



Department for  
**Social  
Development**  
[www.dsdni.gov.uk](http://www.dsdni.gov.uk)

## **COMPREHENSIVE DEVELOPMENT SCHEME**

### **LAGANBANK QUARTER, LISBURN**

---

**Final Version  
February 2015**



**LISBURN  
CITY COUNCIL**

## Table of Contents

<b>PART ONE - OBJECTIVE SETTING, CONTEXT AND POLICY FRAMEWORK</b>	<b>5</b>
<b>1. Purpose and Objectives of the Scheme</b>	<b>6</b>
<b>Figure 1: Boundary of CDA XX</b> .....	6
1.1 Purpose	7
1.2 Objectives	7
1.3 Public Interest	8
1.4 Comprehensive Development	8
<b>2. Current Site and Surroundings</b>	<b>9</b>
<b>Figure 2: BMAP areas</b> .....	10
2.1 Built Heritage	10
<b>Figure 3: Conservation Area Boundary (purple line) with Listed Buildings shown in red</b> .....	12
2.1.1 Statutory Listed Buildings .....	12
2.2 Accessibility - Vehicular / Servicing / Movement / Connections	14
2.2.1 Pedestrian Movements / Connections .....	14
<b>3. Government Policy and Planning Context</b>	<b>16</b>
3.1 Lifetime Opportunities (Government’s Anti-Poverty and Social Inclusion Strategy for Northern Ireland)	16
3.2 Equality of Opportunity	17
3.3 Equality of Opportunity and Sustainable Development in Public Sector Procurement	17
3.4 Planning Policy Framework	17
3.5 Strategic Context	18
3.5.1 Lisburn’s Lagan Corridor Strategic Framework (Feb 2004) .....	18
3.5.2 Lisburn City Centre Development Framework (2006) .....	18
3.5.3 Lisburn City Centre Masterplan (2010) .....	19
3.5.4 Transportation Study .....	19
<b>PART TWO - REGENERATION OBJECTIVES, DEVELOPMENT SCHEME</b>	
<b>PRINCIPLES AND PROPOSALS</b>	<b>21</b>
<b>4. Regeneration Objectives</b>	<b>22</b>
4.1 Linenhall Street Area	22
4.2 Young Street/Laganbank Road (River Lagan)	23
<b>5. Development Scheme – Design and Heritage Principles</b>	<b>25</b>
5.1 Lisburn Historic Quarter Development Strategy	25
5.2 The Lagan Navigation	25
5.3 Urban Design Principles	26
5.3.1 Volume .....	26
5.3.2 Density .....	26
5.3.3 Character and Aspiration .....	27
5.3.4 Environmental Improvements .....	27
5.3.5 Amenity Space .....	27
5.3.6 Heritage and Townscape .....	27
<b>Figure 4: Lisburn Conservation Area (defined by red line)</b> .....	28
<b>6. Development Scheme - Accessibility Principles</b>	<b>29</b>
6.1 Permeability and Pedestrian Linkages	29
6.2 Transport Study	30
6.3 Car Parking	31
<b>7. Development Scheme - Environmental Principles</b>	<b>32</b>
<b>8. Development Scheme - Design Concepts</b>	<b>34</b>
8.1 Northbank – Design Concepts	34

8.2	Southbank – Design Concepts	35
8.3	Linenhall Street Area	35
<b>9.</b>	<b>Development Scheme – Land Use Proposals</b>	<b>37</b>
9.1	Commercial (Retail/Office)	37
9.2	Leisure	38
9.3	Residential	38
9.4	Civic, Cultural, Community	38
<b>10.</b>	<b>Development Scheme - Proposals for Individual Development Plots</b>	<b>39</b>
	<b>Figure 5: Laganbank Quarter Development Scheme – Proposed Development Plots</b> .....	39
10.1	East of River Lagan Cluster	40
	Site 4A 40	
	Site 4B 40	
	Site 4C 40	
10.2	Central Cluster Sites	40
	Site 6A 40	
	Site 6B 40	
	Site 6C 40	
	Site 6E 41	
	Site 6F 41	
10.3	Northern Cluster Sites	41
	Site 3B 41	
	Site 3D 41	
	Site 3D Extension .....	41
10.4	Open Space Improvements	42
	<b>Figure 6: Buffer Zone Area</b> .....	42
<b>11.</b>	<b>Land Acquisition and Road Extinguishments</b>	<b>43</b>
<b>12.</b>	<b>Conclusion and Way Forward</b>	<b>44</b>
<b>APPENDICES</b>		<b>45</b>
	<b>Appendix 1: Planning Policy Framework</b>	46
	<b>The Planning (Northern Ireland) Order 1991</b>	46
	<b>Areas of Special Architectural or Historic Interest</b>	46
	<b>Part VII Development Schemes and Acquisition of Land</b>	47
	<b>Regional Development Strategy 2035 (RDS)</b>	47
	<b>Draft Strategic Planning Policy Statement</b>	47
	<b>Regional Policy - Planning Policy Statements (PPS)</b>	48
	<b>Planning Policy Statement 1 (PPS1) General Principles</b> .....	48
	<b>Planning Policy Statement 2 (PPS2) Natural Heritage</b> .....	48
	<b>Planning Policy Statement 3 (PPS 3) Access Movement and Parking</b> .....	49
	<b>Planning Policy Statement 5 (PPS5) Retailing and Town Centres</b> .....	50
	<b>Planning Policy Statement 6 (PPS6) Planning, Archaeology and the Built Heritage</b> .....	50
	<b>Planning Policy Statement 7 (PPS7) Quality Residential Development</b> .....	50
	<b>Planning Policy Statement 12 (PPS12) Housing in Settlements</b> .....	51
	<b>Planning Policy Statement 13 (PPS13) Transportation and Land Use</b> .....	51
	<b>Planning Policy Statement 15 (PPS15) Planning and Flood Risk</b> .....	51
	<b>Draft Planning Policy Statement 15 (dPPS15) Planning and Flood Risk</b> .....	51
	<b>Planning Policy Statement 17 (PPS17) Control of Outdoor Advertisements</b> .....	51
	<b>Draft Planning Policy Statement 23 (dPPS23) Enabling Development</b> .....	52
	<b>Draft Planning Policy Statement 24 (dPPS24) Economic Considerations</b> .....	52
	<b>Supplementary Planning Guidance</b> .....	52
	<b>Belfast Metropolitan Area Plan 2015 (BMAP)</b> .....	52
	<b>Lagan Valley Regional Park (LVRP) BMAP</b> .....	53

**Lagan Valley Regional Park Local Plan 2005 ..... 55**  
**Architecture and Built Heritage Policy..... 55**

## **PART ONE - OBJECTIVE SETTING, CONTEXT AND POLICY FRAMEWORK**

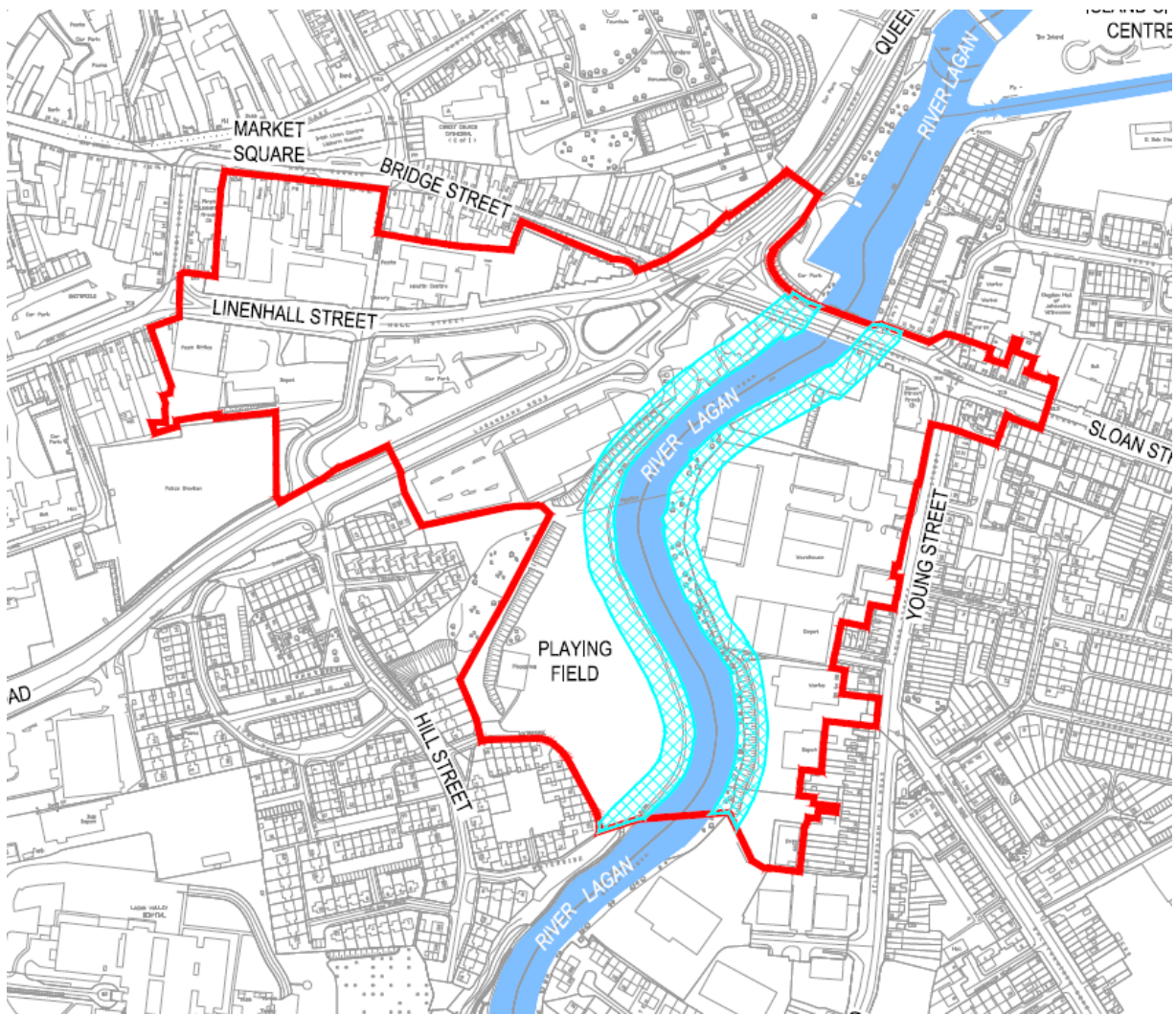
---

# 1. Purpose and Objectives of the Scheme

The Department for Social Development (DSD) has adopted this Development Scheme, known as Comprehensive Development Area (CDA) XX, Laganbank Quarter, Lisburn, under Article 86 of the Planning (Northern Ireland) Order 1991 (the Planning Order).

**Note: The CDA number (XX) will be confirmed at a later date.**

**Figure 1 shows the boundary of CDA XX**



LAGANBANK QUARTER DEVELOPMENT SCHEME

**Figure 1: Boundary of CDA XX**

## 1.1 Purpose

---

The UK economy entered a double dip recession in 2011 which highlighted the reduction in consumer spending and resulted in substantial damage to the retail sector across the UK. Recent reports suggest that there has been some improvement in the economy although this is patchy and is tending to appear in the South East of England. It is realistic to expect the economy to remain relatively flat in the near future and a return to the pre-recession position seems unlikely in the short term. The recession has taken its toll across a wide range of retail organisations which has affected High Streets throughout the UK and is evident within Lisburn City Centre.

Evidence suggests that small and medium sized towns such as Lisburn will face fierce competition from larger dominant centres such as Belfast which are able to offer the full range of retail brands and leisure shopping experience that consumers desire. It is clear that regional towns with the wrong shops, a poor environment or a lack of broader town offer in areas such as accommodation for business services, leisure and culture will continue to struggle to retain a critical retail mass. It is clear therefore that Lisburn will only retain its competitiveness if it takes a strong approach to development across each of these areas.

## 1.2 Objectives

---

DSD's objective in adopting the Laganbank Quarter Development Scheme (the Development Scheme) is to secure a comprehensive, major mixed use scheme, which will regenerate the Laganbank Quarter area of Lisburn, enhance the City Centre's regional role, integrate with the surrounding urban fabric, and strengthen links with the River Lagan.

The Development Scheme includes an appropriate mix of City Centre and riverside uses including: offices, retail, leisure, hotel, residential, cultural uses and car parking. The provision of high quality public open space is also required.

The Department's aims for the Development Scheme include:

- Comprehensive and integrated redevelopment of the Laganbank Quarter area;
- Regeneration of an area of strategic significance in the City Centre;
- Delivery of a major mixed use scheme within the City Centre;
- Maximising and capitalising on the undeveloped riverside location;
- Enhancement of the retail function and overall attractiveness of the City Centre;
- Enhancement of the vitality and viability of the City Centre as a regional centre;
- Ensuring that the Laganbank Quarter area is fully integrated within the City Centre;
- Improvement and extension of pedestrian circulation patterns and permeability within the City Centre and riverside area;
- Improvement of the townscape of the Laganbank Quarter area;
- Major environmental and public realm improvements in the surrounding streets and public spaces; and

- Encouraging and strengthening links between the commercial core of the City Centre and the River Lagan.

### 1.3 Public Interest

---

The Department considers the Development Scheme to be in the public interest in order to achieve the proper planning of the area and as an impetus to the revitalisation of Lisburn City Centre as a whole. Benefits of the Development Scheme will include:

- contributing to the implementation of the Lisburn City Centre Masterplan;
- providing a major stimulus to the on-going revitalisation of Lisburn City Centre as a whole;
- attracting substantial private sector investment within the City Centre;
- securing a more competitive and attractive City Centre;
- helping establish Lisburn as a compact<sup>1</sup> European City;
- helping Lisburn City Centre play a complementary role to Belfast City Centre and Sprucefield;
- contributing to Government’s Lifetime Opportunities policy; and
- creating significant new job opportunities.

### 1.4 Comprehensive Development

---

DSD requires a comprehensive and integrated solution to the redevelopment and renewal of the Laganbank Quarter. Proposals, which are ad-hoc, incremental or un-coordinated, would not in DSD’s opinion ensure the delivery of the regeneration objectives, or the enhancement of the vitality and viability of the City Centre as a regional centre.

---

<sup>1</sup> **The Compact City** is an urban planning concept, which promotes relatively high residential density with mixed land uses. It is based on an urban layout which encourages walking and cycling, low energy consumption and reduced pollution.



## **2. Current Site and Surroundings**

---

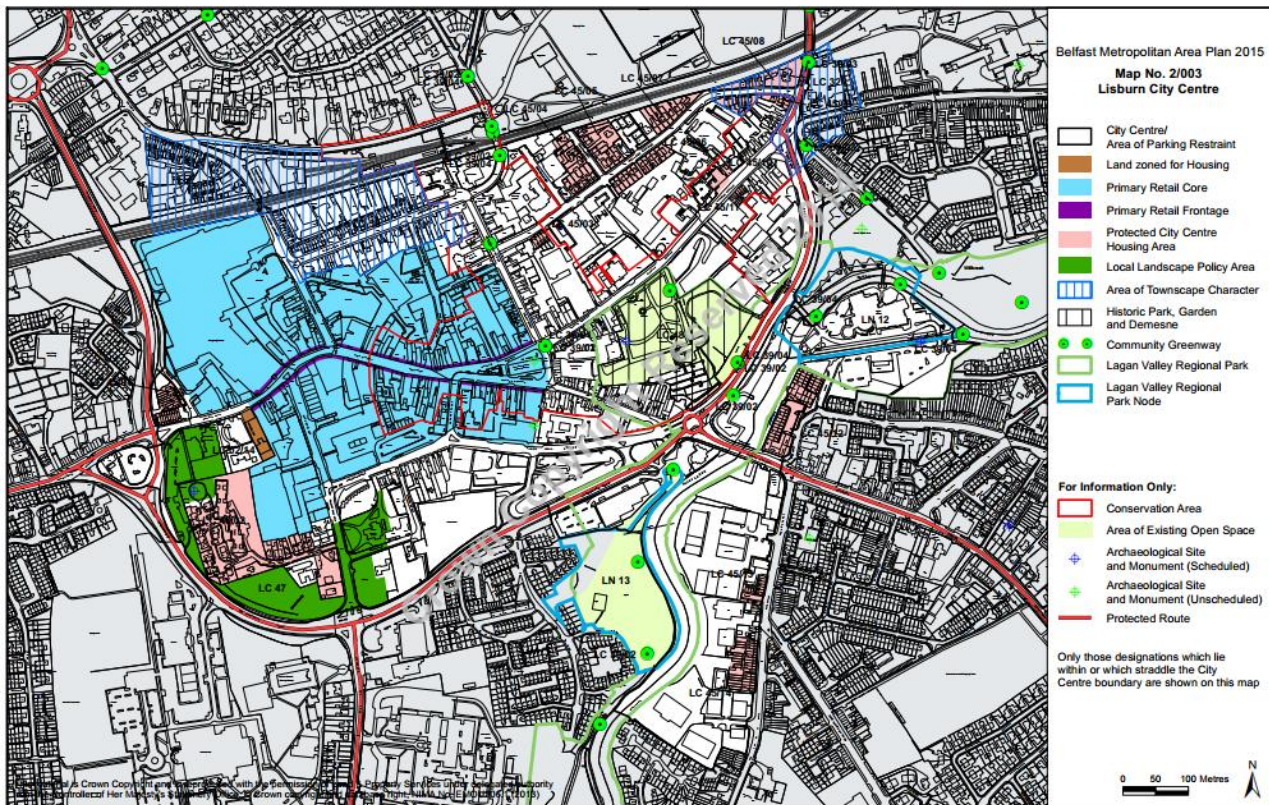
The Laganbank Quarter is located in the southeast sector of the City Centre area as designated in the Belfast Metropolitan Area Plan 2015(BMAP). The area comprises the Linenhall Street and parts of Laganbank Road and Young Street areas of Lisburn City Centre which lie within the Lagan Corridor. The existing predominant activities within the Development Scheme area are residential, offices, retail, car parking and open space.

The area includes land on both sides of the River Lagan as it flows through Lisburn City Centre. With the exception of existing open space associated with Lagan Valley Regional Park, the study area falls within the City Centre boundary of Lisburn as designated in BMAP. Local policy designations in BMAP which affect the study area are set out below and are qualified in the preceding sections:

- Lisburn Conservation Area;
- Primary Retail Core;
- Primary Retail Frontage;
- Area of Parking Restraint;
- Lagan Valley Regional Park; and
- Lagan Valley Regional Park Node.

As evidenced in towns and cities across the UK and farther afield, urban waterfronts are being recognised as important assets which hold significant potential not only in terms of localised regeneration but also in terms of delivering city-wide benefits which hugely outweigh any benefits attributable to the existing land uses.

The Young Street/Hill Street area straddling the River Lagan forms the key riverfront zone within Lisburn City Centre totalling approximately 8.9 hectares. It comprises a number of defined sites and is defined as the Laganbank Mixed Use Riverside area within the Lisburn City Centre Masterplan.



**Figure 2:** BMAP areas

To the north of the Development Scheme lies the Lagan Valley Island, which provides an example of public sector-led development on the edge of the City Centre. The west of the site is defined by predominantly residential neighbourhoods with a mix of tenure, but generally smaller family homes. To the south of the Laganbank area lies a mix of commercial space accessed from Hillsborough Old Road, as well as social housing towards Lagan Valley Hospital. To the west and north of the site lies the City Centre which, alongside typical City Centre usage, hosts an established retail core and public service buildings such as Lisburn Police Station and the Royal Mail sorting office. Union Bridge bounds the eastern edge of the site and has an important function as a key gateway into the city from the M1 motorway.

## 2.1 Built Heritage

The northern part of the Development Scheme area lies within the Lisburn City Centre Conservation Area which was designated in 1991 (see Figure 3). Bridge Street is currently an area funded under the Heritage Lottery Fund's Townscape Heritage Initiative. This scheme enables property owners to avail of grants to develop and restore properties on Bridge Street to create new and improved commercial and residential space in this previously run down part of the City.

Lisburn City Council produced the Lisburn Historic Quarter Development Strategy in 2000 followed by an updated Strategy in 2010. This has been instrumental in devising and implementing an

integrated approach to the restoration and protection of the rich heritage and culture of the area, as well as providing the right physical infrastructure to revitalise the area, attract new investment and boost business confidence.

One of the Lisburn Historic Quarter key objectives is *'the restoration and enhancement of the built environment'*. The strategy is designed to enhance the existing character of the Lisburn Historic Quarter and to emphasise the area's unique identity and function through the following activities:

- Identification of landmark buildings, traditional-style streetscapes, non-traditional streetscapes and opportunity sites;
- Subsequent encouragement of high quality and sympathetic building design, to restore and enhance the built heritage; and
- Enhancement and protection of the Conservation Area.

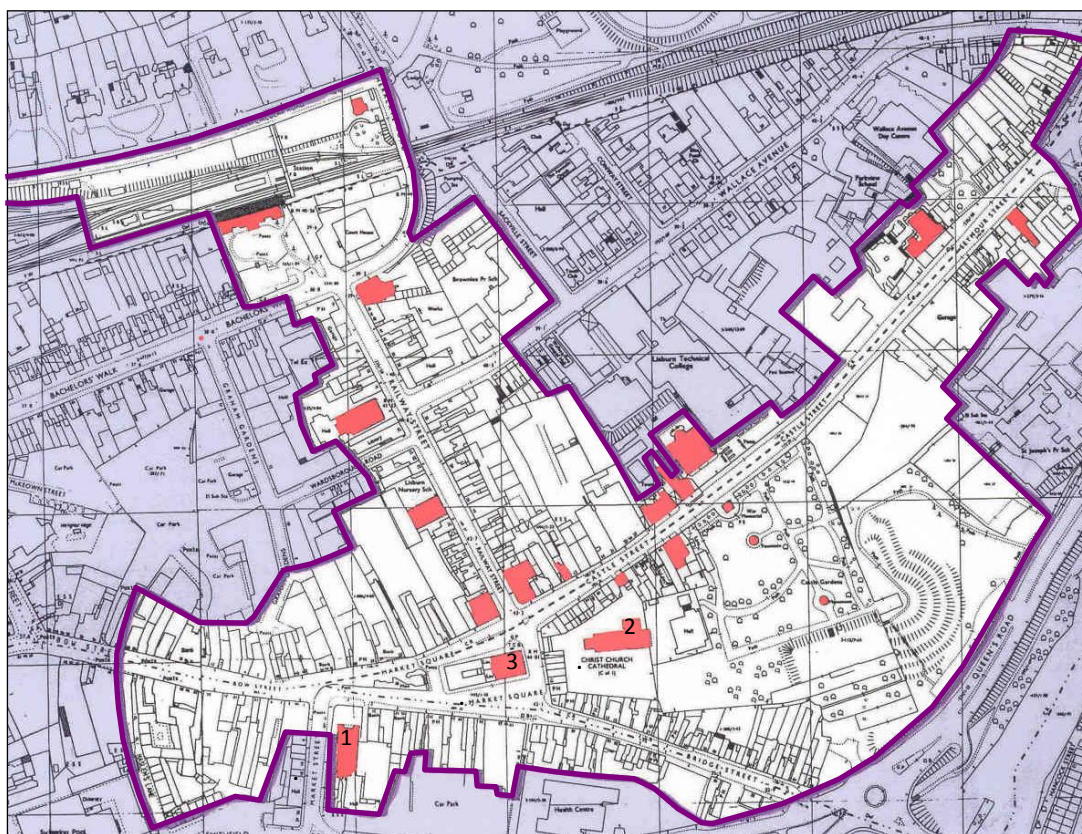
In light of the historic nature of the City Centre, in 2008 the Council appointed conservation consultants to prepare the Laganbank Quarter Built Heritage and Archaeological Study to review the potential impact of proposed developments on the built heritage and archaeological remains in the Laganbank Quarter of Lisburn.

The appointed consultants, Manogue Architects, provided a comprehensive assessment of the potential impact on:

- The built heritage and archaeological potential within the boundaries of the Laganbank Quarter;
- The heritage assets in the vicinity of the proposed Development Scheme which contribute to the context of the Development Scheme;
- The townscape, streetscape and urban form of the areas under consideration; and
- The potential impacts of the proposals and any mitigation measures required.

The report highlighted the key heritage assets in the vicinity of the CDA.





**Figure 3:** Conservation Area Boundary (purple line) with Listed Buildings shown in red.

Source: Lisburn Historic Quarter Conservation Guide, Historic Quarter Partnership, 2004

### 2.1.1 Statutory Listed Buildings

A review of the Northern Ireland Environment Agency (NIEA) Historic Buildings Database revealed a number of listed buildings in immediate vicinity of the Development Framework Sites. These are listed below and cross-referenced by the numbers on Figure 3.

1. *1<sup>st</sup> Lisburn Presbyterian Church, Market Square (HB 19/12/011)*. This is a Grade B listed church that was originally constructed in the early 19<sup>th</sup> Century. It is a simple blackstone hall now with a modern front and other recent alterations.
2. *Christ Church Cathedral (including the gateway), Market Square (HB 19/16/001)*. This is a Grade A listed cathedral erected in a gothic style between 1708 and the late 19<sup>th</sup> Century. It is the chief church of the Huguenot settlement and was rebuilt following the great fire of 1707.
3. *Assembly Rooms, Market Square (HB 19/16/003)* - This is a Grade B1 listed assembly room that was constructed before 1833. It is a 2 storey, 3-bay classical stuccoed building with a finely detailed cupola/clock tower.

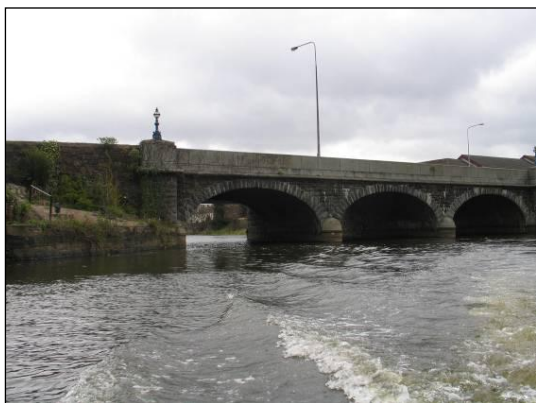
A review of the **Historic Parks, Gardens and Demesnes Register** (Source NIEA) revealed two historic gardens in close proximity to the proposed development site. Lisburn Castle Gardens (AN-095) is recorded as an extensive area within the city of Lisburn forming a green space with paths and decorative planting. The CDA includes a remaining part of the gardens for the Castle of 1622, which was destroyed by fire in 1707. As the castle was never rebuilt some of the area was developed as a public pleasure ground, so there is a long tradition of public access.

Heritage Assets in the vicinity of the CDA includes Castle Gardens, properties on Bridge Street, properties on Castle Street, Market Square, the former Lagan Navigation and Lagan Valley Regional Park (LVRP).

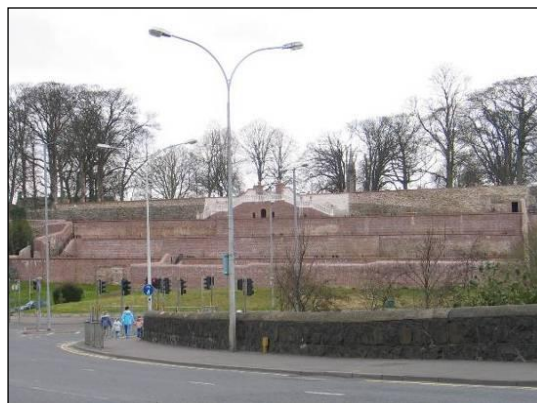
Lisburn City Centre is dominated by a number of important civic and church buildings, including:

- Church of Ireland Cathedral;
- Irish Linen Centre and Lisburn Museum; and
- Castle Gardens Monument.

Views of these buildings can be achieved from various points throughout the Laganbank Quarter area. Key views and vistas will be maintained and enhanced and new views and vistas created within the Development Scheme.



Union Bridge, Lisburn



View of terraced area, Castle Gardens

More recently, the Lisburn City Centre Masterplan includes a programme of integrated environmental improvement schemes throughout the City Centre focused on upgrading and refurbishing the urban streetscape. The sensitive treatment of schemes will balance aesthetics with functional requirements. The Lisburn Design Compendium was developed alongside the Masterplan to offer guidance to prospective development parties as to how to respond to the form of the Masterplan, and to maximise the opportunity for new development to contribute positively to the urban form. It highlights the strong historic urban fabric of Lisburn. The Masterplan seeks to ensure that the new development opportunities it identifies are designed sensitively and with due consideration for the special characteristics of their surroundings.

## 2.2 Accessibility - Vehicular / Servicing / Movement / Connections

---

The Laganbank Quarter is strategically located within the city. It is almost entirely situated within the BMAP City Centre boundary. There are a number of key transport routes adjoining the study area, namely Laganbank Road and Union Bridge/Sloan Street. The former is part of the inner ring road whilst the latter is a key route from the City Centre to the M1 Motorway (to the east) and wider trunk road network. These are both heavily trafficked routes.

Right turn movements from Young Street on to Sloan Street in the direction of the motorway are prohibited. Vehicles wishing to make this movement must turn left on to Union Bridge and travel around the busy traffic light controlled junction at Laganbank Road/ Linnenhall Street/Queens Road. This is not only frustrating for drivers but also adds to the general congestion of the area.

Proximity to the City Centre and regional road network enhances the attractiveness of the CDA for investment. A solution to the problems of the junction of Young Street and Sloan Street is therefore considered critical in order to promote good access to and from the new development.

The City Centre has several one-way traffic routes. Bow Street and Lisburn Square are the main pedestrianised zones. Linnenhall Street is a well-used access route, contributing to a severing of the established town centre from the south side of the Development Scheme area.

### 2.2.1 Pedestrian Movements / Connections

---

Pedestrian access to the City Centre from the Young Street/Hillsborough Old Road area is via Sloan Street/Union Bridge from where both Linnenhall Street and Bridge Street provide access to the commercial core.

Pedestrians accessing the City Centre from the retail warehousing on Laganbank Road must cross over Laganbank Road and Linnenhall Street to use Market Street or Market Lane to access the commercial core directly. Pedestrian access to/from the riverside open space is either via Hill Street or the River Lagan Towpath and the Laganbank Road/Linnenhall Street junction.

Pedestrian/cycle access is provided to the River Lagan Towpath and the wider Lagan Corridor area at present. However, with the exception of the Hill Street open space area, there is no positive relationship between existing developed areas and the riverside environment. Linkages to the City Centre are poor.

The Development Scheme proposes enhanced linkages between the Southbank and the Northbank through the provision of one or more pedestrian/cycle bridges. Strong linkages will ensure that those areas are connected to the City Centre physically and visually. The proposed development will be highly permeable and retain riverside access throughout.

Pedestrians' access to the City Centre from the Laganbank Quarter is primarily via established routes, each of which has constraints:

- Market Street (inadequate and narrow pavements);
- Market Lane (very steep); and
- Haslem's Lane (narrow with inactive frontages).

### 3. Government Policy and Planning Context

---

The Strategic and Local Policy context strongly underpins the Laganbank Quarter Development Scheme. The NI Programme for Government includes a commitment to deliver projects that promote private sector investment in towns and cities across Northern Ireland. This is reinforced in the Northern Ireland Economic Strategy which notes the requirement to assist in the delivery of projects that promote private sector investment. It also highlights the importance of helping the construction industry by delivering such projects in the current climate. The Investment Strategy for Northern Ireland highlights the importance of regenerating towns and cities to create economic vitality and improved quality of life.

The Regional Development Strategy for Northern Ireland 2035 highlights Lisburn City as a major employment and commercial centre with high development potential. It states that the urban renaissance, being the process of development and redevelopment of urban areas to attract investment and activity, fosters revitalisation and improves the mix of uses in urban spaces.

#### 3.1 Lifetime Opportunities<sup>2</sup> (Government's Anti-Poverty and Social Inclusion Strategy for Northern Ireland)

---

In deciding to promote the Development Scheme, the Department has taken account of the Northern Ireland Executive's commitment to promote equality of opportunity as required by Section 75 of the Northern Ireland Act 1998 and Lifetime Opportunities objectives.

This strategy, Lifetime Opportunities, demonstrates the government's determination to ensure that, by 2020, no one in Northern Ireland is denied opportunities they are entitled to. The strategy comprises the following priorities:

- Eliminating Poverty;
- Eliminating Social Exclusion;
- Tackling Area Based Deprivation;
- Eliminating Poverty from Rural Areas;
- Shared Future – Shared Challenges;
- Tackling Inequality in the Labour Market;
- Tackling Health Inequalities; and
- Tackling Cycles of Deprivation.

Lifetime Opportunities is a policy initiative promoted by, and delivered across all Government Departments. DSD, with its regeneration and community development remit, has a major responsibility to ensure the implementation of Lifetime Opportunity objectives within the schemes it supports. Maximising the accessibility of Laganbank Quarter from all parts of Lisburn is a key requirement of the scheme.

---

<sup>2</sup> <http://www.ofmdfni.gov.uk/antipovertyandsocialinclusion.pdf>



### 3.2 Equality of Opportunity

---

The Department is required under legislation (section 75 of the Northern Ireland Act 1998) to have due regard to the need to promote equality of opportunity:

- between persons of different religious belief, political opinion, racial group, age, marital status or sexual orientation;
- between men and women generally;
- between persons with a disability and persons without;
- between persons with dependants and persons without; and
- to have regard to the desirability of promoting good relations between persons of different religious belief, political opinion or racial group.

The Department has had regard to this legislation in adopting the Development Scheme. Any proposals for the scheme will be required to address objectives for Lifetime Opportunities, equality of opportunity and good relations.

### 3.3 Equality of Opportunity and Sustainable Development in Public Sector Procurement

---

The Equality of Opportunity and Sustainable Development in Public Sector Procurement was launched in 2008 and aims to support public authorities as they embed equality of opportunity and sustainable development in their procurement practice.

This document sets out the steps to ensure effective consideration of social, economic and environmental policy, legislative requirements and procurement practices from the perspective of attaining equality and sustainable development through appropriate procurement measures and good practice. It also aims to ensure that whilst procurement practices are open to bodies such as small and medium enterprises, social economy enterprises, and the voluntary and community sector, standards are not reduced.

### 3.4 Planning Policy Framework

---

The planning framework for Lisburn City Centre is set out in the following documents:

#### **Legislation**

- Planning (Northern Ireland) Order 1991 (as amended).

#### **Planning Policy Documents**

- Regional Development Strategy 2035 (RDS);
- Belfast Metropolitan Area Plan 2015 (BMAP);
- Lisburn Area Plan 2001 (LAP);
- Planning Policy Statements (PPS);
- Supplementary Planning Guidance (SPG).

Adoption of this Development Scheme has the effect of amending the planning framework for Laganbank Quarter as set out in the BMAP. A review of relevant legislative and planning policy documents is attached in full at **Appendix 1** with key articles and policies identified.

### 3.5 Strategic Context

---

#### 3.5.1 Lisburn's Lagan Corridor Strategic Framework (Feb 2004)

---

Lisburn's Lagan Corridor Strategic Framework recognises the importance of the River Lagan as a valuable regional asset, with the potential to provide a wide range of environmental, social, community and economic benefits. The Strategic Framework identifies a '*Nodes and Links Strategy*' where activity and change is concentrated in the Nodes with a series of Links forming 'green' routes in between. Node 8 'Union Bridge' corresponds to the Young Street Development Framework area and more recently the City Centre Masterplan proposals (see 3.5.3 below).

#### 3.5.2 Lisburn City Centre Development Framework (2006)

---

The Laganbank Quarter Development Scheme has its origin in two Lisburn City Centre Development Frameworks produced in 2006 covering the Linenhall Street and Young Street riverside areas.

The Development Frameworks were produced by Lisburn City Council as part of its Economic Development Programme. The aim was to help stimulate investment and to achieve the comprehensive regeneration of the City Centre by identifying development principles, and providing design guidance and a vision for the area.

The requirement for these Development Frameworks was stimulated by a number of key drivers, including:

- the preparation of a Strategic Framework for Lisburn's Lagan Corridor which identified this area as a development node of significant potential as part of the Lagan Corridor 'Nodes and Links' strategy;
- the preparation of a Strategic Investment Framework for Lisburn City Centre which identified opportunity sites at Young Street and Laganbank Road;
- the inclusion of Young Street and Laganbank Road as Development Opportunity Sites within Lisburn City Centre in the BMAP;
- the inclusion of the open space area at Hill Street on the northern bank of the Lagan and a Lagan Valley Regional Park Node within the BMAP;
- the desire to provide a comprehensive regeneration solution for this key City Centre riverfront area that contributes to realising the potential of the River Lagan as an asset, and reconnects the city with the river;
- the requirement to stimulate investment and economic regeneration in the area;
- the low-value mix of land use in a key City Centre location (e.g. post office depot, vacant retail warehousing, surface car park);

- the need to secure a regionally competitive position for the City Centre;
- the desire to provide a City Centre hotel;
- the need to create a new “office quarter” for the City Centre to extend the City Centre’s current trading capability beyond (what is currently almost exclusively) the retail sector;
- the desire to facilitate growth in the City Centre’s night-time economy; and
- the desire to influence the future development of this important part of the City Centre in the context of a number of other on-going developments in the wider city region (e.g. Blaris/West Lisburn; Maze/Long Kesh).

### 3.5.3 Lisburn City Centre Masterplan (2010)<sup>3</sup>

The Lisburn City Centre Masterplan, prepared on behalf of DSD and Lisburn City Council, provides the strategic context for investment in Laganbank. It sets out an aspirational vision for the Development Scheme and provides broad development and design principles to guide the successful development of the area.

For the Laganbank area the Masterplan proposed:

- approximately 160,000 sq ft commercial office space;
- over 400 homes;
- a range of homes for sale and a choice of affordable homes including social rented and shared ownership properties;
- a new pedestrian footbridge connecting the east and west banks of the river and creating a circular walking route through the area;
- a pedestrian “boardwalk” along the river – opening it up for recreation purposes;
- a range of complementary uses including retailing and cafes/ bars beside the river (totalling approximately 20,000 sq ft floorspace); and
- high quality public realm and landscaping along the river
- potential to relocate public sector workers to new office space.

The concept of redeveloping this area of the City has existed for some years and the ambition to deliver a comprehensive scheme was reflected in the 2010 Masterplan. A process was subsequently undertaken to identify and assess specific development plots within the Laganbank area with the objective of better defining a boundary for the Development Scheme.

### 3.5.4 Transportation Study

The proposed development at Laganbank Quarter, along with the rest of the Masterplan sites, is on a scale that Lisburn has not previously accommodated. The City Centre must remain accessible by all modes of transport if it is to continue to be attractive to commercial investors, business and visitors to the City. Therefore, alongside the Masterplan, a Transport Assessment was conducted

<sup>3</sup> [http://www.lisburncity.gov.uk/filestore/documents/economic\\_development/Exec\\_Summary\\_For\\_Print\\_1.pdf](http://www.lisburncity.gov.uk/filestore/documents/economic_development/Exec_Summary_For_Print_1.pdf)

to assess the impacts of the Masterplan development and ascertain the traffic impacts on the existing road network. The study concluded that some junction redesign would be required to support the delivery of the Development Scheme proposals.

Changes to traffic arrangements will be phased in accordance with the sequence and timing of development. This will be complemented by the pedestrian focus of the City Centre core, supported by public realm improvements, and with the provision of car parking within close proximity.

## **PART TWO - REGENERATION OBJECTIVES, DEVELOPMENT SCHEME PRINCIPLES AND PROPOSALS**

---

## **4. Regeneration Objectives**

---

The Department's remit is to assist in the promotion and delivery of the regeneration of Lisburn. The City Centre is a key 'driver' within Lisburn and is pivotal to the regeneration of the whole city. The Department therefore considers it essential to maintain and enhance the overall vitality and viability of the City Centre. This will benefit the whole of the city and the wider region of Northern Ireland.

A healthy city needs a healthy heart and this Development Scheme is directed at strengthening the heart of the City.

To help achieve its objectives, the Department has adopted this Development Scheme for a major and comprehensive mixed-use scheme in Laganbank Quarter. The development of this area will play a major role in regenerating the Linenhall Street / Young Street area, strengthening links to developments on the River Lagan, and enhancing the regional role and vitality and viability of the City Centre generally.

### **4.1 Linenhall Street Area**

---

The Linenhall Street area of Lisburn City Centre is an important area in regeneration terms. It is a key development opportunity area with the potential, for example, to broaden the economic base of the city, improve the urban fabric and encourage City Centre living.

The Linenhall Street area is also a gateway into the City Centre connecting it to the communities to the south and east and to the River Lagan. The key regeneration objectives for this zone are to:

- provide modern, flexible office space to strengthen the city's office accommodation offering;
- introduce a mix of uses to strengthen the vitality of the City Centre through increased footfall;
- encourage the development of an evening economy;
- encourage City Centre living through the provision of residential accommodation which will in turn promote natural surveillance;
- encourage active street frontages at Market Square, Market Street and Linenhall Street;
- improve connectivity by enhancing existing linkages and creating new linkages, within the Linenhall Street area, and between it and the surrounding City Centre, particularly the River Lagan and the Historic Quarter/ Market Square;
- strengthen linkages with the River Lagan recognising the environmental, social and economic value of the River;

- maintain controlled vehicular access and circulation throughout the area, including provision of appropriate service access, to contribute to an improvement in the environmental quality of the City Centre;
- improve the urban fabric of Linenhall Street through reinstatement and repair of the building line and the introduction of high quality frontage;
- ensure that new buildings are developed at a scale which is appropriate to the existing urban form and which will provide an attractive city streetscape;
- respect existing urban grain where appropriate, particularly at the boundaries with the Historic Quarter/Conservation Area;
- redevelop surface car parks and other underused/vacant sites for appropriate, high quality built development;
- replace those spaces lost through the development scheme by creating multi-storey car park to provide 310 spaces;
- develop high quality landmark buildings and promote design quality throughout the area;
- realign Linenhall Street to create a pedestrian friendly, landscaped avenue leading down to the riverfront; and
- ensure development proposals do not prejudice the development of adjoining sites.

#### 4.2 Young Street/Laganbank Road (River Lagan)

---

This area of the development scheme forms Lisburn City's key City Centre riverfront development opportunity site with the potential to reconnect the city to the River Lagan, to create a new and exciting river quarter for the city, to broaden the economic base of the city, significantly improve the urban fabric of this part of the city, and encourage City Centre living. The key regeneration objectives for this zone are to:

- redevelop the area as an exciting riverside activity node, where the city and the river become fully integrated and identified as part of the 'Lisburn Riverfront' area;
- introduce high quality, high density mixed-use development, including residential, office, hotel and ancillary retail uses, to enhance and embrace the riverside environment and strengthen the vitality of the City Centre;
- introduce a range of complementary uses, potentially including restaurants and visitor facilities, and encourage the development of water related activities such as boat hire;
- ensure that new buildings are developed at a scale which is appropriate to the topography of the site and the existing urban form, and which will provide an attractive and vibrant Riverfront quarter;
- promote City Centre riverside living through the provision of residential accommodation (including an element of social housing) which will in turn provide natural surveillance in the area;

- improve the urban fabric of Young Street/Hillsborough Old Road through reinstatement and repair of the building line and the introduction of a high quality street frontage to Young Street/Hillsborough Old Road;
- develop high quality landmark buildings and promote design quality throughout the area;
- ensure that the area is effectively linked to the city's existing commercial core, the nearby Linenhall Street opportunity site, Lisburn Historic Quarter and Lagan Valley Island by providing access across the River Lagan linking the northern (Laganbank Road) and southern (Young Street) banks via at least one new pedestrian/cycle bridge;
- provide appropriate vehicular access between the site, the City Centre and the M1 Motorway;
- provide a variety of high quality public realm spaces throughout the redeveloped area; and
- regenerate and revitalise the large open space area at Hill Street through significant environmental enhancement and landscaping to create a high quality public realm space for local people and visitors alike.



## **5. Development Scheme – Design and Heritage Principles**

---

The northern part of the Development Scheme area lies within the Lisburn City Centre Conservation Area which was designated in 1991. Lisburn City Council has established the Lisburn Historic Quarter Partnership and prepared a Development Strategy for that part of the Conservation Area known as Lisburn Historic Quarter.

### **5.1 Lisburn Historic Quarter Development Strategy**

---

Lisburn Historic Quarter Development Strategy provides a vision and comprehensive framework to secure and promote the area's physical and economic regeneration. The Historic Quarter appropriately encompasses the oldest and most historic area of Lisburn. Market Square, Castle Street and Bridge Street were first laid out in the early 17th Century when Lisburn was first established as an estate and market town.

A series of guiding principles have been established to build Strategic Programmes which encapsulate the vision and:

- restore occupier and investor confidence;
- target social need through sustainable development;
- safeguard and enhance the built and cultural heritage;
- add value to the community;
- encourage wide and varied participation in developing and realising the vision;
- develop the necessary partnerships and structures to deliver the Historic Quarter strategy including dedicated project teams to complete the strategic programmes; and
- provide leadership and direction but shared ownership of the Historic Quarter vision with the community and beyond.

### **5.2 The Lagan Navigation**

---

The Lagan Canal, constructed in the 18<sup>th</sup> Century, was an integral component of the Lagan Navigation from Belfast to Lough Neagh, until it was abandoned in the 1950s and part was filled in during the 1960s. The 43km Lagan Navigation includes the Lower Lagan (17km) from Stranmillis in Belfast to Sprucefield, near Lisburn, and the Upper Lagan (26km) from Sprucefield to Lough Neagh.

The Lagan Navigation is an important part of Northern Ireland's industrial heritage. It offers scope for restoration as a recreational waterway and tourism resource, which would link Belfast Lough and the maritime Lagan, including Belfast's Laganside and Titanic Quarter, to Castlereagh, Lisburn, Lough Neagh and the Lower Bann Navigation. The Canal corridor, part of which runs through the Lagan Valley Regional Park, is a valuable landscape, green-space and wildlife resource.

Restoration and reinvigoration of the Canal and its corridor would safeguard and enhance their natural and built heritage values and bring well-being, leisure, tourism and economic benefits not only to communities in the vicinity of the full Navigation, but also the wider population of Northern Ireland and visitors to the Province.

Lisburn, known as the birthplace of the Irish Linen Industry, was largely developed due to its proximity to the Lagan Navigation. It supported a thriving linen industry from the 18<sup>th</sup> century through to the 1950s.

Lisburn Gas Company operated on the area now known as Laganbank Road from 1837 to 1981. Coal transported to Lisburn on barges via the Lagan Navigation was converted to gas and stored in three large gasometers on site. The site has been redeveloped in recent years and is now occupied by large retail sheds.

### 5.3 Urban Design Principles

---

The Development Scheme for Laganbank Quarter offers a special opportunity to create a new role for this area and this part of the City Centre. The urban design principles that need to underpin the Development Scheme are set out below.

#### 5.3.1 Volume

---

Laganbank Quarter, although a mixed-use area, is underperforming and offers opportunities for a substantial increase in this diversity for the benefit of the City Centre.

The increased volume of new development will require a creative approach to the access and servicing requirements of different users and careful relationships with neighbouring streets, buildings and residential areas.

#### 5.3.2 Density

---

Various densities of development occur in different parts of the City, but a character of compactness calls for the best intensive use of City Centre sites. The Compact City promotes relatively high residential density with mixed land uses and encourages walking and cycling, low energy consumption and reduced pollution. A large resident population provides opportunities for social interaction as well as a feeling of safety in numbers.

The urban scale of Laganbank Quarter is predominately a mixed development of traditional housing, retail outlets and industrial warehousing. Linenhall Street lacks a well-defined frontage or building line due mainly to the severing effect of the road, created during its original construction. The combination of underused property and difficult topography provides an exciting urban design challenge.

New development should incorporate a transition between the buildings in the area which are to remain, whilst seeking to create an overall density that is in scale and sympathy with the neighbouring buildings, and the whole City Centre.

The mix, massing and disposition of uses within the development scheme should maximise the size and layout of the site, and proposals should complement surrounding uses and buildings.

### 5.3.3 Character and Aspiration

---

To compete with other metropolitan cities Lisburn must become the economic and social generator of its region. Laganbank Quarter offers the chance to create a sense of ‘pride of place’ for this part of Lisburn.

Design proposals for buildings and public realm should be innovative and provide Lisburn with a high profile outward looking scheme, having regard to the existing urban structure, architectural and historic context of the surrounding area.

### 5.3.4 Environmental Improvements

---

The Development Scheme requires major environmental and public realm improvements to all linkages, not only within the scheme, but also to the wider City Centre and regional out of town shopping centre at Sprucefield, through enhanced pedestrian and cycle routes. Enhancement proposals for the area are likely to involve the upgrading of the roads and changes to reflect the ‘gateway’ importance of the area. Other appropriate works could include enhancements to adjoining streets and spaces.

### 5.3.5 Amenity Space

---

A large riverside area of Council owned public open space at Hill Street is used mainly for informal recreation. Today it does not function adequately as a high quality amenity space.

The riverside area is within the Lagan Valley Regional Park (LVRP) and has good towpath links through to both Belfast and Sprucefield. The towpath forms part of the Lagan and Lough Cycle Way which is a popular section of the National Cycle Network. This is a comprehensive network of safe and attractive routes on which to cycle and walk throughout the UK, coordinated by the charity Sustrans. Its retention will help secure a key aim of improved recreational route options.

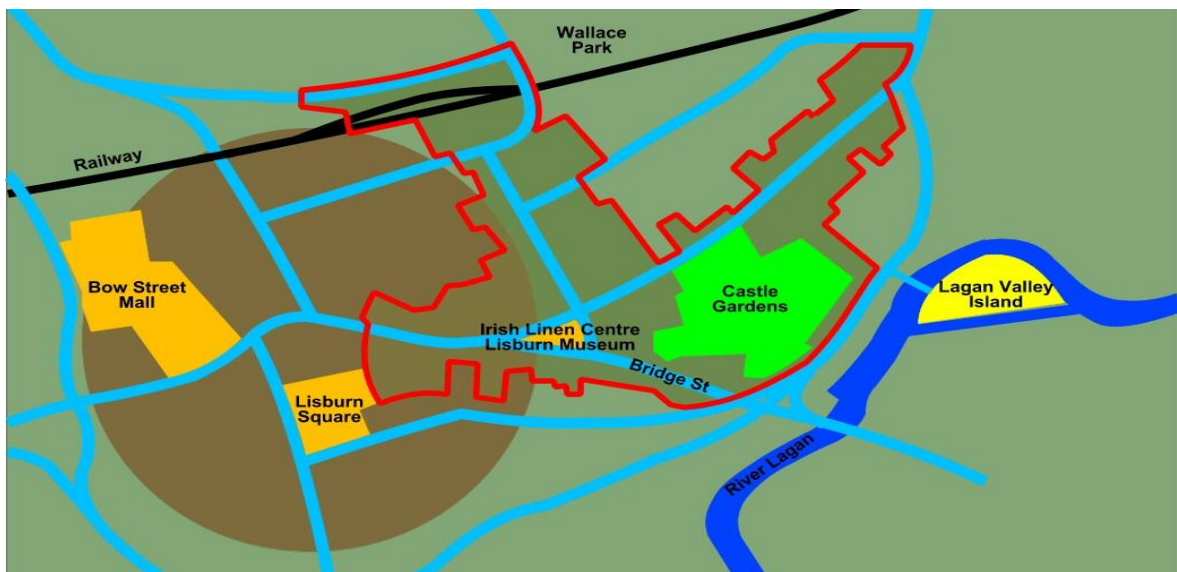
The Development Scheme requires that a permeable and high quality public amenity space, with 24 hour public access, is provided to become a focus of activity and part of a network of public spaces within the City Centre. In particular the Laganbank Quarter needs to link with, and extend into, the existing City Centre zone.

### 5.3.6 Heritage and Townscape

---

Development will need to demonstrate that the impact on buildings of historic or architectural interest and the Conservation Area status of the Historic Quarter has been carefully assessed and addressed. Development proposals need to be outward looking with perimeter frontages designed to foster an ambience of bustle and activity.

Bridge Street and a portion of Market Square are designated within the Laganbank Quarter Development Scheme and within Lisburn Conservation Area (Figure 4). The redevelopment of properties on these streets will be required to comply with policies BH12-BH14 as above.



**Figure 4:** Lisburn Conservation Area (defined by red line).

## **6. Development Scheme - Accessibility Principles**

---

The Department for Regional Development produced a 10 year “Regional Transportation Strategy” (RTS) in 2002. This is a daughter document of the Regional Development Strategy and highlights the investment priorities in transportation in line with progress towards the ‘Transport Vision.’ The RTS is to be implemented through three Transport Plans: the Belfast Metropolitan Transport Plan (BMTP), the Regional Strategic Transportation Network Transport Plan and the Sub-Regional Transport Plan. The plan will co-ordinate the implementation of local transport by drawing up an integrated and phased programme of transport schemes to complement development proposals within the Belfast Region to 2015.

The Government’s overall objective is to encourage the use of alternatives to the private car with a particular emphasis on provision of a safe, efficient and accessible public transport system, and ensuring good access for pedestrians and cyclists.

In line with the Government’s Lifetime Opportunities Strategy, efforts will be made to ensure that unemployed and socially disadvantaged people are able to benefit fully from job opportunities deriving from new development. To facilitate this, public transport provision should ensure accessibility from all parts of Lisburn City. The development will also be readily accessible to pedestrians, cyclists, and taxis.

The Development Scheme will be expected to provide safe and convenient access for people with disabilities to the Development Scheme and within the development.

Detailed design and capacity work will be required as part of the required transportation assessment within any planning application. This is to ensure access separates vehicles and pedestrians, egresses are safe, queuing does not form on the public road, and road and junction capacities are maintained.

Similarly highway improvement measures may need to be undertaken to on and off-site infrastructure. Additional public transport provision and facilities, and/or accessibility contributions may also be required.

### **6.1 Permeability and Pedestrian Linkages**

---

The Development Scheme requires that Laganbank Quarter be fully integrated within the main shopping area and other parts of the City Centre. This will ensure Laganbank Quarter plays a major role in improving accessibility patterns around the City Centre, enhancing the vitality and viability of the City Centre and uniting the commercial core of Lisburn City Centre with its developing waterfront.

Major environmental and public realm improvements will be required at all points that connect the Development Scheme with its surroundings, including:

- provision of a highly permeable pedestrian circuit or ‘return’ through the Development Scheme;
- twenty-four hour pedestrian access through the Development Scheme to facilitate both evening and day time activity and allow visitors to move freely within the development area and between other activity and public transport areas in the City Centre;
- at least two high quality and direct pedestrian links to the existing pedestrianised zone, via pedestrian footbridges crossing the River Lagan; and
- environmental and public realm improvements throughout the area.

## 6.2 Transport Study

---

The previously described Transport Assessment (TA) (see paragraph 3.5.4) assessed the impact of the Laganbank Quarter proposed development on the current traffic infrastructure. It made recommendations for dealing with the increase in vehicular and pedestrian movements following development.

The TA concluded that the introduction of the Laganbank Quarter development could have a significant detrimental impact on the Lisburn road network. Analysis of the full Lisburn traffic model that was produced indicates that this impact can be mitigated through the implementation of the improvement measures listed below:

- delivery of access junctions on Young Street and Laganbank Road;
- Sloan Street/Young Street – road widening and reintroduction of right turn;
- teardrop junction – road widening on Queen’s Road and Sloan Street approaches as well as circulating carriageway;
- Governors Road/Hillsborough Road – widening of Governors Road approach to the junction; and
- part-time signals, operational during afternoons and early evening, on M1 off-slip at Sprucefield Roundabout.

The delivery of the proposed mitigation measures could be phased in conjunction with the build-out of the Laganbank development. The Sloan Street/Young Street junction improvements will be required within the southern section of the development. Improvements will also be required to the teardrop and Governors Road/Hillsborough Road junctions in the northern section.

Part-time signals at the Sprucefield roundabout will be required once the combined development impacts of the north and south areas resulted in a significant traffic impact and reduction in operational performance at the junction.

The phasing of the delivery of the road infrastructure changes will be dictated by the planning of each site within the Development Scheme. A full TA will need to accompany any planning application.

### 6.3 Car Parking

---

The Development Scheme requires that at least the current level of short-term pay and display spaces be maintained. The current car parking in the City Centre is intensively used to serve the existing commercial property offer.

The delivery of the Development Scheme proposals will result in the loss of the Linenhall Street car park to built development, equating to the loss of 310 spaces. The new developments will also require car parking appropriate to the area's City Centre location and proximity to public transport connections.

The Development Scheme identifies a site for a 310 space multi-storey car park on the site of the current DRD surface car park on Linenhall Street. This will provide 242 replacement spaces for the surface car park and some additional spaces required to serve new development. There may be opportunities to provide additional car parking by way of basement car parking associated with individual buildings.

A number of factors will influence the provision of car parking for the new development, including the area's City Centre location, proximity to public transport, the preparation of Green Travel Plans, and requirements of Transport NI.

## 7. Development Scheme - Environmental Principles

---

The following key environmental principles will be considered in taking forward the proposed Laganbank Quarter Development Scheme:

7.1 In keeping with the biodiversity duty placed on public bodies by the Wildlife and Natural Environment Act (Northern Ireland) 2011, the principles will, where possible, ensure that existing natural biodiversity, and in particular mature vegetation, is retained in the natural and built environment and that opportunities are taken to enhance natural biodiversity and retain the function of the river and linked green spaces as a wildlife corridor.

7.2 Particular note will be taken of the needs of Annex II Species listed within the EC Habitats Directive 92/43/EEC that are present in the area, for example Kingfisher, Atlantic Salmon, River & Brook Lamprey, Bats and Otters when considering detailed infrastructure components such as lighting, bridge design, pathways, planting and discharges.

7.3 The principles will ensure that the LQDS will comply with all relevant action required to achieve and retain Good Ecological Potential for the River Lagan and its tributaries by 2015 within the terms of the EC Water Framework Directive – 2000/60/EC.

7.4 Where new hard-standing such as car parking and road infrastructure is planned, Sustainable Drainage System (SuDS) will be used to provide attenuation of run-off, reduce pluvial flooding, reduce spillage risk, and avoid pollution of watercourses.

7.5 To minimise Lisburn’s carbon footprint and water use, opportunities will be taken to employ environmental technology to enhance the sustainability of building design. Taking this to a broader level, developments will be encouraged to develop and implement Green Infrastructure measures.

7.6 Where sewerage infrastructure does not meet modern standards, opportunities will be taken to replace infrastructure, with particular focus on separating stormwater from foul sewage.

7.7 The Department has screened the proposals to ensure compliance with the impact of 1:100 year flood events and the effects of predicted climate change.

7.8 The Development Scheme will seek to facilitate “City Living” and to promote more sustainable forms of transport, e.g. walking, cycling and public transport journeys. This includes provision of a safe environment for non-car journeys for people of all ages.

7.9 The Development Scheme will seek to manage existing road traffic more effectively within the development scheme area and improve flows. In doing so, the development scheme will



adhere to National Air Quality Standards, and seek to improve air quality through tree planting and green space provision.

7.10 Significant archaeological & built heritage features of Lisburn, both designated and undesignated will be retained or conserved and recorded. Where possible, their context will be enhanced. This includes features of the historic Lagan Navigation. The environmental principles recognise the strong interaction between built and natural heritage in respect of nesting sites for swifts and other bird species and roosting sites for bats. Care will be taken to retain and enhance habitats for protected species and species of conservation concern.

7.11 The Development Scheme will seek to respect the quality and character of the Lisburn and LVRP landscapes. Opportunities will be taken to enhance the section of the LVRP within the Development Scheme and to protect and enhance key views, adding value to the townscape.

7.12 The Development Scheme will seek to use best-practice to design-out crime and ensure that safe and sustainable journeys to work, school and services are available to all ages and abilities.

7.13 The future impacts of climate change should be considered in the design of buildings with inclusion of adaptability to relevant risks and opportunities.

7.14 Any invasive species need to be managed and controlled during the planning and delivery of any development. It is already known that Japanese Knotweed is present in the area 3b (Figure 5). A management plan will be devised in development of the affected sector.

7.15 A number of the environmental principles could be met through the inclusion of a buffer zone along the River Lagan. This was considered as part of the Strategic Environmental Assessment which underpins the Laganbank Quarter Development Scheme.

## **8. Development Scheme - Design Concepts**

---

It is of paramount importance that the buildings and the spaces around them are of the highest possible quality in terms of design and materials, in order to create a showpiece riverfront quarter for Lisburn which appropriately reflects the prestigious location and promotes Lisburn City Centre as a contemporary and vibrant compact European city.

### **8.1 Northbank – Design Concepts**

---

The existing riverside environment requires a significant and holistic approach to create riverfront development worthy of its important City Centre location. It is fundamental that the City Centre recaptures the potential of its riverfront asset through the introduction of strong linkages and the appropriate redevelopment of the Laganbank Road area.

This will present an opportunity to create a true sense of quality public realm and civic ownership throughout the area. A footbridge is proposed between the riverfront development area on the southern bank and the enhanced civic space and commercial and leisure facilities proposed on the northern bank.

The existing range of uses and associated built development relate negatively to the City Centre and riverfront location. For this reason comprehensive redevelopment of the area is proposed. This will introduce high quality, high density mixed-use development which will enhance and embrace the riverside environment and become an integral part of the City Centre offer.

New buildings should aim to introduce landmark architecture with views of the river, providing natural surveillance of, and a quality backdrop to, the public realm space. The buildings should improve existing views from the river that are currently characterised by the backs of properties on elevated land at Hill Street. The buildings should acknowledge the topography and be visually integrated with their surroundings.

Proposals to redevelop the retail warehouse site at Laganbank Road will help reconnect the river side area to the City Centre. This would be a strong location for residential development overlooking the river. Development here should be permeable with pathways and key vistas to bind the riverfront to the City Centre. Buildings should be 2 or 3 storey and related to both the riverfront and the city.

A new office development site is identified adjacent to the proposed residential development. This will connect with the proposals for the development of a new office/commercial quarter as contained within the Linenhall Street.

The frontage of many properties in Young Street and Hillsborough Old Road are in need of repair and reinstatement.

## 8.2 Southbank – Design Concepts

---

The proposals for the Southbank recognise the significant development potential of the area. It should be comprehensively redeveloped through a series of phases to maximise its important riverside setting and to create a high density city quarter, incorporating public realm space, city living, office space, visitor facilities and ancillary shops. A hotel could also be developed at this location.

Building interfaces should maximise the frequency of active frontages contributing to a lively and economically viable street scene. The public spaces should also contain appropriate street furniture, public art and water features. This should also help to deter crime and the fear of crime through ‘natural surveillance’ of the public realm.

New development on Young Street should complement those buildings being retained, and be 2 or 3 storeys in height. The Young Street frontage should not only be continuous to retain its definition, but also permeable with high quality landscaped links through to the redeveloped site. An enhanced streetscape should be created.

New development on Young Street could provide opportunities for ancillary ground floor retail with residential properties on upper floors. Further residential buildings are proposed within the site.

At Union Bridge there is the potential for a landmark building, with one proposal being a new hotel. Adjacent to this, the Development Scheme proposes a major office/ residential development addressing the riverfront. These buildings would provide views and vistas from the redeveloped site through to the City Centre landmarks. The buildings would be 3-4 storeys.

Mature trees and riverbank vegetation should be retained where appropriate and complemented by quality, comprehensive landscaping and planting to soften the roadways and car parking areas.

Riverfront residential and office development is proposed. These developments should be 3/4 storeys high and have dual aspect to address both the riverfront and the development at Young Street.

## 8.3 Linenhall Street Area

---

This area of the Development Scheme comprises land at each side of Linenhall Street. It is a key site within the City Centre and within the Area of Parking Restraint as proposed in BMAP. It is poorly utilised and lacks urban definition.

The Development Scheme area is at the southern edge of the commercial core of the town. The main commercial uses are the retail units at the ground floor of the property at the junction of

Bridge Street/Linenhall Street, together with the retail and commercial units fronting onto Market Square and the Royal Mail sorting office.

The northern portion of this area lies within Lisburn Historic Quarter and Lisburn Conservation Area. One of the key gateways into the City Centre is at the junction of Linenhall Street/Laganbank Road/ Union Bridge.

The urban analysis primarily focuses upon the built form, primary frontages, and resultant spaces in the Development Scheme area. It is clear that Linenhall Street lacks a well-defined frontage or building line (as is often the case when a new road is built through an established urban centre.) The combination of under-used property and difficult topography provides an enticing urban design challenge.

## 9. Development Scheme – Land Use Proposals

---

To capture the regeneration opportunities, the Development Scheme has a clear emphasis on:

- a comprehensive and integrated approach to development so that all objectives are met as the Department considers that piecemeal proposals will not achieve the overall goals;
- implementation of a truly mixed-use scheme incorporating the River Lagan;
- a scheme which is outward looking and is compatible with the existing streetscapes; and
- a scheme which promotes through its mix of uses, quality in design and permeability, and the attractiveness of the City Centre to a wider spectrum of residents/visitors/tourists during the evening as well as the day.

Uses that could be acceptable in principle include leisure, catering, hotel, offices, residential, civic/cultural/community, open space and car parking

The Department considers the best use of the Laganbank Quarter area will include the following land uses and activities:

### 9.1 Commercial (Retail/Office)

---

PPS 5 states that shopping largely underpins the vitality and viability of town centres. Enhancing the City Centre retail offer is critical to securing the City Centre's competitive position in playing a complementary role to Sprucefield and Belfast City Centre.

Lisburn City Centre currently trades almost exclusively as a retail destination, with a limited commercial or public office sector. The Development Scheme contains a significant office sector to diversify the City Centre land use beyond simply retail and therefore protect its future vitality and viability. This reflects the provisions of the Lisburn City Centre Masterplan which has recommended that office development should be encouraged in Lisburn City Centre in order to protect and enhance its vitality and visibility, to assist urban renaissance and to provide local jobs.

The Department expects to see development proposals that provide this mix of commercial use, within a high quality public realm. The Department is therefore looking for Laganbank Quarter to deliver a step change improvement to the City Centre offer.

To achieve the required step up in level and critical mass, the Department considers the Development Scheme would need to include:

- high quality landscaped office provision – 381,571 ft<sup>2</sup>; and
- new range of specialty and high quality shop units – 46,201 ft<sup>2</sup>

Proposals must complement the City Centre's existing offer.

Planning applications for retail development will require a full retail impact assessment.

## 9.2 Leisure

---

Modern comparison retailing is as much a discretionary leisure activity as a necessary shopping trip.

The Department requires a range of leisure facilities to be included in any development proposals. Such uses could include:

- catering - food and beverage;
- health and fitness;
- entertainment;
- internationally branded hotel; and
- high quality public open spaces.

The City Centre lacks a hotel and has a very limited evening economy sector. The Development Scheme provides an opportunity for a landmark hotel development, which will serve to improve the City Centre offer to visitors and contribute significantly to the development of the evening economy.

The Department is eager to ensure that leisure proposals for Laganbank Quarter play their full part in developing the evening economy in the City Centre.

## 9.3 Residential

---

The City Centre is becoming attractive for 'in-town' living. A recent 'Living Over the Shop' pilot project delivered through the Bridge Street Townscape Heritage initiative, in partnership with the NI Housing Executive, has proved successful. Given its City Centre location, the Department proposes that residential uses must be included in the Laganbank Quarter Development Scheme. The Development Scheme allows for 585 private homes, including an element of social housing.

## 9.4 Civic, Cultural, Community

---

The Department wishes to promote a true mixed-use scheme that will be welcoming to all the community.

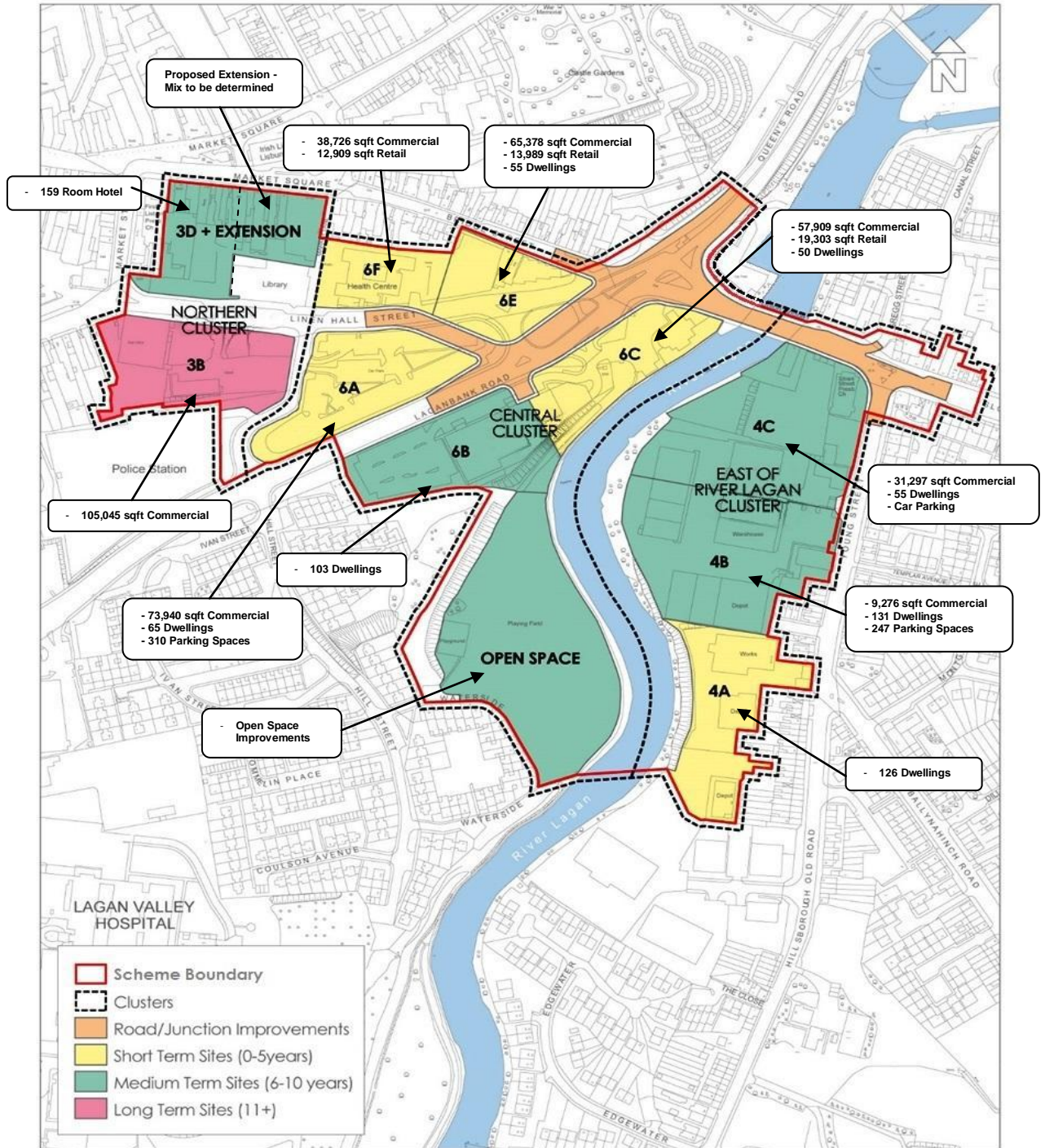
Civic and/or cultural use would be a desirable addition to the Development Scheme, bringing diversity and acting as an attraction to the Development Scheme in its own right. The Department would therefore welcome appropriate provision to be made for community, civic, and cultural uses.



## 10. Development Scheme - Proposals for Individual Development Plots

Outlined in this section are the details of the individual development plots within the redline boundary of the Development Scheme. Figure 5 below shows the development sites by cluster and the text explains how they may be brought forward.

**Figure 5: Laganbank Quarter Development Scheme – Proposed Development Plots**



---

## 10.1 East of River Lagan Cluster

---

### Site 4A

---

This site is understood to be in multiple-ownership and currently features small scale commercial and industrial uses. The site could potentially deliver up to 126 residential dwellings. As the housing market starts to become reinvigorated, this could become a key catalyst for this sub area of the Development Scheme.

### Site 4B

---

This site is in multiple-ownership and currently features a mix of bulk retail and commercial space. The Masterplan proposes redevelopment for 9,276 sq ft commercial space, 131 new homes and 247 car park spaces. The site is considered a **medium-term** opportunity.

### Site 4C

---

This site is in multiple-ownership and currently features a mix of bulk retail and commercial space. The Masterplan proposes redevelopment for 31,297 sq ft of new office space, 55 new homes and a small amount of residential car parking. The provision of parking to service the commercial space on site is accommodated in site 4B. The office and residential concept is considered a **medium-term** opportunity to be brought forward by the private sector. A second option for site 4C is to develop the site for commercial and residential purposes, without a hotel. The hotel element could be accommodated to the north of the site with frontage to the River Lagan and Sloane Street, the land here is vacant at present. This could present a catalyst site for this sub-area of the Development Scheme.

---

## 10.2 Central Cluster Sites

---

### Site 6A

---

This site currently features a car park. The masterplan proposes redevelopment for a range of 65 new homes, 73,940sq ft of commercial and retail space and a car park accommodating 310 spaces. The site is within public ownership and therefore presents a **short-term** redevelopment opportunity.

### Site 6B

---

This site is understood to be in a single private ownership and currently features a bulk retail unit with associated parking. The masterplan proposes redevelopment for 103 new homes. The site is considered a **medium-term** opportunity.

### Site 6C

---

This site currently features a bar/restaurant with associated parking. The masterplan proposes redevelopment of 50 new homes, 57,909 sq ft of commercial space and 19,303 sq ft of retail



space. The site is currently underdeveloped and has some known investment interest and is therefore considered a short-term opportunity.

#### Site 6E

---

This site currently features a car park as well as retail and a restaurant at the apex of the junction between Linenhall Street and Bridge Street. The masterplan proposes redevelopment to accommodate 55 new homes, 65,378 sq ft of commercial space and 13,989 sq ft of retail space. The car park element of the site is within public ownership, although serving the adjacent health centre. The eastern part of the site is within multiple private ownerships. This presents a short-term opportunity site.

#### Site 6F

---

This site currently features the health centre of the local Health Trust who have made the decision to relocate this facility to the edge of town Hospital Estate in their ownership. The masterplan proposes redevelopment for 38,726 sq ft of commercial space and 12,909 sq ft of retail space. The site is within public ownership and presents a **short-term** redevelopment opportunity.

### 10.3 Northern Cluster Sites

---

#### Site 3B

---

This site currently features a sorting office which is expected to continue in operation for several years. The masterplan proposes redevelopment for 105,045 sq ft of commercial space as part of a new commercial identity for Linenhall Street. The site is within public ownership but with a lack of investment for an alternative site for the facility available it presents a **long-term** redevelopment opportunity.

#### Site 3D

---

This site currently features a mix of retail uses and servicing area. The masterplan proposes its redevelopment for a new 159 room hotel. The site is understood to be within multiple private ownerships and is considered a **medium-term** opportunity.

#### Site 3D Extension

---

This site currently features a mix of retail uses, including a shoe department store, and servicing area. Although not included within the 2010 Masterplan, it has been included to provide a unified development plot alongside Site 3D. The site is understood to be within multiple private ownerships and is considered a **medium-term** opportunity.

Across the entire Laganbank Quarter Scheme the proposals aim to deliver:

- 381,571 sq ft commercial space
- 557 Parking Spaces
- 585 Dwellings



## **11. Land Acquisition and Road Extinguishments**

---

To secure the implementation of the Development Scheme, the making of a Vesting Order will follow to assist in assembling all required lands and interests.

The Department will also take appropriate steps to extinguish or divert those public rights of way, where necessary, to secure the delivery of its Development Scheme objectives.

## **12. Conclusion and Way Forward**

---

This is an important plan for the City of Lisburn. Its adoption will provide a statutory basis upon which the Council, Government Departments, Tourism, Commercial and other private sector interests can take Lisburn forward. Its adoption is to be commended to all concerned.

## **APPENDICES**

---

---

## Appendix 1: Planning Policy Framework

---

The planning framework for Lisburn City Centre is set out in the following documents:

### Legislation

- Planning (Northern Ireland) Order 1991 (as amended).

### Planning Policy Documents

- Regional Development Strategy 2035 (RDS);
- Belfast Metropolitan Area Plan 2015 (BMAP);
- Lisburn Area Plan 2001 (LAP);
- Planning Policy Statements (PPS);
- Supplementary Planning Guidance (SPG).

Adoption of this Development Scheme has the effect of amending the planning framework for Laganbank Quarter as set out in the LAP and BMAP. A review of relevant legislative and planning policy documents is set out below with key articles and policies identified.

---

### The Planning (Northern Ireland) Order 1991

---

*Part V Additional Planning Control – Article 44: Control of Works for Demolition, Alteration or Extension of Listed Buildings.*

Article 44 of the Planning Order makes provision for the Department of the Environment to control all physical works associated with the demolition, extension or alteration of a listed building. In accordance with this article, written consent, in the form of Listed Building Consent is required to carry out works to a listed building.

Article 44 and supplementary provisions detailed within Article 45 will apply to applications for planning permission on sites which contain one or more listed buildings. These articles are material considerations in the formulation of the Development Scheme and will be relevant for the redevelopment of sites which contain listed buildings.

---

### Areas of Special Architectural or Historic Interest

---

Article 50(1) of the Planning Order makes provision for the Department of the Environment to designate conservation areas. Lisburn City Centre Conservation Area was designated in 1992. Before making, varying or cancelling a designation under this article, the Department is required to consult with the Historic Buildings Council and with any appropriate District Council.

Where an area is designated as a Conservation Area, Article 50(5) requires that special attention be paid to the desirability of preserving or enhancing its character or appearance. PPS6 (referred to below) makes it clear that this will be the prime consideration when exercising planning functions within conservation areas, particularly with regard to applications for planning permission, conservation area consent to demolish, or listed building consent.

## **Part VII Development Schemes and Acquisition of Land**

---

Where the Department considers it expedient that any area should be developed, redeveloped or improved as a whole, Article 85 of the Planning Order makes provision for the Department after consultation with the appropriate District Council to prepare a development scheme defining, by reference to a map, the area of the development scheme and indicating in general terms the manner in which it is intended that the area should be laid out and the land therein used.

### **Regional Development Strategy 2035 (RDS)**

---

The updated RDS, published in March 2012 and prepared under the Strategic Planning (Northern Ireland) Order 1999, is the spatial strategy of the NI Executive. It is a framework which provides the strategic context for where development should happen in Northern Ireland up to the year 2035.

The RDS defines Lisburn as a vibrant City Centre with a strong focus on leisure provision, sports and the arts. The RDS identifies potential for growth of existing retail provision and creation of an offer of high quality office accommodation through generation of employment in business services. There is also potential identified within Lisburn for the development of its night-time economy and related businesses.

The RDS provides Regional Framework Guidance (RFG) and Strategic Framework Guidance (SFG) on the economy, society, environment and the spatial arrangement and function of the Belfast Metropolitan Area (BMA) and associated hubs and clusters. Both the RFG and SFG have a key policy of particular relevance to the promotion of the Development Scheme:

- RFG11 - Conserve, protect and, where possible, enhance our built heritage and our natural environment;
- SFG1 – Promote urban economic development at key locations throughout the BMA and ensure sufficient land is available for jobs.

A key objective in achieving the provisions of SFG1 is to enhance Lisburn City as a major employment and commercial centre. Lisburn is strategically located at the meeting of key transport corridors and has high development potential with the scope to generate additional jobs.

### **Draft Strategic Planning Policy Statement**

---

Minister Durkan (DOE) made an oral statement to the Assembly on 4th February 2014 announcing that he was issuing, for public consultation, the draft Strategic Planning Policy Statement (SPPS) for Northern Ireland.



The draft SPPS sets out the Department of Environment’s regional planning policies for securing the orderly and consistent development of land under a reformed two-tier local planning system.

The draft SPPS consolidates 20 separate policy publications (Planning Policy Statements) into one document and brings forward a new strategic policy relating to town centres and retailing. The dSPPS also sets out the core planning principles which will underpin the reformed, two-tier planning system. The core planning principles are:

- furthering sustainable development;
- improving health and well-being;
- creating and enhancing shared space;
- delivering spatial planning;
- observing a plan-led system;
- supporting good design, positive place-making and urban and rural stewardship;
- enhancing stakeholder engagement and front-loading; and
- enhancing local democracy and accountability.

The reformed two-tier planning system will become operative on 1<sup>st</sup> April 2015 through the Reform of Local Government (RLG). There is no definitive timeline for adoption of dSPPS however it is understood that on adoption of the policy material weight will be attached to Core Planning Principles and Town Centres and Retailing, replacing the present Planning Policy Statement 1: *General Principles* and Planning Policy Statement 5: *Retail and Town Centres*. The transitional arrangements for the remaining policies are not yet known.

### **Regional Policy - Planning Policy Statements (PPS)**

---

The current PPSs inform the Department of the Environment’s (DOE) approach to particular aspects of land use planning and have informed the formulation of the Development Scheme at both strategic and detailed design level. PPSs will also be material considerations in the determination of any planning applications and appeals. There are currently 18 adopted PPSs and four statements in draft form. Those statements of relevance to this Development Scheme are set out below.

#### **Planning Policy Statement 1 (PPS1) General Principles**

---

PPS 1 establishes general planning principles to be applied in formulating planning policies, making development plans and exercising control of development. This PPS informs the Department’s over-arching approach to planning.

#### **Planning Policy Statement 2 (PPS2) Natural Heritage**

---

PPS2 sets out planning policies for the conservation, protection and enhancement of our natural heritage. The following policies are of particular reference to the Development Scheme:

- NH 2 - Species Protected by Law: Under the provisions of this policy, planning permission will only be granted for development proposals that are not likely to harm a protected European Species.
- NH 3 - Sites of Nature Conservation Importance (National): Planning permission will only be granted for a development proposal that is not likely to have an adverse effect on the integrity, including the value of the site to the habitat network, or special interest of an Area of Special Scientific Interest or a Nature/National Nature/Marine Nature Reserve.
- NH 4 - Sites of Nature Conservation Importance (Local): Planning permission will only be granted for a development proposal that is not likely to have a significant adverse impact on a Local Nature Reserve or a Wildlife Refuge.
- NH 5 - Habitats, Species or Features of Natural Heritage Importance: Planning permission will only be granted for a development proposal which is not likely to result in the unacceptable adverse impact on or damage to a range of protected habitats and species.

### **Planning Policy Statement 3 (PPS 3) Access Movement and Parking**

PPS3 sets out planning policies for vehicular and pedestrian access, transport assessment and the protection of transport routes and parking. This PPS forms an important element in the integration of transport and land use planning across the Province.

Key policies within PPS3 applicable to the Development Scheme are detailed below:

- AMP1 Creating an Accessible Environment – The Department of the Environment’s aim is to create a more accessible environment for all.
- AMP2 Access to Public Roads – The Department will only grant planning permission for a development involving direct access or the intensification of an existing access to a public road where it will not prejudice road safety or conflict with Policy AMP3.
- AMP3 Access to Protected Routes – The Department will seek to restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes.
- AMP6 Transport Assessment – A Transport Assessment will be required where appropriate.
- AMP7 Car Parking and Servicing Arrangements – Development proposals will be required to provide adequate provision for car parking and appropriate servicing arrangements. Car parking provision will also be required to comply with Transport NI parking standards. Policy AMP9 Design of Car Parking Standards is also applicable in this regard.
- AMP8 Cycle Provision sets out planning policy relating to the provision of cycle parking within new development.

- AMP10 sets out the policy implications surrounding the provision of public and private car parks.
- AMP11 sets out the policy implications surrounding the provision of temporary car parks.

### **Planning Policy Statement 5 (PPS5) Retailing and Town Centres**

---

This statement sets out the Department’s policy objectives for town centres and retail developments. The overarching principles of this statement focus on sustaining and enhancing the vitality and viability of town centres, facilitating competition, and maintaining an efficient, competitive, innovative and accessible retail sector.

A Draft PPS5 ‘Retailing Town Centres and Commercial Leisure Developments’ was prepared in July 2006. Consequently, whilst this is a material consideration, in view of its age and draft status it will carry little weight in the assessment of planning applications.

### **Planning Policy Statement 6 (PPS6) Planning, Archaeology and the Built Heritage**

---

PPS6 sets out policies for the protection and conservation of archaeological remains and features of the built heritage. Policies of particular relevance to the Development Scheme are as follows:

- Policies BH1-BH4: These relate to the preservation of archaeological remains of regional and local importance and their settings, and include criteria for archaeological assessment, mitigation and evaluation;
- Policies BH7-11: These provide the policy context for the Department’s assessment of the change of use, extension, alteration or demolition of a listed building. These provisions also provide policy in regard to the assessment of advertisements on listed buildings and development which affects the setting of a listed building. Development and demolition in respect of a listed building will require a separate application for Listed Building Consent; and
- Policies BH12-14: These policies relate to demolition and development in Conservation Areas and include policies for the control of advertisements.

### **Planning Policy Statement 7 (PPS7) Quality Residential Development**

---

PPS7 sets out the Department’s policies for achieving quality in new residential development. Policy QD1 provides detailed criteria relating to context, scale, proportions, massing, open space, landscaping, movement and parking.

Policy QD2 sets out the thresholds upon which an applicant will be required to prepare a Design Concept Statement (DCS) (<300 dwellings or <15 hectares).

---

### **Planning Policy Statement 12 (PPS12) Housing in Settlements**

---

PPS12 establishes a number of planning control principles and housing strategy policies for development of new and extension of existing residential developments within settlement limits. Planning control principles 1-4 relate to increasing housing density without town cramming, good design, sustainable development and the generation of balanced communities associated with the inclusion of social housing.

HS2 Social Housing and HS4 House Types and Size are the only relevant policies to the promotion of a residential development within the scope of the Development Scheme.

---

### **Planning Policy Statement 13 (PPS13) Transportation and Land Use**

---

PPS13 aims to secure the integration of transportation and land use, particularly through development plans and transport plans.

The statement provides twelve general principles relating to accessibility via public and private transport, traffic management and associated impacts, parking and the costs associated with transport related infrastructure that should be applied to new development.

---

### **Planning Policy Statement 15 (PPS15) Planning and Flood Risk**

---

PPS15 seeks to minimise flood risk to people, property and the environment. The guidance will be a key consideration in the assessment of any future application associated with the Development Scheme and in particular properties on Laganbank Road and Young Street back onto the River Lagan.

Policy FLD1 seeks to preclude development in floodplains. An exception will be permitted for development on previously developed land which is protected by the appropriate minimum standard of flood defence.

---

### **Draft Planning Policy Statement 15 (dPPS15) Planning and Flood Risk**

---

A new PPS15 was released in draft form in October 2013 and was open for public consultation until January 2014. There are a number of key policy changes to the adopted statement which are fundamental to the Development Scheme.

The principal policy change in the draft statement is the introduction of tighter restrictions around development in floodplains and coastal floodplains.

Policy FLD1 Development in Fluvial (River) and Coastal floodplains. The Department will not permit development within the 1 in 100 year fluvial floodplain or the 1 to 200 year coastal floodplain unless the developer can demonstrate that the proposal constitutes an exception to this policy.

---

### **Planning Policy Statement 17 (PPS17) Control of Outdoor Advertisements**

---

Approval under the Planning (Control of Advertisements) Regulations 1992 is required for the erection and display of outdoor advertisements. PPS17 sets out the Department's planning policies for this type of development. Proposals will be expected to respect amenity and public safety within the locality in accordance with Policy AD1.

### **Draft Planning Policy Statement 23 (dPPS23) Enabling Development**

---

dPPS23 was published in January 2011 and remains in draft form. This statement provides a policy framework to enable a development proposal that is contrary to established planning policy and which, in its own right would not normally be permitted.

The provisions of this statement are captured in its sole Policy ED1 which lists six criteria that development proposals must meet. The criteria focus on the economic aspects of a development proposal, the associated long-term benefits, its viability and scope for subsidies from other agencies. A key requirement is that the public benefit in a proposal for enabling development should outweigh the disadvantages of setting aside other planning policy.

### **Draft Planning Policy Statement 24 (dPPS24) Economic Considerations**

---

dPPS24 provides guidance on the weight to be accorded to economic considerations in the determination of planning applications. Policy EC1 states that *'full account shall be taken of the economic implications of a planning proposal including the wider implications to the regional and local economy, alongside social and environmental aspects in so far as they are material considerations in the determination of the planning application to which they relate. Where the economic implications of a proposal are significant, substantial weight shall be afforded to them in the determination of that planning application. In such cases, substantial weight can mean determinative weight.'*

### **Supplementary Planning Guidance**

---

The following supplementary planning guidance will inform the Development Scheme:

- Development Control Advice Note 8: Housing in Existing Urban Areas;
- Development Control Advice Note 10: Environmental Impact Assessment;
- Development Control Advice Note 15: Vehicular Access Standards;
- Creating Places (Achieving Quality in Residential Developments); and
- Living Places: An Urban Stewardship & Design Guide for NI

### **Belfast Metropolitan Area Plan 2015 (BMAP)**

---

The Belfast Metropolitan Area Plan 2015 (BMAP) covers the administrative areas of Belfast, Carrickfergus, Castlereagh, Lisburn, Newtownabbey and North Down Council. The aim of BMAP is to facilitate sustainable growth and a high quality of development in the Belfast Metropolitan Area throughout the plan period whilst protecting and where appropriate enhancing the natural and man-made environment of the Plan Area. The DOE formally adopted the plan on 9<sup>th</sup> September

2014. The local policy designations which affect the development scheme as set out in section 2 above are:

*Lisburn Conservation Area*

A portion of the Laganbank Quarter along Market Street is located within Lisburn Conservation Area. There is no local policy context for this designation. PPS6 and policies BH12 – BH14 provide the regional policy context for development in Conservation Areas.

*Primary Retail Core (Designation LC 43) & Primary Retail Frontage (Designation LC 44)*

The Primary Retail Core and Primary Retail Frontage of Lisburn City Centre define the main focus of retail activity and retail investment during the plan period. Policy R1: *Retailing in City and Town Centres* states;

‘Non-retail development will be restricted in designated Primary Retail Cores (and Primary Retail Frontages) so that no more than 25% of the frontage of the shopping street(s) to which it relates is in non-retail use and no more than three adjacent units are in non-retail use. The Primary Retail Cores will be the preferred location for new comparison and mixed retail development.

Outside designated Primary Retail Cores, planning permission will only be granted for comparison and mixed retail development where it can be demonstrated that there is no suitable site within the Primary Retail Core.’

*Area of Parking Restraint*

The entire Laganbank Quarter with the exception of the area of existing open space situated outside the City Centre boundary of Lisburn is located within an Area of Park Restraint. Policy TRAN 1 *Parking Standards within Areas of Parking Restraint* of BMAP states that the following standards apply:

- 1 space per dwelling;
- 1 non-operational space per 50 square metres of non-residential floorspace; and
- 1 operational space per 930 square metres of non-residential floorspace.

**Lagan Valley Regional Park (LVRP) BMAP**

---

Policy COU11 of BMAP *Lagan Valley Regional Park Node* sets out the Department’s local policy with respect to the assessment of proposed development within designated nodes. This policy should be read in conjunction with the key site requirements for LVRP Union Bridge Road. The policy states;

Within designated nodes planning permission will be granted for development proposals

for recreational, tourist, interpretative and educational facilities, provided they meet all of the following criteria:

- The proposal is sensitively located and does not have a significant adverse effect on the character of the Park or the particular locality;
- There is maximum integration with the landscape in terms of siting, design, scale and use of materials;
- Areas of open space are protected;
- There is no negative effect on features of heritage value; and
- It is an appropriate use and in accordance with the Key Site Requirements as contained in the District Proposals.

Only in exceptional cases, where it can be demonstrated that the proposal will make an important contribution to the Park's recreational function, will proposals for uses other than those listed above or uses identified in the designations in the District Proposals, be approved. In such exceptional cases, proposals within the rural nodes must comply with Policy COU 10, and in urban nodes with Policy COU 12. The Key Site Requirements as contained in the District Proposals will require to be met for all proposals.

*Lagan Valley Regional Park (LVRP) Union Bridge Node (District Proposals)*

The lands fronting on to Laganbank Road and abutting the River Lagan to the rear are located within the LVRP Union Bridge Node (Designation LN13). Development within this area must comply with the key site requirements set out in the area plan and below:

- Development shall only include the following uses
  - Outdoor recreation and sporting facilities;
  - Interpretative/visitor facilities;
  - Small-scale refreshment facilities;
  - Education/heritage uses;
  - Public open space;
- Development of the site shall only be permitted in accordance with an overall comprehensive masterplan to be agreed with the Department, which outlines the proposed design concept, objectives and priorities for the site; and
- The Lagan watercourse, which forms the south eastern boundary of the site, shall be integrated into the proposed development.

The area plan also states that, 'three existing large combined trunk sewers and foul trunk sewers are located within the western section of the site. A large abandoned foul trunk sewer runs through the eastern section and two storm overflow sewers are located within the eastern section of the site. These may limit future development of the site. Detailed consultation with Northern Ireland Water will be required.'



### **Lagan Valley Regional Park Local Plan 2005**

---

The Local Plan sets out the strategy and policies associated with the protection and enhancement of the natural and man-made heritage of the Park. The following policies are of relevance to the promotion of the Development Scheme.

Policy N4 states that development which would cause pollution to water areas will not be permitted. Policy U8 states that wherever possible major infrastructure should avoid the Park. Where this is not possible the alignment and landscaping of any necessary infrastructure such as road schemes and overhead lines will be expected to achieve the greatest degree of integration with the landscape and should be accompanied by an Environmental Statement.

It should be noted that development proposals within the designated LVRP and associated Union Bridge Node may require the preparation of an Environmental Statement.

### **Architecture and Built Heritage Policy**

---

The aim of this comprehensive policy statement on architecture and the built environment is to help the people of Northern Ireland build an environment that is sustainable and life-enhancing for the whole population including our children, young people, the elderly and people with disabilities. This will ensure that the built legacy we leave for future generations will be one that they will be proud of and wish to cherish.

At the heart of the 'Architecture and the Built Environment for Northern Ireland' policy is a demand for a step change in the quality of design, construction and performance of publicly funded development, an objective which aligns closely with the 'Achieving Excellence in Construction' initiative for Northern Ireland. Through advocacy, exemplar public sector projects and collaboration with key stakeholders Government aims to challenge and inspire higher standards in the private sector. A challenging vision is at the core of this policy. Three guiding principles, five broad objectives and a series of specific actions have been agreed to realise this vision.

The policy on 'Architecture and the Built Environment' proposes an integrated process in which private and public sector construction clients, developers and design professionals participate to help raise the quality of design and construction in architecture, landscapes, urban and rural development and infrastructure in Northern Ireland. Momentum to deliver on the policy will be generated by a clear political lead, and championed by an authoritative and respected Ministerial Advisory Group drawn from acknowledged experts in related disciplines.