



Derry City & Strabane  
District Council

Comhairle Chathair  
Dhoire & Cheantar  
an tSrátha Báin

Derry Cille & Strábane  
Deistrick Cooncil

DERRY CITY & STRABANE DISTRICT COUNCIL

# LOCAL DEVELOPMENT PLAN (LDP) 2032



DRAFT PLAN STRATEGY

EV9 Economic Land Evaluation Report – December 2019

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## **1.0 Background / Context**

- 1.1 Derry/Londonderry is the second largest city on Northern Ireland and the fourth largest on the Island of Ireland, a city region of up to 350,000 people. As recognised by the Regional Development Strategy and The National Spatial Strategy (NSS), Derry provides key servicing and connectivity functions for the North West Region. Our Local Development Plan (LDP) will consider what the future economic development needs are, and plan for these accordingly. In assessing future land-use needs, consideration will also be given to the most sustainable patterns of development together with infrastructural needs. In determining how much land will be required, this will bring some certainty to landowners, developers and local communities.
- 1.2 Council's preferred option as stated in the Derry City & Strabane District Councils Preferred Options paper (POP) is to re-evaluate all current economic development land zonings and assess inappropriate or unnecessary lands, in favour of re-zoning or new sites catering for the assessed future economic needs. This would include new 'local sites' especially for business start-ups and mixed use, to be focused in areas of recognised deprivation, close to population centres. Additionally, 'strategic' Economic Development sites could be identified, close to the new A5 and A6 and Bunrana Road, the A2, orbital links, the port / airport and cross-border locations (with opportunity for transport, storage, distribution, logistics and import/export businesses) thus maximising the job creation from the significant investment in transport infrastructure and cross-border opportunities. New sites should also be more sustainable, be type-classified, accessible and be more suitable for modern industry and the likely growth sector employment / businesses.
- 1.3 The purpose of this report to carry out a Stage 1 assessment of all economic lands across the District and assess their suitability for carrying forward in the new LDP. The study has been carried out in line with Stage 1 of the Economic Land Evaluation Framework as set out in the Regional Development Strategy (RDS) 2035.
- 1.4 The Stage 1 assessment is a desktop assessment of the existing economic development land. As per the RDS it is intended to be an initial assessment of the 'fitness for purpose' including the environmental implications of the existing employment land portfolio. This is principally in order to identify the 'best' employment sites to be retained and protected and identifying sites that should clearly be released for other uses.
- 1.5 The findings of the assessment as set out at Part 2 of this report provide a 'traffic light' assessment of the sites. Those in green are considered to be fit for purpose. Those in amber are considered to have issues that may require consideration i.e. a small portion of site not suitable due to a constraint. If a site is identified as red it will be deemed as unfit for purpose and not brought forward to Stage 2.

## 2.0 Summary Findings of Stage 1 Land Evaluation Assessment Based on Traffic Light Analysis and Remaining Capacity (2017) – Derry City

Suitable for Economic Development ■

Further Investigation Required at Stage 2 ■

Not Suitable for Economic Development ■

Zoning Reference	Settlement	Area Zoned	Area remaining 2017	Comments	Suitability For Future Economic Development
IND 1 Culmore	Derry	44.5	42.1	Close proximity to flood zone. Good transport links with town however not as accessible as other zoned sites closer to population centres, not strategically viable due to location leading to Moville.	
IND 2 Skeoge	Derry	30.2	15.9	River Flood plain through site and prone to surface water flooding. Good transport linkages and strategic location due to A515 linkages and cross border advantages	
IND 3 Bunrana Road	Derry	14.4	10.2	Small flood plain at north, surface water flooding on sections of site with large surface water at north west. Good transport linkages to and from city as well as good cross border linkages.	
IND 4 Springtown	Derry	4.2	0	Site developed to capacity	

IND 5 Campsey	Derry	21.1	13.4	Zoned as extension to existing industrial land. Slight surface water flooding. Housing at north, north west and east of site. Good public transport and road linkages to site.	
IND 6 Maydown	Derry	79.3	65.3	Undeveloped areas require removal of trees which would be potentially problematic for development. Potential requirement to upgrade road for development due to large amounts of traffic that follows development process and lifecycle of the development. Potential Neolithic occupation site according to NI sites and monuments record. Amount of surface water and flooding at north	
IND 7 Newbuildings	Derry	13.5	5.6	Small amount of surface water flooding throughout. Industrial policy area site. North west section undeveloped and overgrown. Mix of industrial and retail. Main A5 at north entrance of site. 2 bus stops 200 metres from site entrance.	
MU 1 Iona Park (Mixed Use)	Derry	1.9	0	Some surface flooding at south at bottom of hill close to River Foyle Entrance to site through housing estate, problematic for large vehicles. Housing estate would mean limiting of noise and pollution.	
Total	Derry	209.1	152.5		

### Derry - Unzoned / Established Economic Development Sites

Location	Settlement	Approx. Site Area	Approx. Site Area (ha) Vacant	Comments	Suitability For Future Economic Development	
Bay Road	Derry Cityside	-	13.2	0.6	Close proximity to Bay Park open space and river Foyle. Section of site prone to surface water	
Lenamore	Derry Cityside	-	0.79	0.04	Site on top of hill surrounded by 2m high palisade fencing. Accessed from 2 entrances off Glengalliagh road. Uneven topography limits development potential. Informal path through middle of site. Close proximity to housing therefore limit on noise and pollution.	
Northland Road	Derry Cityside	-	2.15	0.1	site prone to surface water flooding. TPO at southern and northern boundaries.	
Pennyburn	Derry Cityside	-	24.04	6.1	Surface water flooding along road through site. Undeveloped land would require clean up before development. 2 heritage sites. Proposed expansion of cinema will increase traffic to area on already busy lane. Main entrance to site is within proposed upgrade to A2 Buncrana road.	
Rath Mor	Derry Cityside	-	1.99	0.07	Small amount of development space remaining on site at north east, some surface water flooding on site and sloped gradient from west down to east. Site in close proximity to housing site. Secondary school at south could be problematic for traffic at peak times.	

Seagate	Derry Cityside	-	8.33	0	Site occupied by Seagate. No more capacity on this site.	
Springtown	Derry Cityside	-	35.03	3.9	Sites northern boundary at Buncrana Road currently within area of proposed Buncrana road A2 redevelopment therefore draft as land used for upgrading. Northland Road and Buncrana Road are prone to traffic congestion due to mix of large industrial area in close proximity to schools and residential areas. little land left for development. undeveloped areas at south and north east have development interest already declared. north section of site currently exposed to river floodplain. and surface water flooding throughout.	
Ulster Science and Technology Park	Derry Cityside	-	4.52	0.06	Site prone to large surface water flooding. Access to site near busy Northland Road and Buncrana road junction.	
Fort George	Derry Cityside	-	4.46	0	Site requires major clean-up of pollutants due to history. Close proximity to proposed A2 Buncrana road upgrade. Close proximity to river Foyle therefore EIA and mitigation measures required. Site shown to have surface water flooding, north area of site shown to have tidal floodplains and river flood plains.	
Altnagelvin	Derry Waterside	-	6.85	0.2	Lack of available land left for development, housing estates in close proximity to site. Site prone to surface water flooding. Large concentration of units has increased traffic in and out of site.	

Drumahoe	Derry Waterside	-	6.43	0	site within river Faughan flood plain due to flooding of 2017 site is within substantial flood risk area. Clean up operation required on site before use due to former site of factory therefore possible presence of pollutants. EIA required due to close proximity to river Faughan.	
Glendermott Road	Derry Waterside	-	2.06	0	site currently has waste ground at north of site that would require major clean up. Site within river flood plain. Busy Glendermott Road at south could cause traffic congestion. DCSDC waste refuse at north of site has potential to cause contamination.	
Glendermott Valley Business Park	Derry Waterside	-	0.98	0.1	site in close proximity to residential housing and busy church brae road. Site within zoned open space at west. Site currently within river Faughan flood plain and was badly damaged in 2017 flooding. Prone to surface water flooding.	
Trench Road	Derry Waterside	-	0.68	0	site in close proximity to housing estate therefore pollution mitigation measures must be in place. Sections of site used for storage of material, possible contamination therefore clean up required. No formal road through site. Close proximity to ESS. heavy construction traffic entering and leaving site has potential to cause traffic problems.	
	Total		111.51	11.17		

**Derry Villages and Countryside Sites 2017**

Location	Settlement	Approx. Site Area	Approx. Site Area (ha) Vacant	Comments	Suitability For Future Economic Development
Village	Ardmore	0.69	0	Site accessed from small Ballybogie road. Large plant and traffic coming to and from site would cause congestion problems. Public transport a large distance from site. Overhead lines. Surface water flooding on site. Close proximity to housing at south west.	
Village	Chambers	2.42	0	Site entrance is off A6 Glenshane road which is the main Derry to Belfast road therefore a lot of traffic congestion at most time. Peak business hours involve the movement of heavy machinery and plant onto main road which cause traffic problems. Site is in close proximity to river Faughan there pollutants from concrete factory must be carefully disposed of. Site in close proximity to river faugh flood plain. Prone to surface water flooding.	
Village	Claudy	2.05	2.05	Former factory site therefore clean-up required before any development can commence. School at south could cause traffic congestion problems at peak times.	
Village	Eglinton – Rural	3.78	0.2	Small area of site left for development. Close proximity to housing at east and west of site. Vacant land requires removal of trees. Due to commercial and building suppliers large amount of plant and haulage vehicles at peak times.	
Village	Eglinton Village	5.11	0.6	Accessed from small single land entrance off Ballygudden road. Numerous buildings in disrepair on site. Road throughout site in need of repair.	

Village	Newbuildings Business Centre	0.18	0.1	No developable land available. Surface water flooding at south west of site. Close proximity to NI sites and monuments recorded fortification. Close proximity to housing on all boundaries and river Foyle at west.	
Village	Newbuildings – Woodside Road	2.92	2.92	Clean up of site required before development can commence. Site in close proximity to River Foyle.	
Countryside	Campsie	89.81	27.3	Entrance road off busy a2 road and Clooney road. Due to manufacturing factories large amount of heavy plant and traffic through site. Site has some surface water flooding. Defence heritage on site and according to NI sites and monuments records potential site of Neolithic occupation therefore confirmation from NIEA.	
Countryside	Maydown	274.12	48.9	Site effected by surface water flooding and river Foyle flood plain surrounds site. Points of defence/ industrial and sites and monument markers according to NI sites and monuments record. Electricity pylons and overhead lines throughout site.	
Countryside	Longfield	13.23	0.5	Poor connectivity throughout due to one single land road. Large industrial and haulage vehicles passing Longfield care home. Private residential at west of site effected by haulage vehicles. Land within flood plain at eastern boundary. Small amounts of surface water flooding on site. NI sites and monuments records show defence heritage at western boundary of site. Site in very close proximity to airport.	
	Total	394.31	85.57		

**Summary Findings of Stage 1 Land Evaluation Assessment Based on Traffic Light Analysis and Remaining Capacity (2017) – Strabane and Local Towns**

Settlement	Location	Area Zoned (Approx. ha)	Area Remaining Undeveloped 2017	Comments	Suitability For Future Economic Development
Strabane Town	SE 29.6.1 Dublin Road	4.9	0.48	Sections of site undeveloped and evidence of demolition, large areas of trees, TPO at east of site. Surface water flooding throughout site.	
Strabane Town	SE 29.6.2 Orchard Rd	10.5	0.39	Surface water flooding throughout site. Undeveloped areas are overgrown and would need to be cleared. Lack of public transport connectivity.	
	Strabane Town Total	15.4	0.87		
Castledearg	CG 57.2 Castlegore Rd	2.8	1.6	Overhead power lines. Listed bridge at entrance to site at north.	
Newtownstewart	NT 77.2 Baronscourt Rd	2.1	0	small amount of developable land remaining. Possible traffic problems with industrial area and school across Baronscourt road at peak times. Close proximity to flood zone at north. Surface water flooding through site. Tpo at northern boundary.	
Sion Mills	SS 68.2 South of the Mill complex	3.1	3.0	Zoned industrial area next to Mourne river and existing flax mill.	

	Strabane Local Towns Total	8.0	4.6		
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## 4.0 Conclusion

Overall there is a good stock of sustainable zoned land and employment land within the Derry City and Strabane District Council Area. There is an even distribution of high quality land available within or in close proximity to the city limits and local towns in line with the objective of having suitable land near to population centres. The amber lands identified on the Land Evaluation Framework require some upgrading in order to increase their sustainability. There are no major unsustainable lands/ sites identified. In keeping with the cross border objective and tackling deprivation the zoned area at Culmore could be better rezoned due to low development potential and transport linkages leading to the small town of Moville compared to the Bunrana road site that is connected with Letterkenny.

Some sites have been identified as amber due to their lack of development land available such as the Seagate site. The sites have been measured on their transport linkages, flood risk and development potential. There have been no major issues identified that would mark a site as red meaning unsustainable.

The findings of the Stage 1 assessment shows that the majority of Zoned and established sites are suitable for a range and mix of Economic Development uses.

### **Appendix 1: RDS Land Evaluation Framework.**

The table below will enable the council to identify robust and defensible portfolios of both strategic and locally important employment sites in their development plans. This will safeguard both new and existing employment areas for employment rather than other uses.

<b>Employment Land Evaluation Framework</b>	
Stage 1 <b>Taking Stock of the Existing Situation</b>	An initial assessment of the 'fitness for purpose' including the environmental implications of the existing employment land portfolio. This is principally in order to identify the 'best' employment sites to be retained and protected and identifying sites that should clearly be released for other uses.
Stage 2 Understanding Future Requirements	Quantify the amount of employment land required across the main business sectors during the development plan period. This is achieved by accessing both the demand and supply elements and accessing how they can be met in aggregate by the existing stock of business premises and by allocated sites. Account should also be taken of turnover of existing sites due to relocation or closures. Both short/medium term and strategic provision need to be considered in this process.
Stage 3 Identifying a 'New' portfolio of site	Devise qualitative site appraisal criteria to determine which sites meet the occupier or developer needs. Confirm the existing sites to be retained, replaced or released, and any gaps in the portfolio. In this allocation, consideration should be given to previously used sites, and in the reallocation, the environmental impact of one site relative to others should be included. The results of stage 2, together with this site appraisal should provide a robust justification for altering allocations for employment land.

**A detailed Stage 1 Land Evaluation of individual sites has been carried out contained in Appendix 2.**