Bishop's Gate – Riverine Head by David McConaghy.
Sketch of River God representing the River Foyle.

FOYLE CIVIC TRUST
The Craft Village
13 Magazine Street
Londonderry
BT48 6HH
T: 028 7137 1037

Published in March 2010

GUILDHALL PRESS
Unit 15, Ráth Mór Business Park
Bligh's Lane
Creggan
Derry
Ireland
BT48 0LZ

T: 00 44 28 7136 4413
E: info@ghpress.com
W: www.ghpress.com

The authors assert their moral rights in this work in accordance with the Copyright, Designs and Patents Act 1998.
Copyright of all images remains with the photographers.

Miscellaneous photographs courtesy of Ronan O'Donnell, the Willie Carson Collection, Mark Willett, Hugh Gallagher, Phil Cunningham, John Bryson and Guildhall Press.

Cover Design: JJ Tracey
Layout by Guildhall Press
Copyright © Foyle Civic Trust, 2010
ISBN: 978 1 906271 28 2

A CIP record for this book is available from the British Library.

All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopy, recording, or any information storage or retrieval system, without permission in writing from the publisher. This book is sold subject to the condition that it shall not, by way of trade or otherwise, be lent, resold or otherwise circulated without the publisher's prior consent in any form of binding or cover other than that in which it is originally published and without a similar condition to this condition being imposed on the subsequent purchaser.

CONTENTS

FOREWORD

This book is devoted to a review of Derry~Londonderry over the past twenty years from the perspective of our built and natural surroundings and gives the reader an opportunity to pause, consider and reflect. These have been years of significant change, turmoil and rebirth for the city. So much has happened and so much has yet to happen!

Foyle Civic Trust was formed twenty years ago, in 1989, by a small group of very committed, very knowledgeable and very dedicated individuals. The mandate of the group is the preservation of our heritage and the spread of information on our physical and natural environment; all members contribute voluntarily. There have been many projects and achievements over the years and this publication marks another significant milestone. I am privileged to have been involved in the Foyle Civic Trust for some of the latter years under review and to see first-hand how the city is cherished by its many citizens.

All thanks to Joe Tracey for his tenacity, direction and expertise in making this publication happen and thanks also to Mary McLaughlin, fellow Committee Member, who ably assisted Joe.

The journey which commenced twenty years ago, sustaining and enhancing our pride in this beautiful and inspiring city, continues apace and we look forward to the next twenty years.

Mary O'Dwyer
Chair, Foyle Civic Trust

THE FOYLE
CIVIC TRUST

PREFACE

The tenth issue of the *Foyle Civic Trust Review* celebrates twenty years of the Trust, which began life on 11 April 1989. Much change has taken place in those two decades and none more so than the physical face of the built environment of the city. While the designations of conservation areas struggle valiantly to retain the characteristics of the inner city – a city which has grown greatly beyond the markers which delineated the borough area of the former Derry Corporation boundary – new roads, new bridges, migration of population, the dispersal of former bastions of employment, the creation of peripheral industrial and business estates, the removal of port facilities, the heavy reliance on service industries and the tremendous increase in traffic flows dictate the character, atmosphere and vibrancy of modern Derry.

The tenth *Review,* in several of its articles, emphasises the great importance of planning in the life of today's community and the control exercised in the role of land use, striving to provide healthier environment for work, leisure, recreation and pride of place. The town has spread out over the surrounding hills, swallowing up so much green land, yet it is lucky to retain many essential environmental assets: the broad River Foyle remains a wide expanse of lovely waters; places like St Columb's Park, Brooke Park, Ross's Bay, Thornhill, Brookhall and Gransha provide handsome foils of leafy verdure, making the riverbanks pleasant resorts. Long may they remain.

Conservation of our distinctive buildings has occupied much of the Trust's energy. Much help from the Heritage Lottery Fund, Department of Social Development, Planning Service, Derry City Council, Environment Agency, Northern Ireland Housing Executive and Foyle Civic Trust, under the guise of the Walled City Partnership, has successfully completed phase one of a regeneration projection within the Walled City Conservation Area, a project which involved the co-operation and financial encouragement of the aforementioned and, most essentially, the willing involvement of the property owners involved. It is hoped that in 2010, phase two of the projects will commence. Phase one meant the expenditure of approximately £5 million over a period of five years, which greatly improved the quality of properties and their usefulness in the segment of the conservation area around Waterloo Street, Castle Street, Shipquay Street and Waterloo Place.

The *Review* contains a variety of articles on the subject of the environment, past, present and future, and makes for stimulating and encouraging reading. Thanks are due to the contributors of the essays, who express *their* views and not necessarily those of the Trust.

Much appreciation is acknowledged of the monetary help given towards the publication of the *Review* by Derry City Council, Northern Ireland Environment Agency and The Honourable The Irish Society. Acknowledgment is also given to those who kindly agreed to the inclusion of photographs and maps.

Sculptural Group, Berlin.

PLANNING IN A TROUBLED CITY

Jim Foster

Introduction

The primary purpose of the town planning system in Londonderry~Derry has been to provide a land use framework within which the orderly physical and associated economic and social development of the urban area could be accommodated in the most efficient, sustainable and visually attractive way in the public interest. The following article presents a brief overview of the role played by planning in shaping, managing and facilitating the process of physical development and change in the city over the years since 1968.

Built on the island site of Derry 400 years ago, the new city of Londonderry was and remains an example of town planning and development unique in Ireland and exceptional in Europe. The integrity of the original seventeenth-century plan, comprising the Walls and the grid of streets enclosed within, has endured essentially intact, forming the heart of the modern city and the outstanding feature of its urban heritage. The circumstances attending its creation still resonate in the twenty-first-century life of the city and in the collective memory of many of its citizens.

'On a singularly situate hill, insulated, and of an oval form, which stands in the bottom of a valley, on the western side of the River Foyle, whose waters wash its foot through more than half of its extent, is seated the small but beautiful city of Derry, conspicuous by its situation and the lofty spire of its church, and enjoying the advantage of an excellent harbour, formed by Lough Foyle and the river.' This was the late eighteenth-century city which so impressed a visitor nearly 200 years after its foundation.

The course of the nineteenth century saw an economy transformed by new forms of communication, industrialisation and trade supporting a greatly increased population and the development of an infrastructure, townscape and building stock which remained little altered in character until far into the twentieth century.

Besides profound political and social change, the perceptive native now returning to visit the modern Londonderry~Derry after an absence of forty years will quickly appreciate that the city has experienced the most sustained period of physical expansion, redevelopment and renewal in its entire history. The more obvious manifestations of change in the physical structure and appearance of the city he or she left will include the following:

- While the population of the urbanised area has increased by some 30,000 (50%), its physical extent has expanded more than fourfold, encroaching into formerly open countryside, especially to the north and east
- More than 25,000 houses have been built, contained mostly in new suburban neighbourhoods on green field sites on both sides of the Foyle
- The unfit housing once occupying long-established localities in the inner city has been replaced by new housing schemes, many of which have been still further improved
- Forms of residential accommodation and tenure previously uncommon in the city now meet a variety of social needs and new, private market demand
- Much of the remaining stock of inner-city traditional terrace housing has been improved

- A greatly extended network of new and improved roads, including the Foyle Bridge, has been built to carry a much heavier volume of traffic through and around the urban area
- Water, power, telecommunications and public safety infrastructure and utilities have been much modernised and extended
- A new port and airport have been developed
- Most manufacturing and service industry has left the centre and new enterprises have located on more extensive, accessible and well-serviced sites on the former edge of the city and beyond
- Many of the buildings and structures associated with the old up-river port have been replaced by roadways and an emerging new riverfront backed by modern buildings
- Some landmark buildings of the nineteenth century, once housing long-established public services and famous industrial and commercial enterprises, have disappeared while the uses of many of those remaining have changed
- Many new primary and secondary schools have been built or re-built and the campus sites of Magee College and the North West Institute extended and further developed
- Altnagelvin Hospital has been much refurbished and extended and new health centres built
- Retail trading and shopping patterns across the city have been transformed by the development of shopping centres and supermarkets large and small
- Striking new cultural venues and recreational facilities, open spaces, and foot and cycle ways have been developed
- Four new hotels have been built on the city side of the river, where for more than twenty years there were none
- Despite much damage wilfully inflicted on its fabric and the dislocation of many of its traditional functions, and while yet incomplete, much of the core of the city centre has been restored or redeveloped.

Over the greater part of this forty-year era of change, the city has also experienced the long, unprecedented ordeal of the Troubles and its many consequences, the chief and saddest of which was the human cost in death and injury. Among the adverse consequences for the planning and development of the city were the destruction of and damage to property, business and employment in the city centre, the prolonged deterrence of private investment in property, business and industrial development and redevelopment in the city centre and elsewhere, and the exacerbation of community division leading to increased levels of residential segregation across the city in accordance with perceived religious and political difference.

The physical, economic and social development of the city has been driven by a multitude of public, private and voluntary agencies and individuals, but it is not the purpose of this short article (and would not be possible within its scope) to describe their many key contributions. It is true that not a few of the development pressures, problems and trends faced by the city were similar to those encountered by historic cities and towns of similar size in Ireland and Great Britain and elsewhere during the same period of time, and many of the resultant forms of development shared much in common with them. In none, however, was the normal process of urban development and investment so fraught with additional challenges of such an exceptional nature arising out of the circumstances created by the Troubles.

The Planning System

While due for reorganisation over the next few years in terms of changed responsibilities between central and local government and in proposed objectives and procedures as part of a far-reaching Review of Public Administration, the current town-planning system in Northern Ireland was established in 1973, since when planning has remained a central government function exercised by the Department of the Environment through the agency of a Planning Service. The comprehensive statutory basis for this system was provided initially by the Planning (Northern Ireland) Order 1972 and succeeded in due course by the Planning (Northern Ireland) Order 1991, with later amendments.

The Order requires the Department to formulate and co-ordinate policy for securing the orderly and consistent development of land and the planning of that development. A wide range of powers is conferred on the Department accordingly: the preparation of development plans and development schemes; the acquisition of land for planned development purposes; the general control of development, including enforcement and planning agreements with developers; special measures for environmental protection; control of hazardous substances; the conservation of areas and buildings of architectural or historic interest; tree preservation and advertisements.

The 1972 Order also authorised the establishment of an independent Planning Appeals Commission determining appeals against planning decisions by the Department, holding public enquiries into development plans and conducting hearings in special circumstances before the making of a Departmental decision.
The overriding purpose of the statutory planning system has been to regulate the development and use of land in the public interest. In fulfilling this purpose, the main concerns of planning have been summarised as determining what kind of development is appropriate, how much is desirable, where it should be located and what it looks like. Effective planning entails consideration of a complex range of social, economic and environmental factors and mediation between many diverse and often competing needs, demands and interests in the use and development of land.

Planning in the Derry district has been delivered through the Londonderry Divisional Office of the Planning Service by professional and administrative officers. The main functions of the Office have been: first, to prepare land-use development plans to guide the physical development of the city; secondly, to control development through the determination of applications for planning permission and the enforcement of planning control.

A third important function has been to work in partnership with the Londonderry (later North West) Development Office in the preparation of comprehensive development schemes and the implementation of urban regeneration programmes. The Development Office was also established in 1973 as part of a province-wide Local Development Officer Service with responsibility for co-ordinating the implementation of the local programmes of other key public agencies and implementing comprehensive development schemes and other special urban regeneration measures.

Development Plans

Since 1968, a series of Area plans has provided a general land-use planning and development policy framework for the city and district. While changing in format and the level of detail contained, the main purpose of each successive Plan has remained that of informing the general public, statutory agencies, developers and other interested bodies through a written statement and accompanying maps of the broad land-use pattern which would be used to guide development over the projected life of the Plan – usually fifteen years.

Each Plan has indicated the amount and nature of development that could be expected and where best it should be located in the interests of creating and maintaining an efficient, attractive and sustainable environment. Their land-use allocations, designations, zonings and policies have provided the basic framework for accommodating, guiding and facilitating the development of the urban area over four decades of change.

With the advent of the 1960s, and notwithstanding some significant developments in the period following WWII, it was quite apparent that the city faced many long-standing and deep-seated problems. The process of infrastructural development and radical urban renewal to meet the economic and social needs and expectations of its wider urban area for the last third of the twentieth century and beyond had not yet commenced on the scale and at the dynamic pace required. Comprehensive planning for development was essential.

The first Londonderry Area Plan was published in 1968. Sir Robert Matthew's Belfast Regional Survey and Plan and Sir Thomas Wilson's report on Economic Development in Northern Ireland proposed, among other matters, that a development plan be prepared for Londonderry in its role as a designated growth centre. Consultants were appointed by the Ministry of Development to prepare an advisory 'broad-brush' plan, taking account of the area's main functions, its land use and infrastructural requirements for housing, industry and commerce, roads and communications, education, recreation and other uses, and its architectural character.

Main problems identified by the Plan included the past failure to generate sufficient industrial development to meet the employment needs of the growing population, the serious backlog of housing unfitness and new housing need, traffic congestion and road links and the dilapidation and decline of the historic city core and waterfront.

The Plan estimated a need by 1981 for at least 9,600 new dwellings (40% of the existing stock) and for 12,000 new jobs. To meet expected population growth and new housing need on the city side of the river, a new, comprehensively planned residential district accommodating a population of 15,000 was proposed north of Buncrana Road, with 5,000 on sites in the Waterside. A wide choice of new industrial locations was suggested at Campsie, Black Brae, Lisahally, Drumahoe, Buncrana Road and Culmore. A network of primary and district distributor roads was identified, including the need for a second river crossing before 1981. Improved regional road links were needed, including a link of motorway standard with Belfast. The urgent need for a plan for the conservation and renewal of the city centre was stressed.

The Plan was accepted by the Ministry of Development and the Londonderry County Borough, County and Rural District Councils. The unprecedented events which engulfed the city and much of the rest of Northern Ireland over the following year led to the replacement of the County Borough and Rural District Councils by a newly appointed Londonderry Development Commission. The area was officially designated a 'New Town' and a priority of the Development Commission's remit was the implementation of the Area Plan.

A new Chief Architect Planner's Department was set up by the Commission and a series of studies and plans prepared to facilitate implementation of key Plan proposals, including housing, industry, roads and recreation. Considerable progress was made in the face of the many problems arising from increasingly difficult security circumstances, political discord and community polarisation.

In anticipation of the proposed reorganisation of local government set for introduction in 1973, and of the enactment of the Planning (Northern Ireland) Order 1972, the Development Commission directed that the advisory 1968 Area Plan should be reviewed, updated and adopted as a statutory development plan in accordance with the procedures laid down in the new Planning Order. The Londonderry Area Plan Review 1972 was consequently prepared and eventually adopted by the Department after a public inquiry conducted by the Planning Appeals Commission.

This first statutorily adopted Area Plan was followed in later years by the Londonderry Area Plan 1981–96 and the Derry Area Plan 2011. Taking due account of the circumstances and potential prospects pertaining at the time of preparation and adoption, each Area Plan has been based on (a) detailed survey and appraisal of relevant physical, economic and social matters, (b) wide consultation with statutory agencies and other bodies, the general public and the City Council, and (c) the hearing of objections by the Planning Appeals Commission through the public-inquiry process. They have also taken account of an increasingly complex body of EU, national and regional environmental directives, policies and objectives.

Building on the basic strategic pattern set by the 1969 Plan, the evolving land-use policy frameworks contained in successive Area Plans have sought to meet the new development land needs of the wider

urban area in a consistent and coherent pattern of expansion. On the western side of the Foyle, the overall strategic direction of expansion has been to the north and northwest and on the eastern side to the east and southeast.

Factors governing the chosen directions of expansion have included: (a) the strong topographic constraints formed by the Foyle, Skeoge and Faughan valleys and adjoining hill slopes; (b) existing connections with the historic pattern of development and the main corridors of accessibility and movement within the city and outwards to its hinterland on both sides of the Foyle; (c) ease and economy in the provision of infrastructure and utilities; (d) the protection as far as possible of the exceptional environmental and landscape setting of the city; (e) the need to restrict urban development to below the 100m contour to avoid undue climatic exposure.

The Area Plans have given strategic direction to the location and nature of new development and the necessary investment in associated physical and social infrastructure. They have defined those locations requiring comprehensive schemes of development, redevelopment and renewal, have identified those features of the natural and built environment and the setting of the city which merit special conservation and protection, including the best of the remaining historic city-centre townscape of earlier centuries and the remaining unspoiled banks of the Foyle, and have endeavoured to maintain clear boundaries between the urban edge of the city and the surrounding countryside.

Development Control

As previously stated, the physical development of the city has been carried out by a multitude of private, public and community and agencies and individuals through the design and implementation of many thousands of separate projects for many different purposes. Since 1973, all substantive development in the city has been subject to the determination of individual applications for planning permission by the Department through the Planning Service. These have included many of the largest infrastructural, residential, industrial, commercial, administrative, educational, cultural and recreational sites and projects in the city's history, all of which have been designed by professional architects and engineers.

The Department's guiding principle in determining planning applications has been that development should be permitted, having regard to the development plan and all other material considerations, unless the proposed development would cause demonstrable harm to interests of acknowledged importance.

Each planning application has been the subject of consultation with those statutory agencies with responsibility or interest in the proposed development. Relevant representations received from the public have been considered in every case, the City Council has been formally consulted prior to the issue of decisions, and all decisions have been based on planning grounds alone. Appeals by applicants against the refusal of planning permission or conditions attached to permissions have been determined by the independent Planning Appeals Commission.

The development control process has grown more complex in response to, among other matters, the demand for greater accountability and transparency in all public administration and decision making, enhanced public interest in all matters pertaining to the environment and its protection and development, and the requirement to take proper account of a constantly expanding corpus of EU, national and local legislation, directives, strategies and policies. At the same time, the demand for prompt decision making has remained unabated.

While the achievement of good design and quality in the built environment has always constituted an important objective of development control, in more recent years the Department has declared the

objective of achieving a higher quality of design, layout and landscaping than that generally achieved in the past. Planning policy statements and advice notes on a wide range of subjects have been published accordingly and applied to the consideration of all development proposals where relevant.

In order to secure the preservation and enhancement of the historic built environment of the city centre, the Historic City and Clarendon Street Conservation Areas were first designated in 1978 and reviewed recently; the Magee Conservation Area was added in 2006. All development proposals within these Areas have been required to show that they would contribute to the preservation and enhancement of their respective environments. Additional guidance in relation to new housing developments and to development in the vicinity of the City Walls and on the riverside was included in the Derry Area Plan 2011.

Comprehensive Development And Regeneration

Much of the development of the city has been driven and supported by public-sector agencies in the discharge of their various statutory responsibilities and programmes. The original physical development role of the Development Office (later expanded to incorporate wider responsibilities for community regeneration and the targeting of disadvantage and social need) has already been described briefly. The Planning Service has worked in close partnership with the Development Office in the identification, design and assembly of land for comprehensive development schemes of critical importance in several parts of the city and in facilitating the implementation of other urban regeneration measures including environmental improvement and urban development grant programmes.

Larger comprehensive schemes carried out in the 1970s included the Lisnagelvin and Shantallow District Centres, developed to accommodate the varied retail and community service needs of the extensive new residential neighbourhoods developing in those wider localities, and the Richmond, Quayside and Foyleside shopping centres, developed later to promote and underpin the much-needed regeneration of the city centre.

Opened in 1984, but much longer in the planning, the Richmond Centre originated as a relatively modest County Borough Council redevelopment scheme proposed within the City Walls and centred on the minor Richmond Street off Shipquay Street. Due to extensive bomb damage to many of the buildings fronting Shipquay Street, the Diamond and Ferryquay Street, it was subsequently decided to extend the scope of the scheme by incorporating these frontages into it. Despite prolonged intensive effort, no private developer could be found to undertake or invest in the development in the adverse security conditions then prevailing. However, in recognition of the parlous physical and economic condition to which the city centre had been reduced and the need for a major investment to induce recovery, the Department of the Environment undertook the development (funded entirely from central government resources) of the city centre. It proved to be a definitive staging post in the reclamation and resuscitation of the city centre.

As part of the ongoing search for ways in which to stimulate further regeneration and investment in the city centre, the Development Office later commissioned a retail study that identified the capacity for substantial additional retail development and proposed the location of a new shopping centre on lands at Foyle Street, which had long lain vacant or underused. After many difficulties, a development scheme was drawn up, the site assembled, a private-sector developer found, anchor tenants secured and the scheme designed. The Foyleside Shopping Centre opened in 1994, the largest single redevelopment scheme so far built in the city centre, re-establishing the city's regional retailing role in the North West.

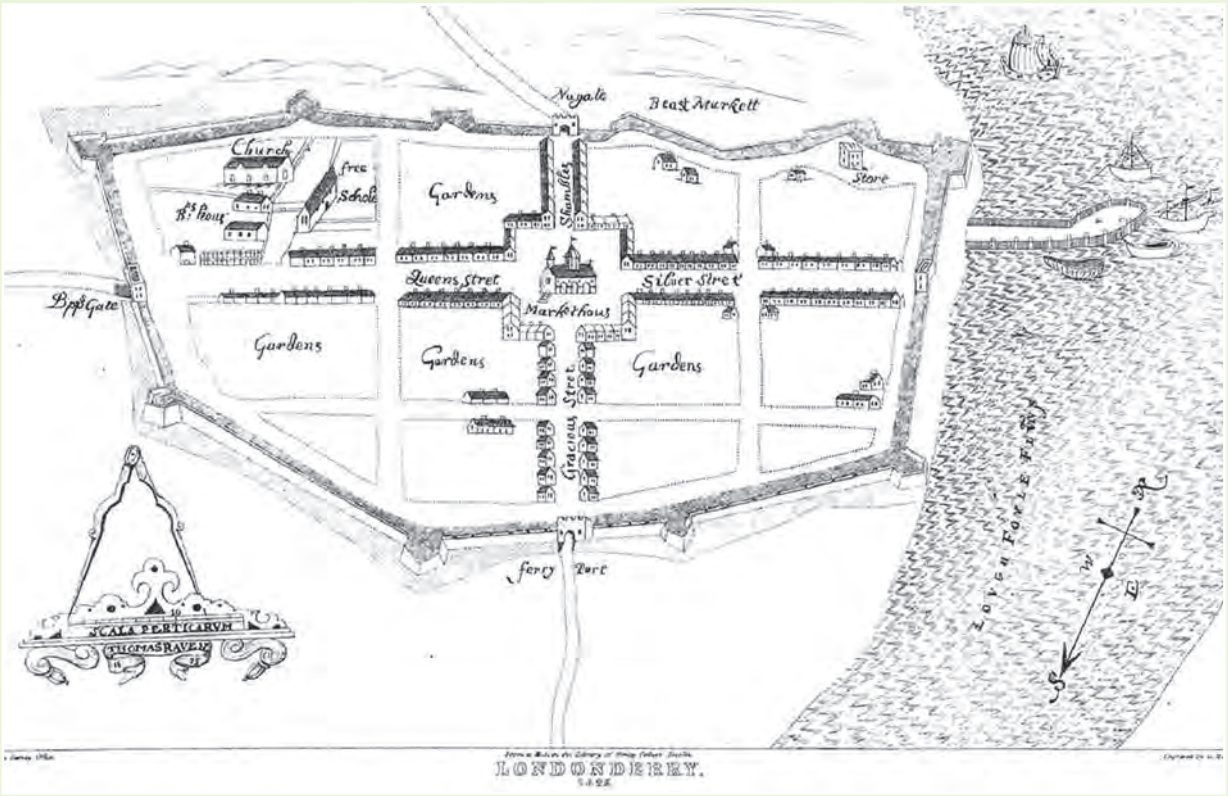
Major environmental improvement schemes aimed at enhancing the amenity of the public realm were designed and implemented, including the pedestrianising of certain city-centre streets, repaving of carriageways and footpaths, including the City Walls ramparts, development of footpaths and cycle ways, including the riverfront, tree planting and the provision of street furniture, signage and public-art pieces. For many years, the problem of securing private-sector investment in new development and the restructuring, refurbishment and re-use of older commercial, industrial and other properties in the city centre and other parts of the city persisted. An Urban Development Grant programme was introduced offering financial support to property owners and developers prepared to invest in such schemes. This programme has proved to be of critical importance, resulting in the implementation of many hundreds of schemes, large and small, leading to new development and redevelopment, the restructuring and improvement of existing properties and the generation of economic activity and employment.

Conclusion

Despite many unprecedented difficulties, it is apparent that much has been achieved in the development and redevelopment of the city since 1968. In 1974, a reporter from the *Guardian* newspaper wrote an article entitled 'Tumbledown Derry', which reflected the wretched condition to which the city centre had by then been reduced. Returning now, he would have a very different story to report.

However, many so far intractable economic and social problems remain across the city. Their resolution will require continued, determined action and fresh thinking by government, the City Council, ILEX[1] and the whole community. In the forthcoming reorganised system of public administration, planning will inevitably continue to have an essential part to play in guiding and managing the ongoing development of the city.

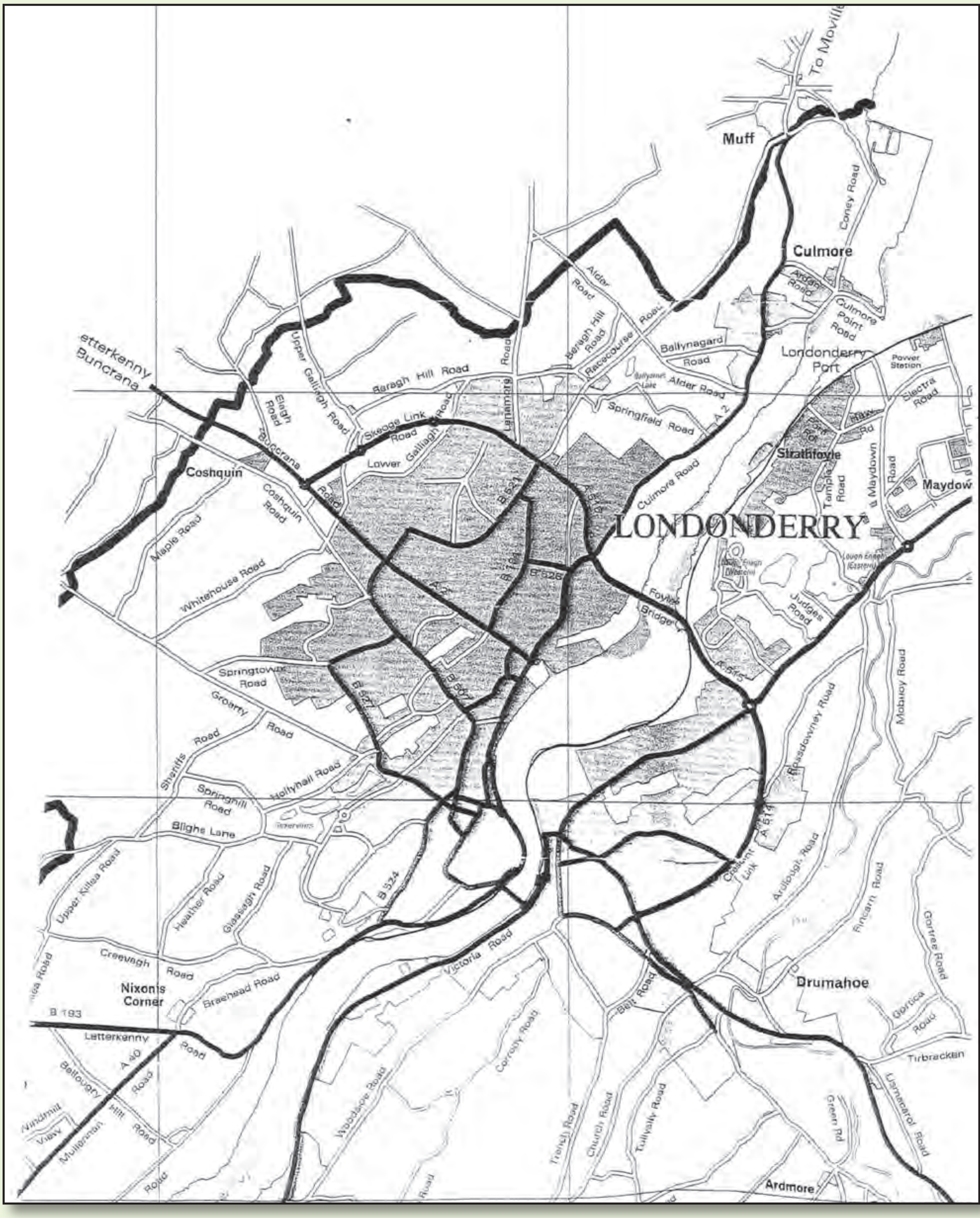
[1]See article by Mary O'Dwyer



Raven's map of the early city, 1625.


CITY OF LONDONDERRY
1835
Lunatic Asylum
Infirmary
Free Church
Middle Quay
Cathedral
Hill Head
a New Gate
b Ferry Quay Gate
c Bishops Gate
d Butchers Gate
e National Bank
f Provincial Bank
g Excise Office
h Public Library and News Room
j Reformed Presbyterian Meeting Ho.
k Primitive Wesleyan Methodist Chapel
l Gwyns Charitable Institution
m Seceding Meeting House
n Walkers Testimonial
o Presbyterian Meeting House
p Independent Chapel
q Magazine
r Meat Market
s Fish Market
t Vegetable Market
u Potatoe Market
v Gas Works

Derry, 1835.


To Moville
Muff
Culmore
Coney Road
Londonderry Port
Power Station
Strathfoyle
Maydown
LONDONDERRY
Foyle Bridge
Culmore Road
Baragh Hill Road
Alder Road
Ballynagard Road
Springfield Road
Skeoge Link Road
Letterkenny
Buncrana
Coshquin
Coshquin Road
Maple Road
Whitehouse Road
Springtown Road
Groarty Road
Sheriffs Road
Hollyhall Road
Springhill Road
Blighs Lane
Upper Killea Road
Heather Road
Glassagh Road
Creevagh Road
Nixons Corner
Braehead Road
Victoria Road
Letterkenny Road
Judges Road
Rossdowney Road
Mobuoy Road
Ardlough Road
Drumahoe
Gortica Road
Tirbracken
Gortree Road
Rincarn Road
Corrody Road
Woodside Road
Trench Road
Church Road
Tullyally Road
Green Rd
Ardmore
Belt Road
Windmill View
Mullenan Road

Derry, 2008.

URBAN REGENERATION: THE WORK OF ILEX

Mary O'Dwyer

Company Formation

Ilex Urban Regeneration Company was established by the Office of the First Minister and Deputy First Minister (OFMDFM) and the Department for Social Development (DSD) in July 2003 to promote the social, economic and physical regeneration of the Derry City Council area. Many discussions had taken place prior to the setting up of the company, discussions which involved local politicians, Westminster politicians and senior civil servants. The feeling was that 'a step change is needed to ensure that government works in a more co-ordinated and integrated way with all other bodies and the private sector in tackling the challenges facing the North West'.

The strategic objectives of our work are:

- The creation and promotion of the co-ordinated regeneration of the Derry City Council area generally and to facilitate its implementation in co-operation with DSD, other relevant government departments, Derry City Council, the private sector and other interested parties; and
- To secure the economic, social and physical regeneration of the Ebrington and Fort George sites.

Quercus ilex is the classical Latin name for evergreen oak, a metaphor for strength, durability, growth and development.

Terms of Reference

Ilex was then charged with the remit 'to create and promote a deliverable vision for the regeneration of the Derry City Council area, to secure the commitment of all stakeholders to that vision and to pursue single-mindedly its implementation.' The purpose of Ilex is, therefore, to bring people and organisations together to make Derry~Londonderry a place in which people passionately want to live, learn and invest. The strategy of Ilex in achieving this mission is to orchestrate the powers, resources and expertise that our public- and private-sector partners bring to drive forward the urban regeneration of the Derry City Council area. Ilex's added value, therefore, primarily comes from its co-ordinating, facilitating and influencing roles.

Personnel

Alan McClure was appointed chair of Ilex in 2003 and very soon had a wealth of talent and experience drawn together in a Board of twelve members. The early years of the company were challenging; Ilex is the only urban regeneration company in Northern Ireland and was breaking new ground in regard to the mechanisms of how government achieves the targets set by the new Executive in Stormont. It is important to remember that this was still a time when the new political structures within Northern Ireland were finding their feet. Indeed, significant progress was made by that first Board, including the Baseline Study and the Regeneration Plan.

The company changed gear in June 2006 with the arrival of Bill Kirk, the new Chief Executive. Bill brought with him first-hand experience on how to deliver the kind of major regeneration development work aspired to in the Ilex Regeneration Plan. When Bill arrived in Ilex, the company had six staff. Within a year, that staff complement had risen to thirteen and the skills were then in place to manage the changes envisaged in the Plan.

Sir Roy McNulty was appointed chairman of Ilex in October 2007 and gave a commitment to Ministers in leading the Ilex challenge that he would undertake a review of existing plans and strategies focusing on Derry~Londonderry, the North West and Northern Ireland, and consult with a broad cohort of stakeholders involved in all aspects of social, economic and physical development at a local, regional and cross-border level. In his report, Sir Roy concluded that there are serious 'challenges bearing on leadership, shared vision and strategic integration' in Derry~Londonderry and the wider city region. He noted that 'The number of initiatives underway is striking, but their vertical nature and uncoordinated structure severely diminish their effectiveness.' The review received immediate support from the Ministers and in March 2009 received the backing of the NI Executive. The overall aim of the review is to create a single, comprehensive and integrated plan for the city of Derry~Londonderry with clear, achievable and shared objectives supported by a new organisational framework. The Regeneration Plan Mark II will be the output of this work.

Ilex was extremely fortunate to be able to announce in September 2009 that the company had secured Dr Aideen McGinley as the new Chief Executive. Aideen brings a wealth of experience in dealing with the challenges facing Derry~Londonderry, as well as the leadership and collaborative approach required by the post.

Milestones

In 2005, Ilex commissioned the *Urban Regeneration Baseline Study of Derry City Council Area Report*, completed by Indecon International Economic Consultants and London Economics. The information from the baseline study informed the Regeneration Plan, launched in December 2005, and that document has been the guiding framework for the company ever since. The company is currently working through the production of a Regeneration Plan Mark II, a more comprehensive document that will include delivery plans, and this Mark II plan was launched at the end of 2009.

Since the launch of the Regeneration Plan, further detailed plans have been launched for each of the two sites: the Ebrington Master Plan was launched in December 2006 and the Fort George Master Plan in December 2007. Work at both sites is ongoing and much has already been achieved in preparing the sites for re-integration back into use for and by the local community. Ilex has also secured funding for (and has recently announced) the winning design for a new Foot and Cycle Bridge for the city that will link the existing city centre with the newly revamped Ebrington Barracks. Work will be completed in late 2010.

At the same time, much work has been continuing in terms of the strategic interventions required to ensure that the regeneration work goes much wider than purely physical change. Some of this work is targeted at education and skill levels within the area, at the transport infrastructure, at the tourism and retail offering and all of the work flows from the themes and targets identified in the Regeneration Plan. Linked into this strategic intervention work, Ilex has also managed the Integrated Development Fund (IDF) on behalf of OFMDFM and this process remains a work in progress. The total amount agreed in principle from the fund for projects in the North West is £33 million; the total value of projects is £106 million. Generally, projects are progressing well.

Ebrington

The Ilex master plan for Ebrington was launched in October 2006 and, on completion, the regenerated Ebrington will ultimately offer:

- ✓ A mixed-use sustainable community where residential, commercial office and elements of retail space will blend with leisure, culture and tourism facilities
- ✓ Up to 2,150 jobs in varied sectors
- ✓ High quality public realm
- ✓ A foot and cycle bridge connecting the east and west banks
- ✓ A regenerated waterfront with pedestrian and cycle access
- ✓ Protected built heritage and the enhancement of the Star Fort (1841) by re-developing the complex of fourteen listed buildings

Preparation of the Ebrington site is well advanced with the Conservation Survey informing the demolition and conservation work at the Star Fort and with the major demolitions now complete. Contracts for the designs relating to the Parade Ground, the site infrastructure and the underground car park and enabling platform have all been commissioned, and physical works will commence in December 2010; it is planned that the Cunningham Building will be developed and accessible in April 2010. Ilex will actively encourage visitors onto the site and, as far possible, will open the site to the public.

Fort George

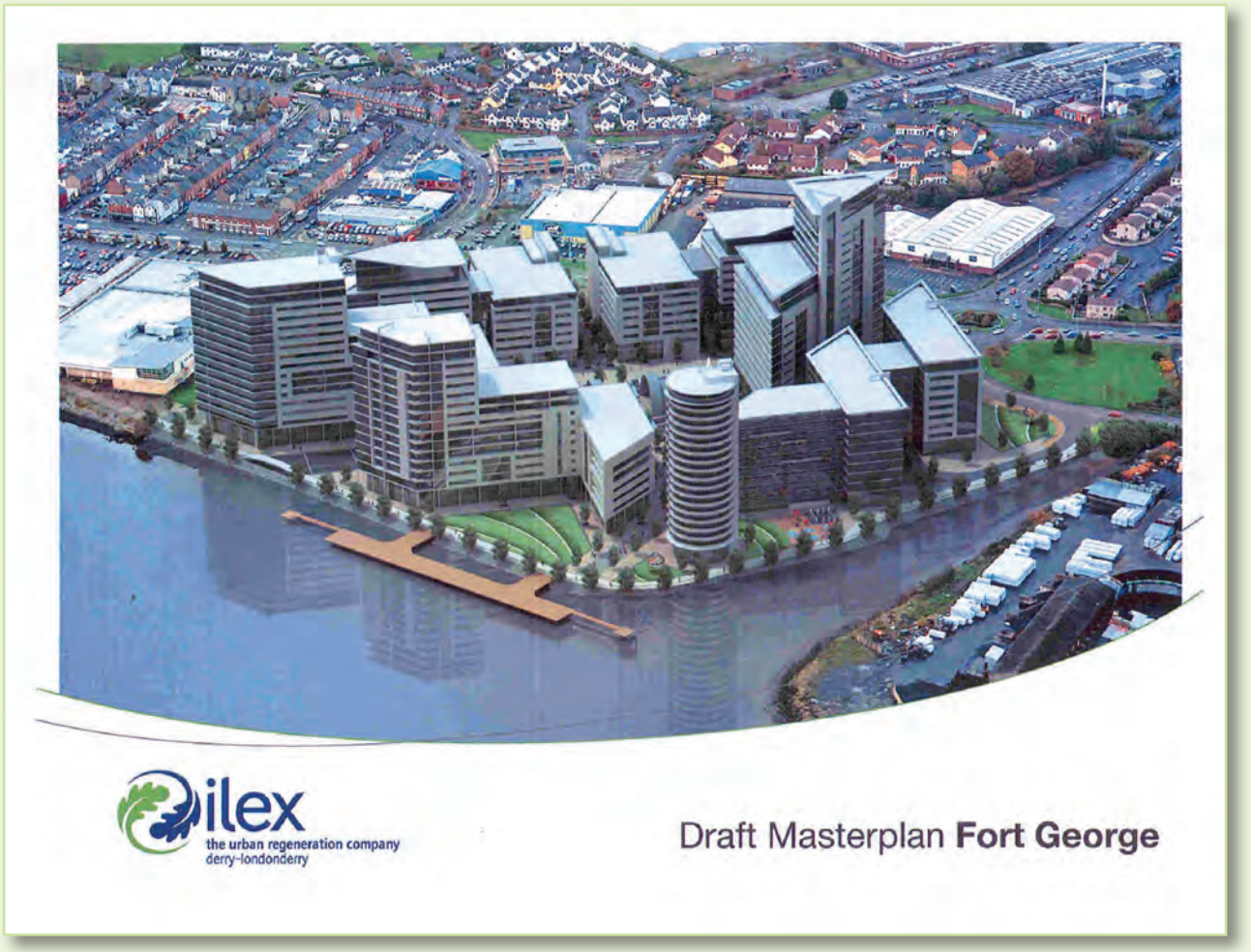
The Fort George Master Plan was launched in December 2007 and on completion, the regenerated Fort George will ultimately offer:

- ✓ 222k sq ft of knowledge economy space
- ✓ 532k sq ft of office space
- ✓ 222 residential apartments
- ✓ 112 live/work units
- ✓ 150-bed hotel
- ✓ 50 sq ft of retail, cafes, bars and restaurants
- ✓ High-quality public realm throughout with the creation of an urban parkland and a play park area for children
- ✓ Up to 4,500 jobs in varied sectors

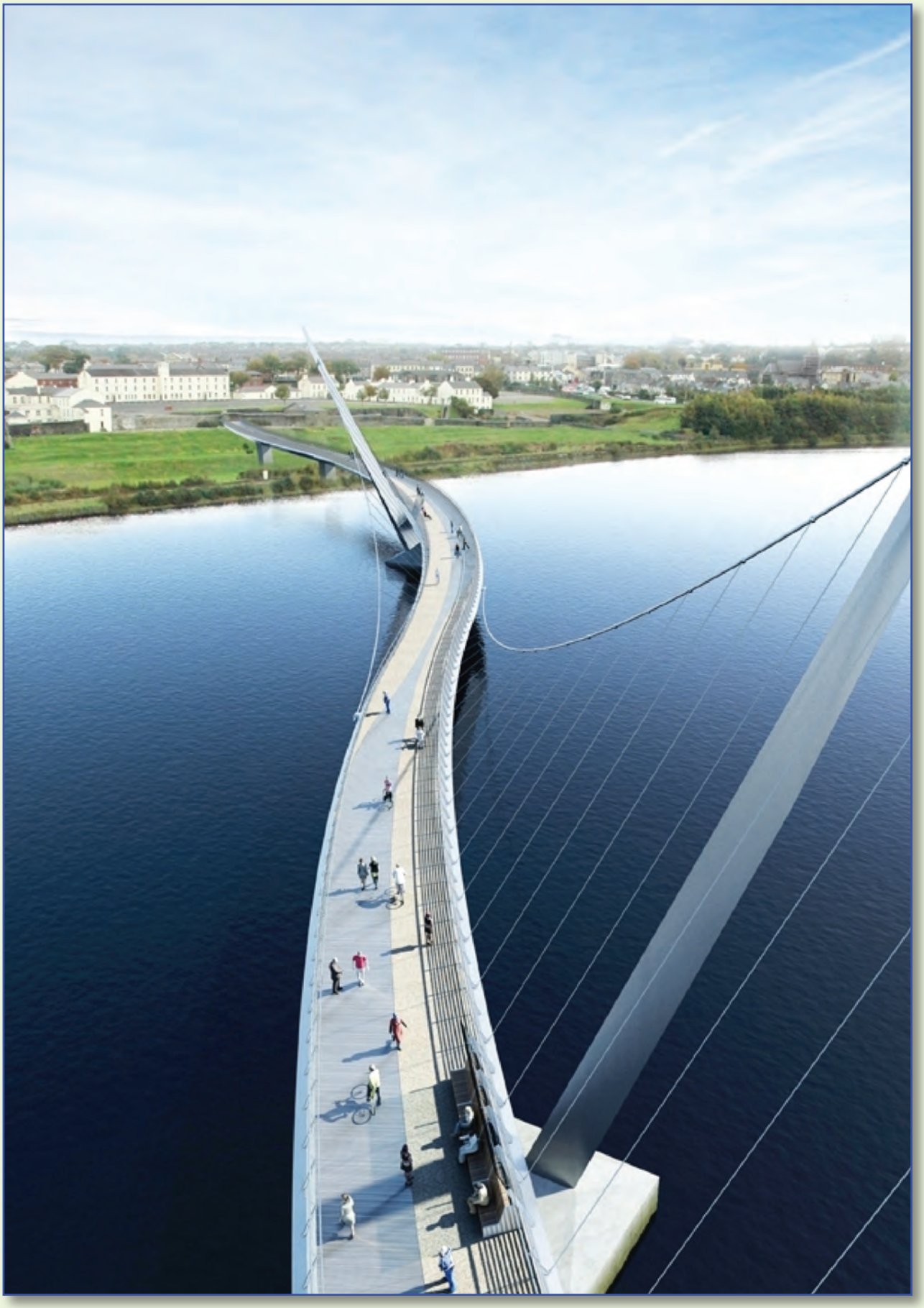
Preparation of the Fort George site is underway with scrub clearance complete, the introduction of a new foot and cycle way through the site, the removal of significant amounts of underground concrete and the approval of spend of £3.2m relating to the remedial works required on the site.

Former Parade Ground at Ebrington – revamped.

Ebrington at night.



Proposed masterplan for Fort George.



Proposed pedestrian link.

Proposed pedestrian link.

OVERVIEW OF TOWNSCAPE HERITAGE INITIATIVE SCHEME, PHASE 1

Ronan O'Donnell

Townscape Heritage Initiative

The Townscape Heritage Initiative (THI) is a grant-aid programme for the restoration and regeneration of the historic environment in towns and cities in Britain and Northern Ireland and is administered by the Heritage Lottery Fund.

The primary aim of THI is to promote the viable use of the buildings that make up the special architectural character of historic urban areas.

THI gives the highest priority to the restoration of historic buildings and to bringing derelict and underused historic buildings back into use, particularly buildings within a designated conservation area.

1–3 Castle Street & 22–24 Waterloo Street

Prior to refurbishment

After refurbishment

Walled City Partnership

The Walled City Partnership (WCP) Limited, initiated by Foyle Civic Trust and comprising Foyle Civic Trust, Derry City Council, the City Centre Initiative along with advisors from the Planning Service, North West Development Office and Northern Ireland Housing Executive, was formed in July 2002 with a common purpose of preserving and enhancing the architectural and historic character of Derry while promoting socio-economic growth both within and around the historic City Walls.

The partnership is responsible for implementing and administering the Walled City Townscape Heritage Initiative, supported by the Heritage Lottery Fund. The initiative is aimed at the repair, restoration and regeneration of the built environment within the historic core of Derry and returning to use the upper floors of buildings which are currently vacant or underused.

Walled City Partnership
Townscape Heritage Initiative Grant

The THI grant programme is available to owners of key properties identified for high-quality repair, restoration and refurbishment within the THI area currently identified as:

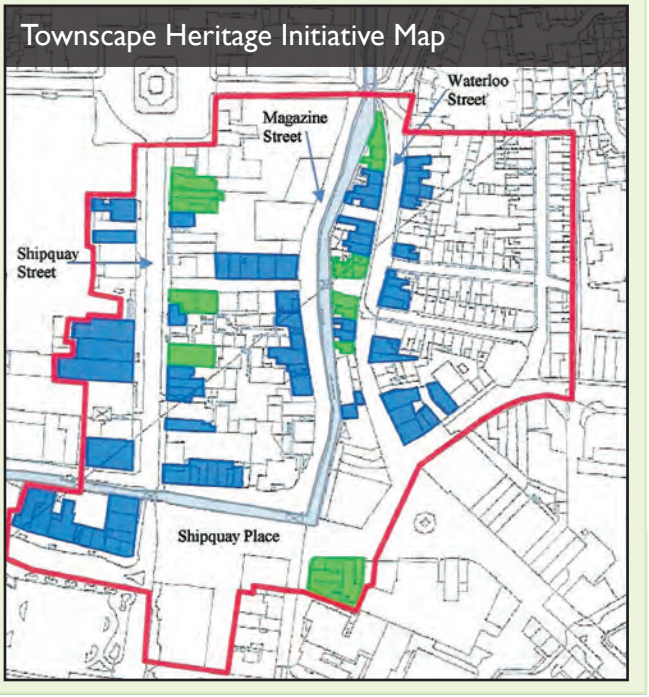
- Waterloo Place
- Shipquay Place
- Shipquay Street
- Waterloo Street
- Castle Street
- Magazine Street

KEY

Completed Phase 1

Considered Phase 2

THI Boundary



Past funding for these grants was provided by the Heritage Lottery Fund, the level of grant award dependent on the nature of proposed works and the increased value of the property on completion.

20 Shipquay Street

Prior to refurbishment

After refurbishment

Partnership Funding

In addition to the THI Grant, projects may also be eligible for grant assistance under the:

1. DSD Urban Development Grant (applicable only to Belfast and Derry urban areas)
2. Planning Service Conservation Area Grant
3. NI Housing Executive scheme entitled Living Over the Shop (LOTS)
4. NI Environment Agency Listed Building Grant.

The purpose of the initiative is not only to enhance the visual appearance of the environment but to improve the physical, economic and social conditions of this part of the Walled City Conservation Area.

Our final goal is that the city may succeed as a retail, cultural and residential area, with an emphasis on a vibrant, mixed-use economy, providing a safe and attractive environment in which to work and live, injecting a pride of place while supporting independent shops and small businesses with unique identities and styles.

8 Waterloo Street

Prior to refurbishment

After refurbishment

Phase 1 Scheme

The Phase 1 Scheme, commenced in 2003, is at present nearing completion. Upon completion, a total of seventeen properties within the THI area will have been renovated and restored, the most prominent being the Northern Counties Hotel in Waterloo Place, which was completed during March 2009.

Northern Counties Building

Prior to refurbishment

After refurbishment

The Phase 1 THI attracted a Heritage Lottery Fund Grant of £1,000,000. However, when partnership funding in the form of the DSD Urban Development Grant, Planning Service Conservation Area Grant, NIHE Living Over The Shop Grant and NIEA Historic Building Grant is taken into account, the total funding is in excess of £2,250,000.

It is anticipated that with the property owners' contribution to the scheme, the overall value will exceed £5,000,000 upon completion, representing a fivefold increase in the original lottery funding.

Phase 2 Scheme

The Walled City Partnership currently has a Stage 1 pass for a further Heritage Lottery Fund THI Grant in the sum of £1,669,000.

At present, over forty properties are being considered for inclusion within the scheme, the criteria for selection based upon:

- Heritage Merit (architectural townscape character)
- Heritage Need
- Economic Use
- Owner Interest
- Occupancy

Allowing for the Heritage Lottery Fund approval process, it is anticipated that the Phase 2 THI works will commence during 2010 and run for a five-year period.

It is the Walled City Partnership's goal to once again realise the fivefold increase in HLF funding as achieved in the Phase 1 scheme.

CASE STUDY 1

1–3 CASTLE GATE & 22–24 WATERLOO STREET

Property Description

A prominent three-storey corner property located adjacent to the City Walls at Castle Gate, originally designed as a boot workshop and warehouse by Patrick Elliot in 1907.

The property comprises a redbrick façade with render finish at ground-floor level. Decorative pilasters and mouldings frame the shop fronts along with the first-floor windows. Natural slate roof behind decorative parapet detail.

Prior to refurbishment, inappropriate shop frontage and unsightly external shuttering arrangements detracted from the overall architectural quality of the properties.

1–3 Castle Gate

Prior to refurbishment

After refurbishment

Description of Works

Refurbishment and repair of external fabric to comprise:

- Roofing repairs
- Re-pointing
- Window repair and replacement
- Renewal of parapet gutter
- Reinstatement of architectural detail including shop fronts
- Removal of external shutters.

22–24 Waterloo Street

Prior to refurbishment

After refurbishment

Funding Details

Heritage Lottery Fund – Townscape Heritage Initiative	£139,777.93
DoE Conservation Area Grant	£62,116.00
Owner Contribution	£65,974.67
Total Project Funding	**£267,868.60**

Project Completion Date: August 2006

Occupancy upon Completion

3 No. Retail Units	100% occupied
2 No. Office Suites	100% occupied
1 No. Apartment	100% occupied

CASE STUDY 2

NORTHERN COUNTIES BUILDING

Property Description

The Northern Counties Building, designed by Albert Foreman and built circa 1899, is a prominent Listed Building within the Historic City Conservation Area. Erected as a purpose-built commercial hotel and continued as such until the 1960s.

The property comprises a symmetrical redbrick block with high-end gables having an extravagant five-bay arcade between. The central arcade is deeply recessed to allow balconies at second-floor level.

A smaller return wing fronts onto Custom House Street and has a single-bay arcade between the high-end gables.

Prior to refurbishment, the property was in an extremely poor state of repair, internally and externally.

Northern Counties Building

Prior to refurbishment

After refurbishment

Description of Works

Refurbishment and repair of external fabric to comprise:

- Clean repair and re-point brickwork
- External render repairs
- Reinstatement and repair of architectural detail including shop fronts
- Re-roofing to include renewal of slate and lead work along with repairs to timber structure.
- Repair and replacement of windows.

Internal refurbishment and re-ordering to comprise:

- Provision of new staircase within existing courtyard
- Rationalisation of layout to comply with current fire regulations
- Repair and replacement of floors and partitions
- Repair and restoration of internal detail including cornice and ceiling-rose details.
- Reinstatement of architectural joinery detail including panelling, doors, architraves and skirting.

Northern Counties Building

Prior to refurbishment

After refurbishment

Funding Details

Heritage Lottery Fund – Townscape Heritage Initiative	£314,000.00
DSD Urban Development Grant	£600,000.00
NIEA Historic Building Grant	£148,500.00
Owner Contribution (Estimated)	£1,562,900.00
Total Project Funding	**£2,625,400.00**

Project Completion Date: March 2009

Occupancy upon Completion

5 No. Retail Units	100% occupied
Office Suites at Upper-Floor Levels	100% occupied

CASE STUDY 3

20 SHIPQUAY STREET

Property Description:

A former Bank of Ireland, designed by Sandham Symes of Dublin and constructed in 1870; the building is currently listed grade B1.

The property is a three-storey, sandstone-faced palazzo-style block comprising a console-bracketed cornice and segmental aedicule to the first floor.

The ground-floor front façade was modified in the 1980s to facilitate multiple usages and to provide disabled access. The reversal of this work was considered, however, due to current fire-safety regulations in relation to the occupation of the upper floors, not feasible.

20 Shipquay Street

Prior to refurbishment

After refurbishment

Description of Works

Refurbishment and repair of external fabric to comprise:

- Stone repairs
- Re-roofing
- Sash-window refurbishment
- Reinstatement of chimneys
- Renewal of parapet gutters.

Removal of inappropriate ground-floor shop fronts and provision of fully glazed infill panels.

20 Shipquay Street

Existing moulding detail.

Restored moulding detail (new pineapple detail and acanthus leaf repair).

Funding Details

Heritage Lottery Fund – Townscape Heritage Initiative	£65,715.93
DoE Conservation Area Grant	£39,480.32
NIEA Historic Building Grant	£28,565.00
Owner Contribution (Estimated)	£66,612.24
Total Project Funding	**£200,373.49**

Project Completion Date: Practical completion issued 26 June 2008

Occupancy upon Completion

1 No. Ground-Floor Retail Unit	100% occupied
1 No. First-Floor Retail Unit	100% occupied
1 No. Second-Floor Retail Unit	100% occupied

CASE STUDY 4

6–8 WATERLOO STREET

Property Description

Adjoining three-storey terrace properties, constructed circa 1910, located immediately adjacent to the City Walls.

These well-proportioned three-storey properties comprise a redbrick façade with one-over-one sliding-sash windows and a decorative yellow-brick band.

A continuous string exists at first- and second-floor cill levels and a continuous hood moulding is located above the first-floor windows.

Prior to refurbishment, inappropriate shop frontage and unsightly external shuttering arrangements detracted from the overall architectural quality of the properties.

6 Waterloo Street

Prior to refurbishment

After refurbishment

Description of Works

Refurbishment and repair of external fabric to comprise:

- Re-pointing
- Window repair and refurbishment
- Reinstatement of architectural detail including shop fronts
- Removal of external shutters
- Returning upper floors to use.

8 Waterloo Street

Prior to refurbishment

After refurbishment

Funding Details

Heritage Lottery Fund – Townscape Heritage Initiative	£80,094.94
DoE Conservation Area Grant	£23,307.00
NIHE – LOTS & HMO Grant	£40,557.21
Owner Contribution (Estimated)	£109,000.36
Total Project Funding	**£252,959.51**

Project Completion Date: September 2007

Occupancy upon Completion

2 No. Ground-Floor Retail Units	100% occupied
5 No. Upper-Floor Apartments	100% occupied

CASE STUDY 5

2 CASTLE STREET & 14 SHIPQUAY STREET

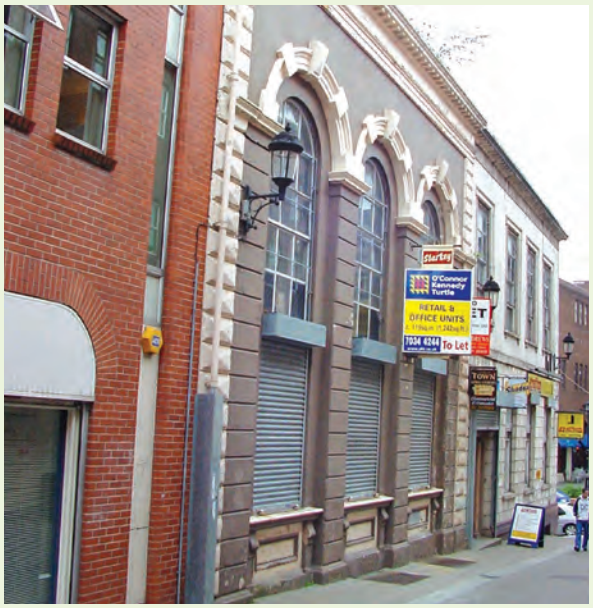
Property Description

Constructed in 1825, the Castle Street property was designed for use as a public library and reading rooms, paid for by private subscription. The building is currently listed grade B2.

Originally constructed with sandstone façades and a pitched natural slate roof, the property was badly bomb-damaged in the 1970s and 1980s and subsequently repaired with render-finished façades and an artificial slate roof.

Prior to refurbishment, the property was in an extremely poor state of repair with serious water-ingress problems at parapet level. Approximately 50% of the property was vacant.

2 Castle Street



Prior to refurbishment

After refurbishment

Description of Works

Internal re-ordering of property to accommodate:

- The creation of 6 No. apartments at upper-floor levels
- The creation of 3 No. shop units fronting onto Castle Street

Refurbishment and repair of external fabric to comprise:

- Removal of render coatings to Castle Street façade
- Re-roofing
- Window repair and refurbishment and replacement were applicable
- Removal of external shutters and alteration of openings onto Castle Street
- Provision of decorative grilles and railings

14 Shipquay Street

Prior to refurbishment

After refurbishment

Funding Details

Heritage Lottery Fund – Townscape Heritage Initiative	£54,572.51
DoE Conservation Area Grant	£18,123.04
DSD Urban Development Grant	£195,490.00
NIHE Living Over the Shop Grant	£30,000.00
Owner Contribution (Estimated)	£443,199.71
Total Project Funding	**£741,385.26**

Project Completion Date: September 2007

Occupancy upon Completion

Basement Restaurant – Shipquay Street	100% occupied
3 No. Retail Units – Castle Street	100% occupied
6 No. Upper-Floor Apartments	100% occupied
1 No. Upper-Floor Office Suite	100% occupied

CASE STUDY 6

34 WATERLOO STREET

Property Description

Two-bay, three-storey property abutting the City Walls at the lower end of Waterloo Street, constructed circa 1908.

This property marks the end of the three-storey terrace at the lower end of Waterloo Street. A continuous cill exists at first- and second-floor levels and a continuous hood moulding is located above the first-floor windows.

Prior to refurbishment, the upper-floor windows had been boarded over and the brickwork front façade had been painted over. The existing shop front was inappropriate, considering its location within a conservation area.

34 Waterloo Street

Prior to refurbishment

After refurbishment

Description of Works

Refurbishment and repair of external fabric to comprise:

- Removal of paint from brickwork
- Removal of inappropriate shop front and external shutters
- Provision of new shop front including internal lattice shutters
- Expose and refurbish sliding-sash windows
- Returning the upper floors to use, including the introduction of separate access.

34 Waterloo Street

Prior to refurbishment

After refurbishment

Funding Details

Heritage Lottery Fund – Townscape Heritage Initiative	£36,087.75
DoE Conservation Area Grant	£8,548.46
NIHE Living Over the Shop Grant	£20,853.60
Owner Contribution (Estimated)	£58,121.72
Total Project Funding	**£123,611.53**

Project Completion Date: May 2008

Occupancy upon Completion

1 No. Ground-Floor Retail Unit	100% occupied
1 No. Upper-Floor Residential Unit	100% occupied

DERRY 1950–2009: BUILDINGS LOST, BUILDINGS RENEWED

Colm Cavanagh

This is a reprint of two articles in the *Derry Journal* of May 2005, with additional material and photographs.

Buildings Lost Since 1950

Change is inevitable. And change is mostly good. Life for most people is much better than it was for our ancestors in the eighteenth, nineteenth or even the twentieth century.

Cities grow all the time. Indeed, most people in the whole world now live in cities. So cities are definitely going to get bigger. If Derry doubles its population this century again (as it has each century since the 1600s), this city will have 200,000 people by 2100. Where will they live? Where will they work? Where will they go to school? Where will they play? Do we just keep extending the edges of our city until we join Limavady and Strabane? (We are already approaching Muff and Bridgend.) If we knock down some existing buildings to build new ones, or taller ones, which of our existing buildings are we prepared to lose? Which are we determined to keep?

The original form of this article was written as a response to a 2004 *Derry Journal* editorial lamenting the losses in our built heritage. And it is true, this does happen in cities – a casualty of competing interests. We have certainly lost some fine Derry buildings. But we have also saved and found good, new uses for a lot of our old buildings. Maybe we should also be conscious of the buildings we have saved, as well as those we have lost.

First, let's look at fine buildings we have lost since 1950. Then we will look at older buildings that have found new uses and survived to embellish the city and to connect us to historical roots.

The Star Factory prior to restoration.

'Legitimate Destruction'

The traditional date for the founding of Derry is ad 546, almost 1,500 years ago – although there was certainly some significant use of the city's site even before then. (Who was the 'Calgach' whose name was attached to the city for centuries?) But the oldest surviving built structures in the city are many centuries younger than those original monastery buildings.

Our city's two oldest surviving structures are:

1) The lone remaining section of the enclosure wall of the original c1500 Tower House built by the O'Dohertys (and now hidden behind its modern cousin, the Tower Museum, built in the 1980s to the plan of the Inner City Trust)

2) The ruin of St Brecan's Church in St Columb's Park, built approx 1585, more than 1,000 years after the original monastery buildings

These two simple remnants appear to be the only structures surviving from before the seventeenth-century Plantation and our City Walls (1614–18).

St Brecan's ruins.

When Derry's Walls were built, there were approximately forty towns and cities in Ireland with defensive walls. Derry's precious Walls are the only ones to survive intact. The fate of those other thirty-nine dismantled city walls show how much of the past gets swallowed up when it ceases to have a 'use' or importance. So what happened all the old buildings and ruins that were here before Derry's Walls were built? It's a familiar story: the seventeenth-century stonemasons used the stones of the previous buildings to build the City Walls that we still see today!

'Through this act of what must have seemed legitimate destruction, [Sir Henry Docwra] became both the founder of modern Derry and the eradicator of its past. Of the Gaelic community and medieval city, nothing now remains.'

(Professor Alistair Rowan)

So ancient and medieval Derry is now strung like a necklace, to use Paddy Doherty's lovely phrase, around the later seventeenth-century city. There is a faint tradition that the pink stones in the City Walls at Butcher Gate are from the Dominican friary (founded 1247) that once stood nearby. There seems to be no proof of this; but it is a pleasing legend which may take those stones back a further 350 years to the medieval society before the Walls.

'Frozen Music'

Goethe once described architecture as 'frozen music'. And there is music we find attractive and music we find discordant; tunes we want to remember – and tunes that we don't mind forgetting. Just in the same way, there are buildings that we want to keep and buildings we wouldn't be fussed about losing.

An exceptionally fine building or terrace or city square can be a masterpiece. It just lifts your heart to see the perfection of it.

If only Clarendon Street had been completed in a uniform late-Georgian style. If only Crawford Square had been completed in the three-storey scale and style it was started in the 1850s. If only we could still see the large stepped-stone graving dock that lies under the modern Sainsbury's car park. Someday, that dry dock will surely be uncovered again and demonstrated as a fine feature of Derry's nineteenth- and twentieth-century maritime history along the Strand Road.

Graving Dock, the former Dry Dock, now filled in.

(And by the way, it is called the 'Strand' Road because that was where the sandy strand used to lie along the riverbank.)

For reasons of history rather than design, if only we still had St Columb's monastery, the Dubh Regles (the Black Church), or the later Teampall Mór (the Great Church). But history has wiped them away. If only history had preserved on our modern city's skyline the 1,000-year-old round tower that gave its name to the Long Tower neighbourhood. The stump of it survived many centuries and appeared in seventeenth-century maps. But now it has disappeared completely.

More recent buildings are also gone, such as the original stone houses built by the London Companies within the Walls in the early 1600s. If only we had even one left, a unique historical relic. But the needs of the following generations took priority over the use of the city-centre land. (If you want to see an original seventeenth-century brick oven from one of those little houses, then visit the Council stores. Any suggestion as to where it could be re-instated?)

The handsome nineteenth-century Gothic-style Londonderry Model School was replaced by the plainer but presumably much better space and facilities of the familiar twentieth-century redbrick building, leaving only the five old carved-stone gateposts still standing faithfully at the entrance from Northland Road.

So why do we miss all these buildings that have gone? Is it just nostalgia? Just dislike of change? Is 'old' nicer than 'new'? Why do we care about style and design? Are they important? Well, here's how Tom Dyckhoff of *The Guardian* talked about architecture:

'Architecture doesn't really matter, of course. I mean, not in the way that life and death, NHS waiting lists, global warming and Middle East politics matter. It won't kill you, feed you, make the 8.23 from Sutton Coldfield run on time. Mind you, neither will Mozart, reading a book, or Britney Spears on Top of the Pops. That's not the point.

It's not here to pay bills, solve world peace and make your life more efficient. It's here to give your life oomph. That's what architecture should do, whether it's Tate Modern or the shed in your back garden. It should make you swoon, gasp, double take, go 'cor, bloody hell'. If it doesn't, life just becomes that little bit more dreary. Architecture Week should help you sort the oomph from the eeuugh.'

Derry's Guildhall is one of the few buildings in the city that occupies a whole city block of its own. (When the City Hotel was bombed and demolished, we suddenly had a full view of the fine Whittaker Street façade of the building for the first time and some people called for this view to be kept open permanently. Take a good look at this now before it disappears from view again when the old City Hotel site is built up again.)

And it's not only the bricks. As architect Mary Kerrigan rightly points out, the space that surrounds a building, or lies between buildings, can be vital for the appearance of a city, the beauty of a city and the 'feel', the pleasantness, of living in that city.

The American town architect and town planner Andres Duany (co-author of *Suburban Nation: The Rise of Sprawl and the Decline of the American Dream*) considers public spaces to be one of the most important building blocks of a community. Parks and playgrounds are 'where you meet your neighbour, where bonds can be formed'.

Remember the objections when UU Magee tarmacked over the lower level of its front lawn to create its present car park? Or what about our main city square, the former market place, the Diamond? The openness of the Diamond is now such an accepted part of our city centre that there would be an outcry if a town hall or art college were to be rebuilt where these formerly stood on the site of the present War Memorial!

Redevelopment

Many individual buildings have, in the last half-century, disappeared forever. More important, some would say, is the disappearance of whole neighbourhoods in the large-scale redevelopment that took place in the 1970s and '80s: virtually the whole Bogside, Brandywell, Fountain, Long Tower, Bishop Street Without, Foyle Road and Waterside Triangle neighbourhoods were demolished to provide modern housing for the residents.

Look at the photographs in John Bryson's book *The Streets of Derry* and you realise how the whole scale and appearance of those neighbourhoods have changed. Scarcely a house of the old type survived that major redevelopment of the 1970s and '80s: only one side of Duke Street, one redbrick terrace of Fountain Street, a fragment of Bridge Street and the upper part of Ferguson Street remain. Yet the city of Birmingham has actually re-opened for tourists a row of its old 'two-up, two-down' terrace houses, carefully, and no doubt expensively, restored by the Birmingham Conservation Trust and the National Trust.

In addition to these whole neighbourhoods of ordinary homes, here are lists of some of the significant larger individual buildings Derry has lost in recent years. This list is not complete. I have made great use of the reference works referred to below and readers will add more buildings.

Readers will want to view the Buildings Database of the NI Environment Agency:
http://www.ni-environment.gov.uk/other-index/content-databases/content-databases-build.htm and also the eighth *Built Heritage at Risk Northern Ireland* (BHARNI) catalogue, launched on 19 February 2009 in Crumlin Road Jail by Environment Minister Sammy Wilson. The catalogue, which is a joint project between Northern Ireland Environment Agency (NIEA) and the Ulster Architectural Herit-

age Society (UAHS), identifies historic buildings throughout Northern Ireland in need of restoration: http://www.ni-environment.gov.uk/built/risk.htm

Listed Buildings Lost:

- **Tillie & Henderson Factory** (1856): greatly extended 1878; unauthorised demolition in January 2003 following extensive vandalism
- **Old Strand Bar** façade & late Edwardian interior: collapsed during the upgrading of the premises

Some Significant Buildings Destroyed by the Troubles:

- **Walker's Monument** (1826): bombed in 1973; the statue is now at ground level nearby in Society Street
- **Gwynn's Institute**, Brooke Park (1840): bombed; this also wiped out some irreplaceable books in the city's local-history library
- **Ulster Bank**, Waterloo Place, (1858): bombed and replaced with a modern (much-despised) building; could have been saved
- **YMCA**, East Wall (1867): damaged in civil violence; now replaced by the Millennium Forum site (the building's carved-stone heads of Reformation leaders Luther, Calvin, Cranmer and Knox are pre served at the new YMCA, Drumahoe)
- **Melville Hotel**, Foyle Street (1870): burnt down accidentally; now the site of Debenhams Store
- **Londonderry Academical Institution**, Academy Road (1870): burnt when derelict; now site of Foyleville Old People's Home
- **Ardowen Hotel**, Northland Road/Crawford Square (1873): bombed; now site of Conár's Court apartments
- **City Hotel** (1888): bombed; site still vacant
- **Iriscots Warehouse**, Simpson's Brae (1897): bombed; site vacant; warehouse in Distillery Brae
- **Hills Shop**, Strand Road: bombed; now site of the Strand Foyer
- **Christ Church School**, Windsor Terrace: burnt, though much altered

Some Individual Buildings Redeveloped out of Existence:

- **Derry Jail** (1791 & 1826): demolished to build the new Fountain Estate; one jail tower remains.
- **The City & County Hospital** (1810), latterly The Foyle Hospital, Infirmary Road; now rebuilt as residential accommodation; the original hospital formed a pleasing vista at top of Clarendon Street
- **Women's Penitentiary**, Hawkin Street (1828): demolished and replaced by residential accommodation
- **Londonderry Asylum** (1828): site now divided among Strand PSNI Station, North West Regional College (NWRC), and Crown Buildings; the perimeter wall of the old Asylum is still largely intact and incorporated into Clarendon Street Conservation Area
- **Terrace of five Houses** on Church Wall at Bishop's Gate (pre-1835): vandalised and demolished
- **Burns & Laird Shipping Office**, Prince's Quay (1850): part of site of current Orchard House
- **Black Bear Factory**, former coachworks, Clarendon Street (1860): now rebuilt as apartments
- **Dill House** (1865) and WWII Bunker (1940s), UU Magee: new classroom block
- **GNR Railway Station**, Foyle Road (1899): now a Foyle Road (surface) car park
- **Ivy House** (Captain Coppin's House), Strand Road: now part of site of Quayside Shopping Centre; see booklet by Annesley Malley and Mary McLaughlin
- **Thompson's Mill**, Queen's Quay: site of present City Hotel (and is remembered in that hotel's restaurant 'Thompsons on the River')

- **Caw House**, Limavady Road: now residential neighbourhood (Bridgewater, Bayswater, etc, area)
- **Lough Swilly Railway Station**, Strand Road/Buncrana Road corner: now retail shops
- **Claremont House**, Northland Road: demolished and replaced by housing
- **The Rectory**, Limavady Road: the attached land became a rugby pitch in the 1950s (Rectory Field), now the home of Oakgrove Integrated Primary School and Glendermott Cricket Club; the Rectory itself was demolished (in the 1960s) and for several years, Londonderry City Council offices and meetings were located there after the bombing of the Guildhall
- **Strand House**, Queen Street/Asylum Road: now apartments/sheltered accommodation
- **Most of Foyle Street**, south of Orchard Street (including some fine commercial buildings, such as Brown's Foundry, whose name is still seen on local manhole covers): site of Foyleside Shopping Centre and car parks
- All of the **Foyle Street/Orchard Street/Bridge Street** block: now Foyleside Shopping Centre
- The whole **west side of Duke Street**: replaced by dual carriageway
- **Richmond Street/Linenhall Street/Ferryquay Street** block: now Richmond Shopping Centre

Significant Buildings Destroyed by Vandals:

- **Boom Hall** (1770): now a ruin beside Foyle Bridge; **Tillie and Henderson factory** at Craigavon Bridge/Foyle Road, damaged by some 35 arson attacks and then demolished.

Clearly, not all of these buildings had to be lost. But for some, the land was needed for a new purpose, the growth of UU Magee, for example, whereas others fell victim to our violent politics. Some buildings, however, simply could not find a suitable new purpose and lost their opportunity to survive. This need for a use is crucial: it means that someone will find the need (energy and money) to provide the vital maintenance.

Buildings Renewed Since 1950: Old Buildings With a New Lease of Life

Now let's look at some of the buildings that have found a new lease of life – because they have a new use. There are more of them than many people realise!

We criticise ourselves a lot for the destruction of our city. Since 1970, many public and commercial buildings have been bombed or burned. Huge redevelopment has also demolished large areas of the old inner-city residential neighbourhoods of the Bogside, Brandywell, Fountain, Long Tower, Waterside Triangle, Bishop Street Without and Foyle Road, and in the commercial areas now occupied by the Richmond Shopping Centre and Foyleside Shopping Centre. There was little public complaint at the time. Housing conditions had been appalling. The economy of the city was on its knees. So government was applauded when it signed the necessary cheques for new housing and new city-centre retail centres.

(So feeble was the city's economy in the early 1980s that government helped kick-start it by paying some £11 million to build the Richmond Centre – and when the government offered it for sale a few years later, the best price they could get was approx £8 million from a large institutional fund!)

But the recent public outcry and media debate focus on the deliberate demolition of unique buildings to be replaced by less special buildings.

1950s–1990s Trends:

In addition to the population growth following World War II, six particular social and economic trends in the later twentieth century impacted on our city's buildings: transport change; exodus of residents

from the city centre; population movement; globalisation of manufacturing; relocation of the harbour; and growth of the North West Regional College and UU Magee.

1) In the 1950s and '60s, three of our four railways closed because they were losing money as people preferred buses and cars, and freight moved to lorries. Railways were then not owned by government. Three empty railway stations were left behind: the County Donegal Railway Station, Victoria Road, and the Lough Swilly (Pennyburn and Strand Road) stations saw their last trains in the 1950s; the Great Northern Railway (GNR), Foyle Street closed down c1965. In addition, the city had to start coping seriously with the growth in car and lorry traffic.

2) On 22 November 1968, the government abolished the old Londonderry Corporation and appointed the Londonderry Development Commission with a £112 million budget and a five-year remit to develop the city generally. When the Development Commission closed in 1973, it had provided almost 4,000 new houses. From 1973 to 1998, the new Northern Ireland Housing Executive added 7,000 more new houses. These 11,000 new homes, mostly built around the perimeter of the city, obviously drew city-centre residents out to the new estates such as Shantallow, Tullyally, Carnhill, New Buildings, Galliagh, Currynierin, Gobnascale, Nelson Drive and so on. At the same time, private housing was also opening up other Greenfield areas such as Kilfennan, Culmore, Victoria Road, Buncrana Road, Altnagelvin, Culmore Road, etc.

The impact on the old city centre combined the 'push' of the city-centre Troubles with the 'pull' of the new edge-of-town houses. Residential use of the older, mixed-use areas collapsed a continuing factor in the emptiness – and loneliness – of our city centre at night. And the current 'Derry Area Plan 201' housing zoning of 6,500 new houses on the Buncrana Road area and northwards will certainly continue to nudge the city's centre of gravity in that direction over the coming years.

3) From the very early 1970s, with the eruption of the Troubles, over 14,000 people in our city moved homes. Some 13,000 unionists/Protestants moved from the west bank of the city to the Waterside or elsewhere, leaving behind Protestant churches with declining congregations, and Protestant schools with declining pupil numbers – a grievous indictment of our city's inability to live as one community. (According to UU researcher Dr M Poole, by 1996 Derry was one of the five most residentially segregated of Northern Ireland's thirty-nine largest towns and cities. According to our own 'City Vision 2000–05', 70% of Derry residents now live in segregated areas.)

This movement also saw a noticeable increase in businesses relocating to the Waterside, for example, converting residential houses to commercial/business use in Spencer Road, Clooney Terrace and Limavady Road.

4) From the 1980s onwards to the present day, the almost total decline of European clothing manufacture left over a dozen empty shirt factories in Derry's city centre. Fortunately, most of these actual buildings have survived. So we can still see the size and scale of that industry, which for 150 years formed the economic backbone of our city and provided livelihoods for tens of thousands of our people.

5) In 1993, the harbour moved downstream to deeper water. The Royal Navy and US Navy Communications bases had already closed. The NATO anti-submarine training school had ceased. The vitally important decision to move the harbour downstream had been under consideration since the 1960s. It allowed the harbour to survive and grow at Lisahally, whereas in the city centre, it was already dying.

And it wasn't only that many hundreds of jobs disappeared. Dockers alone declined in number from about 600 workers to a couple of dozen highly mechanised posts. And the relocation also left redundant warehouses and wharves for nearly two miles through our city centre.

It is easy, with hindsight, to be critical of the decisions to demolish every one of the old wooden warehouses and the warren of ramshackle buildings, and to use the space to free up the movement of cars, buses and lorries. But demolished they were, so that, after at least 1,300 years of recorded history of our port, there now seem to be only two maritime buildings left from the old city-centre port: Gillilands' stone-built grain mill (1846), now expertly extended and converted to living accommodation as Rock Mills, and the Harbour Commissioners' fine office (1882), now the City Council's Harbour Museum.

Former Harbour Offices, now Harbour Museum.

6) Finally, the steady growth of NWRC and of UU Magee has increased the number of student flats and student houses in Rosemount and the Strand Road area and a corresponding movement away of local family owner-occupiers. The original building (NWRC) of 1907 has been very well restored.

Ownership?

As a community, we have mixed views about our city and its buildings, our streets and squares. The 2004 *The Walled City and the Public Realm* report, commissioned by the City Council and NI Tourist Board, talks about the importance of these public spaces. Local architect Mary Kerrigan has highlighted this issue for several years. However, Brian Lacey, historian of the city, said that he found Derry people identified with the *community*, rather than the actual *fabric* of the city.

On top of this, there has been the feeling of exclusion. If you feel you weren't, or aren't, welcome in a particular building or neighbourhood, then it is not a priority to stand back and admire the design or the type of brickwork that may house a threat! (Remember those 14,000-plus citizens who moved house in the last thirty-five years.)

However, years of education work by the authoritative Joe Tracey, by the Foyle Civic Trust, and by Roy Hamilton and the North West Archaeological & Historical Society are now bearing fruit. Local newspapers, radio and TV spend more time talking about architectural quality, urban design and our built heritage.

The felling of mature trees by UU Magee at Rock Road was publicly criticised – even though a greater number was also being planted. In 2004, the beauty and appropriateness of the modern extension to the Northland Road elevation of 48 Clarendon Street was publicly questioned. Was it right to locate this modern design in the Clarendon Street Conservation Area? A Planning Officer was moved to write to the press and stand firmly over the decision of the Planning Service with tongue in cheek!

The following year, 2005, a new mock-Georgian house was built on Northland Road, and on the Francis Street scale rather than the Clarendon Street scale, immediately beside that modern extension. These three buildings encapsulate the whole debate on the proper role and control of design, detail and architecture. Should architects use only contemporary design? Should new buildings 'match' what is already there? There will be no early agreement on the answers to these questions.

Often, the actual quality of new architecture is questioned. So it was good to hear on 4 April 2005 Government proposals to insist on high-quality design for any new buildings that receive financial assistance from the government of Northern Ireland.

Economics

Is preserving old buildings just nostalgia? Do they not get in the way of progress? Certainly not, says US lecturer and consultant Donovan Rypkema, author of *The Economics of Historic Preservation: A Community Leader's Guide*, and lecturer in the Economics of Historic Preservation at the University of Pennsylvania. The very opposite is the case, he says: a quality environment strengthens the economy.

'For the twenty-first century, only the foolish community will make the choice between historic preservation and economic development. The wise community will effectively utilise its historic built environment to meet the economic, social and cultural needs of its citizens well into the future.'

In this growth in the appreciation and preservation of what is unique to Derry's built heritage, major tribute must be paid to the City Council, whose former officer Kevin McCaul pro-actively encouraged the creation of the Foyle Civic Trust. The City Council itself played a vital role in funding the non-profit work of the Inner City Trust, chaired by local architect Michael McCafferty and advised by local architect Charles Hegarty, which began to rebuild the old walled city during the violence of the 1980s when no private business would face the financial risk of putting one brick on top of another. The council also lent the derelict Old Foyle College building at Lawrence Hill to Derry Youth and Community Workshop, thus providing for posterity the oldest building in the whole University of Ulster.

Likewise, the Londonderry (now the North West) Development Office has also invested over £130 million of public money to make financially viable private-sector regeneration and refurbishment work. Spencer Road provides a good current example, where the former terrace of shops and library made way in 2007 for the major and much-admired new health centre supported by that NW Development Office, of the Department of Social Development. Just yards away, ten years ago the Development Office gave a financial grant together with finance from the International Fund for Ireland to the Waterside Development Trust to demilitarise and refurbish Gortfoyle House, 104–108 Spencer Road, the former police station.

Some buildings are saved because they are beautiful, some just because they are old. The tower of the windmill from the 1600s survives in the grounds of Lumen Christi College, Bishop Street. But you would have some difficulty getting planning approval to build it now in its present condition and location!

Almost everything inside the City Walls will be preserved together with all the former private residences at Clarendon Street, Great James Street, and Queen Street, now converted to business use. Doctors' and dentists' surgeries, which had congregated in Pump Street in the 1800s, mostly migrated to the Clarendon Street area in the 1900s. But it's not always so easy to find a suitable new use for an existing building.

In any case, an up-to-date guide to the city's buildings is certainly needed. I hope that Foyle Civic Trust succeeds in its wish to secure funding to publish a modern, street-by-street gazetteer of the city's buildings and architecture. Or even, in the meantime, that the Ulster Architectural Heritage Society might reprint its ground-breaking 1970 booklet on the *Buildings of the City of Derry*, largely written by Joe Tracey, editor of this *Review*.

So we as a community are more aware of the importance and quality of our old city buildings. The Development Office's 2003 *Urban Design Strategy: The Heart of the City Derry-Londonderry* and City

Council's 2004 report on *The Walled City and the Public Realm* lay down guidelines and visions for our city's future.

Now let us look at some of the many old buildings the city has actually saved, because they could serve a viable new use:

Buildings Saved (by finding a new use):

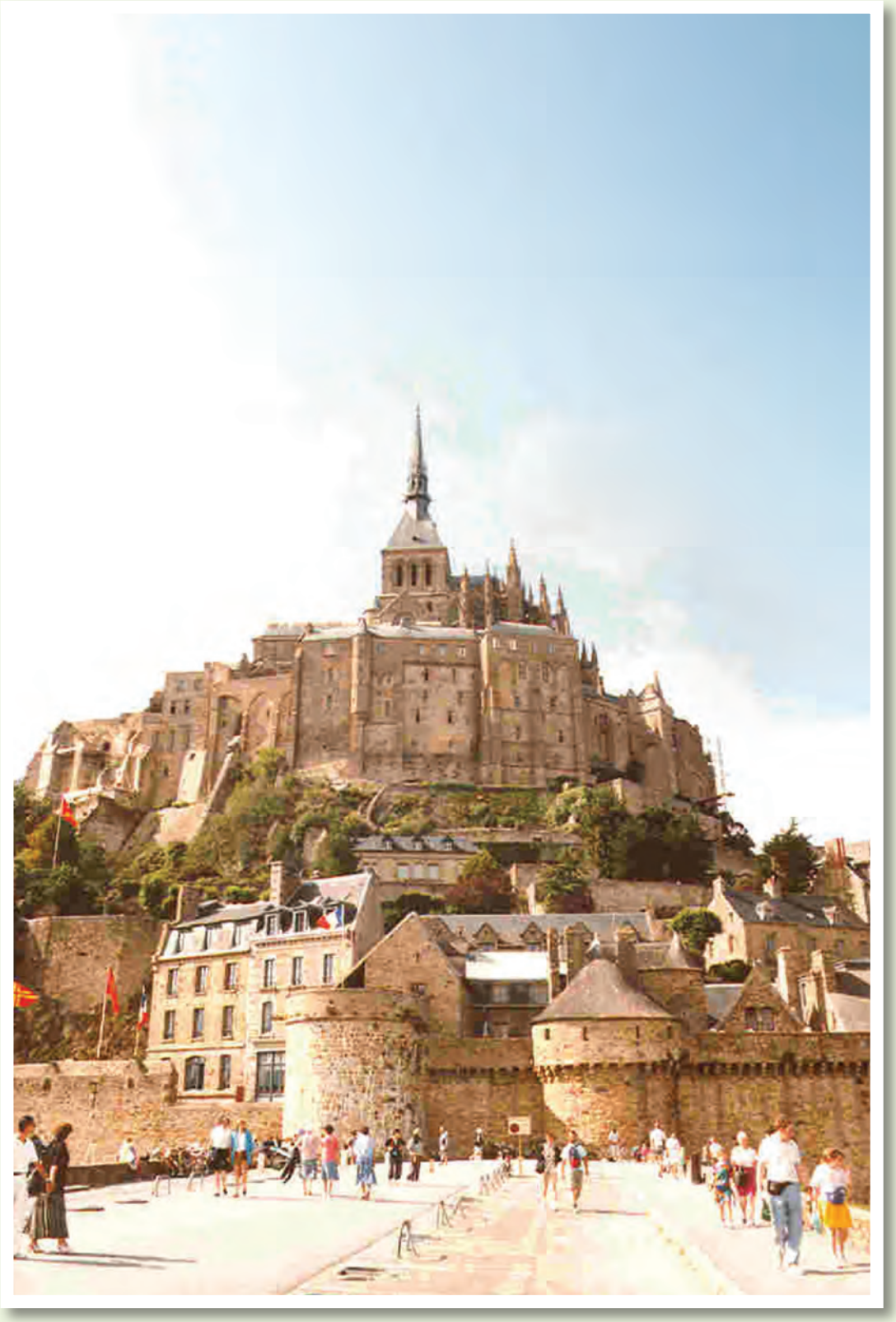
- **No. 33 Shipquay Street** (1741): now Downey's Pub at basement level, with various shops and offices above; ('the finest remaining eighteenth-century block in the city', it was the Customs Offices at the end of the 1700s; Derry's oldest commercial building? Or would the cellars of the River Inn Bar across the street claim this title?)
- **Bishop's Palace**, Bishop Street (1753): now the Masonic hall
- **Chamber of Commerce House**, St Columb's Court (1768): now the office of Londonderry Chamber of Commerce; for years this building served as the office of The Honourable the Irish Society
- **Nos. 6 & 8 Shipquay Street** (c1770): now offices
- **Derry Jail Tower** (1791): this sole fragment, housing a small museum, is all that remains of the large jail building demolished in 1971
- **Nos. 18, 19 and 20 Lower Magazine Street** (c1800): private houses now refurbished as apartments and offices by N&W Housing Association
- **Old Foyle College**, Lawrence Hill (1814): now the splendid UU Creative Arts Centre; the derelict premises were bought by Londonderry City Council and were used for a period by NWRC; the car park replaced the front lawn; then, c1980, renting the premises 'for one shilling per year, if requested' from City Council under Mayor Ivor Canavan, Derry Youth & Community Workshop began the refurbishment
- **No. 2 Castle Street** (1825): now handsomely refurbished by the Townscape Heritage Initiative
- **Lyttle's Factory**, Distillery Brae (1828?): now shops, etc (Originally a Watts Distillery warehouse); the interior consists of magnificent barrel vaulting in brickwork
- **Belmont House**, Racecourse Road (pre-1835): originally a private residence; Belmont Park, Drive and Crescent were built in its grounds (its original entrance pillars are still at Belmont Drive, Culmore Road); now Belmont Special School
- **St Columb's House**, St Columb's Park (1835): now the Centre for Reconciliation
- **Riverview House**, Abercorn Road (1835): part of this house survived but was eventually demolished c1990
- **Ebrington Barracks**, Limavady Road (laid out in 1839): ILEX Urban Regeneration Company is regenerating this twenty-nine-acre site including its listed buildings
- **Londonderry Union Workhouse**, Glendermott Road: became Waterside Hospital, was then refurbished in 1990s (retaining the dreaded thirteen steps where so many unfortunate paupers had entered) as Waterside Library & Museum and the offices of, appropriately, the National Society for the Prevention of Cruelty to Children
- **Gillilands' Mill**, Strand Road (1846): now Rock Mills apartments – superbly converted and extended by SHAC Housing Association (the city centre's only surviving commercial maritime building?); through the archway opposite Rock Road, you can see the original old stone building; the riverside gives a wider view; demolition on the northern side has currently revealed the northern gable
- **McCandless Factory**, Bishop Street (c1846): the façade has been retained and the interior recently entirely rebuilt; formerly the Imperial Hotel
- **No. 6 London Street** (pre-1850): the first building rescued by the Inner City Trust with the help of architect Charles Hegarty; 'It would have been cheaper to demolish and build new' – but Paddy Doherty here, as at the Shipquay Street houses in front of the Craft Village, retained all he could of the old fabric
- **No. 33 Great James Street** (c1850): originally a private house, now the McClea family's Beauty Salon and Gym

- **Belle Vue House**, Shepherd's Glen (1850): originally the home of the McDermott family and latterly for many years the Good Shepherd Convent; now being refurbished and extended as residential accommodation
- **'Duncreggan', Foyle & Londonderry College**, Duncreggan Road: formerly the residence of William Tillie, it is soon to be vacated by Foyle & Londonderry College; its long-term future appears to be as part of UU Magee
- **The Reformed Presbyterian Church**, Clarendon Street (1853): finely refurbished by local architects Loughrey Agnew; now the office of Unison Trade Union
- **The Probate Office**, Bishop Street (1861): now offices
- **No. 18 Queen Street** (1861): originally a private house; now Mooney & Scott Opticians
- **Sinclair's Shirt Factory**, Abercorn Road (1863): latterly Ben Sherman's shirt factory and now Fabric World shop occupies the ground floor; the upstairs is derelict
- **The City Factory**, Queen Street/Patrick Street (1863): now Singularity software company; NWRC; art gallery/café and Foyle Civic Trust
- The two sets of **cut arch stones from the old Gasworks**, Lecky Road (1866): preserved by Paddy Doherty and re-cut and re-erected by the Inner City Trust at both ends of the inner archway to the Craft Village (enter from Shipquay Street between James O'Doherty Estate Agents and Shipquay Stores, then pass under the old arch stones as you go straight towards the Boston Tea Party)
- **Welch Margetson Factory**, Hawkin Street (1872): now DSS offices (if you want to see the former Boardroom panelling, have a meal in Decks Restaurant, Campsie)
- **Primitive Wesleyan Chapel**, Horace Street (pre-1873): now St John Ambulance
- **No. 164 Bishop Street** (pre-1873): originally a private house; now the Catholic Pastoral Diocesan Centre
- Originally **Belfast & Northern Counties Railway Station** (see the initials at the base of the clock tower), Bonds Hill (1873): now offices and furniture showroom; after being bombed for the second time in the 1970s, NI Railways sold it; previously owned by the London Midland and Scottish Railways (LMS), known as the Midland Station, and gave its name to the adjacent Midland Cinema
- **Aberfoyle House**, Strand Road (1873): now INCORE, UU; built as residence of Sir John McFarland (see the family initials on the wrought-iron gates)
- **Residence of Medical Superintendent of Londonderry Asylum**, Northland Road (1873): a now-sealed tunnel once led under the road to the Asylum; now residential again; once owned by Northland Fire Station
- **Carrickmore House**, Rock Road (c1873): now the business school of UU Magee; originally a private residence and once the short-term broadcasting base of BBC Radio Foyle
- **The Harbour Commissioners' Office**, Harbour Square (1882): now the Harbour Museum.
- **Weatherspoons, The Diamond Bar**: the frontage has been re-built on the lines of the previous 1882 shop; for many years Scott's jewellery shop
- **First Trust Bank**, Shipquay Street (1890): façade retained when the interior was entirely restructured
- **No. 10 Florence Terrace** (1890): latterly part of NW Regional College; originally a private residence, then Eye & Ear Hospital
- **Cathedral Primary School**, London Street (1891): having served as the initial home of the Verbal Arts Centre, it then housed First Derry Community Playgroup and Cresco Trust now has interesting plans for it
- **Ebrington Factory** (1892): now restaurant, bar, gym and offices, entered from Glendermott Road
- **First Derry National School**, Stable Lane, Bishop Street (1894): the 'Bluecoat School' of the nearby 1st Derry Presbyterian Church, now most elegantly refurbished as the Verbal Arts Centre under the guiding hand of Sam Burnside
- **Hogg & Mitchell Factory**, Great James Street (1896): now apartments over shops
- **Star Factory**, Foyle Road (1899): this was perhaps the city's most widely praised regeneration when the gutted ruins that had for years grimly dominated the southern approaches to the city were refurbished as apartments

- **The Ulster Hotel**, 5 Guildhall Street (1899): taken over as City Council offices; now, after major interior changes, the Women's Centre
- **The Northern Counties Hotel**, Waterloo Place (1899): now gorgeously refurbished by the Townscape Heritage Initiative into shops and offices, with the Victorian porch replaced; formerly housed Radio Foyle, now restored
- **Gortfoyle House**, 104–108 Spencer Road (pre-1900): originally a doctor's house it has been the home of the Waterside Development Trust since the 1990s; from the 1930s or so, it had housed the Waterside police station, which then moved to Richill Park
- **Troy Hall** (c1900): Troy Park's houses were built in the grounds of this fine red mansion, which has itself been divided into apartments; as happened with the nearby Belmont House, the outer two of the original four red pillars, which had held the large wrought-iron entrance gates, still stand at the entrance from Culmore Road
- **Gransha Hospital** (1901): from 1992 to 2004, it housed the new Oakgrove Integrated College; now that Oakgrove has moved into its own sweeping new buildings overlooking the Foyle, the old redbrick hospital seems to still be looking for a new use
- **The Northern Counties Club**, Bishop Street (1902): no longer a club
- **Rosemount Factory** (1904): now pub, restaurant and offices
- **Claremont Presbyterian Church**, Northland Road (1905): now Claremont International Business Centre, UU Magee; before the upstairs was subdivided, one visitor gasped with pleasure at reaching the top floor and seeing the open expanse of floor and the newly-painted roof beams
- **Artillery Street School** (1911): now internationally acclaimed as the magnificently refurbished Playhouse, created by the trailblazing Pauline Ross and her dynamic team (further up Artillery Street, the solicitors firm of Caldwell and Robinson have beautifully restored two terrace houses)
- **Wilkinson's Factory**, Strand Road (1921): now Frank Long's Supermarket and apartments
- **Bayview Factory**, Society Street: now Derry Youth & Community Workshop
- **City of Derry Boating Club Boathouse**, Boating Club Lane: now the excellent Quay West restaurant and well restored externally (the government requisitioned this boathouse in 1939 'until after the War'; the club never got back in!)
- **Graving Dock**: this large, nineteenth-century step-sided stone dry dock was filled in and now lies intact and safe under Sainsbury's car park, just as the prehistoric site is preserved under the car park at the new Thornhill College, Culmore Road, and the cellars of the eighteenth-century Market House still lie beneath the War Memorial in the Diamond
- Former **County Donegal Railway Station**, Victoria Road: closed in the 1950s, the lower buildings are now a Bathroom Display shop; the building on Victoria Road once housed the excellent Brown's restaurant and later an antiques shop
- **Victoria Hall**, Spencer Road (1913): built as an Orange Hall, now refurbished as the relocated home of the Services Club
- **Clooney Elementary School**, Simpson's Brae (1915): now the Sikh Cultural Centre.
- **Carlisle Hotel**, (No. 49) Carlisle Road, beside Carlisle Pass: demolished in 2009

The community is clearly awakening to the value and uniqueness of Derry's built heritage. Some special buildings have been lost. But very many have also been saved.

Special praise must be paid to the striking Townscape Heritage Initiative of Derry's voluntary Walled City Partnership. All praise to Mary McLaughlin and her energetic committee members together with their conservation architect, Ronan O'Donnell.



Mont Saint-Michel, Normandy, France.

DERRY AS A REGIONAL CENTRE

JJ Tracey

Aristotle put into words the nature of the city: 'Men come together in the city to live; they remain there in order to live the good life.' Derry began its life as a fortified foothold after many centuries as a monastic foundation. Its growth stretched beyond its fortification and today we watch it spread out over the surrounding hills – a city in transition, a city in a new political millennium.

Early this year, in the month of January, a conference was held in the Calgach Centre, Derry. The theme was the North West City Region, Urban Regeneration Driving the City Region as part of the all-island city regions' conference series. An impressive attendance filled the Calgach Centre with participants from all parts of the island of Ireland and an impressive array of speakers spoke on subjects such as:

- Taking a strategic approach to developing Ireland's city regions
- The Urban Age: the social, economic and environmental issues facing modern city regions

Urban Regeneration: Investing in the city region

- Taking an all-island approach to developing Irish city regions
- Examining the important role of cities in regional development
- Investing in city region infrastructure
- Tackling social and community regeneration

Examining Urban Regeneration Best Practice

- Implementing a large-scale inner-city regeneration programme (this expounded on the Dublin's Dockland's Development)
- Developing the North West City Region: bringing economic and social benefits
- Urban Regeneration: developing the sustainable city
- Case Study: promoting the physical, economic and social regeneration in Derry (this concerned the proposals of Ilex Urban Regeneration Company)

The speakers and their subjects stimulated great interest and sparked a momentum that here was a concept worthy of vigorous support and at an apt time in our political and physical adjustment.

The city-region approach would divide Ireland into a number of areas or regions based on a city or large town or the pairing of two towns connected by a developed corridor, Newry/Dundalk, Galway/Limerick, for example. Around the peripheral coast of Ireland, there has developed a series of strategically placed cities and towns – foremost among them Belfast and Dublin, large conurbations, followed by Cork, Waterford, Derry, Sligo, Galway and Limerick. Their location leaves the central region of Ireland with, say, a triumvirate of towns – Athlone, Mullingar, and Tullamore – linked to form a triangular urban magnet. Each city or urban group forms an urban core of competitive enhancement for its associated rural landscape, which in turn is serviced by smaller, attractive satellite towns.

Belfast and Dublin greatly exceed other city regions in terms of population, particularly the latter, but these can be justified as seats of administrative and political influence. The regional city to adequately form the dynamo for the region should possess an adequate population or footfall sufficient to enable it to provide the attractions of a vibrant urban core. With the exception of Belfast, Dublin and Cork

regions, the remainder requires urban population growth: for example, Derry City has presently an urban population of around 100,000; a growth in population to around 200,000 would create a more satisfactory optimum with a good social cross-section.

It is envisaged that the region of Derry would geographically contain a major proportion of County Donegal, much of the western half of County Derry and part of north County Tyrone. The Sperrin ridgeline would more or less define the eastern and southern limits and contains the drainage area of the River Foyle basin. The region's coastline, which forms the northern and western limits, is greatly indented by Lough Foyle, Lough Swilly and Mulroy and Sheephaven bays, creating a fascinating waterfront.

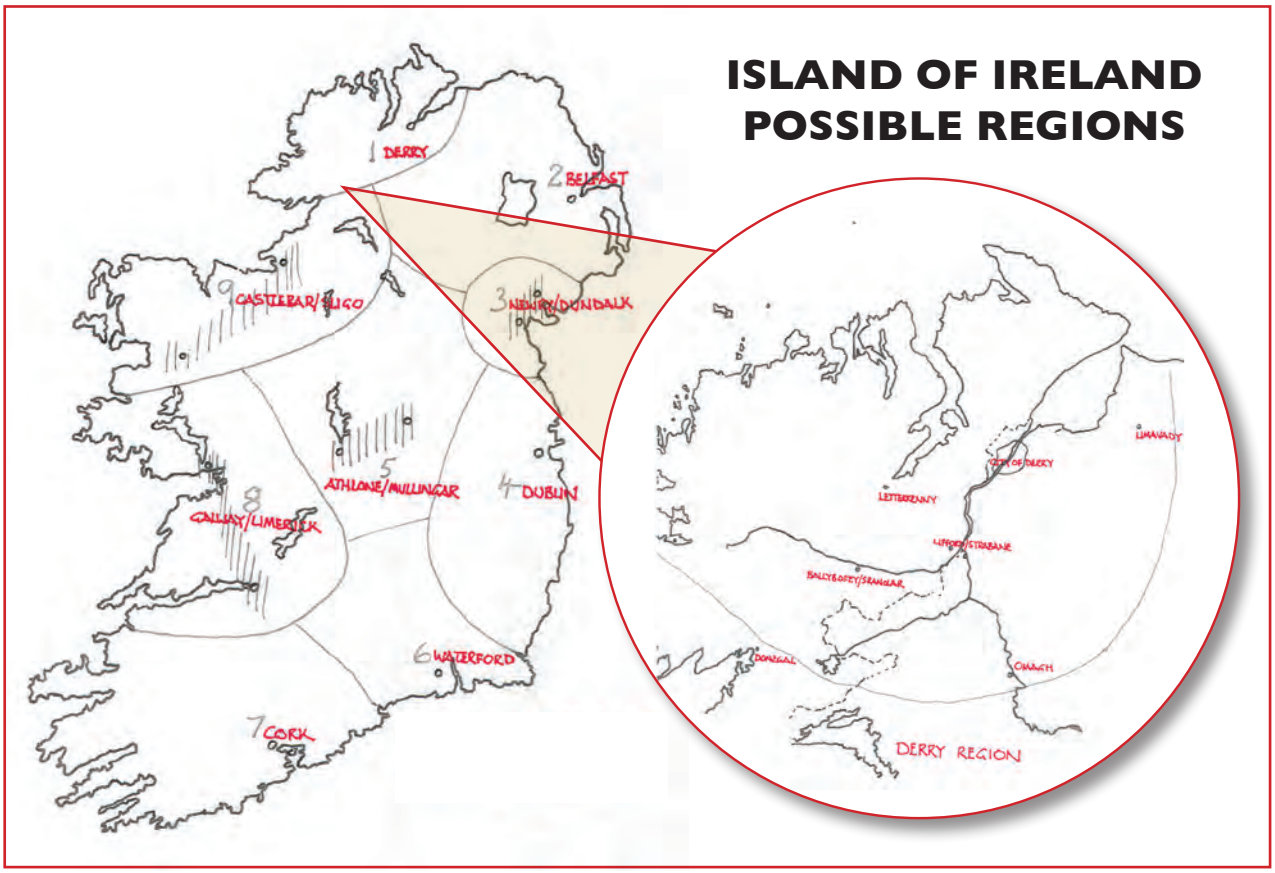
The urban area of Derry occupies a near-central position in the region and the rural part is well serviced with lively towns of the calibre of Limavady, Letterkenny, Ballybofey/Stranorlar, Strabane/Lifford and Omagh, supported by an array of smaller towns/villages such as Eglinton, Dungiven, Newtownstewart, Dunfanaghy, Rathmullan, Buncrana, Moville and Claudy. The Derry urban area is rapidly expanding outwards, a trend which should be restricted, and encouragement should be given to high building where a start has already been suggested in the Ilex proposals for the redevelopment of the Fort George site. Similar restrictions might be considered for the service towns, too, where sprawling growth has blurred the boundaries between town and country.

Whereas the Derry region straddles the political border between two government administrations, a special case could be made for collaborative co-operation so that throughout the region, services might be shared and integrated to form a functional unit. This might be applied in fields of health, planning, social housing, welfare, education and environment. As a region, it contains a wide and varied landscape/environment which applies equally for urban, rural and leisure living, and there already exists good road linkages. Much is in the pipeline for further improvement to ease movement between its different parts and to take account of population and growth in the expanding urban area.

Linkages with other island regions require much investment to overcome isolation, to encourage competitiveness between region, and good friendly relations so that there is an easy sharing of facilities across the island. The growth of City of Derry airport should be supported to provide comfortable and easy access within the island and further afield, particularly in establishing good services to continental Europe. With easy communication by road, sea and air, the Derry region should not feel isolated in its peripheral position – when it has so much to offer as a 'pride of place' steeped in heritage and fascinating topography.

References:

Munford, Lewis – *The City in History*
Middleton, Michael – *Cities in Transition*
Irish Times supplement, 25 October 2005 – *Developing Derry*



St Columb's Hall sculptural group.

DERRY'S WATERFRONT: THE 21ST CENTURY OPPORTUNITY AND CHALLENGE

Colm Cavanagh

Half a dozen years ago, a consultant from England was addressing Derry City Council. 'When you walk out the front door of the Guildhall,' he said, 'and straight towards the River Foyle . . .'

For a moment I didn't understand the speaker and some councillors were noticeably confused. Then it became obvious that the visitor was referring to the *rear* door of the Guildhall – to a visitor it was inconceivable that Derry's Guildhall would be built with its back to the river!

Clearly, that visitor had not known the Guildhall in the 1960s when between it and the riverbank, there was a major workplace for hundreds of dockers and sailors: the large noisy and dirty cattle shed for animals being exported to Glasgow and Liverpool; lorries and railway goods wagons moving up and down; and the river itself hidden from view by the large blue wooden warehouses – the 'Glasgow Shed', the 'Liverpool Shed', the 'Heysham Shed'. Why has Derry's harbour changed so much in recent decades? Why have waterfronts changed in many countries across the world?

One reason is the change in trade. Ships got larger and couldn't fit into some of the older city-centre ports like Derry's. If the Londonderry Port & Harbour Commissioners had not been planning in the 1980s to move the commercial harbour downstream to Lisahally, Derry's port would have died a slow death as trade declined and the city quays visibly emptied in the 1960s, '70s and '80s.

Road traffic has been another cause: the volume of heavy goods vehicles from ports, forced to slowness by city-centre traffic, snarled up that very city-centre traffic. Hence, the Dublin Port Tunnel, which trucks have been obliged to use. And Dublin Port is seriously considering moving completely out of central Dublin to a new custom-designed port twenty-five miles north on a green-field site in north County Dublin – freeing up a huge 660-acre site for what has been described as a totally new 50,000-population, 'mini-Manhattan' office and residential district.

A third factor is the death of shipbuilding, causing enormous and valuable city-centre harbour land to fall vacant. Disused shipyards, such as in Tyneside, Clydeside and Belfast, were crying out for new development. (Derry suffered this fate earlier after World Wars I and II. Don't forget that fine graving dock, much larger than Belfast's Clarendon Dock, lying intact at Strand Road under Sainsbury's car park.)

Waterfronts

So since the 1970s around the world, waterfronts have been the scene of major developments, turning cities around to face their rivers – often in the face of disbelief of their own citizens. In Belfast, many local people were unable to envisage the transformation that their docks could make from coal yards and scrap metal awaiting export on a polluted river to office buildings, apartments and a rejuvenated River Lagan. Architect Peter Hunter found the same disbelief in Salford. He filled a file with letters from estate agents and surveyors who said that Manchester people would never want to live at Salford Quays – now the thriving location of offices and homes as well as the award-winning Lowry Centre and the Imperial War Museum of the North.

Baltimore, USA, in the 1970s is regarded by many as the starting point for this great phenomenon of urban waterfront development. Since then, many billions have been invested in infrastructure in Belfast, Dublin, Cork, Limerick, Gateshead-Newcastle, Liverpool, Salford, London's Canary Wharf, Edinburgh, Glasgow, Swansea, Boston, Pittsburg, St Paul, Buffalo, Seattle, Barcelona, Bilbao, Valencia, Helsinki, Hamburg, Rotterdam, Sydney, Melbourne, Hobart, Auckland, Cape Town, Bahrain, Egypt, Jordan and Karachi. The list goes on and on – to say nothing of the astonishing development at Shanghai and Dubai.

London's Docklands alone were transformed from empty, derelict space, to accommodation for 80,000 new office workers.

Sydney, perhaps the most iconic, began long before this – in the 1930s – with Sydney Harbour Bridge and then in the 1960s with the Sydney Opera House. These had a huge impact on Sydney's people. They 'changed the way the world thought of Sydney and the way Sydney thought of itself. The people of Sydney were stunned at what they had created – once in engineering skill and once in artistic creativity. They saw themselves in a new, world-beating light.'

Now there's a model for Derry to emulate.

Bilbao had the same impact on itself and the world with Frank Gehry's titanium-covered Guggenheim Museum. The world was stunned at this building – thousands of people visited the empty building before a single artwork was installed. (Although more recently, there has been some criticism that it did not stimulate other development – that it remains an isolated, though fantastic, building.)

Guggenheim Museum, Bilbao.

Pittsburgh had thirty-five miles of waterfront along its three rivers. But 300 waterfront acres were piled 300 ft high with slag from the coal and steel industries. 'People laughed,' said 1996–2006 Mayor Thomas Murphy Jr. But now Pittsburg has 1,200 acres under development, public parkland, walkways and thirty miles of public waterfront trails. Seagate in Pittsburgh has built offices connecting to the university. (Now there's a thought for Derry.) 'No Guts, No Glory!' said Mayor Murphy. 'It's nice if you don't offend anyone. But you get nothing done!'

Derry

So as we look at Derry's empty waterfront, what can Derry learn from other places around the world? What to do and what not to do? First, what are Derry's needs?

At a time when scarcely one local adult in two is actually in employment, our main need is obviously jobs – 20,000 of them, in fact, if we want full employment (around 85% of our adult population). Right now, Derry needs more places for people to *earn* money more than to *spend* money.

We also want to strengthen the city centre with higher density of people. Bustling crowds give a buzz to a place – one of the reasons why people like New York. Compare some population densities (people per square kilometre): Derry has about 1,000 people per sq kilometre; Belfast has 2,577; Glasgow has 3,515; Dublin has 4,098; Liverpool has 4,144; Lyons has 8,678; Barcelona has 15,225; Athens has 22,728; Manhattan, New York City, has 25,846. And, of course, crowded places are safe places.

The Derry Area Plan, very properly, permits office buildings only in the commercial core. But the scale of our employment needs will require up to 100 buildings the size of the Strand Road Council offices to accommodate full employment in the city. The few vacant urban sites and buildings fall far short of accommodating this demand.

Derry has no slums. We certainly give thanks that no one now has to live in the appalling housing conditions before 1968 – and remember that the 5 October 1968 march was in protest at housing conditions. So after the start of the Troubles, the NI Housing Executive built over 10,000 new houses around the edge of the city and families moved out of the crowded centre to new neighbourhoods such as Carnhill, Galliagh, Curryneirin and Primity Crescent. And the private sector also built more out-of-centre houses such as at Stoneypath, Lisaghmore and Griffith Park. Ever wonder now why Guildhall Square is empty at night? Compare it with the Belfast example again where it has been pointed out that 'some of the highest-density areas of Belfast – Stranmillis, for example – are among the most successful in terms of their vibrancy, occupancy, sense of community, identity, value and community sustainability'.

The current proposals by U4D (University for Derry) would certainly bring a very welcome vibrancy to the Queen's Quay area, with thousands of university students and staff.

Transport was, to the surprise of many, a major complaint of people in the 2009 Citi-scope Survey commissioned by Ilex. And, of course, the higher the density, the more viable the public transport. The current Regional Transportation Survey will analyse the traffic flows in the city. A major issue is, of course, the cross-river problem. From the Greencastle–Magilligan car ferry for some forty miles southwards to Strabane, there are only two bridges across the river: Foyle Bridge and Craigavon Bridge. And even despite the opening of Foyle Bridge in 1984, the traffic on Craigavon Bridge has also increased greatly since that time.

Community polarisation in Derry is, of course, one of the most grievous long-term outcomes of the Troubles. The population movement was not all eastwards, but by far the greater movement was from the west to the east bank of the river. Estimates differ, but some 14,000 unionists appear to have moved to the Waterside. Since this will clearly be a long-standing separation, the best infrastructure development to help counteract this polarisation would obviously be bridges.

If Glasgow City Council can narrow their Clyde to a mere 165 ft with its latest sheet-piled commercial/residential development, then Derry should not be afraid to link the banks of the Foyle (220-ft wide at its narrowest).

Proposed pedestrian link.

Ilex's new foot and cycle bridge will be greatly welcomed next year, its sinuous new pathway bringing people to Ebrington and to the Guildhall.

Then, given the ground levels and layout of the city, the needs of the harbour, the location of St Columb's Park, and the existing road network, the optimum location for a new cross-river road bridge to firmly bolt the urban area together would be a low-level bridge joining the roundabout at John Street to the roundabout at Duke Street.

Since William Tite of the Honourable The Irish Society proposed a cross-river bridge between Newbuildings and Letterkenny Road in 1834, this suggestion has been mooted to keep through-traffic off Craigavon Bridge. (Craigavon Bridge, by the way, got its name from Northern Ireland's first Prime Minister, Lord Craigavon. It is said that prolonged talks and discussions had gone on year after year about replacing Derry's old, iron Carlisle Bridge until eventually, Craigavon himself banged political and civil-service heads together and directed people to get on with building a new bridge. Think of him with gratitude as you pass over our fine blue city-centre bridge.)

The Waterfront

The riverfront itself needs to become a destination. This certainly means changing away from that hard, straight-edged, sheet-piled, river margin which prevents any real contact with the river other than looking down at it over a four-foot railing!

James Rouse was responsible for the Baltimore Harbour Place, and his Rouse Company then built 'festival marketplaces' (in places with noticeably high disposable income) such as Boston's Faneuil Hall, New York City's South Street Seaport, Miami's Bayside Marketplace and Jacksonville Landing. He had the insight that if water, however deep, is only eighteen inches below ground level, then people find it attractive. More than two feet down, and people become afraid of it. This raises the desirability of a weir at some future time across the Foyle.

Reclamation

Of course, we have been manipulating the river for centuries – the Strand Road in Derry used to be just that: a strand along the river's edge. Everything between the current Strand Road and the river is infill – most recently done in the 1970s when the Road Service built Foyle Expressway thirty metres into the river. And the concrete-piled City Council car park and adjacent car park at Queen's Quay were built out over the river in the 1950s to accommodate harbour warehouses.

The next time you drive to Belfast City Airport, after the M2 takes you down that long hill to Belfast, look left as you travel all along the level and onto the M3 to Belfast City Airport. All those hundreds of acres on your left-hand side were artificially reclaimed. Queen's Island is a completely artificial island created from the spoil that was dredged from the River Lagan in 1946 to create the Victoria Channel from Belfast Lough to the Quays. This reclaimed area then accommodated the shipyards and aircraft factory and other companies – more than 50,000 jobs at its peak. Currently, the Titanic Quarter development projects 20,000 new jobs in its harbour area.

And it goes on. Belfast Harbour commissioners currently propose to reclaim a further 120 acres for Belfast Lough 'aimed at powering economic growth over the next twenty years'.

Guiding Principles

Everyone agrees that greater recreational use of the river is very desirable. One clear step would be to return the oldest local sports club, City of Derry Boating Club (founded 1861), to its former home at Boating Club Lane from which it was evicted at the start of World War II, never to return. The sooner we see the annual springtime Head of the River time trials and the summer Regatta, the better for rowers and viewers alike.

All the waterfront area must remain in the public domain. The very last thing we would want is to imitate that part of Laganside at Clarendon Dock in Belfast with its high fence and security check at the entrance. Likewise, the Laganside Corporation also cautioned Derry to avoid one Belfast mistake: never let any private building go right down to the river's edge, blocking the public riverfront pathway.

In Montreal, housing is not allowed to encroach onto the Waterfront: 'Great waterfronts are not dominated by residential development. Why? Because these are places that are full of people, day and night. They are the sites of festivals, markets, fireworks displays, concerts and other high-energy gatherings. A high concentration of residential development limits the diversity of waterfront use and creates constituencies invested in preventing 24-hour activity from flourishing.'

As regards the actual waterfront, the simple design principle to observe is that the straighter the demarcation between water and land, the less interesting it is. The greater the amount of indentation, points projecting into the river and recesses going inwards, the more interesting the area and the more one's eye is drawn around the next corner. You can see it in practice a little at the new Dorman's Wharf walkway. This principle will bestow little praise on our current long riverfront of sheet-piled, safety-rail-topped rigid dividing line between land and water from Craigavon Bridge, along Abercorn Quay and Prince's Quay to Queen's Quay at the City Council offices at 98 Strand Road. Obviously, it would be very complicated and expensive, and probably little loved by either the Roads Service or drivers, to cut into the present bank. The easier solution is to create points over the water. The new footbridge will assist this process.

Waterfronts need space – but too much open space becomes purposeless. Just because cars are excluded doesn't mean that the space created is useful. Look at the green space behind the Guildhall. Do you ever see anyone sitting on it or playing on it in the sunshine? Our target should be to have many

smaller points of activity, many destinations. And as with the City Walls, they need to be animated, animated, animated – managed, managed, managed.

Given the need for employment and city-centre offices, the belief that Derry's small number of vacant buildings and sites would suffice is clearly not the case. Derry's economic demand means that we must put our best foot forward. Derry is in competition with empty sites and buildings in every city in the world. Derry must play its best card to encourage local business and attract inward investment. This is why we must develop the Fort George and Ebrington sites and also create a world-class, varied and attractive waterfront. Inward investors will not choose to come to a second-class site.

As property analyst John Loos said of Cape Town, South Africa: 'One wonders what Cape Town would look like today should there have been no V&A (Victoria and Alfred) Waterfront development? What one also sees now is outward growth of development from the core waterfront development, with the International Convention Centre and some top hotels being built outside of the waterfront precinct. Therefore, the precinct was the catalyst for development, which has now 'grown wings' as it moves towards the city.'

Below: Londonderry 1729, by Dutch artist William van der Hagen. The small jetty built for ships at Shipquay Gate is clearly visible. Waterloo Place has still to be built onto the river. In the foreground, pedestrians and horsemen are going down the strand. Foyle Street, the Guildhall, and the City Hotel locations are all still in mid-river.

CONNECTIVITY AND DERRY

Janice Tracey

Introduction

As the Regional Capital of Ireland North West, Derry is a cosmopolitan and diverse business, social, cultural and leisure environment. It is a city with global aspirations, yet steeped in culture and heritage with its world-famous walled city.

The largest centre of urban population outside the Greater Belfast area and the fourth largest city on the island of Ireland, the city plays a much wider role within the NW of Ireland; its 'travel-to-work' area and its 'travel-to-shop' area includes the neighbouring districts of Strabane, Limavady and parts of Donegal. The population of Derry's hinterland is 427,000. This is the largest sub-regional labour pool on the island, after Dublin and Belfast. More importantly, though, this is a 'young' city, with 43% of the population under thirty and just under 30% under sixteen. The North West region benefits from having 6,000 school leavers and over 4,600 graduates per year.

The city is the regional hub for education, healthcare and public administration, with a university and further-education campuses, regional hospital and offices of regional government. The significant higher- and further-education resource is stimulating economic growth in knowledge-based industries, improving skills levels and is instrumental in attracting inward investment.

Past

Connectivity and Derry have a long and chequered history. Its most infamous connection is that with London. The city's formal name, Londonderry, while seen as a divisive issue in the past, is fast becoming a positive marketing tool. Many other cities in the world would give their eyeteeth to have such a formal connection – twinning of a kind – with one of the world's major capitals. Derry, as it is fondly known, is now starting to build on that brand, rekindling the London link in time for the upcoming Olympics and beyond.

Closer to home, however, and without the disadvantage of a vast expanse of water, connectivity for Derry within the island of Ireland has at last been given the level of importance it deserves.

For too many years, the city was neglected by both governments on the island in terms of connectivity.

The railway line connecting the city to its neighbours in Donegal was closed and the line to Belfast was left to wither away in the hope that it, too, would die a slow and painful death.

The road to Belfast, NI's capital city, was largely left unattended by the powers that be and as more and more people commuted from Derry to Belfast, the journey times got slower and slower, the roads appeared narrow and the farmers must have been doing something right, as the number of tractors on the road seemed to be escalating.

The less said about the road connection to Dublin in the bad old days the better. Suffice to say that five hours would just about cover the journey (if you were lucky). And in terms of air connectivity, a small hut served as an airport with one flight to Scotland every so often. Those were the days when the thirty-odd years of conflict gave everyone a reason not to care about connectivity, much less invest in connectivity.

Our neighbours in Donegal fared not much better. Just about 150 road miles from its capital in Dublin but thousands of miles by perception, the citizens of County Donegal were left with no rail link, no air link and a road infrastructure that was a laughing stock north and south. Two sub-regions, in two different jurisdictions, that have long complained of being the forgotten ones.

Present

But the winds of change are blowing, and blowing with gusto. Now in the NW of the island we have two large conurbations, Derry and Letterkenny (Donegal), that have banded together with one voice and successfully lobbied both governments to realise the error of their ways and recognise the potential of connectivity for ALL of the island of Ireland and not simply a chosen few regions.

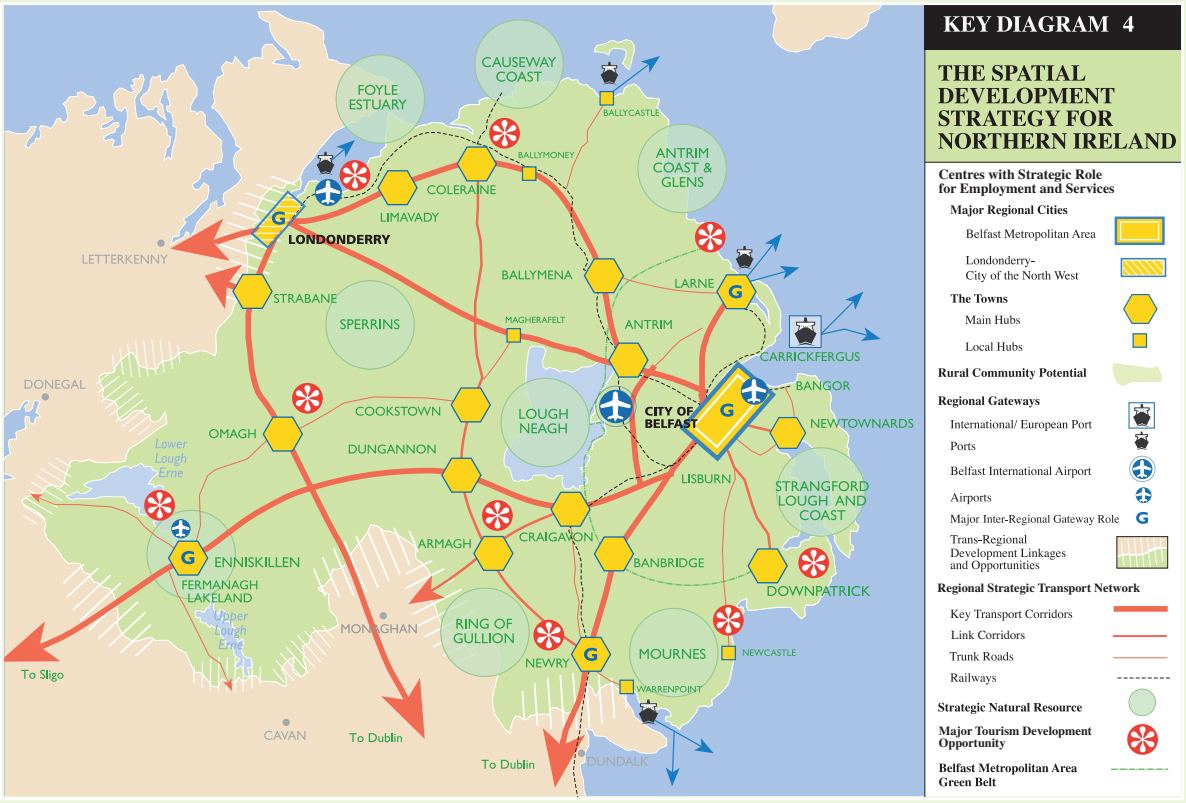
The lobbying campaigns used best practice from around the world to show that any country is only as strong as its weakest region. Both Derry and Letterkenny are now earmarked for development in their respective governments' development plans. A series of economic corridors, regional hubs and gateways have been identified stretching north to south and east to west.

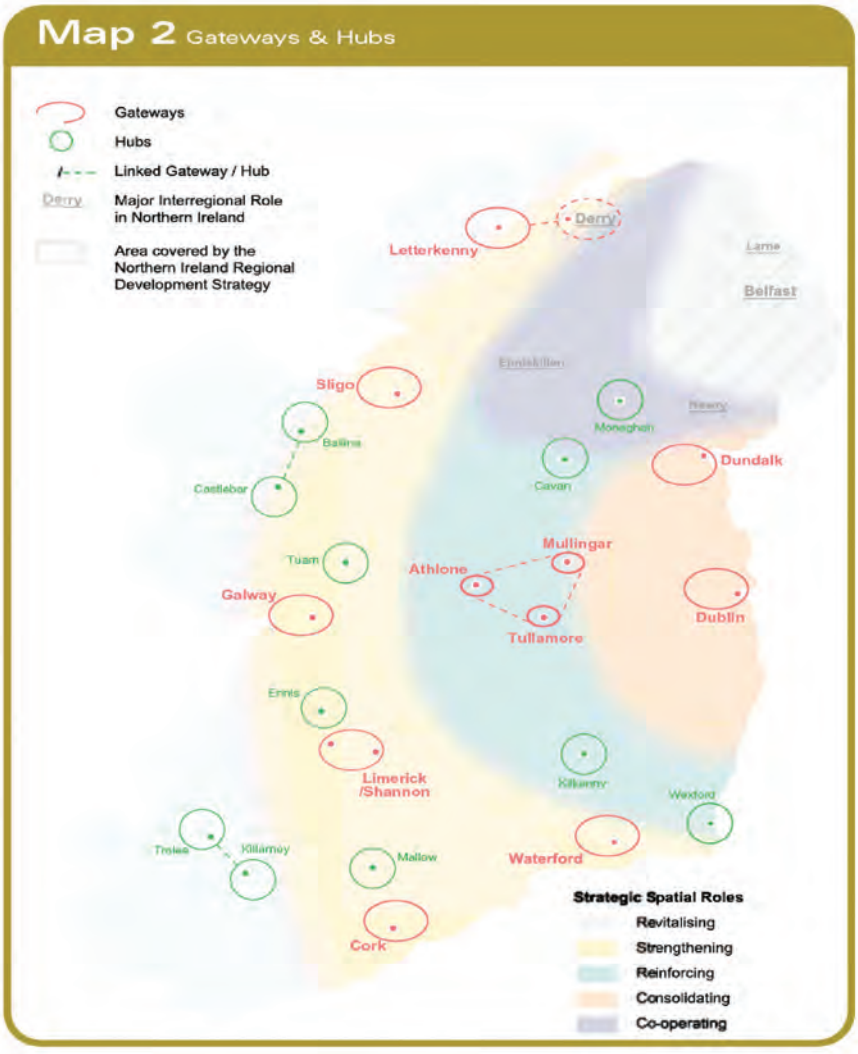
In the Regional Development Strategy Map of Northern Ireland (opposite), we see the yellow shapes indicating the different levels of 'priority' for development – rectangles showing the cities, hexagons the main hubs and the small squares the local hubs. Critical also are the broad, peach-coloured lines which indicate the strategic transport corridors.

At last, recognition has been given to the need for enhanced connectivity across the island in order to ensure economic success. Dublin now realises, as does Belfast, that the country's economic success cannot be maintained simply by investing in its capitals.

The NW is well on its way to reaching its potential in terms of connectivity. Financially supported by both Dublin and Belfast government departments, the regional airport for the North West of Ireland is in Derry. It provides scheduled services directly to Dublin, Glasgow, London, Bristol and Liverpool and services a wide range of holiday destinations during summer months, with a turnover of 350,000 passengers annually. With immediate plans to upgrade the road infrastructure connecting the NW to Dublin and Belfast, and investment in the rail stock and line that connects the NW to Belfast, all in all, Derry is on the road to being a pretty-well physically connected place. But just as importantly, our cyber space is way ahead of the game. In terms of connectivity, Derry is the first region in Europe to achieve 100% broadband coverage and Derry offers free broadband browsing to tourists and visitors in its historic core.

It is no wonder that this city is the base for a growing number of dynamic indigenous Small and Medium Enterprises (SMEs) and international firms. Award-winning companies such as Singularity, Pakflatt, Opt2Vote working on leading-edge technologies are globally recognised for their expertise and commitment to quality. The city boasts the highest number of US investors in Northern Ireland. DuPont has been established in Derry for over forty years, while more recently, large multinationals such as Seagate, HML, Stream International, Northbrook, Raytheon, AXA, and Fujitsu have located in the city. People and place are what investors tell us really matter most and what puts Derry at the top of their list.





In this National Spatial Strategy in Ireland diagram, Map 2 identifies the gateways (ovals), hubs (circles) and the links between neighbouring gateways and hubs with various grades of shading indicating the level of need in terms of intervention.

The cross-border location of the province's second city is also an attractor to retail business. Derry is the principal retail centre in the North West of Ireland and the retail capacity of the city has been boosted in recent years by the doubling of retail floor space. Locally based independent retailers, accounting for some 68% of the retail sector, significantly complement an expanding range of both UK and Irish major high-street stores. Derry's cultural diversity, in part, explains its reputation as a hotbed of creative activity. The city now hosts numerous theatres, museums and galleries offering the visitor a choice of creative and artistic activities.

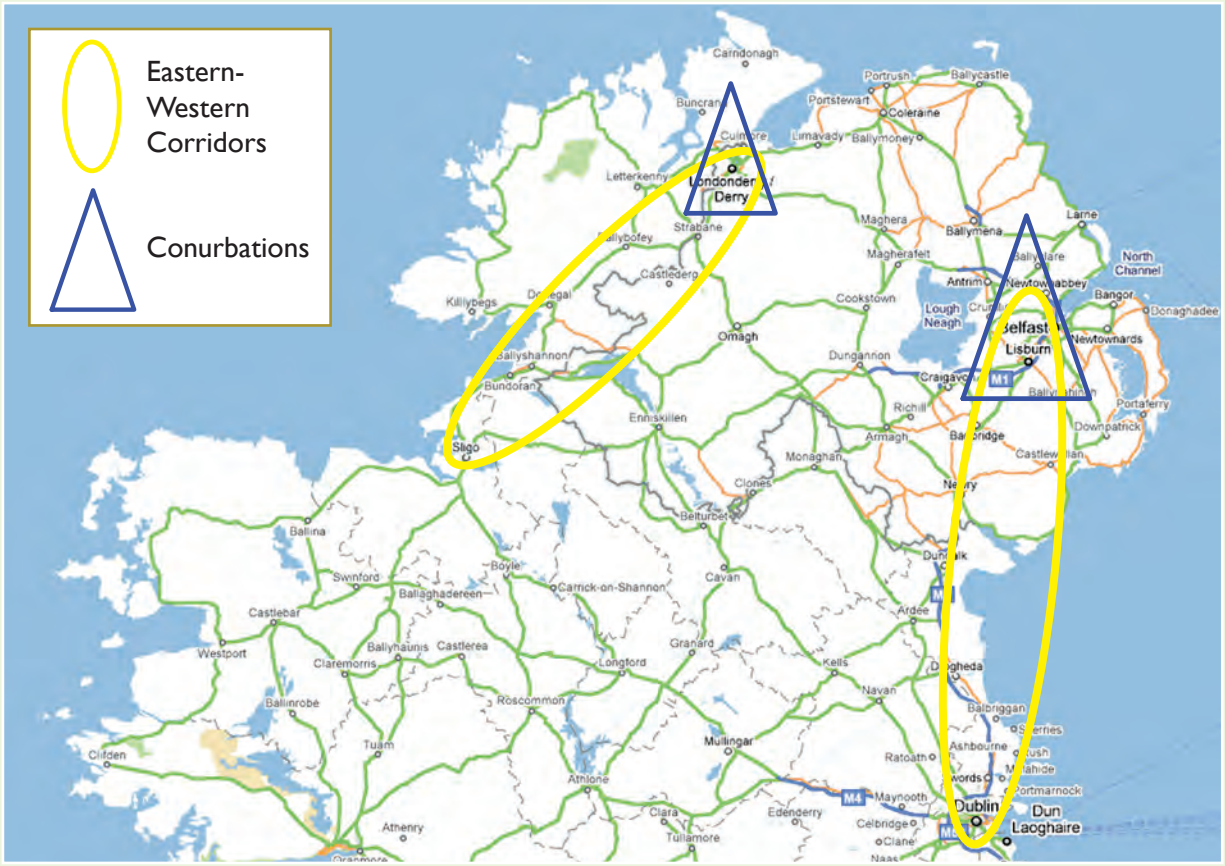
Future

We have come from plantation to peace – and now what!

Looking at best practice in other parts of the world, it is clear to see that there is a definite link between economic success and the development of 'regional centres'. Regional centres will typically have a regional city at its centre. This concept is particularly important for 'second cities' such as Derry. The Regional City model has worked in other second (and sometimes third and fourth) cities such as Liverpool, Manchester, Sheffield etc in the UK and indeed throughout Europe and the US.

The Regional Centre model allows a smaller-scale city to ring-fence a wider geographic area in order to give it the critical mass required in terms of population, services and connectivity. It is also clear that our cities on this island need to think less about competing with one another and more about Ireland competing globally.

Exemplar Spatial Framework – Building Critical Mass



The map above illustrates the distance we may need to look at in order to give a critical mass that is sufficient to successfully compete on a global scale.

'Cities do not compete. Urban economies are fundamentally interdependent. If one city grows, people in other cities nearby generally become better off. Some investment moves, responding to cities' assets. But the idea that cities are competing for a fixed pot of capital that could locate anywhere is a long way from reality.' Centre for Cities, DN5.

Derry PLC is currently having a good, hard look at how it is positioned in Ireland, and how that positioning is translated globally. Is it enough for Derry to partner with Strabane in the North and Letterkenny in the South? What about stretching further south and maybe further east?

Conclusion

The future is all to play for in Derry. Aiming for a well-connected regional city at the heart of an emerging regional centre, Derry can come through these current economic challenges a stronger place.

Over the next couple of years, we will have a newly developed city centre with an attractive, shared public space, a revitalised tourism product and brand based on the City Walls, culture and heritage, an iconic footbridge expanding the current city centre to include a 26-acre mixed-use development on the east riverfront and what has been hailed as Derry's own mini-Manhattan on the 16-acre former army barracks. All this backed up by a dogged perseverance on the part of the business community, helped, of course, by its thriving Chamber, to weather the storm of economic gloom and doom.

Chateau de Vicomte, Maincy, France.

MAJOR ROAD SCHEMES PLANNED FOR THE NORTH WEST, 2009–15

Victor Eakin

There are four major road-improvement schemes planned for North West area of Northern Ireland from 2009 to beyond 2015.

These schemes vary in size and cost and are as follows:

1) Buncrana Road widening scheme
2) A2 Maydown to City of Derry Airport dual carriageway
3) A6 Londonderry to Dungiven dual carriageway
4) A5 Londonderry to Aughnacloy dual carriageway

The need for a major overhaul of major road schemes is badly needed in the North West area due to the large increase in traffic volumes on the major routes. Both industry and the private motorist will welcome a radical solution to allow faster travel times with less hold ups owing to slow-moving vehicles on single carriageways.

Buncrana Road Widening Scheme

Two schemes are planned to widen the existing Buncrana Road, Londonderry, from:
1) Pennyburn Roundabout to the Skeoge Roundabout
2) Skeoge Roundabout to the border with the Republic of Ireland

The busiest section of the road – Pennyburn Roundabout to Branch Roundabout – suffers from severe traffic congestion. The existing 4.5-kilometre single carriageway will be replaced with two lanes of traffic in each direction. From Skeoge Roundabout to the border will be dual-carriageway standard in each direction.

Timetable

February 2008 – Minister announced preferred route
May 2009 – Statutory orders being drafted
2015 – Scheme is planned for delivery
Cost – Not known.

A2 Maydown to City of Derry Airport

It is under review to make a dual carriageway from Maydown to beyond City of Derry Airport. This stretch of road is very congested, as it is the route from Londonderry Du Pont, Campsie Industrial Estate and City of Derry Airport.

A dual carriageway is planned for this scheme and should relieve the pressure of traffic in this area.

Timetable

The route has been chosen and some tree felling has taken place this winter to avoid bird nesting problems. This is a good omen for an early start to construction.

Proposed Estimated Cost – not known.

It is noted that the Minister, Conor Murphy MP MLA, announced the preferred route for the proposed bypass of Ballykelly. The final announcement on the preferred route will be made in early 2010. This dual carriageway scheme will alleviate the problem of 17,000 vehicles per day passing through Ballykelly Village.

A6 Londonderry to Dungiven

It is planned to construct a dual carriageway route from Caw Roundabout to south of Dungiven, where a bypass will be built.

This scheme is very much needed due to the increase in traffic to a major city and two main airports. The need for the planned bypass of Dungiven is urgent, as traffic jams are a daily occurrence at this point of the route.

The route will consist of 3 sections:

Section 1: 5.3 kilometres of dual carriageway cross country between Caw Roundabout and Drumahoe

Section 2: 22.4 kilometres of dual carriageway closely following the existing A6 corridor between Drumahoe and Dungiven

Section 3: 2.3 kilometres of dual carriageway south of Dungiven.

Junctions at Caw Roundabout, Drumahoe and either side of Dungiven would connect the new road to the existing road network.

The total length of the new scheme is 30 kilometres.

Timetable

December 2005 – Secretary of State for Northern Ireland announced proposed scheme
May 2009 – Preferred route was announced at a series of public meetings
Start date – Depends on three main constraints:
a) Statutory procedures
b) Procurement process
c) Normal budgetary constraints
Estimated cost – £250 million in 2005 prices.

This proposed scheme is part of a package of the Ilex Regeneration Plan for Londonderry and the wider North West area.

When the Castledawson to M2 dual carriageway is completed alongside this scheme for Londonderry to Dungiven, the dual-carriageway road surface from Londonderry to Belfast will increase to about 70%. This will allow major improvement in travel times, although not quite up to motorway standard.

A5 Western Transport Corridor

The A5 Western Transport Corridor is one of five key transport upgrades identified in the Regional Transportation Strategy for Northern Ireland. Its improvement represents a significant link in longer-term plans to improve connections between Dublin, Londonderry and Donegal.

Conor Loughery, project sponsor, of the Roads Service, says: 'Road Service is committed to improving the physical infrastructure within Northern Ireland. This project will generate much wider social and economic benefits for the region as well as improving journey times and road safety for the motorists. We are confident that it will have a substantial and positive impact on the region.'

These aims expressed will be welcomed by every user of this route, especially those delayed behind a slow-moving vehicle.

This route will consist of 3 sections:

Section 1: Newbuildings to Strabane bypass
Section 2: Strabane to Omagh bypass
Section 3: Omagh to Ballygawley and Aughnacloy.

The entire route will be a dual carriageway connecting to Ballygawley–Dungannon route, to the M2 and to Aughnacloy, which is the main route to Dublin. The Irish government has announced in 2007 its intention to make available €400 million to help fund major road programmes in Northern Ireland. This funding will be used for this scheme and also the Belfast–Larne route.

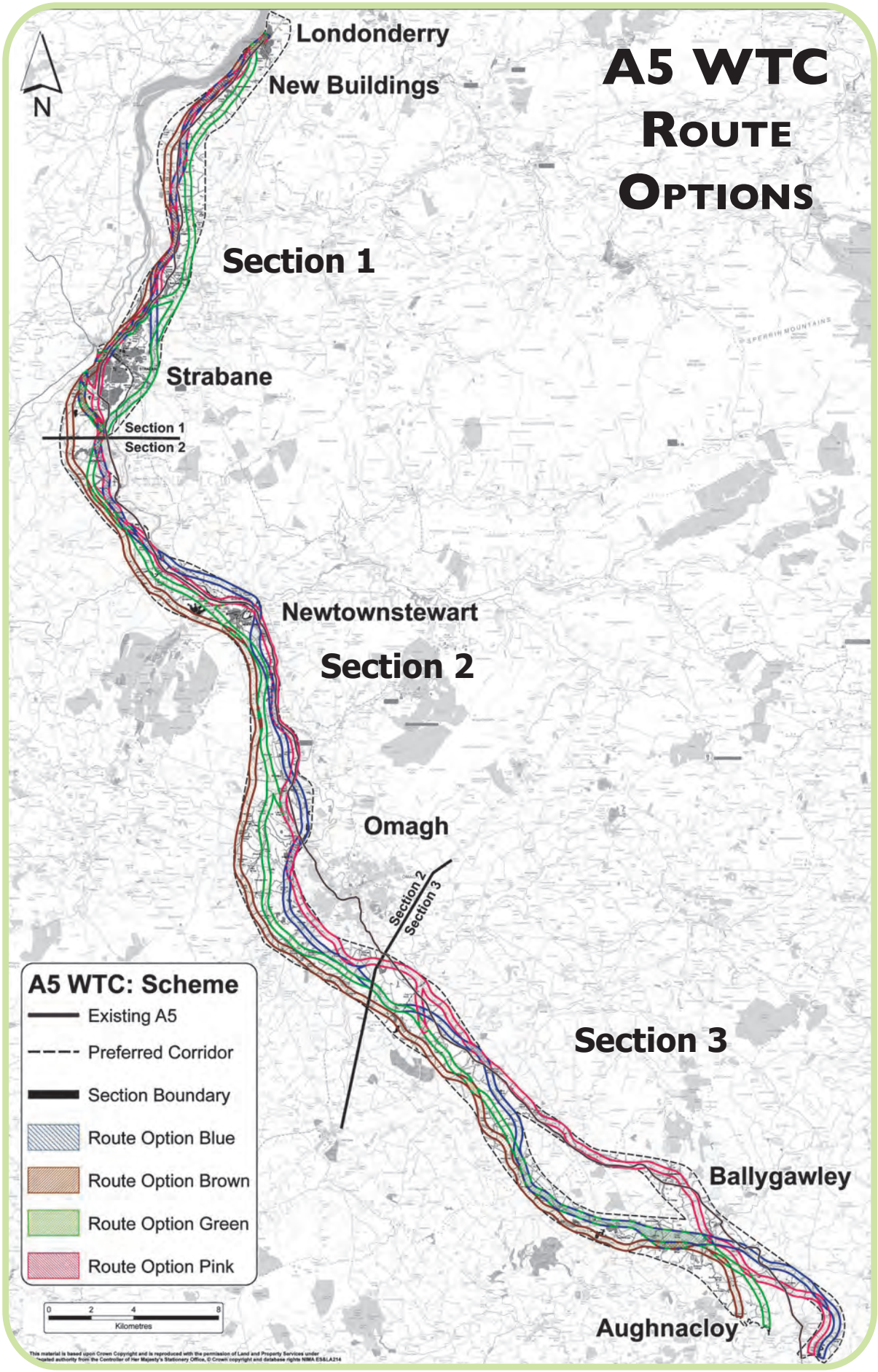
Timetable

November 2008 – Preferred corridor – announced by Minister
February 2009 – Four preferred routes – public consultation at various locations
Summer 2009 – Expected preferred route to be announced by Minister
2009 – Contractors appointed for 3 sections to work with consultants – Mouchel
2009–10 – Publication of Draft Order
2011 – Public Enquiry
2012 – Construction planned to commence

It must be noted that these three possible constraints to this programme are same as stated above for the A6 scheme.

The previous list encompasses all the major schemes in the planning pipeline for the North West of Northern Ireland as detailed in the Regional Strategic Transport Network Plan 2015.

It is hoped that the Roads Service will also make a major effort to maintain the B- and C-class routes in the North West area, as it is becoming obvious that the condition of these roads has been deteriorating over the last five years. These routes are a major issue for the public in rural areas, and continuing filling of potholes is not a satisfactory policy of maintenance. This plea comes from a rural dweller.



Map indicating the route options for the whole scheme.

EGLINTON: A COMPANY VILLAGE

Manus Deery

Despite some inappropriate modern developments, Eglinton Village remains a place of great charm and relaxed historic character. Sufficient buildings and urban planning still remain (from the determined efforts of the mid-nineteenth century) to dictate its general nature and form. However, this character is not what it once was and could easily be watered down further – which has happened to many villages across Northern Ireland, often as an unintended result of piecemeal change. The replacement of the old primary school in Drumahoe is a good example of this: suddenly, as a village, it has lost its centre in recent years to bland apartments.

The former Eglinton Court House – a watercolour by the author.

Character, therefore, is a fragile organism that needs to be appreciated and nurtured. So what gives Eglinton its character?

To understand this, we first need to be aware of its history. Eglinton is the principal settlement of what was once known as the Grocers' Proportion. At the time of the Plantation in 1613, the County of Londonderry was created out of parts of Counties Tyrone and Donegal and all of County Coleraine. The various guilds of the City of London were persuaded to participate in the endeavour and large tracts of the county were given to each to settle, or 'plant', with Protestant tenants from England and Scotland. As part of the project, each company had to build a 'bawn' (fortified stone houses with a defensive wall around a courtyard) on their proportion and settle a required number of people. The Grocers built their bawn at Eglinton (then known as Muff). A detailed map of their village in 1622 remains in existence, and this shows a new church (a gable of which survives beside the present Church of Ireland). A fortified bawn is shown roughly opposite (on the site of the present rectory) and the main street appears largely as found today, though occupied by half-timbered houses imported via Coleraine from England and some thatched 'cabins' rather than the current, more substantial buildings. At the time, the village had ten buildings in total.

In common with most of the London Companies, the Grocers sublet this work to agents who became in effect the local landlord and had rights to set rents and take other decisions. There were many upheavals during the sixteenth century that affected their settlement: locals were besieged in the bawn for a year during the 1641 rebellion; parliamentary forces burnt the town around 1645; there were difficulties over ownership and rents following the Williamite period. But from 1708, things settled down as a long lease was established under the Connolly family, who also had land-owning interests elsewhere. In 1805, they sold the remainder of their lease to a Mr Babington, who proceeded to build himself a fine house in an ornamental garden just outside the village at Foyle Park. The quality of this building and its setting was remarked upon at the time and can still be largely appreciated today. The improvements, however, appear to have been carried out at the expense of the tenants, with whom Mr Babington was not popular.

When the lease expired with the death of King George III in 1820, the Company took the opportunity not to renew the arrangement and instead decided to take a direct part for the first time in the management of their Irish estates. In this decision, they were not alone. Other companies such as the Fishmongers at Ballykelly, the Drapers at Draperstown and Moneymore, and the Mercers at Kilrea all took the same approach, and the resulting quiet competition between each resulted in significant improvements to all of these villages.

Eglinton as we see it today is largely the result of the efforts of the Grocers' Company in the period immediately following 1820. First, they reduced rents by a factor of 20–25% which, we can imagine, was very well received. Then they built a new church replacing the old one dating from the Plantation. John Bowden, an architect from Dublin, was employed and was completing the present St Canice's with its tower and long hall on the site of the former building by 1821. He also built similar churches elsewhere in the county in Aghanloo, Bovevagh and in Fahan, County Donegal, during the same period. The Company then straightened the main street and planting was provided along each side. The old bawn was also demolished and replaced with the current Church of Ireland rectory and the Company representative was relocated from the bawn to a new building (the Manor House) beside a new purpose-built court and market hall in the centre of the village. The Company invested in a school (beside the church) and provided other buildings such as a police station, post office and 'a decent public house' (Curl). Interestingly, the row of shops beside the current Happy Landing public house appears to be quite early and part of their deliberate design (though road 'improvements' and modern shop fronts appear to be conspiring against this impression at present). The Company also sought to encourage mechanics, blacksmiths, carpenters, wheelwrights and other tradesmen to locate to their much-improved village. Former thatched 'cabins', regarded as substandard by the Company, were also removed from the village as part of this work.

St Canice's Church and Graveyard.

A final key improvement to the village was the creation of the Templemoyle Agricultural College in the former landlord's house in the outskirts at Foyle Park, renamed 'Grocers' Hall'. This aimed to educate the sons of farmers in Greek and Hebrew as well as in practical skills. The mill buildings in Muff Glen formed part of this training complex along with buildings (now partly demolished) at Templemoyle. Though the relatively large farm sizes encouraged on the proportion by the Company meant that tenants did not suffer the effects of the 1845–49 famine as much as elsewhere in Ireland, the school did not prosper following the resultant population decline and it closed in 1866. The Company continued, however, to support the village in building a new school (beside the former), the addition of transepts to St Canice's in 1857 and the construction of a new Presbyterian church just outside the village in the 1880s. Following the agitation of the Land League at the end of the century, it decided to sell out to its tenants ending a fifty-seven-year period of direct investment. A Mr Davidson from Glasgow bought much of the proportion around Eglinton and his descendants still occupy (and are custodians of) Foyle Park to this day.

The new owners never had the resources or scale of holding of their predecessors and, in effect, the close hand of landlord control over the design of the village was dissipated. In the twentieth century, we have therefore relied upon the taste of individual owners in regard to the development of the village. Sometimes this has been to great benefit such as in the police station of the 1930s, which in its simple classical style is very complementary to the character of the earlier buildings, but sometimes this has also been to the detriment of the whole. The main moderating influence to individual taste has been the Planning System enacted from the 1940s and, since the mid-1970s, the protection of the best historic buildings through the process of listing.

So what of the character? Well, the history of a period of concerned landlord involvement in the nineteenth century has left a strong and simple design which gives a clear heart to the village. A wide, straight street is at the centre of this design and this is reinforced by regular and uniform planting. Unfortunately, some of the original trees are now gone and could beneficially be reinstated. Enough remain, though, to give a dominant impression of unity, history and 'place'.

Main Street, near the cricket ground.

Around this, the village has evolved with an important central open space of the cricket pitch and various suburban housing developments of a standard design which could be found anywhere across Northern Ireland. The central street, however, is of sufficient strength to ensure a distinctive identity for the village.

The focus of this street is deliberately provided by the courthouse, which sits opposite the main junction and cricket field. This is the seat of temporal power in the village and is the literal heart of the design. It is distinguished by being built of expensive ashlar stonework in sandstone (cut blocks) and is of a simple but refined Georgian style, being a perfect cube surmounted by a shallow pyramidal roof with a central chimney. On its sides, three round-headed arcades are repeated on the ground and first floors with expressed quoins at the corners and plain string courses at ground, first floor and roof. When built, the ground floor arcades were open to accommodate the market function. Currently vacant, this is a building of fantastic potential for the village if a new public use complementary to the character of the building can be realised. Such a use is currently being proposed with a planning application made for a Credit Union on the ground floor and a community room on the first, allowing it to retain a key public role in village life.

The importance of the courthouse to the plan is emphasised by two carefully designed flanking buildings: the Manor House and the Glen House. Originally, these were symmetrical about the court but set in front, creating a small square subservient to the main building. The Manor House is largely unchanged, with a beautiful wide door topped by a graceful fanlight beside a tripartite sash window on the ground floor facing the road and two standard sash windows above. It is finished in plain grey render with plaster quoin stones picked out at its corners. Its side facing the square in front of the court is three windows wide with a second, similar fan-lit door accessing a small mature garden. This sits between the building and a curving boundary wall with fine railings, sweeping away from the courthouse. A bay window on this elevation is probably a latter addition – as is the castellated extension on the other side, which sits well back from the road and ensures that the original Georgian design dominates.

The Manor House.

The same, unfortunately, is not true of its twin, the Glen House, which is largely subsumed in later extensions. The balancing façade to the Manor House – two windows wide, flanked by plaster quoin stones and topped by a pyramidal roof – can still just be made out. However, a re-rendering to provide surrounds to the windows, replacement of these windows in plastic, the size of the extensions in a similar style and, most of all, painting in a pallet of bright creams and magentas has largely destroyed the original relationship. The building as its stands today is actually an improvement from its appearance in the mid-1990s when it was a hotel (with an unsightly fire escape facing the square), but it still competes with the courthouse for attention as the focus of the village. Repainting or re-rendering in grey to allow the building to die back into the composition around the court with some screen planting to match the garden of the Manor House would be of great benefit, as would serious consideration to reinstating its sash windows.

Interestingly, as with the Manor House, most of the other historic buildings in the village sit back from the road, behind a small wall and a garden. It is almost a suburban pattern, but they are all linked by similar architectural design: classicism or classical-inspired Tudor Gothic and similar materials of whinstone or grey render, the exception being the ashlar sandstone focus of the courthouse. This was very deliberate to ensure a relaxed unity in the village and that the buildings would form an understated but very convincing whole. Their number and spread along the main street helps to reinforce this character, despite the intrusion of buildings more modern in character. In the 1830s, ordnance surveyors remarked; 'The gloominess which would have resulted from the dark colour of the stone used in building the houses (being mica slate) is diminished by their separation.' Today, the maturity of the planting scheme of the time is also of great benefit. The loss or significant alteration of any of these buildings at this stage would be to the very great detriment of the village as a whole.

Former Post Office.

One building, which has grander architectural pretensions than many of the others, is the former post office. This is a two-storey building topped by a triangular pediment with single-storey hipped wings and clearly designed by the Company as a public building beside the main square. During the 1990s, this listed building fell into serious disrepair because of complicated ownership arrangements and featured in a number of Buildings at Risk catalogues. Its restoration to once again form a thriving part of the commerce of the village in the 2000s is to the great credit of its present owner – though he has still to enact a promise to get some top-hung windows replaced by more appropriate sashes.

The fine rectory on the site of the former bawn should also be noted. It is very similar in style to the Manor House and also very elegantly proportioned. On the other side of the street, the two former schoolhouses beside the churchyard also make a strong composition. The form of the more recent and unlisted building has been retained in a sympathetic housing development from the late 1990s. The older listed school building was in danger of loss in the mid-2000s following an overenthusiastic renovation but has now been completely restored. Opposite the current shops at the other end of the village, a small listed house in the Company's trademark whinstone with sash windows is an important, if simple, unifying feature in the village's overall design.

Many modern buildings, however, on the main street are not low key and pay no heed to the historic character of the village. They are individualistic and often go out of their way to differentiate themselves from their neighbours. They reflect our modern taste for individual expression. The most that can be said for these buildings is that because of the strength of the historic planting, they have not yet completely diluted the village's character. Some effort has been taken with the new community hall to provide a simple and low key building. It is unfortunate, however, that the mock stone, chosen for its screen wall to the road, is red and does not take the opportunity to reinforce the dominant blue greys of the village's historic buildings.

At each end, the long, straight street is terminated by a junction into two roads, which allows the main street to be a clear, formal space beyond, where you'd find buildings of a more rural and more informal character. The church forms an important focus at the northern end, with the remains of its predecessor and a packed graveyard full of interesting headstones providing gravitas and a strong sense of history. At the other, more commercial, end, a small, altered historic building painted blue is strategically located to close the space. Currently, this building appears a little small and insignificant in this role. Careful painting and some tall trees in front to emphasise its architectural similarities to the buildings of the Grocers could potentially improve the character of this part of the village and make it a better 'full stop' to this part of the central area.

Eglinton, therefore, is a village blessed by its previous landlords' careful attention to design and interest in investing in its buildings and spaces. This has resulted in the strong character which this essay has tried to outline.

Many of these buildings are now protected by listing and the village itself has been given extra planning protection since 2000 as an 'area of townscape character' in the Derry Area Plan. These designations give some hope that the remaining character of the historic design for the village can be maintained for the future. Grant aid can (and has) been made available, for example, by NIEA for the repair of its listed buildings.

However, planning controls are largely responsive rather than pro-active and can do little beyond provide encouragement and permission to those seeking to reinforce and rebuild this character. Listing controls can only insist on retention of features present when listed, not the reinstatement of those previously lost. Neither, for instance, will be able to insist upon a calming down of the unlisted Glen House. That is a decision for its owner.

Key to the future development of the village, consequently, is a clear understanding by all those potentially involved in changes (or even commenting upon them) that there is a strong historic character in the central area of the village which should be reinforced, where possible, and cherished. Apparently, simple moves like careful painting, planting and a road organisation that respects the historic design could have major, positive impacts. The recent work to provide a shop-unit extension to builder Kevin Watson's offices at the corner of the main street is a good example of how a simple, elegant design (very much in the low-key spirit of the historic buildings along the main street) can contribute to the architectural quality of the whole. This work deserves to be applauded.

In conclusion, we all should be in no doubt that the potential rewards for getting it right could be very great. In addition to a fine and elegant focus for the village and the attendant positive impact on quality of life indices (and property prices), the designation of the nearby Walled City as one of five key focuses for tourism in Northern Ireland will hopefully bring in tourists who will then want to visit other places of interest. A fine and largely intact Plantation village within easy driving distance has potential to be an important part of that itinerary. Tourism means jobs and further interest. Wouldn't it be great to see a re-opened market house as well as being a community facility becoming a focus for regular fairs and events aimed at drawing in tourists and improving community spirit and cohesion? In Gracehill village in County Antrim, NIEA has helped a local community association buy a vacant schoolhouse at the heart of a similar leafy village. Great efforts are now being made to restore that building with the help of further grant aid from NIEA. The community has also persuaded the local council to market the village as a visitor attraction. Every September, for European Heritage Open Days, they now stage a historical re-enactment based upon the diary of a previous resident. They also open a number of their listed buildings. Eglinton similarly has many listed buildings and access to detailed records about its past in the Grocers' archives in London. However, it is better placed than Gracehill to access tourists, with the airport and Walled City so close. The village, therefore, has huge potential, which co-ordinated action by all involved could make a reality.

Bibliography

Curl, James Stevens, *The Londonderry Plantation, 1608–1914,* Chapter VII, The Estates of the Grocers' Company, pp153–174.
Day, Angelique (ed), *The Ordnance Survey Memoirs of Ireland. Parishes of County Londonderry,* XIV, Faughanvale.
NIEA listed building files.
Planning Service: *Derry Area Plan 2011*.
Rowan, Alastair, *North West Ulster,* Eglinton.

Postscript. NIEA is currently carrying out a resurvey of all of the listed buildings of Northern Ireland. This is programmed for completion by 2020. Information on all listed buildings in the Eglinton area is available on the NIEA website at www.ni-environment.gov.uk. Detailed electronic information is, however, only available on resurveyed buildings and this survey has not yet covered Eglinton. Detailed information on the buildings of Culmore, Shantallow, Victoria (inner Waterside), Altnagelvin and Banagher wards in the Derry City Council area are already available.

Pont du Gard, near Remoulins, South of France.

A CHARACTERFUL IRISH TOWN: WESTPORT

JJ Tracey

Westport lies far out on the western shores of County Mayo in the midst of drumlin country, a continuation of the numerous submerged islands at the eastern end of the Clew Bay indentation. It is likely that a small clachan, or community, established itself here before the arrival of English settlers in the late sixteenth century. The Brownes established themselves here in 1595 and some of them married into the local Irish chiefs; almost a hundred years later, they would support James II during the Williamite War. The fourth generation of Brownes was related to the great sea pirate of the western seaboard, Granuaile/Grace O'Malley, who gained great acclaim when she identified herself as a queen in her visitation to Elizabeth I of England. Indeed, the Browne dynasty and their estate lands occupied part of O'Malley territory.

North Mall

Shortly after 1729, a later Browne engaged the German architect Richard Cassells, who was establishing himself in practice in Ireland, to design a house for him in Westport; Cassells was followed by, among others, such notable architects as James Wyatt and Thomas Ivory. The house is beautifully sited, close by the River Carrowbeg, where it flows into Westport Bay and occupies the location of the original clachan, which was then removed a short distance to establish the beginnings of the town of Westport – also the name of the new house. The house retains in its entrance front much of Cassells' original design. Doubtless, these distinguished architects influenced the layout of the town where, in 1770, the river was canalised and punctuated with low three-arch bridges giving the newly created town an air of sophistication that Westport has retained and enhanced, particularly in recent years.

Grace O'Malley

Over the years, Westport suffered its ups and downs. Up to 1845, the town's population had grown to approximately 4,500 persons, but this

was halved through hunger and emigration during the Great Famine of 1845–49. In the early years of the nineteenth century, as a distributive port, Westport developed its quays with substantial terraces of warehousing (in recent years conserved and converted into apartments), hotel and restaurants, and the adjoining land was laid out to form an attractive forefront, adding much enhancement to the quay surrounds, and a handsome visual extension of Westport House estate. The advent of the railway caused some adjustment to the distributive nature of the port's trade, but the enterprising spirit of the town's inhabitants survived the change and the town retained its entrepreneurial drive. Today, it presents a place of pride, confidence and attractiveness.

William Makepeace Thackeray was enchanted by the place and its setting, and George A Bermingham, alias Church of Ireland rector Canon Hannay, began his writing career there before moving further afield.

James Wyatt canalised the River Carrowbeg in the late eighteenth century to form a glorious approach to Westport House, creating the tree-lined north and south malls. Low stone walls form the sides of the canal, punctuated here and there with fascinating series of steps to give convenient access to the water. From the malls, streets lead off to the commercial core of the town, with junctions formed in octagonal spaces and adorned with clock tower and classical monument now surmounted by the sculpted figure of St Patrick remaining the onlooker of the nearby pilgrimage mountain, Croagh Patrick.

Streets with names like Distillery Road, Mill Street, Bridge Street and Quay Street are lined with shops and businesses filling the ground floors of mostly two- and three-storey slated terraces. The roofs, festooned with numerous chimneys, step up and down as the drumlin topography dictate the gradients.

As well as the distinctive Westport House and grounds, the town possesses many buildings of character dominated by the Georgian/Victorian vertical sliding sash and painted, smooth rendering intermingled with local stone and neo-classical shop fronts with painted signboards. The Catholic church is neo-Romanesque and nestles in a terrace fronting onto the south mall; within, one finds stained-glass windows by Patrick Pye and stations

Market House

Westport House

Carrowbeg River

Former warehouses adapted and extended at Westport Quay.

of the cross by Hubert McGoldrick in opus sectile. The Church of Ireland parish church, designed by TN Deane, graces the entrance to the grounds of Westport House, with its cluster of steeped, pitched gables forming a polygonal apse. The post office building of 1899, designed by JH Pentland, is a bold art-and-craft effort with a dominant row of semi-circular ground-floor windows lighting the postal hall. The former market house inserted in one of the town's octagons has most of its former arches now blocked up.

The classical limestone Doric column originally surrounded by a statue of George Glendenning, banker and now replaced by a figure of St Patrick executed by John Thompson of Cork.

The early nineteenth-century small-scale Church of Ireland rectory with its mixture of gothic-arched ground-floor windows and door and classical upper-floor windows.

The former hotel is now the tourist office. Westport was highlighted in recent Tidy Town competitions with its marvellous picture of wellbeing and in 2009 retained its small-town section finalist position.

The Monument

Shopfront, Shop Street

Former Methodist Church

Fair Green

Segmental arched bridge over the Carrowbeg River

Doorway, the Mall

The Clock Tower

Bank of Ireland doorway, North Mall

Terrace, South Mall

Cosy Joe's Pub, Bridge Street

Corner Pub, North Mall

Post Office, North Mall

Hundertwasserhaus, Vienna – Architecture without architects.
Municipal apartment block by artist Hundertwasser in 1985 as a blow
against soulless modern architecture.

DERRY'S CONSERVATION AREAS: A COMMENTARY

JJ Tracey

There are three conservation areas in the inner-city area:

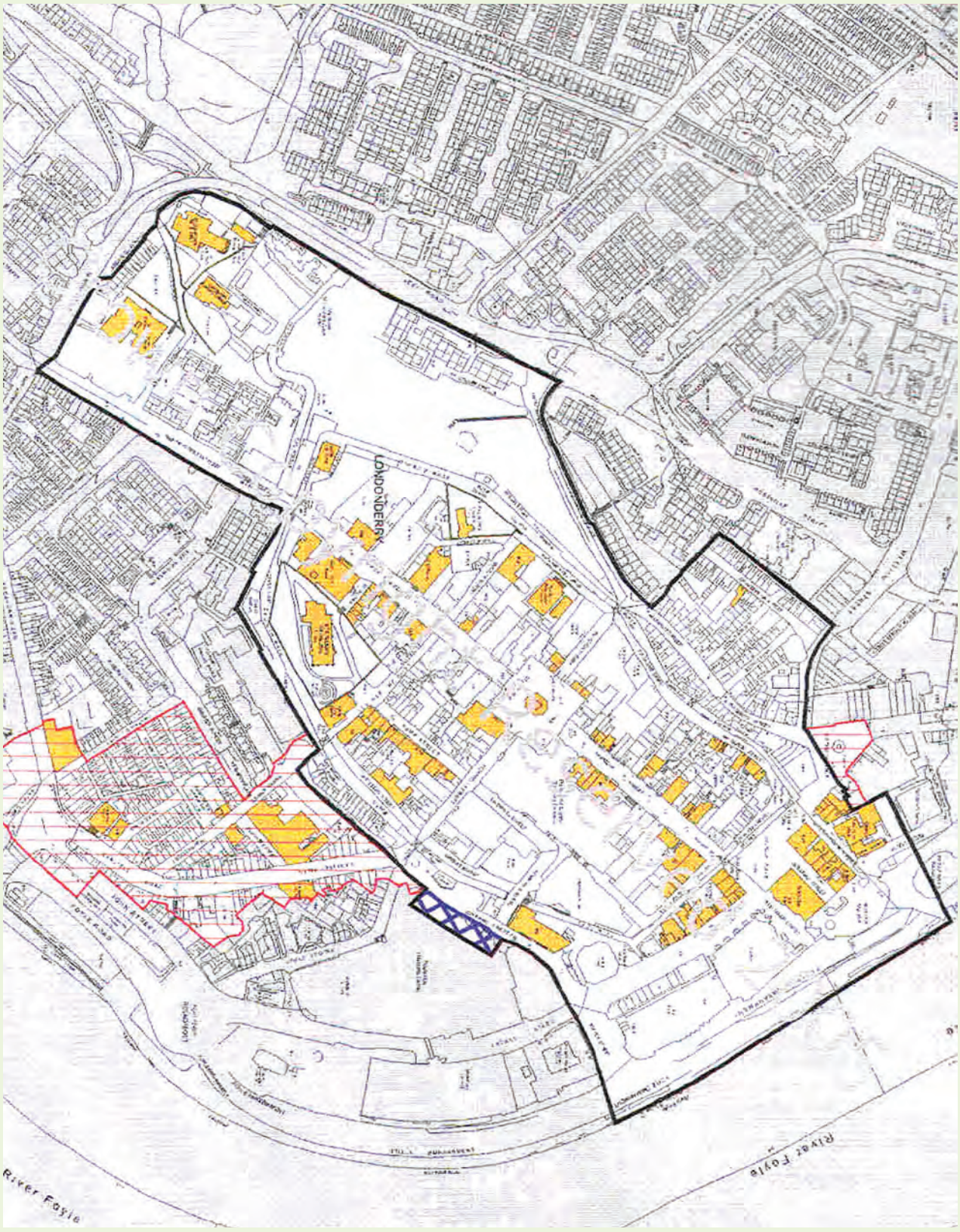
1) The Historic City Conservation Area designated in February 1977 and extended in 2008 to include Carlisle Road and Square and adjoining spaces; see map – page 86.
2) Clarendon Street Conservation Area designated in February 1978; see map – page 106.
3) University Conservation Area designated in June 2006; see map – page 111.

The Historic City Conservation Area and the Clarendon Street Conservation Area have shown considerable improvement since their designation in the 1970s due to, in the case of the former, much rebuilding of gap sites and replacement buildings, though it must be said that quite a number of these are not at all sympathetic in character, scale and materials. In the latter, much improvement of façades has been carried out in the past two decades. While the overall impression is one of improvement, there has been much erosion of traditional detail and the bursting forth of ill-considered colours and forms. Traditional street patterns and spaces have survived, in the main, though recently (and at present), much uncharacteristic repaving and replacement of street furniture occurs. Derry's streets around the turn of the century were mostly paved with blue grey cobbles, which gave great character to the inner-city environs and had the further effect of slowing down traffic. The new pavings presently being laid down are smooth slabs or tiles of Scotch granite almost glaringly bright.

Fine arched doorway, 19 Magazine Street.

Set out below are comments on a street-by-street basis within the conservation areas and changes which have occurred since designation.

The Conservation Area booklets, originally published in the 1970s, are being reproduced. New booklets are in preparation and are long overdue.



Historic City Conservation Area.

Shipquay Street

No. 1 Shipquay Street	Formerly AG Speers clothier, demolished, replaced by Richmond Centre Shopping Centre.
Nos. 9, 11, 13 & 15	Retained to conserve character and scale. Are listed buildings. No. 15 was successfully restored in the early 1980s.

No. 9 Shipquay Street

Nos. 19 & 21 Shipquay Street

Entry to Richmond Centre	Entry to Richmond Street has become entrance to Richmond Centre Shopping Centre, which has been set back to expose returns of No. 15 Shipquay Street.
Nos. 19 & 21	Demolished and replaced by part of Richmond Centre Shopping Centre.
Nos. 23, 25 & 27	Retained.
Nos. 33, 35 & 39	Retained, listed buildings, No. 33 retaining Georgian character of Shipquay Street. No. 39, fine building, former bank by Lanyon & Lynn, lost its handsome sandstone exterior by injudicious paint.
No. 2.	Office building rebuilt late 1950s.
Nos. 4a/4.	Currently being renovated.
No. 6.	Listed building, currently being renovated.

33, 35 & 39 Shipquay Street

4, 6 & 8 Shipquay Street

Shipquay Street (continued)

No. 8.	Listed building, with No. 6, retains original early nineteenth-century character, formerly police barracks.
No. 12.	Former Hibernian Bank, replaced c1980s.
No. 14.	Former newsroom/library and post office severely bomb damaged, recently restored (see article on work of WCP). Listed building.
Nos. 16 &18.	Retains former façades. New pedestrian access formed to Craft Village square behind.
No. 20.	Former Bank of Ireland, listed building, Italianate style, sandstone façade. Recently renovated (see article on work of WCP).
Nos. 22, 24, 26, 28 & 30.	Retains former façades but have lost significant ground floor details. Nos. 28 & 30 are listed buildings.
Nos. 32, 34, 36, 38 & 40.	Retains former façades. No. 34 converted from cinema to shop. No. 40 rebuilt to similar proportions but crudely detailed.

14 Shipquay Street

20 Shipquay Street

Butcher Street

No. 2.	Listed building, retains former character, art-nouveau style.
Nos. 4–22.	Partly bomb damaged and remainder demolished. Rebuilt in unsympathetic manner.
No. 1.	Office building, rebuilt c1960s with Portland stone facing.
Nos. 3–17.	Partly bomb damaged and remainder demolished. Rebuilt in an unsympathetic manner. Alignment of footpaths retained but setbacks occurred at Nos. 7–13 omitted.

Ferryquay Street

Nos. 2–20.	Demolished to allow erection of Richmond Centre Shopping Centre. In spite of good intention, new façades appear 'slab like'.
Nos. 22–32.	Shopping Unit (FW Woolworth), unsympathetic façades.
Nos. 34–38.	Retains former façades but traditional detail lost.

22–32 Ferryquay Street

1 Ferryquay Street

No. 1.	Listed building, Austins Department Store. Some alteration to ground floor, shop windows and former flamboyant cement rendering now painted. Interior greatly altered.
Nos. 7–15.	Retains former façades but traditional details lost.
Nos. 17–31.	Retains former roofline but façades have suffered much intrusive alterations.

Bishop Street Within Walls

No. 2.	More or less rebuilt with inappropriate roof form.
Nos. 4, 6 & 8.	Rebuilt with aluminium curtain-wall cladding (formerly Mulholland's drapery store).
Nos. 10, 12, 14, 16, 18 & 20.	Retains former façades.
Nos. 22, 24, 26 & 28.	Retains former façades. No. 24 listed building (Former Northern Counties Club).

4, 6 & 8 Bishop Street, c1970

Mulholland's Drapery Store, c1900

No. 30.	Listed building, Church of Ireland Deanery.
Courthouse.	Listed building, recently handsomely restored and obtrusive guardhouse added. Original sculpted coat of arms replaced with substitute.
Crown & Peace Office.	Listed building. Recently restored.

24 Bishop Street

Crown & Peace Office

Nos. 34 & 36.	Demolished.
No. 1, Public House.	Façade fenestration altered and continuous name fascia added.
Nos. 3–11.	Façades retained with much inappropriate alterations to shop fronts except No. 11.
No. 13.	Listed building, former Probate Office, façade unaltered, one chimney removed and exterior painted.

No. 15, Off Licence & Public Bar.	Ground floor and name fascia altered and extension decorated.
Nos. 17, 19 & 21.	Rebuilt, retaining similar form.
No. 23.	Listed building, former hotel and later factory. Recently reorganised internally, façade retained.
No. 25.	Building unaltered.
Masonic Hall.	Listed building, formerly Church of Ireland Bishop's Palace. Façade painted. Garden to rear converted to public car park. Enclosing garden wall retained.
Caretaker's House.	Building unaltered.

13 &15 Bishop Street


23 Bishop Street

The Diamond

Nos. 7–11.	Demolished, replaced by Richmond Shopping Centre.
No. 13.	Demolished and replaced by similar building. Former Presbyterian Working Men's Institute.
Nos. 15 & 16. See Nos. 1 & 2 Butcher Street.	Listed buildings, unaltered except for ground-floor shop windows.
Nos. 17 & 19.	Demolished and rebuilt in a most inappropriate manner.
No. 21.	Building unaltered except for ground-floor windows.
Nos. 23 & 24.	Public house. Façade and name fascia altered.
No. 1. See No. 2 Bishop Street.	Rebuilt with inappropriate roof form.
Nos. 4, 5 & 6. See No. 1 Ferryquay Street.	Listed building.

Verbal Arts Centre

Stable Lane

Nos. 1 & 2.	Demolished and not replaced.
Verbal Arts Centre.	Listed building, formerly First Derry Public Elementary School. Change of use and restored.

Verbal Arts Centre, external detail

St Augustine's Church

Palace Street

Nos. 2, 3 & 4.	Unaltered.
St Augustine's Church Hall.	Unaltered.
St Augustine's Church, graveyard and railings.	Listed building, unaltered and graveyard retained.

Society Street

Nos. 1 & 3. See No. 15 Bishop Street.	Unaltered except for decoration.
No. 5.	Unaltered.
Nos. 7 & 9.	Demolished and space paved and sculpted figure of Governor Walker erected within.
Apprentice Boys' Memorial Hall	Listed building. Exterior unaltered.
Nos. 2 & 4. See Nos. 17, 19 & 21 Bishop Street.	Demolished and rebuilt.
Nos. 6 & 8.	Unaltered.
Electricity sub-station.	Unaltered.

7 & 9 Society Street

Apprentice Boys' Memorial Hall

Castle Street

Nos. 1–13.	Retains character, though there had been some rebuild and shop fronts added. See No. 12 Shipquay Street.
No. 2.	Listed building, former reading room, later auction rooms. Restored recently and converted to ground-floor shops with living units above.
Nos. 4–8	Demolished, bomb damage. Rebuilt with new shop fronts.
Nos. 12 & 14.	Unaltered.

Union Hall Place

Nos. 1–3.	Shop fronts with Union Hall over rebuilt.
No. 4.	Tower Museum consisting of modern tower house and interesting interior display depicting history of Derry.

Craft Village

Entrances from No. 14 Shipquay Street and No. 14 Magazine Street.	Modern creation of shops grouped around intimate square and alley with upper-floor living accommodation.

The Craft Village


2–6 St Columb's Court

Saint Columb's Court

No. 1.	Listed building.
Nos. 2–6.	Listed buildings. Terrace of two-storey and three-storey redbrick houses.
St Columb's Cathedral, graveyard, gates enclosing walls and railings.	Listed building.

London Street

Nos. 1–13.	Two-storey terrace buildings of characterful, vernacular style.
Nos. 4–22.	Two-storey and three-storey terrace dwellings of good townscape character.
Former Cathedral Schools.	Listed buildings.
Church of Ireland Synod Hall.	Listed buildings recently restored.
	Note: London Street formed part of the 1975 European Architectural Heritage Year.

Pump Street

Nos. 1–23.	Two- and three-storey terrace buildings many with shops on ground floor. Of good townscape character.
Nos. 2–28.	Terrace of listed buildings. Nos. 10–18 formed part of the former Convent of Mercy. Previously, No. 10 had been the King's Arm Hotel, erected c1790.

Location of the former Sisters of Mercy Convent, 10–18 Pump Street.

Artillery Street

Nos. 2–3.	Two-and-a-half-storey terrace buildings
No. 6.	Listed buildings. Former convent schools, now the Playhouse and recently restored.
No. 8.	Three-storey terrace house.
Nos. 9–12.	Recently restored three-storey terrace, now offices.
Diocesan Synod Hall.	Listed building. See London Street.

The Playhouse, Artillery Street

9–12 Artillery Street

Upper Linenhall Street

North side.	Demolished and replaced by Richmond Shopping Centre. Former Richmond Street becomes a throughway within shopping centre. Lower portion of upper Linenhall Street realigned to facilitate service traffic to centre and a wide-stepped area created overlooking Newmarket Street.
South side.	Contains the former FW Woolworth store and newly erected Primark Store* with respective service entrances. *This is an unfortunate development in the heart of the Conservation Area, with sickly yellow reconstructed stone façades and glass.

Newmarket Street

Seventeenth-century oven in brick

Lower Linenhall Street

Former residential street with stepped access from upper to lower Linenhall Street and balcony access to dwellings on north side.	While steps have been retained, residential units have been removed and street forms service access to buildings fronting onto it. During excavations on north side, remains of seventeenth-century basement kitchen were found.

Bank Place

Nos. 1 & 2. See No. 39 Shipquay Street.	Listed building. Former savings bank.
Nos. 3 & 4.	Listed building. Formerly rear of Edmiston & Co, now a club.
No. 5.	Former builder's offices and yard.

Newmarket Street

No. 1.	Listed building. Former Temperance Hall, later used as cinema and for other leisure activities. Lower ground floor was at one time primary school. Now vacant.
Nos. 2–7.	Demolished to provide site for theatre and associated shops.
Nos. 8 & 10.	Public house/restaurant. Building retains character of houses to north side of Orchard Street, now demolished.

East Wall

The former Rialto Theatre

East Wall

Nos. 1–11.	Buildings demolished to provide site for theatre. The demolition included two buildings of listed status, YMCA Hall and former Wesleyan Methodist Church. The remainder of these terrace buildings, though dilapidated, had good townscape character. They were unique in fronting onto the historic City Walls.

Church Wall

Nos. 1–4.	Demolished. A characterful terrace of four houses which were notable as they fronted onto the City Walls.

Market Street

Nos. 1–3.	Buildings of townscape character.
Rialto Cinema and remains of former Reid's Market	Demolished and replaced with department store. Designed in a most unsympathetic style within Conservation Area.

Magazine Street (Upper)

No. 1.	Listed building. Apprentice Boys Memorial Hall. See Society Street.
No. 3.	Demolished.
First Derry Presbyterian Church.	Listed building includes former Blue Coat schools to side, now church hall.
Nos. 4, 5 & 6.	Demolished. Site of Nos. 5 & 6, now occupied by the Calgach Centre.

19 Magazine Street (lower)

20 Magazine Street (lower)

Magazine Street (Lower)

Nos. 1 & 2.	Demolished. No. 2 was former Forester's Hall. Site now occupied by Tower Hotel.
Nos. 3, 4, 5 & 6.	Demolished. Site now occupied by hostel.
Nos. 7, 8 & 9.	Adapted to new use – Nerve Centre.
No. 10.	Public House. Interior formerly had one of the most characterful of pub interiors in city.
Nos. 11, 12, 13 & 14.	Buildings of townscape character. No. 14 contains gateway entrance to Craft Village.
No. 15.	Listed building. Former Bank of Ireland manager's dwelling.
Nos. 16 & 18.	Building of townscape character.
Nos. 19 & 20.	Listed building excellently restored.

STREETS, PLACES AND SPACES ADJOINING THE CITY WALLS AND WITHIN CONSERVATION AREA

City Walls

Historic Monument / Listed structure.

The City Walls, including the four original gates and three additional gates, are more or less intact from c1865 when Magazine Gate was formed and Ferryquay Gate redesigned. Northwest Bastion was removed in 1824 and the Water Bastion about the same time. The pedestrian surfaces change from time to time and intrusive security gates and railings remain.

See East Wall and Church Wall. See also *Report on City Walls* of 2008.

Fountain Street from Hawkin Street/Newgate to Bishop Street Within

Original terrace houses of polychrome brickwork and stepped slate roofs were demolished in the early 1970s, presumably to expose the City Walls adjacent to Church Wall. Around the same time, much of similar terrace housing in Albert Street, Kennedy Street and the fine, late eighteenth/nineteenth-century jail were likewise demolished. These were replaced with flat-roofed, dry-dashed blocks of social housing and a primary school. The flat roofs were subsequently converted to pitched roofs. Visually, little has been gained.

Commemorative wall paintings of seventeenth-century events removed and some relocated.

Bishop Street Without

The Derry Jail, Bishop Street

Long Tower Street, Bishop Street Without, Long Tower Church Precincts

Terrace housing in Long Tower Street, Henrietta Street, Howard Street, Howard Place and St Columb's Wells, demolished and streets and places obliterated. Long Tower Street, which was the last medieval road in the inner city connecting the Templemore to the Cistercian nunnery in the Fountain Street area, has been renamed Nailor's Row, which extends into the remnants of former street.

The south-facing side of Charlotte Street has been mostly retained and all the Bishop Street buildings enclosing Long Tower Primary School demolished. From Henrietta Street northwards to Mall Wall is now occupied with social housing and sheltered housing.

To the west of the Long Tower Church is imposed a most obnoxious link road connecting Abercorn Road to Lecky Road – a glaring example of poor road design. It is without the conservation boundary but impinges visually with horrific effect.

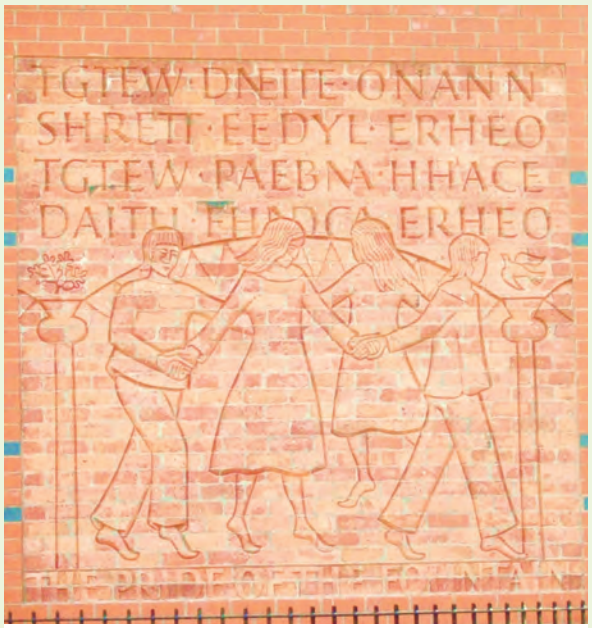
Nailor's Row, Walker's Place (Walker's Square), Fahan Street, North End of St Columb's Wells

The terrace housing forming these streets was demolished in the late 1960s and early 1970s, clearing away all the social development of the late eighteenth and nineteenth centuries. The removal of the terrace housing along Nailor's Row created a great sense of place as the housing echoed the profile of the City Walls and the Grand Parade, an aspect and atmosphere very well caught in WH Bartlett's (1809–54) sketch of the Walls of Londonderry.

The Walls here are now exposed atop a steeply grassed slope no longer dominated by Walker's Pillar, which formerly adorned the Royal Bastion.

Grand Parade, Derry's Walls.

Hawkin Street, former fire station



Hawkin Street fire station, detail

Lower Fountain Street

The polychrome, brisk terrace housing with stepped slated roofs has been happily retained, including the recently restored Hawkin Street fire station. A good example of preservation and conservation and all the housing units have been well restored.

Orchard Street

St Columb's Hall

With the exception of Nos. 16 and 18 (corner building at junction with Newmarket Street) and St Columb's Hall (listed building), both sides of the street have been demolished, the southwest side to make way for the Foyleside Shopping Centre. The other side, Nos. 2–14, has been replaced with paved space adorned with 'lumps of foreign stone' illustrating segments within the Walls!

The conservation boundary between Newgate Bastion and Newmarket Street includes a strip of the shopping centre; one wonders why?

Foyle Street

Mitchell Building

Nos. 1–31 (listed buildings) remain intact except for questionable ground-floor alterations. No. 3 is an imposing warehouse/office building built by former shipowner William Mitchell in 1883; surmounting its parapet was a sculptured group representing Britannia, now missing.

On the northeast side of the street, the former City Hotel site remains derelict while the central bus station occupies the remainder of the street, including Water Street. The frontage of the bus station onto Foyle Street is a two-storey terrace of shops in a bland style. Between Foyle Street and the river is the main thoroughfare of the Foyle Embankment.

Northern Bank, Shipquay Place

Derry's Guildhall

Shipquay Place

Nos. 1–5, more or less intact except for shop-front alterations. Buildings are listed.

Nos. 6 & 7, Northern Bank building – listed building. Handsome sandstone façades.

Waterloo Place

No. 1, demolished.

Emigrant Sculptured Group

No. 3, Original Ulster Bank building – listed building, bomb damaged and demolished. Had handsome sandstone façade. Rebuilt in dark brick in bland design.

Nos. 19 & 20, Northern Counties Building, recently restored, listed building.

Most buildings in Waterloo Place are of poor architectural quality, making the area most unsatisfactory. The emigrant sculptured group in the Place has been removed. This group should be re-situated in Harbour Square if not retained in Waterloo Place.

Whittaker Street

Guildhall, southeast façade, listed building, some bomb damage externally and reinstated.

City Hotel bomb damaged and demolished. Vacant site.

Guildhall Street

Guildhall, northwest façade, listed building. Stained glass bomb damaged, reinstated.

Harbour Museum, former Harbour Office, listed building.

Former Surveyor's Office, listed building.

Former O'Neill & McHenry building, listed building.

Custom House Street

Northern Counties Hotel, listed building, recently restored.

General Post Office, listed building.

Custom House, listed building.

Northern Bank building, listed building.

Monico Bar, listed building.

Former Surveyor's Office, listed building, recently renovated and exterior painted in strident colour.

Harbour Office, listed building.

Harbour Square
(formerly Queen's Quay)

Guildhall, northeast façade, listed building.

Harbour Museum (former Harbour Offices), listed building.

Custom House, former Inland Revenue Offices, listed building.

Exchange Building.

The buildings on Harbour Square overlook paved and landscaped area and part of the Harbour Square Roundabout and the Foyle Embankment Road and riverside frontage.

The riverside frontage will undergo change with the construction of the pedestrian bridge.

William Street

Nos. 2–18, more or less intact with frequent changes to ground floor shop fronts.

Nos. 20–24, demolished.

Chamberlain Street

Nos. 1–33, more or less intact.

Nos. 2–4, demolished.

Nos. 6–36, more or less intact.

No. 7 was rebuilt several years ago in an unsympathetic manner.

No. 15, listed building, has been altered internally, though the ashlar street façade has been retained.

Harvey Street 	Nos. 3–19, more or less intact. Nos. 2–14, more or less intact. However, several of the terrace façades have been plastered and painted, spoiling the units of the stepped terraces. The terrace houses have neat, decorative roof edges, which should be retained.
High Street	Nos. 1–17, more or less intact. Nos. 2–14, more or less intact. Nevertheless, some window proportions have been altered and some façades plastered and painted. While High Street does not have the same architectural detail as Harvey Street, it does retain much of its former character.
Waterloo Street 	Nos. 3–21, more or less intact. Nos. 23–29, more or less intact. No. 31, demolished. Nos. 2–48, more or less intact except for No. 16, which several years ago was rebuilt in an inappropriate manner. Much improvement has been initiated in the last five years by the Wall City Partnership, namely, Nos. 2, 4, 6, 8, 14 Waterloo Street, 1–4 Castle Gate, 34 Waterloo Street.
Fahan Street (south side)	Demolished and green space created.
Lecky Road (southeast side) including St Columb's Wells	Demolished and partly replaced by small residential units and remainder retained as green space continuous with that at Fahan Street. See under Nailor's Row.
Henrietta Street	Terraces on both sides of street demolished. North side replaced with differently orientated terraces as far as upper Long Tower Street, now renamed Nailor's Row.

Long Tower Church

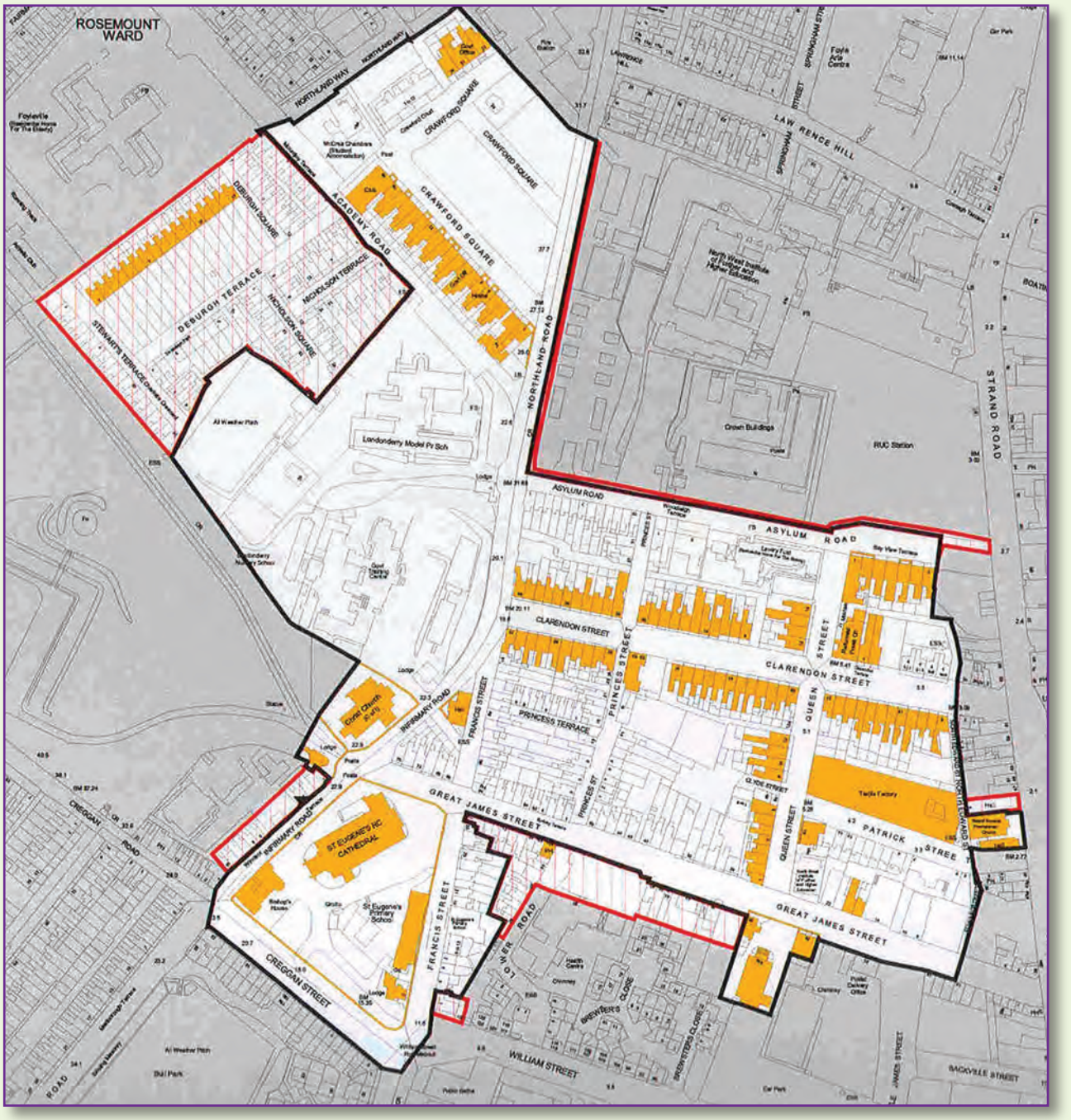
Long Tower infants' school

Long Tower Church & Precincts	Listed building and adjoining graveyards retained intact. Paving around church inappropriate. Listed infants primary school vacant and in disrepair (building erected in 1820).
Long Tower Primary School	More or less intact, listed building. With demolition of adjoining terraces, it is exposed to view.
Charlotte Street	Part of northeast terrace housing retained. Remainder demolished mainly to facilitate Lecky Road flyover.
Conservation Area Amendments	In 2006, amendments were made to the Historic City Conservation Area: 1) Two sides of Waterloo Place excluded 2) Section of the Foyleside Shopping Centre which fronts onto Orchard Street included 3) Also included are Carlisle Road, Carlisle Square, Tillie & Henderson former factory site, Hamilton Factory, lower end of Wapping Lane, Grove Place, Hawkin Street and Horace Street.

4th Derry Presbyterian Church, Carlisle Road

Former Tillie & Henderson site

Wapping Lane



Clarendon Street Conservation Area Map.

CLARENDON STREET CONSERVATION AREA – PRESENT STATE OF BUILDINGS, STREETS AND SPACES

Great James Street (south side)	No. 33, listed building, front part vacant.
Group of buildings around former 3rd Presbyterian Church. Nos. 33 & 35 within conservation area boundary.	3rd Presbyterian Church not functioning as church; had change of use and presently vacant and in disrepair. Space in front used for car park.
	No. 35, used as language school.
See below under extension.	More or less intact from North Edward Street to Francis Street.
Great James Street (north side)	Cathedral restored and sacristy extended, parochial house restored and gate lodge.
St Eugene's Cathedral precinct includes cathedral, parochial house and diocesan offices, gate lodge and former primary school, grounds and enclosing walls, railings and gates.	Primary school vacant, playground used as car park, grounds otherwise intact.
Francis Street	More or less intact. Primary school facility on east side in temporary use.
North Edward Street Narrow street connecting Great James Street through to rear of Asylum Road.	This street serves the rear of buildings fronting onto it on both sides. Former Clarendon Hall demolished, likewise former factory (previously coachworks).
Patrick Street	More or less intact. Nos. 8–16 replaced by new three-storey terrace housing in successful manner.
Clarendon Street	Former McIntyre Hogg & Marsh Factory has change of use to offices, school premises and art gallery.
	Most of building intact and great proportion has change of use, mostly to offices. Likewise, former church and former coachworks replaced by three-storey terrace housing (successfully).
	Many buildings have been restored and railings replaced.

Above left: Clarendon Street, 2010.
Below left: Clarendon Street, c1960.

Nos. 13–16 Queen Street

Christchurch and Brooke Park

Queen Street	Both sides intact. Corner building at Asylum Road replaced with residential unit. Several buildings have been restored and adopted successfully.
Princes Street	More or less intact and many buildings have been restored. Building on east side at corner of Asylum Road has had a brash colour scheme.
Princes Terrace	More or less intact and many buildings have been restored and improved internally. Intrusion of PVC doors and window details.
Mews Lane From Princes Terrace towards Northland Road.	Improvements carried out to rear of houses and in several cases extensions added. Former icehouse has been severely damaged as result of house extension.
Clyde Street Off Queen Street.	More or less intact, but various improvements carried out to rear of premises. Pair of semi detached two-storey houses added successfully.
Infirmary Road	More or less intact. Includes walled and railed boundaries to St Eugene's Cathedral precinct, Christ Church and grounds, entrance gates and piers to Brooke Park, entrance to former hospital grounds, Craig Memorial Hall.
Northland Road From Francis Street to Crawford Square.	Former hospital building demolished and replaced by blocks of apartments poorly resolved in respect of massing and vistas. Rear of No. 48 Clarendon replaced with intrusive building in modern style with strong-coloured materials. Infill terrace housing between Clarendon Street and Asylum Road successful except that garish decoration has been used on gable of house to rear of Asylum Road.

Asylum Road
Including Bayview Terrace and Woodleigh Terrace.

Bayview Terrace more or less intact with change of use. Vacant site at corner with Queen Street infilled with sheltered housing successful.

Remainder more or less intact with much internal improvement works.

Crawford Square

Nos. 20–23 Crawford Square

No. 1 Woodleigh Terrace has inappropriate colour scheme (see Prince's Street above). The boundary wall of the former asylum has been retained.

Nos. 1–19, more or less intact externally, much change of use.

No. 19a, demolished and replaced with residential apartments.

Nos. 21–23, more or less intact with change of use.

Nos. 1–12 Crawford Court, more or less intact. This block of two-storey flats erected c1950s is an unfortunate intrusion stlyewise in the square.

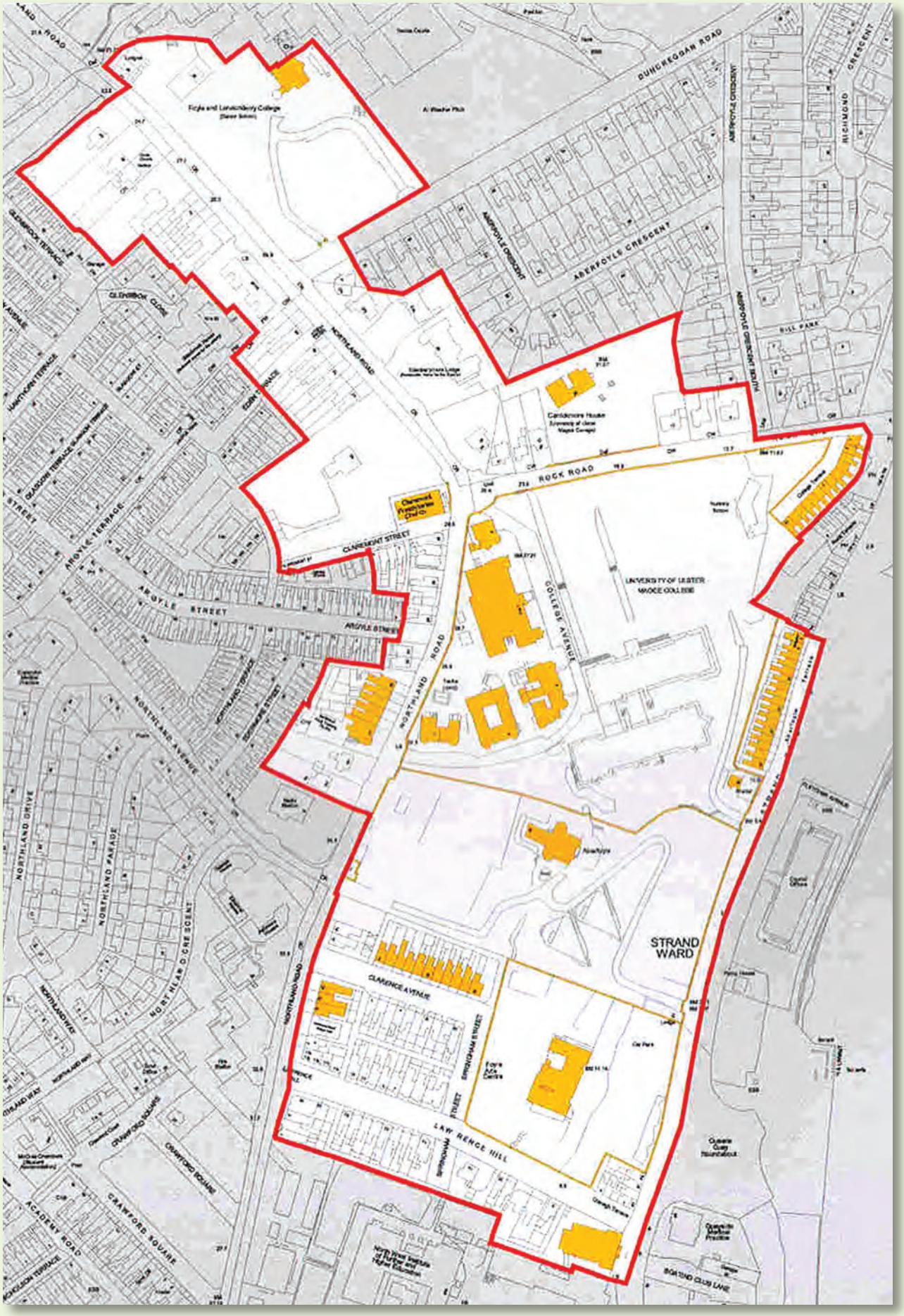
No. 4 Northland Road, demolished by bomb, now replaced by terrace of three-storey apartments forming the northwest side of the square.

The enclosed central garden of the square is unkempt, the boundary-wall brickwork disintegrating. The east side of the square is bound by Northland Road and the render rubble wall of the former asylum has been retained.

Crawford Square, c1900.

De Burgh Terrace

Conservation Area Amendments	The Clarendon Street Conservation Area had a number of amendments made to it in 2006.
1) Southside Great James Street, Nos. 37–79, to junction with Francis Street	This is a good addition, as it includes both street façades of Great James Street within the Conservation Area boundary. Had this amendment been made earlier than 2006, it would have strengthened the hand of the Planning Authority in dealing with several questionable planning applications.
2) Francis Street south end	This includes some recent social housing.
3) Infirmary Road west side.	This includes Windsor Terrace, which is a reasonable example of townscape and gives control over any future changes to the terrace and the cathedral precinct.
4) De Burgh Terrace and the nearby Stewart's Terrace, Nicholson Tce, Nicholson Square, De Burgh Square and De Moleyn Park (See *Streets of Derry* by John Bryson).	This addition neatly squares off the area boundary and includes the listed De Burgh Terrace, unique in having long, narrow, sloping front gardens handsomely setting off the terrace.
5) Stone boundary wall to the Northland Road and Asylum Road.	The random rubble schist stone boundary wall to the former Strand Road asylum is now included within the Conservation Area, though that portion along Strand Road should also have been included. It is a good feature within the conservation area and partially conceals the modern buildings within.



Magee Conservation Area Map.

Magee Conservation Area

Replacement terrace of apartments on Northland Road.

Magee Conservation Area, designated in June 2006, continues in a northerly direction to include within a controlled area much development carried out from the mid-nineteenth century to the present (particularly within the university precincts). It could well have been an extension of the Clarendon Street Conservation Area.

The Conservation Area includes a majority of terraces that might be classified as a good townscape character, but it does gather within its limits several fine listed terraces of good red and polychrome brickwork and the imposing professional houses along the University College Avenue as well as some distinguished edifices: original municipal technical school (1900), former Foyle College (1814), Aberfoyle House (1873), Magee College (1856), Claremont Church (1905) and Marshall Tillie's former home, now Londonderry High School (c1880).

It enjoys much open space, which it is hoped will be preserved. Already, much green space has been gobbled up for university parking. Underground parking would be a very good visual solution.

Magee Campus.

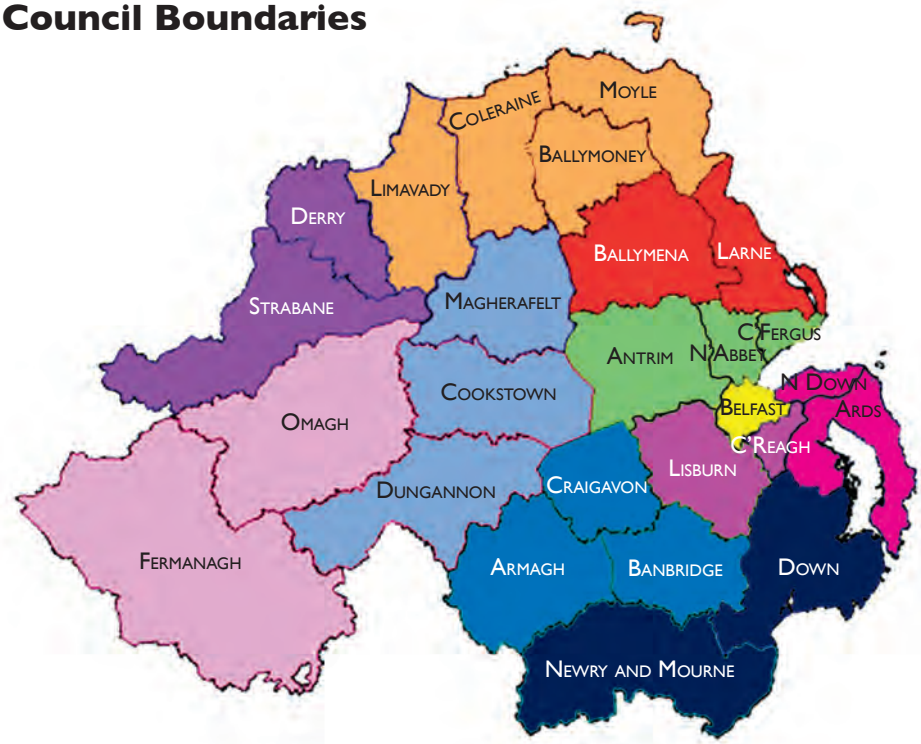
LOCAL GOVERNMENT REORGANISATION:
A SYNOPSIS OF PROPOSED CHANGES TO LOCAL GOVERNMENT BOUNDARIES IN N IRELAND

Victor Eakin

Following a review of the Local Government Reform Programme in the Northern Ireland Executive Committee on 5 July 2007, the Environment Minister, Arlene Foster, announced on 13 March 2008 the key decisions on the future shape of local government in Northern Ireland.

This programme is being led by a Strategic Leadership Board (SLB), which is chaired by the Minister. This Board represents a strategic partnership between central government, local government and the five main political parties.

New Council Boundaries



The map details the proposed eleven new local government boundaries, showing the size of each area. The precise number of the upper limit of councillors in each area will be announced by the independent Local Government Boundaries Commissioner.

It is noted that the twenty-six district councils in Northern Ireland, which had a total of 582 councillors, will change to eleven district council areas with an estimated 462 councillors. There is also discussion about a severance scheme for long-term serving councillors who opt not to stand for re-election in 2011 and this is being dealt with by a Working Group.

Timetable

The proposed timetable for these changes is shown below:

5 July 2007	Executive Committee Review
31 March 2007	Minister of Environment Announces Decision
March 2007–October 2007	Strategic Leadership Board chaired by Minister (This Board is supported by three Policy Development Panels)
October 2008	Regional Transition Co-ordinating Group to be formed. This consists of: • Senior Local Government Officer • Civil Servants • Eleven Transition Management Team
May 2010–11	Eleven Management Teams will run new districts in preparation for new councils in May 2011.

Transitional Committees will consist of elected members from the constituent councils that will form the new authorities.

Transitional Management Teams will be tasked with the operational delivery of the new restricted areas under direction and control of the Transitional Committees.

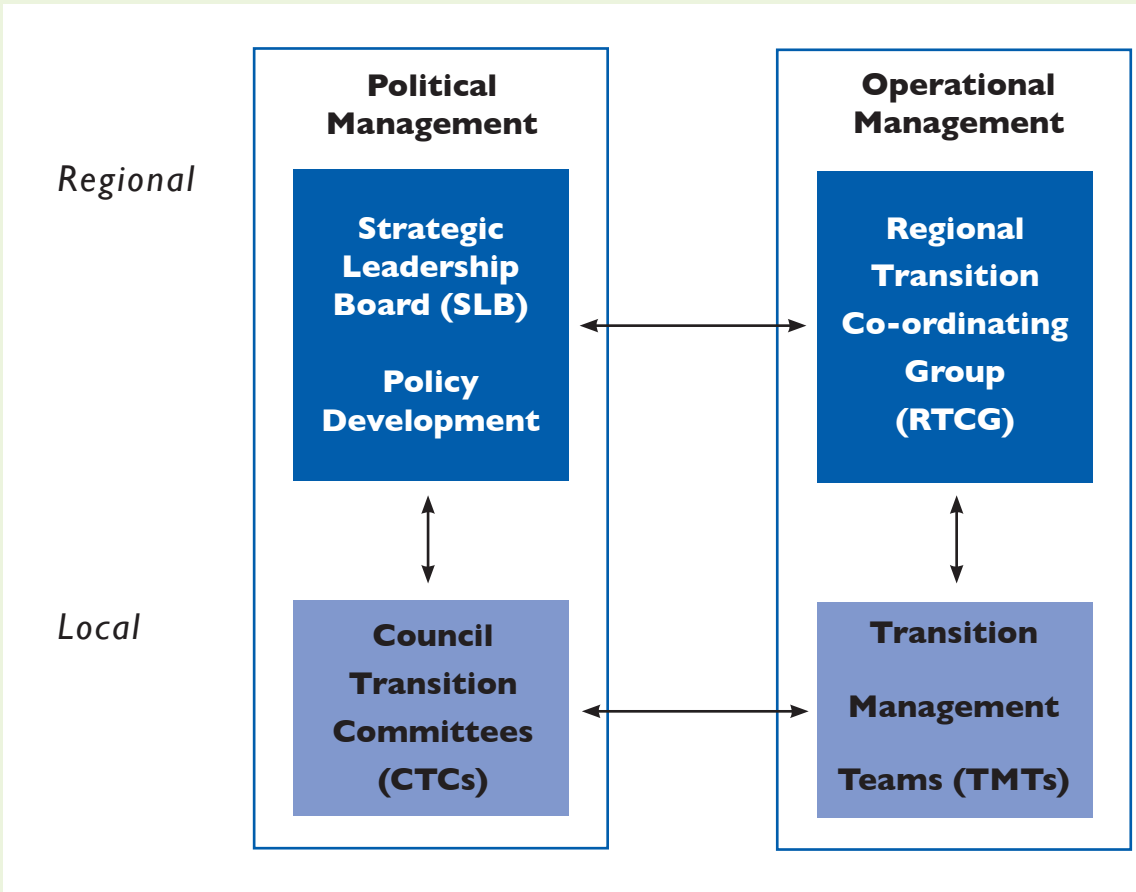


Diagram showing the linkage between implementing structures.

Functions to be Transferred

Functions to be transferred are:

- Planning: local development plan functions; development control and enforcement.
- Local roads and public realm: streetscaping; town and city-centre environmental improvements; grass cutting and weed spraying; gully emptying; street lighting; off-street parking; pedestrian permits; maintenance of amenity areas; alley gating; permitting local events to be held on roads; salting of footways; enhanced accountability framework within which the Roads Service relationship with local government will operate.
- Urban regeneration and community development: physical development; area-based regeneration; some community-development programmes and support for the voluntary and community sectors.
- Housing: registration of houses in multiple occupation; housing unfitness responsibilities, including repair and demolition notices; energy conservation at a local level and travellers' transit site.
- Economic development: Start a Business Programme and Enterprise Shows; Youth Entrepreneurship; Social Entrepreneurship Programme; Investing in Women and Neighbourhood Renewal relating to enterprise initiatives.
- Tourism: small-scale tourism accommodation development; local tourism, marketing and product development; visitor servicing; providing business support and providing advice to developers on tourism policies.
- Others: EU Rural Development Programme; spot listing of buildings; local listing of buildings of architectural/historical interest; Armagh County Museum; local water recreational facilities; local sports; functions of the NI Museum Council; local arts; local festivals and Donaghadee Harbour.

The scale of these functions, which will transfer to local government, accounts for a present expenditure of £116 million and involves 1,070 staff. This constitutes a 25% increase in the budget of local government and an increase of 12.5% in its staff complement.

Comment

The timetable for this significant change to the local government structure in Northern Ireland is a challenging one and it may be a trifle ambitious. Nevertheless, the Minister should be congratulated for having a positive and urgent attitude to this important period of change.

The agreed transfer for responsibility will set a stiff challenge to the newly elected members and local government staff post 2011. The degree of success in handling these changes will set the measure of any future transfer of responsibilities from central to local government.

AN ART GALLERY AGROWING

Ken McGilloway

Many years ago I read a quotation in a book which has remained with me:

The greatness of a country depends on three things:
Its words, its deeds and its art.
Art is an essential quality in human existence.

I can never remember a time when I wasn't interested in art; I'm told that any blank surface was fair game when I was let loose with a pencil or a marker. Through primary and secondary schools, I had the benefit of excellent art teachers who encouraged whatever talent I might have had, taking me at one point from poster paints and eventually introducing me to the great art movements and artists like Botticelli and Van Gogh. Hard as they tried, however, academia was not for me; so as soon as I reached the school-leaving age, I was off.

It's worth recording that my schooldays weren't totally wasted, I had managed to gain two distinctions in art and secure my first job – as a trainee window dresser in a local furniture shop – largely because of my reputed artistic ability. An unexpected bonus was the large 'picture' department in the shop, selling prints by many well-known artists, both Irish and international. It was here that I became familiar with the work of artists like Frank McKelvey, Humbert Craig, Nicoll and Lavery, and international artists like Russell Flint, Tretchicoff and D'Oyly-John. I spent a lot of time in this part of the shop, enjoying looking at the prints and talking to the customers. This was the late 1950s, and although one could have bought an original painting, especially watercolours, for not much more than the price of a print, my experience was that most people either weren't aware of this fact or buying prints was the norm.

A few years later, I was on the move again, this time as manager of a new fabric shop opening in Derry. One of the perks of this job was that I was able to take advantage of travelling to England for trade shows, usually London or Manchester. On my twenty-first birthday, I had received a book about the Pre-Raphaelite Brotherhood. This book absorbed much of my free time over the following months and the Pre-Raphaelites have remained among my all-time favourite artists. Sometime later, I was on a trip to Manchester and took the opportunity to visit the City of Manchester Gallery and enjoy first-hand one of the largest collections of Pre-Raphaelite paintings to be found anywhere. It was a memorable occasion and a bit overwhelming.

In 1973, with the Troubles at their height, rightly or wrongly I decided to open my own fabric shop in Butcher Street, Derry. I started using the work of local artists as part of the display and very quickly discovered that not only did they enhance the overall appearance of the shop but they proved popular with the customers and started to sell. It was at this time that the idea of opening an art gallery began to develop. But strangely enough, it was also around this time that I stopped painting; maybe it was the distractions on the streets or the realisation that I was better at selling paintings than I was at painting them. Whatever, my last effort is hanging at home in a secluded place.

Early in 1984, I organised an Art Exhibition for the Foyle Hospice, which was fundraising at that time for a Day Centre. I wrote to many artists throughout the country and received a wonderful response. A lot of money was raised for the Hospice and for me the experience was invaluable. During my twelve

The McGilloway Gallery on Shipquay Street.

years in business I, like many of my fellow traders in Butcher Street, had managed to survive numerous incidents, including fire bombs and bomb scares, but by the mid-'80s, I had to move again. This time as the direct result of an arson attack that completely destroyed my shop and four neighbouring shops. However, what appeared at the time to be a disaster was to set me on a course that would dictate the rest of my working life.

I re-opened in Bishop Street, with fabrics still the core part of the business but keen to expand more into art. Within a few years, larger premises became available in the Diamond and I jumped at the opportunity to move there. This consisted of two units: one for the fabric shop and next door an ideal space for an art gallery. My dream was about to become a reality.

When I was younger, my memories of art galleries weren't always pleasant. The galleries struck me as cold and austere, places where your appearance defined you as potential client or an unwelcome distraction, where a cough was enough to elicit a stern look and where people below a certain age were definitely frowned upon. The idea of it being a public place for the public didn't seem to apply. At least, that's how I remembered them. What I didn't appreciate was that at one time, artists depended on patronage from the wealthy, so it wasn't surprising that art galleries and original art were perceived by many as something to be enjoyed by the better off. The challenge for me was to change this perception, to make the gallery accessible and welcoming and an enjoyable experience. Local artists would be given an opportunity to showcase their work and participate in exhibitions alongside some of the best artists in the country.

In 1992, the McGilloway Gallery made its final move to its present location, a fine Georgian building in Shipquay Street in the heart of the Walled City. The basement of this listed building has a number of unique features, including the original brick walls and an unusual inglenook fireplace. Tradition has it that this was the original site of the handover of John (Half-hanged) McNaughton to the authorities for the murder of Elizabeth Knox, all of which helps to add a little additional colour to the surroundings.

By now, I had phased out the fabrics and all my efforts went towards creating a successful art gallery in this new location. In August 1993, I was ready to hold my first exhibitions. I called it 'Sea-Land-Sky' and it was opened by my brother Olly; it proved a resounding success. As might be gathered from the title, this exhibition was about the landscape and how it is interpreted and depicted by different artists. The only other show held that year was at Christmas and once again, the response was encouraging. Over the following years, I have had many exhibitions covering a wide variety of themes and subjects – from childhood to music and from Derry City to Tory Island.

Cityscape, Pat Cowley

I have been privileged to show the work of many exceptional artists over the years, artists who went on to become distinguished figures in the world or Irish art. Artists like Markey Robinson, Cecil Maguire, Arthur Twells, Kieron McGoran, Liam Treacy, Pádraig Lynch, Brian and Denise Ferran, Des Hickey, Mark O'Neill, David Long, Ken Hamilton and Norman Craig quickly spring to mind. Sadly, many of these artists are no longer with us but thankfully their art lives on.

Watercolour, Barbara Allen

Among the many highly respected artists who currently exhibit at the McGilloway Gallery are Barbara Allen, Pat Cowley, Alan Bradshaw, Paul Walls, Ros Harvey, John Connery and Mary Christie, to name but a few; the list is endless. Many of our artists have had memorable solo exhibitions in the gallery, but to single out one from the large number of exhibitions held during the last twenty-four years would be unfair. Nevertheless, I would like to recall two of the more unusual ones.

One show certainly worth recalling was 'Poets and Personalities', a portrait exhibition of famous Derry faces. This was a collection of thirty-two black-and-white drawings covering every aspect of Derry's history – literature, politics, religion, music and sport – and was a spectacular debut show for young Derry artist John McCandless. Normally, for a gallery to sell someone a portrait of someone else is very difficult, but in this case, the response from the public was amazing. The show was a sell-out, with most of the paintings sold within minutes and quite a number of commissions taken.

On another occasion, I held an exhibition called 'A Break in the Clouds', the work of an amateur artist called James McGrath who had died a number of years earlier. He had left a large body of work and his wife was at something of a loss as to know what to do with it. I was invited to come and look at the collection and make some suggestions. On entering the house, I was stunned by the sheer volume of work. The paintings were stacked against the walls from the front door and into every room; I was looking at the life's work of her late husband. Some pieces were unfinished, but the vast majority was certainly of exhibition quality. I had no hesitation in recommending that she consider putting them up for exhibition, which she readily agreed to. The sale of this work took place in early 1996 and attracted much acclaim.

With the passing of time, I have witnessed many changes in the buying habits of the public. There has been an explosion of interest in the arts, especially during the last twenty years, encouraged by a number of factors: greater affluence making art more available; wider appreciation through education

and the media; and the realisation that art can make a tremendous difference to the ambience of a home or a workplace. I also feel that the popularity of art as a leisure activity has contributed to the growth of art sales. This might seem to be a contradiction, but take it from me, there are no bigger collectors of art than artists themselves.

Purchasing a painting is something that people don't do every day, so it's not surprising that some still find the world of art a little confusing. Where possible, I still prefer to let customers 'wander' around the gallery and make up their own minds – without interference from me. I'm there to help, should assistance be required. A lot of artspeak can add to the confusion and, more often than not, lose you a sale. I want people to tell me what they want and not for me to tell them what I feel they want.

There is no mistaking when it comes to popular taste: most people usually choose landscape. Go into any house and you will find that the vast majority of paintings on the walls are landscape. Why should this be? My experience in talking to customers is that they want to be able to relate to a painting, to feel a connection. I remember one lady summed it up perfectly when she said: 'I want to be able to get into the picture and lose myself.' I have even received commissions from people who wanted the view from their living-room window painted, which only goes to prove that, for many, there is something safe and comfortable about the familiar.

Most traditional landscape painters draw their inspiration from the countryside around them, capturing the passing seasons and changing light in a realistic way, but there are artists who look at the same landscape and see it in a very different way. There is a young artist, for example, whose work is currently on display in the gallery and who has established a nationwide following for her wonderfully evocative landscapes. These paintings of her native Donegal consist of vague, ill-defined forms and patches of colour exploited with spontaneity and vigour, landscape painting seen through the eyes of an artist who interprets it in her own individual and unique way, and it is this ability to evolve that has ensured the survival of landscape painting.

Although I try hard to be as helpful and informative as possible, one area that can prove a little difficult is when I'm asked who is going to be the nest Blackshaw or Shawcross and who would be worth investing in. This is an impossible question to answer. Rising stars, yes, there are lots of them around – indeed, I have a number of them in the gallery – but the best advice to anyone thinking of investing in art is: invest by all means, but make sure you buy something you like. Then, not only will you have a painting that you can admire and you and your family get years of pleasure from, but hopefully, with the passing years, its value will have increased and prove how sound your original investment was.

In 1952, a photograph featuring the prizewinners in a local art competition appeared in the *Derry Journal*. The stunning wildlife painting in the photograph was the work of Geoff Kelly, the prizewinner in the senior section and winner of the overall prize. I won the junior section, and second prize overall, with a small oil painting of Donegal. I could never have imagined, all those years ago, that fifty-six years later, art would still be playing such an important part in my life. There's not a day that I don't enjoy going to work. But then, I'm lucky. When I opened my art gallery in 1986, I chose a job I love. It feels like I haven't worked a day since.

FOYLE CIVIC TRUST: TWO DECADES

Mary McLaughlin

The year 1989 was memorable for many reasons: the dramatic fall of the Berlin Wall; Colin Powell's appointment as chairman of the Joint Chiefs of Staff in the USA – the first black person to hold the post. But most memorable for me was the launch of the Foyle Civic Trust.

The Trust was inaugurated on 27 April 1989 following a meeting held in the Guildhall by a group of civic-minded citizens who were deeply concerned at the lack of vision and the underdevelopment of the city and its natural hinterland. A steering committee was appointed to explore the possibility of forming a group of volunteers who would and could advocate awareness of the built and natural environment of the historic Walled City, incorporating the Foyle Basin Area and especially any conservation areas within. Believe me, with their collective expertise, they were more than capable of the task in hand.

Their remit was: provide high standards of planning, architecture and design in the future development of the area; be aware of the existing geography, culture, history, natural history and architecture of the area; publish newsletters, reports, pamphlets etc, and make these available to children and adults alike and, most of all, to engender civic pride.

In the ensuing months, the steering committee sought advice from, among others, Denis Leonard, Director of Limerick Civic Trust, and in October 1989, we opened an office at 62 Northland Road in premises obtained from Mr Gerry Kelly of the Derry Housing Association. The building we occupied is now part of a very impressive terrace developed by the then Housing Association. We have moved office many times since. Staff members were recruited with funding from the government-funded Action for Community Employment (ACE) scheme managed by Paul Hippsley of the Guildhall Press. Foyle Civic Trust was open for business, the sixth civic trust operating in Ireland.

The first committee consisted of the following members:

Office Bearers

Chairman – Mr Joe Tracey
Vice Chairman – Ms Helena Schlindwein
Hon Secretary – Mr Seamus Canavan
Hon Treasurer – Mr Dermot Kelly

Executive Committee

Mr Robert Hunter (deceased), Mr Tony Crowe, Mr Annesley Malley, Ms Joan Pine, Mr Brian Lacey, Ms Rosemary McCarron, Mr Andrew Meenagh, Mr Peter McKenzie, Mr Seamus Roddy (deceased), Ms Patricia Wilson and Mr Ian Young (deceased).

Staff Members

Development Officer – Mrs Mary McLaughlin; Assistant Development Officer; Ms Anne McCartney; Receptionist/Typist – Mrs Anne Cregan.

Three of the above members are still actively involved with the FCT: Joe Tracey, Annesley Malley and myself. To ensure continuity of projects etc, Anne McCartney and I were invited to join the committee in 1990 when our term of employment expired (ACE schemes were only viable for one year). Thus, with committee and staff in place, began the exciting challenges ahead. We were fortunate in the early years (under the ACE scheme) to have staff, even though the numbers reduced year by year until we were left with only one full-time worker. In the first years, we established links with schools, statutory bodies and all interested environment and history groups in Derry, Limavady, Strabane and Inishowen to promote the work of the FCT.

Denis Leonard, Director of Limerick Civic Trust, visited Derry to speak to the Trust members and we were then invited to Limerick for the Civic Trust Gulbenkian Awards ceremony. This included a visit to Bunratty Castle and Dirty Nellies, where Irish hospitality has beguiled visitors for many years; we also visited St John's Castle, which had been restored by Limerick Civic Trust.

The Foyle Civic Trust conference, 'Derry, A Successful Historic City'. Mayor Mary Bradley with, from left: Mr John Roche, Mr Joe Tracey, Dr Peter Harbison, Mr David Williamson, Mr John Hume and Professor Gianni Perbellini.

An oak tree, sponsored by local architects and quantity surveyors, was planted adjacent to the Harbour Museum by Deputy Mayor Mr David Davis and FCT chair Joe Tracey.

A Map Project was initiated to establish the location of all maps of the city dating from 1600; this was the beginning of an archive collection.

FCT committee members judged Best Kept Neighbourhood competitions in partnership with Derry City Council.

During National Tree Week in November, schools were invited to participate in projects to promote the planting of trees and to identify the trees growing in their own neighbourhood; they were also encouraged to highlight the decimation of the rainforests. The children produced fantastic projects; an exhibition of their work was mounted in the library housed in the Presbyterian church in Great James Street. In subsequent years, exhibitions and workshops were conducted in the Orchard Gallery under the guidance of Pauline Ross and her team.

Recording headstones, graveyard, Strabane.

The first *Review Magazine* was launched in the Richmond Centre in the spring of 1990 with an accompanying photographic exhibition. This was an exciting project for us, as the publication highlighted the energy and vitality available to address the aspirations of the Trust; Tim Webster designed the earlier *Reviews* in his own inimitable style. The launch was recorded by UTV and the local press, and we availed of this opportunity to encourage members of the public to join FCT, the beginning of our membership campaign. In the following years, many important issues were recorded and addressed in the *Review*.

Social activities in the early years included a local history quiz (initially held in Badger's Bar), which soon revealed the level of knowledge of our own city. The following year, due to some hitch at the last minute,

a venue could not be found, so the quiz was held at the home of one of the committee members. About twenty-five or thirty members turned up and, as usual on impromptu occasions, an enjoyable evening was had by all. A lot of activity occurred during the first few years of the Trust, which continued and expanded over the following years. The social outings for members proved to be a great success and are still an eagerly awaited annual event.

Foyle Civic Trust outing to Doe Castle.

One of many memorable occasions took place following an AGM when Joe Tracey, our first chairman, invited committee members to his home for supper: we were entertained to traditional Irish music played by Joe's son Peter and his friends. I remember Seamus Roddy singing Dubliners songs with great gusto, and Joe's wife, Marnie, always had a warm greeting for us. Sadly, Marnie and Seamus are no longer with us.

In 1992, Derry City Council introduced a year-long programme entitled Impact '92. The Trust was invited to participate by organising a conference and a grant of £2,000 was awarded towards the cost of a weekend event. The conference was entitled 'Derry – An Historic City?' We had speakers from Dublin, Galway, Limerick, Fermanagh and London with the principal speaker, Professor Perbellini from Verona, representing Europa Nostra. The guests and delegates were received in the Mayor's Parlour on Friday evening by Mayor Mary Bradley. The corridors of the Guildhall were lined with display panels illustrating the history of the city and everyone had a chance to view them as they made their way to the Minor Hall for the welcoming dinner. We extended the theme with a menu using local produce. On Saturday morning, the seminar was held in the Minor Hall. Joe Tracey offered a warm welcome to everyone and then introduced Mr John Hume, who presided over the proceedings.

After lunch, the delegates were taken on a guided tour of the Walls before returning for the afternoon session. On Saturday night, everyone gathered in the Harbour Museum for a traditional Irish night of music and song and, of course, a hearty Irish stew for sustenance. The next morning, Signor Perbellini was taken on a tour of Donegal, which included a visit to Glenveagh, in glorious weather and he loved it. He didn't have a great command of the English language, nor we Italian, but I did indicate that I coveted his Armani jacket.

We were delighted with the feedback from the delegates and speakers at the conference, and the speakers were very impressed with the city, the question and answer session following each speaker's

address, the hospitality and general ambience throughout the weekend and, of course, the excellent music provided by Peter Tracey and his friends. We all worked very hard to make the conference a success; we showcased the city admirably and I reckon we gave Derry City Council excellent value for money.

Planning applications were monitored each month and dealt with if and as necessary. Outstanding among these were McCorkell Mills, Ivy House and Whitehall Chambers, the former women's prison in Hawkin Street.

Foyle Civic Trust outing to Baronscourt.

The chairman suggested that Foyle Civic Trust should publish a booklet on the life of William Coppin in an effort to prevent demolition of Ivy House. Coppin resided and carried out his shipbuilding business from Ivy House for over thirty years.

Annesley Malley and I were given the task of researching the book, which listed all the vessels built and launched by William Coppin; his interesting salvage business and also gave an insight into his family life in Strand Road. This was sent to British Minister Richard Needham (you remember him, caught giving Mrs Thatcher down the banks on his mobile phone) all to no avail. We have instead what must be the most disliked building in the city.

The Trust engaged in discussions with the Planning Service on the Foyleside and Sainsbury's developments, attending long, drawn-out inquiries held for both. The lure of jobs outweighed the desecration of the city centre. Most recent buildings demolished include Claremont House and the Tillie & Henderson shirt factory.

Around 1997 or '98, the ACE scheme came to an end and the Trust proceeded to seek ways to attract funding to continue their work. A strategy document was prepared and presented to the Development Office, which resulted in funding for the post of an education officer. Work began with local senior schools and that was one of the most productive periods for the Trust. However, when the Neighbourhood Renewal Scheme was introduced, the Trust was informed that it didn't fit the criteria for future funding.

In 1999, the Trust was approached by a Townscape Heritage Initiative co-ordinator with a view to setting up a project in Derry. The scheme was funded by the Heritage Lottery Fund (HLF) and was only available for projects within the conservation areas; nevertheless, partnership funding was welcomed. FCT sought meetings with City Centre Initiative, Derry City Council, Department for Social Development, Planning Services and Northern Ireland Housing Executive. Everyone agreed that the city should benefit from this scheme and many meetings followed. Eventually, an area was identified and a document prepared for a funding application. Due to a mishap at the printers, we missed the deadline for the courier service, but, having got this far, there was no way the HLF deadline would be missed. I travelled to London the following day and handed it in on time. Our application, apparently, didn't include sufficient information on the economic aspect of the project and we were awarded £10,000 to employ consultants to assist with this. More meetings and consultations led to a fine tuned piece of work which was duly submitted and the formation of the Walled City Partnership followed. You can imagine the excitement when the news arrived that we had been awarded £1,000,000! The WCP includes four members of the FCT, three members of DCC, two members of CCI, with advisers from DSD, Planning Service and the NIHE. Elsewhere in the *Review*, you will see photographs of the buildings we restored, but our *pièce de résistance* has to be the magnificent restoration of the Northern Counties Hotel in

Waterloo Place. I still vividly remember the meeting planned with John Doran, the owner, one Saturday morning and contacting Martin White from Planning Service beforehand to join us. John listened and agreed to participate in the THI scheme.

During the past twenty years we promoted many lectures given by eminent people from many disciplines: Hugh Dixon, a prominent conservation historian; Dr Peter Harbison, a Dublin archaeologist; Lucinda Lambton, who presented many television programmes highlighting the wealth of hidden gems of architecture often overlooked in our towns and cities; Frank McDonald and Robert O'Byrne, both environmental correspondents of the *Irish Times*; Dr Alistair Rowan, Principal, School of Art, Edinburgh; and Mansell Jagger, Director of Planning, Canterbury City Council.

Outings

Social activities played an important role in the work of the Trust, the summer outing being one of the most popular. Throughout the past twenty years, we visited beautiful houses and sites all over the province; Baronscourt, the home of the Duke of Abercorn, was particularly memorable as was the Clachan, near Kinnegoe Bay. We made trips to Armagh, Sligo, Fermanagh, Donegal and, nearer home, Limavady and Dungiven, as well as visits to National Trust properties – all interesting venues.

Fundraising Events

Hampstead Hall, Dunmore House, Brook Hall, Ballyarnett, David and Mary Hunter's House, Lough's Agency and Thornhill College were among the many places given generously by the owners and custodians to support the work of the Trust. The committee and friends, especially Ruth McCaul, helped organise and provide the food on all these occasions.

One of the main proposals endeavouring to advocate the work of the Trust was the aforementioned Education Project. We approached local schools to participate in the Education Project to highlight the historic conservation area of the city; the project ran for three years and covered Bishop Street, the Diamond and Shipquay Street. The students provided outstanding art and written work, which was exhibited in venues throughout the city. Our objective to cover all the streets in the conservation area was brought to a halt when funding from DSD ceased due to policy structure within the government – a Neighbourhood Renewal Scheme was introduced (we were informed that we did not fulfil the criteria for funding under this scheme). It is very difficult to understand the mindset of the powers that be in making these policies. Do they presume that if you live in an underprivileged area that you are therefore bereft of feeling or pride for your city? It also presumes that FCT does not advocate the historical and architectural knowledge of the city to everyone – which is patently incorrect. However, despite our disappointment in not having a permanent person in the office, we are still exploring all funding sources. We will address the current situation with our collective enthusiasm as always.

Past Chairs

Joe Tracey, 1989–92; Joan Pine, 1992–93; Jim Sammon, 1993–96; Mary McLaughlin, 1996–2002; Caroline Dickson, 2002–04; Annesley Malley, 2004–06; Jim Foster, 2006–09; Mary O'Dwyer, 2009.

CANNONS, CANONS AND ST AUGUSTINE'S BY THE WALLS

Frank D'Arcy

For those concerned about the preservation of historic sites and buildings, a good place to stop and ponder is at St Augustine's Churchyard, whose outer railings actually fringe the celebrated Walls of Derry. The modern city containing these monuments cannot claim to be unknown to the world at large, even if evidently there is a difference of opinion on the name to be used in describing it. Evident, too, among those anxious for the economic prosperity of Derry~Londonderry, is the desire to attract numbers of visitors, and a key attraction to accomplish this is seen in the monuments and history of the walled city established four centuries ago.

This is not a matter of hopes and dreams. The example of Europe, to go no further, is clear, with cathedrals reconstructed and revitalised, and castles restored to a splendour that would astound their medieval founders. Whole districts of cities destroyed in war are rebuilt from the rubble, as in Warsaw. Buildings almost wholly erased, as in Prague or Normandy, are painstakingly restored from the surviving plans. The motive for all this labour and expense is sometimes national pride that some artistic treasure should not be lost to memory. Sometimes it is just that people will not accept that a scene of a great moment in their history should remain obliterated.

It is not only cynicism that suggests a contributory motive. Almost everywhere today is the knowledge that there are huge numbers of people who have the time and money to travel and can be attracted to places they have heard or read about. There are many ways of taking a holiday, and visiting places famous in history or cultural achievement is only one of them. But there are millions of people who do this, large amounts of money are involved and the competition to attract them is intense.

People who visited the city of Derry twenty years ago, but not since, can naturally expect some changes. Whole new districts have been created; many buildings damaged or destroyed in the Troubles have been repaired or replaced and much of the riverside has been opened up and transformed. A good deal of painting has taken place, and this is what you might expect. But a walk through the walled city will probably be more of a surprise.

The Walls themselves are open to the public, the wide walkway is cleared of obstacles, and

St Augustine's Church

Shipquay Place with restored cannons in 2006.

twenty cannons – almost all of them surviving from the Great Siege of 1689 – stand in meticulously reconstructed carriages on bastions and other points along the wall. There are extensive views, particularly of the west-bank areas of the city and beyond, which also happens to be the ground occupied by the Jacobite army at the time of the siege. A visit here is not an everyday experience and it has not come about by accident.

A normal fate of buildings is gradually to experience wear and tear, to decay or be pulled down or to suffer the hazard of fire or assault. It takes much devoted care and expense to keep a structure in excellent condition for several hundred years. Within the walled city of Derry, there is not a single building surviving from the 1600s, apart from St Columb's Cathedral and the Walls themselves. There may be the fragments of houses incorporated into a later building, but not much more than that. What has survived, however, and is a matter of great significance, is the layout, or street plan, of the city that was constructed from 1614 onwards. It gives the inner city today its particular character. And although there have been modifications, it has the delights and difficulties that a seventeenth-century plan presents to inhabitants of the twenty-first.

Other work in the vicinity of the old city area, such as the reconstruction and enhancement of buildings under the Walled City Partnership scheme, adds to the attractiveness of the city to visitors and others. This, too, does not happen routinely, but comes from persevering dedication and the finding of large sums.

In short, visitors to Derry with an interest in history will have their attention drawn in a vivid and memorable way to an important moment in the history of the island. It is a moment or theme that can and will be interpreted in sharply conflicting ways. But opening the subject to all and sundry in such a concrete and visual manner at least raises the possibility of some dialogue emerging and with it the arrival of some better and shared understanding.

Where, you might justifiably ask, does St Augustine's (and the canons) come into all this? The simple answer is that there are only quite a limited number of echoes within the old city of any history that goes further back than the year 1600. And the name of the attractive church beside the Walls is one of those echoes, for it stands on or near the site where the Cella Nigra monastery of the Canons Regular of St Augustine could once be found.

These Canons Regular were originally part of a reform movement that began in France and introduced into Ireland in the twelfth century by St Malachy. The basic idea was that the ordinary priests subject

to a bishop should come together in a community – perhaps small – instead of living separately. They engaged in religious activities commonly found in monastic houses, but they would also carry out pastoral work in caring for pilgrims or travellers or helping the sick. More pertinently in Ireland, this new arrangement was seen as a way of improving the old Irish monastic system, which had once greatly blossomed but through various upheavals was now seen to be in considerable trouble.

Eventually, there were fifty or more houses of such Canons Regular in Ireland and one of the more obscure was the house at Derry. It came into being in about the middle of the thirteenth century, and there were still holders of the title of abbot of the Cella Nigra monastery well into the sixteenth century. Only once has a substantial document survived about happenings at the monastery, and this was not to the credit of the abbot, but one also suspects that there were political and financial issues between an English-speaking archbishop from Armagh and Irish-speaking canons on the hill at Derry.

The Cella Nigra in the monastery title is simply the Latin translation of the Irish Dubh Reccles, or in English, Black Church or Black Cell. And famously, the Dubh Reccles was the little church which St Colmcille was believed to have used when he lived as founder at Derry; since there is no clear proof that Colmcille actually did found the monastery at Derry, there is evidently a problem here. What is also clear, however, is that the site around the modern St Augustine's church by the Walls was also the location of that Dubh Reccles, so long claimed as the church of Colmcille.

And did Colmcille ever come to Derry? A later abbot of Iona wrote a book in Latin about Colmcille just about a hundred years after his famous predecessor's death in 597. This abbot, Adamnan, was a major figure in the Irish monastic world of his time and he goes to great pains to name his informants for many of the stories he had collected about Colmcille. In three of these, the name of Calgach's Oakgrove crops up: twice in the Latin form of Roboretum Calgachi and once in the Gaelic (Scotice) Daire Calgaich.

These very early and fascinating references to the existence of a place much later to be called Derry in English may not be too readily accepted as solid historical evidence by some scholars, and that question cannot be settled here. Medieval writers of the Lives of Saints commonly had large gifts of imagination and invention. But I find nothing very far-fetched about the idea of Daire Calgaich as a convenient landing place for travellers between the Scottish coast and the north-western part of Ireland, and that the monks of Iona would find it convenient to call in at the church that Adamnan mentions in his narrative. This is not any proof that Colmcille was an occasional visitor to the church of Derry, but neither is it conclusive proof that he did not.

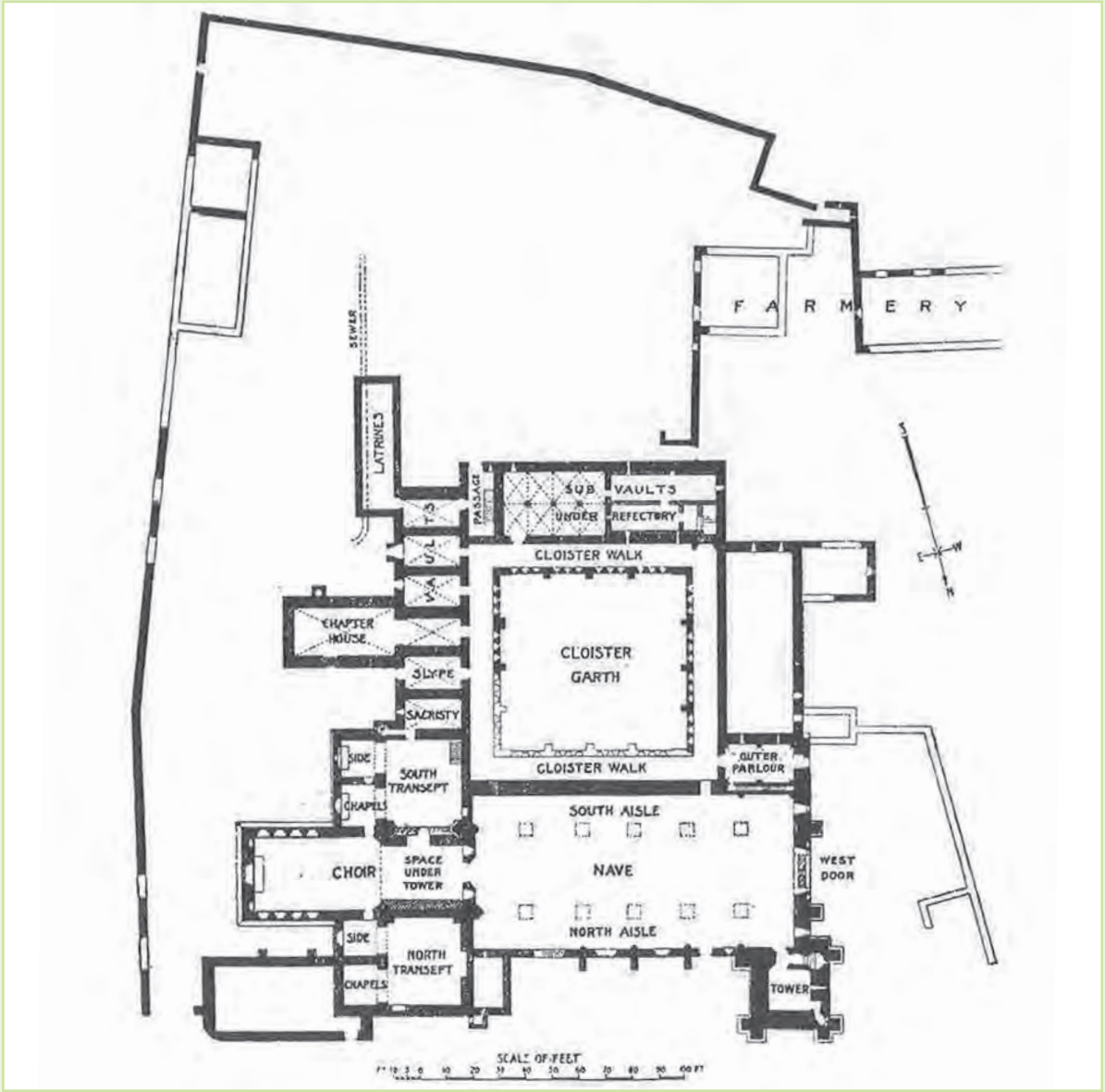
The church of the Canons Regular is just one of the four medieval church buildings that stood at or close to the hill of Derry. The other three, just like the Cella Nigra, have completely disappeared, but it would be a great mistake to believe that their woes were entirely due to invaders from the British island. The constant feuds and struggles of Irish chieftains so regularly recorded in the *Annals of Ulster* or the *Annals of Clonmacnois* or elsewhere did not help to keep communities flourishing and important buildings in repair. The cathedral of Derry – the Tempull Mor – was clearly in a poor state in the 1400s, from which it may never have dramatically recovered. To be fair to its memory, it had some less bleak episodes in its earlier history.

The best-known and perhaps the only known image of the Dominican Priory close to the Bogside is of a clearly damaged building in the Docwra expedition maps of 1600. The friars, it must be said, did not disappear as finally as the priory. The name of a nun in medieval Derry is preserved in the old Irish annals and there were clearly convent lands in the neighbourhood and various references to an actual convent and suggestions as to its location. Yet no records have survived or come to light to confirm the existence over a prolonged period of a convent community life. One includes the convent as one of the four church buildings of medieval Derry on the promptings of probability.

There are other echoes of a more distant past to be caught by a stroller on the ramparts of the old city, but there are, fortunately, more substantial means than echoes available to those whose curiosity about its history has been awakened. The volume of recent published work on the history of Ulster and Ireland generally has been prodigious, and Derry~Londonderry has not been neglected. Indispensable specialised studies have appeared, but one author in particular may be mentioned for the work he has done both in illuminating specific historical problems and in providing panoramic accounts of the long and difficult history of this city. And with the name of Brian Lacey one must conclude.

Editor's Note

While little remains of the Augustinian priory in Derry except in the name and location of the Church of Ireland St Augustine's opposite the Royal Bastion on the Walls, the Augustinians were associated with the priory at Dungiven and a visit to it would be useful, bearing in mind that the claustral buildings were adapted for a residence for Sir Edward Doddington in the early seventeenth century. For an example of a large Augustinian canons priory, visit Athassel, County Tipperary (see illustration below).



Augustinian Canons Priory, Athassel, Co Tipperary.

WOODLAND, TREES AND BIODIVERSITY CONSERVATION

Robert Murtland

Introduction

The last Ice Age, some 15,000 years ago, and several predecessors moulded the landscape of our surroundings and left behind deposits of boulder clay, sands, and gravel, some conveniently water and wind sorted, thus creating the basis for the landscape of today. As the temperatures increased, bare earth was eventually colonised by vegetation, culminating in the native woodlands of hazel, ash, elm, willow, alder, oak and pine the major species. (McGilloway, O)

Mankind arrived on the scene some 7,000–9,000 (Bardon, J) years ago with livestock and primitive tools, clearing the forest and cultivating the land. The forest clearance accelerated with the new Bronze Age technologies. There followed a wetter, colder period producing blanket bogs that buried the forest remnants and the numerous artefacts of our Stone Age ancestors. Much evidence of such settlement can be found, for example, at Ballygroll and, more recently, in the artefacts discovered at Thornhill in 2000 AD. Over the intervening years, man has, like most other parts of the world, cleared and burnt the forests on which he is so dependent.

Early History

The records of Derry and the 'grove of oak' date back at least to about ad 580 (Lacey, B) and the settlement associated with the site has been apparent ever since. However, the woodland suffered further clearance as the need for land to cultivate and feed a rapidly growing population developed. Peat instead of firewood was the main source of heat/fuel and housing was quite primitive, using little timber. The landscape was thus devoid of any extensive woodland cover; except for remnants clinging to steep, rocky sites unsuitable for cultivation, these are mainly the woodlands that still exist today. Livestock grazing (including rabbits) eliminated any capacity for the woodlands to regenerate naturally without some protection.

More Recent Times

The Plantation of the seventeenth century and later did bring some remission for the flora and fauna with the tree planting surrounding the Gentlemen's seats along the Faughan Valley and the Foyle Basin giving Ardmore and the city setting in the Foyle Valley their present well-wooded appearance. This includes St Columb's Park and Gransha (OS Memoirs 1831–38 and prints in St Columb's House), especially with their stands of beech trees that are now over mature.

The (Gilliland) Brookhall Arboretum is of mainly North-American coniferous species originating from seed brought in and planted by returning family seafarers. The plantations of the last fifty years by the Forestry Service and on private land are mainly sitka spruce and lodge pole pine, also from North America, being suited to the wet climate and bog land; the indigenous Scots pine was neglected largely

because of its slow growth and being unsuitable for such site. Some pine and larch were planted at Gransha and Enagh Lough in the early 1950s.

The Londonderry Development Commission/DoE held sway in the 1970s and several major planting projects along the new roads, such as the Crescent Link and Glenshane beyond Dungiven, took place. Those planted in the central reservation of Duke Street and on both sides of Bonds Hill add considerably to the amenity of the Waterside.

The Crescent Link contains beech and Scots pine planted at the top of the road, cut on better soil and are just now appearing above the shorter-lived birch and alder down slope. Nature is also playing her role with ash, sycamore and hawthorn seeding in naturally.

At the Altnagelvin Roundabout, semi-mature trees including Chile beech were successfully translocated in 1975 to maintain the screen around the nurses' home. Screening of the recent shopping centre to the SW side was removed and that of Cornish elm to the NW has eventually succumbed to Dutch elm disease, which has decimated most of the native elm in the country over the last thirty years. A few isolated specimens survive and the roots of many diseased trees still struggle, producing sucker-shoot growth that becomes infected and dies again.

Further planting and landscaping works associated with the Foyle Bridge took place in the 1980s.

Public housing estates during this period were designed with extensive open spaces and tree planting that, to some extent, have matured and survived. However, vandalism does occur – felling for bonfires and adventures by youths with nothing better to do. Poor ground conditions, due to shallow soil, compaction and impeded drainage neglect, also contribute to poor survival. In addition, many urban trees have a lifespan of thirty to forty years before they are cleared for new development or become hazardous and unhealthy because of root damage by utilities. A case in point is Shipquay Place/Guildhall Square, where several plane trees have been eliminated and not retained in the current makeover.

Another onslaught has been developers purchasing large homes and gardens at, for example, Culmore Road, Limavady Road and Northland Road, demolishing the buildings and clearing the trees for more intensive housing or office development. Some undeveloped sites that are eyesores remain due to the recession. A battle over housing development at Prehen Ancient Wood took place two years ago concerning the non-sympathetic, over-intensive development and site access, but the Ministry ruled against the protests of local stakeholders. Popular rumour indicates that developers continue to buy such sites for future development. Demolition and tree felling may occur in spite of planning conditions, usually at the weekend when there is no officer on duty. At Prehen, felling did start, but local people were able to have a restriction order placed on the developer, since the wrong trees were being felled. Tree Preservation Orders are, largely, non-existent, ignored or circumvented by declaring the trees dangerous, and they are cleared at the weekends when enforcement agencies are not available. Many hedgerows of the enclosure period some 150 years ago have also been removed as farmers expand field size for mechanised cultivation. The old, mixed-arable farming systems have been replaced by monocultures of either grass or grains, and as a result of this intensive cultivation and the use of pesticides and herbicides, the biodiversity of the agricultural landscape has suffered adversely and declined remarkably.

The Ice Age bounty of glacial sand and gravel is a boom for local quarry owners. A few of the smaller pits around Enagh and Mabuoy were refilled and returned to agriculture with spoil originating from the developments of the Quayside 1970/80, perhaps in the future to be reworked for the granite sets buried therein. Some oak woodland has been established near the old Enagh graveyard; the other site near to Mabuoy has been left to nature with willow and alder seeding in; part is also a golf course. The Ardmore chapel has recently established a modest oak plantation adjacent to the main car park. The municipal landfill site for garbage disposal at Fawney has been rehabilitated after serious pollution problems with effluent entering the Faughan. Waste disposal and landfill over the years, while at the expense

of riverine wetlands along the Foyle, has facilitated a considerable expanse of land for recreational development. This has now ceased, and more stringent waste management regulations and legislation have come into force.

However, the biggest blot on the landscape is quarry excavations on the east bank of the Faughan from Mabouy Bridge upstream to Fincairn, leaving the electric pylons perched high above the current land surface. Some restoration work is taking place, but is well below the original land surface. Japanese knapweed, an invasive exotic plant, has spread along the riverbank because of unsympathetic, careless and unsupervised restoration work. This pest renders most of the stretch inaccessible to anglers, birdwatchers and ramblers. It has little value as a habitat and none of the indigenous vegetation can survive under or within the clumps. And it does not fix the riverbank in terms of erosion control; in fact, it washes out easily to colonise further downstream as far as the tidal stretch. Further quarrying with no screening or restoration occurs further up the Faughan Valley at Claudy and beyond and also in the Dennet Valley.

The new link road from Stradreagh over the watershed to the Faughan Valley along the Mabouy and Fincairn roads will have further major adverse impacts on the landscape, water resources and biodiversity, in spite of various ameliorative interventions.

Noteworthy Trees

A few exist. There is a large oak in the birch wood at Ardmore with a girth of some twenty-two feet – a cutleaf hornbeam in the grounds of Duncreggan House (Foyle and Londonderry College) is the most northernmost record of this species – and in the grounds of Lumen Christi College, only one Spanish chestnut survives of the original avenue planted some 150 years ago. Of the Irish yew, specimens occur in the old graveyards of Enagh, Cumber and Glendermott; again, protection and care is required to ensure their survival.

Cutleaf hornbeam,
Foyle & Londonderry College grounds.

Spanish chestnut,
Lumen Christi College grounds.

The Future

There is growing awareness of the role that nature and her diversity play in our wellbeing: ill and elderly patients when confined to a bed with views of nature return to better health more quickly than those in a room with no view. (University of Southampton) The need for open space, amenity woodlands, nature conservation and associated recreation are well documented and attended to. The role of trees and forests as an industrial raw material as the basis of international trade second to that of oil and petroleum products is not so readily recognised. Likewise, forests as a source of bio fuels and renew-

able energy are on the upsurge. Increasingly, research is establishing the positive role of forests in the sequestration of carbon dioxide and other greenhouse gases to militate against global warming.

In Northern Ireland, the activities of various agencies and NGOs gather momentum, and several documents have been made available to create awareness about future conservation and development initiatives. The Woodland Trust has just released a vision for woodlands in Northern Ireland with a call to double the area under woodland in the next fifty years and that in the last fifty years some 273 ancient woodlands have been lost to development, a stunning revelation when the landscape is the least wooded of Western Europe.

Another promising development is the acquisition and development of some fifty acres of new woodland by the Woodland Trust adjacent to Ervey and Ness Woods in the Burntollet Valley. Work has just started in 2009.

Other threats will materialise in the future with diseases on chestnut and oak now apparent and climate change likely to bring warmer and dryer summers and wetter winters with shifts in natural populations northwards. Where possible, some species extinction will occur, but overall, humanity will have to change its lifestyle, including attitude to the built environment.

Conclusion

The Derry City Council has recently produced a Biodiversity Management Plan for the area; this is a step in the right direction. However, as development is always a threat and a much more integrated management approach is required to link up the area of scientific interest, all woodland and open space, including roadside plantations, as part of the overall fabric devoted to human wellbeing and biodiversity conservation. Development should not be at the expense of the environment.

Sculpted landscape, Museum of Modern Art, Edinburgh.

TWO POEMS

WHY?

Why are we taking the rainforests away?
And why aren't they replanting so they may grow again someday?
Why is pollution destroying the Earth?
Why is it here, and what's its worth?

Why are we killing all our pandas and polar bears?
Why are we slaughtering them, is it because nobody cares?
Why are people starving, freezing and hurt,
When we're turning up the heating and buying a new shirt?

Why are we throwing our rubbish on the ground?
All sorts of bins are everywhere, look around!
Why do we fight, shoot and bomb?
I don't understand it, what could justify such wrong?

Why do people have to sleep out on the street
When we're cosy at home, under bundles of blankets and sheets?
Why are we causing this temperature change?
These floods and these storms; to me it's all so strange.

I suppose I'm only young and can't understand,
But to me it's all so crazy, these tragedies are from our own hand!
Why aren't we changing? We know what is wrong.
Surely there are solutions; we've known about these things for so long!

But maybe I'm wrong, I've been wrong before,
So maybe you could correct me, make my argument no more.
So here it is, my question for you,
Now it's an honest question, so I want your answer to be honest too,
Why?

Brónagh Grace (14), Lumen Christi College, Derry
Reprinted from *A World of Difference*, 2009, with kind permission of author.

WAR

When the enemy is in range so are you,
This world is a mess, look what it's coming to!
Instead of peace, we treat first aid,
Instead of love, we throw a hand grenade.

When you pull the trigger there is no going back,
The bullet is ahead and has made contact.
The awful noise fills the sky,
The awful groans from the ones that die.

When the government fill their heads with lies,
To get them to battle where they will drop like flies.
The parents don't know if he's dead or alive,
The parents that pray for him to survive.

The message is simple,
What's all the fuss?
Put an end to war
Before it puts an end to us.

Conor Tracey (13), Lumen Christi College, Derry
Reprinted from *A World of Difference*, 2009, with kind permission of author.

SCULPTURE GARDEN AND EXHIBITION CENTRE, BANBRIDGE

FE McWilliam (1903–92) Sculptor

Derry had acquired two remarkable pieces of modern sculpture in the latter half of the century gone by. One was a group of Judo players which used to adorn the gardens in Foyle Street where the ill-sited tourist office has been placed and more recently was relegated to a corner of the façade of the former Foyle College in Strand Road, now the University of Ulster Arts Centre. It had been damaged by vandals who carefully removed one hand. The other distinguished piece graced the approach to the Altnagelvin Hospital where it was moved around by the demands of expanding building. Called Princess Macha, it is cast in bronze and sculpted by the famous Banbridge sculptor FE McWilliam, one of his best works.

Judo players sculpture.

Both pieces have temporary homes, we hope, in the new FE McWilliam Sculpture Garden and Centre on the south side of Banbridge Town just off the A1 from Belfast. Recently opened in 2008, the centre and garden devotes its spaces to the eminent artist's works, delightfully and lovingly displayed. The café provides welcome refreshments and enticingly overlooks the sculpture garden. Foyle Civic Trust paid a visit to the sculpture garden and centre on their summer outing in August 2009.

Princess Macha sculpture graces the approach to Altnagelvin Hospital.

IN MEMORIAM

Robert J Hunter 1938–2007

Better known to his friends as Bob, he was a charming, enthusiastic gentleman, full of life, who loved telling stories laced with humorous wit with a dish of acerbity. Born on his parents' farm outside Ashbourne, County Meath, Bob graduated from Trinity College, Dublin, in history and his historical passion was the Ulster Plantation, especially the early half of the seventeenth century. He came to Derry to lecture in history at Magee College, latterly part of the University of Ulster, and in his history classes he oscillated between Derry and Coleraine. He resided in a Georgian terrace in Clarendon Street, within the Clarendon Street Conservation Area, which gave him great satisfaction and he became a founder member of the committee of the Foyle Civic Trust in which he took a fervent interest. On the Trust's summer outings, he contributed eruditely on the subject of Plantation castles in County Fermanagh and provided the Trust with incisive comment on the buildings in the west of the province.

His part retirement was interrupted by ill-health, which he bore with great fortitude, but he did not let it interfere with his intense interest in historical research. His encyclopaedic knowledge of history will be sorely missed. We offer his family our sincere condolences and every good wish.

Denis M Leonard 1947–2009

Denis Leonard was the founding director in 1985 of the Limerick Civic Trust, which he built up into a renowned heritage group that boasted many worthwhile projects such as the Bishop's Palace on King's Island, Limerick, a Georgian house in Pery Square, Limerick, which became headquarters of the Limerick Civic Trust, and the restoration of the Jewish burial ground in Castletroy. He was a pleasant, quiet man of resilient character, persistently following his resolve to preserve Limerick's architectural heritage. He gave tremendous, unstinting encouragement to the Foyle Civic Trust during its founding years and when the Trust visited Limerick and Bunratty in 1991, he showed great organising ability and prepared a charming welcome for the visitors. The evening event on that occasion at Bunratty Folk Park was a night to remember.

We offer his family and many friends our sincere sympathies and every good wish and that the work to which he dedicated himself will continue.

CONTRIBUTORS

Jim Foster has been involved in planning matters in the City of Derry area since the 1960s. He was originally planning assistant with the James Munce Partnership, then planning officer for the Western Planning Division of the Department of Environment and afterwards development officer for the Londonderry Area. Former chairperson, Foyle Civic Trust.

Mary O'Dwyer, chartered accountant, is Director of Finance & Corporate Affairs with the Ilex Urban Regeneration Co Ltd and chairperson of Foyle Civic Trust. 2009–10.

Colm Cavanagh, solicitor, honorary secretary of Foyle Civic Trust, with a keen interest in heritage and development.

Victor Eakin, BSc, PhD, CEng, MICE, former city engineer to the Derry City Council, with an intimate knowledge of the infrastructure and environment of the Council's area.

Janice Tracey, BA, CEO Londonderry Chamber of Commerce.

Frank D'Arcy, former lecturer in Magee University College and resident in Derry since 1974.

Ken McGilloway, former businessman in fabrics, with intense fervour for art and for the past twenty-five years has established a thriving art gallery.

Mary McLaughlin, a long-time member of the Foyle Civic Trust; was chairperson for six years and at present chairs the Walled City Partnership.

Robert Murtland, BSc, MSc, PhD, MBA, former landscape forester with Londonderry Development Commission, now a freelance international environmental consultant specialising in landscape conservation and sustainable land management at home and abroad.

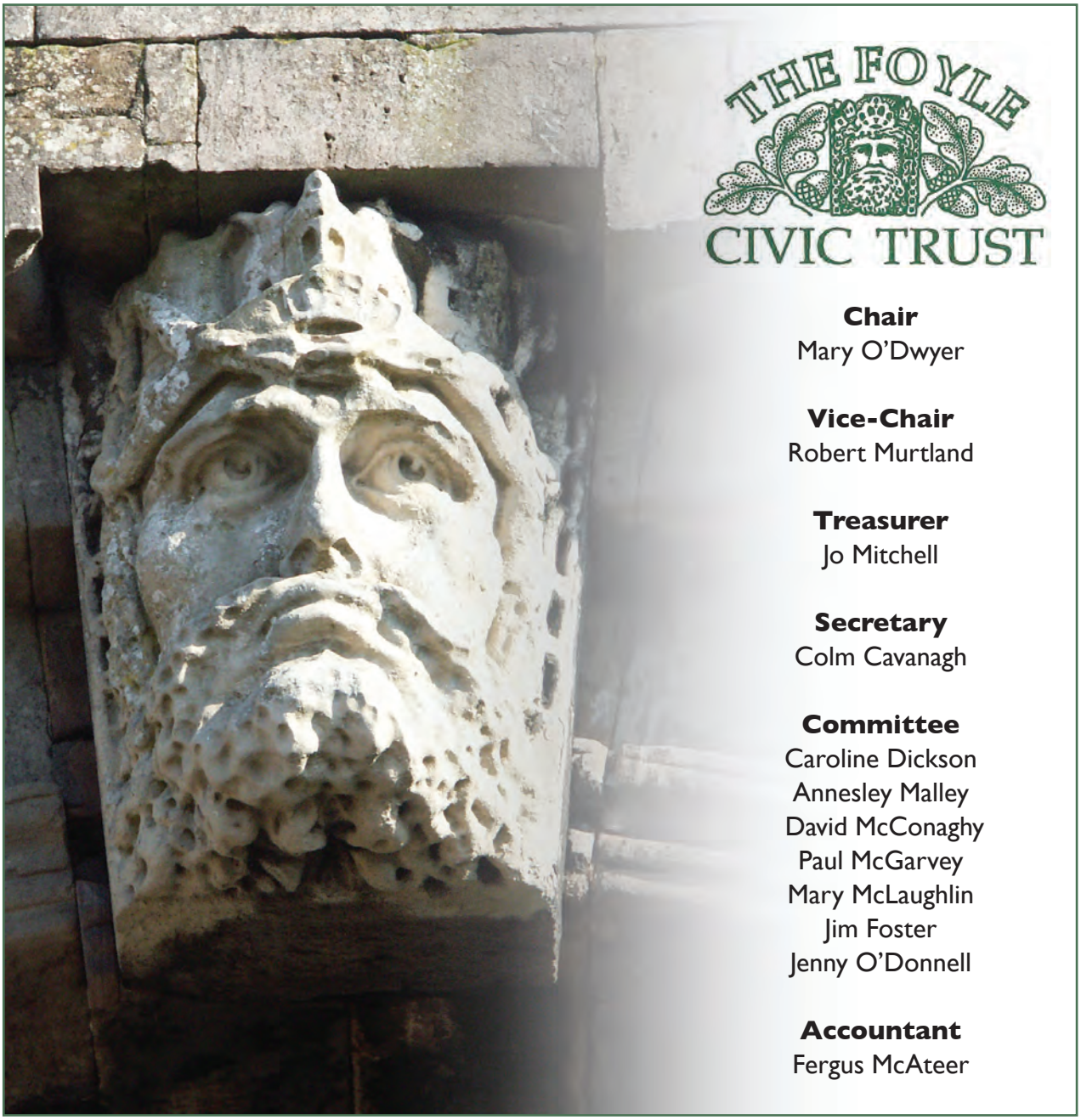
Brónagh Grace and Conor Tracey, third-year pupils at Lumen Christi College.

JJ Tracey, DipArch, MArch, RIBA, FRIAI, architect, founder chairman of Foyle Civic Trust and presently a member of the Trust.

Ronan O'Donnell, BA, DipArch, RIBA, project officer of the Walled City Partnership.

Manus Deery is Principal Conservation Architect with the Historic Buildings Unit of the Northern Ireland Environment Agency.

Coppin Building,
32a Strand Road, demolished in 1991.



THE FOYLE CIVIC TRUST

Chair
Mary O'Dwyer

Vice-Chair
Robert Murtland

Treasurer
Jo Mitchell

Secretary
Colm Cavanagh

Committee
Caroline Dickson
Annesley Malley
David McConaghy
Paul McGarvey
Mary McLaughlin
Jim Foster
Jenny O'Donnell

Accountant
Fergus McAteer

THE FOYLE CIVIC TRUST

THE FOYLE CIVIC TRUST BELONGS TO YOU

Minimum membership rates per annum:

Concessionary	£6
Full	£12
Community Groups	£25
Corporate	£100

APPLICATION FORM

Please become a member and have a say in the future of the Derry area. Complete the form below and send it to: **THE FOYLE CIVIC TRUST, CRAFT VILLAGE, 13 MAGAZINE STREET, LONDONDERRY BT48 6HH** • Tel: 028 7137 1037

Name: _____

Address: _____

_____

_____

Home Tel: _____

Work Tel: _____

Membership Type: _____

Sum Enclosed: _____

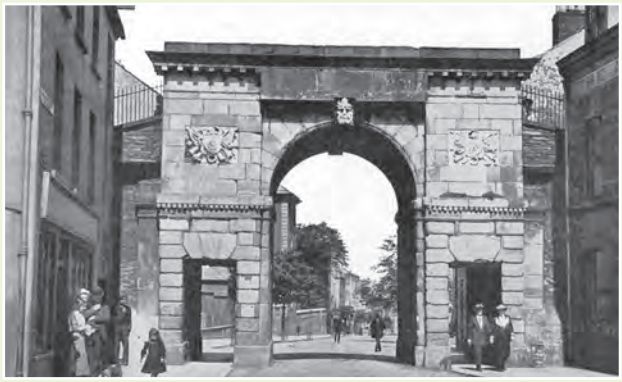
Cheque/Postal Order if posted, made out to THE FOYLE CIVIC TRUST

The Diamond

The Diamond

DERRY IN THE EARLY 1900s

Shipquay Place



Bishop's Gate

Shipquay Street

Shipquay Street

Former Town Hall

Foyle Street