The Spatial legacy of Conflict: 

David Coyles, University of Ulster, Belfast, Northern Ireland.
The Spatial legacy of Conflict:

David Coyles, University of Ulster, Belfast, Northern Ireland.
Vehicular permeability in the lower Shankill area of Inner-city Belfast; before redevelopment, c.1958
Vehicular permeability in the lower Shankill area of Inner-city Belfast; after redevelopment, c.2000
Was there a wider political agenda?

Did the Security Forces have a hidden influence?
Architectural Brief
The Architecture Design Process

Architectural Brief

- cultural
- social
- economic
- political

Design Process

The Architecture
Material Evidence

Design Process

Architectural Brief

cultural
social
economic

political
The Architecture & Spaces of the Inner-East

The diagram shows the following sequence:

1. **Material Evidence**
2. **Design Process**
3. **Architectural Brief**

The architectural brief is influenced by:
- cultural
- social
- political
- economic

The diagram emphasizes the relationship between architectural design and various social, economic, and political factors.
The Architecture & Spaces of the Inner-East
The (true?) Architectural Brief

Interviews with the Architects & Planners

The Architecture & Spaces of the Inner-East
street layout prior to redevelopment, c.1956
The explicit architectural brief:

• Condition of the housing stock
• Demand for housing in the area
• The views of the Community
aftermath of a car-bomb
‘...an overall advantage can be gained in forcing the terrorist to abandon his get away car thus probably upsetting his carefully laid plans. An abandoned car may also lead to the discovery of weapons and other terrorist equipment in the car with the possibility of fingerprint evidence being obtained for future use’

Correspondence from British Army officials relating to active operations in Troubles-era Northern Ireland, obtained under the United Kingdom Freedom of Information Act, 2000.
‘a closed road inevitably leads to a traffic jam that will impede the vehicles of the Security Forces, ambulances and fire engines, as well as those of the fleeing terrorists’

Correspondence from British Army officials relating to active operations in Troubles-era Northern Ireland, obtained under the United Kingdom Freedom of Information Act, 2000.
Northern Ireland Government  
(The Northern Ireland Office of the British Government)  

Department of the Environment  

Public Housing Authority  
Northern Ireland Housing Executive  

Roads Service  

Material & Spatial effects of the redevelopment
Northern Ireland Government
(The Northern Ireland Office of the British Government)

Department of the Environment

Roads Service

Public Housing Authority
Northern Ireland Housing Executive

Material & Spatial effects of the redevelopment
‘[The] Northern Ireland Office did have a hand in [the security aspects of the redevelopment] through Roads Service. You would have been shown plans and they would have been looked at in that respect [and the opinion] would have come back through planning and through the Road Service [stating] 'we'd prefer if you didn't do this’

Interview with Architect working for the Northern Ireland Housing Executive during the Troubles era.
Interview conducted on May 21\textsuperscript{st} 2012
‘Road Service didn't like Rat-Runs…[So] they wanted us to create residential areas that were quiet... [Roads Service were] very centralised and that centralisation [gave] them that sense of collective viewpoint [and] if they didn't agree to a layout, it didn't get going ahead, so it was as simple as that’

Information obtained from interview with area manager working for the Northern Ireland Housing Executive during the Troubles era. Interview conducted on April 13th 2012.
‘[Only the resident] needs to know it's there and I think that was the plan, that it is only residents [who] would know the route’

Information obtained from interview with area manager working for the Northern Ireland Housing Executive during the Troubles era.
Interview conducted on April 13th 2012.
‘nobody would be able to drive past and shoot them from a car’

Interview with Architect working for the Northern Ireland Housing Executive during the Troubles era.
Interview conducted on May 17th 2012
[The] idea of a street where folks at least had some private space... was the debate and discussion at the time. [The] design thinking around the redevelopment areas was how do you move back to something that gives local people control [and] I suppose keeps those that aren't from the area [out]... there was a whole shared surface thing and so on, but it was all about how do you give people ownership of space’

Interview with a former planner working for the Northern Ireland Housing Executive during the Troubles era. Interview conducted on June 11th 2012.
‘It was in the air at the time…’

Interview with Architect working for the Northern Ireland Housing Executive during the Troubles era.
Interview conducted on May 21st 2012
The implicit architectural brief?

• Condition of the housing stock

• Demand for housing in the area

• The views of the Community

• Close the roads to (limit terrorist movement?)

• Implement ownership of space (Defensive Planning)?