

2019-2023

LISBURN CITY CENTRE MASTERPLAN

LCCC
Lisburn &
Castlereagh
City Council



ARUP

Prepared on behalf of Lisburn and Castlereagh City Council
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INTRODUCTION

The 2019 Lisburn City Centre Masterplan will help to shape and guide the future development and prosperity of the city centre over the next three years. This masterplan is a significant update of the previous masterplan published in 2010.

The Lisburn City Centre Masterplan is an essential tool in guiding the future of Lisburn, the third largest city in Northern Ireland. It has been prepared by Lisburn and Castlereagh City Council (LCCC) to set the agenda for the next stages of the city's development.

The 2010 masterplan resulted in some significant achievements. However, the city centre faces new challenges and uncertainties such as the impacts of climate change, the UK's departure from the EU, footloose investment capital and online shopping. Rising shop vacancy and declining footfall are indicators that the market is changing. The masterplan sets out how the considerable assets of the city centre could be harnessed more effectively to address these challenges, with a focus on maintaining our ambitions and taking an integrated approach.

The 2019 masterplan recognises that the future wellbeing and resilience of the city centre requires more than the input of the council. It will require partnership working across government departments, local businesses and community groups, as well as new businesses and investors. The council need to act as a lead and is committed to open dialogue and engagement.

The 2019 masterplan has been subject to public consultation and the results have been reflected where appropriate.

STATUS OF THE MASTERPLAN

The 2019 masterplan is not a statutory planning document. However, it will inform the ongoing Local Development Plan (LDP) plan making process. Due to the masterplan having been subject to extensive public consultation it will be a material consideration in the determination of planning applications.

The masterplan has been prepared with reference to the Belfast Metropolitan Area Plan (BMAP), 2015, which identifies the existing extent of the city centre in planning policy terms. The masterplan update will consider a wider geographical area, and consideration may be given to expanding the city centre policy boundary through the LDP.

The masterplan will be used to promote change and engage with potential investors, developers and their professional advisors. It will inform council decision making, enable inter departmental collaboration and future bids for funding and resources.



KEY

-  BMAP (2015) city centre boundary
-  Lisburn City Centre Masterplan boundary



N.T.S

OUR VISION

Our vision is for a thriving, well connected and welcoming regional city centre with a vibrant and independent character.

High quality design and placemaking will be at the heart of the city centre programme and signal our ambition and achievements through partnership working and collaboration. More places to live and work, diversified local retail, and a stronger evening economy will be complemented by a full programme of cultural and community events, creating a memorable experience for visitors.

The city centre will become a great place to learn and gain the skills that will drive Lisburn's economy into the future. Facilities to support independent and start up businesses will capture the creative and entrepreneurial spirit of the city.

Lisburn will create a great environment for pedestrians and cyclists, alongside improved public transport facilities, encouraging a modal shift away from the private car.

The future of the city will be shaped around the overarching principles of economic resilience, environmental sustainability and health and wellbeing, ensuring that the objectives of the masterplan are delivered in a way which creates an inclusive and lasting legacy for future generations.



OBJECTIVES

1 *A more vibrant and mixed-use city centre*

Create a broader mix of land uses to complement and support the retail and evening economy offer. Promote new housing, hotels, commercial, leisure and office uses including reuse of vacant buildings and space above shops.

2 *An expanded city centre*

Extend the masterplan boundary to include destinations and land uses outside the existing core, recognising the need to improve connectivity, remove barriers to pedestrian and cycle movement and promote a complementary approach to development.

3 *A more diverse city centre shopping offer*

Expand the range and types of retail by strengthening the independent retail sector, increasing the range of complementary uses such as cafés, bars and restaurants, and ensuring the wellbeing of the Tuesday Market and related pop-up retail.

4 *A more welcoming and better connected city centre*

Provide a carefully curated visitor experience, including events which attract people to the city. Create a positive sense of arrival and ensure that the expanded city centre is easy to access and get around by a wide choice of modes of travel.

5 *A city centre public realm of distinction*

Continued transformation of the character of key streets and spaces via distinctive and high quality public realm design, including contrasting spaces which support a range of activities and help to animate the city throughout the day and evening.

THE JOURNEY SO FAR

Since the adoption of the 2010 masterplan, much has already been achieved to transform Lisburn city centre.

HISTORIC ENVIRONMENT

Following the 2010 Lisburn City Centre Masterplan, a strategy for Lisburn Historic Quarter (LHQ) was developed covering the period from 2011 - 2021. The strategy is helping to promote Lisburn city centre as “a regional city with a historic heart”.

The Bridge Street Townscape Heritage Initiative has assisted with the rejuvenation of shopfronts, refitting of vacant units and other enhancements to the built environment. Matched by investment from private property owners, over £4 million has been injected into Bridge Street and Market Square bringing significant change.

Proposals to introduce a commercial / café outlet to the ground floor of the Irish Linen Centre will help to celebrate the role of the historic Market Square as the focal point of activity in the city.



PUBLIC REALM

Market Square and Bow Street have been subject to transformational public realm enhancement, completed in 2015. This includes the much-anticipated ‘light floor’ which has become a focal point for many city centre events. The scheme has subsequently been extended to Haslems Lane, Market Street and Graham Gardens.

The project has significantly raised the quality of the environment helping Lisburn city centre attract and retain a strong retail offering. This will in turn attract business and leisure activities that help to sustain activity in the city centre outside traditional business hours.

Public realm improvements in Railway Street, Antrim Street and Bachelors Walk are currently under construction.



DEVELOPMENT

The proposed Laganbank Quarter is partially complete, with some elements already in place. However this and other large scale developments have been effected by poor economic conditions.

Progress has been made in attracting new hotels to the city centre. A procurement exercise for a hotel led regeneration scheme on Castle Street is underway as of summer 2019 and planning permission has been granted for new hotels in Lisburn Square and Lisburn Leisure Park. These will add a total of over 250 rooms to the city centre, and will be a major boost to the leisure, visitor and evening economy.

A mixed-use scheme has recently been approved on part of Jordan's Mill which includes a residential component. Cubic co-working hub has added new office space and facilities in Lisburn Square.



EVENTS

Lisburn has developed a broad programme of town centre events and other initiatives aimed at creating animation of the public realm, including the successful Lisburn Light Festival in 2018.

There have been many successful events and initiatives across Lisburn Historic Quarter including Family Fun Days, Culture Night and guided walking tours of the Historic Quarter.

Each September the Lisburn Heritage Festival takes place. Coinciding with European Heritage Open Day, the festival organisers' co-ordinate the opening of several historic properties for people to visit.

OUR INHERITED CITY

THE EVOLVING CITY

Lisburn is popularly known as being the birthplace of the Irish linen industry, which was established in the town in the 17th century and provided a source of prosperity for many years. Today the city's proud industrial heritage is celebrated in the Irish Linen Centre and Lisburn Museum, situated in the former Market Hall.

The Lisburn and Castlereagh Tourism Strategy 2018-2022 highlights the potential of the Lisburn Historic Quarter as a tourist destination. It focuses on a range of ideas which begin to create a critical mass around arts, culture and creative industries, setting out an aspiration for the future identity of the city.

Lisburn Cathedral consecrated

1623



1831 Lisburn town population: 6,000

Lisburn Railway Station built

1839

Sir Richard Wallace first visits Lisburn

1873



People's Park renamed to Wallace Park following Sir Richard's death

1890

1884

Peoples Park is opened

1884

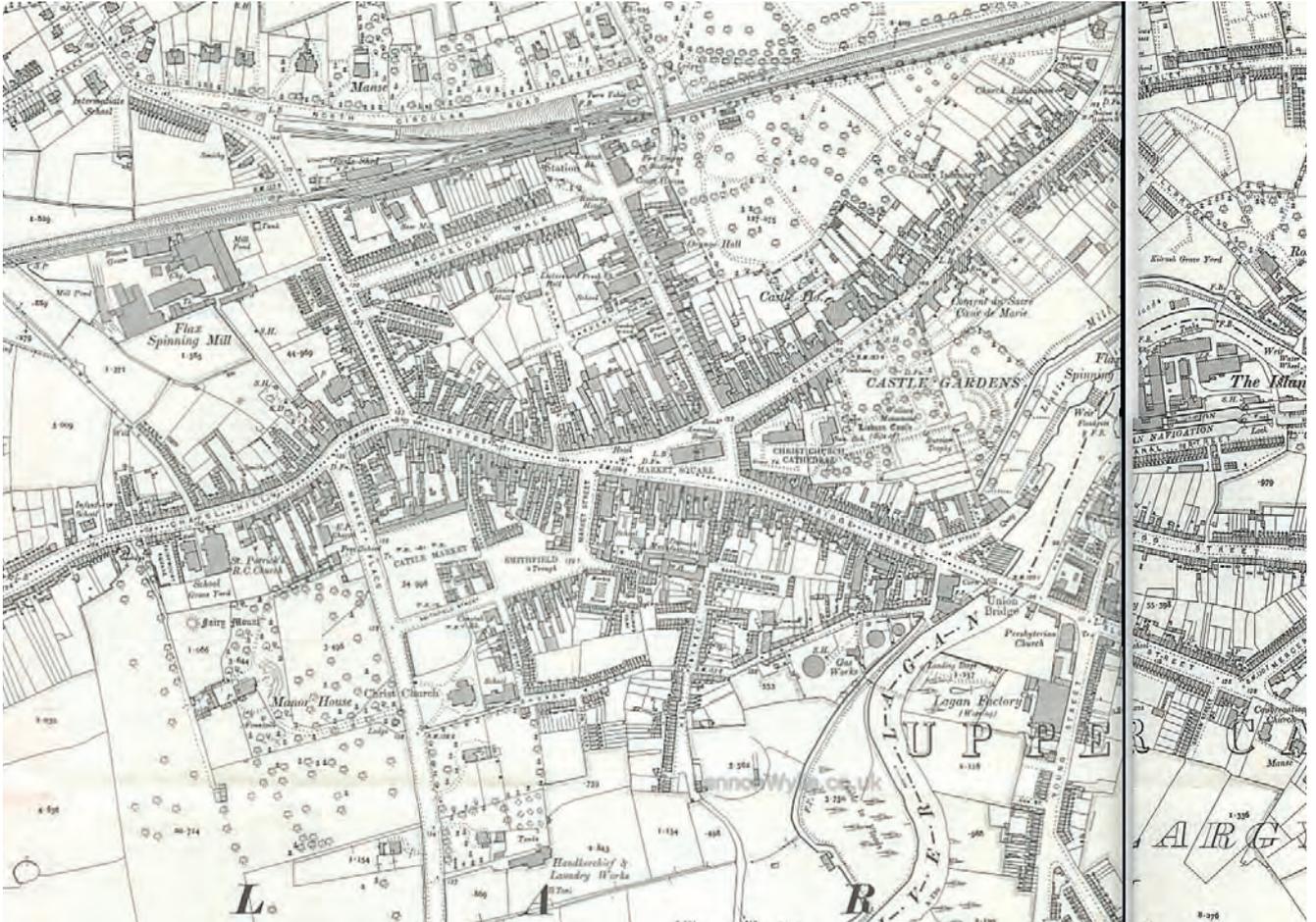
Union Bridge opens

1841

Lisburn Union Workhouse and Infirmary opened during the Famine (later to become Lagan Valley Hospital)

1890

Castle Buildings opened



Map of central Lisburn, 1902



1,500 car parking spaces in public car parks. 300 on-street
1989

Lisburn Conservation Area designated
1992

Irish Linen Centre and Museum opens
1994

First Omniplex Cinema opens
1997

Civic Headquarters/ Island Conference and Arts Centre opened
2001

Lisburn hosts the Lisburn Light Festival

Bow Street Mall under new ownership
2018

2017 Lisburn city population: 127,000

1976
A3 Governors Road completed

1982
Bow Street pedestrianised

1987
A3 Lisburn Throughpass Queens Road/Laganbank Road completed

1989
Net retail floorspace 48,000 sqm

2002
Lisburn granted city status

2010
Lisburn City Centre Masterplan published

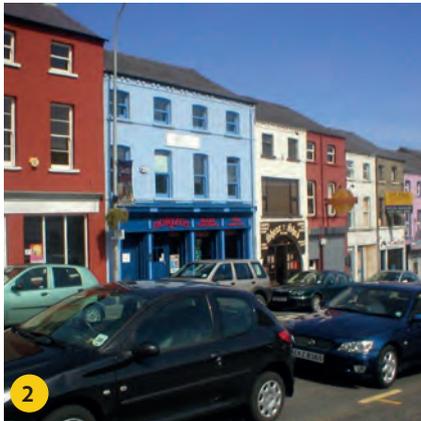
2015
Market Sq public realm completed
LCCC district created



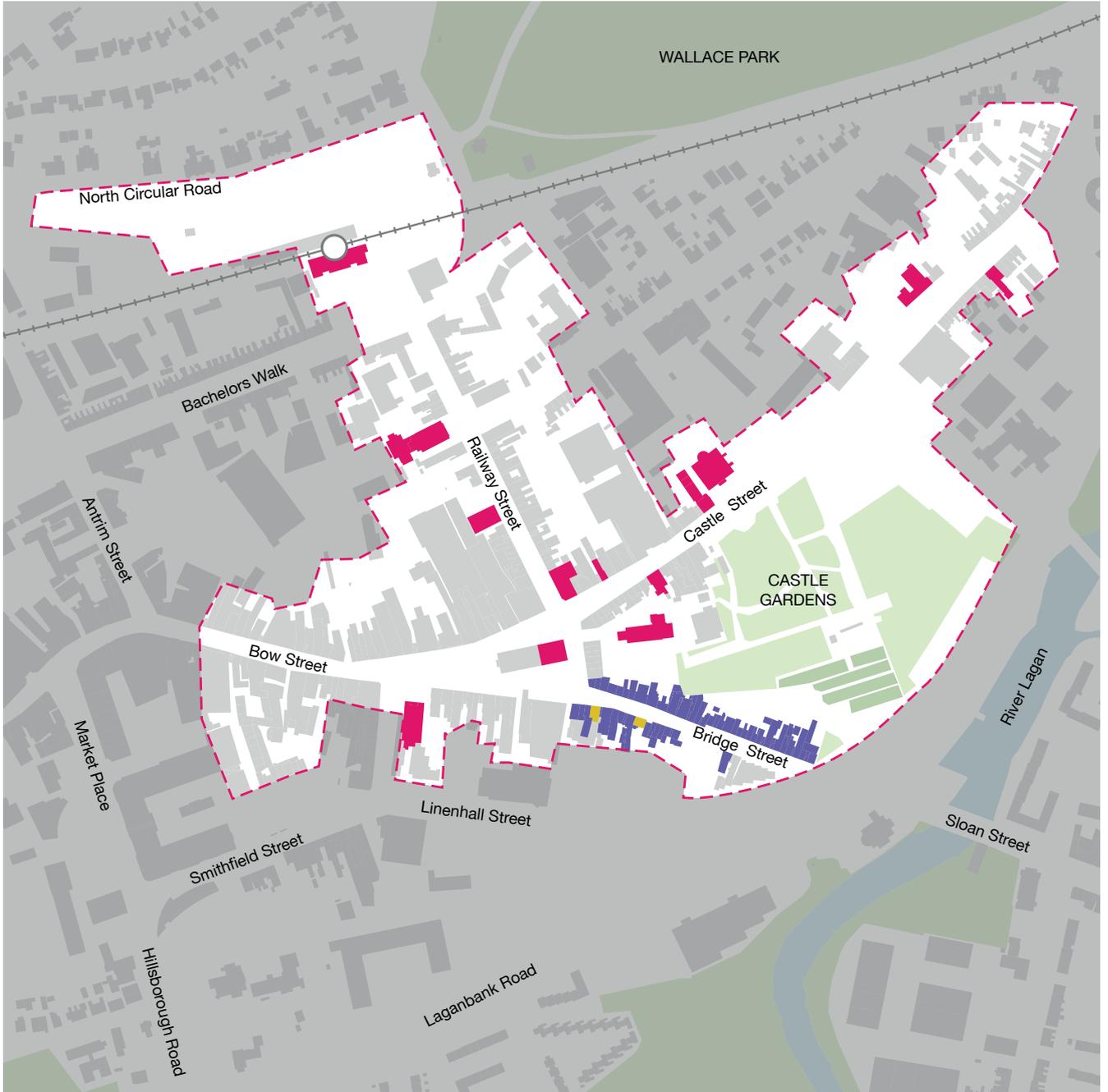
VALUING OUR HISTORIC ENVIRONMENT

Lisburn is defined by its historic core, which includes a heritage of fine buildings and open spaces. Much of the city centre is based on the original town layout, dating from the 17th century. With the exception of a few modern developments, much of Lisburn's townscape retains its traditional character and appearance. This legacy creates a distinctive context within which new development should respond sympathetically.

Lisburn Conservation Area was designated in 1992. Following the adoption of the LDP the council proposes to review and update the conservation boundary through a Conservation Area Appraisal and Management Plan. BMAP identifies two areas of townscape significance beyond this area (see Appendix A) which could potentially form a part of the Conservation Area in the future.



1. Lisburn Cathedral
2. Bridge Street (upper end)
3. Bow Street
4. Castle Gardens
5. Bridge Street (lower end)



KEY

- Conservation Area boundary
- Bridge Street Townscape Heritage Initiative (THI) area
- Building at risk
- Listed building



LOCAL CHARACTER

Lisburn city centre has many distinct features which this masterplan seeks to strengthen and capitalise upon. It is historically rich, compact, attractive and offers many opportunities for investment and commercial regeneration in the future.

The principal streets and spaces which form the axis of the city centre today were laid out in the 17th century and have been a defining feature of life for 400 years. Lisburn city centre still retains many fine historic buildings including the Cathedral and Castle House among others, with much of the historic townscape fabric dating back to the 18th and 19th centuries.

The main historic streets converge on Market Square. Enclosed on three sides by two and three storey buildings, the square is dominated by the former Assembly Rooms and Cathedral, both listed buildings. Market Square has recently been pedestrianised as part of the Lisburn Public Realm Scheme, reclaiming the space from traffic.

The weekly Tuesday Market was established by royal charter in 1628, which continues to this day and features local and independent traders. The market was originally located in Market Square, but currently operates at Smithfield Square.

Today, Bow Street, Bow Street Mall, Lisburn Square and Market Square form the main locations for both national retail chains and independents.



Market Square, late C19th



Market Square, 1960s

The Lisburn Public Realm Scheme has helped to reinvigorate Market Square as the thriving heart of the city, reclaiming the space from cars for pedestrians and shoppers.

The city has a very strong independent retailing sector and attracts a loyal clientele drawn from a large rural and urban catchment area, including the many residential neighbourhoods located within an easy walking distance of the city centre.

OPPORTUNITIES FOR FUTURE GROWTH

In recent years Lisburn has been one of the fastest growing parts of Northern Ireland's economy. However, despite the pace of change in the local economy, the city centre has not fully benefited from investment or development.

Despite progress made in the regeneration of the city centre, a number of vacant and derelict buildings remain, including several identified on the 'buildings at risk' register.

Proposals to move the Lisburn Health Centre from its current location on Linenhall Street would create a large vacant building and reduce activity in this part of the city centre.

Bow Street Mall experiences a significant issue with vacant retail units, with an average vacancy rate of 30% recorded in 2018.

Successes with re-use of vacant buildings have been achieved. This has included the opening of the Cubic co-working hub, together with proposals to create a new hotel, both of which now occupy previously vacant premises in Lisburn Square.

Other sites across the city centre remain vacant or under-utilised, presenting both a challenge and an opportunity for development.



Dilapidated building, Bridge Street



Large surface car parks represent opportunities for development

CHALLENGES AND OPPORTUNITIES

UNDERSTANDING THE CONTEXT

LISBURN TODAY

Granted city status in 2002, Lisburn is the third largest city in Northern Ireland. The city has a growing population, increasing to over 127,000 residents according to the 2017 census data.

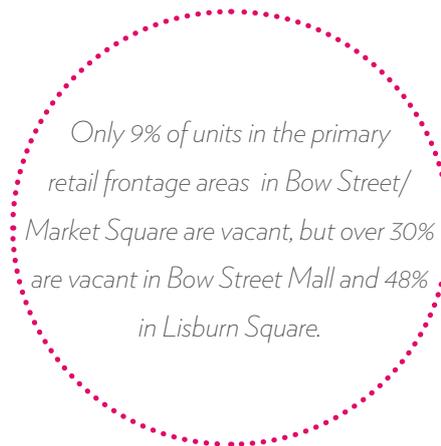
The city is strategically located within the Belfast city region, only eight minutes by train from the centre of the capital, and forms part of the Dublin-Belfast corridor with a catchment population of over 2.5 million people and access to two international airports with 16 daily flights to London.

The city has a promising economy, with a highly educated workforce which ranks the highest in Northern Ireland for NVQ Level 4 or higher.

Tourist and leisure attractions including Lagan Valley Regional Park and Lisburn Leisure Park help to make Lisburn a popular destination.

CITY CENTRE HEALTH CHECK

The City Centre Health Check indicated that the overall vacancy rate was 21% (unit basis), which is slightly higher than the vacancy rates in selected comparator towns. The vacancy rate varies substantially within different areas of the city centre.



Research by CBRE suggests that there have been some signs of improvement in recent years, with previously under-utilised areas such as Lisburn Square, Bridge Street and Railway Street attracting new tenants. CBRE highlight that for a shopping destination to be successful it now must deliver 40% leisure/food and beverage, 40% retail and 20% other. Currently Lisburn delivers 54% retail, 15% leisure/food and beverage and 31% other.

RELATIONSHIP WITH SPRUCEFIELD

Sprucefield shopping centre provides large and unconstrained footprints and ease of vehicular access, supporting large format retail which would be difficult to accommodate within the urban grain of Lisburn city centre.

The city centre offers opportunities for small and medium sized retailers which would complement the diversity and attractiveness of the existing offer.

The masterplan should recognise the complementary relationship between these two retail locations to deliver a range of choice for consumers.



Sprucefield shopping centre

A MORE DIVERSE AND HIGHER QUALITY OFFER

A survey undertaken for the Health Check and masterplan indicated that one third of respondents felt that ‘more/better quality shops and restaurants’ would make them visit the city centre more often.

Lisburn Leisure Park is a crucial element of Lisburn’s leisure and recreation offer, and creating a stronger sense of connection between this and the city centre is essential to delivering a complementary leisure offer.

Lisburn has a strong independent retail scene which can be built upon. This includes distinctive features such as the Tuesday and Penny Square Markets, and Ireland’s oldest independent craft brewery at nearby Hilden House, all of which add to the character and identity of the city.

In 2010 a proposal for reusing part of the Linen Centre for an alternative use such as a bar or restaurant was highlighted in the masterplan. However, this proposal was not implemented and in 2017 the council initiated a review of the Irish Linen Centre and Linen Museum. The review has recently been completed and the council are currently considering proposed commercial / café options in conjunction with the review of the masterplan going forward.



Footfall is crucial to the vitality of a city centre and to the success of the retail offer. Lisburn’s lack of evening trade may be due to its proximity to Belfast with its strong hotel offer and well developed food and drink offer.

EMPLOYMENT

All successful city centres need to provide job opportunities. Office developments create footfall which is important to the success of the retail, hospitality and leisure sectors. There is an opportunity to provide commercial office space which is well connected, with a range of unit sizes, and is attractive to businesses.

The Cubic managed work space at Lisburn Square represents a welcome investment and focuses on the smaller, serviced office space requirement linked to Small and Medium-sized Enterprises (SMEs). There could be further scope for a low cost business incubator space offering co-working flexible spaces for arts, digital and creative industries.

CITY CENTRE LIVING

There is an opportunity to encourage city centre living by providing residential accommodation, offering an urban lifestyle with access to vibrant community life, local amenities and direct rail to Belfast.

Residential development can benefit the city centre by diversifying land uses and introducing a population in the evening, offering natural surveillance and activity in otherwise neglected areas. Residents increase footfall and patronage for local businesses which would strengthen the vitality of the city centre, especially supporting the evening economy and convenience retail offer.



Examples of city centre living developments

IMPACTS OF HIGHWAY INFRASTRUCTURE AND PARKING

Parts of Lisburn city centre are quite heavily dominated by transport infrastructure, including highways and surface car parking.

The recently completed Car Parking Strategy promotes rationalisation of car parking throughout the city centre, with the aim of maximising the use of existing multi-storey car parks. To complement this strategy the masterplan encourages improvements to signage and wayfinding throughout the city centre to ensure drivers are directed efficiently to the main car parks and pedestrians are directed to the many services and facilities within and around the city centre.

This could be complemented with further phases of the City Centre Public Realm Scheme and a new pedestrian/ cycle connection across the River Lagan. Connectivity between the retail core and Lisburn Leisure Park is also crucial to enhance the interaction between the retail and leisure offer. Governors Road acts as a major obstacle to pedestrian and cycle movement and needs to be addressed in the short term.



A1/A3 dual carriageway south of Lisburn city centre



Parts of the city are dominated by surface car parking

UNLOCKING THE POTENTIAL OF KEY SITES

The city centre has several key sites, some of which are in public ownership. This provides an opportunity to lead by example and set the bar for future schemes throughout the city centre. Through well-defined development briefs, the council can strive to attract high quality and diverse developments, whilst maximising the contribution to other regeneration objectives.

KEY PUBLIC SECTOR ASSETS

The masterplan seeks to utilise key public-sector sites as the catalyst for the commercial office market, with LCCC taking a proactive role in attracting private sector investment. The 2010 masterplan sought to achieve connections with the River Lagan Corridor through the development of an ambitious mixed-use regeneration scheme known as the Laganbank Quarter, the purpose of which is to secure a comprehensive, major mixed use scheme which will regenerate the Laganbank Quarter and enhance the City Centres regional role. This is a priority scheme and a driver for investment in Lisburn City Centre.



Under-utilised sites on the city centre fringes

It is important to reconsider how these connections can be made with a focus on smaller more deliverable solutions. The masterplan seeks to establish this connection through enhancements to open space, a pedestrian bridge and innovative use of small development opportunity sites on both sides of river. The redevelopment of the Laganbank Road car park site would also begin to reduce the visual and physical gap between the city centre and River Lagan.

UTILISING PUBLIC SECTOR ASSETS

The public sector can support the regeneration of Lisburn city centre by bringing key development sites to the market and encouraging uses which contribute to regeneration objectives. Publicly owned buildings such as the Irish Linen Centre also provide an opportunity to proactively address gaps in the city centre offer. The riverside park within the Laganbank Quarter is another public-sector asset that provides the opportunity to enhance leisure and recreation.

There is an opportunity to review the potential for the relocation of the Island Arts Centre to a city centre location. This could result in an improved facility whilst also enhancing city centre cultural provision and complementing the core of the evening economy. However, the principle and feasibility of such a move would require detailed consideration and further consultation with stakeholders.

Proposals to relocate Lisburn Health Centre from Linenhall Street to Lagan Valley Hospital would offer potential to reutilise this site in a way that catalyses development of sites in private ownership in the surrounding area.



LCCC own a number of surface car parks

TOURISM AND THE EVENING ECONOMY

The Lisburn and Castlereagh Tourism Strategy 2018-2022 highlights that Lisburn and Castlereagh attracts the lowest number of overnight trips to any council area in Northern Ireland. There are only 255 hotel rooms within Lisburn's boundary, none of which are located in the city centre.

There is significant hotel operator interest in the city centre. Plans have been approved for a 70 bedroom/60 apartment 'apart-hotel' at Lisburn Leisure Park and a 52 bedroom hotel at Lisburn Square, whilst procurement options are underway for an 80 bedroom hotel on Castle Street. These developments represent the opportunity to transform the tourism potential of the city centre, significantly boosting the evening economy in terms of restaurants, bars and entertainment venues.

The arrival of new food and drink businesses at Lisburn Square has seen an increase in customers visiting the Square in the evening. Similar changes to the tenant mix and late evening provision in Lisburn city centre could see increases in footfall and improvements in evening trade.

RELATIONSHIP TO THE LOCAL DEVELOPMENT PLAN

This masterplan will inform the emerging LDP. The LDP will therefore encourage diversity and quality in all future developments.

The 2010 masterplan focused on the city centre boundary identified within BMAP (2015). However, there are significant areas adjacent to this boundary which strongly suggest the need for improved connectivity given the nature of the land uses which are included within the 2019 masterplan.

In addition, the impact on the city core of any potential future land use change and investment suggests that this needs to be set within a wider and integrated spatial framework and land use planning policy structure.

The LDP will ensure the proper stewardship and planning of the city centre. This will include policies addressing the negative impacts of highway infrastructure, protecting the city's core retail offer and improving access to open space.

A CHANGING WORLD

FUTURE OF TOWN CENTRES

THE ROLE OF THE HIGH STREET

High streets have historically formed the heart of our cities, however primacy of the high street as a place for shopping has been challenged over the past 10 years, culminating in declining footfall and the collapse of many high street retailers.

The rise of online retail, and the growth of digital services replacing many physical goods and face-to-face services, have been key factors in this change. Online retail is expected to expand from 18% to 30% of total sales of consumer products by 2030.

Competition from out-of-town retail destinations has had an impact on the high street, although this type of retail is also threatened by changing retail trends particularly in smaller cities.

THE EXPERIENCE ECONOMY

The shift of retail patterns towards digital convenience has fuelled the concept of an alternative 'experience' based high street economy.

Many consumers prefer to spend money on experiences rather than material products, whilst some retail brands have sought to create more experience-based environments and cross-over with digital retail utilising technology such as virtual reality.

The growth of pop-up retail, street food, festivals and markets exemplifies the desire to provide a sense of unique and spontaneous experiences which exist only in the moment, and which can't be replicated or sold digitally. This approach can help to create a 'unique selling point' for places.

Creating a joined-up city centre experience, offering arts, culture and entertainment venues alongside restaurants, cafés and retail, supports longer visits to the centre and a wider variety of reasons for visiting, generating life and activity into the evening.

DIVERSIFYING THE HIGH STREET

Reconsidering and broadening the range of uses and activities within town centres offers the opportunity to create a renewed sense of purpose. This can help to generate vibrancy at different times of day, supporting economic viability for businesses, and helping to tackle the challenge of vacant sites and buildings.

City centre living is a growing trend in the UK and Ireland, bringing a residential population in the evening and supporting a range of businesses and local facilities. Whilst this has focussed on younger generations, urban lifestyles may offer an opportunity to help tackle the challenges of an aging population by providing different types of places to live, providing health care in close proximity and helping to address social isolation.

Refocussing public services, such as libraries and council offices, back into the heart of the high street can help to make these services easily accessible whilst drawing large numbers of people to the centre of the city on day-to-day business.

City centres have had a resurgence as desirable places to work, particularly for younger people and creative industries which value face-to-face contact, chance meetings, and easy access to social and cultural experiences after work. The growth in co-working hubs reflects evolving employment patterns, and the desire for freelance and home-workers to retain access to collaborative and sociable working environments.

“The success of our Little Wing Pizzeria in Lisburn Square showed that there is a clear demand for high quality hospitality venues in the city and gave us confidence in this investment – the 52 bed Haslem hotel. We are passionate about the creation of new and exciting concepts that meet and exceed the needs of the modern hotel guest.”

Bill Wolsey, Managing Director, Beannchor
(BBC news website, Oct 2018)

PLACEMAKING AND LOCAL DISTINCTIVENESS

The quality of environment, range of uses and activities within the high street are now seen as key factors to its future success. This requires a joined-up approach to designing, delivering and managing the city centre environment to create a carefully curated visitor experience.

Opportunity exists to create a comfortable, inclusive and engaging place which welcomes visitors, framed by a distinctive environment focussed around Lisburn’s unique historic character.

The city centre’s historic streets and spaces present an opportunity to celebrate the city’s heritage and identity, revealing a vibrant place which attracts visitors for a wider variety of purposes, and offers place-based experiences which can’t be replicated by out-of-town retail.

The reinvention of the public realm as a series of flexible, adaptable pedestrian spaces can provide a canvas for a range of events, festivals and pop-up uses throughout the year. Animating the city centre and tapping into a unique character based around independent local entrepreneurs.

Digital placemaking can also support the city centre visitor experience, by rolling out digital welcome apps to support wayfinding, and a digital overlay which brings spaces in the city to life.

CREATING A PROJECT FRAMEWORK

The masterplan vision and objectives will be delivered through a framework of defined projects which will be undertaken or facilitated by LCCC, key partners and a range of other stakeholders.

TYPES OF PROJECT

The Project Framework identifies projects within four categories:

- 1 Development Opportunities
- 2 Movement and Access
- 3 Public Realm Improvements
- 4 Events and Animation

Proposed key projects are described and mapped in the following sections of the masterplan within each of these categories. A full list and related details are listed in the Project Framework tables in the delivery section of this document.

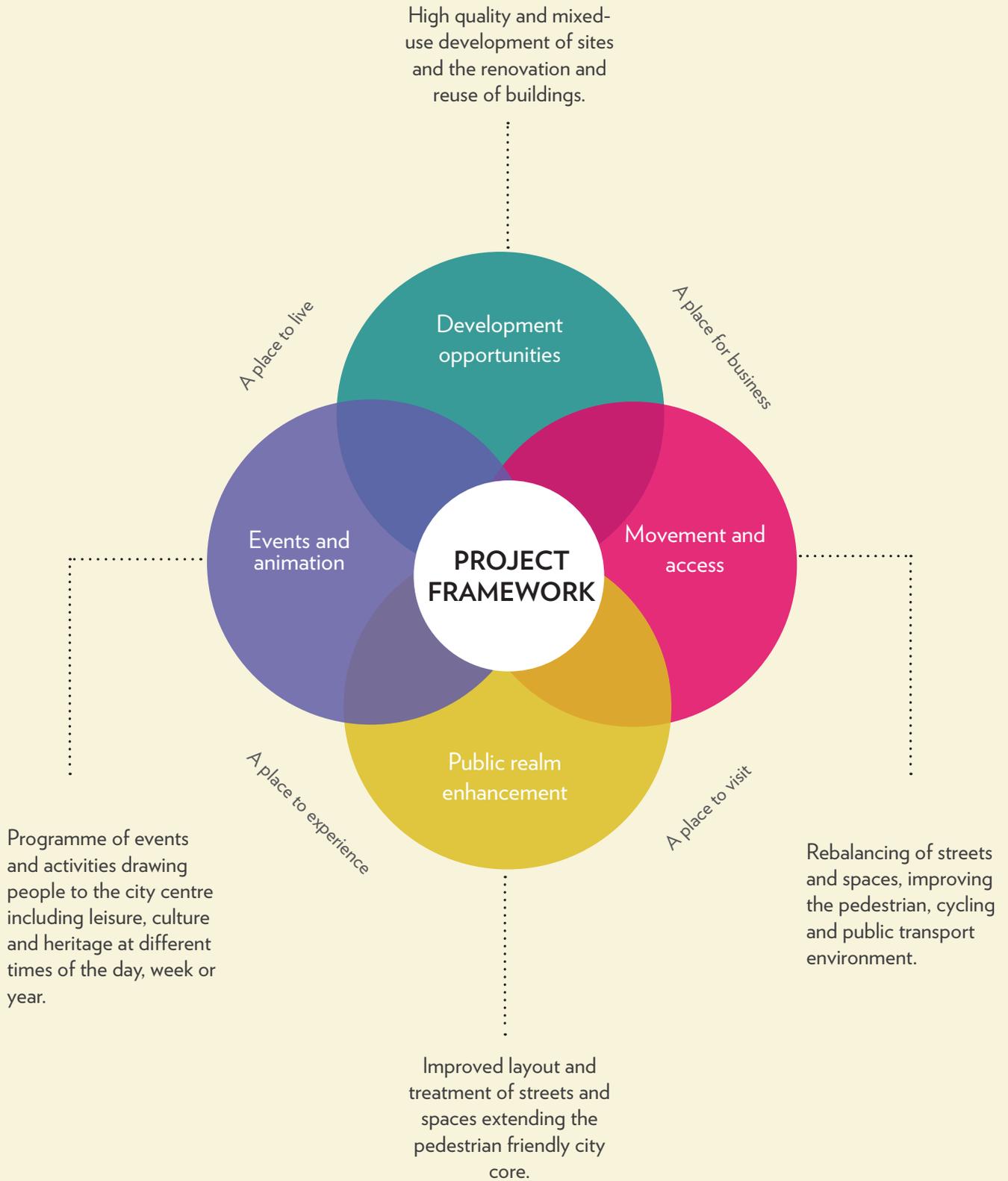
TIMESCALES

The framework identifies broad delivery timescales for each project. These timescales are indicative and should be regarded as flexible as prevailing conditions may suggest a reprioritisation or acceleration of particular projects.

- Short term - within the first three years
- Medium term - within four to ten years
- Long term - beyond ten years

CONSULTATION AND ENGAGEMENT

The project framework sets out a range of mutually supporting projects devised to deliver the vision. Each project will be subject to scoping and feasibility, public engagement and statutory consultation, and screening to ensure compliance with key legislation such as the Equalities Act.



DEVELOPMENT OPPORTUNITIES

AREAS OF CHANGE

The 2019 masterplan identifies six areas within the city centre which have substantial potential for change, or where change is either underway or is planned.

For each of the six areas, the masterplan sets context for each area, the drivers for change, proposals which are already in the pipeline, and potential comprehensive redevelopment of key sites. This is within the broader context of improvements to movement network and public realm. Individual potential development sites are identified in the following section.

KEY SITES

The masterplan proposes potential development of a series of sites within each area of change, which have been identified based on their capacity for change, their strategic location within the centre and their existing condition.

For each site, a potential future use has been identified alongside key development objectives and potential timescale for development, set out in the tables at the end of the document.

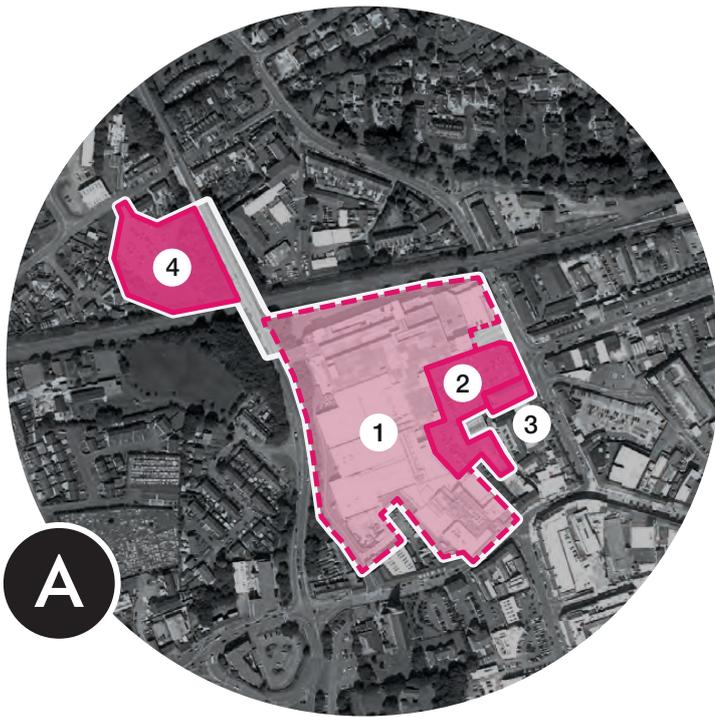
KEY



- A Antrim Street/Bow Street Mall
- B Bachelors Walk/Jordan's Mill
- C Castle Street
- D Laganbank/Linenhall Street
- E Lisburn and Smithfield Squares
- F Market Place and Manor Drive







AREA A - ANTRIM STREET/BOW STREET MALL

Existing context/drivers

Bow Street Mall and its 1,000 space multi-storey car park (MSCP) have been under new management since 2018 and dominate this area. Changes to the tenant list are likely to address current vacancy levels. This could include retailers or possibly extend to commercial leisure operators.

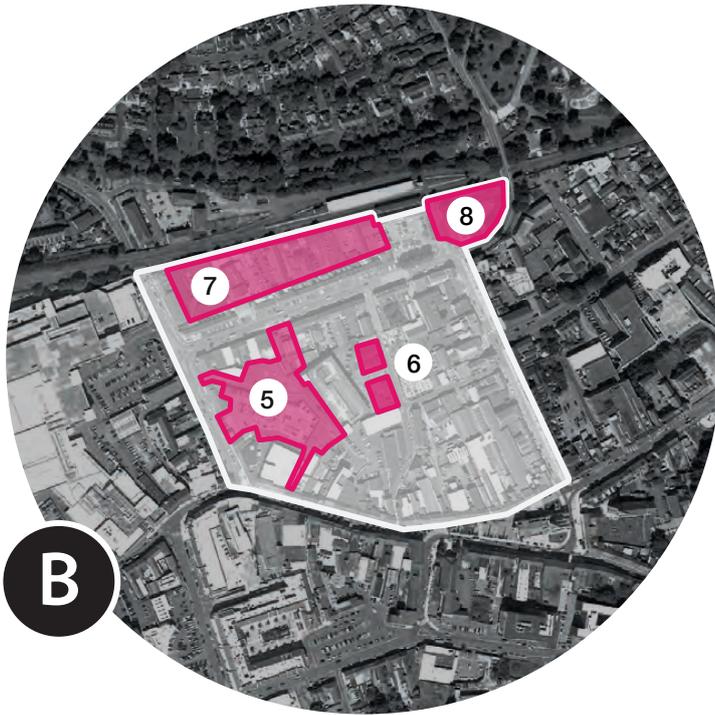
Improvements to Bow Lane have been made resulting from private sector investment in commercial development.

Existing and proposed interventions

- Antrim Street footway resurfacing currently under construction, improving pedestrian routes to Bow Street Mall.
- Dialogue with Bow Street Mall owners to explore options for change in the short, medium and long terms including use of the multi-storey car park and potential for an integrated redevelopment.
- Dialogue with Housing Executive on future of the Antrim Street office.

Key sites

- 1 **Bow Street Mall:** In the long term there may be potential for comprehensive redevelopment or refurbishment of Bow Street Mall to create a new mixed-use urban quarter with housing, retail and food and drink uses. In the short to medium term a smaller scale project could include renovation and reconfiguration of the existing mall.
- 2 **Antrim Street car park:** Potential to form part of Bow Street Mall site or stand alone mixed-use development/extension of existing mall with frontage onto Antrim Street.
- 3 **Housing office site:** Redevelopment or reuse of site, subject to potential relocation. This could be taken forward in conjunction with site 2 above.
- 4 **Benson Street car park:** Potential for residential, elderly care or special needs housing. Within LCCC ownership.



AREA B - BACHELORS WALK/JORDAN'S MILL

Existing context/drivers

Key arrival point for visitors via Lisburn Railway Station and Graham Gardens multi-storey car park (MSCP).

Railway station and services could be improved in future, enhancing its role as a transport hub.

Significant areas of backland have potential for future redevelopment, including offices and professional services and residential.

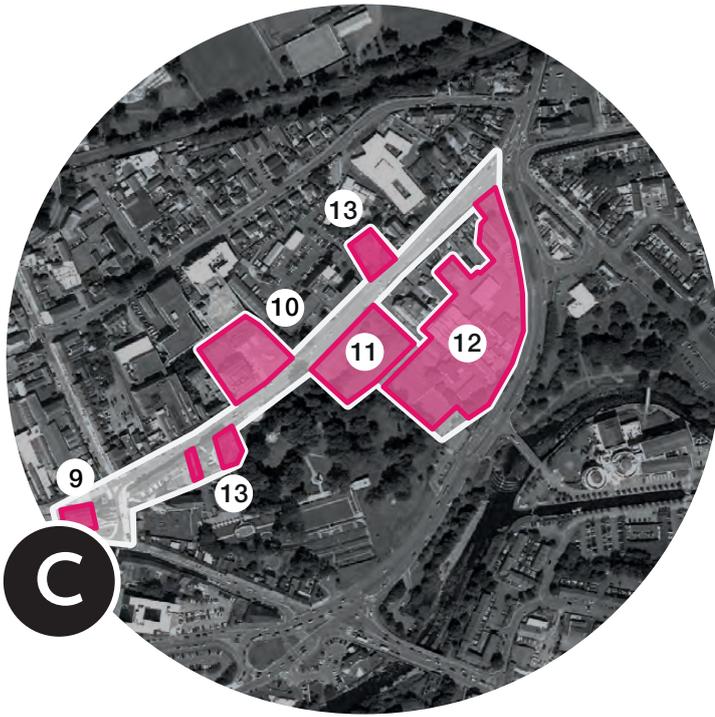
Existing and proposed interventions

- Residential scheme under construction Graham Gardens/Wardsborough Road.
- Public realm improvements under way on Bachelors Walk, temporary landscape and public realm improvements are underway on McKeown Street including the installation of the city's first green wall.
- Improved pedestrian routes and connectivity to Wallace Park.
- Rationalisation of station forecourt car parking to create an arrival space.

- Improved pedestrian routes and connectivity from Graham Gardens MSCP to Bow Street and Antrim Street.
- Improvements to the customer experience within the MSCP and measures to incentivise its use including improvements to directional signage for motorists and pedestrians.

Key sites

- 5 **Jordan's Mill:** Potential comprehensive redevelopment of backland sites for mixed-use, potential including retail, creating active routes between MSCP and Bow Street.
- 6 **Graham Gardens:** Refurbishment of vacant sites and poor quality buildings, potential residential or mixed-use.
- 7 **Bachelors Walk:** Comprehensive redevelopment of backland sites adjacent to railway line.
- 8 **Courthouse:** Potential relocation of the courthouse and redevelopment for mixed-uses.



AREA C - CASTLE STREET

Existing context/drivers

Significant public investment in Lisburn from South Eastern Regional College (SERC) and the potential for additional funding to realise the proposed e-SERC development.

R Space Gallery has brought additional activity and vibrancy to Castle Street and bolstered the creative community.

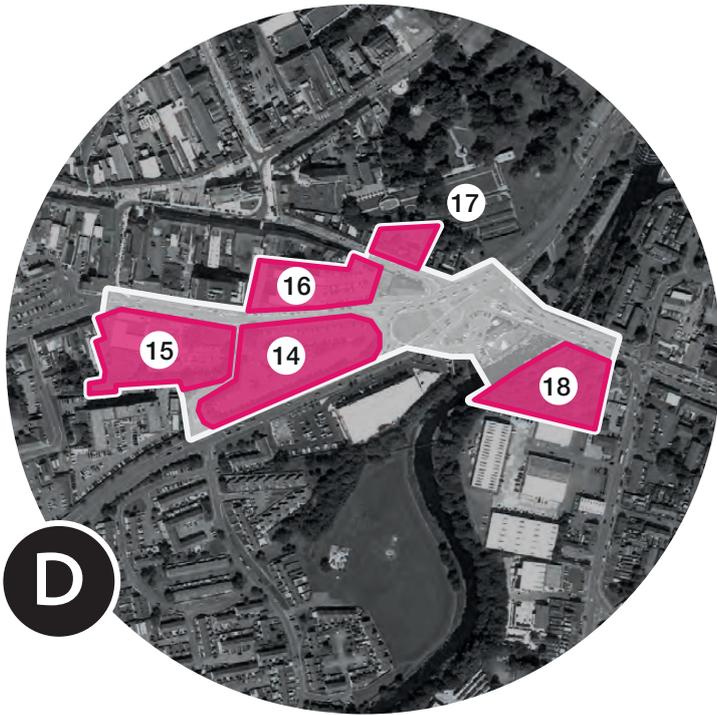
Investment in Castle Gardens and townscape via Townscape Heritage Initiative has created an impressive destination, although some dereliction remains.

Existing and proposed interventions

- Castle Street public realm improvements under construction.
- Proposed 80 bedroom hotel adjacent to the north-east corner of Castle Gardens.
- Proposed e-SERC Centre for Excellence in Innovation and Entrepreneurship.

Key sites

- 9 **Irish Linen Centre:** Potential creation of a commercial outlet on the ground floor with outdoor seating in Market Square, forming a catalyst for evening activity.
- 10 **Castle House and adjacent land:** Potential expansion of SERC including refurbishment of historic Castle House and new development on adjacent land.
- 11 **Former surface car park, Castle Street:** Redevelopment of surface car park to form new hotel and complementary uses. Active frontage onto Castle Street/sympathetic relationship with Castle Grounds.
- 12 **Castle Street/Queens Road sites:** Exploring the long term redevelopment potential around Castle Street access, parking and the overall offer subject to consultation with local stakeholders.
- 13 **Various:** Potential small scale infill and refurbishment developments repairing townscape and dereliction.



AREA D - LAGANBANK

Existing context/drivers

Planned re-location of Lisburn Health Centre to the Lagan Valley Hospital site in 2021 will leave the building and surface car park vacant.

Laganbank Quarter Development Framework has been built out in part. New commercial units have been constructed to the rear of Hillsborough Old Road and Young Street frontages up to the River Lagan and on the south side of Laganbank Road.

The remaining significant sites are north of Laganbank Road and include a surface car park site in council ownership previously identified in the development framework as a residential led development opportunity. The progression of this project should be high priority as it is key to the achievement of the objectives of the Lagan Bank Quarter development scheme.

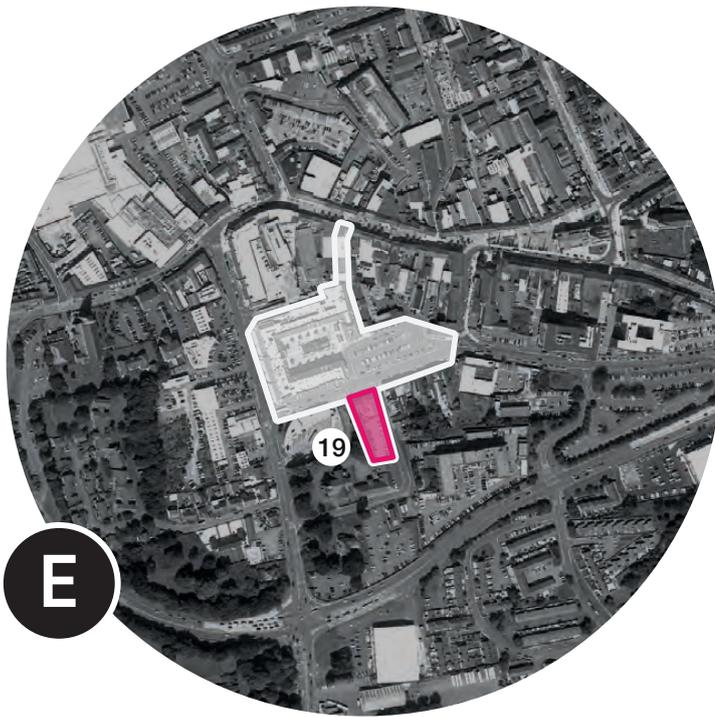
Existing and proposed interventions

- Refurbishment and reuse of former restaurant as a crèche facility is underway.
- Redevelopment of derelict land adjacent to Sloan Street Presbyterian Church with River Lagan and Sloan Street frontage securing public access to proposed footbridge.

- Improved pedestrian connectivity across Laganbank Road to River Lagan towpath.
- Provision of new footbridge and footpath connection between Sloan Street and the north bank of the River Lagan. Improvements to Union Bridge including lighting and footway resurfacing.

Key sites

- 14 **Laganbank car park:** Comprehensive housing led redevelopment scheme, currently out for expressions of interest. A key driver in the redevelopment of the Laganbank quarter.
- 15 **Royal Mail sorting office:** Potential redevelopment of this site for residential led mixed-use subject to relocation of existing use. Site could extend to incorporate adjacent vacant land. New buildings to create street frontage.
- 16 **Lisburn Health Centre:** Potential re-use of building as business incubator, subject to relocation of existing use and viability. Potential longer-term housing led redevelopment of the site creating frontage to Linenhall Street and Bridge Street.
- 17 **Bridge Street:** Refurbishment and re-use of existing historic buildings securing active ground floor uses and use of upper floors.
- 18 **Sloan Street:** Potential residential development overlooking the river.



AREA E - LISBURN AND SMITHFIELD SQUARES

Existing context/drivers

The focus for market activity – Penny Square market off Haslems Lane and Tuesday Market at Smithfield Square and Lisburn Square.

The Beannchor Group (BG) recently opened Cubic Co-work space in Lisburn Square which has brought the prospect of new activity and opportunities for entrepreneurs utilising vacant spaces.

The council granted planning permission for a new hotel and bar/restaurant at Lisburn Square, a project also being taken forward by BG.

Existing and proposed interventions

- Proposed hotel at Lisburn Square – 52 bedrooms plus bar/restaurant.
- New food and drink occupier proposed for vacant unit in central pavilion building.
- Potential to improve the appearance and functionality of Smithfield Square via public realm works, taking into account the access requirements of frontage occupiers

and building owners and exploring potential to enhance the market offer and the occasional use of the car park space for events.

- The scheme should extend to Haslems Lane and Smithfield Street linking to improvements to Linenhall Street. The latter to be linked to the phased redevelopment of frontage sites.
- Measures to improve servicing and access arrangements.
- Improved wayfinding provision to Bus Station for pedestrians.
- Potential connectivity through to Lagan Valley Hospital site which is experiencing ongoing redevelopment, including the potential redevelopment of the residential property on Hillsborough Road.

Key sites

- 19 **Barrack Street Car Park:** Redevelopment of surface car park as residential. Within LCCC ownership.

BUSINESS INCUBATOR

ADAPTIVE RE-USE

The proposed relocation of Lisburn Health Centre on Linenhall Street to Lagan Valley Hospital poses a challenge to this part of the city centre, but can be interpreted as an opportunity for innovative re-use of the existing building.

With limited/low cost interventions the building could be converted into a creative business incubator and co-working hub to support start-ups, freelancers and home-worker.

Potential to develop the building in a 'meanwhile use' capacity, using temporary architectural and art interventions, would help to create a project which is deliverable in the short term. This would provide affordable rents, and helps to catalyse long term redevelopment of the surrounding area and creation of a vibrant creative quarter.

ENTERPRISE AND CREATIVITY

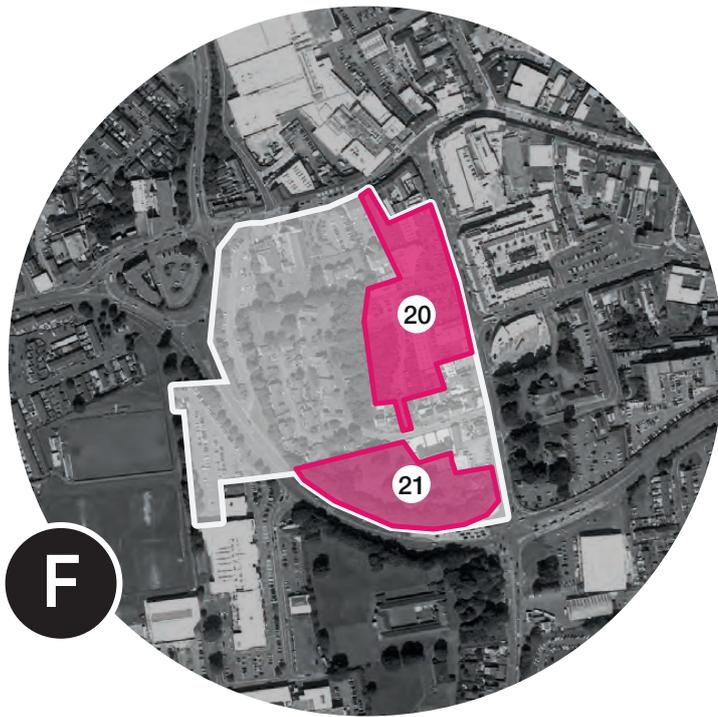
86% of businesses in Lisburn employ nine or less people. Providing support for small businesses and start-ups would help to build local economic resilience. This could include advisory services, networking events and shared facilities such as meeting rooms, a reception desk and digital connectivity.

A distinctive café and exhibition space would create an ecosystem for creative businesses, allowing opportunities for collaboration and creative collisions. This would provide a recognisable space in Lisburn for creative and digital businesses.

The creative incubator would complement the proposed e-SERC education facility, providing the space required for budding entrepreneurs to test ideas and take risks.



Creative interventions to turn an existing building into a distinctive destination



AREA F - MARKET PLACE AND MANOR DRIVE

Existing context/drivers

Currently disconnected from city centre by large-footprint car dealership uses, and from the nearby Lisburn Leisure Park by Governors Road which forms a substantial barrier.

Existing and proposed interventions

- Potential and proposed developments and enhancements around Lisburn Square and Smithfield Square will create a stronger relationship with the city centre core.
- Creation of a new pedestrian route with an enhanced landscape between Manor Drive and the Leisure Park, including new pedestrian and cycle crossings at Governors Road.
- Connectivity through to Lagan Valley Hospital (which is subject to ongoing redevelopment) via Hillsborough Road.

Key sites

- 20 **Market Place East:** Comprehensive mixed-use redevelopment of car sales/repairs/surface car parks. Active frontage onto Market Place/Hillsborough Road and Chapel Hill. To be taken forward on the basis of an integrated masterplan.
- 21 **Manor Drive:** Creation of new pedestrian link to Leisure Park via existing landscaped site and redevelopment of former residential property on Hillsborough Road, subject to land assembly and existing landscape design considerations given recent Tree Preservation Orders.

MARKET PLACE EAST

The existing use of land on the eastern side of Market Place for car dealerships creates a discontinuity in Lisburn's townscape and a barrier to the eastward expansion of city centre activity.

CITY LIVING

Potential re-location of these uses and redevelopment of the sites represents an opportunity to create a vibrant urban quarter focused around city living. Broadening the range and types of accommodation in the city would help to bring more activity into the city centre in the evening.

Development provides the opportunity to create built frontage on the eastern side of Market Place, providing a strong townscape which reinforces the street's character as an urban place. Active ground floor uses would help to create a more human scaled environment and improve the quality of the street for pedestrians.

The sites could help to deliver green connections to the west of the city, including new green spaces and opportunities for incidental play.

The first steps to delivering this would be to create a development brief which brings together the range of different land owners and identifies the potential shared value uplift achieved by a comprehensive approach to redevelopment.



Existing Market Place streetscape

MOVEMENT AND ACCESS

TOWARDS A WALKING AND CYCLING CITY

Pedestrian movement is the lifeblood of the city and a pedestrian friendly environment lies at the heart of delivering a viable, vibrant and sustainable centre. A modal shift towards walking and cycling for local trips would also improve local air quality, reduce Lisburn’s carbon footprint and support health and wellbeing in the local population.

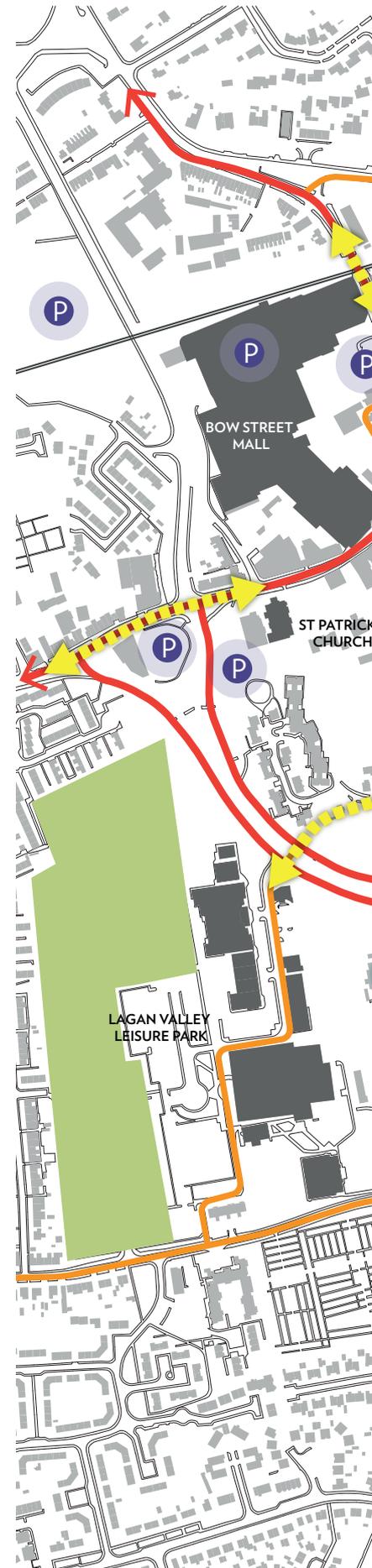
The existing network of pedestrian and cycle friendly streets and spaces could be expanded beyond the existing core. This might be possible by changing the priority and distribution of space in key streets, improving links between key locations and removing barriers to accessing pedestrian and cycling networks in the wider city.

The future implementation of the City Centre Car Parking Strategy would encourage visitors to leave their cars on the edge of the centre and in existing multi-storey car parks (MSPCs), allowing a rationalisation of car parking within city centre streets. This would be key to improving the quality of environment for pedestrians within the centre, and unlocking surface car parks as potential development sites.

Improving connections to Lagan Valley Regional Park and greenway routes would open up long distance walking and cycling routes, providing traffic-free paths to surrounding areas and access to recreational spaces and facilitate active travel as a feasible mode for longer distance trips.

KEY

-  Primary pedestrian route
-  Secondary route
-  Greenway route
-  Potential new/enhance routes
-  Key destination
-  Visitor car parking
-  School



BREAKING THE CONCRETE COLLAR

The A1/A3 dual carriageway, which runs around the southern edge of the city centre, creates a highway dominated character on many key approaches and forms a barrier to movement for pedestrians and cyclists.

The potential reduction in traffic volumes on the A1/A3 resulting from the proposed Knockmore Link Relief Road may allow downgrading of these roads. This would create a more attractive and humane environment. Improving crossings and paths alongside the road would help to make the city centre more accessible for active modes of travel.

The project would explore improvements to pedestrian routes from Bridge Street to the River Lagan towpath and Lagan Island Arts Centre, from Hillsborough Road to Lisburn Leisure Park and Hospital, and from Chapel Hill to Longstone Road. These routes would enhance connectivity between the retail core, areas of employment and the leisure offer.

REDUCING TRAFFIC SPEED

Reducing the speed of traffic in the city centre would make a dramatic contribution to the quality of the environment for pedestrians and cyclists. Reducing noise and pollution whilst improving safety and comfort, particularly for vulnerable road users such as the elderly and children.

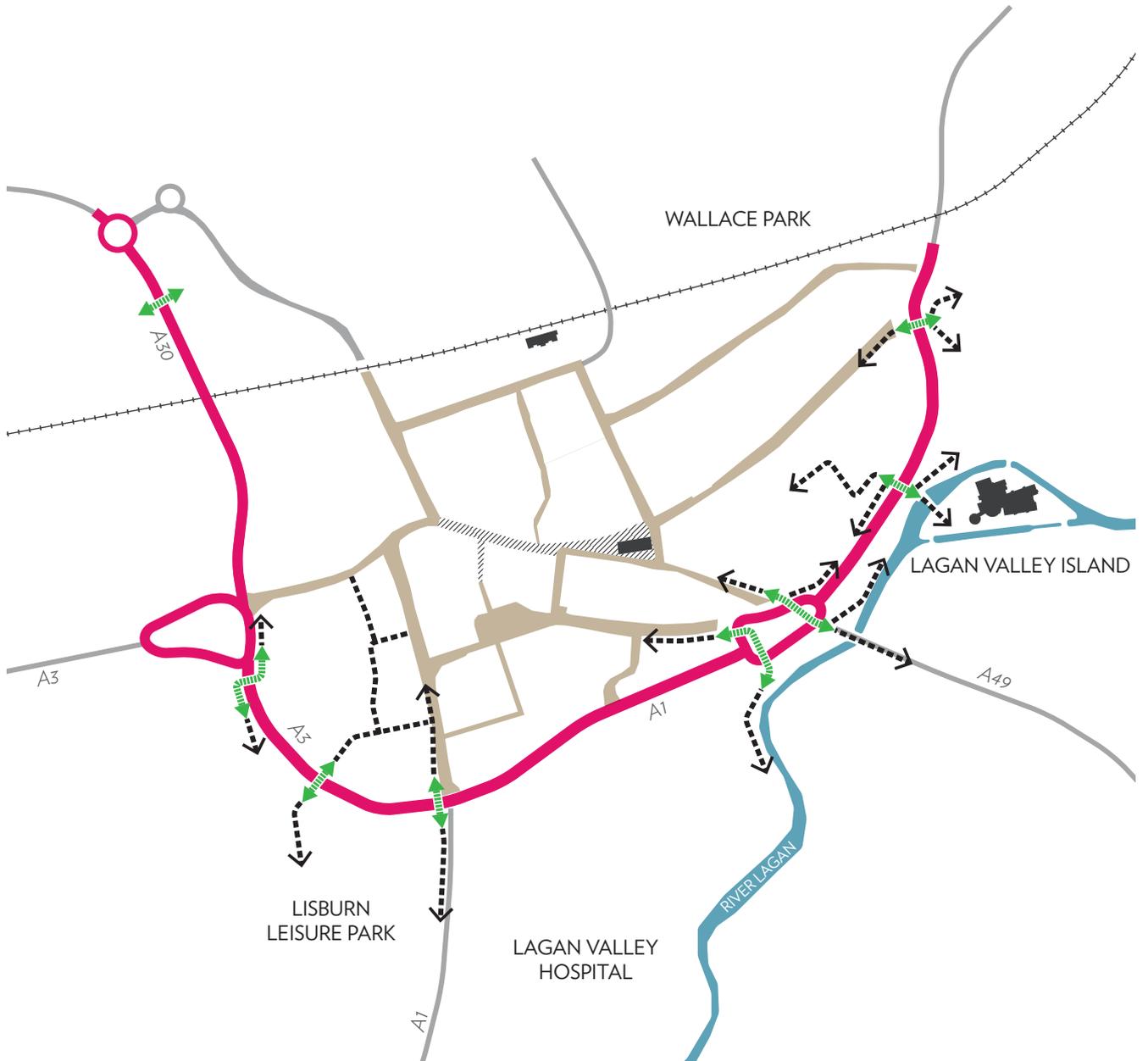
Lisburn has the opportunity to be at the forefront of implementing progressive measures to reduce traffic speed by designating a 20mph speed limit throughout the city centre and declaring that “20’s plenty”.

Reducing traffic speed to 20mph can also benefit other modes of travel including buses and private cars, which can flow more freely at this speed often allowing shorter journey times.

The cost of implementing a speed limit zone is low, with longer term opportunities to deliver changes to the physical structure of streets to reinforce driver behaviour.



Potential enhancements to the highway environment including median strip sculptures and de-cluttering



KEY

-  A1/A3 (Governors Road/Laganbank Road/Queens Road)
-  Existing pedestrian crossing
-  Expanded pedestrian movement network
-  Existing pedestrianised streets
-  Potential 20mph zone streets
-  Other key roads
-  Railway



LAGAN VALLEY REGIONAL PARK

RIVER LAGAN TOWPATH

The Lagan Towpath provides an 11 mile/17km continuous traffic-free walking and cycling route linking Belfast and Lisburn, extending westward as far as the Union Locks. The towpath follows the river and canal system through a variety of wetland, riverside meadows and mixed woodland. The canal system dates back to the late 18th century and many features still give an insight into the majestic era of the 'lighter' (the name for the boats that originally travelled on the Lagan Canal). Much of the route is designated as part of the National Cycle Network (NCN) route 9.

Recreational walking and cycling is increasingly recognised as an important tourist activity, as well as offering health and wellbeing benefits. Encouraging people to visit Lisburn city centre in conjunction with using the regional park could have economic benefits. Facilitating commuter cycling along the route between Lisburn and Belfast would also have potential environmental benefits by reducing car use.

The Lagan Valley Regional Park is an asset with greater potential to contribute to the city. Links to the park from Laganbank Road and the city centre need to be improved and supported by better wayfinding signage to encourage more people to visit the centre and improve access to the route for pedestrians and cyclists.

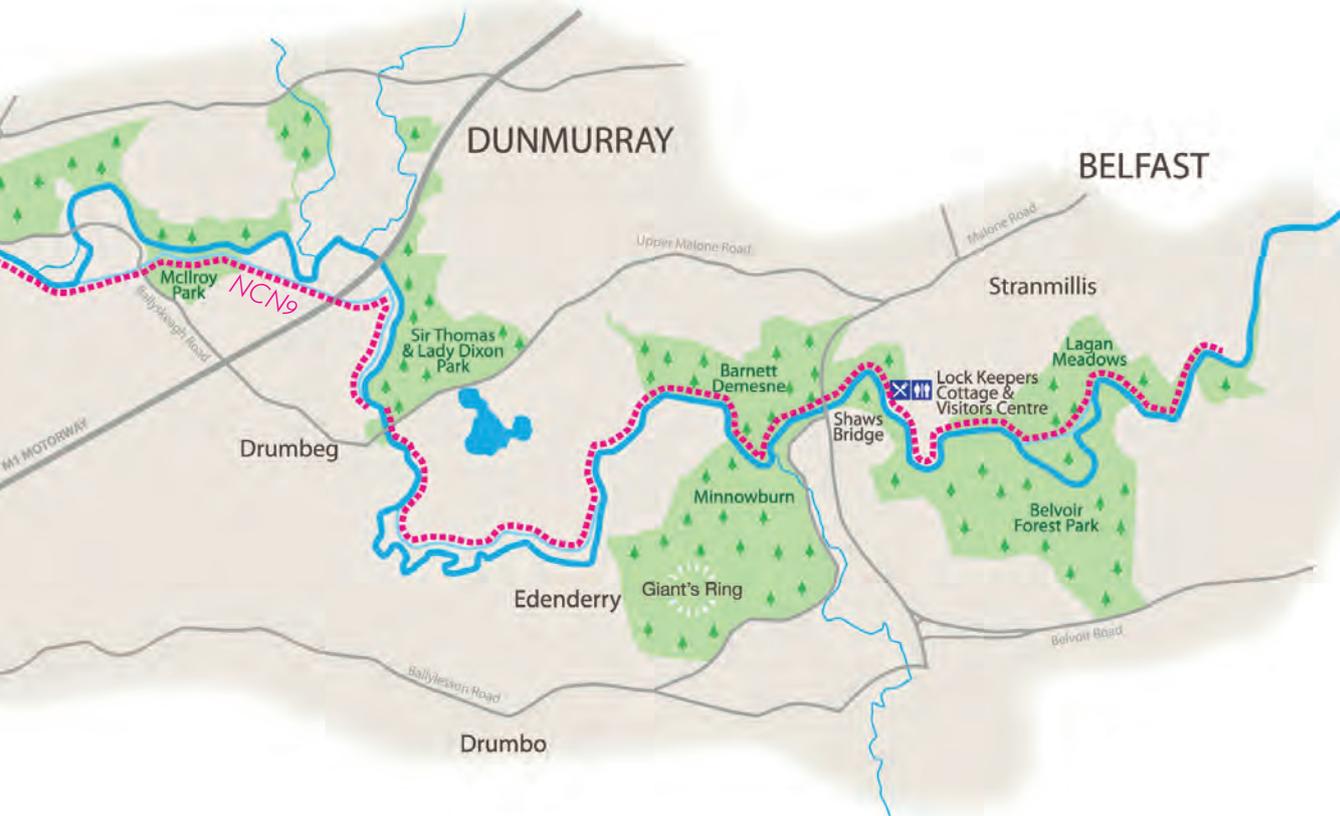
The character of Laganbank Road should be improved to reduce the sense of separation between the city centre and the riverside. This could include an improved pedestrian environment, highway reconfiguration and redevelopment of key sites to create gateway buildings and active frontage. Recent development in the area includes the reuse of buildings on Laganbank Road as a crèche.

The quality of the towpath as an attraction could be enhanced by providing food and drink outlets along the route. Provision of these facilities at key locations could help to aid legibility. Bike hire facilities, potentially including a cycle hub, would extend opportunities for convenient leisure cycling to a wider audience. This could include extending Belfast's 'Nextbike' service to key locations along the towpath.





Lagan Valley Regional Park and towpath



WAYFINDING AND INFORMATION SYSTEMS

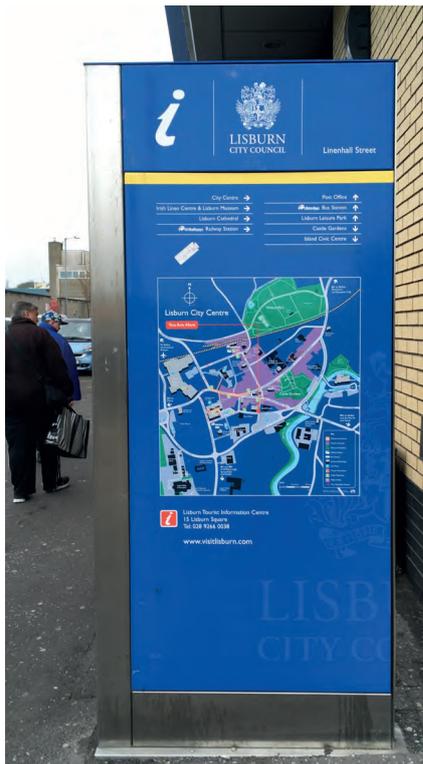
WALKING AND CYCLING

The existing on-street pedestrian wayfinding system comprising double sided monolith unit and direction slat units was completed in 2015. The system is characterised by a distinctive graphic identity and use of a city centre map.

On-street wayfinding in combination with printed maps and/or mobile digital navigation devices can greatly assist visitors to orientate themselves, create an itinerary, locate a destination and devise a route to it.

As with all systems they need to be kept up to date. An opportunity exists to undertake a review of the existing system and to update both map based and directional information to avoid confusion, and communicate what the city centre has to offer. The opportunity should be taken to consider the costs and benefits of moving to mapping in heads up orientation (i.e. orientated to the direction of travel), and the incorporation of a cycle path network.

Update and system extension could be triggered by the relocation of the health centre or Tourist Information Centre and improved linkages to the Leisure Park. The review should consider information provision at all key points of arrival including Lisburn railway station, bus station and visitor car parks.



Wayfinding and visitor information

DESIGNING FOR DIFFERENT NEEDS



LOCAL RESIDENTS AND SHOPPERS

Convenient access and good range of shops



THE FAMILY DAY TRIPPERS

A range of facilities to provide activities throughout the day



THE ACTIVE COMMUTER

High quality traffic free routes and secure cycle parking



THE LOCAL BUSINESS PERSON

A strong lunchtime offer and places to work and meet outside the office



THE INTERNATIONAL TOURIST/STUDENT

A range of distinctive destinations, hotels and good visitor information



Examples of temporary and permanent wayfinding systems

ADVANCE DIRECTION SIGNING

FIRST IMPRESSIONS CAN BE LASTING IMPRESSIONS

Helping visitors arriving by car to reach key car parks in proximity to city centre attractions and destinations will become increasingly important as car park locations are rationalised and some redevelopment and proposed developments are completed.

A review of advance direction signing to car parks and brown and white tourist attraction signing should be undertaken to ensure that up-to-date information is available at all times. This review could consider the potential for the introduction of digital signs displaying the number of parking spaces available in all key car parks rather than just Bow Street Mall.

A review would extend to include the vehicle routing to key car parks. The cost of static brown and white tourist signs focused on drivers is relatively low. They now feature a number of destinations including Tourist Information Centre, hotels, museums, gardens, sports facilities, theatres and art centres and shopping centres.

The review should ensure that Lisburn is making the most of what it has to offer through this medium. In this regard the review could consider the potential for new 'Welcome to Lisburn' signs on all major approach roads and how Lisburn city centre and tourist and visitor destinations feature on direction signing on the M1.



Examples of advanced tourist signage on key vehicle approaches

IMPROVING GATEWAYS AND ARTERIAL ROUTES

CREATIVE INTERVENTIONS

Key locations on road corridors into the city centre act as gateways. Such locations vary in character but many are highway and infrastructure dominated. The sensory impacts of moving and stationary traffic, extensive areas of highway surfacing and utilitarian street furniture create an uninviting environment.

A range of interventions could be considered to improve the sense of arrival and welcome for visitors. This could include street tree planting, lighting, public art and banners.

Projects which aim to enhance public realm and improve street frontages on key routes will also help to enhance the sense of arrival at key gateways, especially on Sloan Street, Longstone Street, Seymour Street and Hillsborough Road.

The proposed Lisburn Lightscape project overlaps with measures to improve gateways with the potential to light landmark buildings which punctuate key arrival routes.

Proposals should be considered in tandem with ideas to remodel key junctions and improve crossings for pedestrians and cyclists.



Examples of distinctive gateway and landmark features

PUBLIC REALM ENHANCEMENT

Lisburn’s public realm is where day-to-day outdoor city life takes place. Streets, laneways, paths and spaces are where people can meet, socialise, shop or simply watch the world go by. The masterplan proposes a further expansion of high quality public realm works to establish a more comprehensive and integrated canvas for city centre activity.

Major improvements in Bow Street and at Market Square could be complemented by a series of streetscape enhancements in the south and west of the city centre connecting key destinations. In combination with works currently under construction in the north of the city centre a significant transformation would be achieved.

Public realm enhancement should focus on the pedestrian experience, redressing the imbalance between space given to vehicles and pedestrians, and creating an adaptable and flexible streetscape which supports a broad range of activity. Physical enhancements integrated with a programme of animation helps to make the public realm an attraction in its own right and ensuring a vibrant backdrop which helps retail businesses in the city thrive.

Enhancement to key green spaces on the fringes of the city centre, including Wallace Park, Riverside Park and the River Lagan Towpath, would extend and enrich the city centre experience and help to provide a connection between the centre and surrounding residential areas. A series of improvements to gateway spaces would aid this transition and create a sense of welcome to the city centre at key points of arrival.

KEY

-  Existing green infrastructure
-  Potential open space enhancements
-  Public realm - completed
-  Public realm - committed/in progress*
-  Public realm - proposed
-  Gateway improvements
-  River Lagan towpath and connections

Proposed public realm enhancements:

- 1 Smithfield Square
- 2 Station Square
- 3 Wallace Park
- 4 Riverside Park

* Project status at time of publication





SMITHFIELD SQUARE

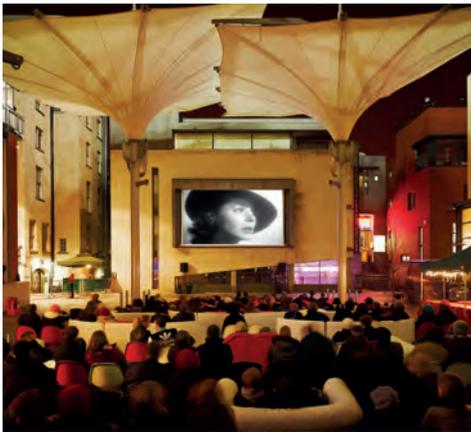
BETTER BY DESIGN

Transformational public realm works could bring new life and profile to this part of the city centre. Smithfield Square could anchor the southern quarter of the city centre, connecting the existing pedestrian areas of Haslems Lane and Lisburn Square and reducing the visual dominance of traffic on Linenhall Street.

Flexibility in design would allow the square to retain its primary use as a car park whilst incorporating design features to support temporary uses such as outdoor markets and festivals.

The space could also support a range of performance and pop-up retail which have a more spontaneous character.

Any enhancements would help to improve the square as a point of arrival, whilst continuing to support convenient access to surrounding independent retail. Improvements could include widening of footpaths to create more space for pedestrians and spill-out around existing retail frontages. Creative incorporation of public art could help to create a unique identity for the square, whilst a distinctive lighting scheme would bring the space to life in the evening.



Examples of distinctive public realm treatments

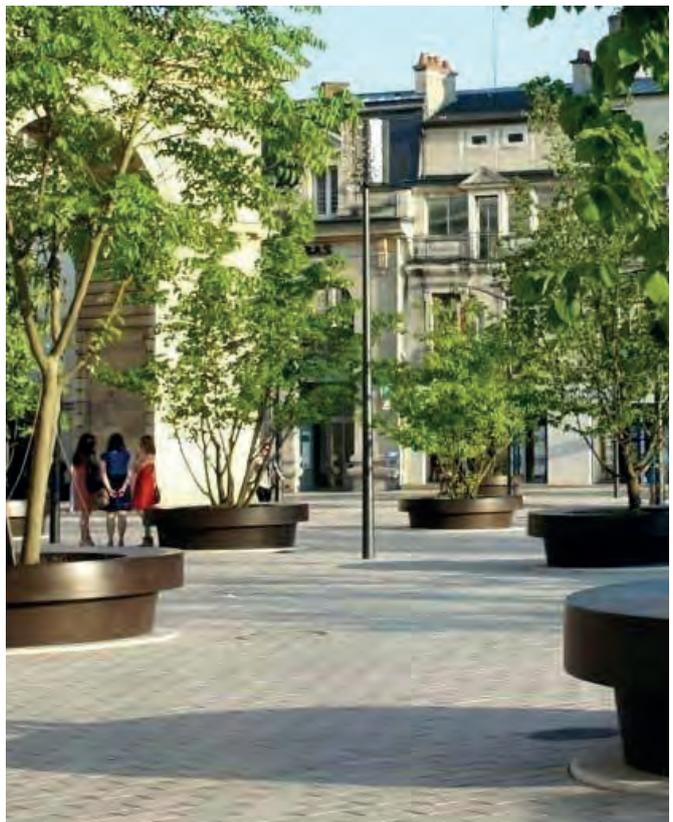
DESIGN CONSIDERATIONS

Better access to retail frontages and facilitating spill-out activity from shops and cafés would be key design considerations. Improving pedestrian routes through and around the space, and incorporating pedestrian desirelines, would help to enhance the pedestrian experience. This should ensure an inclusive environment which is easily accessible to all.

Quality of street furniture, signage, landscape and lighting are key to creating an attractive place and positive perception. The square should include many places to sit, taking account of solar orientation and maximising the use of sunny spaces. Large trees, could help to define the square from other urban spaces in the city centre.

Layout of the square and quality of paving would need to be carefully considered to support its use as a car park when the square is not in use for events. Infrastructure to support markets and events, potentially including novel waste management solutions, should be integrated into the streetscape and unobtrusive when not in use.

The design should embrace the needs of existing businesses surrounding the space, particularly provision of vehicle access to existing servicing areas. A process of engagement and co-design should be undertaken to ensure that an appropriate outcome is achieved.



HOSTING EVENTS

Smithfield Square could be an occasional outdoor entertainment space with a programme of events including music, comedy and performance. It would be a focal point for festivals taking place in the wider city.

The Square should be designed to support a range of markets and events, including providing access to power and water for stallholders. Infrastructure to support this could include furniture which adapts to form stages and foundations for temporary shelters.

Temporary street closures may be required to facilitate a range of events taking place within the square. Consultation with local businesses should be undertaken to manage the potential impact of this.

The council and key stakeholders should play an active role in curating and organising a wide range of events which change year on year. Appropriate processes would be required to make it easy to set up and run events, obtain permissions for pop-up retail and use the space for spontaneous performance.



Examples of cultural events for a range of audiences

THE TUESDAY MARKET

Lisburn's outdoor market takes place every Tuesday in Smithfield Square. It includes a wide range of stalls supporting numerous traders who have been associated with the market for generations, reflecting its local historical and cultural significance.

Market day brings local customers into the city centre and benefits permanent retailers located nearby. The square should continue to host the Tuesday Market, responding to feedback received in public consultation which explored a range of alternative locations.

The offer could be expanded to include a range of specialist markets throughout the year, including arts and antiques markets and artisan food events, potentially creating opportunities for vendors from the Hillsborough Farmers Market.

Creative curation of market events to ensure a diverse range of stalls and inclusion of street food vendors and entertainment would help to create a more rounded visitor experience. This could include creating a 'night market' which extends the range of operating times and types of audience the market appeals to, and creates a focus for the evening economy.



Examples of street markets

RIVERSIDE PARK

ESCAPE TO NATURE

The masterplan proposes the reimagining of existing under-utilised green spaces alongside the River Lagan to create a new destination park. The Riverside Park should provide a high-quality location for families with children's play facilities, naturalistic landscapes, linear exercise trails and riverside activity.

The park would form part of a string of engaging landscapes alongside the river, offering access to a corridor of traffic free walking and cycling routes which stretches to Belfast in the north and to the countryside beyond Lisburn with the potential westward extension of the riverside towpath.

Creation of cycle hire points, cafés and pop-ups along the riverside would help to bring activity to the park, whilst the potential to use the river for water activities such as paddle boarding should be considered.

Creating improved access to the park from surrounding streets and Lagan Valley hospital, in conjunction with enhancements that define a quality edge to the park, would be important aspects in delivering a transformation of this space.



Riverside Park and River Lagan towpath

WALLACE PARK

LISBURN'S GREEN LUNG

Wallace Park is a well-loved open space which provides an escape from the busy city and an oasis for leisure and relaxation. The park is a destination for families as well as a space for formal recreation with various sports facilities.

The masterplan proposes enhancement of Wallace Park, celebrating its role as a key civic feature of the city centre and expanding its offer as an events space for the city.

Creation of an 'Events Paddock' within the park would enable the hosting of larger scale and more diverse events including a 'Music in the Park' festival and sports events. Showpiece events could also be hosted and events that are too large for the city centre such a classic car show.

Enhancements could provide better drainage, surface reinforcement, water connections and sockets for temporary lighting.



Potential enhancements and events in Wallace Park



GREENING LISBURN

A series of projects and initiatives could help to deliver a new network of small scale green spaces in Lisburn city centre that would help connect the large scale open spaces on the edges of the city centre. 'Greening Lisburn' would promote a green, sustainable and progressive image for the city with a range of other tangible benefits.

Health and Wellbeing: Access to and views of plants and wildlife can have a measurable positive 'biophilic' effect on physical and mental health. Improved air quality through the filtering and capturing of dust particles can help to reduce respiratory illnesses.

Water: Improved water quality through natural filtering and reduction of water reduces flood risk around the city.

Biodiversity: Provision of new routes and corridors through the city centre at ground and rooftop level will promote visible wildlife within the city centre including birds, insects and other animals.

Carbon Footprint: Plants capture carbon from the air, helping to reduce the impact of greenhouse gasses on climate change.

Education and Awareness: Accessible rooftops can host education events, allowing people to get up close to nature and teaching them about biodiversity and environmental sustainability.



Biodiversity and urban pollination projects

The 'Greening Lisburn' concept will extend to form a series of identifiable projects which can be delivered by LCCC and key partners throughout the city.

GREEN BUILDINGS

An initiative to promote creation of green roofs and walls on new and existing buildings with the aim of enhancing air quality, promoting biodiversity and enhancing water quality.

An initiative to create green buildings can also incorporate incentives for small scale renewable energy generation.

STREET TREES

An initiative of tree planting within public spaces and under-used private land, potentially including movable planters which can be used to green-up different parts of the city centre at different times of year.



Biodiversity and urban pollination projects

PARKLETS

Creation of temporary or permanent small scale 'parklets' throughout the city centre which provide respite from the busy urban environment, including plants, places to sit, and potentially combines with wifi hotspots, e-vehicle charging points and cycle parking.

Temporary spaces can be much faster and cheaper to deliver than traditional street trees and landscape solutions.

URBAN POLLINATORS

Creation of rooftop corridors planted with bee and butterfly friendly plants providing a network of habitat and foraging opportunities.

Accessible rooftops could provide hives and insect 'hotels' for domestic and wild species, with opportunity to create local honey and related products. These insect populations then provide a food source for bird, bat and invertebrate species.



EVENTS AND ANIMATION

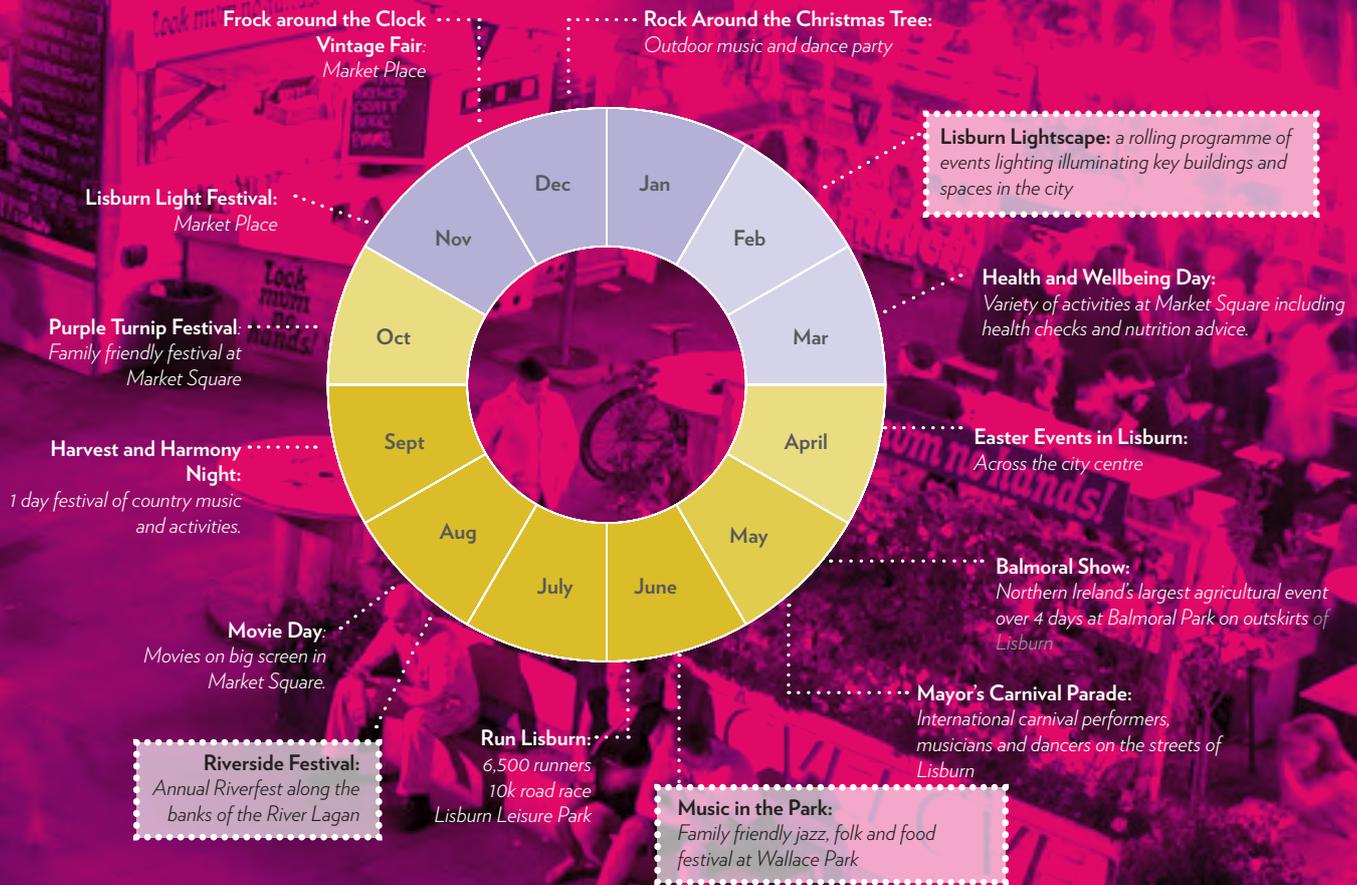
A PLACE FOR PEOPLE

First impressions are fundamental. Arriving at a railway station or public car park to experience a poor quality or confusing environment with low grade walking routes and lack of information provision can affect the duration of visitor stay and consequential spend. It can also reduce the likelihood of a repeat visit or positive recommendation to others. In a similar way events can have a very positive impact on visitor perceptions and can encourage longer visit durations and higher spending.



Examples of animating urban spaces

TOWARDS AN EXTENDED EVENTS CALENDAR



The quality of events and associated management is an important factor in influencing the user experience. A range of events are programmed throughout the year both in the city centre and in other sites in the city.

Gaps in the existing programme offer opportunities for potential new and exciting events which draw people to the city centre, helping to create a distinctive visitor experience and highlight Lisburn's unique character.

LISBURN LIGHTSCAPE

Lisburn has already hosted a successful lighting festival which attracted many visitors and enabled shops to extend their opening hours. This Christmas event period will continue over the next three years. The public response was very positive indeed. This success can be built upon to create a linked event and year round illumination of key buildings and structures attracting visitors to the city and creating a more welcoming and dynamic image.

Many cities have developed lighting festivals or curated projects that have brought the night time skyline to life through the vibrant and imaginative use of light, most famously the Lumière festival of light in Lyon, France. Lisburn Lightscape would focus on the phased illumination of key landmark buildings initially to support the annual lighting festival through creative and possibly changing effects across building façades and then through permanent lighting revealing the architectural legacy of the city to more dramatic effect.



Examples of urban lighting and lumière projects

DOORS OPEN DAY

BEHIND THE SCENES

An annual opportunity to see inside historical, cultural and architecturally interesting buildings within the city, linked to the European Heritage open days initiative. The aim is to increase civic pride and raise awareness of the city's rich and vibrant heritage on a local, national and international platform.

Visitors would have the opportunity to go inside buildings, take part in guided tours and city walks and listen to related architectural and cultural talks. A curated series of workshops, 'have a go' sessions and demonstrations would allow people to feel what it was like to live in the Lisburn of the past.



Potential 'doors open' locations in Lisburn city centre

DIVERSIFYING THE FESTIVAL PROGRAMME

Enhancements to Lisburn’s public realm and parks can act as a catalyst for creating a wider programme of festivals and events throughout the city. LCCC have the opportunity to seek out a range of potential partners to help to deliver these events, which could include the following:

KITE FESTIVAL

A weekend of demonstrations, competitions and participation bringing together skilled kite fliers within the local community to fill the skies of Lisburn with colour and shape.

The festival could cover everything from simple kites to artistically and technically inspiring designs, showcasing some of the world’s most impressive designs and fliers with stunts, synchronised team flights and mass launches. The event would include craft stalls, kite-making workshops and flying tutorials, allowing all ages to get involved.

CLASSIC CAR AND TRACTOR SHOW

An event showcasing classic sports cars and other distinctive vehicles, potentially paired with a fair for classic car memorabilia, educational events and outdoor films celebrating motor sports. This could potentially be a spin-off from the Balmoral Show.

RIVERSIDE OUTDOOR ACTIVITY FESTIVAL

Opportunity for an annual 3-day Riverside Festival taking place over the August Bank Holiday weekend, within the enhanced Riverside Park.

Events could include water activities such as a raft race encouraging involvement from families, schools and community groups. Dragon boat races and ‘Have a Go’ watersports taster sessions linked to the ‘Get Wet’ national campaign.

The festival could feature pop-up local food vendors and entertainment such as live music, a mass bike ride along the towpath, climbing walls and a community BBQ.

MUSIC IN THE PARK

Creation of a temporary bandstand and seating areas in Wallace Park during the summer months allowing a rolling programme of concerts, gigs and recitals across all genres, age groups and talent.

Linked to the summer Children’s Arts Festival, it would provide an opportunity to showcase local talent and provide an additional practice and performance space.



Festival examples

DELIVERY

MAKING IT HAPPEN

Many aspects of the 2010 masterplan were very ambitious. It is important that the revised masterplan identifies interventions that can be driven forward by the public sector and act as the catalyst required to spark further investment by the private sector. This can be achieved by focusing on key development sites and maximising the potential of public sector assets.

CONSULTATION AND PARTNERSHIP

The Lisburn City Centre Masterplan has been developed following consultation and engagement with partners and stakeholders. Indeed, future partnership working is recognised as critical to the delivery of the masterplan.

There are many key actors involved in the delivery of the Lisburn City Centre Masterplan. LCCC will take the lead. Collaboration with the Department for Communities, other Government Departments, the private sector, communities and political stakeholders is essential, to deliver the long term vision.

FUTURE PROOFING

The Delivery Strategy focuses on achieving the long term vision whilst identifying clearly the key actions required to progress all projects. This will require a proactive approach with support from across the wider public, private, political and community sectors. Engagement with the private sector will be critical to encourage a comprehensive approach to development, raising awareness of the long term vision and the opportunities that this presents.

FORWARD PLANNING

LCCC are currently preparing the LDP for the area. This is a major opportunity to provide a statutory basis for the regeneration of Lisburn city centre. The masterplan is an important evidence based document which will inform the LDP and help inform the determination of planning applications for the area. Work will continue to ensure that the Lisburn City Centre Masterplan is reflected and supported by the LDP. Alongside this, work is commencing on the Belfast Metropolitan Transport Strategy which is critical to ensure integrated transport and land use planning.

FUNDING

The masterplan proposals are likely to be funded from a range of sources over time through a combination of public and private services. These will range from small to large capital funding to in kind and voluntary contributions.

The masterplan is designed to be flexible and responsive to opportunities over time that help achieve the core regeneration objectives. It is anticipated that all projects will be supported by an initial feasibility study and outline business case.

It is recognised that the Department for Communities could play a key role regarding these aspects bringing specialist technical knowledge and expertise to assist the process.

Consideration of funding should extend to that required to provide additional LCCC staff to ensure sufficient resources are available to successfully deliver projects

MONITORING AND REVIEW

The success of the masterplan should be closely monitored to capture whether projects are being successfully delivered, and to measure their impact on the health of the city centre. This could be presented in a dashboard format which identifies key performance indicators such as footfall, retail vacancy, car park and public transport usage, rents and overnight tourist visitors.

Monitoring should be reported on a quarterly basis to ensure that decision making by LCCC is based on up to date information. This should be used to consider which projects to prioritise, what resources are required to deliver projects, and whether the strategies and range of projects within the masterplan require review.

An annual 'City Centre Summit' would provide an opportunity to engage with key stakeholders and the wider community, to report progress, showcase Lisburn's successes, build local consensus, and gain feedback on the direction of travel.

MANAGEMENT AND MAINTENANCE

The city centre management team are an integrated part of LCCC and programme a range of events throughout the year.

This reinforces the need for proactive city centre management and the need for budget allocations to support this. LCCC will consider how to assess the impact of the events programme on the city centre environment over the next two to three years. This will help create a business case for additional funding and demonstrate their value to potential investors and developers who can benefit from the programme.

Maintenance considerations should be built into the design process from the start and materials selected for their robustness, life cycle costs, ease of cleaning as well as appearance.

Going forward it will be necessary to ensure that maintenance budget allocations are set at levels that are commensurate with the needs of the improving city centre environment. Upholding maintenance regimes and efficiently repairing damaged paving or street furniture will help to maintain the overall identity and image of the city centre.

A complex city centre environment requires a multidisciplinary and often multi-stakeholder approach to its development, management

and maintenance. The Council can be a leader in this regard and will continue to work in partnership with local businesses and Government Departments to ensure successful implementation of projects. A delivery team with an action orientated agenda and programme of work will help.

RISKS

It is proposed to reduce project delivery risks by:

- Prioritising project activity and focusing available resources;
- Allocating a project manager to each project who will report to a programme board and members for decision making and strategic direction;
- Ensuring that all projects have been through a process of scoping and feasibility to identify realisable benefits, costs, staff resources necessary to deliver the project, approvals required from stakeholders and statutory consultees and an outline programme;
- Where necessary key projects have a robust strategic outline business case;
- Building in post implementation evaluation and monitoring to ensure lessons learned are fed back into the project cycle.

ACTION PLAN

The Action Plan should be read as part of the Lisburn City Centre Masterplan (2019), and provides additional detail of potential next steps in delivering the objectives of the masterplan.

Potential projects are listed in the framework according to the four categories set out in the masterplan:

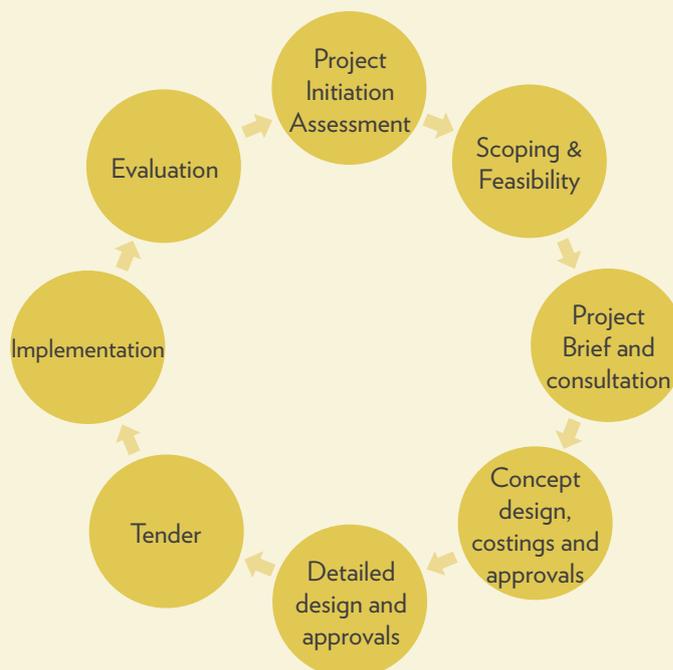
- 1 Development Opportunities
- 2 Movement and Access
- 3 Public Realm Improvements
- 4 Events and Animation

The extensive number of projects identified will need to be taken forward on a phased basis over time as resources, funding opportunities and prevailing market conditions permit.

The 2019 masterplan is focused on action over the next three years. A priority group of projects spanning all four categories has been identified for scoping and feasibility, design, planning and implementation.

Each project should be subject to initial scoping and feasibility studies, which will influence the nature and scale of a project and whether or not it will be taken forward.

A flexible approach is advocated so the programme can adapt and respond to changing circumstances and new opportunities, such as new developer or investor interest, or an emerging source of funding.



Illustrative project cycle

PROJECTS FRAMEWORK: Development Opportunities

REF	PROJECT TITLE	DESCRIPTION	DELIVERY STAGES
D1	Bow Street Mall enhancement/ redevelopment	Refurbishment and reorientation of mall uses towards commercial leisure.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment Potential comprehensive masterplan
D2	Antrim Street Surface Car park redevelopment	Infill development of existing surface car park, potentially to extend or complement Bow Street Mall offer.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment
D3	Housing Office Site redevelopment	Small scale re-use or infill development.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment
D4	Benson Street Car Park redevelopment	Residential development site, potentially including elderly care or special needs housing.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment
D5	Jordan's Mills mixed-use development	Redevelopment of back-land and surface car park sites for residential, office and potential other uses.	<ul style="list-style-type: none"> Land owner dialogue Project Initiation Assessment Scoping & Feasibility assessment Development brief or masterplan
D6	Graham Gardens (various) mixed-use development	Small scale development of various vacant sites.	<ul style="list-style-type: none"> Land owner dialogue Project Initiation Assessment Scoping & Feasibility assessment Development brief or masterplan
D7	Land to the rear of Bachelors' Walk development	Comprehensive redevelopment of back-land plots for residential and office uses.	<ul style="list-style-type: none"> Land owner dialogue Project Initiation Assessment Scoping & Feasibility assessment
D8	Courthouse	Potential relocation of the courthouse and redevelopment for mixed-uses.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment
D9	Irish Linen Centre cafe/bar/restaurant	Potential creation of a commercial outlet on the ground floor with outdoor seating in Market Square.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment Identify funding mechanism and potential operators
D10	SERC expansion (Castle House and vacant site)	Refurbishment and reuse of historic building for college uses, and expansion of college into adjacent vacant site.	<ul style="list-style-type: none"> Land owner dialogue Project Initiation Assessment Scoping & Feasibility assessment
D11	Castle Street proposed hotel (former surface car park)	Redevelopment of vacant site for 80 bedroom hotel and associated uses.	<ul style="list-style-type: none"> Developer dialogue

PRIORITY	TIMESCALE	PARTNERS	COMMENTS
H	S/M/L	Owners/ Potential developers	<ul style="list-style-type: none"> Potential longer term comprehensive redevelopment of the site to create a new mixed-use urban quarter with housing, retail and food and drink uses.
M	M	Private Landowners	<ul style="list-style-type: none"> Development should create new entrance to mall. Potential for longer term comprehensive redevelopment as part of Bow Street Mall site (see D1) Subject to car parking strategy.
L	S/M		<ul style="list-style-type: none"> Subject to relocation of Housing Office. Dialogue with owners currently under way. Potential for longer term comprehensive redevelopment as part of Bow Street Mall site (see D1)
L	S/M	Potential developers	<ul style="list-style-type: none"> Subject to car parking strategy.
M	M	Private land owners	<ul style="list-style-type: none"> Potential to integrate with Graham Gardens MSCP to improve pedestrian routes to town centre. Potential to create comprehensive approach to development with site D5. Land assembly issues may delay scheme.
L	M	Private land owners	<ul style="list-style-type: none"> Potential to integrate with Graham Gardens MSCP to improve pedestrian routes to town centre. Potential to create comprehensive approach to development with site D5.
M	L	Private land owners	<ul style="list-style-type: none"> Opportunity for higher density residential development. Multiple sites in various uses.
H	L	Department of Justice	<ul style="list-style-type: none"> Subject to site becoming available
M	S	Site operators	<ul style="list-style-type: none"> Opportunity to activate Market, boost quality of evening economy offer and create stronger outward-facing image for Irish Linen Centre. Potential to procure local operators to create distinctive and unique venue.
H/M	M/L	SERC	<ul style="list-style-type: none"> Building is Grade II listed, refurbishment and new buildings must be sympathetic to historic character and setting. Potential main entrance for college, including reinstating Castle House forecourt.
H	S/M	Private developer	<ul style="list-style-type: none"> Development proposals emerging. High quality development with active ground floor uses and public facing facilities such as a restaurant desirable.

PROJECTS FRAMEWORK: Development Opportunities (cont'd)

REF	PROJECT TITLE	DESCRIPTION	DELIVERY STAGES
D12	Castle Street/ Queens Road sites	Exploring the long term redevelopment potential for other sites around Castle Street subject to consultation with local stakeholders.	<ul style="list-style-type: none"> Public/stakeholder consultation Project Initiation Assessment Scoping & Feasibility assessment
D13	Castle Street townscape enhancement (Various)	Refurbishment and reuse of dilapidated historic buildings, potential redevelopment of gap sites.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment Building owner dialogue Identify funding mechanisms
D14	Laganbank Road surface car park development	Large scale residential or mixed-use development.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment Development Brief or Site Masterplan
D15	Royal Mail Sorting Office redevelopment	Large scale residential or mixed-use development replacing existing building.	<ul style="list-style-type: none"> Dialogue with occupiers/identify potential new site Project Initiation Assessment Scoping & Feasibility assessment Development Brief or Site Masterplan
D16	Business Incubator (Lisburn Health Centre site)	Adaptive reuse of all or part of building as flexible workspace for small businesses and co-working, with associated supporting facilities. Potential longer term redevelopment of site for mixed-use development.	<ul style="list-style-type: none"> Dialogue with occupiers/identify potential new site Project Initiation Assessment Scoping & Feasibility assessment
D17	Bridge Street townscape enhancement	Refurbishment and reuse of dilapidated historic buildings.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment Building owner dialogue Identify funding mechanisms
D18	Sloan Street development	Residential development to include riverside walkway and new bridge to north bank of river.	<ul style="list-style-type: none"> Landowner dialogue
D19	Barrack Street development	Small scale residential or office development.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment
D20	Market Place East redevelopment	Large scale, high density residential and mixed-use development replacing existing car sales showrooms/forecourts.	<ul style="list-style-type: none"> Land owner dialogue Project Initiation Assessment Scoping & Feasibility assessment Development Brief or Site Masterplan
D21	Manor Drive development	Residential development and open space, incorporating pedestrian link to Governors Road.	<ul style="list-style-type: none"> Land owner dialogue Project Initiation Assessment Scoping & Feasibility assessment

PRIORITY	TIMESCALE	PARTNERS	COMMENTS
M	L	DfC	<ul style="list-style-type: none"> Short term improvements could include new entrance and better access from street. Long term potential redevelopment subject to stakeholder consultation.
M	S/M	Private owners	<ul style="list-style-type: none"> Potential use of THI or similar mechanism to part fund refurbishment of private buildings and bring vacant space back into use. Commercial ground floor uses with residential above.
H	S/M	DfI	<ul style="list-style-type: none"> Opportunity for large scale, landmark building on key gateway corner. New frontage onto Linenhall Street and sympathetic response to Laganbank Road. Potential for Development Brief to follow existing Laganbank Quarter Development Scheme.
M	M/L	Post Office/ Potential developers	<ul style="list-style-type: none"> Opportunity for active street frontage on Linenhall Street. Potential for Development Brief to follow existing Laganbank Quarter Development Scheme. Subject to relocation of Post Office use.
H	S/M	Health Trust SERC	<ul style="list-style-type: none"> Character to be defined by temporary and low-cost architectural interventions and artwork such as murals to transform character and identity of building. Facilities could include cafe, exhibition space, meeting rooms/auditorium, etc. Partnership with SERC to deliver key elements and support graduates. Subject to relocation of Health Centre use.
M	S/M	Private owners	<ul style="list-style-type: none"> Commercial ground floor uses with residential above.
H	S	Sloan Street Presbyterian Church/DfC	<ul style="list-style-type: none"> Relationship with river frontage, Sloan street and Union Bridge important. New bridge link to be funded by DfC.
M	L	LCCC/Private investors	<ul style="list-style-type: none"> Three storey town houses or apartments appropriate. Car park currently in LCCC ownership.
M	L	Private landowners	<ul style="list-style-type: none"> Key frontage onto Market Place. Potential to incorporate new open spaces for residents. Land assembly may be complex. Ford dealership currently on the market but only covers part of the area.
M	M	Private investors	<ul style="list-style-type: none"> Site could incorporate adjacent vacant/derelict houses Large trees on parts of site should be retained subject to surveys.

PROJECTS FRAMEWORK: Movement and Access

REF	PROJECT TITLE	DESCRIPTION	DELIVERY STAGES
MA1	Walking and Cycling Environmental Improvements	A series of small scale interventions to make walking and cycling safer and more comfortable, including footpath widening, enhanced road crossings and new routes to improve permeability.	<ul style="list-style-type: none"> • Project Initiation Assessment • Audit of existing environment • Scoping & Feasibility assessment
MA2	Cycle Network enhancement and expansion	Creation of traffic-free, designated routes within and beyond the city centre, and enhancement of infrastructure including cycle parking.	<ul style="list-style-type: none"> • Project Initiation Assessment • Audit of existing routes • Scoping & Feasibility assessment
MA3	Breaking the concrete collar	Assessment of potential to down grade sections of existing A1/A3 road to provide safer pedestrian and cycling movement and crossing.	<ul style="list-style-type: none"> • Project Initiation Assessment • Audit of existing conditions • Scoping & Feasibility assessment
MA4	20mph city centre	Introduction of lower speed limit on identified city centre streets, potentially to include physical traffic calming.	<ul style="list-style-type: none"> • Project Initiation Assessment • Audit of existing traffic speed • Scoping & Feasibility assessment
MA5	Lagan Valley Regional Park	Enhancement of towpath and park as recreational and commuter walking and cycling route linking Lisburn with Belfast (National Cycle Network route 9).	<ul style="list-style-type: none"> • Project Initiation Assessment • Scoping & Feasibility assessment
MA6	Updating pedestrian and cycling wayfinding system	Provision of new wayfinding infrastructure with updated information, refreshed appearance and covering larger area.	<ul style="list-style-type: none"> • Project Initiation Assessment • Scoping & Feasibility assessment
MA7	Advance directional signing	Improvement of Brown and White highway tourist signing and advance car park direction signing. Potential to include consideration of digital signing.	<ul style="list-style-type: none"> • Project Initiation Assessment • Scoping & Feasibility assessment
MA8	Improving Gateways	Integration of public art, lighting, landscape and other features to create distinctive entrance points to the city centre.	<ul style="list-style-type: none"> • Project Initiation Assessment • Scoping & Feasibility assessment • Identify potential locations

PRIORITY	TIMESCALE	PARTNERS	COMMENTS
M	S/M	Dfl/DfC	<ul style="list-style-type: none"> Potential to integrate with projects MA2, MA3 and MA4. Initial intervention to include Manor Drive to Leisure Park link. Consideration to rebalancing space given to motorised traffic on city centre roads. Includes consideration of opportunities to rationalise on-street parking and reallocated space for pedestrians, EV charging points and landscape, 'charging park-let' concept.
M	S/M	Dfl/DfC Sustrans	<ul style="list-style-type: none"> Key element will be delivery of community greenways set out in BMAP, as well as potential additional routes connecting residential areas to city centre. Railway station key location for enhance cycle parking. To be considered in conjunction with MA1 above.
H	S/M	Dfl	<ul style="list-style-type: none"> Substantial study required to establish feasibility of large scale highway reconfiguration. Potential range of scales of intervention, including short term/small scale interventions to improve pedestrian crossing, de-clutter signage, etc. To be considered in conjunction with MA1 above.
M	S	Dfl/DfC	<ul style="list-style-type: none"> Initial project could be delivered with traffic orders and signage, with no significant infrastructure reconfiguration. Publicity and education a key part of achieving driver behavioural change. To be considered in conjunction with MA1 above.
H	S/M	Dfl/DfC Next Bike	<ul style="list-style-type: none"> Potential for food and drink outlets along route. Potential for cycle hire, including extension of Belfast Next Bike scheme along river corridor. Potential to extend route further to countryside west of Lisburn to create longer distance route. Connections and signage from towpath to city centre essential to capturing potential economic benefits to city.
H	S/M	Dfl	<ul style="list-style-type: none"> Consider interface with NCN/Lagan Towpath and greenways to encourage walking and cycling. Marketing of tourist/cultural destinations to promote increased dwell time for visitors in the city centre.
H/M	M	Dfl DfC	<ul style="list-style-type: none"> Opportunity to brand Lisburn, cultural attractions and events Increased efficiency of car trips. Potential to direct visitors to available car parking spaces relevant to destination/potential to improve efficiency of car parks and reduce congestion impact of circling for spaces.
L/M	M	Dfl	<ul style="list-style-type: none"> Potential to form part of wider public art and wayfinding strategies. Use of lighting at key gateways potential to contribute to evening economy and experience.

PROJECTS FRAMEWORK: Public Realm Enhancement

REF	PROJECT TITLE	DESCRIPTION	DELIVERY STAGES
PR1	Smithfield Square	Streetscape enhancement to create multi-use events and market space whilst retaining car park use most of the time.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment Engagement and consultation with key stakeholders
PR2	Station Square enhancements	Rationalisation of surface parking to create a new public space to include paving, street furniture, planting and lighting.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment Engagement and consultation with key stakeholders
PR3	Wallace Park 'events paddock'	Drainage, surface reinforcement, power and water connections, sockets for temporary lighting to support use for events.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment Engagement and consultation with key stakeholders
PR4	Riverside Park	Improved parkland landscape, play facilities, park cafe, access from surrounding streets and enhancements to towpath.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment Engagement and consultation with key stakeholders
PR5	Greening Lisburn	A series of small scale interventions to enhance landscape, biodiversity and sustainability, including green roofs/walls, street trees, parklets, urban bee hives and micro-generation.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment Dialogue with potential partners
PR6	Linenhall Street (including lane between Library and Health Centre)	Footway widening and resurfacing, new street furniture and lighting, rationalisation of on-street car parking, street tree planting.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment Engagement and consultation with key stakeholders
PR7	Market Place, Hillsborough Road	Improving the quality of the walking route between Bow Street Mall, Lisburn Square, Lisburn Bus Station and Lagan Valley Hospital. Footway widening and resurfacing, new street furniture and lighting.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment Engagement and consultation with key stakeholders
PR8	McKeown Street to include lane connection to Bow Street	Footway widening and resurfacing, improved lighting and street furniture, street planting.	<ul style="list-style-type: none"> Project Initiation Assessment Scoping & Feasibility assessment Engagement and consultation with key stakeholders

PRIORITY	TIMESCALE	PARTNERS	COMMENTS
H	S	DfI Lisburn Square Adjacent businesses Market traders	<ul style="list-style-type: none"> Co-design process with local businesses and market traders essential to success. Scheme to include new surfacing, street furniture, lighting, landscaping, public art and infrastructure to support events/markets. Potential to include broader intervention to Smithfield Street and Market Street to widen and resurface footways.
L	M/L	Translink	<ul style="list-style-type: none"> Public space to reflect the 'Lisburn Welcome' enabling visitors to orientate themselves and plan an onward journey on foot, by bike or public transport. To include integrated pick and set down area and taxi rank provision.
L/M	M/L	DfC	<ul style="list-style-type: none"> Project brief to be linked to scoping of potential events.
M/H	S/M	Lagan Valley Regional Park (LVRP)	<ul style="list-style-type: none"> Park spec identified as LVRP node.
H	S/L/M	DfC	<p>Target buildings:</p> <ul style="list-style-type: none"> Former Health Centre Graham Gardens multi-storey car park Lisburn Library SERC, Castle Street
H	S/M	DfI Adjacent land and business owners	<ul style="list-style-type: none"> Linked to completion of PR1 above and development of sites D13, D14 and D15 on Linenhall Street.
M/H	S/M	DfI Frontage occupiers	<ul style="list-style-type: none"> Improvement of pedestrian and cycle crossings at junction of Laganbank Road and Hillsborough Road subject to related study of outer circuit.
M	M	Private land owners	<ul style="list-style-type: none"> To form part of integrated feasibility and concept design study.

PROJECTS FRAMEWORK: Events and Animation

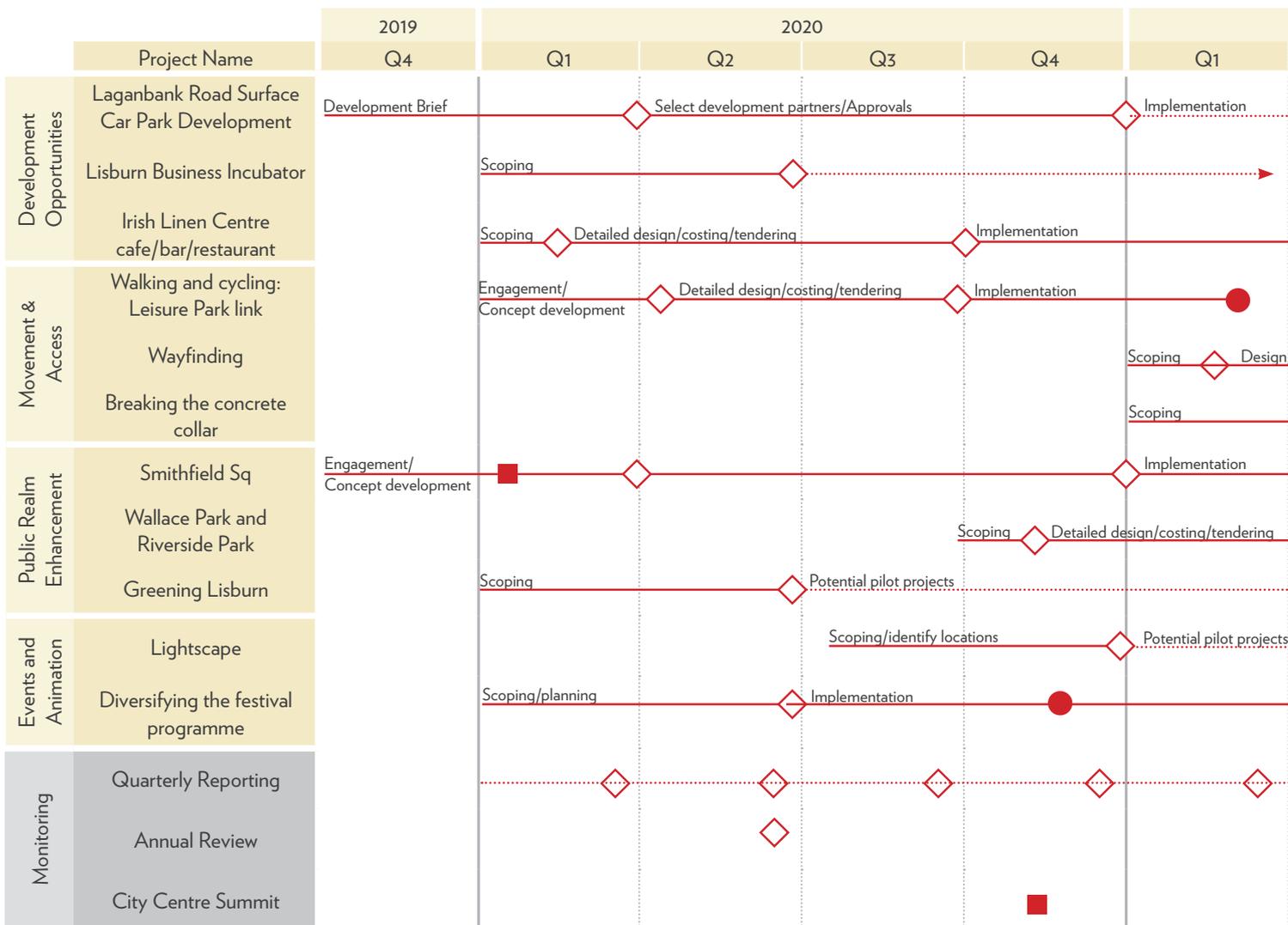
REF	PROJECT TITLE	DESCRIPTION	DELIVERY STAGES
E1	Lisburn Lightscape	Feature and creative lighting of building landmarks to include use of colour, project of images (static and moving).	<ul style="list-style-type: none"> • Project Initiation Assessment • Scoping & Feasibility assessment • Identify potential locations/partners
E2	Lisburn Doors Open Day	Opening of private buildings to the public to offer experience of interesting and historic spaces which are not usually accessible.	<ul style="list-style-type: none"> • Project Initiation Assessment • Scoping & Feasibility assessment • Identify potential locations/partners
E3	Diversifying the Festival Programme	Creation of concept proposals for hosting a wider range of large scale events in key public spaces and parks.	<ul style="list-style-type: none"> • Project Initiation Assessment • Scoping & Feasibility assessment • Identify potential locations/partners
E4	Extended Market Events Offer	An expansion of the existing Tuesday market to include a wider range of stalls, complementary entertainment, and potential for specialist markets throughout the year, potentially including night markets.	<ul style="list-style-type: none"> • Project Initiation Assessment • Scoping & Feasibility assessment • Engagement and consultation with key stakeholders

PRIORITY	TIMESCALE	PARTNERS	COMMENTS
H	S		<ul style="list-style-type: none"> Target first full event winter 2020/21. Potential small scale trial 2019/20. Potential for some feature lighting to be adopted on a permanent basis to create a more welcoming and inviting night-time appearance.
M	M		<ul style="list-style-type: none"> Target March 2021 10 to 15 buildings. Subject to resources to develop and deliver.
M	M		<ul style="list-style-type: none"> Target first new events summer 2020. Potential events could include 'music in the park', 'kite and outdoor activity festival', 'classic car and tractor showcase' and 'riverside festival'. Duration 1 day or over a few days/week. Subject to resources to develop and deliver.
H	M	Market organisers/ Local food producers	<ul style="list-style-type: none"> Events designed to enhance user experience and appeal to a wider audience than existing markets whilst retaining traditional stallholders and customers. To be considered in conjunction with Smithfield Square proposal (ref PR1). Subject to resources to develop and deliver.

INDICATIVE PROGRAMME

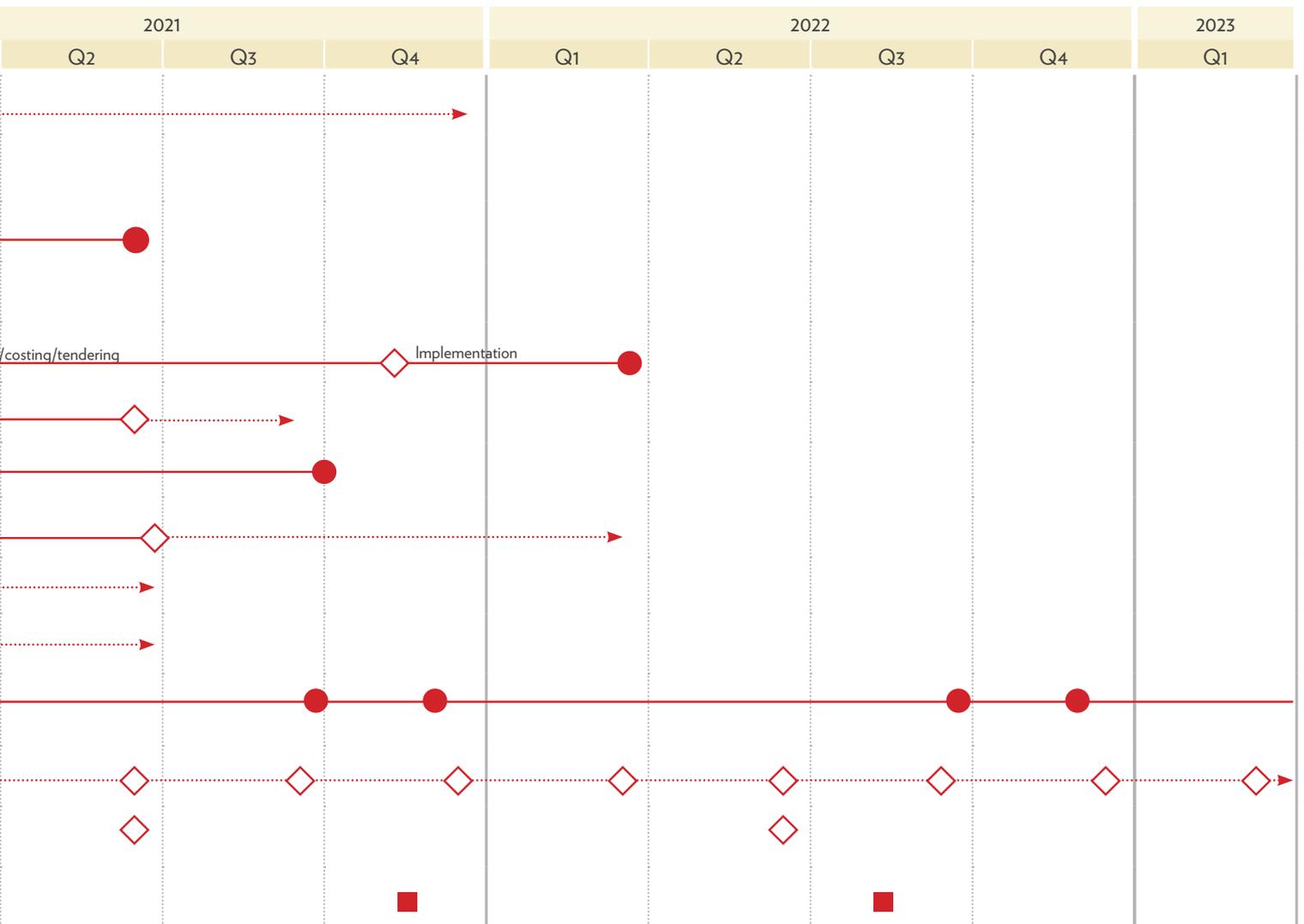
An indicative three year programme has been set out for a potential range of priority projects across the four project categories, as well as potential monitoring processes.

The programme will be reviewed and updated subject to the details, priorities and initial stages of each project.



KEY

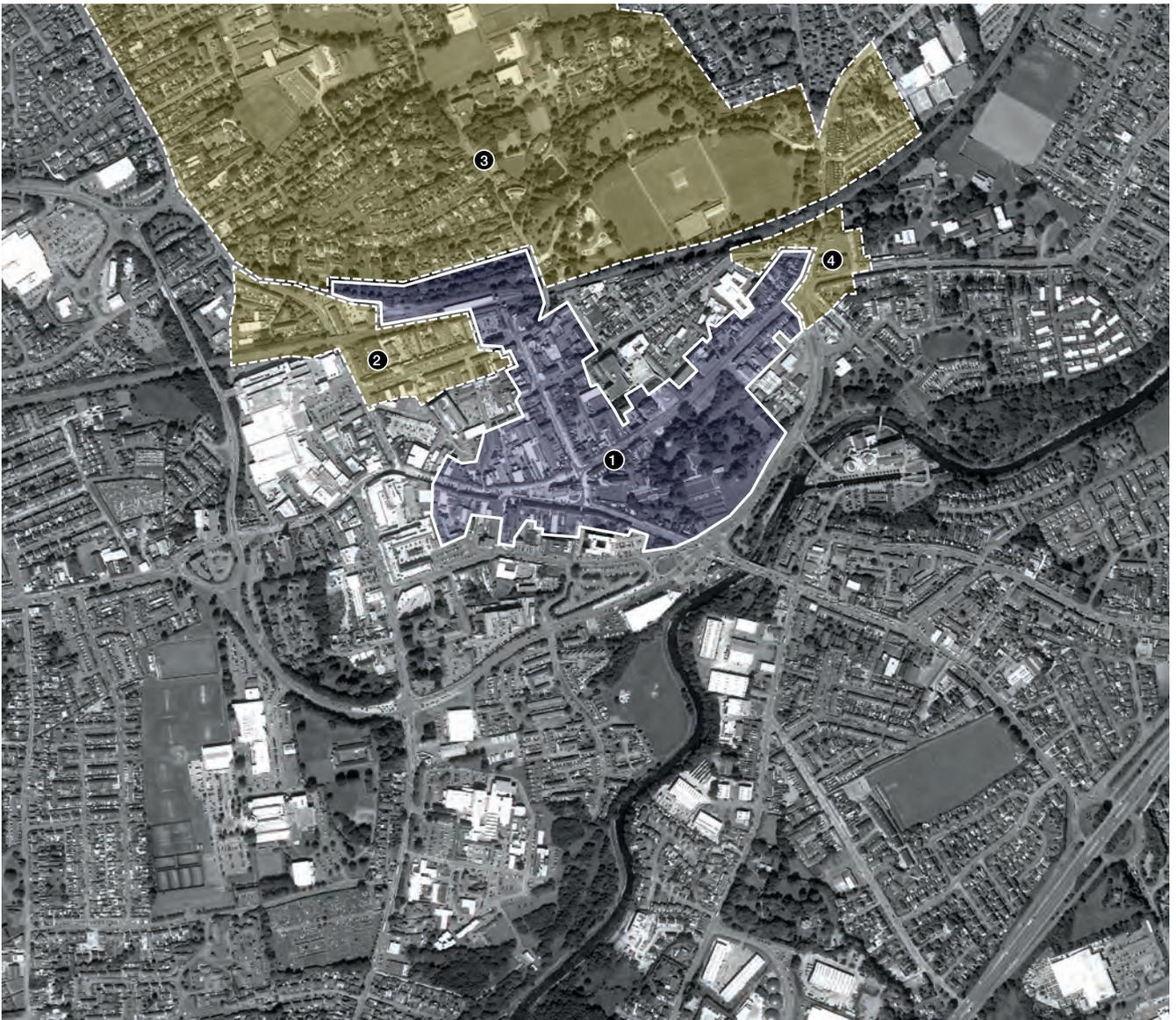
- ◇ Reporting
- Engagement
- Outcomes



APPENDICES

- A - Conservation Area Extent
- B - Historic Parks, Gardens and Demesne
- C - Areas of Archaeological Potential
- D - Primary Retail Core and Frontages
- E - Landscape Designations

A - CONSERVATION DESIGNATIONS



Reference: Belfast Metropolitan Area Plan (2015)

KEY

- Conservation Area (Designated 1992)
- Area of townscape character

- 1 Existing conservation area
- 2 Bachelors Walk
- 3 Wallace Park
- 4 Seymour Street



B - HISTORIC PARKS, GARDENS AND DEMESNE



Reference: Belfast Metropolitan Area Plan (2015)

KEY

Historic Parks, Gardens and Demesne

- 1 Wallace Park
- 2 Castle Gardens
- 3 LC 47 Local Landscape Policy Area



C - AREAS OF ARCHAEOLOGICAL POTENTIAL



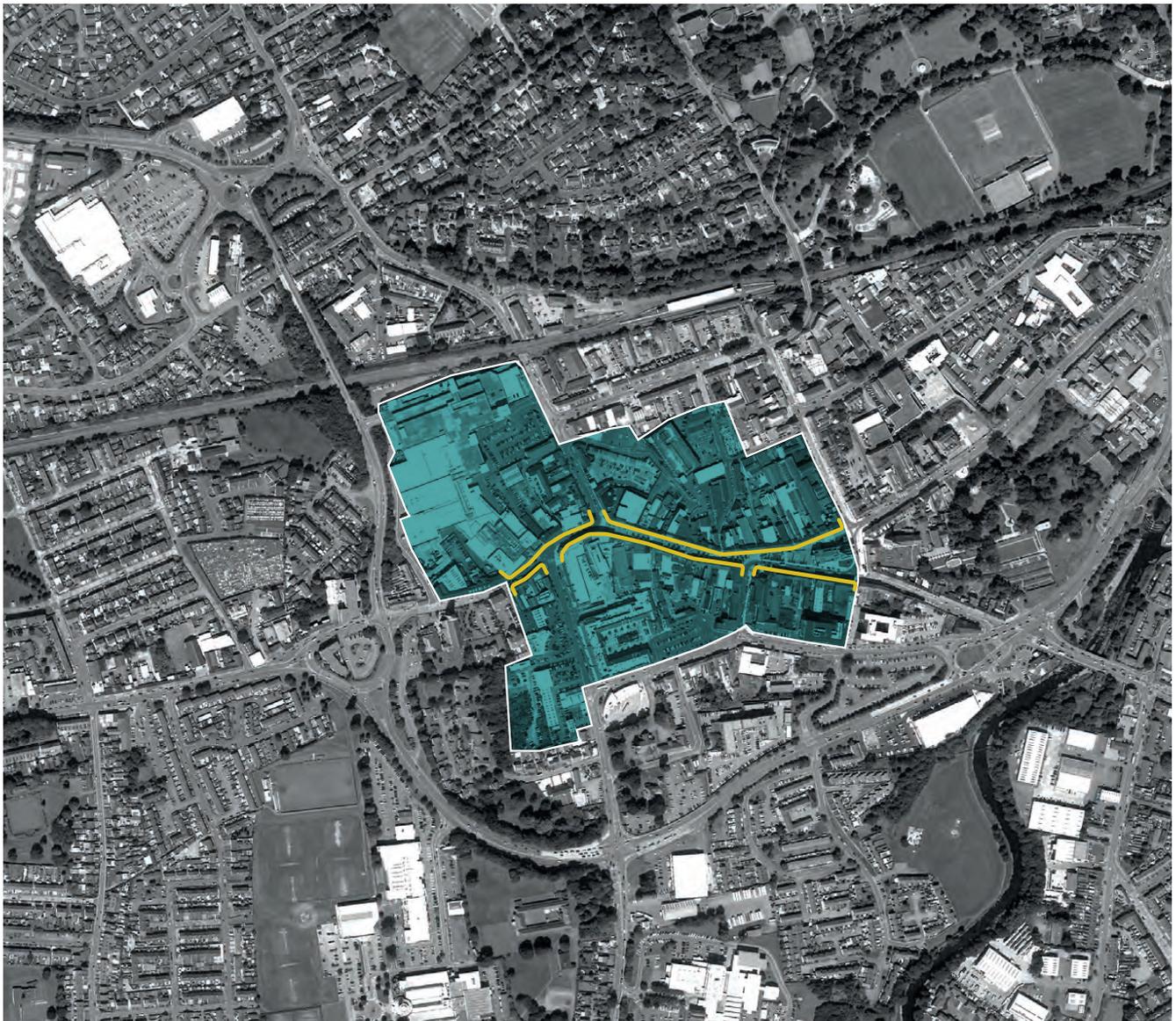
Reference: Belfast Metropolitan Area Plan (2015)

KEY

■ Area of archaeological potential



D - PRIMARY RETAIL CORE AND FRONTAGES



Reference: Belfast Metropolitan Area Plan (2015)

KEY

- Primary retail core
- Primary retail frontage



E - LANDSCAPE DESIGNATIONS



Reference: Belfast Metropolitan Area Plan (2015)

Key

- Local landscape policy area
- Lagan Valley Regional Park node
- Areas of existing open space
- Lagan Valley Regional Park
- Community greenway



FOR FURTHER INFORMATION

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