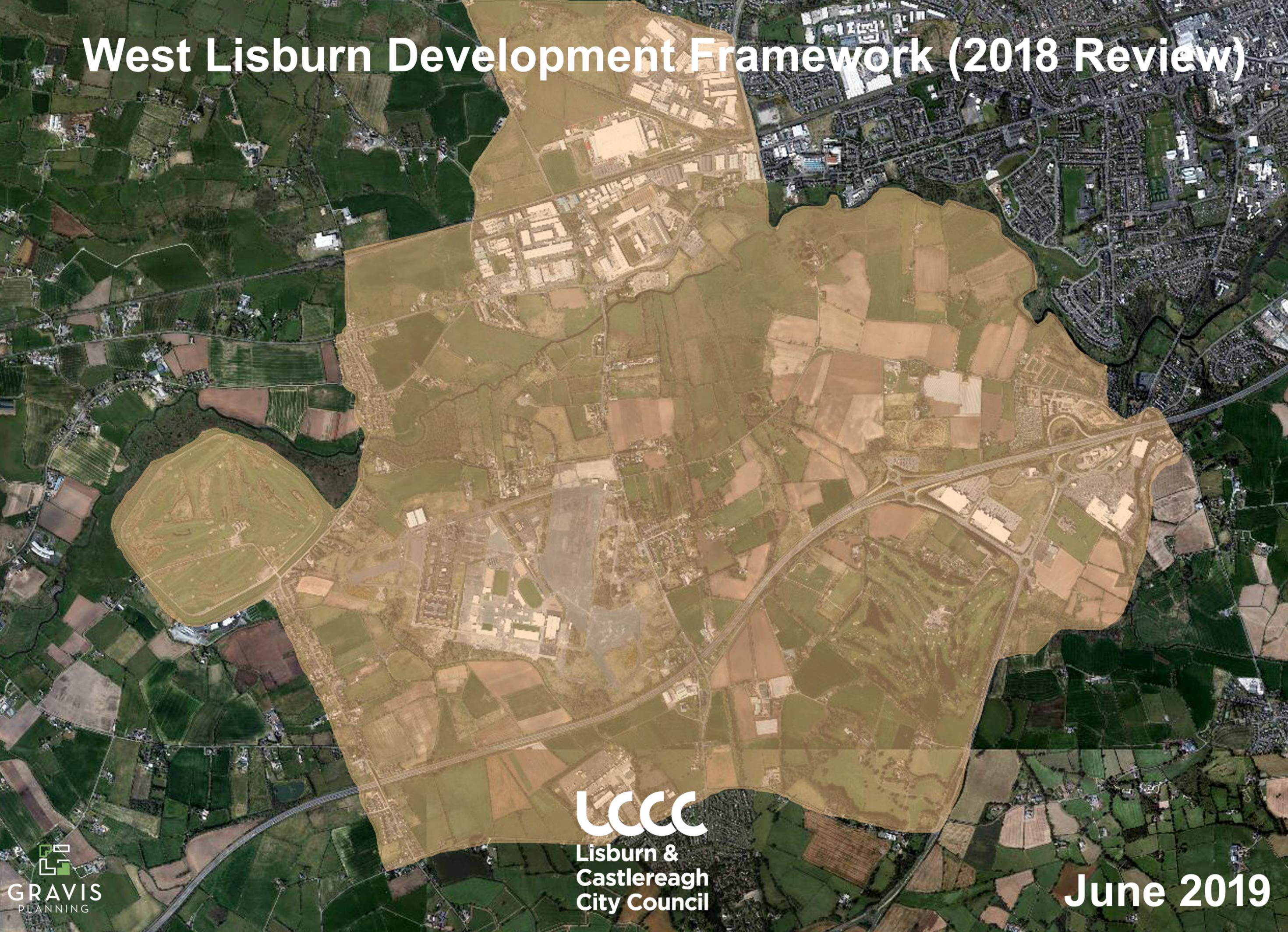


West Lisburn Development Framework (2018 Review)



LCCC
Lisburn &
Castlereagh
City Council

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1.0 BACKGROUND

1.1 BACKGROUND

Lisburn City Council’s ‘Physical Development Strategies’ adopted in 1996 and 2002 both promoted the expansion and development of the Lisburn urban area to the South and West. The 2002 Physical Development Strategy underpinned the Council’s position throughout the Belfast Metropolitan Area Plan (BMAP) process, referring to the important strategic location of West Lisburn and highlighting the need for major infrastructure requirements such as the M1/Knockmore Link Road and the West Lisburn Rail Halt/Park and Ride facility.

The West Lisburn Development Framework (WLDF) was published in February 2015 in anticipation of the transfer of planning powers to the council as part of the Review of Public Administration process. The WLDF progressed the Council’s Physical Development Strategies and provided an overarching strategy document for West Lisburn that established a vision and strategy and provided direction for future planning and investment in the area for the next 20 years.

It is within this context that this Strategic Review has been prepared.

1.2 STATUS AND PURPOSE OF THE MASTERPLAN

This 2018 Review is a statement of Council’s intentions and aspirations for the area and is produced with the purpose of establishing a vision to inform the forthcoming Local Development Plan; as well as providing general direction and guidance to prospective investors, landowners and public bodies.

1.3 THE WLDF

The WLDF established a Vision and Objectives for the area. This vision remains unchanged:

“To realise the potential of the West Lisburn area by 2035 through setting a framework that recognises and promotes the regionally significant features contained therein and connects these features in a sustainable manner that will promote social and economic growth, provide environmental improvements and create prosperity for the entire region.”

This vision will be realised through the implementation of the following Strategic Objectives.

Objective 1 *Prioritise the development of the Knockmore Link Road as the key piece of infrastructure required to unlock the development potential of West Lisburn*

Objective 2 *Improve existing and develop new integrated multi-modal transport infrastructure into and throughout West Lisburn, including improved sustainable transport links such as provision of a’ strategic greenways’ and rail links*

Objective 3 *Promote new and expand existing employment uses in the West Lisburn area*

Objective 4 *Promote and encourage appropriate development at the Maze Long Kesh site to reflect its status as a ‘Strategic Land Reserve of Regional Importance’*

Objective 5 *Encourage the development of new residential development to support and complement economic growth in the area, whilst respecting existing settlements*

Objective 6 *Protect and enhance significant and valuable landscape areas and waterways*

Objective 7 *Protect and enhance the ‘Regional Significance’ of Sprucefield and expand its retailing role*

Objective 8 *Increase sport, recreation and leisure activity in the West Lisburn area, with a particular focus on the River Lagan corridor*

1.4 REGIONAL CONTEXT

West Lisburn occupies a unique location in Northern Ireland, at the confluence of the main north-south and east-west transport corridors. The A1 is the main transport corridor linking Northern Ireland with the Republic and in turn provides a link to ports and airports via the M1 and M2 with connections to GB and on to Europe. There are few such strategically important locations on the island of Ireland and this in itself has ensured that the lands around the A1/ M1 junction to the west of Lisburn have long been recognised as being of regional significance and the subject of major investment.

Figures 1, 2 and 3 illustrate the important strategic location of West Lisburn within the context of the island of Ireland, Northern Ireland and the greater Belfast area.

The regional importance of the subject lands are reflected in specific references in the Regional Development Strategy 2035 (RDS). Under policy SFG1, Sprucefield is recognised as a regional out-of-town shopping centre; West Lisburn/Blaris area is identified as a major employment/industrial location to facilitate regional economic growth and both Blaris and the Maze/Long Kesh site are identified as regionally important development locations for flexible commercial accommodation and business park developments (p.52).

Considering this strategically important location, any future development in the West Lisburn area will also have the potential to be of regional importance. Such development not only has implications for the immediate locality and Lisburn City Centre, but also the greater Belfast area and the region as a whole.

At a more local level, the new Council area includes the former Lisburn and Castlereagh District Councils, forming a belt to the south and east of Belfast. The West Lisburn area has the opportunity to act as a potential growth area, owing to its strategic location within the Council area. Dundonald village is located on the eastern edge of the Castlereagh urban area and is under half the size of the West Lisburn area (c. 607 ha.). It provides housing, employment opportunities, retail and leisure services for the local population.

The neighbouring Council area of Belfast is closely located to Lisburn city and is easily accessible via the motorway (M1) and also local roads that connect Lisburn city to the west of the Belfast City Council area. There will inevitably be synergies with and mutual benefits realised from the development of the West Lisburn for Belfast, with the opportunity for improved physical transport links between West Lisburn, Lisburn city and West Belfast.

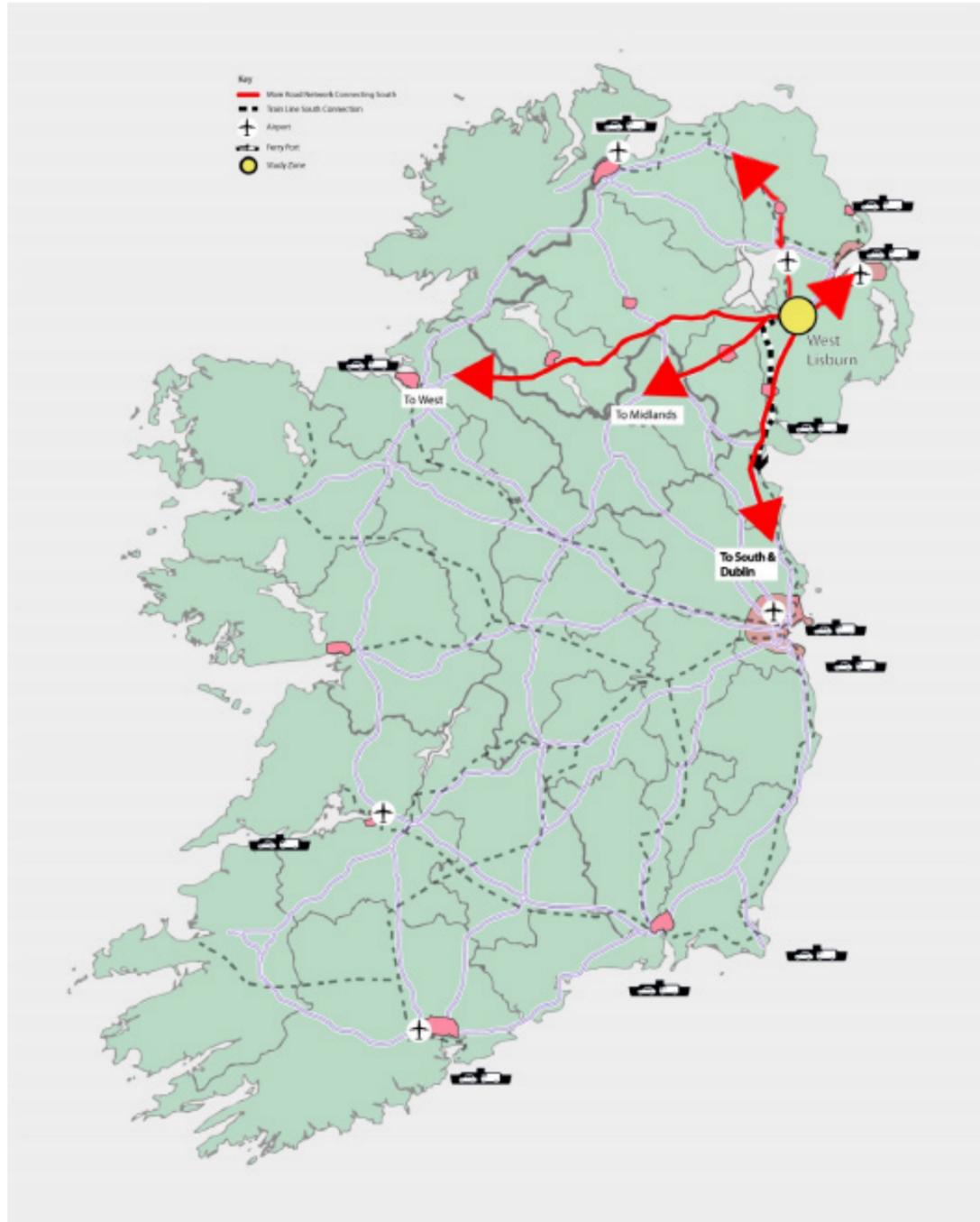


Figure 1 – Island of Ireland regional context of study area

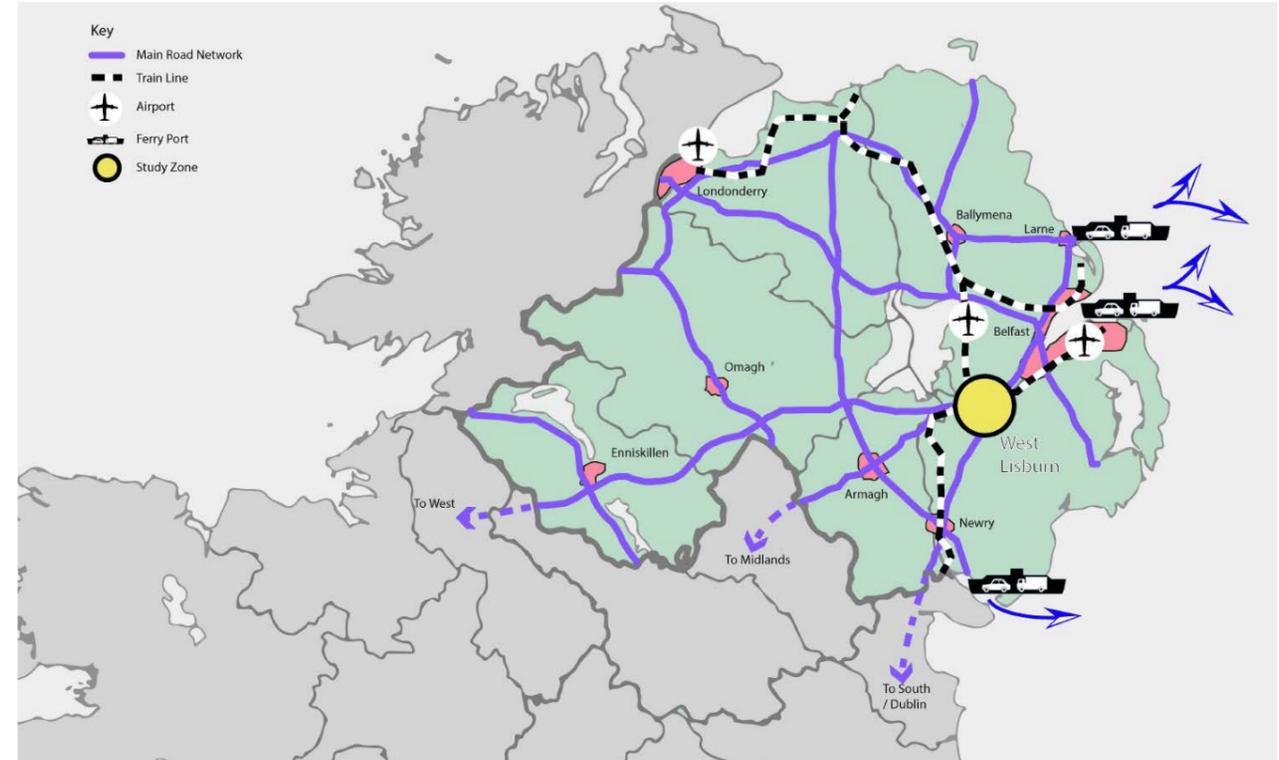


Figure 2 – Northern Ireland regional context of study area

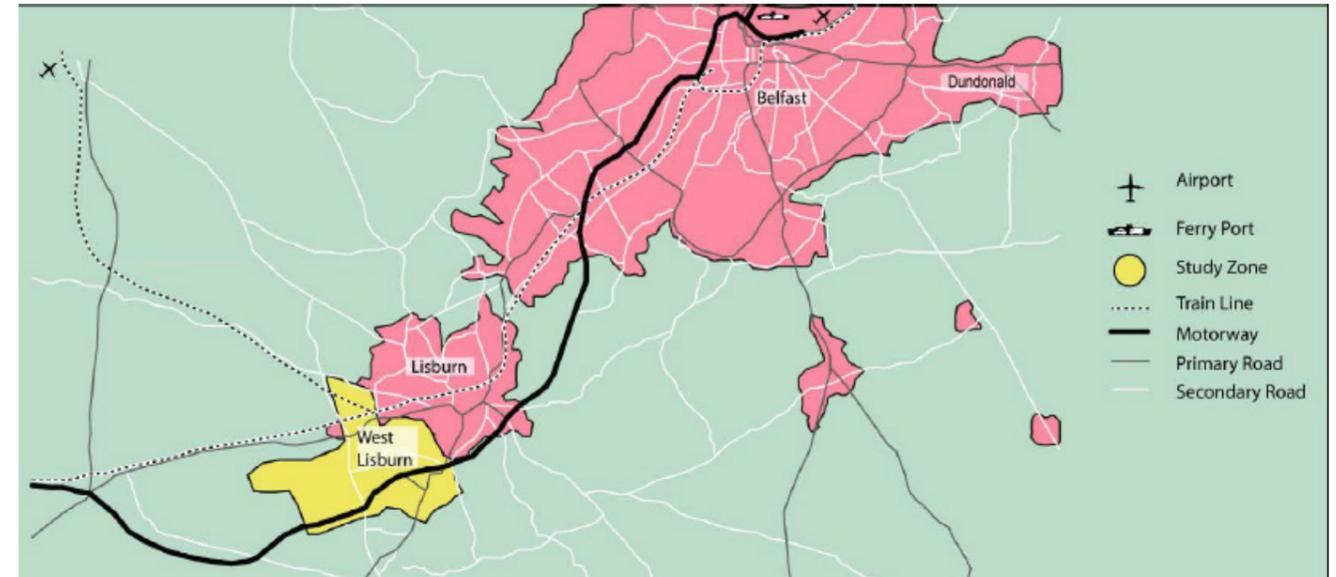


Figure 3 – Greater Belfast context

1.5 THE STUDY AREA

Figure 4 is a map showing the study area for the WLDF and this 2018 Review, covering an area which is now recognised by the Council as defining West Lisburn.

The northern boundary of the study area is defined by the Ballinderry Road to the north of the Knockmore Industrial Estate. Going in a clockwise direction the study area boundary follows the Knockmore Road south and then east along the River Lagan to Moore's Bridge and the Ravarnet River.

The development limit around Sprucefield defines the eastern side of the boundary, which then follows the line of the A1 to the junction with Harrys Road. The southern boundary runs along Harrys Road and Aghnatrisk Road to the north of Culcavy.

The villages of Kesh Bridge and Long Kesh are included along the western side of the study area, as is Down Royal Racecourse and Lurganure village up to the edge of the Moira Road. The boundary crosses the Moira Road at Lurganure Road and follows Cross Lane, Lissue Lane and Lissue Road to where it meets up again with Ballinderry Road.

The lands within the boundary include Knockmore/ Lissue, Blaris, Sprucefield, Lisburn Golf Course, part of Culcavy, Halftown, Kesh Bridge, Long Kesh, Lurganure, Maze Long Kesh (MLK) and Down Royal Racecourse covering an area of approximately 3,500 acres.

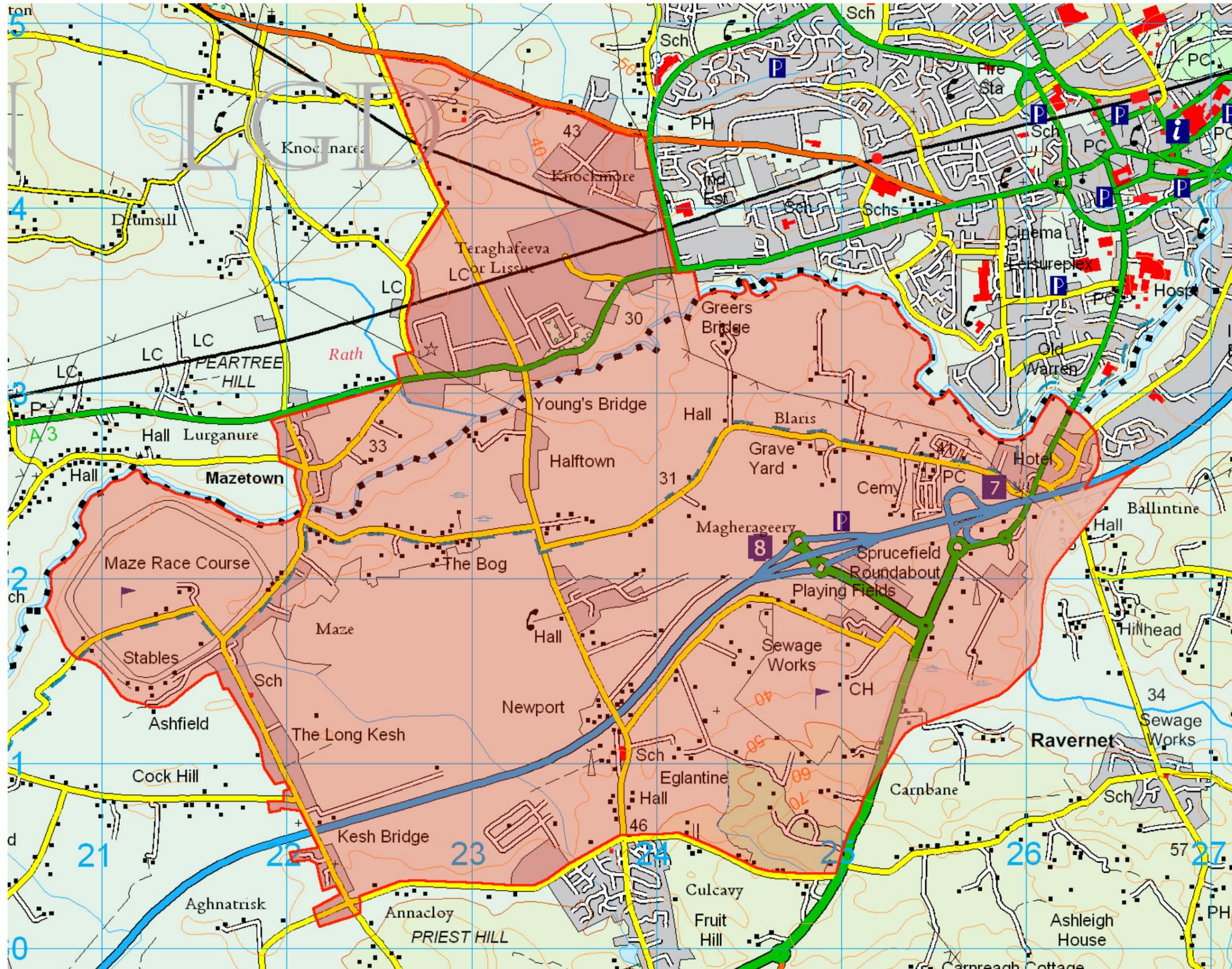


Figure 4 – Lands within the Study Area of the WLDF and 2018 Review

2.0 BASELINE ASSESSMENT

The WLDF undertook a baseline assessment for the study area and this Review has updated this baseline that involved a mix of document review, desk-top review and on-site investigation.

Document Review

A number of reports, strategies and plans have been published in relation to the lands within the study area. These documents range from statutory instruments to spatial frameworks and action plans and relate to a variety of issues including land-use, physical development, transport and economic development. Such reports have been reviewed to ascertain what previous plans have been made for the area and the outputs of each document considered in terms of being integrated or included within the WLDF. The documents reviewed include:

- Northern Ireland Programme for Government (PfG)
- Economic Development Strategy for Northern Ireland (EDSNI)
- Draft Innovation Strategy
- Investment Strategy for Northern Ireland
- Regional Development Strategy 2035 (RDS)
- Lisburn Area Plan 2001 (LAP)
- Belfast Metropolitan Area Plan 2015 (BMAP)
- Physical Development Strategy for Lisburn Borough – March 2002 (PDS)
- Economic Development Action Plan 2012-2015 (EDAP)
- Blaris Development Framework Plan 2009 (BDFP)
- Spatial Framework for Maze Long Kesh 2013 (SFMLK)
- Lisburn & Castlereagh City Council's Position Papers and Preferred Options Paper (POP)
- Strategic Planning Policy Statement for NI (2015)

Desktop Review and On-site investigation

The existing condition and key features of the subject site lands have been considered and divided into a number of 'themes':

- Housing and population
- Infrastructure
- Natural and Built Environment
- Retail
- Roads and Transport
- Socio-economic
- Sports/ Leisure and Tourism

2.1 SUMMARY OF ISSUES

Issues arising from this information gathering and baseline assessment stage of the project are set out in table 1. The table provides a summary of key issues based on document review, existing site conditions and baseline information according to each theme. These issues will then be used to provide a focus for the Masterplan.

A more detailed summary of baseline assessment findings is provided in appendix 1.

THEME	BASELINE ASSESSMENT FINDINGS	KEY ISSUES ARISING
Housing and Population	<ul style="list-style-type: none"> High rate of population growth expected in West Lisburn over next decade (based on previous decade figures). Potential to create a village centre or node in small settlements (i.e. Long Kesh). <p><u>LDP position papers</u></p> <ul style="list-style-type: none"> Projected population growth of 10% envisaged for 2015-2030. Number of households in entire Council area projected to increase from 54,868 to 62,967 over same period. <p><u>Preferred Options Paper</u></p> <ul style="list-style-type: none"> Retain existing settlement hierarchy. Focus future housing growth in Lisburn city. 	<ul style="list-style-type: none"> Significant new housing development land needed. Slight expansion of existing small settlements possible. Need to provide community focus/node within settlements (i.e. Node at Long Kesh to link community to local resources such as racecourse, golf course etc.). Approximately 344ha of zoned housing land remains available for development. Projected additional 13,300 dwelling units required over plan period. Scope for Lisburn city to grow, as top of settlement hierarchy.
Utilities and Infrastructure	<ul style="list-style-type: none"> Existing provision adequate to service current demand within study area. Planned development will improve provision. Potential need to expand infrastructure for major development proposals. 	<ul style="list-style-type: none"> Infrastructure likely to be able to accommodate future development in area.
Natural and Built Environment	<ul style="list-style-type: none"> Large portions of land within study area affected by floodplain – affecting development potential. Good quality agricultural land contained within study area. High quality landscapes along river corridor and at various locations throughout area (i.e. LLPAs). Good quality ‘buffer’ landscape to southern section of study area. Limited built form within study area but listed buildings dotted throughout area. <p><u>LDP position papers</u></p> <ul style="list-style-type: none"> Need to avoid zoning floodplain areas. <p><u>Preferred Options Paper</u></p> <ul style="list-style-type: none"> Retain approach to protect and enhance natural environment features. 	<ul style="list-style-type: none"> Need to protect river corridor. Avoidance of development on floodplains, except suitable leisure uses. Retain good quality agricultural land and buffer landscape. No significant development in floodplain areas.
Retail	<ul style="list-style-type: none"> Sprucefield should have a role and function of a Regional Shopping Centre. <p><u>LDP position papers</u></p> <ul style="list-style-type: none"> Retain Sprucefield’s status as a Regional Shopping Centre. <p><u>Preferred Options Paper</u></p> <ul style="list-style-type: none"> Retain and reinforce Sprucefield’s status as a Regional Shopping Centre. 	<ul style="list-style-type: none"> Need to promote Sprucefield and facilitate its development and growth. Scope to retain and enhance Sprucefield’s retailing role.
Employment/Industry and Socio-economic	<ul style="list-style-type: none"> Existing sectors in area include light industrial and distribution. Existing lands zoned for industrial/employment (including Blaris lands) sufficient to meet potential future demand of indigenous sectors. There is no clustering of specific sectors, other than indigenous companies. West Lisburn benefits from locational advantage, i.e. on the north-south and east-west corridors. High levels of employment within study area and good levels of education. High level of new business start-ups within study area. 	<ul style="list-style-type: none"> Need to grow indigenous sectors (i.e. Class B1 business and Class B2 light industrial uses, along with retailing). Potential to facilitate development of new sectors with links to area (i.e. agri-food, advanced engineering and creative industries). Excellent linkages to north-south and east-west corridors. Development of bespoke education facility within study area could encourage new business start-ups and new sectors to locate to West Lisburn.

	<p><u>LDP position papers</u></p> <ul style="list-style-type: none"> Zoned existing employment lands in BMAP are at full capacity, with little or no areas remaining for future development. <p><u>Preferred Options Paper</u></p> <ul style="list-style-type: none"> Maintain current provision of zoned employment land. Re-designate Blaris Major Employment Location to a mixed-use site to include residential use. Retain the designation of the Maze Lands as a Strategic Land Reserve of Regional Importance 	<ul style="list-style-type: none"> Projected 267ha of employment land will be required for the entire Council area up to 2030. Mixed-use development for Blaris lands. Special designation for Maze lands.
<p>Roads and Transport</p>	<ul style="list-style-type: none"> Existing rural roads are inadequate to service existing rural enterprises and major events within study area (i.e. race days at the Racecourse and events at MLK). Need to deliver the Knockmore Link road. Need to consider funding route, as crucial to developing area. The A1/M1 link road to be delivered (currently at options stage) but currently not in DRD Roads Service programme. Potential to have a western on/off slip from the M1 into the MLK lands. New rail-halt at Knockmore – opportunity to develop new public transport links from here into and throughout study area. Walking and cycling routes are disconnected around and through the study area. Potential to improve walking/cycling routes along river. Potential to use river corridor for navigation/transport from MLK/Racecourse to City Centre. <p><u>LDP position papers</u></p> <ul style="list-style-type: none"> Peak traffic levels on the M1 between Blacks Road and Lisburn are approaching or exceeding available road capacity. Knockmore Link road identified as a ‘non-strategic’ road scheme, as per BMAP. <p><u>Preferred Options Paper</u></p> <ul style="list-style-type: none"> Advancing the Knockmore to M1 link road. Retaining existing Park & Ride sites. Development of public greenways to facilitate walking, cycling and recreation. 	<ul style="list-style-type: none"> Need to improve existing rural road network within study area. Need to prioritise Knockmore Link as main route to facilitate new development. Potential to improve public transport links, following development of new train-halt. Potential for cohesive walking/cycling route along river corridor and throughout area. Need to progress A1/M1 bypass with DfI as part of the wider Regional Strategic Transport Network (RSTN). This should be considered through the development of the Belfast Metropolitan Transport Strategy and Local Transport Plan for the LDP. Need to prioritise Knockmore Link Road and seek delivery outside statutory agencies programming/funding. Need to consider Active Travel opportunities across the West Lisburn area.
<p>Sports, Recreation and Leisure</p>	<ul style="list-style-type: none"> River corridor currently underutilised in terms of recreation and leisure use. Lack of connectivity between sport/leisure features within study area (i.e. racecourse and river corridor). Sport/recreation facilities disjointed from local community. <p><u>LDP position papers</u></p> <ul style="list-style-type: none"> Recommendation to expand River Lagan Corridor. <p><u>Preferred Options Paper</u></p> <ul style="list-style-type: none"> Promote the implementation of the Lagan Navigation as a key tourism/recreation opportunity area. 	<ul style="list-style-type: none"> Potential to develop water sports centre, marinas and connected riverside walkways/cycleways. Closer ties between existing sports/recreation facilities and local community could result in creation of ‘community hub’. Provision of a Primary Strategic Greenway at West Lisburn incorporating opportunities for active travel. Potential to improve leisure opportunities along river corridor.

Table 1: Key Issues Arising from Baseline Assessment

3.0 THE 2018 REVIEW

This Review has been developed based on the findings of the baseline assessment and taking cognisance of the WLDF Vision and Strategic Objectives.

The Strategic Overview Plan (Figure 5) takes the form of a spatial strategy plan and identifies key opportunities and constraints, rather than providing an overly restrictive or detailed zonal plan. It is envisaged that more detail will be provide for the West Lisburn area through the LDP process.

Key elements are labelled on the Strategic Overview Plan, with narrative provided from section 3.1 onwards that details how the Masterplan aligns with the Vision and Strategic Objectives of the WLDF.

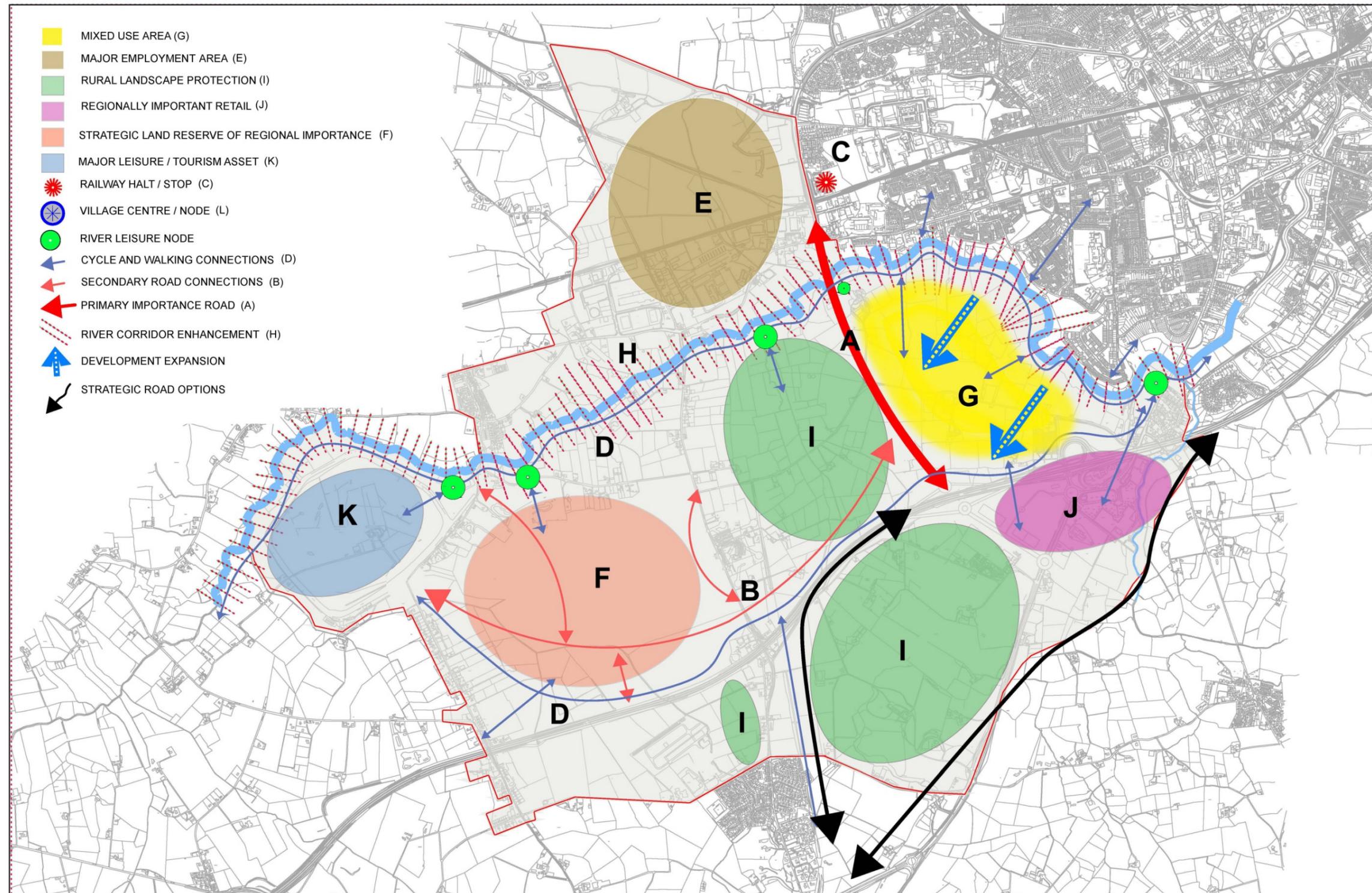


Figure 5 –Strategic Overview Plan

3.1 A – KNOCKMORE LINK ROAD

WLDF Objective 1 – Prioritise the development of the Knockmore Link Road as the key piece of infrastructure required to unlock the development potential of West Lisburn

Given the current rural environment that dominates West Lisburn, primacy must be given to developing a suitable road infrastructure network in order to realise the development potential of the area.

The Link Road is an important element of the overall Masterplan, as there is a significant link between infrastructure investment, economic growth and other public policy goals. It will also provide a more direct connection to the M1 motorway and A1 dual carriageway for those existing employment areas within and beyond the Framework area. Finally, it has the potential to provide new links into the Maze Long Kesh site.

Whilst the Knockmore Link Road is not identified as a strategic road scheme by the Department for Infrastructure; it should be considered as being of ‘strategic importance’ to the Lisburn area. It will continue to be the objective of Lisburn & Castlereagh City Council to secure funds directly from various sources, including developer contributions, to deliver this road and the connecting bridge across the River Lagan to the Moira Road.

3.2 B – LOCAL DISTRIBUTOR ROADS

WLDF Objective 2 – Improve existing and develop new integrated multi-modal transport infrastructure into and throughout West Lisburn, including improved sustainable transport links such as provision of ‘strategic greenways’ and rail links

Transport plays an important role in land use planning, and integrating transport with land use is an essential criterion for the development of the Council’s LDP and any related Strategy. The Department for Infrastructure (DfI), as the statutory transport authority, is responsible for bringing forward a Local Transport Study to accompany the LDP Plan Strategy. This forms part of the wider Belfast Metropolitan Strategy which is currently under development and takes cognisance of the wider transportation and land use interrelationships.

The local distributor roads are proposed to be taken off the Knockmore Link road and provide the main access into and service of the Blaris and Maze Long Kesh lands. There are currently two options for a local distributor road into the Maze Long Kesh lands, with the final decision to be determined by Lisburn and Castlereagh City Council in association with the Maze Long Kesh Development Corporation.

In the extant Transport Plan (BMTP), DfI identified a new motorway link between the M1 (between junctions 6 and 8) and the A1 (south of Hillsborough Roundabout). Two route corridors were considered and are shown on the Strategic Overview Plan. The first is a central route that runs to the east of the existing A1 around the rear of the Sprucefield Shopping Centre ‘landing’ to the south of the A1/Hillsborough Roundabout. The second is the Culcavy East Route that runs from the M1/A101 junction to the same location south of the A1/Hillsborough Roundabout. DfI Roads have not confirmed

the preferred route at this stage and are unlikely to do so until/unless funding is made available as part of delivery of the Regional Strategic Transport Network (RSTN).

3.3 C – POTENTIAL TRAIN HALT AND PARK & RIDE FACILITIES

WLDF Objective 2 – Improve existing and develop new integrated multi-modal transport infrastructure into and throughout West Lisburn, including improved sustainable transport links such as provision of ‘strategic greenways’ and rail links

The location of a new rail halt/station in West Lisburn will facilitate employment/industry/leisure opportunities in the area. This new halt/station will also require feeder bus connections that serve the West Lisburn area, the Maze Long Kesh site and wider area, thus creating a transport interchange between bus and rail. The Park and Ride site adjacent to the proposed West Lisburn rail halt/station will encourage travel by train.

It is envisaged that this rail halt will facilitate an operational service that could accommodate passenger trains to allow further connections north to the International Airport, Coleraine and Derry/Londonderry. The combination of a train service and bus connections would be a significant asset for major public events in the area, such as the Balmoral Show at the Maze Long Kesh site.

3.4 D – INTEGRATED SUSTAINABLE TRANSPORT ROUTES/GREENWAYS

WLDF Objective 2 – Improve existing and develop new integrated multi-modal transport infrastructure into and throughout West Lisburn, including improved sustainable transport links such as provision of ‘strategic greenways’ and rail links

Currently, the majority of pedestrian and cycle routes follow an east-west path. There is a need to provide further routes along the north-south axis that have the potential to connect key features in the study area (such as Sprucefield to the south to the relocated train halt to the north). These connections could align with the Knockmore Link road.

A series of walking/cycling infrastructure provision can be developed through a range of routes connecting into other facilities around the site, including sections on the National Cycle Network (NCN) (The NCN 9 runs through the study area (east-west) connecting Lisburn to Moira). The route of this walkway/cycleway should include a section along the riverside, which can link existing and proposed recreational facilities in the area.

A Strategic Greenway at West Lisburn has been identified in the DfI ‘Exercise, Explore, Enjoy: A Strategic Plan for Greenways’. Collaborative work is required between the Department and the Council to progress this key development. There is also potential to create a (Blue) Greenway route along the proposed route of the re-opened Lagan Navigation, which could be part of the larger route above or move in and out of it. This Blueway/Greenway has potential to link into Waterways Ireland’s overall strategy for the waterways for which they have responsibility (not just the River Lagan).

3.5 E – EXISTING EMPLOYMENT AREAS

WLDF Objective 3 – Promote new and expand existing employment uses in the West Lisburn area

The main area of existing employment is located at Knockmore/Lissue and the extant area plan identifies these lands as being retained for such employment/industrial uses. Existing sectors at Knockmore/Lissue includes general and light industrial; digital media/ICT; chemicals; advanced engineering and warehouse & distribution.

There is c.14 ha. of land remaining undeveloped in this area and the following should be noted in relation to any further expansion/development in the area:

1. Any further development in this area should focus on the remaining undeveloped land. Any expansion of employment land will occur naturally as Knockmore/Lissue grows in a westward direction (towards Lissue Road);
2. The northern and western-most lands include sensitive features (such as the listed Lissue House) and associated landscapes. Therefore, care should be taken with any development or expansion towards these sensitive features; and
3. Lissue Road provides a natural boundary for any development in this area.

It is envisaged that new employment provision in the area will be focused on the Blaris lands, as part of a mixed-use development.

3.6 F – MAZE/LONG KESH

WLDF Objective 4 – Promote and encourage appropriate development at the Maze Long Kesh site to reflect its status as a ‘Strategic Land Reserve of Regional Importance’

The Maze/Long Kesh site is approximately 138 hectares and has been previously zoned as a ‘Strategic Land Reserve of Regional Importance’. The WLDF and this Review proposes to retain and reinforce this zoning to help promote a range of regionally significant development types on the site, appropriate to its unique location and existing assets. This zoning plays a key role in the future development of the West Lisburn area.

It is noted that the Royal Ulster Agricultural Society (RUAS) has already established its new showgrounds and headquarters at Maze Long Kesh and have since expanded its offer on site. In addition, the Air Ambulance Service has established their base at the site. The Ulster Aviation Society also has its Northern Ireland headquarters within the site. As such, there is the potential to build on the economic sectors currently active on site by existing site users.

Other potential development types on site could include ancillary or supporting developments for the main economic/employment uses and/or the leisure/tourism developments. These could include specialist educational and/or Research & Development facilities. The location of such facilities on the same site as the main centres of employment means that sectoral hubs can be created at Maze Long Kesh that caters for training through to full employment and economic activity. In addition, significant

leisure and/or tourism developments could require supporting development such as restaurants, hotel etc. Such mixed-uses could service the entire Maze Long Kesh site and be sited to facilitate ease of access by all site users. There may also be the potential to grow the heritage/culture offer, through (for example) the development of a future concert or sports stadia.

3.7 G – BLARIS LANDS (MIXED-USE)

WLDF Objective 3 – Promote new and expand existing employment uses in the West Lisburn area

WLDF Objective 5 – Encourage the development of new residential development to support and complement economic growth in the area, whilst respecting existing settlements

Employment

Given the location of the Blaris lands directly adjacent to the M1 and the potential for direct connectivity to the M1 (via the Knockmore Link road); employment and suitable industrial development on the Blaris lands is considered appropriate as part of a mixed-use development.

Suitable land uses could include a range of business types; such as classes B1a, b and c (i.e. office, call centre, R&D)¹ in a high quality business park environment at key nodes along the Knockmore Link road. Such uses are capable of integrating well with residential areas. Other uses, such as light industry, general industry and storage & distribution could be also be developed on the Blaris lands but care is required in relation to the siting of such uses as they have the potential to conflict with residential amenity.

There is the potential to have high profile ‘gateway’ buildings or uses at key locations/nodes along the Knockmore Link road, where appropriate. Given that the Blaris lands also have a presence onto the M1, there is the opportunity for high profile ‘gateway’ buildings or uses along this frontage also.

Housing

Any new residential development areas will likely be directed towards the Blaris lands, which will form a natural urban extension to Lisburn city.

The Blaris Development Framework sets the context for this zoning; the vision for which was to “create a very high quality, sustainable and integrated expansion of Lisburn that will provide major benefits to the city as a whole”.

The Blaris Development Framework identified approximately 80 hectares of land to the north of Blaris Road as being suitable for residential development. However, there is scope to integrate housing with suitable employment uses within a mixed-use masterplan for the Blaris lands.

¹ As per The Planning (Use Classes) Order (NI) 2015

3.8 H – RIVER LAGAN CORRIDOR

WLDF Objective 6 – Protect and enhance significant and valuable landscape areas and waterways

WLDF Objective 8 – Increase sport, recreation and leisure activity in the West Lisburn area, with a particular focus on the River Lagan corridor

Leisure, recreation and sport are important social and economic activities for a city and can generate a wide range of opportunities for business and employment opportunities for residents. Attractions such as museums and visitor/information centres, in addition to leisure developments such as sport complexes, can draw significant numbers of people into an area.

The West Lisburn area has a great natural resource in the River Lagan corridor that could be utilised for a range of sport, recreation and leisure uses; especially those associated with water sports and outdoor recreation activities. At the same time, the quality of this resource must be protected to ensure it is a desirable place to spend recreational time.

The identified ‘river leisure nodes’ in the 2018 Review are considered suitable locations for small-scale development associated with leisure activities on the river. Currently, the river is relatively inaccessible to the existing local population and greater connectivity should be provided to and by this resource. The need for greater connectivity to and along the river corridor will be strengthened when growth in the area (both in terms of jobs and residential population) occurs. As such, it is proposed to develop a ‘Strategic Greenway’² (in collaboration with the Department for Infrastructure) which will include pedestrian and cycle links from the river corridor to existing nearby residential areas whilst also ensuring that future development proposals also provide connections to the river corridor.

With this greater level of connectivity, the development of a walkway/cycleway along the river corridor will enhance the opportunity for recreation and leisure activities along the riverfront. This route will extend the current cycleway network in the city and surrounding area and link the city with the West Lisburn area and beyond.

The proposed riverside walkway/cycleway also provides an alternative link to existing leisure facilities in the West Lisburn area, such as the Down Royal Racecourse. This Review proposes to protect this important recreation facility and encourage its development to have a more integrated role with existing communities.

The opening up of the river corridor will also provide the opportunity for active water-based recreational uses. The Lagan Canal Trust are developing the potential to reopen the river as a navigational waterway and potential berthing nodes and slipways have been identified that could support river navigation. One such location is the Union Locks. Provision has been made in this Review to develop a water sports facility, at a suitable location along the river. Interest was expressed at the consultation stage for such a provision and could be developed as a major recreation attraction.

There is the potential to extend the Lagan Valley Regional Park (LVRP) that currently terminates at the edge of Lisburn development settlement limit.

3.9 I – RURAL LANDSCAPE WEDGES

WLDF Objective 6 – Protect and enhance significant and valuable landscape areas and waterways

Rural Landscape Wedges (RLWs) consist of buffer landscapes and areas that distinguish and maintain the separate identities of settlements; prevent the merging of the component parts of the Framework area; provide an important element in defining and protecting the setting of settlements and maintain the rural character of the countryside.

The 2018 Review includes RLWs between the Blaris lands and Maze Long Kesh lands; south of the M1 between Sprucefield and Culcavy and north of Culcavy between the settlement and the M1.

3.10 J – SPRUCEFIELD REGIONAL SHOPPING CENTRE

WLDF Objective 7 – Enhance the ‘Regional Significance’ of Sprucefield and expand its retailing role

Sprucefield Regional Shopping Centre (as identified in the Regional Development Strategy) provides a strategic retail role for West Lisburn with a current gross retail floorspace of around 47,800 m² supported by associated car parking. A radio broadcast site of c. 5.5ha is also contained within the Sprucefield boundary, which may become available for redevelopment during the lifetime of the Masterplan.

Sprucefield occupies a unique geographical location, at the centre of the main north-south and east-west transport corridors, and serves a wide catchment area. Indeed, the Regional Development Strategy 2035 identifies the location of Sprucefield as being within the cross-border Economic Corridor (Key Transport Corridor), as per the Regional Strategic Transport Network.

It is within this context that the RDS designates Sprucefield as one of three Regional Shopping Centres (RSCs) within Northern Ireland (the others being Belfast and Londonderry), stating:

“Sprucefield will continue to retain its status as a regional out-of-town shopping centre.”

While the role that each RCS plays in terms of retail provision is not defined anywhere in planning policy; it is widely recognised that all new regionally significant retail investment and development should be directed, in the first instance, to the RSCs.

Given the unique location of Sprucefield, measures are required to enhance and expand the regional retail offer without adversely impacting upon existing centres within the catchment area. The future role of Sprucefield will be considered as part of the Local Development Plan process.

² Exercise, Enjoy, Explore – A Strategic Plan for Greenways, Department for Infrastructure 2016

3.11 K – DOWN ROYAL RACECOURSE

WLDF Objective 8 – Increase sport, recreation and leisure activity in the West Lisburn area, with a focus on the River Lagan corridor

Down Royal Racecourse and associated golf course should be protected and enhanced, given that it is a major recreational asset for the area and region. Improved links to service this asset should be explored and developed; along with the potential to integrate this asset better with the local communities and the nearby Maze Long Kesh site.

4.0 CONCLUSION

The West Lisburn Development Framework (WLDF) was published in February 2015 in anticipation of the transfer of planning powers to the council as part of the Review of Public Administration process. The WLDF set out an overarching vision and strategy for West Lisburn to provide direction for future planning and investment in the area for the following 20 years.

A review of this strategy was undertaken in 2018 to consider the implications of the emerging Local Development Plan (LDP) for the WLDF. Any revisions to the WLDF have been implemented to consistency with the LDP.

It is envisaged that the Council will progress more detailed Masterplan(s) for the West Lisburn area either as part of or resulting from the LDP.

APPENDIX 1 - Summary of baseline assessment findings

A1 Document Review

A number of reports, strategies and plans have been published in relation to the lands within the study area. These documents range from statutory instruments to spatial frameworks and action plans and relate to a variety of issues including land-use, physical development, transport and economic development. Such reports have been reviewed to ascertain what previous plans have been made for the study and the outputs of each document considered in terms of being integrated or included within the WLFP.

Northern Ireland Programme for Government (PfG)

The Northern Ireland Executive’s priorities for the current PfG are as follows:

- Growing a Sustainable Economy and Investing in the Future;
- Creating Opportunities, Tackling Disadvantage and Improving Health and Wellbeing;
- Protecting Our People, the Environment and Creating Safer Communities;
- Building a Strong and Shared Community; and
- Delivering High Quality and Efficient Public Services.

Of particular significance is growing a Sustainable Economy and Investing in the Future, which states:

“The primary purpose of this Priority is to achieve long term economic growth by improving competitiveness and building a larger and more export driven private sector.”

This means:

- More jobs/people in work;
- A better educated and more highly skilled workforce;
- A healthier population and a competent and confident well educated and more highly skilled workforce;
- Enhanced economic infrastructure;
- Encouraging innovation and research and development; and
- Developing the green economy.

Economic Development Strategy for Northern Ireland (EDSNI)

The overarching goal of this Strategy is to improve the economic competitiveness of the Northern Ireland economy. In order to achieve this, the strategy aims to focus on export led economic growth. This means prioritising the need to deepen and diversify the export base in order to increase employment and wealth across Northern Ireland. The key drivers of this will be innovation, research and development and skills of the workforce. The Strategy outlines that there are certain sectors and markets which have the greatest potential to succeed. The science/industry MATRIX panel has identified the following as being key sectors for growth:

- Telecommunications and ICT;
- Life and Health Sciences;

- Agri-food;
- Advanced Materials; and
- Advanced Engineering.

The Strategy goes on to highlight the importance of the following sectors to the development of the Northern Ireland economy:

- Creative Industries;
- Tourism;
- Social Economy; and
- Rural Economy.

Draft Innovation Strategy

The proposed Innovation Strategy sets out the long term actions necessary to ensure that innovation plays the full part in realising the vision of the Economic Strategy, including:

‘Northern Ireland, by 2025, will be recognised as an innovation hub and will be one of the UK’s leading high growth, knowledge based regions which embraces creativity and innovation at all levels of society’

In tangible terms this sort of transformation by 2025 will mean:

- Many more of our companies engaging in innovation, collaboration and exporting;
- Doubling the number of knowledge economy businesses and increasing their employment by 15,000
- Expenditure of £1billion per annum on R&D; and
- Greater numbers of young people achieving graduate and post graduate qualifications in STEM.

The key barriers to innovation are discussed in the following table.

Barrier	Description
Knowledge	Absorptive capacity, trust, intellectual property, lack of communication, lack of information
Access to Capital	Availability of finance and cost of finance
Incentives	Lack of competition, lack of inducements, lack of ambition
Markets	Identifying opportunities, understanding opportunities, regulation, standardisation, access to markets and language barriers
Skills	Leadership, technological R&D, creative thinking.
Cultural Changes	Risk aversion, entrepreneurship, understanding innovation, managing change.

Source: Draft Innovation Strategy: DETI 2014

The draft innovation strategy highlights the importance of embedding innovation across all sectors, not just the leading high tech sectors and the West Lisburn Development zone has a concentration of low tech light manufacturing firms which could benefit from enhanced investment in research, development and innovation. Although there is not an explicit spatial element to the draft Innovation Strategy, several of the barriers, particularly those related to absorptive capacity, skills and cultural change can be in part mitigated through the use of cluster/supply chain interventions. The provision of accommodation for co-location of clusters and/or the wider supply chain can lead to knowledge exchange of best practice and the economies of agglomeration.

Investment Strategy for Northern Ireland

The focus of this strategy is on protecting jobs, fostering economic recovery and protecting public services. The Strategy's priorities reflect the Northern Ireland Executive's priorities which are:

- Growing a sustainable economy and investing in the future;
- Creating opportunities, tackling disadvantage and improving health and wellbeing;
- Protecting our people, the environment and creating safer communities;
- Building a strong and shared community; and
- Delivering high quality and efficient public services.

Various investments have recently been made in the Lisburn area, such as the development of a new campus for the South East Regional College. Lisburn is however identified in the Strategy as one of five deprived areas in Northern Ireland which will undergo a public realm scheme in order to stimulate investment and economic activity. The public realm scheme aims to: *"maximise the potential of the City Centre to position Lisburn as a contemporary European City, bringing the best possible benefit to its people and their quality of life"* (Lisburn and Castlereagh City Council).

Regional Development Strategy 2035 (RDS)

This regional strategic document provides an overarching framework to facilitate and guide development. The spatial location of Lisburn at the meeting point of the Belfast/Dublin economic corridor and the East/West transport corridor is noted. The RDS states that potential exists to grow the retail offer and develop flexible commercial accommodation at development locations such as Blaris and MLK. It also identifies the MLK site as being of regional significance and that a mix of uses will enable a major physical, economic and social development package of regional significance to come forward. The RDS also states that Sprucefield will continue to retain its status as a regional out-of-town shopping centre.

Strategic Planning Policy Statement for NI 2015 (SPPS)

The SPPS effectively consolidates the main policies contained in the separate Planning Policy Statements (PPSs) and provides further policy direction, where required. In terms of housing development, the SPPS requires local authorities to deliver an increase in housing density without resulting in town cramming; sustainable forms of development; good design and balanced communities.

Regarding retail, the SPPS 's regional strategic objectives are to:

- secure a town centres first approach for the location of future retailing and other main town centre uses;
- adopt a sequential approach to the identification of retail and main town centre uses in Local Development Plans (LDPs) and when decision-taking;
- ensure LDPs and decisions are informed by robust and up to date evidence in relation to need and capacity;
- protect and enhance diversity in the range of town centre uses appropriate to their role and function, such as leisure, cultural and community facilities, housing and business;
- promote high quality design to ensure that town centres provide sustainable, attractive, accessible and safe environments; and
- maintain and improve accessibility to and within the town centre.

Lisburn Area Plan 2001 (LAP)

This plan is the current statutory plan for the Lisburn area. The majority of the subject lands are zoned as Greenbelt, with some industrial zonings to north (i.e. Knockmore/Ballinderry Road zoning – LD13 and Lissue zoning – LD14).

The Sprucefield complex is identified as a Regional Shopping Centre. Development limits are identified for small settlements within the study area, including Long Kesh and Lurganure but no development limit is identified for the Halftown settlement.

Belfast Metropolitan Area Plan 2015 (BMAP)

A Judicial Review of BMAP was submitted in September 2014 by the DETI Minister. The judge ruled in March 2016 that the Environment Minister acted unlawfully by unilaterally adopting BMAP without the prior agreement of the Executive.

A subsequent Judicial Review of proposed remedies was heard by the Court of Appeal in early 2017, with this judgement being issued in May 2017. The judgement confirmed that BMAP (as adopted in September 2014) was unlawfully adopted and the plan was quashed, in its entirety, by the court. As such, it cannot be used when determining planning decisions. In these circumstances, and under the plan-led system as introduced by the Planning Act (NI) 2011, one must revert to the last adopted area plan – Lisburn Area Plan and other material considerations.

Draft BMAP and the PAC report into the BMAP Public Inquiry are material considerations that could carry significant weight given the advanced stage draft BMAP has reached in the area plan process. This section considers draft BMAP and the PAC report.

In draft BMAP, the 'Blaris Lands' are proposed to be brought within the Lisburn settlement and are zoned for employment/industry use (zoning LC07). It is identified as a major employment location, for which a number of key site requirements are listed for different development zones within the wider designation. It should be noted that a residential component to the northern section of the site was introduced at the Public Inquiry for BMAP.. Whilst DoE Planning accepted the introduction of residential uses onto these lands, the Planning

Appeals Commission (PAC) in their report following the Public Inquiry recommended that zoning LC07 be retained for wholly employment use.

The existing Employment/Industry zoned lands at Knockmore and Lissue are carried through from the LAP (zonings LC9 and LC15 respectively). Key Site Requirements are set out for future development within the Knockmore zoning.

The Sprucefield complex is designated as a Regional Shopping Centre (designation LC16) and relevant policy sets out criteria for future development at this location. The PAC recommended that restrictions in relation to the range of goods to be sold at Sprucefield be deleted from the adopted plan, in order to allow Sprucefield to operate as a Regional Shopping Centre. In January 2013, the DoE Minister announced his decision in relation to retailing matters in BMAP. DoE Planning confirmed that they intended to retain the restriction on the types of goods to be sold at Sprucefield (i.e. limited to 'bulky' goods), which was stipulated in draft BMAP.

The Maze/Long Kesh lands are designated as a Strategic Land Reserve of Regional Importance (designation LN09). These lands are safeguarded from any development that would prejudice their potential as a reserve for future major developments of regional significance.

The villages within the study area have all been defined with a settlement limit; Halftown, Long Kesh and Lurganure. There are also a number of environmental designations across the study area, including Local Landscape Policy Areas (LLPAs) and Sites of Local Nature Conservation Interest (SLNCIs):

- Hillsborough LLPA (designation HH11);
- Kesh Bridge LLPAs (designations KE02 and KE03);
- Knockmore LLPA (designation LC12);
- Lissue LLPA (designation LC23);
- Lissue Children's Hospital SLNCI (designation LC20/10);
- Long Kesh LLPAs (designations LH02, LH03, LH05 & LH06);
- Lurganure LLPA (designation LH02);
- Rathdown (Moir Road) LLPA (designation LC27);
- Ravernet LLPA (designation LC28); and
- Ravernet River SLNCI (designation LC20/15).

There is a strategic road scheme proposed that includes the widening of the M1 between Blacks Road and Sprucefield and a new link road between the M1 and A1 (proposal PA03). A non-strategic road scheme has also been identified – the Knockmore/M1 link road (proposal LC17), which will provide access to the major employment location at West Lisburn (i.e. the zoned Blaris Lands). Both these proposals are discussed in further detail in the 'Roads and Transport' section of this report.

A Local Transport Plan will be prepared as part of the Local Development Plan (at Local Policies Plan Stage) identifying specific infrastructure schemes.

Position Papers and Preferred Options Paper – Lisburn & Castlereagh City Council

The Council published 'Position Papers' to assist with the preparation of the Preferred Options Paper (POP). A total of 14 Position Papers were prepared and these have been reviewed as part of the baseline for this Masterplan. These include:

- | | |
|---|---|
| 1. Population and Growth; | 8. Natural Heritage; |
| 2. Housing and Settlements; | 9. Countryside Assessment; |
| 3. Employment & Economic Development; | 10. Development Constraints; |
| 4. Retailing and Town Centres; | 11. Tourism; |
| 5. Transport; | 12. Open Space, Sport & Outdoor Recreation; |
| 6. Telecommunications, Public Services & Utilities; | 13. Waste Management; |
| 7. Built Heritage; | 14. Education, Health, Community & Culture. |

Position Paper 1: Population and Growth

- Total population for Lisburn area (including Greater Urban areas, towns, villages and small settlements) at March 2015 was 74,554.
- Projected population growth of 10% envisaged for 2015-2030.
- Number of households in entire Council area projected to increase from 54,868 to 62,967 over same period.

Position Paper 2: Housing and Settlements

- Based on 2014 Housing Monitor figures, 344ha of zoned housing land in the Borough remains undeveloped. Only 4% of zoned housing land remains undeveloped in Metropolitan Lisburn.

Position Paper 3: Employment & Economic Development

- Zoned existing employment lands in BMAP are at full capacity, with little or no areas remaining for future development.
- Lands zoned for future employment/industry development in West Lisburn (zonings LC05, LC06 and LC07 in BMAP) have not been developed or committed.
- WLDF referenced in position paper.
- Based on take-up of zoned employment land over the last 5 years, a projected 267ha of employment land will be required for the entire Council area up to 2030.

Position Paper 4: Retailing and Town Centres

- Reiterates Sprucefield's status in the RDS as a Regional Shopping Centre.

Position Paper 5: Transport

- Confirms that peak traffic levels on the M1 between Blacks Road and Lisburn are approaching or exceeding available road capacity.
- Despite above, there is no timescale given for the commencement of the DfI sponsored M1/Sprucefield Bypass scheme.
- Knockmore Link road identified as a 'non-strategic' road scheme, as per BMAP. However, stronger support given to proposal with reference to WLDF.

- Local Distributor Roads, as identified in WLDF, highlighted as being required to realise development potential of West Lisburn.
- The relocation of the rail halt from Knockmore to West Lisburn will facilitate future development in this area, as per BMAP.

Position Paper 6: Telecommunications, Public Services & Utilities

- Work has recently been completed on the Lisburn Sewerage Improvement Scheme, which included sufficient capacity for future housing and commercial development in the area.

Position Paper 7: Built Heritage

- Identifies listed buildings within the Council area and reiterates regional policy re: listed buildings.

Position Paper 8: Natural Heritage

- Identifies existing environmental designations such as Lagan Valley AONB and local LLPAs.

Position Paper 10: Development Constraints

- Encourages the use of Sustainable Drainage Systems (SuDS).
- Recommends avoiding zoning land for development that is identified as being at risk of flooding.
- Refers to Rivers Agency online mapping system to identify floodplains and existing regional policy in relation to flooding.

Position Paper 12: Open Space, Sport & Outdoor Recreation

- Identifies area zoned for future open space provision in West Lisburn area (as per BMAP).
- Lagan Valley Regional Park identified as a significant recreational resource.
- Shortfall in sports and recreation facilities and space throughout Council area highlighted.
- Recommends that consideration be given to extending access to Lisburn's Lagan Corridor and greater use of towpath and river/canal environs for leisure/recreation use.

Following on from the Position Papers, the Council's Preferred Options Paper (POP) was published in March 2017, with the public consultation period ending in May 2017. The POP sets out Council's preferred options in relation to an approach or strategy for a range of development and land-use topics. There are 6 strategic objectives contained in the POP:

Strategic Objective A – enabling sustainable communities and delivery of new homes;

Strategic Objective B – driving sustainable economic growth;

Strategic Objective C – growing our cities, town centres and retailing;

Strategic Objective D – promoting sustainable tourism, open space and recreation;

Strategic Objective E – supporting sustainable transport and other infrastructure;

Strategic Objective F – protecting and enhancing the built and natural environment.

Strategic Objective A – enabling sustainable communities and delivery of new homes

Settlement Hierarchy

The preferred option is to retain existing settlement hierarchy with limited amendments. However, this option also provides the potential to re-examine existing settlement hierarchy to consider re-designation, if required.

Housing Growth

Specific reference is made to the West Lisburn Development Framework, with 80ha of the Blaris identified as being suitable for residential development. The preferred option is to focus future housing growth in Lisburn City with limited dispersal in the remaining settlement hierarchy.

Housing in the Countryside

The preferred option is to retain the existing rural policy-led approach, which aims to manage development in the countryside that facilitates developments likely to benefit the rural economy or support rural communities whilst also protecting or enhancing the rural character and environment.

Facilitating Education, Health, Community and Cultural Facilities

The preferred option is to protect land identified for education, health, community or cultural uses by the relevant providers from alternative uses.

Strategic Objective B – driving sustainable economic growth

Safeguarding Existing Employment Land

Specific reference is made to the West Lisburn Development Framework, with the Blaris lands and the Maze identified as potential Simplified Planning Zones. The preferred option is to maintain the current provision of land zoned for employment (with the exception of the West Lisburn/Blaris Major Employment Location).

West Lisburn/Blaris Major Employment Location (MEL)

The Council's preferred option is to re-designate the Blaris Major Employment Zoning as a mixed-use site; with a proportion of land zoned for housing to facilitate development of the Knockmore Link road.

The Maze Lands Strategic Land Reserve of Regional Importance

The preferred option is to retain the designation of the Maze Lands as a Strategic Land Reserve of Regional Importance, which presents considerable potential for future development that will be in the wider public interest.

Facilitating Sustainable Rural Economic Development in the Countryside

The preferred option is to retain the existing policy-led approach that facilitates suitable sustainable economic development opportunities in the countryside.

Strategic Objective C – growing our cities, town centres and retailing

Sprucefield Regional Shopping Centre

Specific reference is made to the West Lisburn Development Framework and the need to protect and enhance the 'regional significance' status of Sprucefield. The preferred option is to retain and reinforce Sprucefield as a Regional Shopping Centre to recognise its key strategic location on the north-south economic corridor.

Strategic Objective D – promoting sustainable tourism, open space and recreation

Promoting the Lagan Navigation as a Key Tourism/recreation Opportunity Area

The preferred option is to promote the implementation of the Lagan Navigation as a key tourism/recreation opportunity area. The implementation of the ‘Discover Waterways Lisburn’ project could make a significant contribution economically and environmentally.

Strategic Objective E – supporting sustainable transport and other infrastructure

Retention of Key Transportation Infrastructure Schemes (Road and Rail)

Specific reference is made to the transport elements of the West Lisburn Development Framework. The preferred option is to retain a number of key transportation infrastructure schemes to enhance accessibility within the area. These schemes include the Knockmore to M1 link road; the relocation of the railway halt at Knockmore to West Lisburn and introducing measures to improve connectivity between the city and Sprucefield and the Maze.

Retention of Key Park & Ride Sites

The preferred option is to retain a number of key park & Ride sites and identify new sites. The proposed West Lisburn Park & Ride site is included and will complement the railway halt at Knockmore. The existing Sprucefield Park & Ride site is proposed for relocation.

Promoting Active Travel (walking, cycling and public transport)

The preferred option is to promote active travel in all new developments within urban areas/settlements, to demonstrate how the development integrates with existing public transport, walking and cycling provision.

Connecting People and Places – Greenways

The preferred option is to protect and develop accessible greenways that connect communities and promote walking, cycling and recreational use. An extension of the existing Sustrans national Cycle Route (No.9) connecting Sprucefield, Union Locks and the Maze. A potential ‘Blueway-Greenway’ is also proposed along the route of the Lagan Navigation.

Strategic Objective F – protecting and enhancing the built and natural environment

Protecting and enhancing natural heritage assets

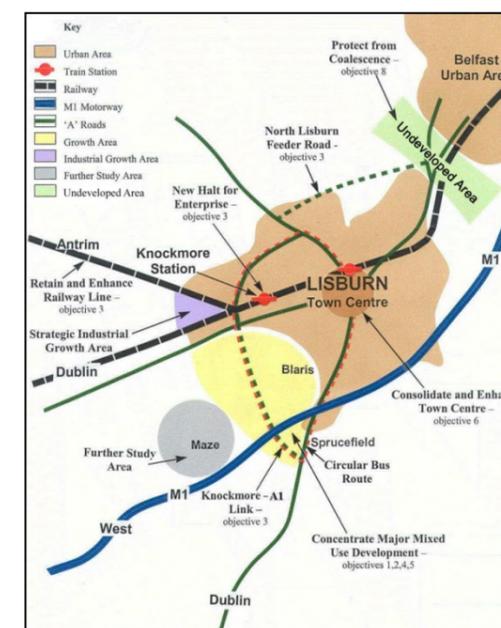
The preferred option is to retain the existing policy-led approach in relation to the protection and enhancement of natural heritage assets and, in addition, to provide the opportunity to identify new environmental designations.

Physical Development Strategy for Lisburn Borough – March 2002 (PDS)

The PDS sets out the strategic intentions of the Council for the growth of the Borough over the next 10-15 years from its adoption in March 2002. The document is strategic in nature and does not comment upon site specific issues. However, it does provide clear objectives to realise the Council’s visions for the Borough which is “to maintain a sustainable and consistent approach to the short and long term growth and physical development of the Borough and its settlements.”

The PDS sets out a number of objectives, including:

- Concentrate new development within/at the edges of the existing main settlements of the Borough but particularly at Lisburn; Appropriate mixed-use development should be encouraged at the Sprucefield/ west Lisburn location to, and including, the Maze;
- Completion of the transportation infrastructure, notably the provision of the Knockmore to M1 link road through the allocation of land for development;
- Encourage the provision of employment land in association with existing and proposed housing provision;
- Recognition of Sprucefield’s regional significance and encouragement of suitable development at this location.
- The distinctive settlements of Lisburn and Belfast should be retained and coalescence should be avoided.



Mapping of key objectives from PDS

Economic Development Action Plan 2012-2015 (EDAP)

The aim of the EDAP is to maximise opportunities for wealth creation across the City. EDAP sets out how to deliver an integrated programme of business development, regeneration, investment, city centre management, tourism and rural development initiatives designed to contribute to the Council’s vision of making Lisburn City the outstanding location in Northern Ireland to live, work, invest and visit. It focuses on four key areas: Business Competitiveness, Tourism Development, City Regeneration, and Rural Development and action plans have been prepared for each area.

The Tourism Action Plan aims to develop new and exciting quality tourism product offerings for visitors and locals (including destinations linked with cycling and walking). It encourages the development of new hotel(s), the creation of new jobs, an increase in Lisburn’s international profile, attraction of new visitors and new private sector investment in the sector.

The Regeneration Action Plan identifies the Lagan Corridor as having the potential to link into the Maze/Long Kesh site and back to Lisburn City Centre. It also identifies the re-opening of the River Lagan Navigation system and Union Locks, which could feed into the Tourism Action Plan. The Maze/Long Kesh site itself is identified as a major regeneration opportunity site. The Regeneration Action Plan also sets out the potential for strategic projects that could be delivered in selected rural villages including environmental improvement works, rural heritage works and sports/community facilities. These potential projects also feed into the Rural Development Action Plan, which has the overall aim of creating and developing rural businesses and tourism projects.

Blaris Development Framework Plan 2009 (BDFP)

The BDFP collates and consolidates a number of studies and design concept exercises carried out for these lands, including a masterplan that was produced in 2006 to support a planning application (subsequently withdrawn). The Blaris Lands have the potential to be an urban expansion of Lisburn on a 363 acre site, which could provide a strategic ‘rounding off’ of the City and improved connections between north and west Lisburn and to Sprucefield at the junction of the M1/A1 corridor.

The BDFP provides a useful context within which a first phase and future developments can proceed. It also provides supplementary planning and design guidance for future developers on the principle issues of land uses, community facilities and physical and social infrastructure that are required to make a legible, cohesive and sustainable urban expansion.

The vision for the Blaris lands is to create a high quality, sustainable and integrated expansion of Lisburn City that will provide major benefits to the city as a whole, whilst creating a distinctive character and sense of place. It recognises that a project of this magnitude is likely to develop over some 15-20 years and identifies a broadly indicative phasing of how the area is anticipated to come forward. In broad terms, the northern section of the lands will be residential and riverside parkland, with commercial development on the southern section.

The BDFP comprises the following land uses and principles:

- *Business uses* – i.e. Research & Development, offices, high technology based companies, call centres and light industrial units. Specifically, BDFP aims to provide a high quality business campus to attract large, medium and small business users whose needs and space requirements extend beyond the traditional offer of city centres;
- *Residential neighbourhood* – delivering traditional and more innovative forms of dwelling types within a landscaped setting that includes walkable routes between and around the housing and community infrastructure;
- *Commercial Leisure* – including potential cinema complex, cafes, bars, restaurants and health and fitness uses, around the central core of the site;
- *Hotel & Conferencing facilities* – an event venue located centrally, to facilitate business uses on site;
- *Linear Riverside Park* – a highly attractive landscaped setting within the residential and business environments

- *Boulevard Access* – to deliver the strategically important M1-Knockmore link road that will run through the site connecting north and west Lisburn to Blaris and Sprucefield, and to the A1 Belfast to Dublin Corridor and the M1 Motorway;
- *Localised retail and other commercial uses* – the service both residential and business uses;
- *Potential new secondary school campus* – subject to negotiation with local Education & Library Board;
- *An open space network* – to embrace and extend the biodiversity character of the site; and
- *A legible network of routes through the site* – including a ‘park and ride’ transport hub located centrally, encouraging regular and interconnected public transport services linking to Lisburn City Centre, the M1 and the wider region.

Advanced infrastructure will be necessary in the early establishment of the Blaris Lands development. The M1-Knockmore link road and initial advanced landscaping works to deliver Phase one of the riverside park and the business “campus” should be included in early “enabling” works.

DoE Planning has confirmed that the BDFP provides an acceptable basis for the future development of the lands as a mixed use zoning. However, at the Public Enquiry into BMAP, the Planning Appeals Commission recommended that the lands should principally be for employment use.

Spatial Framework for Maze/Long Kesh 2013 (SFMLK)

The strategic vision for these 347 acres lands is for MLK to be recognised universally as a global exemplar of transformation from conflict to peace and from peace to prosperity. The SFMLK aims to guide the transformation and regeneration of MLK, establish a framework for early decisions on investment in infrastructure and to provide a context for planning decisions in relation to the initial phases of development.

The site offers the opportunity to deliver a mixed use development which seeks to create a vibrant, sustainable and flexible development.

The key objectives in the document are:

- to maximise the economic development potential of the site;
- to prepare the site for development through the provision of necessary infrastructure;
- to facilitate development and activities that are appropriate and inclusive and will realise the site’s historic and reconciliation potential; and
- to engage with all stakeholders to encourage participation.

The SFMLK provides 5 interlinked strategies for the subject lands:

- Landscape and Heritage Strategy;
- Movement Strategy;
- Land Use Strategy and Development Zones;
- Built Form Strategy; and
- Energy and Utilities Strategy.

Paramount to this Spatial Framework is its ability not to be so definitive in zoning so as to close out or prejudice opportunities. It is robust yet flexible to accommodate current demands and provide for future uses that will undoubtedly manifest.

Summary

There are a number of common themes running through the reviewed plans and programmes that help to inform this Masterplan. These include:

- The promotion and expansion of a range of employment uses in the area;
- The need for multi model transport infrastructure to aid connectivity and facilitate growth;
- Expansion of retailing and a greater role for Sprucefield;
- The potential to increase tourism, recreation and leisure uses along the River Lagan; and
- The opportunity for major local development at Blaris;
- The potential for a range of uses of a regionally significant scale at MLK; and
- To promote social regeneration through access to community services, connectivity between local communities and linkages to Lisburn City Centre and the wider region.

A2 Desktop Review and On-site investigation

The existing physical condition and key features of the subject lands have been considered and divided into a number of 'themes'. The following sub-sections summarise the existing situation and also comments on known plans and programmes for each of the themes listed. This setting of the baseline for the subject lands will help to inform the outputs of the Masterplan; as it establishes current or potential opportunities and also helps to identify where growth can take place and the type of growth/investment required for the area.

Housing and Population

According to the 2011 Census, the Lisburn area had a population of 126,952 in 2017; second only to Belfast in terms of total number of residents. This represents a c.10.6% population increase since 2007.

The West Lisburn study area covers the following wards, made up as follows:

Blaris (with a population of 3,491);
Knockmore (with a population of 4,718); and
Maze (with a population of 4,016).

The overall population within Wards wholly or partially within the study area is 12,225.

The original RDS document (RDS 2025) set Housing Growth Indicators (HGIs), which allocated regional housing need across Northern Ireland up to 2015. Lisburn made up part of the Belfast Metropolitan Area that was allocated a total of 51,000 dwellings to be delivered by 2015. The latest RDS document (RDS 2035) again included Lisburn within the wider Belfast Metropolitan Area and allocated 50,100 dwellings to be delivered by 2025 for the wider Belfast Metropolitan Area.

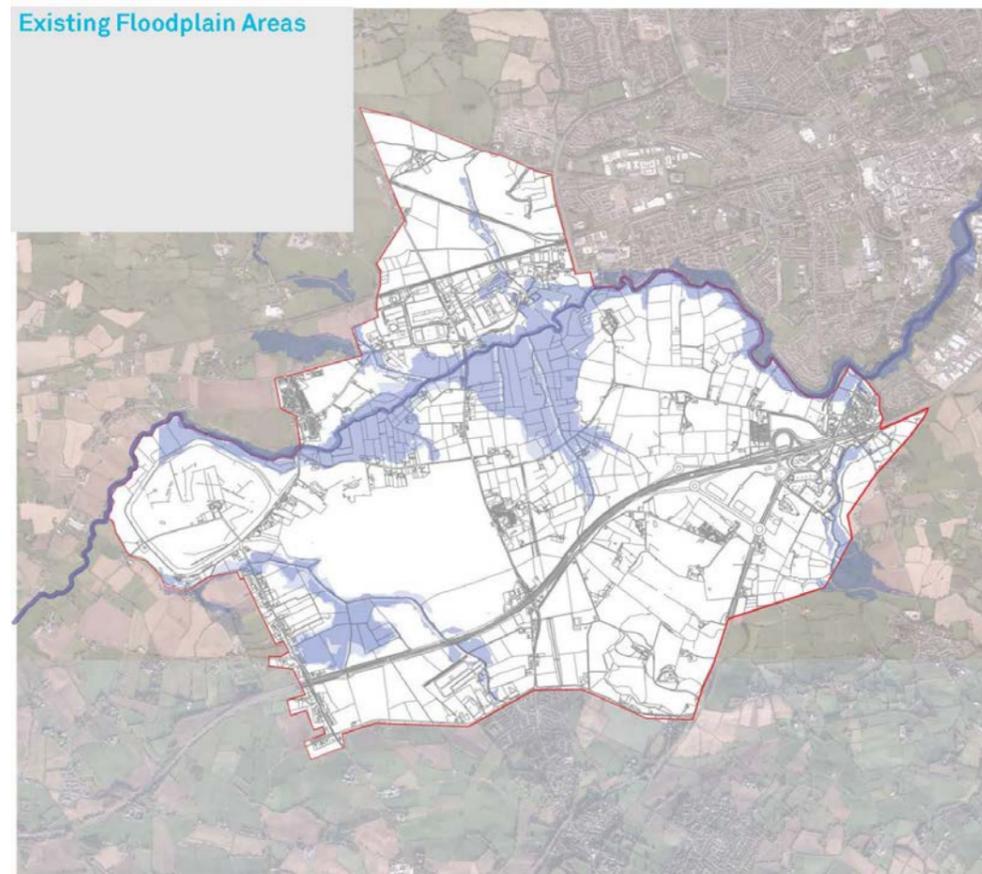
Based on the RDS HGI's, the draft area plan (dBMAP) allocated a total of 246 hectares for housing in the Lisburn City region. According to the DoE Planning 'Housing Monitor' results for 2013, a total of 3,585 dwellings were built between January 2009 and July 2013 in the Lisburn City area (on 141 hectares of land). The 2013 'Housing Monitor' also states that there remains approximately 195.6 hectares of potential housing development land available in the Lisburn City area (including both zoned and unzoned land), which could provide 5,569 new dwelling units.

The 2013 'Housing Monitor' report suggests that there remain sufficient residential zoned lands (as per dBMAP) to accommodate new residential development for the next 10 years, based on the development rate for the period from January 2009 to July 2013.

Natural Environment

A key feature of the natural environment of the study area is the River Lagan corridor, which is a significant natural resource for the area. It meanders through the northern section of the site and defines the north-eastern boundary of the study area.

However, the presence of the river and the nature of the topography in the area means that there are also significant areas of the subject lands that are affected by flooding. The river corridor and associated floodplains (1 in 100 year flood event) are illustrated in figure (ii), which shows that large parts of the study area are unlikely to be suitable for development due to the risk of flooding.

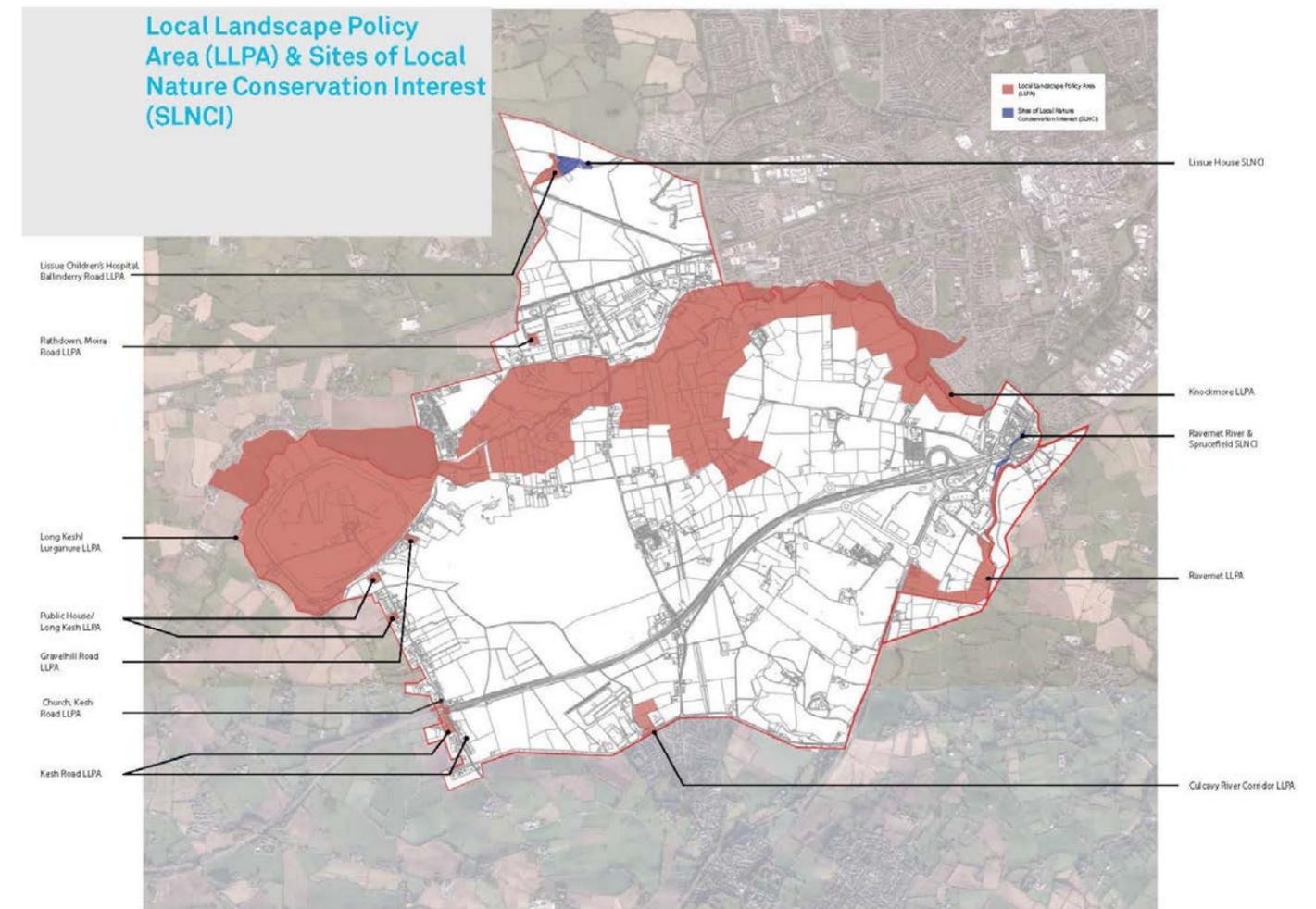


River corridor and associated floodplain area

The natural environment within the study area is of reasonably high quality and this is reflected in the large areas designated as Local Landscape Policy Area (LLPA) within BMAP. The main areas within this designation include the River Lagan Corridor, Ravarnet River corridor and around Down Royal (figure (iii)). LLPA designation does not in itself preclude development; however, development proposals within such designation must be cognisant of the special features which the LLPA is seeking to protect.

In addition to the LLPA designations, there are other high quality landscape areas within the study area which it is felt warrant further protection from unsuitable development. These areas were identified and assessed following site visits and were found to be of landscape value, for the following reasons:

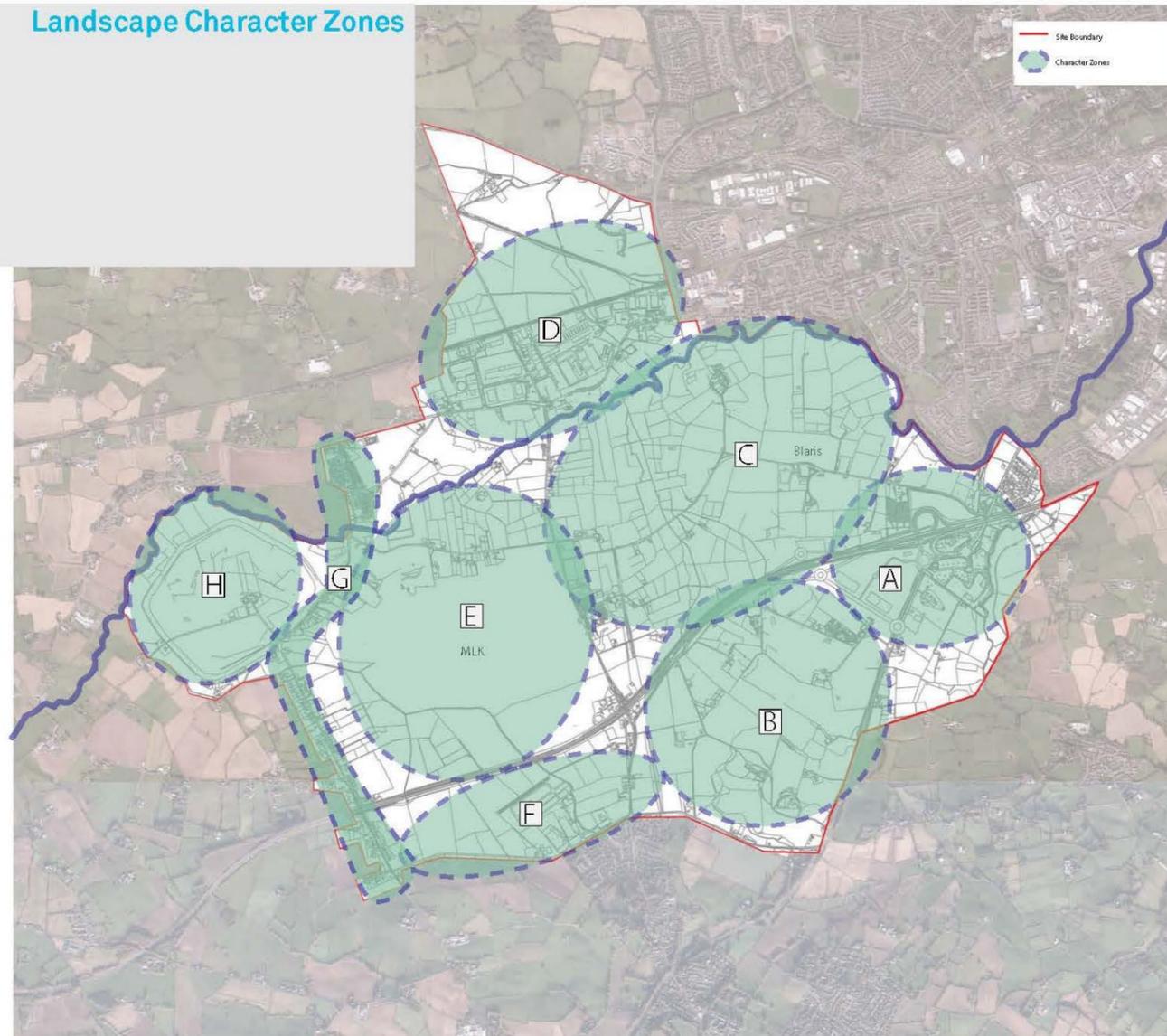
- Lands bound by Harrys Road, the A1, M1 and Eglantine Road (providing enclosure and setting to the golf course and nearby listed buildings)
- Lands at Aghnatrisk Road, west of the storage and distribution warehousing (providing a good quality landscape buffer between the settlements of Culcavy and Kesh).



LLPA and SLNCI designations within study area

The study area has been divided into a number of broad spectrum landscape character zones as shown on the Landscape Character Zone Map (figure (iv)). The character description of these zones and their sensitivity is based on a desktop study and site visit, to provide a general overview for this report and is not intended as substitute for a detailed landscape character and visual assessment nor is it intended to determine the study zones landscape sensitivity for each possible development.

Landscape Character Zones



Landscape Character Zone map

Zone A: this area is a suburban retail hub visually dominated by the Sprucefield shopping units, car parking and a busy road network. The topography of the area is relatively flat and there are a number of undeveloped or post development plots exist within the zone. The zone would not be visually sensitive to developments of a retail and suburban character.

Zone B: this area is a rural agricultural landscape which is nestled between the A1 and M1 roads. The topography is generally rising with small rolling drumlins. It contains individual dwellings within an enclosed field pattern. Active recreation provision is provided at the Lisburn golf course. This zone would be visually sensitive to new development and should be protected.

Zone C: this area is a rural agricultural landscape bounded by the river Lagan, the M1 Motorway and the Halftown Road. It contains a gentle rolling topography which flattens adjacent the river. It contains individual

dwellings within an enclosed field pattern with mature vegetation. This zone is well-enclosed by existing vegetation, natural features and existing infrastructure.

Zone D: this area is a mixed use suburban residential, industrial and agricultural landscape bisected by railway lines. The zone would not be visually sensitive to new developments due to the existing built form within the zone.

Zone E: this area contains a culturally sensitive historical landmark landscape at the MLK lands with buildings of a post aviation and state administration (i.e. former prison, army base and WWII infrastructure). It has an open character with short and long views into and out of the zone. There is limited vegetation within the zone and therefore, from many locations or receptors, glimpsed views and open views are possible into the centre of the zone. Due to the zone’s landmark significance and its open character, it would generally be visually sensitive to development or changes of use. However, significant parcels of these lands retain evidence of built form.

Zone F: this area contains a rural landscape with industry and agriculture. The visual impact of the industrial buildings is mitigated by the good quality boundary vegetation of the adjoining fields. However, due to the scale of the buildings, they are visually prominent and dominate the character of the zone. To limit the dominance of existing industrial buildings, greater protection of good quality landscape within this area is required.

Zone G: this area contains ribbon residential development, of a low density many with mature boundary vegetation. Open and glimpsed views into the surrounding landscape maintain the zone’s rural character. No notable landmark or node exists within the zone which would indicate a village centre. This zone would not generally be visually sensitive to residential or rural retail developments.

Zone H: this area contains an active recreation landscape, i.e. the Down Royal Park race course and golf club. The topography is generally flat with long open distance views along the race course and golf course. Limited buildings exist other than the buildings associated with the race course. The open nature of the zone would make it visually sensitive to development.

Built Environment

The majority of the subject lands are outside the settlement limit and as such, the built environment is limited to existing village settlements at Halftown, Maze, Long Kesh and Lurganure, small clusters of housing on Eglantine Road, Halftown Road, Culcavy Road and Bog Road and also to existing industrial areas at Lissue and Knockmore. Some built form also remains on the MLK site.

The built form within the settlements varies greatly, though they share the same characteristic of linear development along the road frontage. Halftown is characterised by terrace development, predominately social housing (figure (v)). Maze and Long Kesh contain predominately semi-detached dwellings and there is evidence of recent residential development in these settlements, as illustrated in figure (vi).



Figure (v) – terrace housing, linear built form found at Halftown.



Figure (vii) – Coca-Cola plant near to Lissue

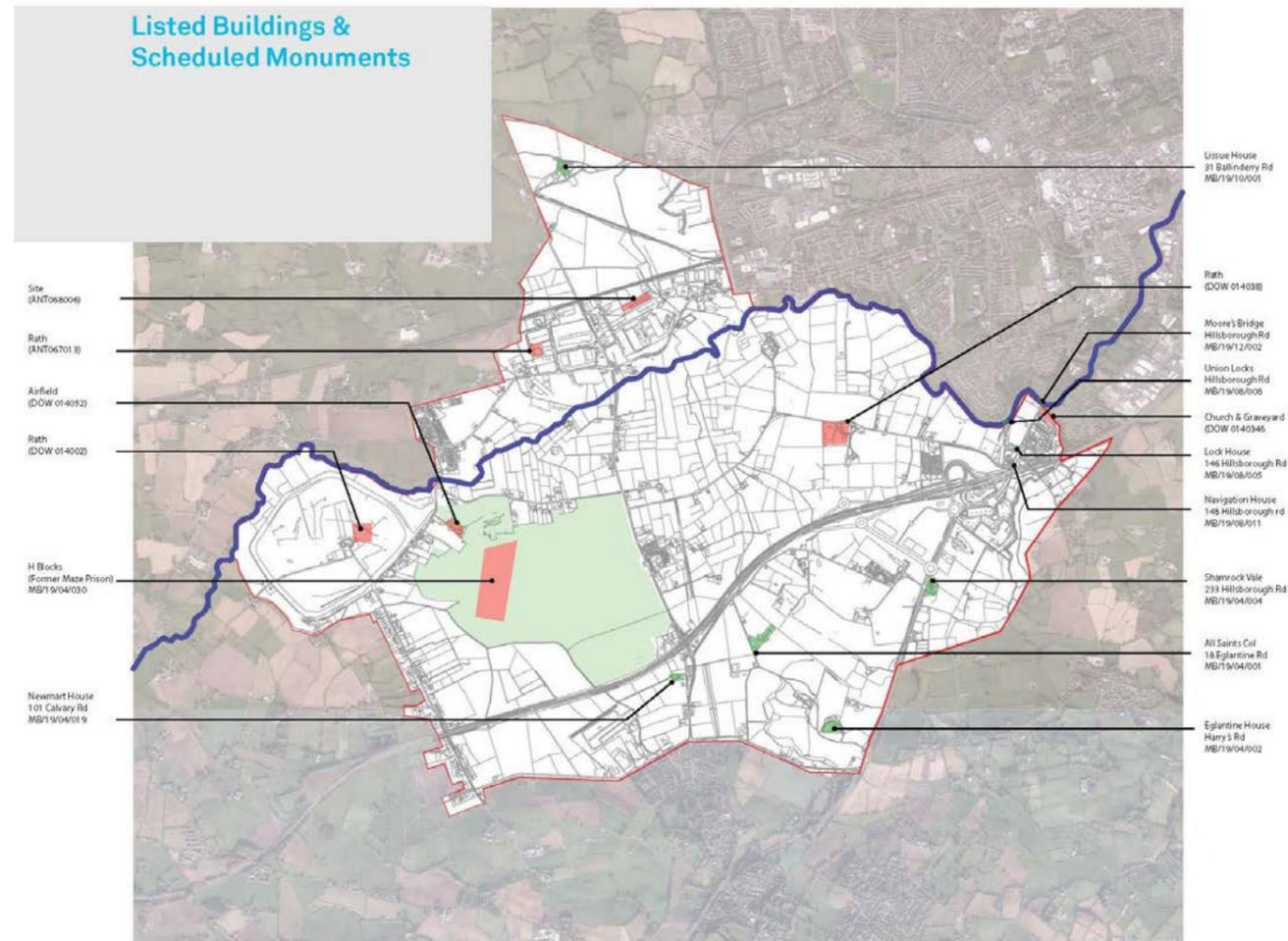


Figure (vi) – semi-detached dwellings, recent development at Long Kesh.

Despite the rural setting, the subject site includes a number of listed buildings and archaeological sites. These features are mapped in figure (viii) and the following table provides a summary of listed buildings within the study area.

LISTING REF.	ADDRESS/LOCATION	GRADE OF LISTING
HB/19/10/001	Lissue House, 31 Ballinderry Road	B1
HB/19/12/002	Moore's Bridge, Hillsborough Road	B1
HB/19/08/008	Union Locks, Hillsborough Road	B1
HB/19/08/005	Lock House, 146 Hillsborough Road	B2
HB/19/08/011	Navigation House, 148 Hillsborough Road	B1
HB/19/04/004	Shamrock Vale, 233 Hillsborough Road	B2
HB/19/04/002	Eglantine House, Harry's Road	B2 & B1 (gates)
HB/19/04/001	All Saints Church of Ireland, Eglantine Road	B+
HB/19/04/019	Newport House, 101 Culcavy Road	B2
HB/19/04/030	H Blocks, Former Maze Prison	B1 & B2

The existing industrial areas of Lissue and Knockmore contain typical built forms relevant to the land use, i.e. large warehousing and production buildings with ancillary car parking, open storage etc. More modern light industrial estates have been developed at Knockmore that provide modern accommodation to facilitate specialised/high-tech. operations. The new Coca-Cola bottling plant at Lissue is a noticeable feature in the landscape and epitomises modern, significant industrial buildings in the area (figure (vii)).



Listed buildings and archaeological sites within the study area

Employment/Industry

There are a number of industrial estates within the study area, concentrated at Knockmore and Lissue. The following table details landholding and available land for development within each industrial estate.

Industrial Estate	Landholding (Hectares)	Available Land (Hectares)
Knockmore Hill	30.35	3.31
Lissue Road	26.83	0
Aghnatrisk Road	2.84	0
Total	60.02	3.31

Alongside the current industrial land within the study area, the Blaris lands have been zoned for industrial/employment use in BMAP. These lands total 105 hectares and based on the BDFP, approximately 50% will be retained for employment uses (totalling 57 hectares). The SFMLK also proposes some employment lands as part of the overall MLK masterplan. The combined BDFP and SFMLK additional employment/industrial lands have the potential to (at least) double the existing industrial/employment land within the study area.

Feedback from Invest NI indicates that there is approximately 4 years' supply of development land for indigenous Lisburn companies. This does not take into account emerging opportunities at either Blaris or Maze/Long Kesh. It also does not take into account potential demand from other Council areas or inward investment.

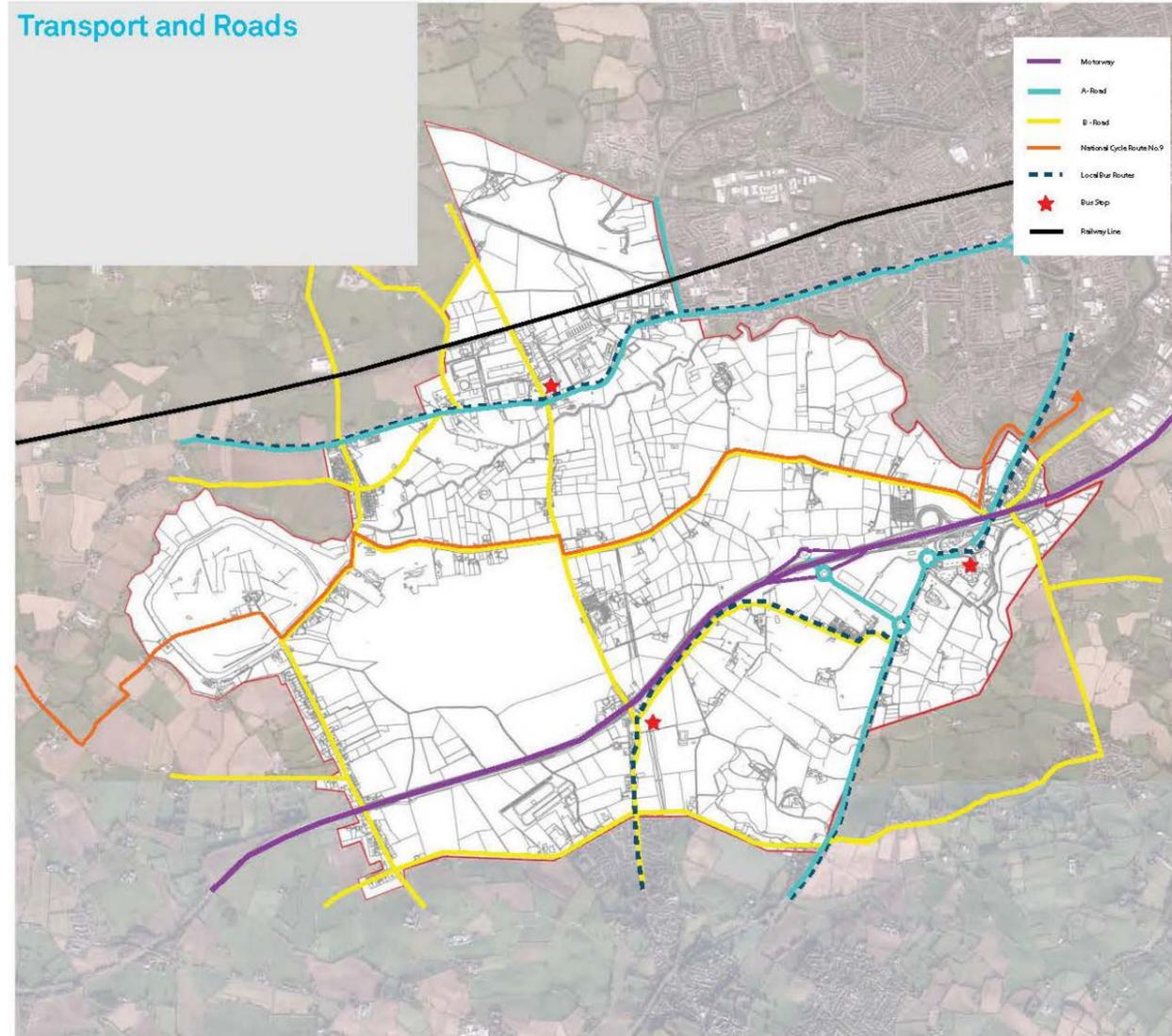
Roads and Transport

Both existing/current road and transport provision and planned future road/transport provision within the study area have been considered.

Retail

The main area within the subject lands that has current retail activity is the Sprucefield complex. As discussed previously, it is a designated Regional Shopping Centre but its growth and development has been stunted due to overly restrictive development policies in relation to types of goods for sale and also retail floorspace allowance. Despite these restrictions, it is envisaged that Sprucefield will continue to grow as a retail centre, based on the zoned area as per BMAP.

Currently, the Sprucefield complex measures c. 37 hectares, with c. 53,000 m2 of retail floorspace. It contains a number of retail outlets that range in offering or retail type from convenience/comparison goods through to bulky goods. The development and growth of the Sprucefield complex will reinforce this area as a key anchor to the wider WLDF area..



Existing transport provision within study area

Existing Provision – cycling and walking

The main cycling provision in the study area is the relevant sections on the National Cycle Network (NCN). The NCN 9 runs through the study area (east-west) connecting Lisburn (at Union Loughs) to Moira. The route mainly travels along existing roads including Blaris Road, Bog Road, Gravelhill Road and Dunygarton Road. There are also some local feeder routes e.g. along Kesh Road and Cockhill Road in the west of the study area and Warren Gardens in the north east.

There are limited pedestrian facilities in the study area and this reflects its rural nature. There are sections of footway where there is development but outside of this, in the main, there are no footways.

Existing Provision – public transport

The study area is bounded or cut through by some of the main radial routes into/from Belfast, i.e. the A3, A1 and M1 and there are a number of bus services running along these routes although not all directly accessible to the study area. Services include:

- Service 51 - Belfast - Portadown (on the A3)
- Service 325G - Lisburn City Service - Hillsborough (on the A1 and Culcavy Road)
- Service X1 - Belfast – Dublin (stops at Sprucefield)
- Service 38/45 - Belfast – Banbridge – Newry (stops at Sprucefield)
- Service 238 - Belfast – Banbridge – Newry (Goldline) (stops at Sprucefield)

The Belfast to Dublin Rail line runs through the north of the study area. This carries the Enterprise service as well as the Translink local service on the Newry-Portadown-Lisburn-Belfast line. The closest station from the centre of the study area is Lisburn station which is approximately 2 kilometres away.

Existing Provision – highways

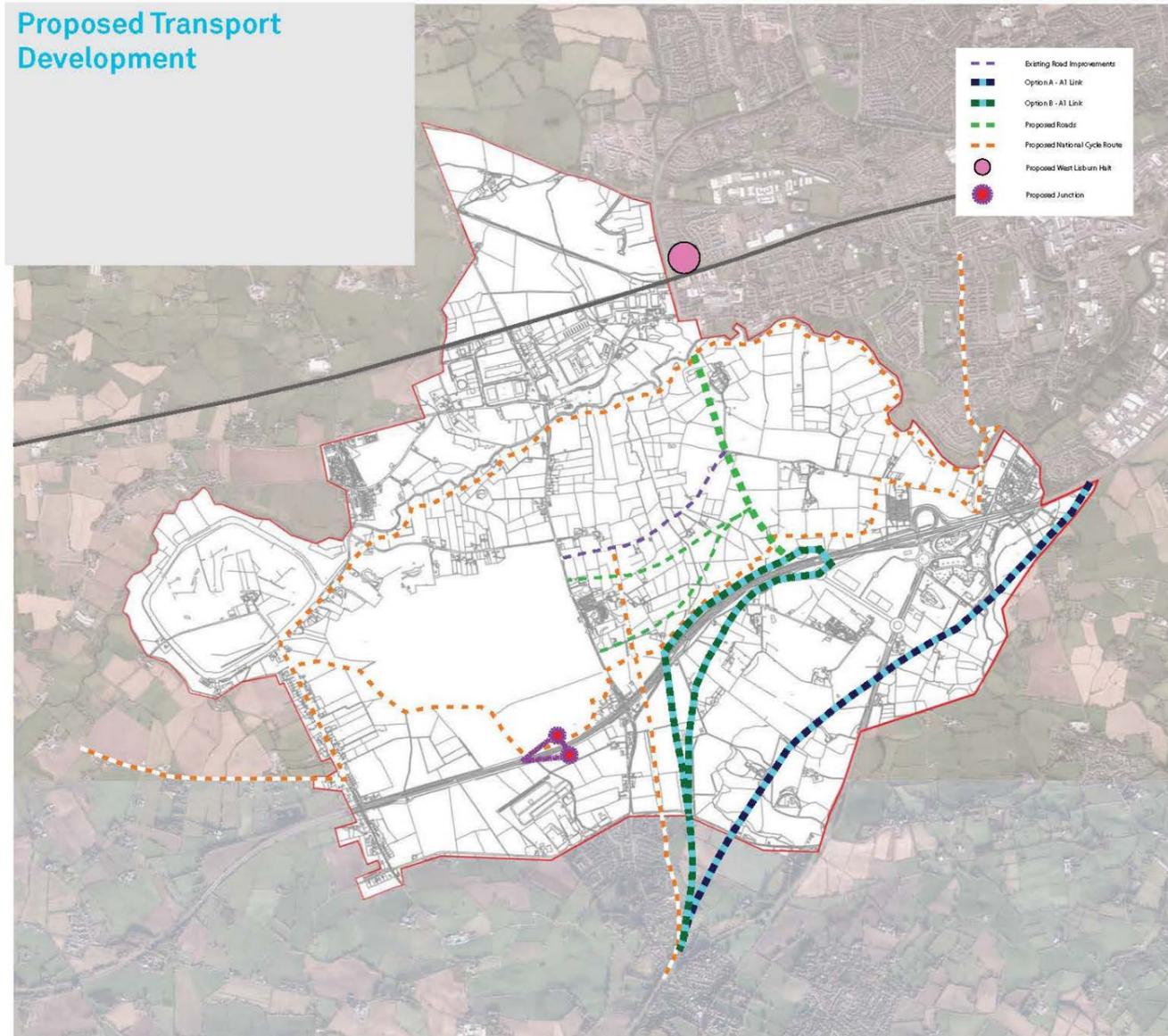
The study area is crossed by a motorway, two A roads and a number of local roads (including C roads). The M1 motorway runs between Belfast and Dungannon and dissects the south east corner of the study area and is one of the main roads in Northern Ireland. Traffic flows on the M1 in the vicinity of the study area are in the order of 39,000 vehicles per day (source: TNI Traffic and Travel Information 2015).

The M1 joins with the A1 at Sprucefield. The A1 is the major route (dual carriageway) to the south of Northern Ireland and beyond to the Republic of Ireland, including Dublin. This is reflected in its daily traffic flows which are in the order of 42,000 vehicles per day.

In the northern section of the study area it is crossed in an east west direction by the A3. This is a single carriageway road that in this location connects Lisburn and Moira. Roads Service has a traffic counter on the A3 Moira Road, west of Lissue Industrial Estate, which indicates daily traffic flows in the order of 12,000 vehicles per day.

Outside of these main roads the study area is connected to them by a series of local roads. The main ones would include:

- Blaris Road (C class road);
- Halftown Road/Lissue Road (C class road);
- Bog Road; and
- Kesh Road.



Future planned transport provision within study area

Future Provision – walking and cycling

In line with wider Belfast Metropolitan Transport Plan objectives of encouraging more walking and cycling, thereby reducing car dependency, a range of measures are proposed in the Plan. It suggests the development of an integrated network of Quality Walking Routes and Cycle Routes including the provision of improved links to bus and rail stations. This includes cycle route proposals from Lisburn City Centre along Moira Road and Hillsborough Road.

The ‘Maze Long Kesh (MLK) Spatial Framework - Movement Strategy’ contains a number of Walking and Cycling proposals and these include an internal circular route surrounding MLK site for walking and cycling. It also includes external connections to a series of shared cycleways and cycle routes. These included aspirations for new facilities along:

- River Lagan connecting to NCN9 at Union Locks
- Halftown Road
- The proposed Knockmore Link
- The proposed link between MLK site and Knockmore Link
- New route between MLK site and Sprucefield along northern side of M1 Motorway

Future Provision – public transport

Belfast Metropolitan Area Plan (BMTP) 2015 identifies that the rail halt/station at Knockmore be relocated to West Lisburn in order to provide access to the Major Employment Location at West Lisburn/Blaris and the construction of the M1 – Knockmore Link road will provide access to West Lisburn. The Belfast Metropolitan Transport Plan proposes that the existing Lisburn – Belfast services are extended to start and end from the West Lisburn station and that the Portadown service also stops there. A new stop at West Lisburn on the Belfast – Dublin Enterprise is also proposed.

The BMTP includes a number of major proposals that will further enhance Lisburn’s accessibility and support its role as a strategic growth node. This includes the provision of Park & Ride facilities at West Lisburn station, plus the provision of more parking at Lisburn station in the city centre and the development of Park & Ride opportunities at Sprucefield.

In line with wider Plan objectives to encourage greater use of public transport, a range of measures are proposed:

- improvements to local bus services and inter-urban bus services with improved frequencies on core routes supported by the introduction of bus priority measures at key junctions and in the city centre one-way system; and
- Integration of conventional fixed route local bus services with proposals for Demand Responsive Transport serving the rural areas of the BMA.

The development of park-and-ride opportunities at Sprucefield has happened but the existing Park & Ride facility is due to be relocated.

In addition the West Lisburn station proposals now called Lisburn West are being developed by Translink. This entails a new rail halt with bus drop off/ pick up facilities along with circa 400 Park and Ride car parking spaces.

‘The Maze Long Kesh (MLK) Spatial Framework - Movement Strategy’ encourages the use of public transport. It makes provision for high quality bus corridors which can provide regular services to Lisburn City Centre where they can link with other corridors and also link with the wider area, including the M1 and A1.

Bus stops shall be located within 500 metres of the future development, with easily accessible information on routes and timetables, to make this a convenient mode of travel. The movement strategy provides the potential for one of the two lanes of the dual carriageways to be dedicated for rapid transit and a single lane zone has been reserved along the other parts on the main axis.

Public consultation is currently underway on the options for the route of a new bus-based rapid transit and the City Council have raised the issue of the potential extension of the BRT system to Lisburn, and whether an option to link to the MLK site could be examined. This would improve access to and from the MLK site and promote an improved modal split of access to MLK away from private vehicles, and would provide an additional attractor to potential investors and developers.

A regular Rapid Transit service to MLK could in particular facilitate access to employment opportunities from areas within Lisburn and Belfast with high rates of economic inactivity and low work-mobility potential. The Rapid Transit Project Team has undertaken to liaise with MLK as part of the longer term planning process for the BRT system and the MLK site.

BMTP has plans for train station and Park & Ride and the plan has aspirations to achieve a rail station / halt in this vicinity should the opportunity arise

Future Provision – Knockmore Link

A key stage of developing the entire study area is the Knockmore Link. This is a proposed major new dual carriageway connection planned to run between the North West of Lisburn and the M1 (at the existing Park and Ride site). This new link would be an attractive alternative to the Hillsborough Road route for many trips including those to and from the study area. However it should be noted that the Knockmore Link is a non-strategic road scheme. It is currently a developer led scheme and not a Roads Service scheme or included within their programme for delivery. However, the importance of this link road will necessitate a reconsideration of this approach.

BMAP 2015 advises that developers will be responsible for funding the scheme either in full or in a substantial part. Any Roads Service contribution towards the scheme will be subject to detailed economic appraisal, the availability of funding and inclusion within the major works programme. The Belfast Metropolitan Area Plan Amendment No. 1 Clarification Map No 35 shows the Road Protection Corridors for this road scheme between A2 Moira Road to the new roundabout at the M1 Motorway junction with A101 Sprucefield Link Road. Given the current economic climate it is unlikely that this will now be progressed, however, it is recognised that this link is of crucial significance to the development of the lands at MLK and the West Lisburn Development Framework and the possibility remains that part or all of the scheme could be brought forward through these plans.

Future Provision – M1 /A1 Link

This is a DfI Roads proposal and involves construction of a new motorway flyover link directly between the M1 in the Belfast direction and the A1, and the provision of a new grade separated junction serving Hillsborough. This is to effectively separate strategic traffic from local traffic at Sprucefield. The proposed scheme, which is included in the Strategic Road Improvement Programme, is to provide a high standard link dual carriageway between the M1 motorway and the A1.

Roads Service has commissioned consultants and they concluded that two options were worthy of further consideration. These were the Culcavy East route corridor and the Central route corridor. The former leaves the M1 on the western side of the A1, just to the west of the A101 (M) /M1 junctions and connects to the A1 east of where it passes over Culcavy Road. The latter leaves the M1 on its eastern side and bypass's

Sprucefield on its eastern side returning to the A1 at the same point as the other option having crossed the A1 south of Sprucefield. The next stage of development for the M1/A1 Link scheme will consider alternative route options within two determined route corridors, resulting in the selection of a preferred option from only one of them. However, this scheme development is not being progressed at present. Progression in the future will be subject to available funding and will be reassessed following the reinstatement of the Assembly.

The Belfast Metropolitan Area Plan Amendment No. 1 Clarification Map No 10 shows the Road Protection Corridors for this road scheme and until the future of the road scheme is ultimately determined, any Protection Line in the adopted BMAP, would remain in place

The 'Maze Long Kesh (MLK) Spatial Framework - Movement Strategy' contains a number of highways proposals within the Movement Strategy and these are as follows.

- New grade separated dumbbell junction on M1 junction west of Halftown Road (access to/from west only)
- New Knockmore Link from the A3 Moira Road to the M1 Motorway/A101 at Sprucefield
- MLK site to Knockmore Link (two options one north of Halftown and one south of Halftown subject to further consultation and testing)

Future Provision – Other Junction improvements

The adopted Lisburn Area Plan zoned 84 hectares of land at Ballinderry Road/ Brokerstown Road/ Glenavy Road for the provision of housing and the plan required the upgrading of the Brokerstown Road and Ballinderry Road from their junction with the Knockmore Road.

Subsequent Planning Applications approvals required the signalisation of the Knockmore Road/Ballinderry Road junction and also the Prince William Road/Ballymacash Road/Ballymacash Park junction, which are just outside the study area. Other junction improvements include the widening of the Prince William Road south of its junction with the Knockmore Road. It should also be noted that planning approval was granted for the development of 128 properties on Blaris Road close to the junction with Hillsborough Road. This application included necessary road works at the Hillsborough Road/Blaris Road junction. However, a new application has recently been submitted for fewer properties which may impact on the delivery of any anticipated road improvements.

Sport/Leisure and Tourism

The major sports and leisure assets within the study area include the Down Royal Racecourse and golf courses at the top of Kesh Road, Lisburn Golf Course and Lisburn Rugby and Hockey Club, both located on Eglantine Road.

Cycle/walking paths also exist along the River Lagan, but this network currently ends at Union Locks (Blaris Road) and no formal cycle and walking routes exist within the study area.

