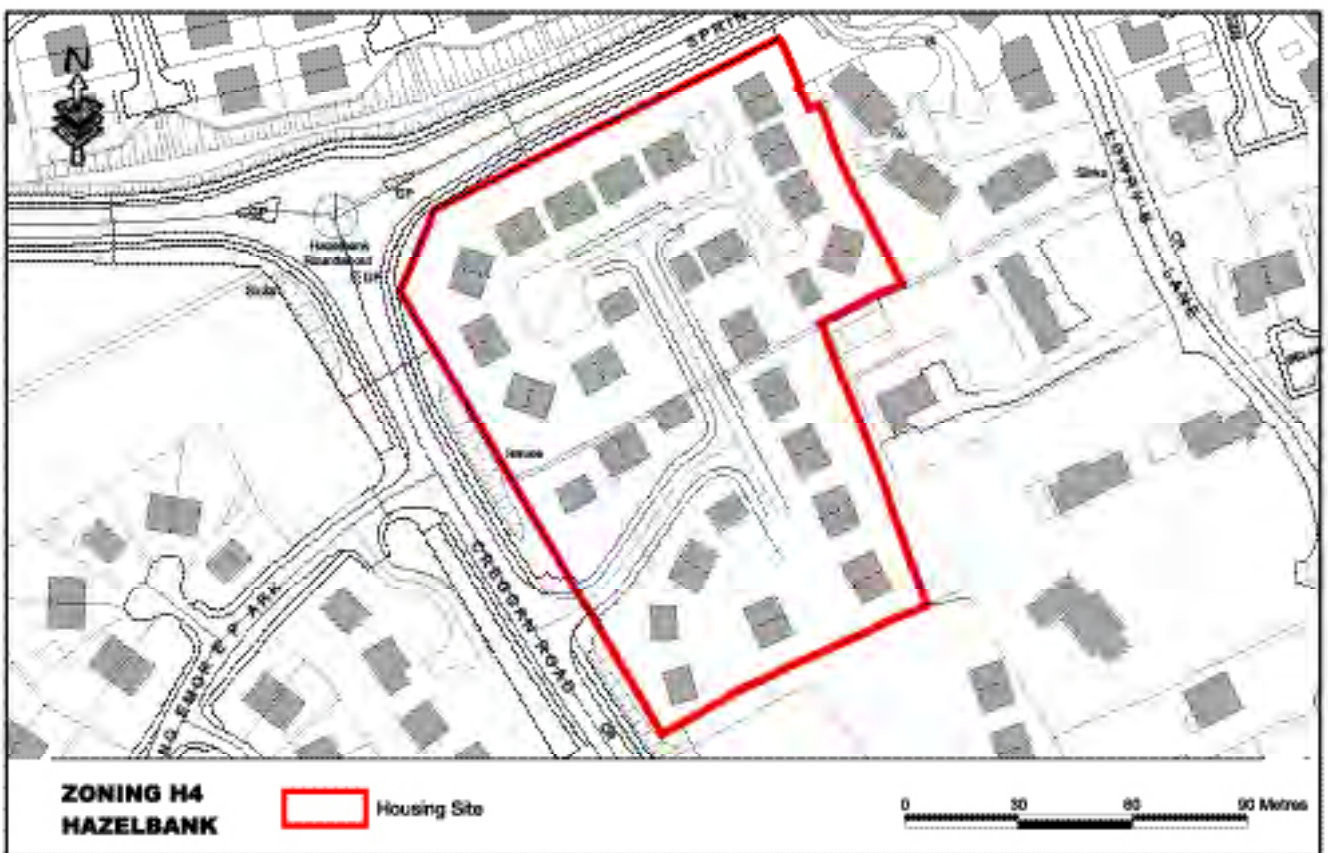
A 42.0 ha sloping site located on the western fringe of the City between the Springtown Road to the north, the Groarty Road to the south and to the east by the Creggan Road and ongoing medium density housing development at Cashelmore Park. The site is bounded by the City Development Limit to the west.

The site comprises a series of open fields which rise gently in a westerly direction above Creggan Road and towards Groarty Road. Development should respect existing slopes and will be confined to single storey dwellings on portions of the upper slopes to the west due to the elevated nature of the site. Apart from a small belt of trees and mature hedging to the north of the site towards Springtown Road, vegetation is limited comprising mainly low hedgerows. Additional landscaping should be provided as appropriate to site boundaries and within the site to integrate future housing. In particular, the western boundary of the site should be strengthened by a belt of substantial landscape planting to help assimilate and soften the development impact on the open countryside. A density range of 15-20 dwellings per hectare is considered suitable. Access will be permitted via existing accesses off Creggan Road and from those lands along Creggan Road yet to be developed. An additional access from the Springtown Road is also acceptable to serve this housing area.



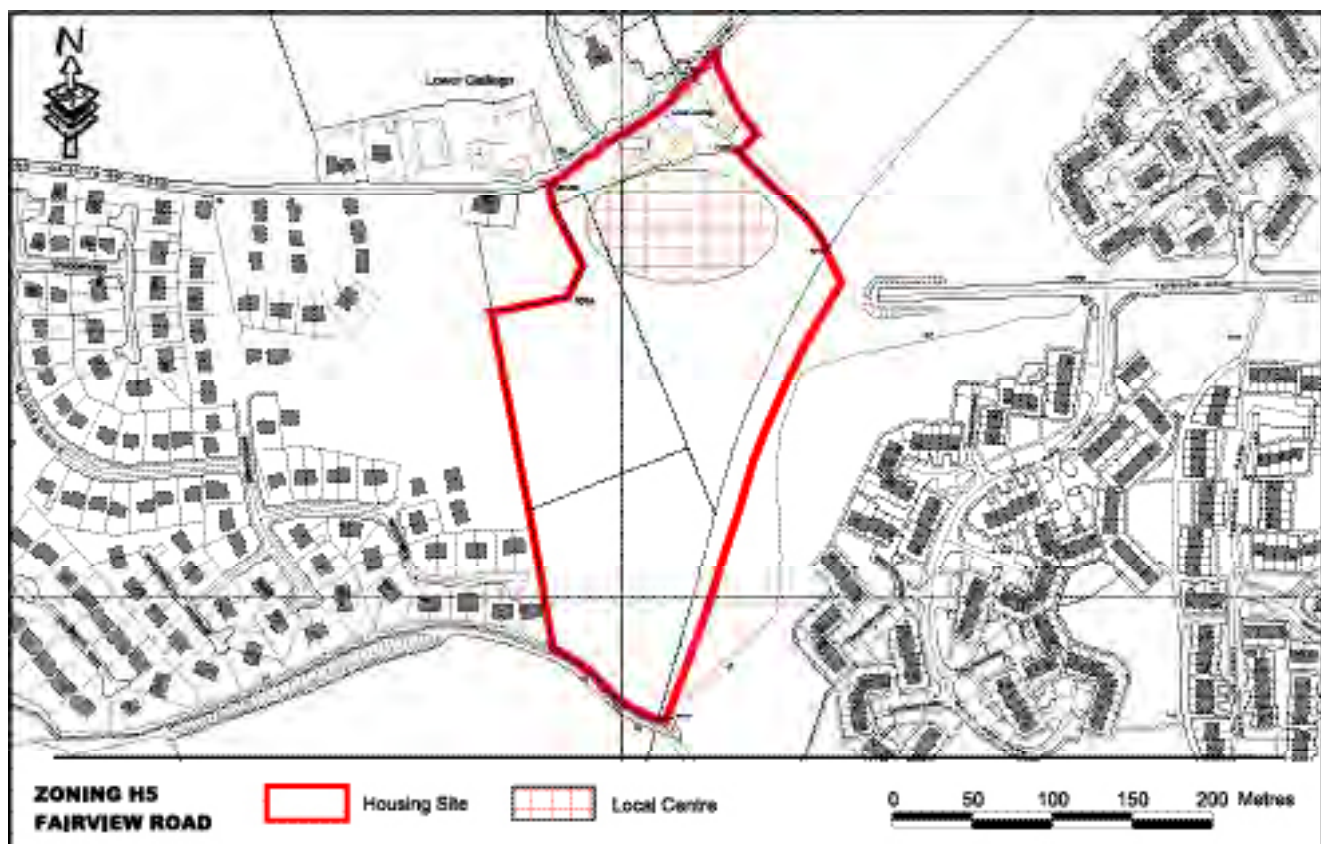
Zoning H 4 Hazelbank

A 1.5 ha site located on the eastern side of Creggan Road at its junction with the Springtown Road and adjoining the Hazelbank roundabout. Planning approval has been granted for 60 houses on this site and development is substantially complete.



Zoning H 5 Fairview Road

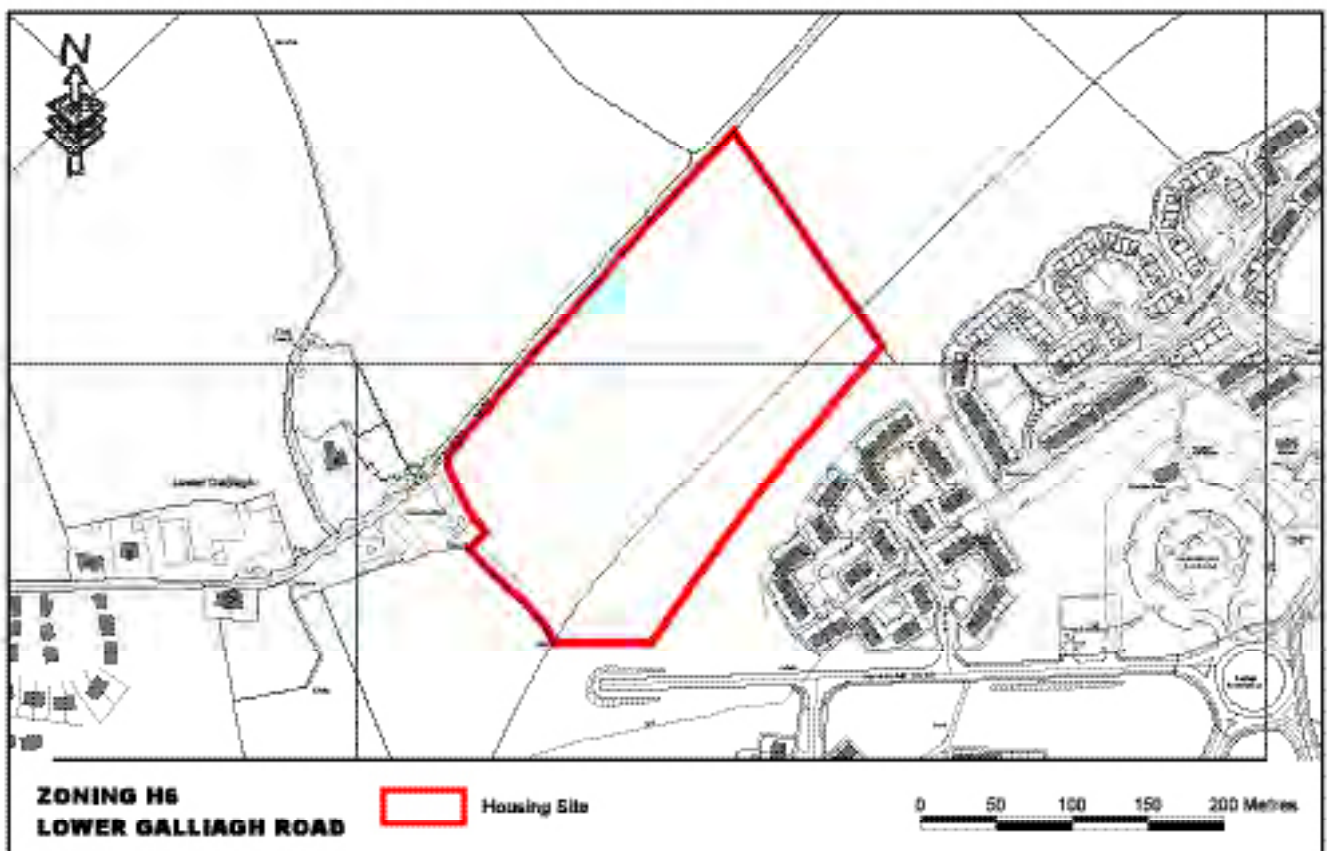
A 5.0 ha site located to the south of Lower Galliagh Road and immediately adjacent to residential development at Woodbrook. Taking into account the substantial zonings to the north and west it is now considered that a site of 1.5 hectares could accommodate the community needs of the immediate area and is zoned accordingly with the remaining 3.5 hectares zoned for residential development. A density range of 15-30 dwellings per hectare is considered suitable for this site. Access to the site will be the subject of detailed consideration at planning application stage bearing in mind the established development and the scale of use proposed.



Zoning H 6 Lower Galliagh Road

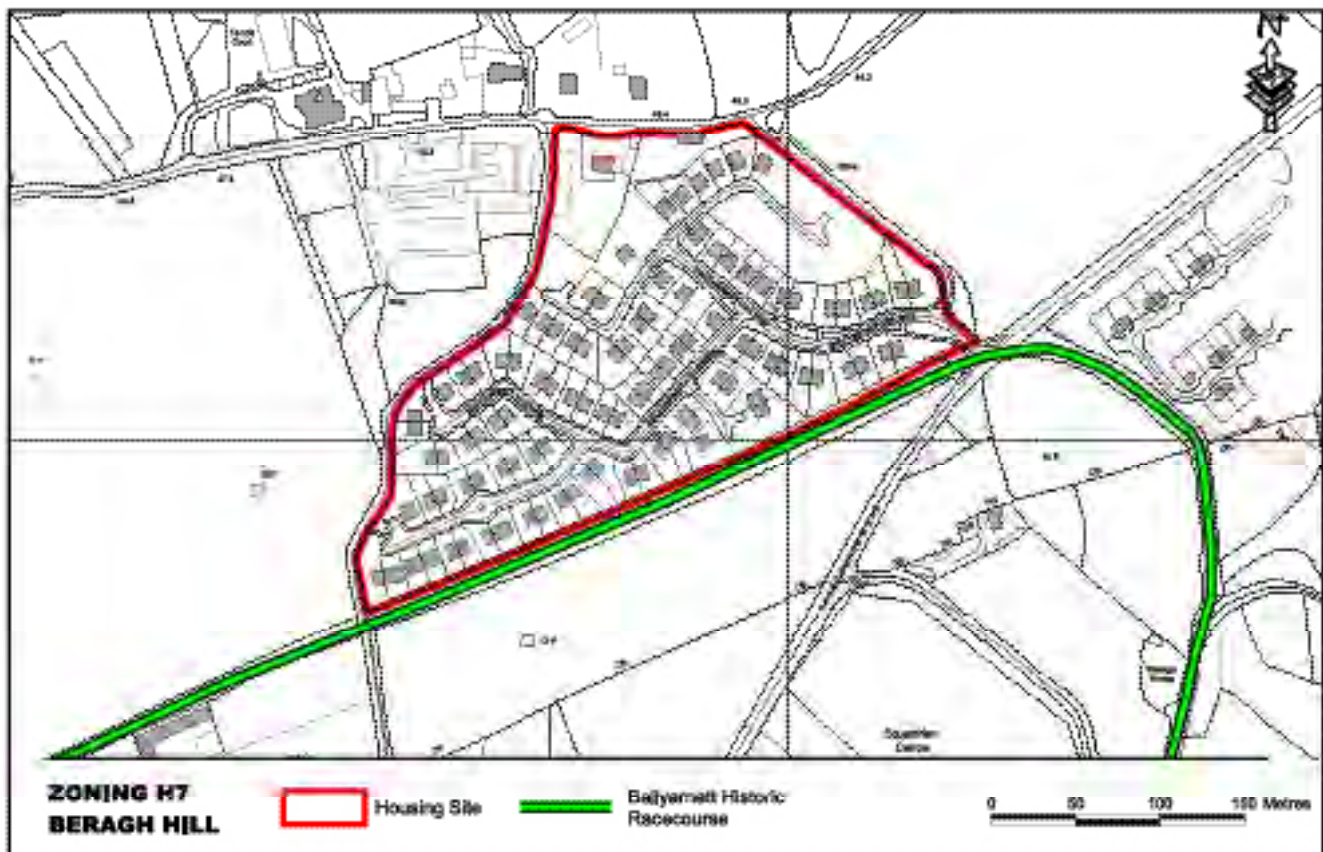
A 4.0 ha site located between Lower Galliagh Road and high density housing at Knockalla Park. The site falls gently away from the Lower Galliagh Road.

Planning approval has been granted for 120 units on this site and development is nearing completion.



Zoning H 7 Beragh Hill

A 5.5 ha site bounded to the north and east by the Beragh Hill Road and to the south by the former Ballyarnett Racecourse. Planning approval has been granted for 119 dwellings on this site and development is nearing completion.

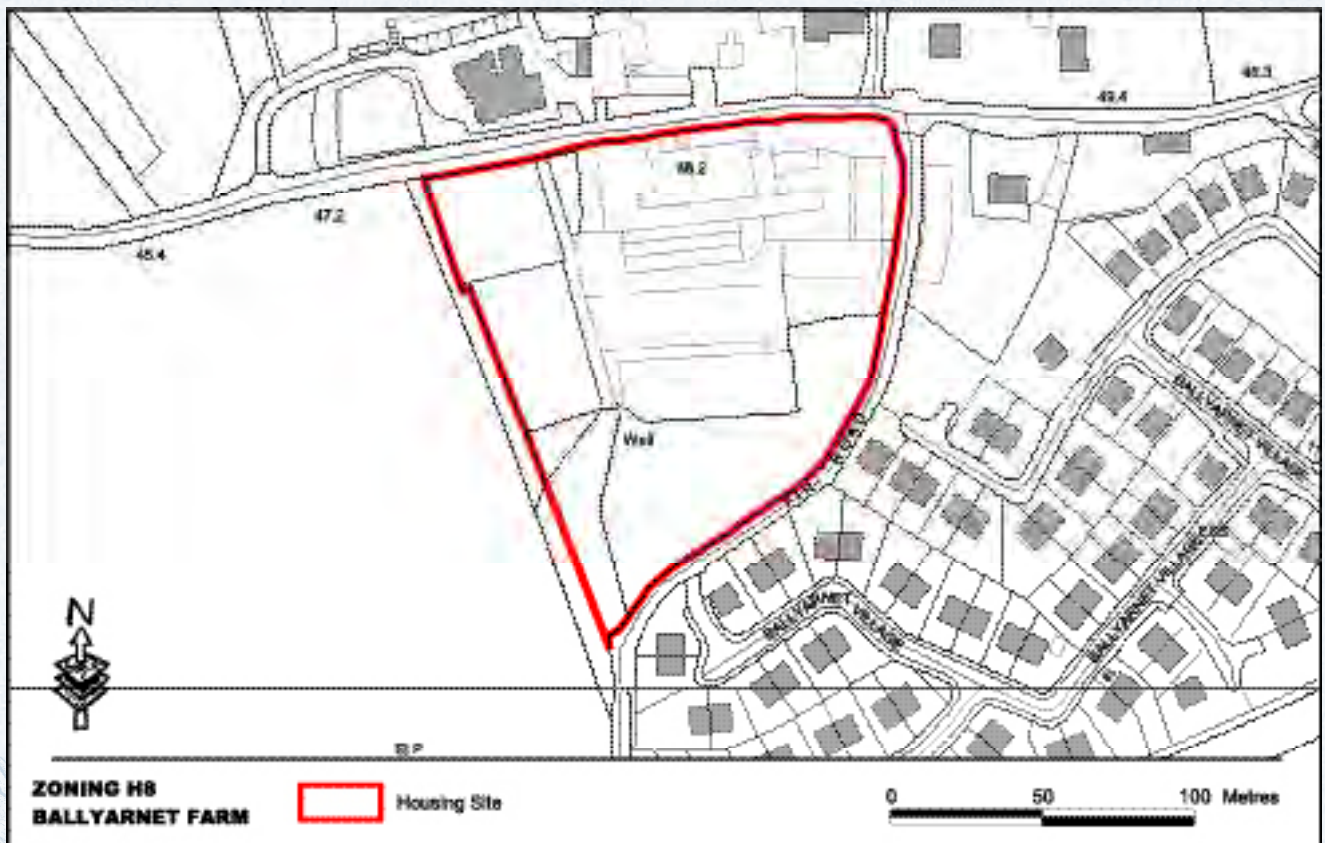


Zoning H 8 Ballyarnett Farm

A 1.5 ha triangular shaped site at Ballyarnett on the northern outskirts of the City and bounded to the north by the Beragh Hill Road, to the east by the Fir Road and to the west by a belt of tall mature trees which extends around the southern tip of the site.

The site forms part of the Listed Ballyarnett Farm and outbuildings complex. Any development of this site must allow for the sensitive rehabilitation of the Listed Buildings. Mature trees to the west and south of the site should be retained and the Department will seek a scheme which protects those trees, minimises disturbance to them and avoids their root system.

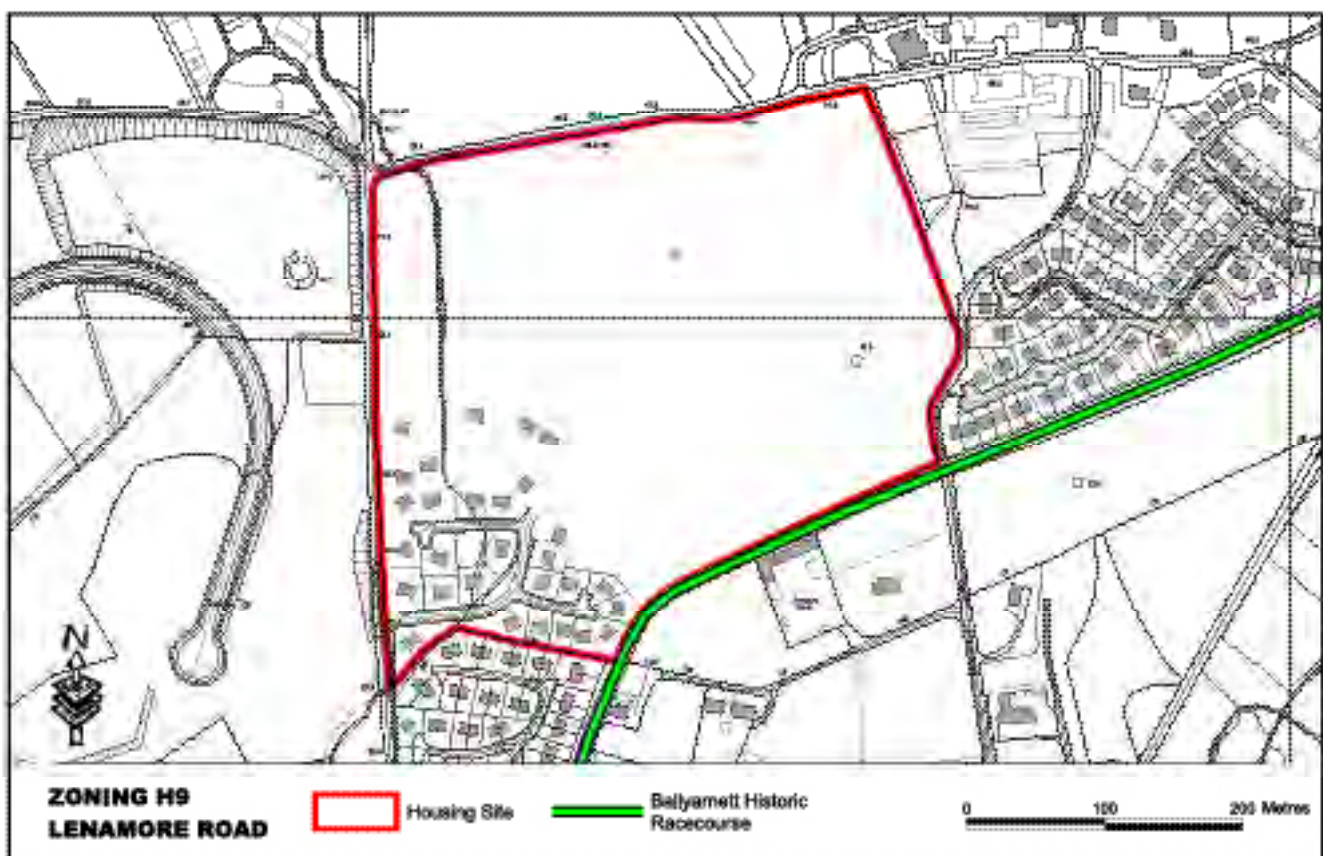
Prior to any design works being carried out the developer is advised to consult with the Department's Environment and Heritage Service and Planning Service. Access will be permitted off the Beragh Hill Road and/or the Fir Road.



Zoning H 9 Lenamore Road

A 13.5 ha site bounded to the north by the Beragh Hill Road, to the west by the Lenamore Road and adjoining existing housing development at Sandbank Park to the south. A section of the southern boundary also adjoins the former Racecourse. The interface between residential properties and the Racecourse will be sensitively controlled to ensure its protection. In addition boundary treatment including the planting of appropriate species will be required to enhance the setting of the Racecourse.

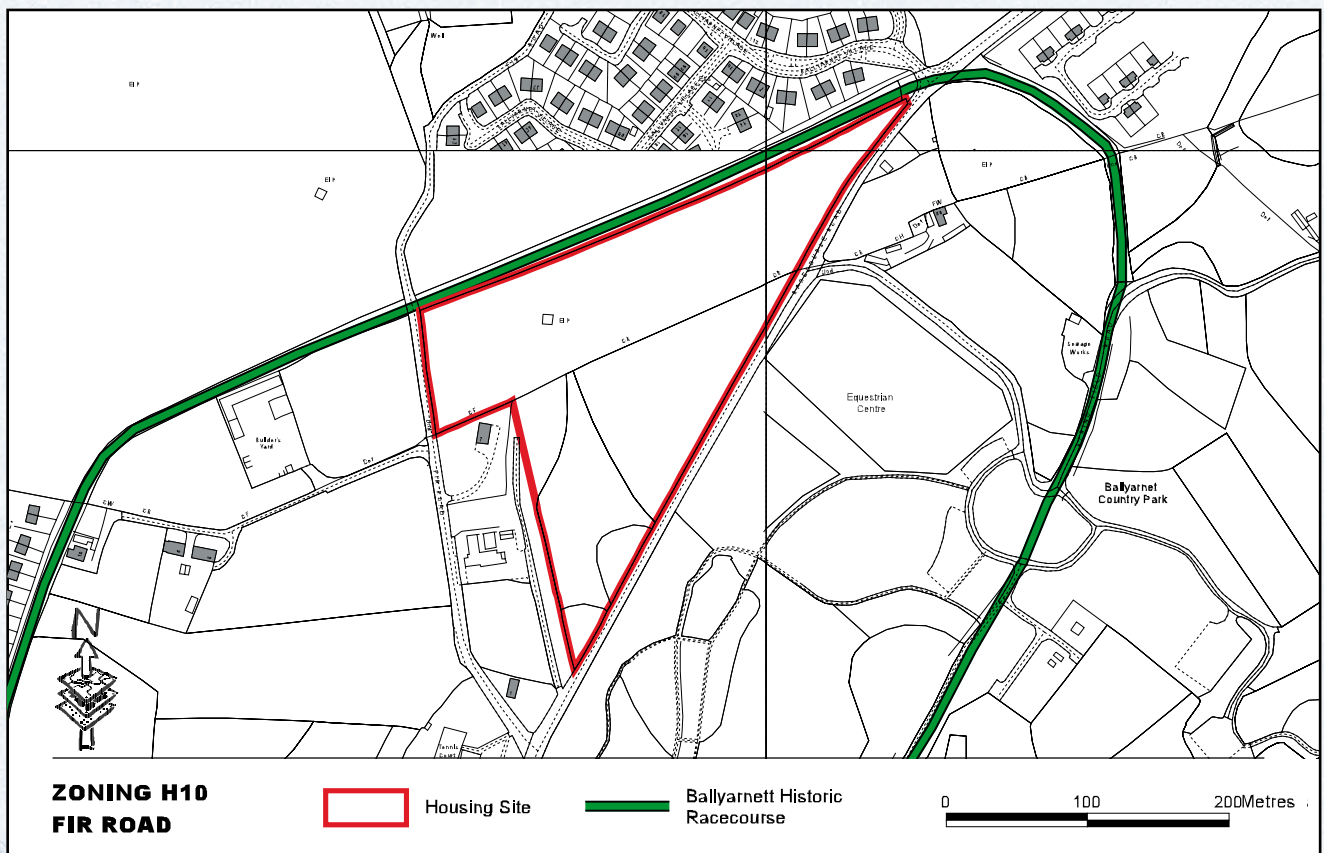
A density range of 15-25 dwellings per hectare is considered suitable. Access will only be permitted off Lenamore Road. The site is traversed by electricity pylons.



Zoning H 10 Fir Road

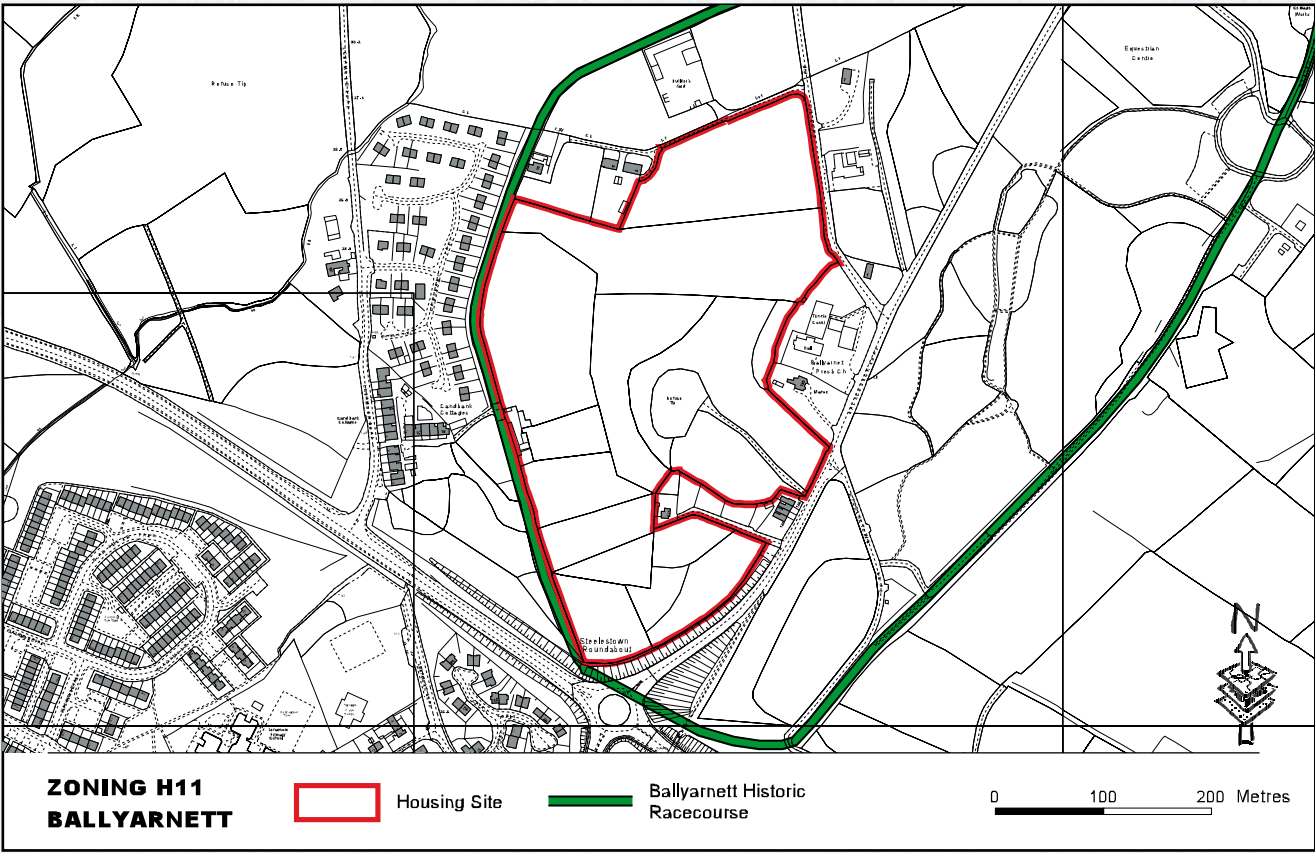
A 4.5 ha triangular shaped site located between Fir Road and Racecourse Road on the western fringe of Ballyarnett Country Park.

Planning approval has been granted on this site and development is nearing completion.



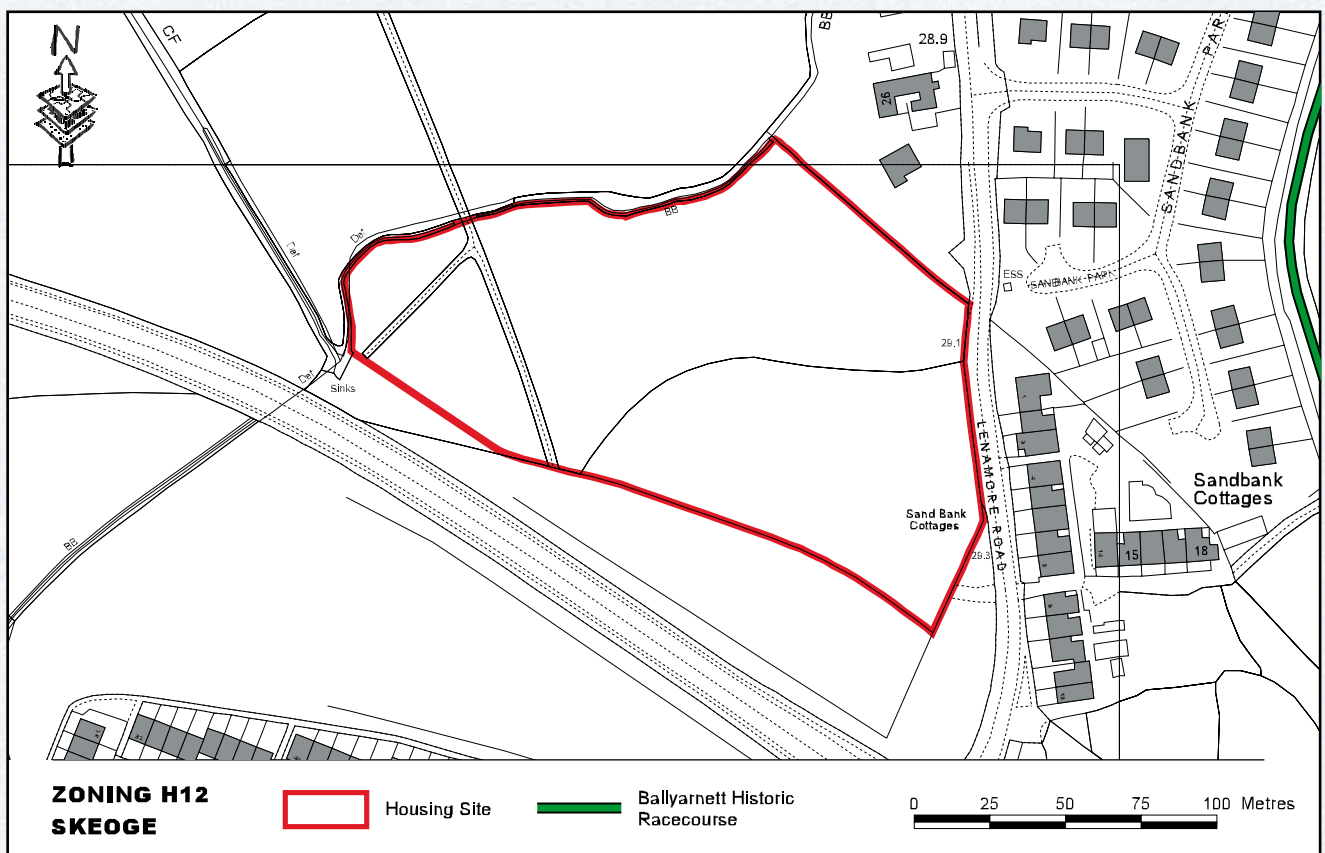
Zoning H 11 Ballyarnett

A 11.0 ha site located within the former Ballyarnett Racecourse and adjoining the western fringe of Ballyarnett Country Park. Planning approval has been granted on part of this site and work has commenced.



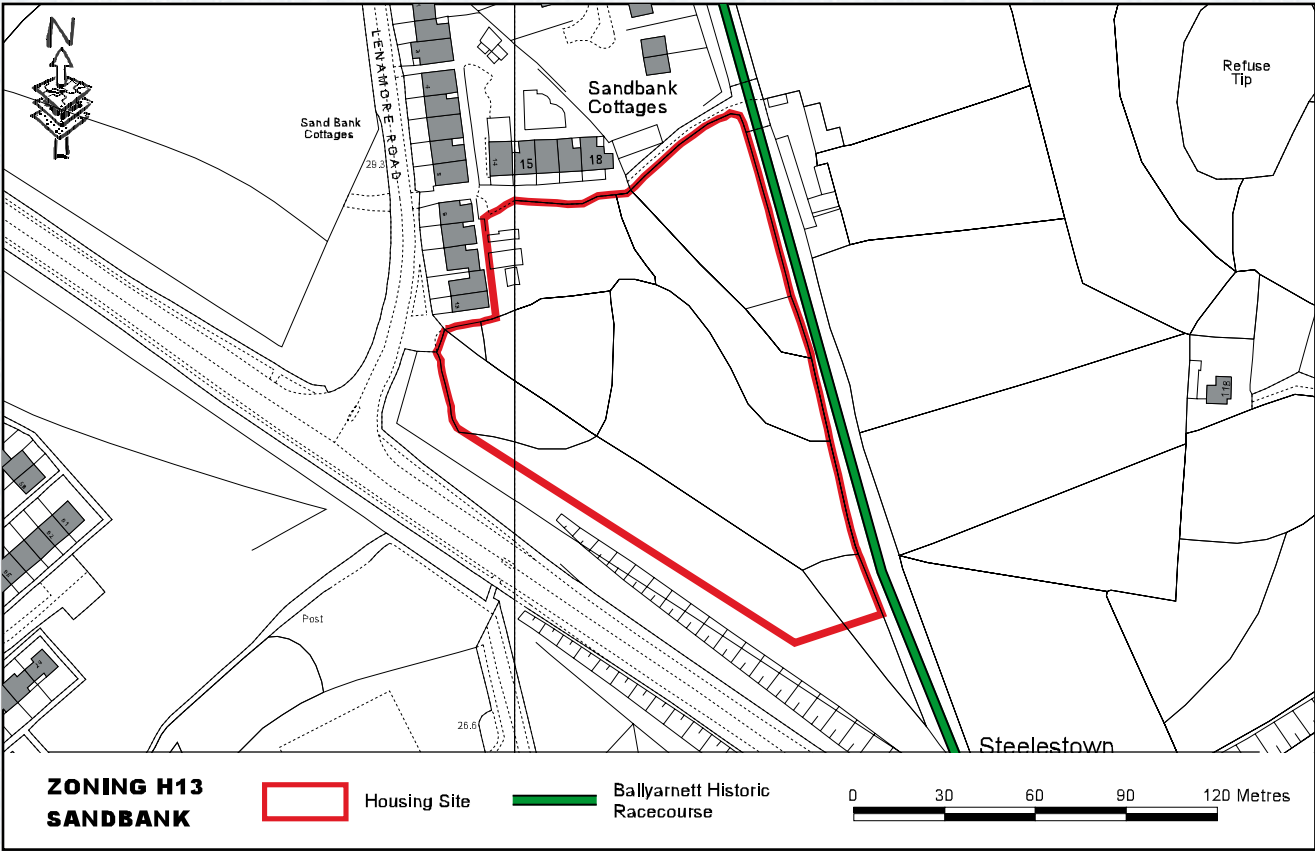
Zoning H 12 Skeoge

A 2.0 ha site at the junction of the Lenamore Road and Skeoge Link Road. The site is low lying except for its most southerly point which overlooks the adjoining Skeoge Link Road. Located between the Skeoge Industrial Park presently under construction and medium density development at Sandbank Park and Sandbank Cottages the site is considered suitable for housing development at a density range of 15-25 dwellings per hectare. Access will only be permitted off the adjoining Lenamore Road.



Zoning H 13 Sandbank

A 1.5 ha triangular shaped site bounded to the north by Sandbank Cottages, to the east by the former Ballyarnett Racecourse and to the south by the Skeoge Link Road. The interface between residential properties and the Racecourse will be sensitively controlled to ensure its protection. In addition boundary treatment including the planting of appropriate species will be required to enhance the setting of the Racecourse. A density range of 15-25 dwellings per hectare is considered suitable. Access will only be permitted off Lenamore Road.



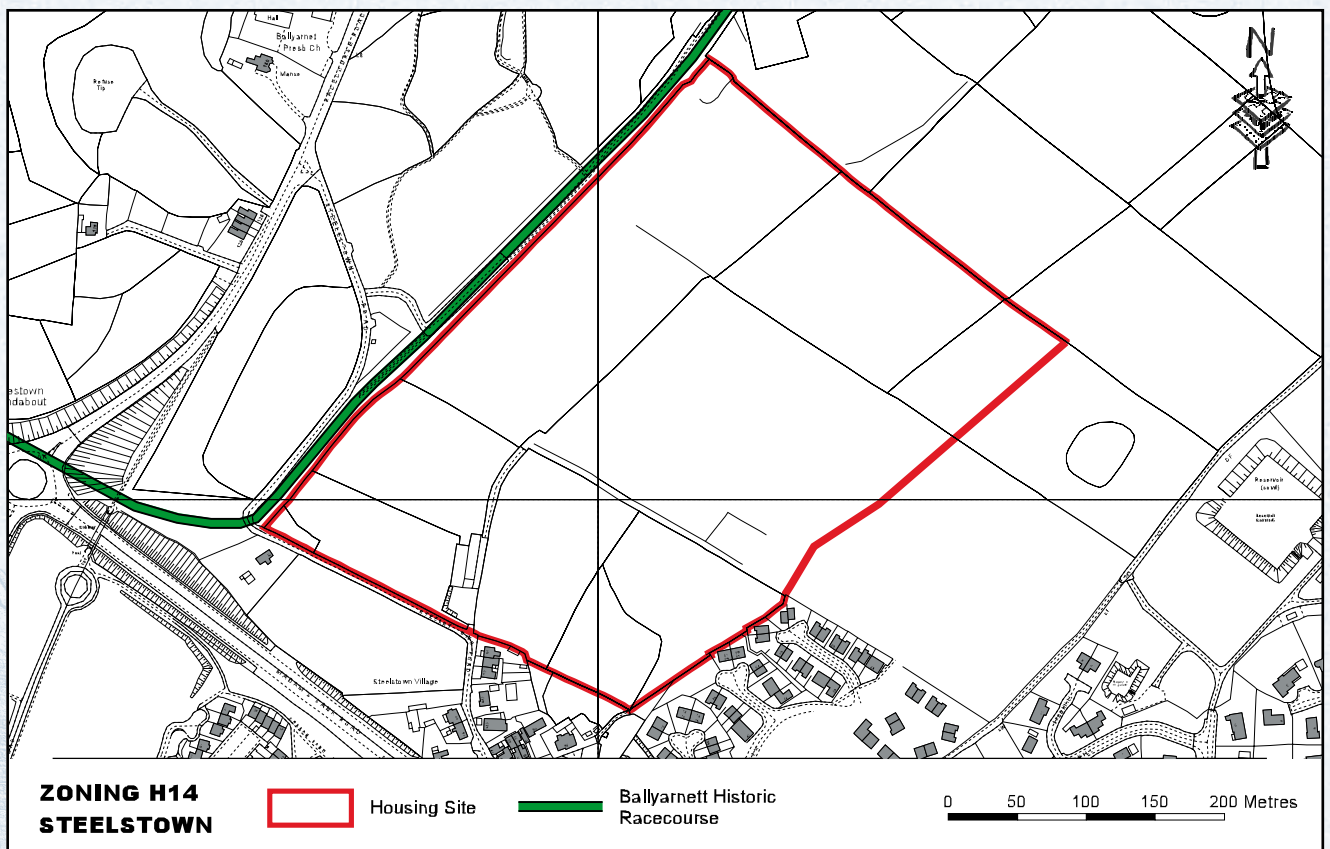
Zoning H 14 Steelstown

A 13.5 ha site bounded to the north by the Ballyarnett Country Park and to the south by Steelstown Village and high density housing at Earhart Park.

The site slopes steeply downwards from Steelstown Ridge to the Country Park boundary which is defined along this section of the site by the former Racecourse. The interface between residential properties and the Racecourse will be sensitively controlled to ensure its protection. In addition boundary treatment including the planting of appropriate species will be required to enhance the setting of the Racecourse.

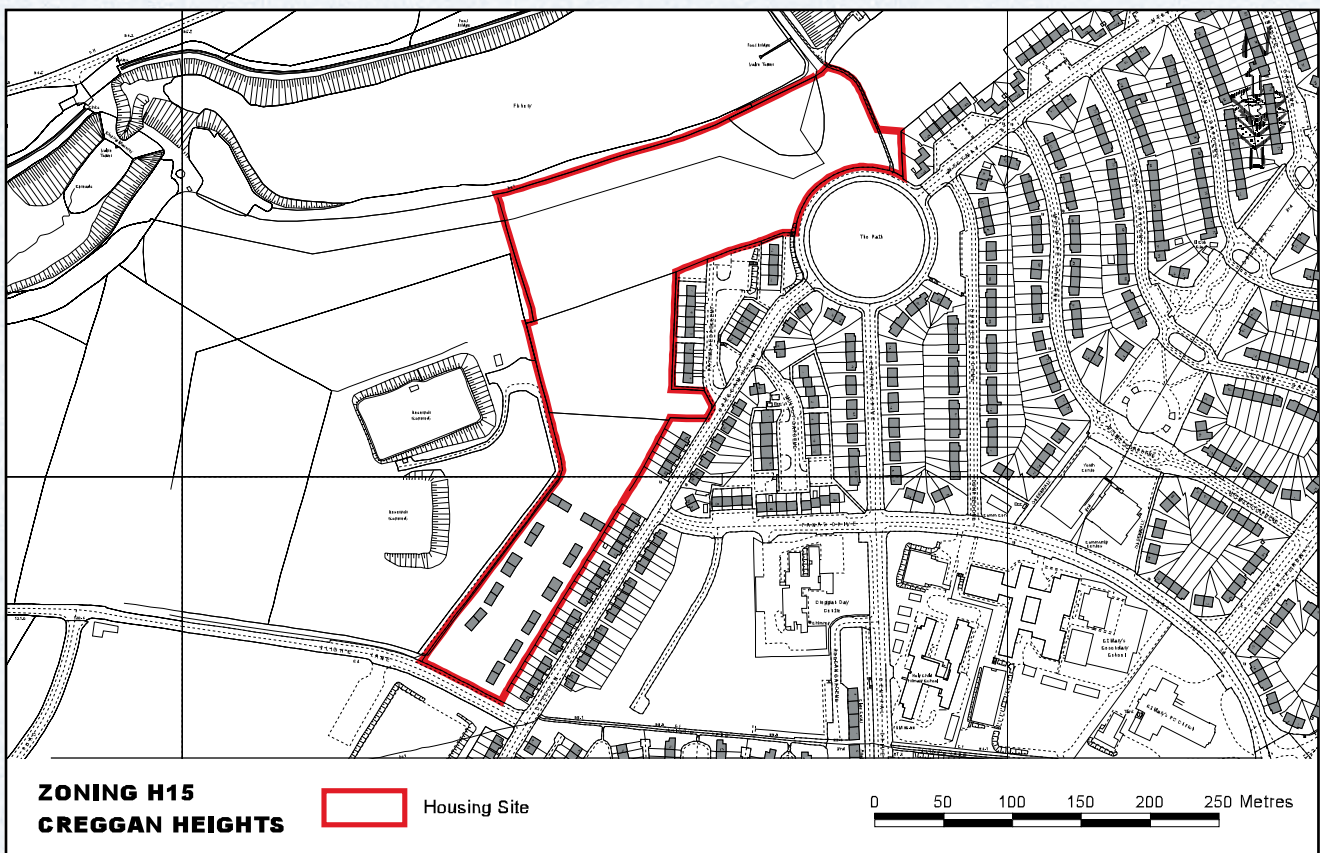
The site is affected by a 700 mm trunk watermain which may affect the number of dwellings that can be provided. Prospective developers should liaise with the Water Service prior to the completion of any design works. A density range of 20-30 dwellings per hectare is considered suitable.

The only access to the site should be via a new access off Racecourse Road or an upgraded Steelstown Road. The existing road through Steelstown Village is to be stopped up on the western side of the village to form a cul-de-sac. No access to these lands will be permitted off the Madam's Bank Road.



Zoning H 15 Creggan Heights

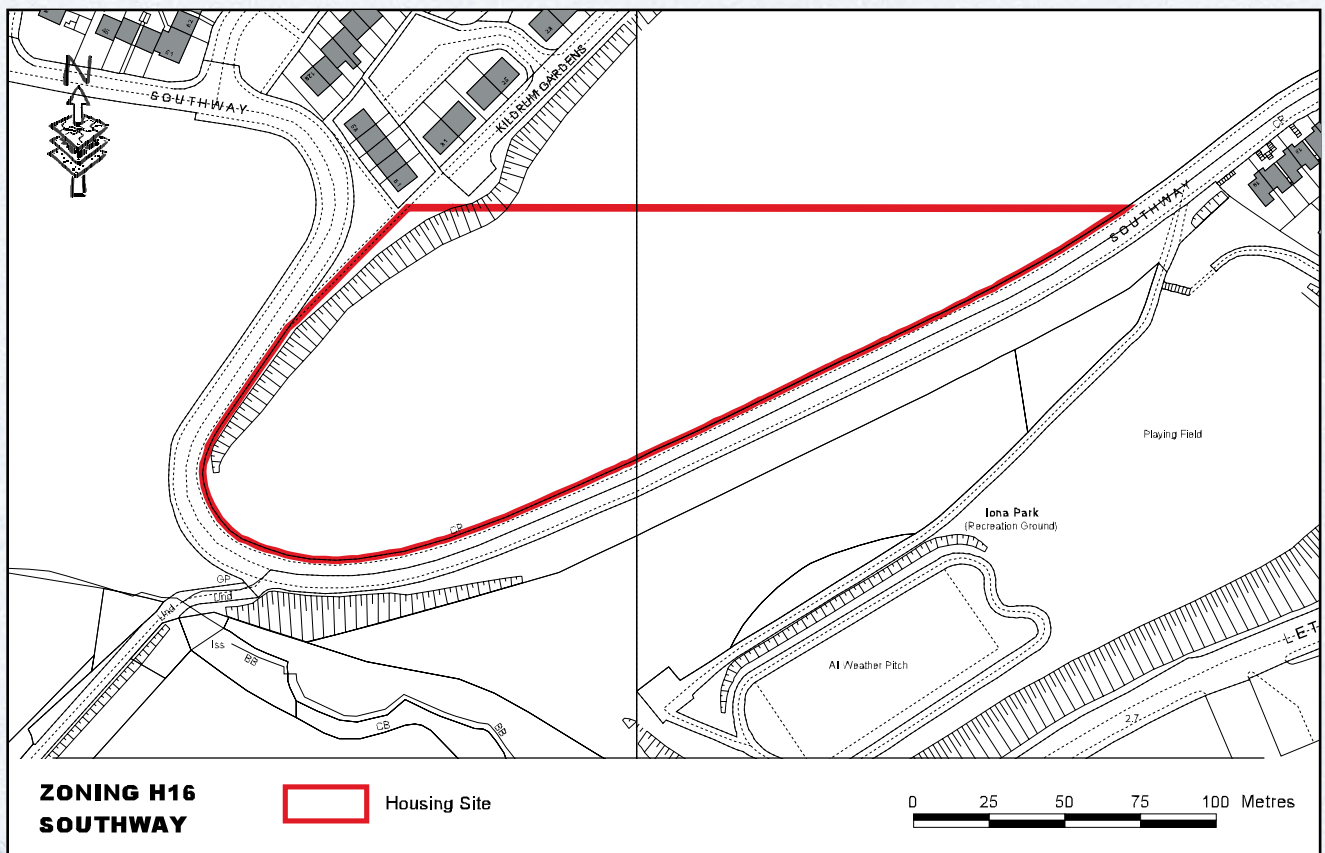
A 4.5 ha site immediately to the rear of existing dwellings between Blighs Lane and the Rath roundabout at Creggan Heights. A number of approvals have been granted on this site and work is nearing completion.



Zoning H 16 Southway

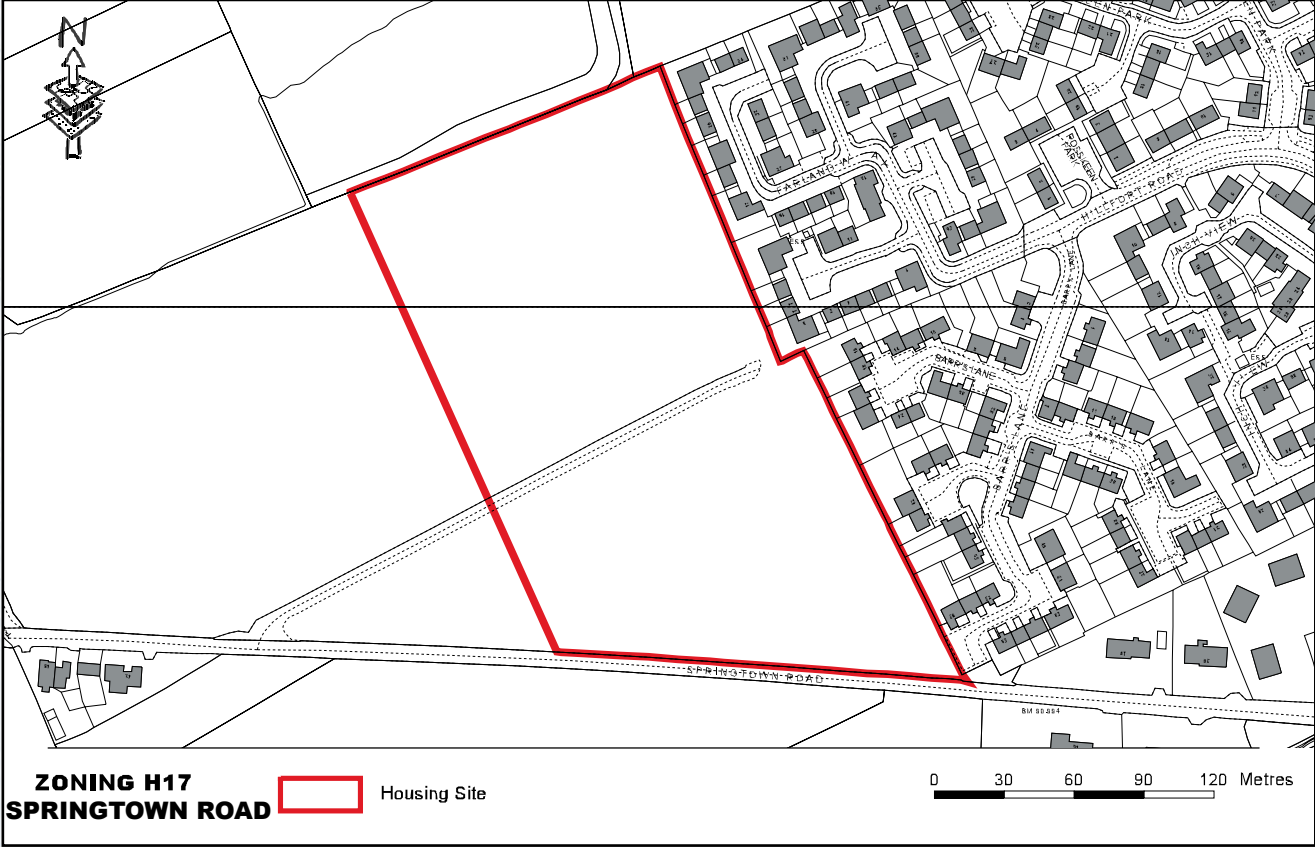
A 2.0 ha steeply sloping vacant site at Southway Road on elevated ground overlooking the River Foyle. The site lies directly below high density housing development on the southern fringe of Creggan estate at High Park and Kildrum Gardens. Two storey dwellings or 3 storey apartment type development would be considered most suitable on this particular site.

At present a community woodland project is underway on these lands. Access to the site will be permitted via Southway.



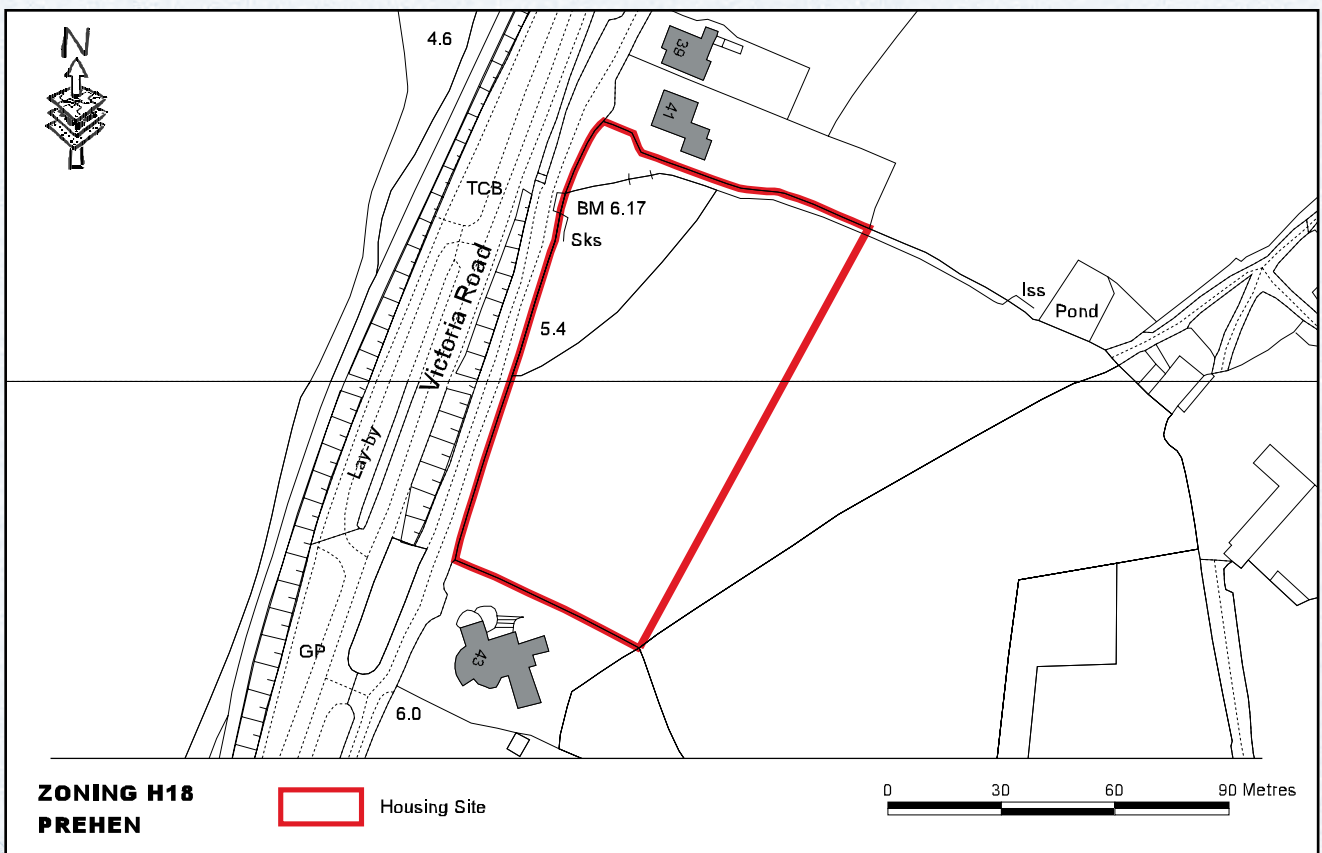
Zoning H 17 Springtown Road

A 3.5 ha site located on the western fringe of the City bounded on the east by existing residential development at Hazelbank and on the south by the Springtown Road. Development proposals should include substantial landscape planting along the western and northern boundaries. Access will be permitted via the Springtown Road.



Zoning H 18 Prehen

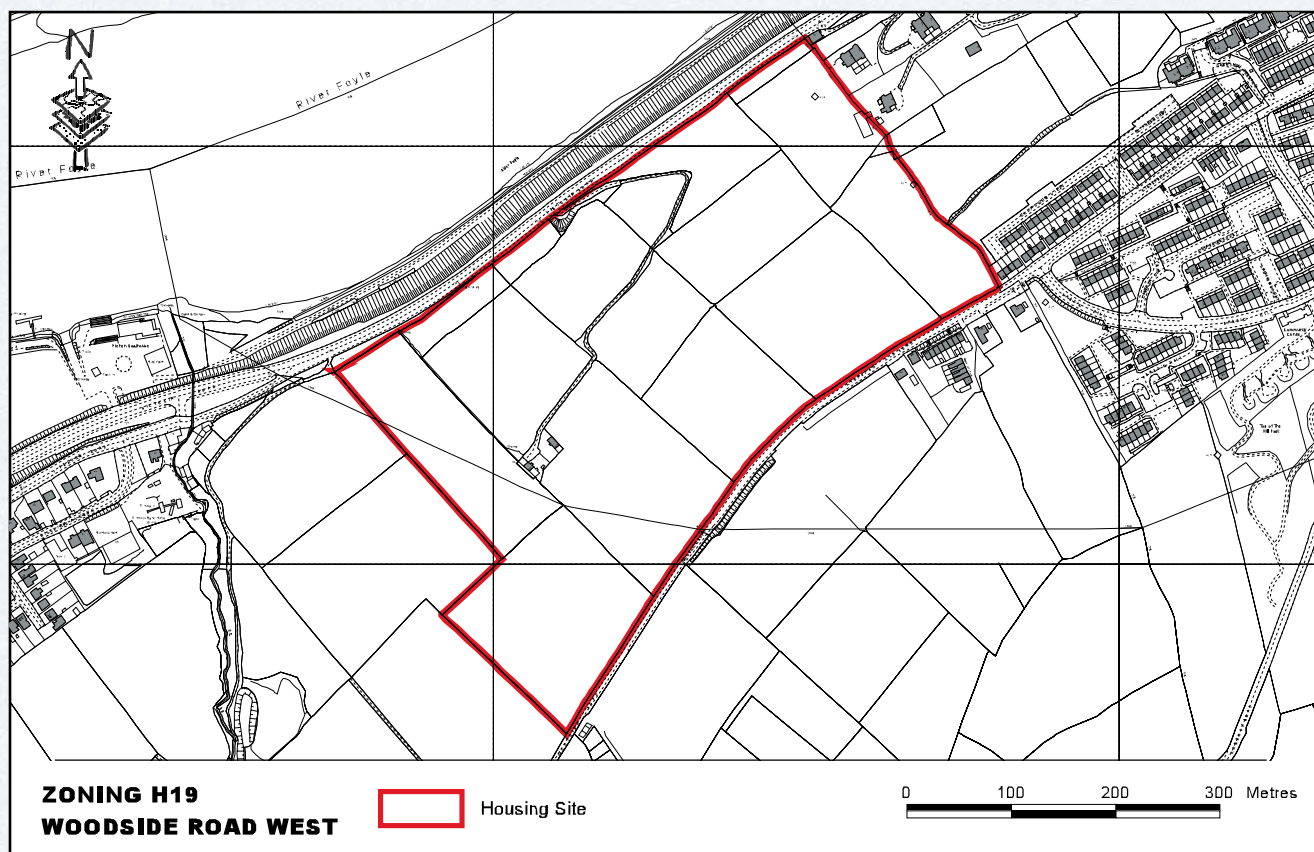
This site which comprises 0.8 ha rises steeply from the Old Strabane Road at Prehen. The zoning could accommodate up to 3 infill plots. Heavy planting of appropriate native species will be required to the rear of this site.



Zoning H 19 Woodside Road West

A 18.0 ha site to the west of Woodside Road overlooking the River Foyle. The site comprises a number of fields sloping down to the Victoria Road. There are a number of thick hedgerows together with mature trees which should be retained and incorporated where possible in any development together with additional landscaping as appropriate. Development should respect existing slopes and contours. Access will only be permitted off Woodside Road.

Given the prominence of this zoning, the Department will require that development proposals comply in full with Policies ENV 6, ENV 7, BE 1, H 1 and H 2.



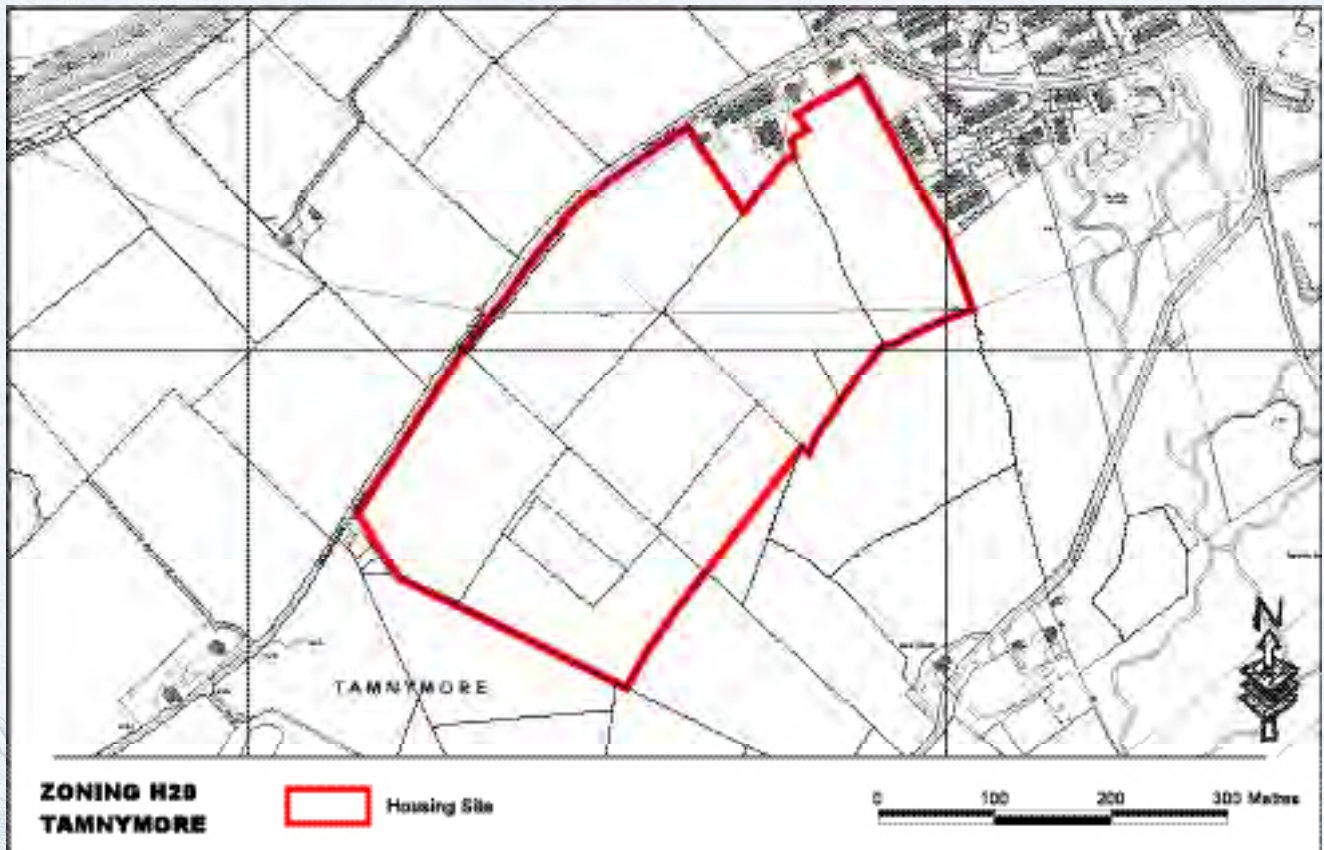
Zoning H 20 Tamnymore

A 13.5 ha site located along Woodside Road and adjacent to high density housing development at Gobnascale. The site is very elevated with extensive views of the west bank of the City and beyond to the Donegal Hills.

Development should respect existing slopes and contours and be confined to single storey properties along the highest section of the site in order to reduce the impact of the development along the skyline. A density range of 15-25 dwellings per hectare is considered suitable.

Appropriate landscaping should also be incorporated especially on the most elevated sections of the site. Access will be permitted off Woodside Road.

Given the prominence of this zoning, the Department will require that development proposals comply in full with Policies ENV 6, ENV 7, BE 1, H 1 and H 2.

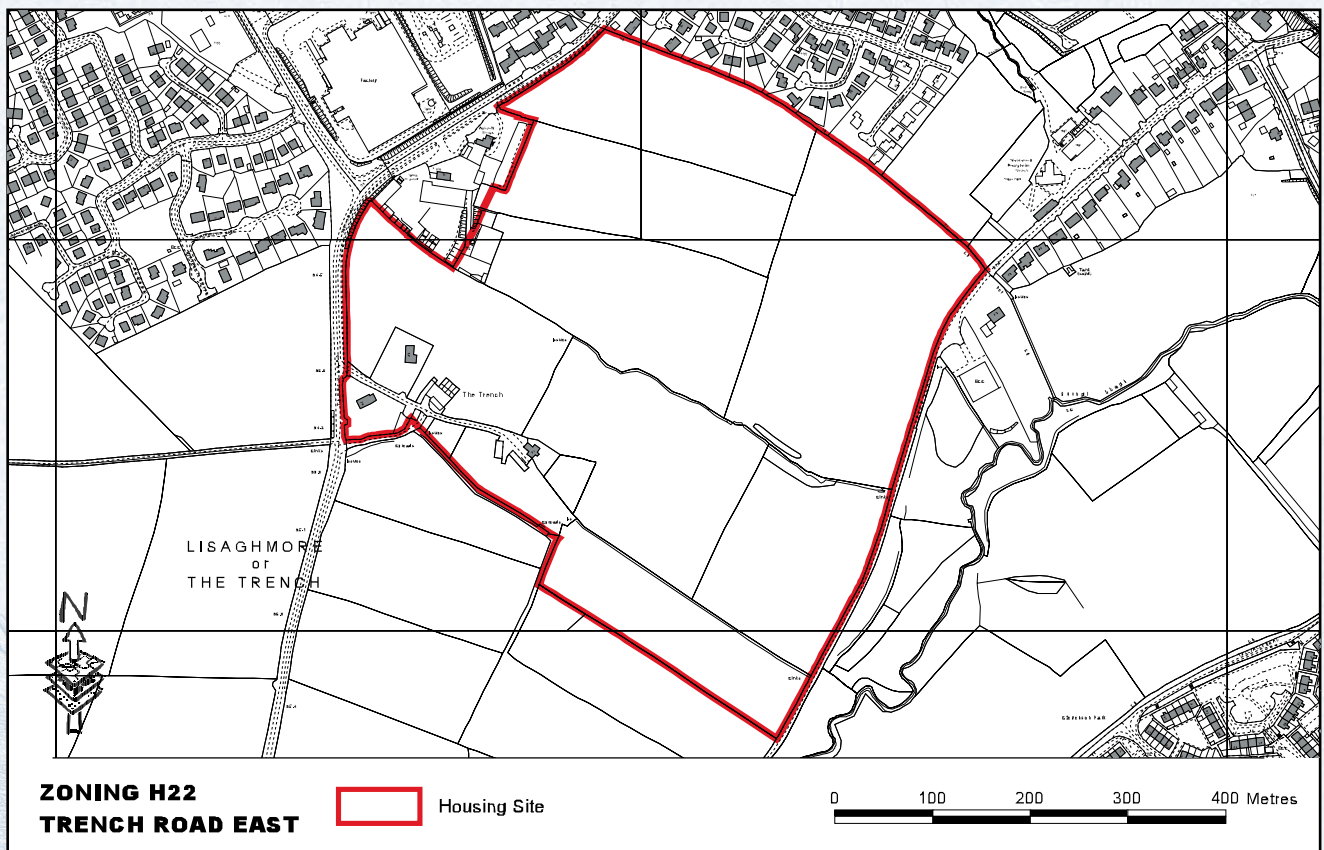


Zoning H 22 Trench Road East

A 27.0 ha site located along Belt Road and Trench Road and adjacent to existing medium density housing at Glenmore Park to the north and Lisaghmore Avenue to the west. The steeply sloping site falls away from Trench Road in a south easterly direction and is bounded to the south by a belt of mature trees, and to the east by thick hedging along a portion of Church Road. The line of mature trees along the southern boundary of the site should be retained as far as possible within any future scheme and depending on layout it may be necessary to protect the trees by the exclusion of any construction works within the falling distances of these trees.

Development should respect existing slopes and contours and ensure the retention of mature vegetation along the stream, except where access is required. Additional landscaping as appropriate should also be provided to integrate future housing.

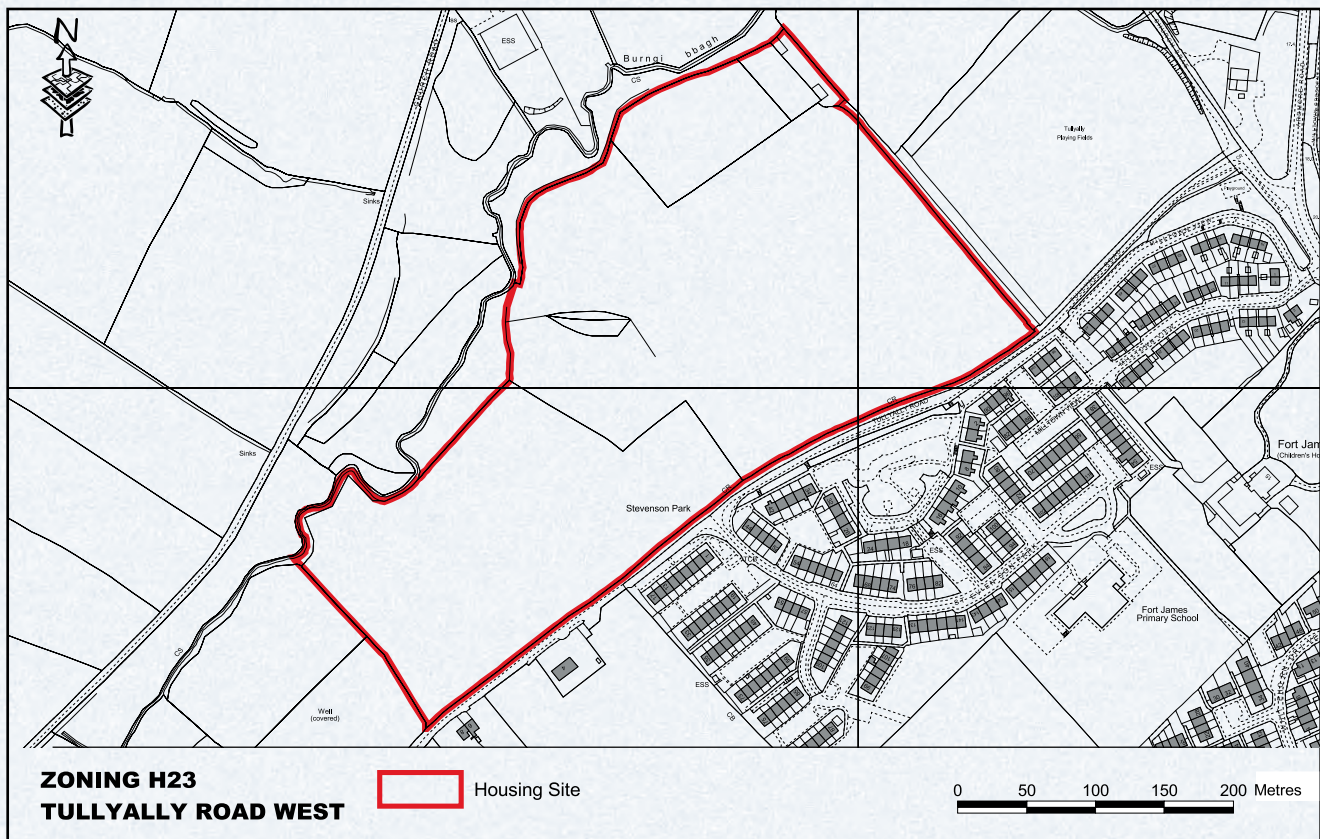
A density range of 15-25 dwellings per hectare is considered suitable. Access to the site will only be permitted off the Trench Road and/or the Belt Road. Overhead electricity lines traverse the site close to Church Road.



Zoning H 23 Tullyally Road West

An 11.5 ha site between the Burngibbagh River and the Tullyally Road and adjacent to existing high density housing development at Tullyally. Mature trees and hedging along the river and within the northern portion of the site should be retained and protected and supplemented in any development together with additional landscaping as appropriate, particularly to the Tullyally Road frontage.

A density range of 15-30 dwellings per hectare is considered suitable. Access to the site will be off Tullyally Road. Pumping of foul drainage will be required.

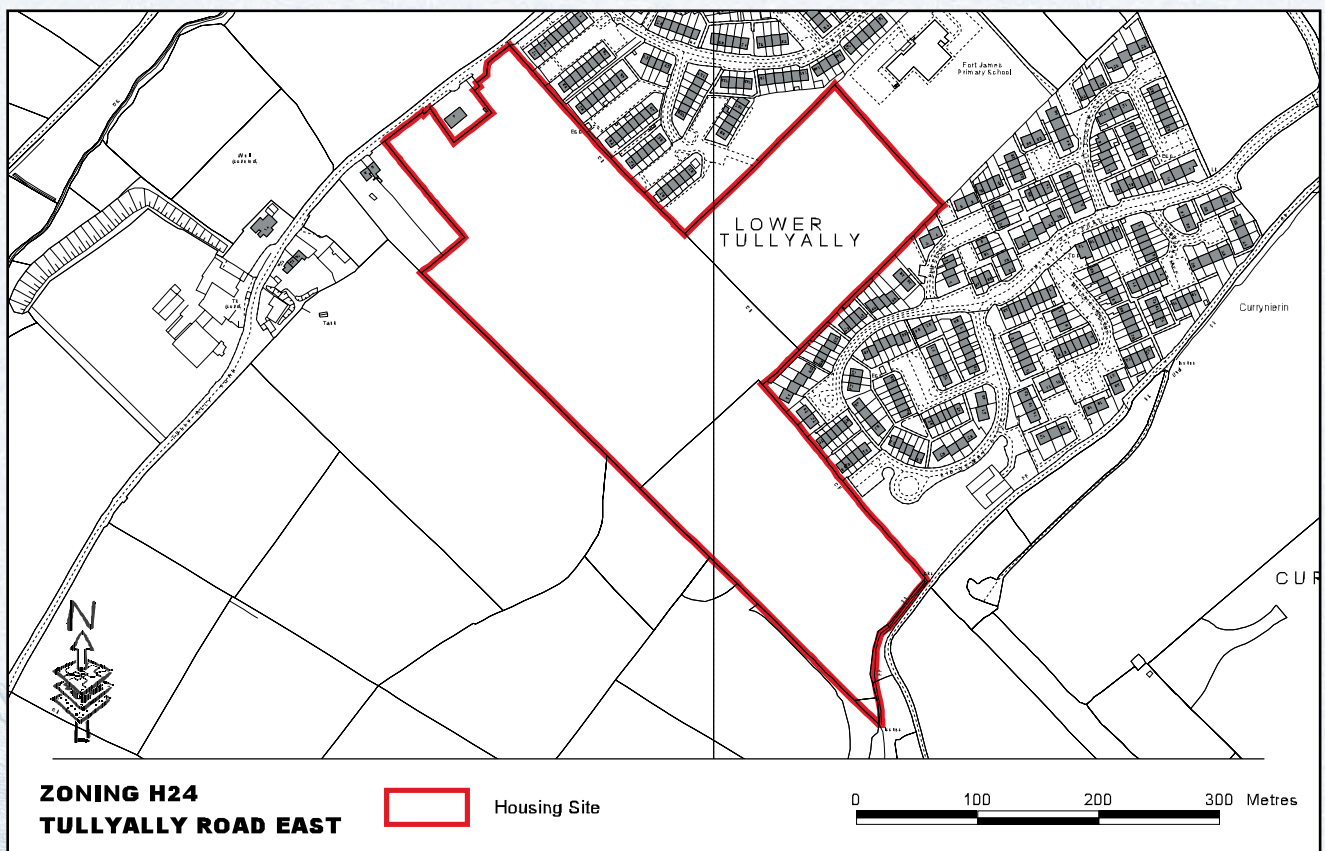


Zoning H 24 Tullyally Road East

A 10.5 ha site to the east of Tullyally Road and immediately adjacent to high density housing development at Tullyally and Currynierin. The site comprises a long rectangular shaped field which rises above the Tullyally Road before levelling out alongside the existing housing developments and a small field adjacent to Ashlea Primary School between Tullyally and Currynierin housing areas.

There is little existing vegetation within the site and additional landscaping as appropriate will be required to integrate future housing. The southern boundary of the site should be strengthened by a belt of mature planting to help assimilate and soften the development impact on the open countryside.

A density range of 15-30 dwellings per hectare is considered suitable. Access to the long rectangular shaped field will only be permitted off Tullyally Road. Access to the field between the existing housing developments can be taken off Tullyally Road and/or Elm Close.



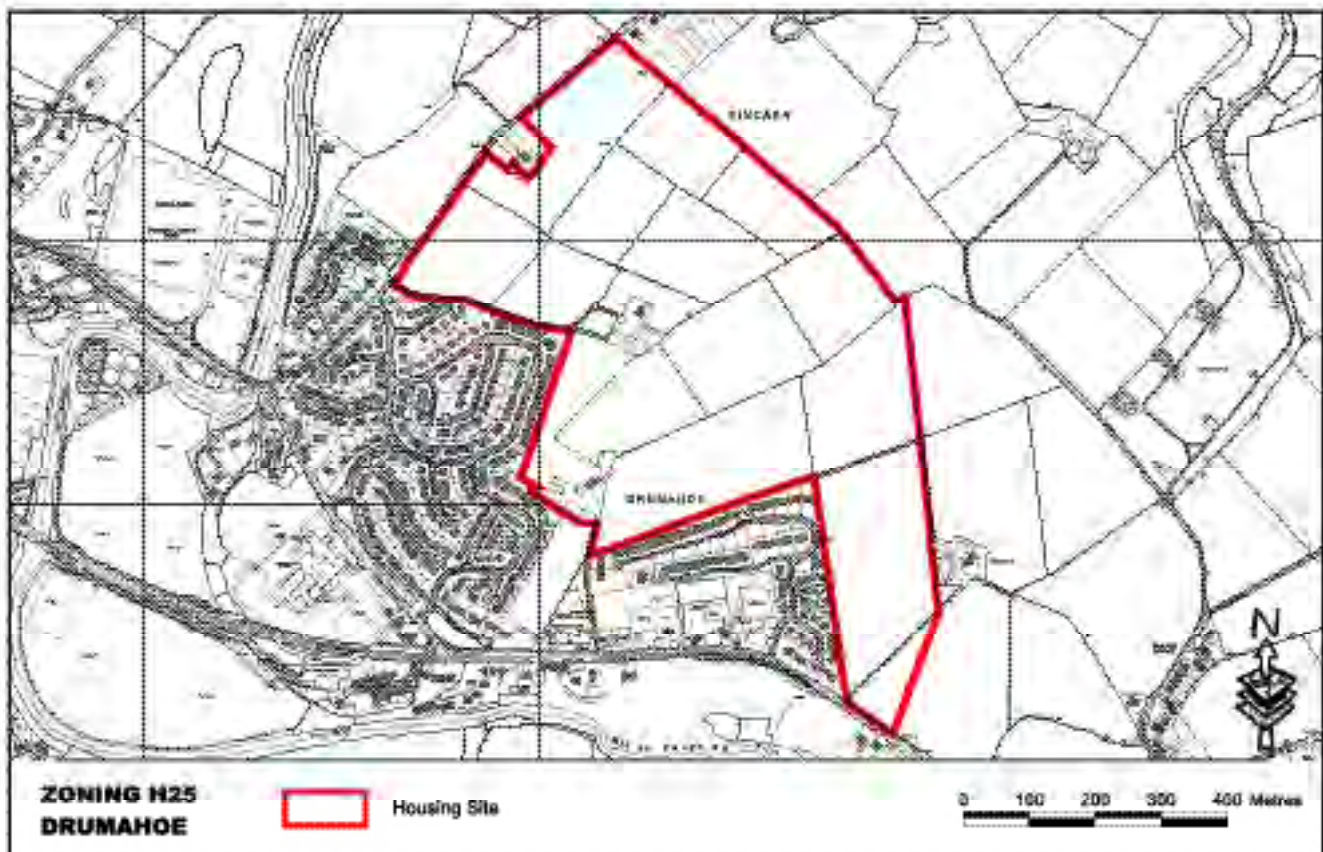
Zoning H 25 Drumahoe

A 40.0 ha site to the north east of Drumahoe with a frontage extending along the Fincairn Road towards Fincairn Cottages. The site which arcs around the Drumahoe area comprises a number of fields which rise steeply above Fincairn Road before levelling out along the most elevated portion of the site. To the east the site slopes down towards the Glenshane Road.

Development should respect existing slopes and contours and will be confined to single storey properties on the most elevated portions of the site. Landscaping as appropriate must be provided to integrate future housing.

A density range of 15-25 dwellings per hectare is considered suitable. Access to the site will be permitted via Glenshane Road and Fincairn Road. The latter will require substantial improvement. Improvements to the Fincairn Road/Drumahoe Road junction will necessitate the demolition of the existing hall. It is possible to access a portion of the site off The Beeches.

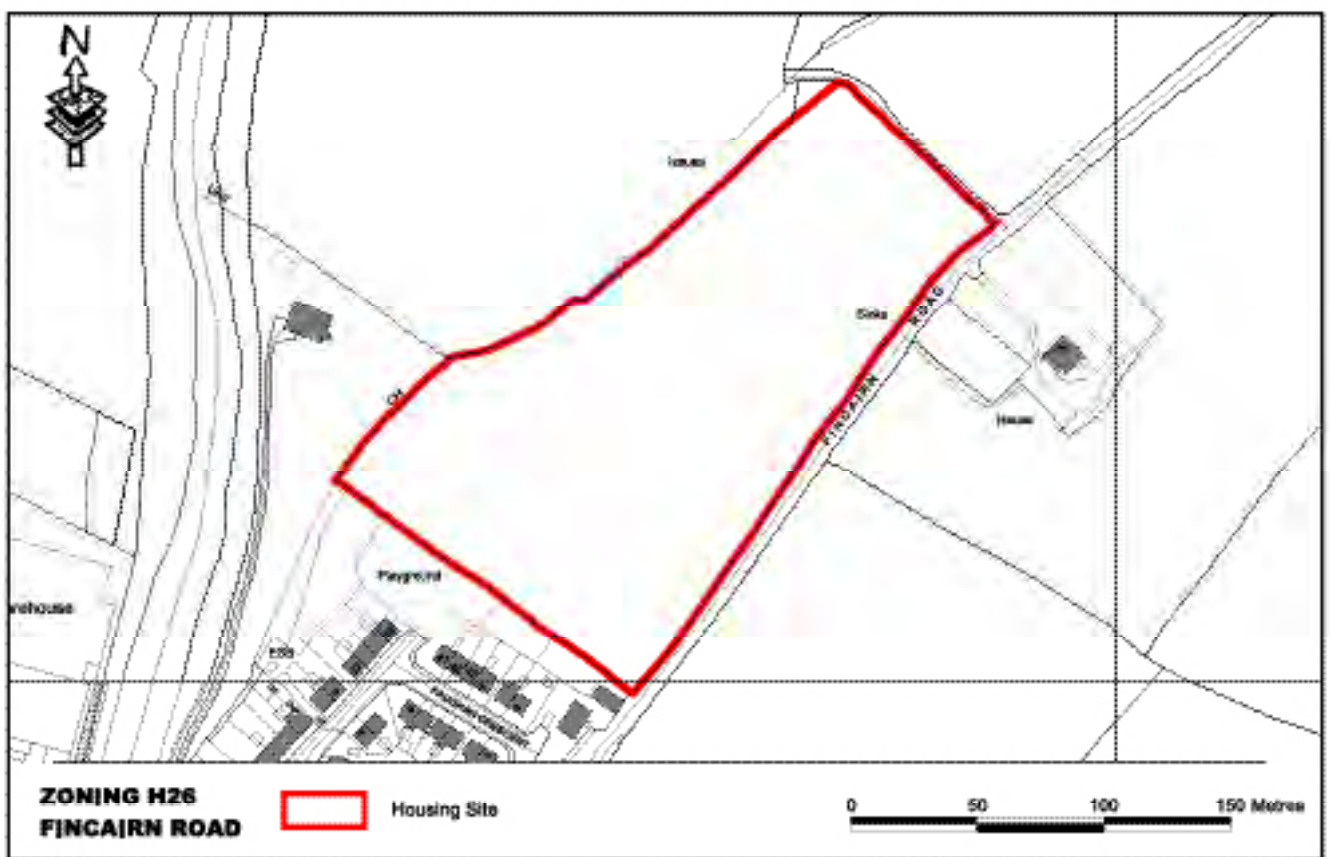
Arrangements for the disposal of foul drainage along Fincairn Road and Glenshane Road would need improving including the upgrading of Fincairn pumping station.



Zoning H 26 Fincairn Road

A 2.5 ha site to the west of the Fincairn Road and adjacent to both high and medium density housing development at Faughan Crescent and Hazelbank Road, Drumahoe. The site comprises a rectangular shaped field which falls away from the adjoining road towards the centre of the field before falling more steeply towards its western boundary in the direction of the Faughan River.

Development on this site is now complete.



Zoning H 27 Crescent Link

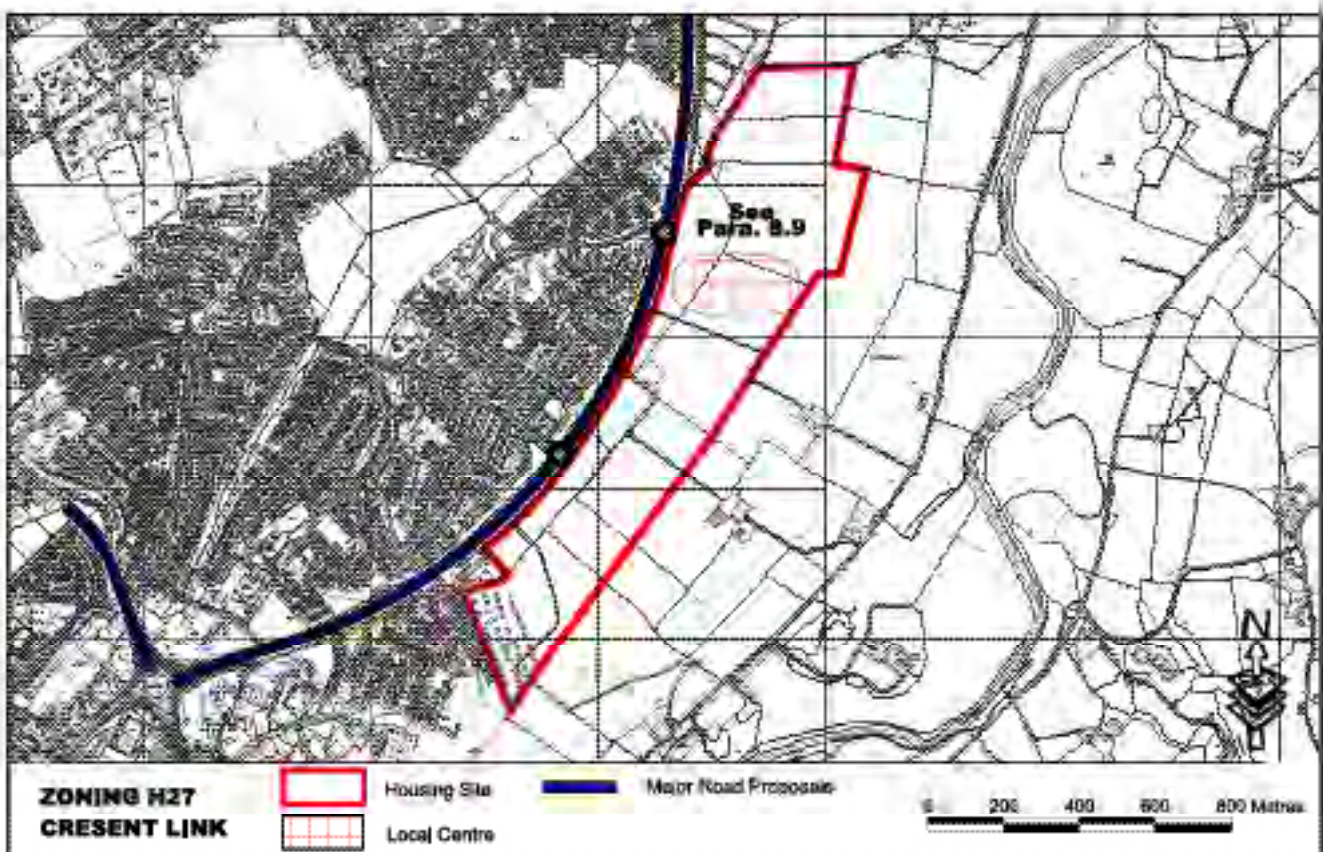
A 55.5 ha site along the eastern side of the Crescent Link, bounded to the north by the Rosstown Road, to the south by medium density housing development at Knightsbridge and to the east by the limit of the River Faughan catchment area. The site is mainly flat except for a portion to the north which slopes gently upwards away from the Crescent Link in an easterly direction.

Apart from several mature trees at the northern end of the site and a section of screen planting along the Crescent Link, vegetation is limited to a series of low hedgerows. Additional landscaping should be provided as appropriate to site boundaries and within the site to integrate future housing. The eastern boundary of the site should be strengthened by a belt of mature planting to help assimilate and soften the development impact on the open countryside.

It is important to ensure that adequate open space is made available within the site. Land has not been specifically zoned for this purpose so as not to restrict unduly the design of future housing layouts, however, provision of open space should be incorporated within the overall scheme at an early stage in the design process.

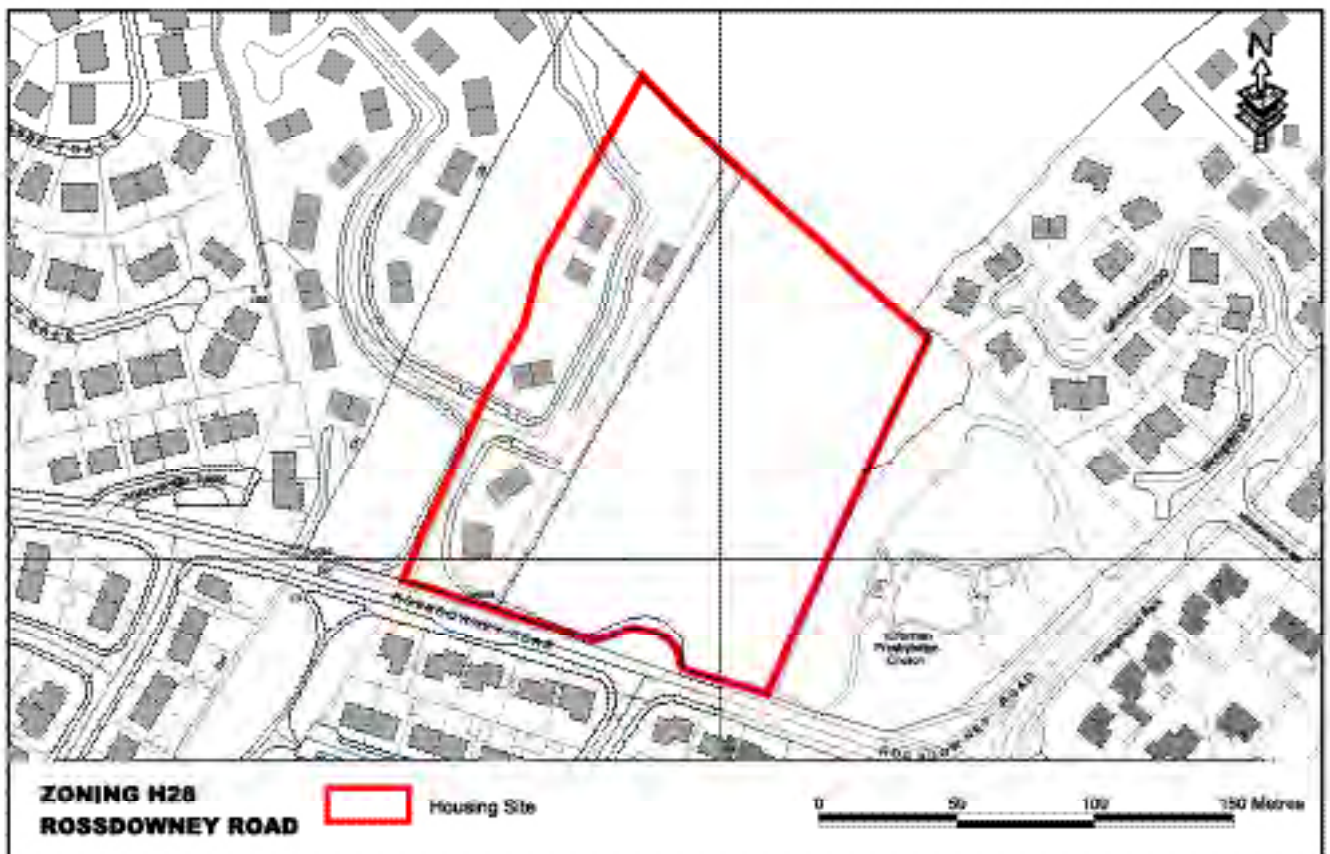
This zoning also provides for a Local Centre and a separate commercial development as described at para 8.9.

A density range of 15-20 dwellings per hectare is considered suitable. Access to these lands will only be permitted from the new roundabout as indicated.



Zoning H 28 Rosstowney Road

A 2.0 ha site along Rosstowney Road adjacent to Kilfennan Presbyterian Church and surrounded by medium density housing development. A density range of 15-20 dwellings per hectare is considered suitable. Access will only be permitted via a stub road off the approved access to adjoining zoned land immediately to the north west of the site. The Department will also accept a community facility on this site but in the absence of an acceptable community proposal, the Department is likely to favour residential use on the site.



Zoning H 29 Kilfennan

A 7.0 ha site comprising 2 fields bounded to the north and west by housing development at Nelson Drive and Abbeydale Road and to the east by vacant land identified for recreational and amenity use.

A density range of 15-20 dwellings per hectare is considered suitable. Access to the site will be permitted off Nelson Drive and a stub road off Rosstowney Road.



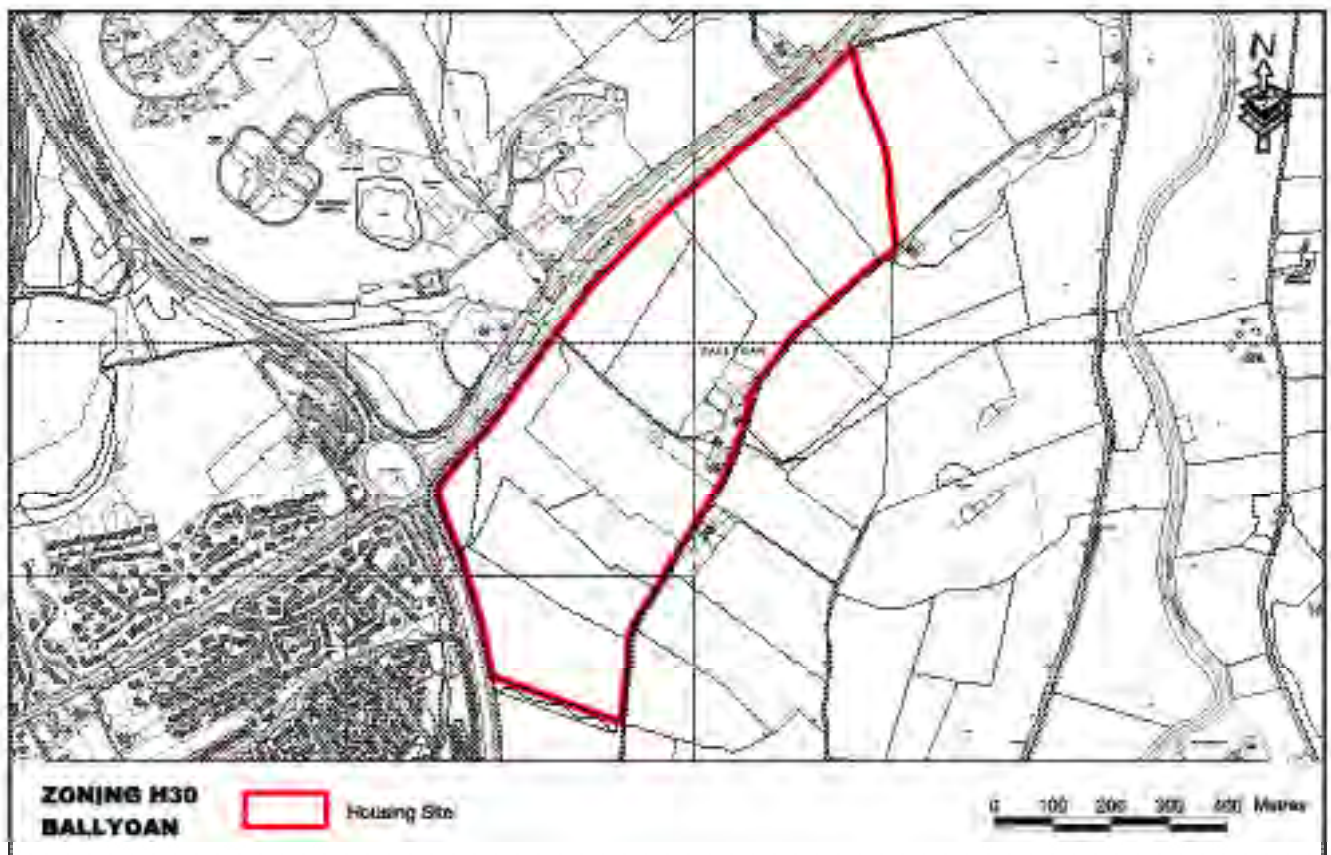
Zoning H 30 Ballyoan

A 37.5 ha site located on land overlooking the Caw roundabout and sited between the Clooney and Rosstowney Roads. The site which comprises mainly open fields divided by low hedgerows slopes gently up from the Clooney Road before rising steeply towards the most elevated portion of the site along Rosstowney Road.

Two lines of mature trees and hedging within the centre of the site rise towards and screen several dwellings and outbuildings at Rosstowney Road. New development should respect existing slopes and contours and seek to retain and protect these mature trees. In addition other hedgerows should as far as possible be retained. Landscaping will be provided as appropriate, particularly along the most elevated sections of the site.

Given the prominence of this zoning, the Department will require that development proposals comply in full with Policies ENV 6, ENV 7, BE 1, H 1 and H 2.

A density range of 10-20 dwellings per hectare is considered suitable. Access to these lands will only be permitted via a new road off the roundabout at the entrance to Gransha Hospital.



Zoning H 31 Waterfoot

A 7.0 ha site of undulating land located between the Gransha Intake to the west, the Waterfoot Hotel complex to the east and adjoining low density housing development at Bridgewater to the south.

Development should respect existing slopes and contours and take account of the proposed pedestrian/cycle path linkage between the 2 bridges which may affect the western boundary of the site where it adjoins the Gransha Intake. Development proposals should incorporate a landscape buffer to the western boundary of the site and include pedestrian linkage through the site.

Care must also be exercised to ensure that the development of the site does not cause a deterioration to the water quality of the Intake. A density range of 10-20 dwellings per hectare is considered suitable. Access to the site will be permitted off Caw roundabout. Further limited accesses from existing residential areas adjoining the site will be judged on their merits.

A 31.5 ha site located within the Gransha estate and on the north eastern outskirts of the City.

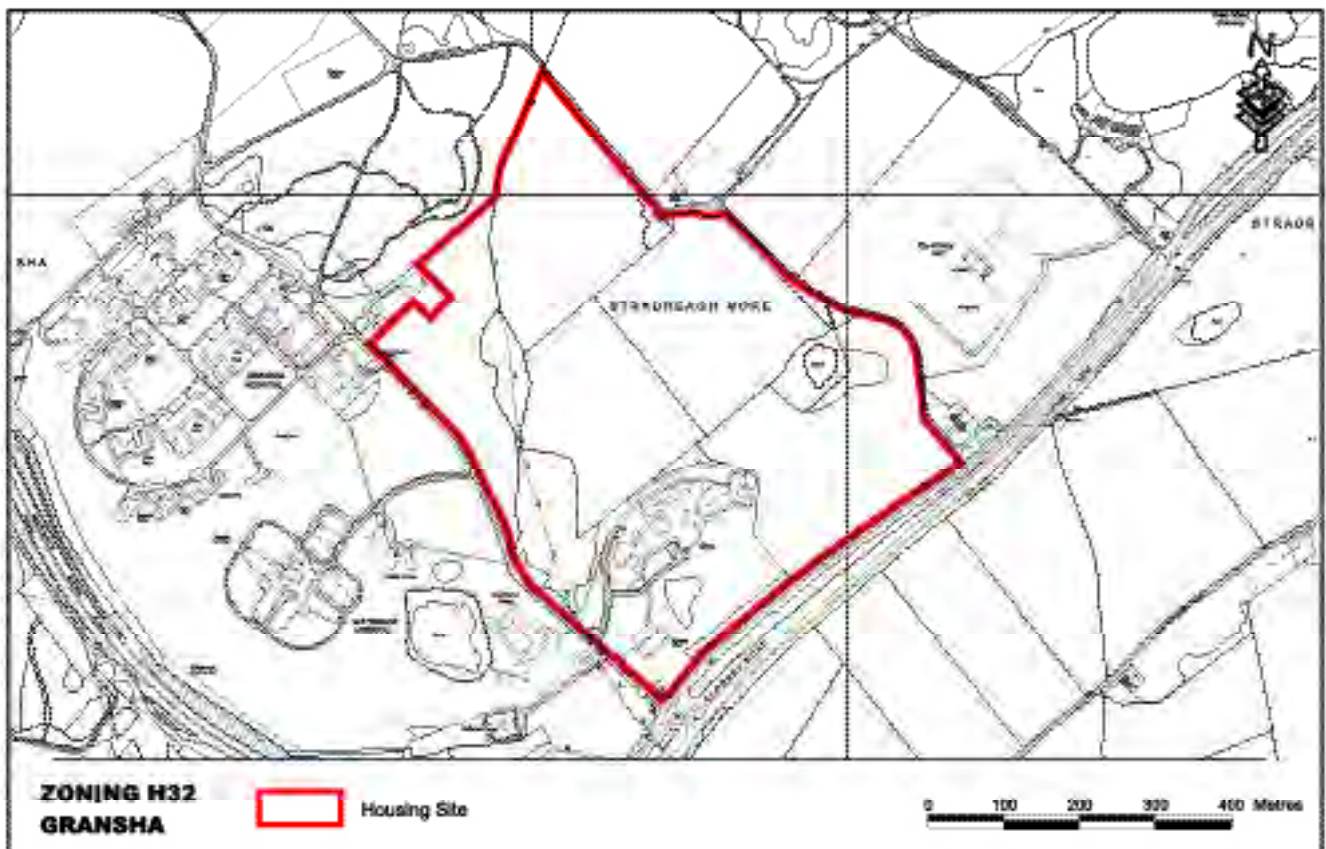


Zoning H 32 Gransha

The site is bounded to the north east and south west by the main access route through the estate, Gransha Park, to the north west by an area of dense woodland and to the south east by the main Clooney Road. The site, consisting mainly of undulating land falls gently away from Gransha Park along its southern boundary to a wedge of extensive wetland containing mature trees and vegetation which extends from the south east towards the woodland to the north. Proposals for development will be judged against policies ENV 6 and ENV 7 together with other relevant policies such as HOU 1.

This area of mature vegetation should be retained and protected in any development and extended with landscaping as appropriate to join with the woodland.

A belt of tall mature trees along a section of the northern boundary of the site should be retained and safeguarded from any development by the exclusion of construction works within the falling distances of the trees. Appropriate additional landscaping will be required along this boundary to mitigate visual impacts on the adjacent loughs.



No construction works will be permitted within the falling distances of those trees within the woodland at its interface with the western boundary of the site.

An area of ponding screened by mature vegetation is located to the north east portion of the site. Potential developers are advised to liaise at an early date with the relevant agencies in respect of this particular feature.

Any development should respect existing slopes and contours. A density range of 10-20 dwellings per hectare is considered suitable.

Storm water drainage either during construction works or from the completed site will not be permitted to the Enagh Loughs or to the River Faughan due to the potential impacts on the water quality of the loughs and the river. Storm water drainage should be directed to the River Foyle. Pumping of storm run-off will be necessary. Potential developers are strongly advised to liaise with the Rivers Agency and other relevant agencies at an early date prior to any design works in order to agree storm drainage arrangements.

Access to the site will only be permitted via a new road off the roundabout at the entrance to Gransha Hospital following the line of the existing Gransha Park private road. The exact alignment and solution to the access to all of the lands will be a matter for prospective developers who will have to demonstrate that access to other adjoining development land has been safeguarded. No access to any part of the site will be permitted off the northern boundary of the site along Gransha Park.

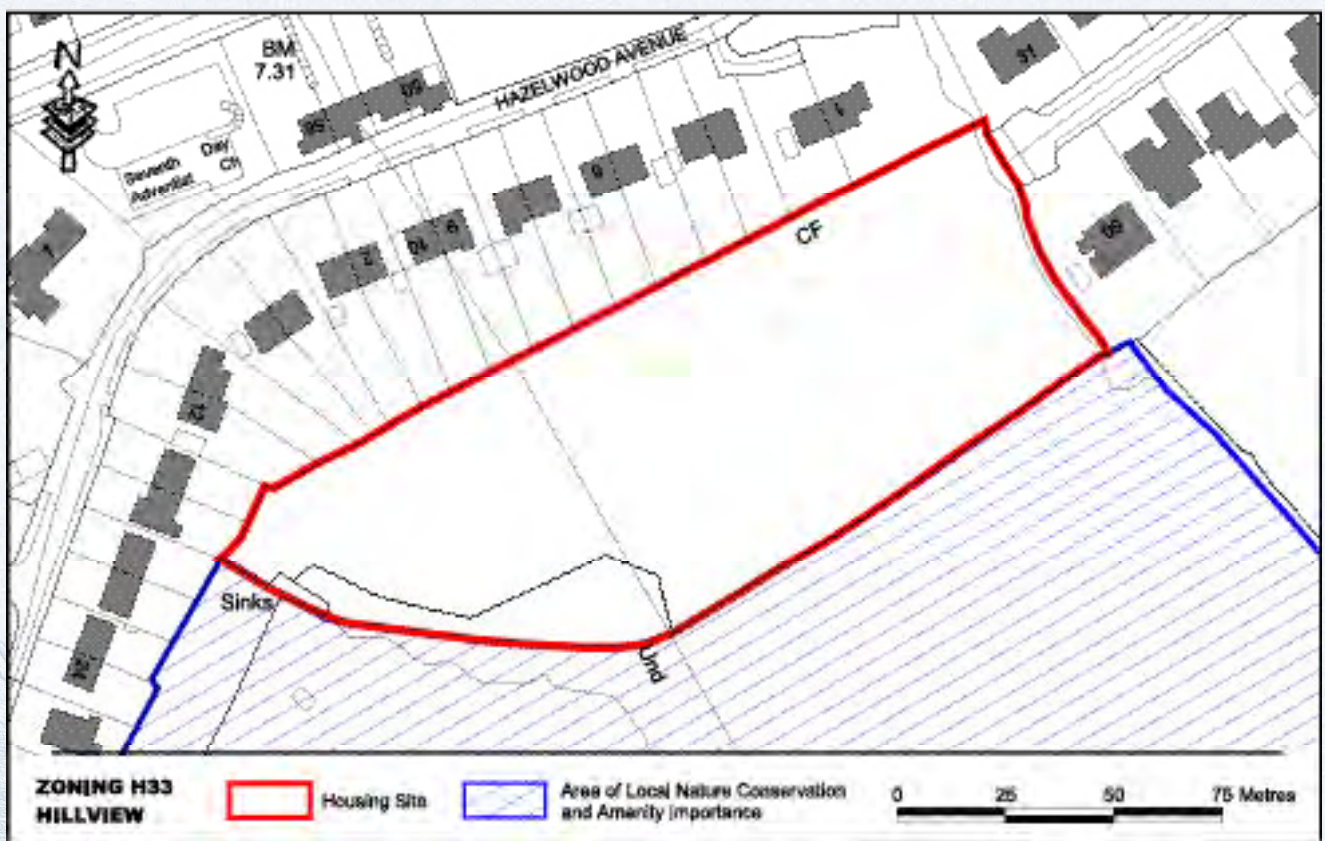
Zoning H 33 Hillview

A 1.5 ha site sloping steeply from Prehen Wood towards the River Foyle. The site is bounded to the north east by residential development at Hillview Avenue and the north west by residential development along Hazelwood Avenue.

Development proposals must incorporate a site survey indicating the positions, species, heights and canopies of all existing trees and the means of protection of the trees during construction. In addition, a suitable landscaping scheme of native species will be required. A strip of land no less than 15 m and preferably up to 20 m from the existing fence line along the southern and south western boundaries of the site should be protected as a buffer zone between the AoLNCAI and any housing permitted on this land.

In order to protect the woodland interests of this site, access should be limited to a private drive or drives from Hazelwood Avenue and Hillview Avenue. This would permit a maximum of 10 dwellings on the site with each private drive serving no more than 5 houses.

Planning approval has been granted for 5 units and work has commenced.



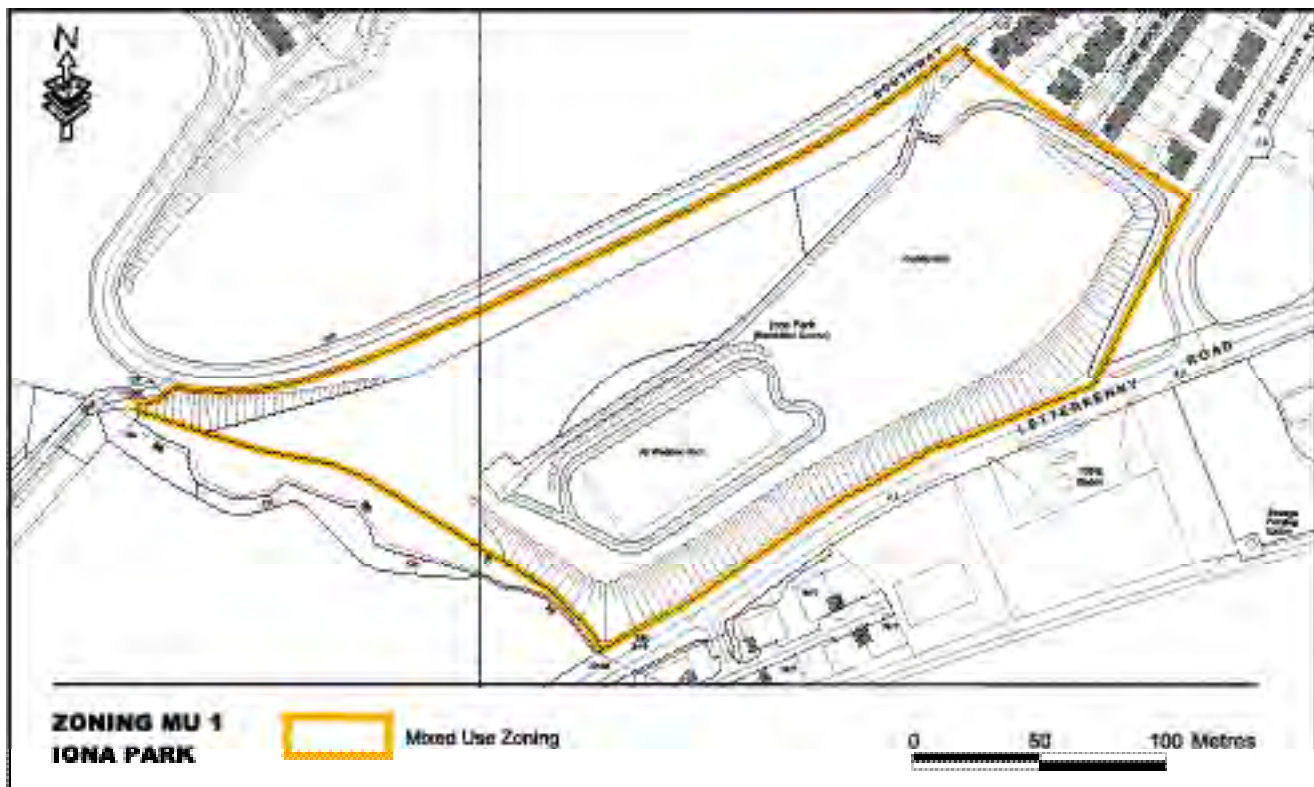
MIXED USE ZONING

MU 1 Iona Park

A 2.0 ha site at Southway on elevated ground overlooking the River Foyle and adjacent to existing high density housing development at Lonemoor Gardens. The site was previously used as a football pitch but has remained unused for approximately 10 years and is now overgrown and derelict. Previous workings on this site may warrant a thorough site investigation prior to the completion of design drawings to ensure that ground conditions are suitable for building purposes. The Department will accept a mixed use development of residential and industrial use on this site. Given the site's proximity to existing and proposed housing, industry should be restricted to Class 4 (Light Industry) of the Schedule to the Planning (Use Classes) Order (Northern Ireland) 1989 as amended. As the site is prominent over a wide stretch of the Foyle Valley all new buildings should comply with the following criteria:

- be of a scale and design appropriate to their riverside setting;
- provide significant areas of soft landscaping and retain existing vegetation where possible;
- provide adequate screening of service, parking and storage areas from public view and neighbouring residential properties; and
- meet other normal planning requirements such as access, drainage.

Access to the site will be permitted off Southway.



ACKNOWLEDGEMENTS

The Planning Service wishes to record its gratitude to all those who helped in the production of this document, including:

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Co Armagh

- Other photographs
courtesy of; - Derry City Council,
- DRD Roads Service and
- Lawrence Kirk Photography

- Design & Layout - DRD Graphic Design Unit