



# Castlereagh Urban Framework

Draft for Public Consultation - March 2021

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Castlereagh  
City Council

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# Introduction

## 1.0

Lisburn & Castlereagh City Council (LCCC) and the Department for Communities (DfC) have appointed AECOM to prepare an update to the Castlereagh Urban Integrated Development Framework (CUIDF), published in November 2014. The CUIDF was a non-statutory document, commissioned by the former Department for Social Development (DSD), now DfC, which identified opportunities for future development and growth on the basis of short, medium and long-term objectives. The CUIDF focused on the three study areas within the Castlereagh urban area: Carryduff, Forestside and Dundonald.

This updated document, referred to as the Castlereagh Urban Framework (CUF), will assist LCCC in shaping the future for Carryduff, Dundonald and Forestside, considering developments and advancements in these areas since 2014. The CUF is a non-statutory document which should be read alongside statutory planning policy, including the emerging LCCC Local Development Plan (LPD) 2032. As such, the CUF can be considered as an advisory document which sets out a long term, inspiring vision for Carryduff, Dundonald and Forestside up until 2032. The CUF identifies a series of high-level regeneration projects and investment priorities to help achieve the overall vision.

The revised CUF is being developed in the context of the Council's new responsibilities for preparing a statutory Community Plan and Local Development Plan.

The Local Development Plan 2032, draft Plan Strategy, is the first document in a two stage process, the second being the Local

Policies Plan. Together these will constitute the Council's new Local Development Plan. The draft Plan Strategy forms a strategic spatial interpretation for the Council area and provides the statutory policy framework for future development of the Council area from 2017-2032, aligned with the Council's Community Plan

# The Brief

## 2.0

### 2.1 Lisburn & Castlereagh City Council Area

In April 2015, reform of local government in Northern Ireland saw the replacement of the twenty-six districts with a smaller number of "Super-Councils". The aim of this was to create more effective local government and to allow for the improvement of services by allowing the new Councils to deliver additional services and

have new responsibilities and powers. Under the local government reform, Castlereagh Borough Council merged with Lisburn City Council to form the new Lisburn & Castlereagh City Council (LCCC). The area covered by LCCC has an estimated population of 144,400 (according to NISRA Mid-Year Population Estimate 2018).

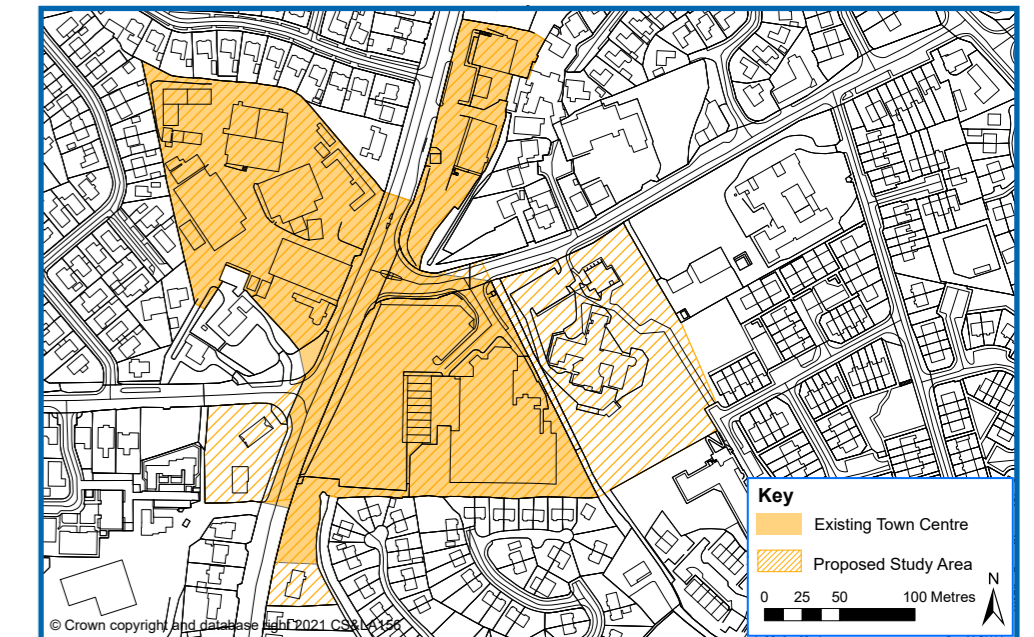
### 2.2 The Study Area

The study areas are within the previously defined borough of Castlereagh, comprising: Dundonald, Forestside and Carryduff. Each of these areas can be considered "urban", as indicated by the following designations within the draft Belfast Metropolitan Area Plan (BMAP):

- Carryduff Town Centre
- Dundonald Local Centre
- Forestside District Centre

This report will focus on the CUF study area boundaries, which differ from the local, district and town centre boundaries designated within Local Planning policy. The following section includes maps setting out the extent of the three study areas, Local Planning policy designations have been shown for referencing purposes only.

**Carryduff** - This study area comprises lands at the Carryduff Shopping Centre site, Lowes Industrial Estate, Carryduff Library, Killynure House, Carryduff Surgery, Eight South Restaurant and the Ballynahinch Road shops.





**Dundonald** – This study area consists of three sub areas:

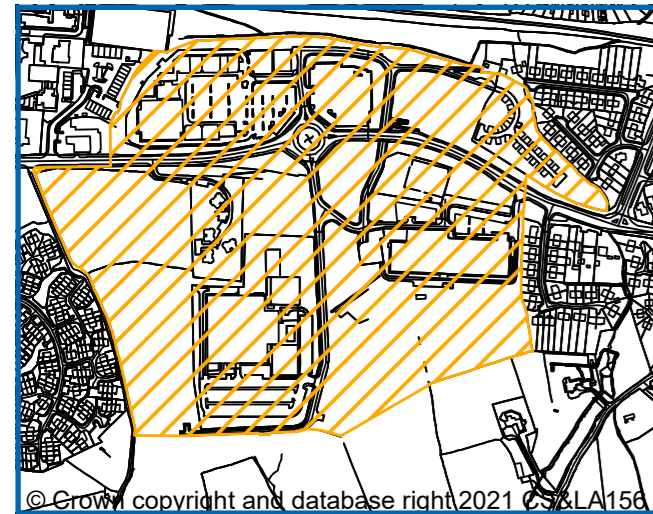
- **Newtownards Road** - This study area incorporates lands at Lidl and Dundonald Park and Ride (Dunlady/Upper Newtownards Road Junction); Asda; and the frontage along the Upper Newtownards Road from Nos 1037 to 937 (Both sides of the Road) that contains residential development and small commercial and food outlets.

- **Comber Road** – This study area includes, various retail units, food outlets, a pharmacy, veterinary clinic and residential houses.
- **Old Dundonald Road** – This area incorporates various uses including the following Dundonald International Ice Bowl, David Lloyd Fitness, Pirates Adventure Golf, and Eastpoint Entertainment Complex.

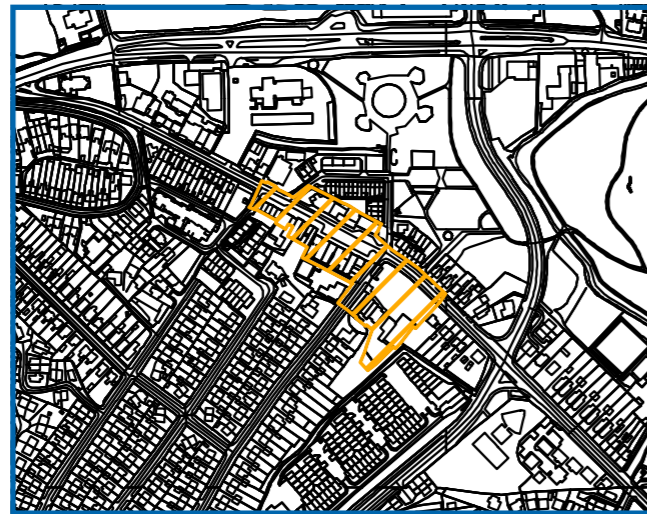
**Forestside** – This study area incorporates Forestside Shopping Centre, lands at Homebase, the former Castlereagh Borough Council offices and Drumkeen Retail Park.

Building upon the 2014 CUIDF document, AECOM produced an updated Phase 1 Baseline Report in December 2019. This updated baseline report informed the stakeholder consultation, objectives and therefore the proposals outlined within this refreshed CUF.

**Old Dundonald Road**



**Comber Road**

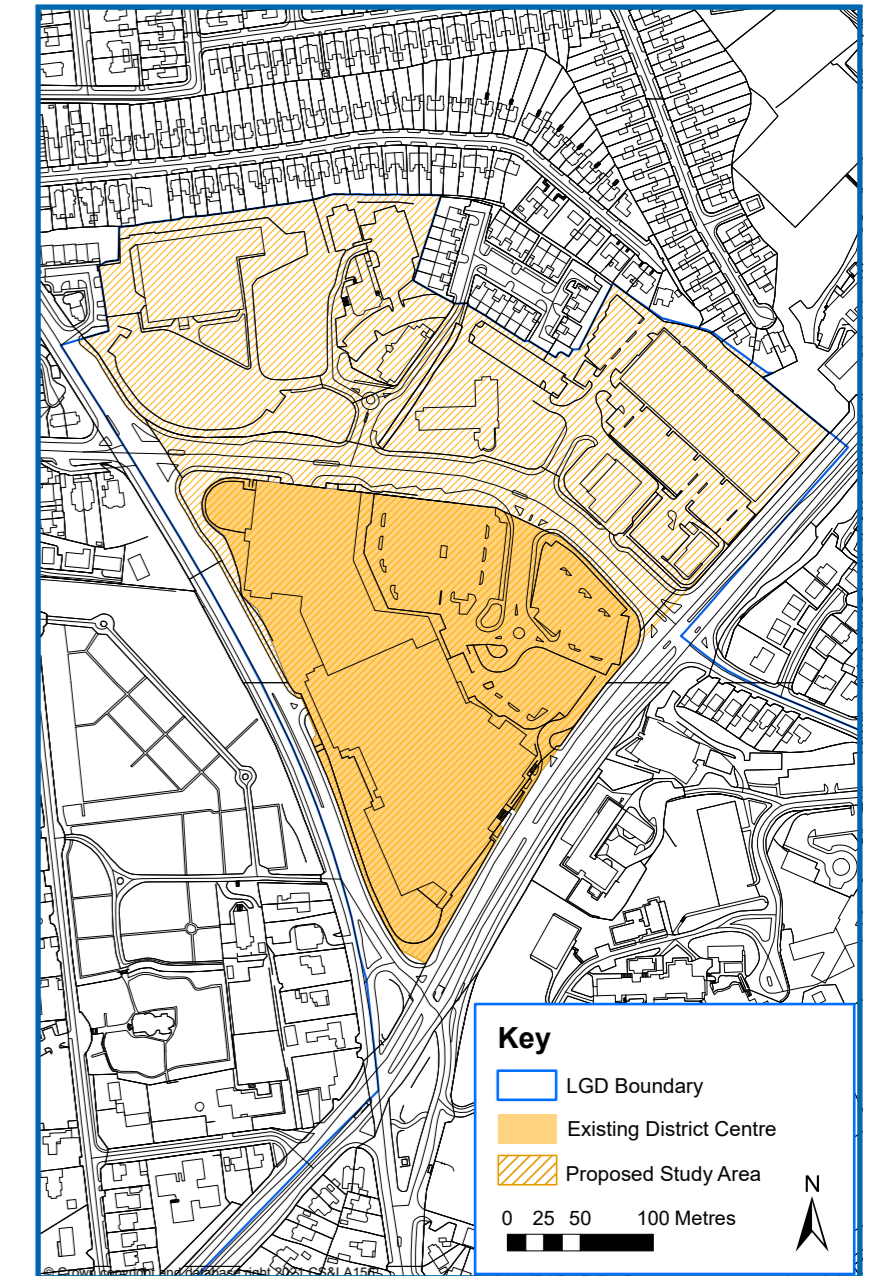


**Newtownards Road**



**Key**

- Existing Local Centre
- Proposed Study Area





## 2.3 Approach

The process of preparing the refreshed and updated CUF can be summarised as follows:

- **Stage 1 / Project Inception** Confirming study boundaries and creation of consultation strategy. Site visits were undertaken of all key sites. A key output of this stage was the reassessment of the Vision statement and strategic objectives.
- **Stage 2 / Analysis** Updating the baseline data reviewing planning history, designations and historical mapping. A key output of this stage was the Urban Audit which provided a snapshot of the urban environment and the analysis of current proposals of each study area.
- **Stage 3/ Survey and preparation of draft proposals** Retail and commercial analysis undertaken. Draft proposals within the study areas produced. One to one meetings with key stakeholders and Consultation workshops took place:

- Councillor/ Council worker workshop 24th February 2020 which took place in Bradford Court at 9.30am
- Carryduff and Forestside workshop 27th February 2020 which took place in the Lough Moss Leisure Centre at 8am
- Dundonald workshop 28th February 2020 which took place in the Dundonald International Ice Bowl at 8am

Public consultation on the draft CUF report and proposals will be held online, on LCCC's website, from Monday 29th March 2021 until Friday 28th May 2021.

- **Stage 4/ Production of finalised CUF** Preparation of the updated CUF and associated action plan.

## 2.4 Analysis

AECOM carried out an updated baseline assessment in the study areas which included technical assessments, updating of relevant information and setting out key findings from site visits as well as updated vacancy rates.

A refreshed audit of the urban environment was undertaken which examines how healthy the areas are from a range of perspectives

such as frontages, vacancy and a public realm perspective. The Urban audit also looked at how attractive places were in terms of how they are maintained currently.

This baseline assessment helped identify the constraints and opportunities listed within this document.

## 2.5 Constraints

### 2.5.1 Competition

All three study areas are within close proximity to Belfast. The relationship of the study areas with Belfast City Centre, given their proximity, is acknowledged. It is evident that the study areas can struggle to compete with Belfast. There is a need to strengthen the study areas, providing attractions that will create a unique and distinctive offering to those living within the area and beyond.

### 2.5.2 Lack of Unique Selling Points

With the exception of Dundonald Leisure Park which contains unique attractions such as the Dundonald International Ice Bowl and Pirates Adventure Mini Golf, the other areas are quite similar in terms of land use and offering which is primarily retail. It is important to consider what other uses or experiences can be developed throughout the study areas.

### 2.5.3 Poor Environmental Quality

It is evident through the research and survey stage that the environmental quality of Dundonald and Carryduff has suffered due to vacancy, demolition and lack of public realm investment. However, these areas have unique characteristics which can be focused upon to improve the environmental quality over time.

### 2.5.4 Lack of focal point

Dundonald and Carryduff both lack a focal point- a point or centre of interest and/or activity. Individuals generally gravitate towards a focal point thus it can have a positive impact on a town centre or destination, with other development built out around this.

## 2.6 Opportunities

### 2.6.1 A Location for Growth

The wider study area can generally be considered to have a large commuter population, whereby people live in areas such as Dundonald and Carryduff then travel into Belfast for work.

The variety and choice of housing and employment opportunities available in the wider study area, offer opportunities for local people to live and work in their localities, and can bring associated improvements to the retail, leisure and infrastructure provision.

By marketing the study areas appropriately, as a viable alternative to Belfast there is also an opportunity to attract new businesses and thus investment. There are many development opportunity sites throughout all study areas.

### 2.6.2 An Accessible Place

All three study areas have good connections to Belfast city centre via bus and Glider. The public transport connections between the study areas and the wider LCCC area could be improved. All study areas are highly accessible by car, with plenty of parking opportunities. There is also potential for new sustainable connections to be made, including:

- Linkages to range of environmental designations, such as Moat Park, Dundonald;
- Linkages to public transport, including the Glider service to Dundonald and associated Park and Ride; and
- Linkage of Carryduff to proposed Carryduff Strategic Greenway

(which could potentially link to Cairnshill Park and Ride and Purdsyburn/Knockbracken Strategic Mixed-Use Site (both outside study area).

### 2.6.3 Business Investment

The updated vacancy surveys and urban audit highlight a decrease in vacancy rates throughout the three study areas since the original CUIDF document was published. In Carryduff there was a dramatic decrease in vacancy mainly due to the demolition of the Carryduff Shopping Centre. Other units that were vacant in the 2013 baseline study have since been re-occupied meaning the vacancy rate has decreased from 20% to 7.5% in Carryduff.

The vacancy rate at Comber Road was 0% in 2013, this remained unchanged in 2019. The Newtownards Road vacancy rate also remained unchanged at 20%. The Old Dundonald Road's vacancy rate dropped from 23% in 2013 to 12.5% in 2019.

Forestside's vacancy rates have dropped from 8% in 2013 to 0% in 2019 showing that Forestside Shopping Centre and Drumkeen Retail Park are operating successfully.

There is an opportunity to create conditions that continue the gradual decreasing of vacancy rates throughout the areas and simultaneously maintain the units that are present. However, we must be mindful of the potential long-lasting impact the COVID-19 pandemic will have on business investment, demand for retail and office space, travel patterns etc

# Stakeholder & Public Engagement

## 3.0

Consultation with key stakeholders and the wider public was considered an essential part of the CUF update process.

The consultation can be summarised into the following stages:

- Meetings and discussions with representatives from various stakeholder groups;
- Stakeholder workshops;
- Public consultation.

## 3.1 Stakeholder Meetings

The stakeholder meetings formed the first step in the consultation process. One to one meetings were held between January and March 2020 with representatives from the following organisations/bodies:

- LCCC Officers
- Translink
- Killynure Community Association
- Carryduff Regeneration Forum
- Department for Infrastructure
- Forestside Shopping Centre
- Causeway Asset Management
- Drumkeen Retail Park Ltd
- Dundonald Greenbelt Association



## 3.2 Stakeholder Workshops

Further to the individual meetings additional consultation workshops were organised. Identified stakeholders were invited to attend the breakfast workshops detailed below:

		Location	Time/Date
<b>Workshop 1</b>	Councillor/ Council Official workshop	Bradford Court	24th February 2020 9.30am
<b>Workshop 2</b>	Carryduff and Forestside Workshop	Lough Moss Leisure Centre	27th February 2020 8am
<b>Workshop 3</b>	Dundonald Workshop	Dundonald International Ice Bowl	28th February 2020 8am

The purpose of the workshops was to update the stakeholders on the CUF process and explore any ideas the stakeholders have in relation to the specific urban areas. The workshops included an exercise to encourage discussion amongst the stakeholders, to identify existing issues and potential solutions.

The workshops were well attended and the discussions enriched the appreciation of the context for the study areas, helping to inform the CUF. The feedback from the stakeholder engagement aided the formation of the amended objectives and proposals which were then brought forward to public consultation.

## 3.2.1 Summary of Stakeholders responses

The following word clouds provides a summary of topics raised during each of the stakeholder workshops

Key words from Workshop 1 - Council Officers/Councillor Workshop



Key words from Workshop 2 - Carryduff and Forestside Workshop



Key words from Workshop 3 - Dundonald Workshop



## 3.3 Public Consultation

The draft CUF report and proposals will be available to view during a period of online public consultation, hosted on LCCC's website, from Monday 29th March 2021 until Friday 28th May 2021. Feedback from the public consultation will be used to refine the proposals and overall CUF.

### 4.1 Introduction

The previous CUIDF set out a high level, long term vision for the study areas by 2020. This vision remains largely relevant within the present context, as such it is recommended that this vision is carried forward in the CUF, with an amendment to reflect study areas position within the Lisburn & Castlereagh City Council area and the emerging LDP plan period.

The CUF sets out the following amended vision for the study areas by 2032:

*“Carryduff, Dundonald and Forestside will be vibrant centres and a focus for investment. The three centres will be accessible and have good linkages. The centres will complement each other, while fulfilling a unique role, having a clear sense of identity and providing residents with a sense of place and belonging. The centres will radiate confidence and innovation as they position themselves as forward looking centres which can accommodate new concepts and where emerging growth sectors can locate. Collectively, the centres will provide a basis to strengthen the appeal of the urban area as an attractive and distinctive place to live, work, play and visit having a full complement of uses from major tourism/leisure activities, a wide range of retailing and employment opportunities. It will be the sum of the three centres which contributes to the strength of the urban area and provides a platform from which to project a confident and prosperous urban area fitting of its position within the Lisburn & Castlereagh City Council and wider Belfast Metropolitan areas. Each of the three centres will perform a distinct role.”*

In the next section we consider the updated visions for each of the individual study areas.

### 4.2 Carryduff

Carryduff will be rejuvenated via the regeneration of the former Shopping Centre site. This development will serve as a new focal point for Carryduff’s Town Centre and will be complemented by public realm and traffic improvements along Church Road helping to form a new “high street”. Alongside the focal development, existing businesses within Carryduff will benefit from improvements

to the town centre which aim to create a high quality, pedestrian friendly environment with lively and attractive uses. Improvements to the existing community facilities within Carryduff will help to stimulate well-being among residents. New and improved linkages will be provided to encourage alternative modes of travel such as cycling, walking and public transport.

### 4.3 Dundonald

Dundonald will consist of three attractive, interconnected areas comprising the Dundonald Leisure Park, the Comber Road and Newtownards Road. Dundonald Leisure Park will continue to act as the main leisure/tourism attraction in the area. New developments will promote and enhance this area as the main leisure/tourism offer within the Council area and be a key attractor for day visitors from across Northern Ireland. The Comber Road will provide an attractive and relaxed local shopping environment easily accessible to the surrounding residential area. The Newtownards Road will continue

to provide the primary retail offer supported by local services and businesses on the Comber Road. A more pedestrian friendly environment will be created through a series of interventions to improve public realm and manage the existing car parking provision. Proposals will take advantage of key assets including Moat Park and the Comber Greenway, providing enhanced linkages and wayfinding measures, strengthening the sense of place and improve accessibility to, from and within Dundonald.

### 4.4 Forestside

Forestside is a competitive, distinctive and highly accessible location. Underutilised sites will be promoted as development opportunities, providing a wider range of uses, such as offices, in order to attract workers, providing a complementary supporting role to the adjacent retailing uses. Public realm improvements and new crossing points will

enhance the visual and physical permeability within the area, helping to create a friendlier pedestrian environment. A balanced approach to traffic and transportation will be encouraged, the out-of-town nature of the area will be respected whilst new connections will help to encourage greater use of public transport, walking and cycling.



## 4.5 Strategic Objectives

The previous CUIDF identified seven objectives to create a framework for the Castlereagh Council area under Castlereagh Borough Council. These objectives have been carried forward and amended, following analysis of each study area and outputs from

the consultation process, to reflect the current situation within the council area. The table below provides a summary of the updated strategic objectives.

### Updated Strategic Regeneration Objectives for the CUF

To develop a focal point and sense of identity in each study area

To sustain and enhance the existing retail offering whilst promoting new commercial and employment opportunities within the study area

To develop a range of development opportunities sites which will assist in attracting new investment

To deliver high quality public realm and sustainable environmental improvements to encourage investment within the study areas

To improve access to, from and within the study areas in order that future growth of the defined Urban Area is supported by a road network and car parking arrangement which encourages the use of sustainable transport measures

To develop Dundonald Leisure Park as a major leisure/tourism destination

To actively engage with community sector to assist in increasing community services

# The Development Framework

## 5.0

### 5.1 Introduction

In order for the CUF vision to be achieved and the three areas to achieve their economic, social and environmental potential, it is imperative that the proposals are pursued by LCCC in partnership with the Department for Communities, the Department for Infrastructure and other relevant public sector bodies.

The implementation and success of the proposals will be dependent on a collaborative approach being adopted across various public sector bodies and community stakeholders. Buy-in from the private sector is key to achieving the overall vision."

### 5.2 Carryduff

#### 5.2.1 Existing Situation

There is limited public realm in the area and the town is dominated by the Ballynahinch Road (A24) which serves large volumes of traffic, contributing towards an unfriendly pedestrian environment. Carryduff has little or no sense of place and the "town centre" lacks a focal point. The town is dominated by a large, currently underutilised area comprising a car park associated with the former Carryduff Shopping Centre. The Carryduff shopping centre has been demolished with only some isolated units remaining. There is a vacant site to south of the Carryduff Shopping Centre on Ballynahinch Road. This site is overgrown and surrounded by temporary Heras fencing leaving a bad first/last impression on those travelling through Carryduff. Likewise, there is a vacant overgrown site on Church Street, adjacent to the Eight South car park.

The Killynure House/ Library site on Church Street has some attractive mature trees. A desire line cuts across the grass to the north of Killynure House, acting as an informal pedestrian access from Church Street. The Library building looks quite dated. Metal grilles on the southern windows leaves a poor first impression. Boundary of the Killynure House/ Library site towards the shopping centre is overgrown and unmaintained with evidence of litter and graffiti.

The two-storey commercial building on Ballynahinch Road at the junction with Church Street has little architectural merit, however, the individual shop frontages are generally active and attractive. The Lowes Industrial Estate comprises a mixture of generally unattractive buildings, including warehouses, pre-fab units and wooden sheds, with car parking scattered throughout.



There has been some attempt to improve this area with the placement of individual planters, however, overall this is not an inviting pedestrian space. The commercial units along the Ballynahinch Road heading northwards are again quite dated although the frontages are active, and the buildings appear to be well utilised.

Many of the street trees throughout the town are underdeveloped, dwarfed by much larger columns for street lights, speed cameras and telecommunication masts. The best examples of street trees can be found along the western boundary of the Shopping Centre car park, however, the low laying vegetation here is unattractive and appears unmaintained.

In summary, within Carryduff there is a need to:

- **Provide planting to create vistas/enhance key pedestrian routes.**
- **Provide a focal point**
- **Increase community services**
- **Promote linkages through Carryduff**
- **Improve access to surrounding areas**
- **Prioritise pedestrians over vehicles**
- **Improve the public realm**
- **Manage vacant lands**
- **Create a sense of identity**
- **Increase range of uses**



*View from Church Road looking east*



*View from Church Avenue looking west*



*View from Church Road looking north*



*View from Church Road looking to west*





*View of Killynure House and Carryduff Library*



*View from Ballynahinch Road looking north*



*Ballynahinch Road/Church Road Junction*

## 5.2.2 Carryduff Proposals

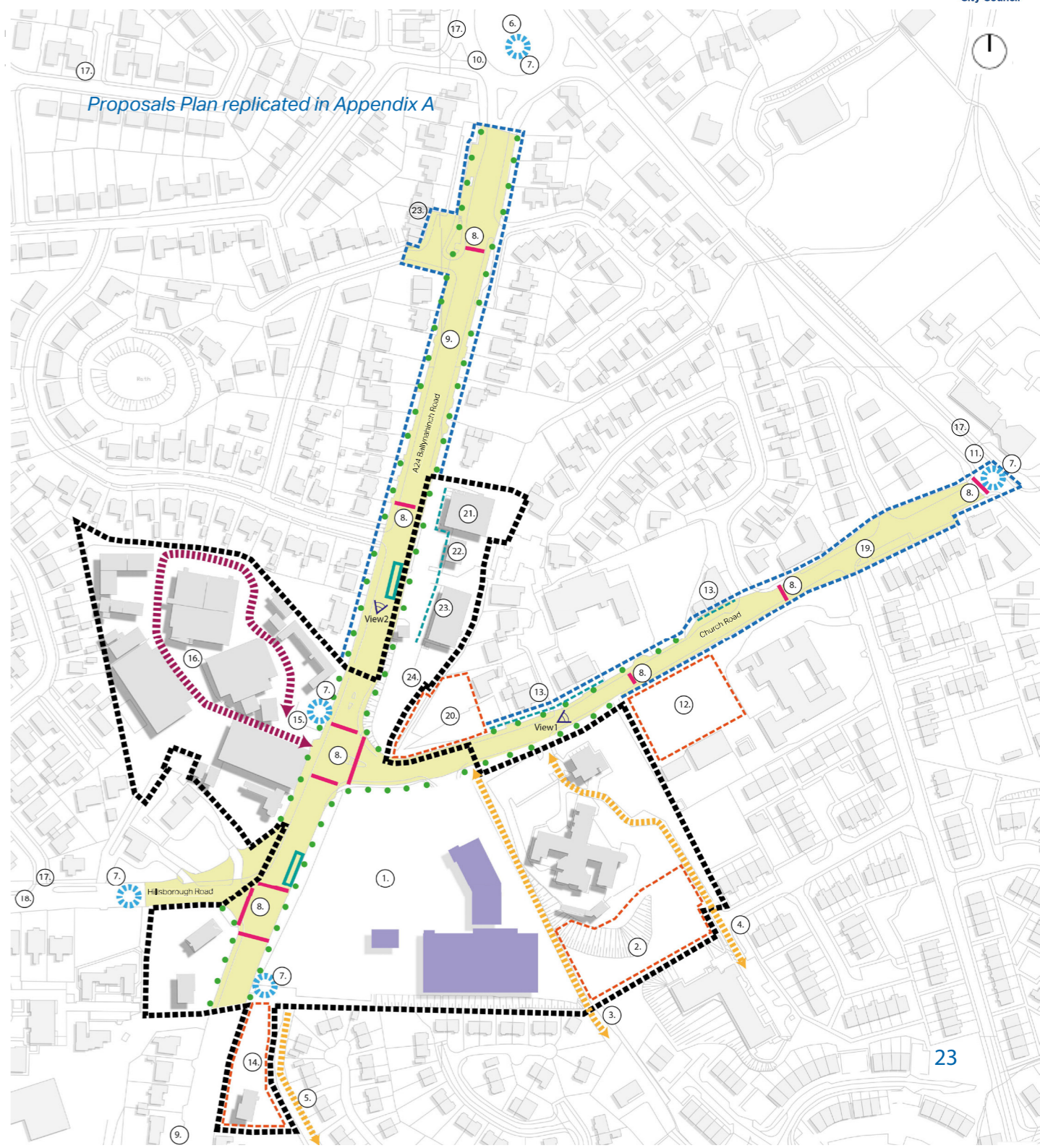
Theme	Proposal
<b>Connectivity</b>	<ul style="list-style-type: none"> <li>• Junction improvement works (already in progress).</li> <li>• Scheme to improve cycle/pedestrian linkages to residential housing.</li> <li>• Scheme to improve open space to encourage linkages.</li> <li>• Scheme to develop linkage along Carryduff River to Meadowvale Park.</li> <li>• Schemes to connect Carryduff Shopping Centre with Carryduff Greenway via Carryduff Park/Lough Moss Leisure Centre.</li> </ul>
<b>Traffic Calming</b>	<ul style="list-style-type: none"> <li>• Pedestrian crossing improvements.</li> <li>• Speed reduction techniques.</li> <li>• Commission study to include comparative analysis and modelling to reduce traffic on Church Road.</li> <li>• Roundabout improvements to facilitate increased HGV traffic which now avoids Church Road</li> </ul>
<b>Glider Extension</b>	<ul style="list-style-type: none"> <li>• Explore potential Glider Phase 2 to extend to Carryduff</li> </ul>
<b>High Street Initiatives</b>	<ul style="list-style-type: none"> <li>• Church Street- Business frontage improvement scheme.</li> <li>• Church Street - Extension of boundary to form new "High Street". To include public realm enhancements, footpath widening, paving, tree planting, street lighting, furniture and signage.</li> <li>• Ballynahinch Road Shops - Visual enhancements to carpark and pedestrian linkages</li> <li>• Ballynahinch Road Shops - Landscaping scheme in car park</li> <li>• Ballynahinch Road Shops - Shop Frontage Improvement Scheme and signage upgrade.</li> <li>• Ballynahinch Road Shops - Public realm improvements and the rationalisation of parking.</li> </ul>



Theme	Proposal
<b>Gateway Initiatives</b>	<ul style="list-style-type: none"> <li>Gateway features including signage and art pieces on main arterial routes.</li> <li>Gateway feature/sculpture at Carryduff Roundabout.</li> </ul>
<b>Carryduff Shopping Centre</b>	<ul style="list-style-type: none"> <li>Redevelop Carryduff Shopping Centre with design providing appropriate on street frontage to support future public realm development and serve as a new focal point for Carryduff's town centre.</li> </ul>
<b>Killynure House, Library and Primary School</b>	<ul style="list-style-type: none"> <li>Scheme to improve the open space to the rear of Killynure House.</li> <li>New synthetic foodlit sports pitch.</li> </ul>
<b>Lowes Industrial Park Improvements</b>	<ul style="list-style-type: none"> <li>Scheme to improve entrance signage at Lowes Industrial Park.</li> <li>Scheme to improve signage and wayfinding through the internal road network.</li> </ul>
<b>Lough Moss Leisure Centre</b>	<ul style="list-style-type: none"> <li>Improvements to include landscaping, tree planting and plans for future use.</li> </ul>
<b>Development Opportunity Sites</b>	<ul style="list-style-type: none"> <li>Ballynahinch Road - Development opportunity site.</li> <li>Church Road - Key corner development opportunity site.</li> </ul>
<b>Employment lands within the study area</b>	<ul style="list-style-type: none"> <li>Commission study to evaluate and make recommendations on all Employment lands within study area.</li> </ul>

The table above sets out some of the key areas that need identified, these have been arranged into themes. We have recommended a series of proposals to address each theme.

-  Study Area Boundary
-  Proposed Boundary Extension
-  Visualisation Viewpoint
-  Proposed Gateway Feature
-  Proposed Public Realm Improve
-  Proposed Pedestrian Crossing II
-  Proposed Landscaping Improve
-  Pedestrian Linkage Improvements
-  Development Opportunit
-  Proposed Development
-  Improved Wayfinding / Cc
-  Potential Glider Drop off
-  Shop Frontage Improvement Works





1. Redevelop Carryduff Shopping Centre.
2. Scheme to improve the open space to the rear of Killynure House.
3. Scheme to improve cycle / pedestrian linkages to residential housing.
4. Scheme to improve open space to encourage linkages.
5. Scheme to develop linkage along Carryduff River to Meadowvale Park.
6. Gateway feature / Sculpture at Carryduff Roundabout.
7. Gateway features including signage and art pieces on the main arterial routes.
8. Pedestrian crossing improvements within the study area.
9. Speed reduction techniques within the study area.
10. Roundabout Improvements to facilitate increased HGV traffic which now avoids Church Road.
11. Junction improvement works (already in progress).
12. New synthetic floodlit sports pitch.
13. Church Street - Business frontage improvement scheme on Church Street.

14. Development Opportunity Site.
15. Scheme to improve entrance and frontage at Lowes Industrial Park.
16. Scheme to improve signage and wayfinding through the internal road network.
17. Schemes to connect Carryduff Shopping Centre with Carryduff Greenway via Carryduff Park / Lough Moss Leisure Centre.
18. Lough Moss Leisure Centre to include landscaping, tree planting and plans for future use.
19. Church Street - Extension of boundary to form new "High Street". To include public realm enhancements, footpath widening, paving, tree planting, street lighting, furniture, signage.
20. Key corner development opportunity site.
21. Ballynahinch Road Shops - Visual enhancements to carpark and pedestrian linkages.
22. Ballynahinch Road Shops - Landscaping scheme in car park.
23. Ballynahinch Road Shops - Shop Frontage Improvement Scheme - signage upgrade
24. Ballynahinch Roads Shops - Public Realm Improvements and rationalisation of parking.

View 1 - Church Road Widened Footpaths and Pedestrian Crossing Improvements







## 5.3 Dundonald

### 5.3.1 Existing Situation

#### **Newtownards Road**

The Upper Newtownards Road experiences high levels of traffic, this negatively impacts the pedestrian experience and reduces the overall environmental quality of the area. The traffic junctions with Robbs Road and Church Road are particularly busy, with long waiting times at pedestrian crossings. Nonetheless, the introduction of Glider provides an opportunity to reduce the reliance on private transportation, offering a fast and reliable service connecting Dundonald to Belfast.

The area is dominated by large surface level car parks, serving Lidl, Asda and Dundonald Park & Ride. There is some evidence of landscaping within the Lidl and Park & Ride car parks, however this could be better maintained in a number of places.

There is a vacant site adjacent to the entrance to Asda, surrounded by temporary Heras fencing. Litter which has gathered on this unmaintained site contributes to the unattractive appearance.

The semi-detached residential properties along the Upper Newtownards Road are generally attractive and positively contribute to the area. Whilst there are a number of active commercial units along the Upper Newtownards Road there is

evidence of vacant units and dereliction. The public realm in this area is generally unattractive including unmaintained railings. In addition, there are also a number of vacant units located near the Maxol filling station.

#### **Comber Road**

The Comber Road has lower volumes of traffic compared to the Upper Newtownards Road, contributing to a more pedestrian friendly environment. The residential properties along the Comber Road are generally attractive and provide a positive contribution to the area with the exception of a property located near the junction between Park Drive and Comber Road which has overgrown boundary vegetation. The commercial units in this area comprise simple one- and two-story retail units. The frontages of these units are generally active with little sign of vacancy. There is evidence of cars parking on the pavement along side streets (i.e. Cumberland Road). This may be contributed to by the parking restrictions which apply to the large car park adjacent to the shops. There are some good examples of street furniture in this area including modern cycle stands and large planters with seating. There is a direct entrance to the historic Moat Park which could be improved to take advantage of the area's unique heritage and provide better connections throughout Dundonald.



## Old Dundonald Road

The busy Kings Road/Old Dundonald Road cuts through this area, creating a physical barrier between the north which includes Eastpoint Entertainment Village and Dundonald Touring Caravan Park, and the south which includes Pirate's Adventure Golf, David Lloyd Fitness and Dundonald International Ice Bowl (DIIB). Eastpoint Entertainment Village comprises large commercial buildings with adjacent carparking. Many of the units in this area feature large windows which help to create active frontages and increases natural surveillance in the area. There is little to no public realm in the area, however some buffer planting has been implemented to help break up the large areas of car parking. Vegetation around the touring caravan park helps to screen this area from the elevated Old Dundonald Road and surrounding uses. A small lightly trafficked underpass is located adjacent to the western boundary of the Pirate's Adventure Golf site and provides an attractive linkage between the two parcels. However, the lack of natural surveillance in this area (when the caravan park not in use) would make this an unattractive option for pedestrians. In general the area is well served by the Metro service, however there is a need for improved transport links and better positioned bus stops.

The Comber Greenway continues along a route to the north of the Eastpoint Entertainment Village. There is potential to improve connections to the Greenway which could benefit pedestrian and cycle movements across Dundonald.

DIIB facilities comprise of a large, brick-clad, structure with no active frontage. The DIIB is served by an adjacent car parking area located between the building itself and the Old Dundonald Road – this car park is shared with the existing Pirate's Adventure Golf facility. A separate over-flow parking area is located to the west of the main DIIB building. There are a number of wide, open, grass-land plots to the west of the DIIB building. There is little good quality landscaping in this area, the DIIB building and immediate surroundings feel tired and outdated. The land to the south of the DIIB building largely comprises of farm-land with some low-level hedgerows and trees scattered throughout. This land raises gently towards the south. David Lloyd Fitness is located to the south west of the DIIB building, screened by very mature boundary planting.

In summary, within Dundonald there is a need to:

- **Manage car parking**
- **Promote linkages through Dundonald**
- **Improve access to surrounding areas**
- **Prioritise pedestrians over vehicles**
- **Improve the public realm**
- **Manage vacant and underutilised lands / properties**
- **Create sense of identity**
- **Increase range of uses**
- **Promote local heritage**
- **Provide planting to create vistas/enhance key pedestrian routes**



*View of shop fronts along Upper Newtownards Road*



*View of existing paving along Upper Newtownards Road*



*View of existing Pedestrian Cross on Comber Road*



*View of existing paving along Comber Road*





View of East Link Road and Old Dundonald Road junction



View of roundabout at King's Road and Old Dundonald Road

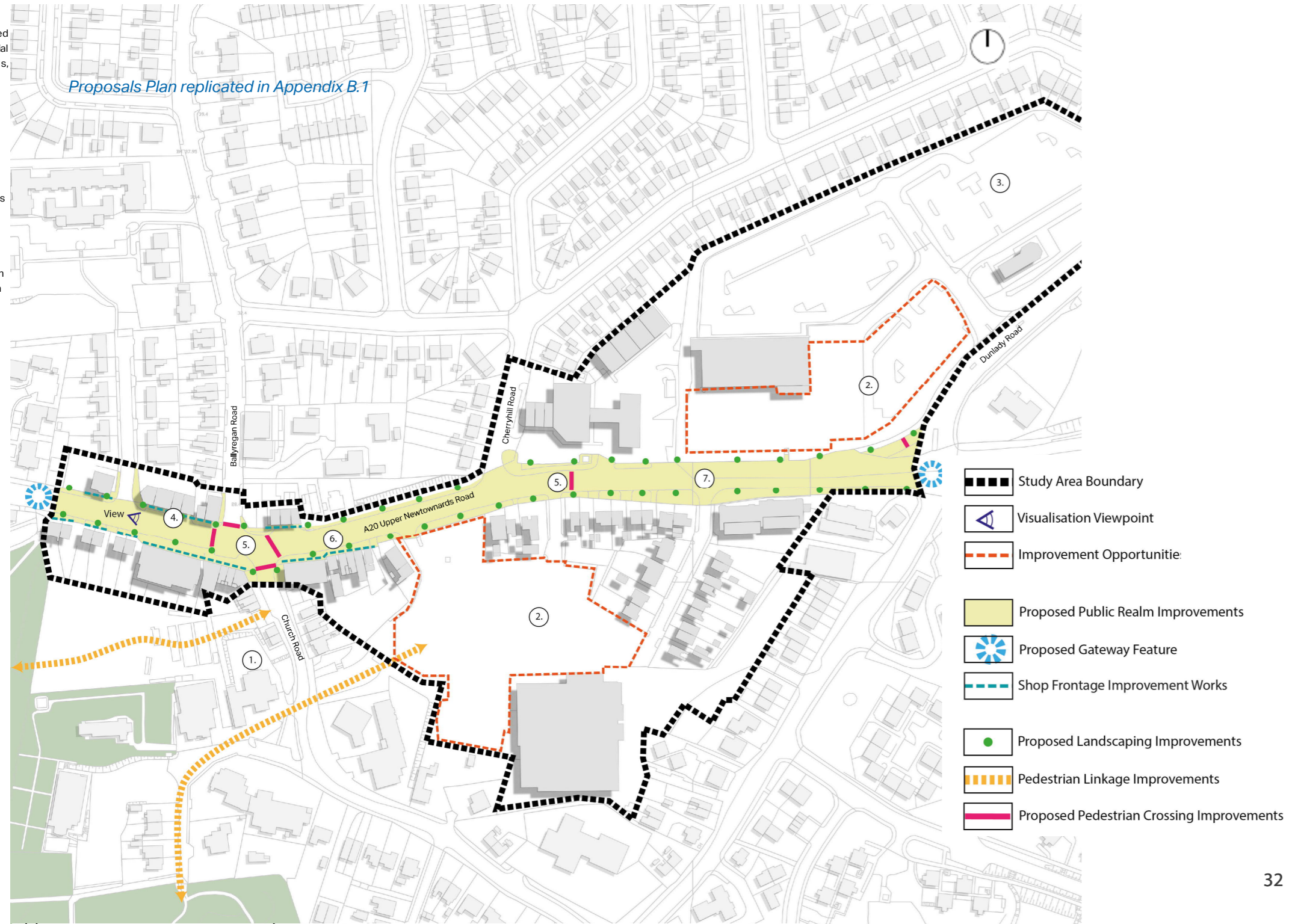
### 5.3.2 Newtownards Road Proposals

Theme	Proposal
<b>Car Parking</b>	<ul style="list-style-type: none"> <li>Environmental Improvements to Asda and Lidl car parks including boundary improvements and introduction of greenery.</li> <li>Relocation of Park &amp; Ride further out of town to free up land as significant development opportunity site.</li> </ul>
<b>Dundonald Village Improvements</b>	<ul style="list-style-type: none"> <li>Public Realm improvements to include, planting, paving and lighting upgrades.</li> <li>Shop signage/ frontage improvements</li> <li>Encourage the conversion of vacant floor space above retail premises into residential accommodation</li> </ul>
<b>Connectivity</b>	<ul style="list-style-type: none"> <li>Scheme to provide new pedestrian connections from Moat Park to Church Road.</li> <li>Commission study to include comparative traffic and pedestrian analysis and modelling.</li> <li>Improvements to pedestrian crossings.</li> </ul>

The table above sets out some of the key areas that need identified, these have been arranged into themes. We have recommended a series of proposals to address each theme.

1. Scheme to provide new pedestrian connections from Moat Park to Church Road.
2. Environmental Improvements to Asda and Lidl car parks including boundary improvements and introduction of greenery.
3. Relocation of Park & Ride further out of town to free up land as significant development opportunity site.
4. Encourage the conversion of vacant floor space above retail premises into residential accommodation.
5. Pedestrian crossing improvements within study area.
6. Shop signage / frontage improvements.
7. Public Realm Improvements to include planting, paving, furniture and lighting upgrades.





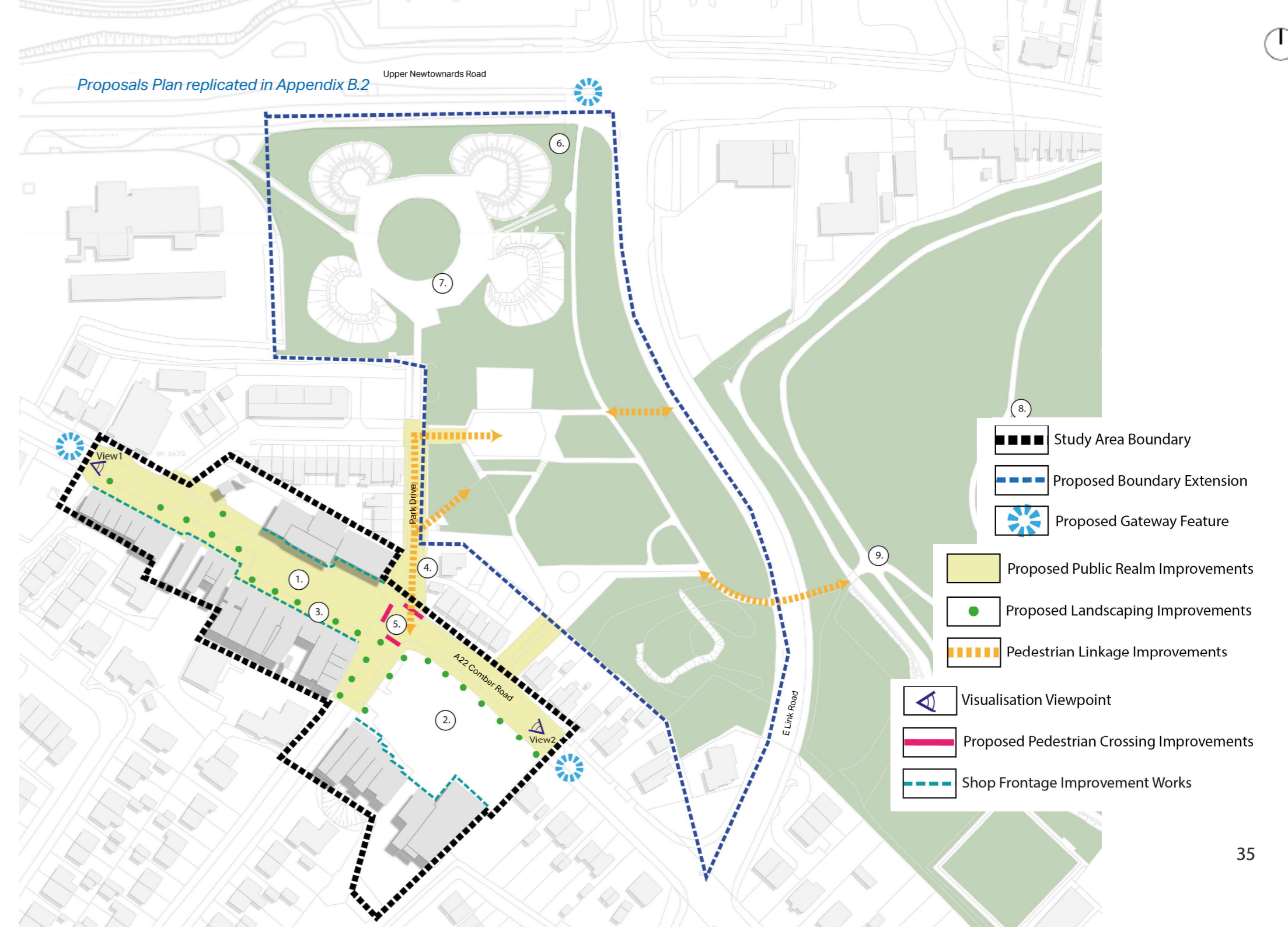
View - Public Realm Improvements on Upper Newtownards Road including Planting, Lighting and Paving



### 5.3.3 Comber Road Proposals

Theme	Proposal
<b>Comber Road Shop Improvements</b>	<ul style="list-style-type: none"> <li>Public realm improvements to include planting, paving, furniture and lighting updates.</li> <li>Rationalise car park – Boundary improvements, introduction of greenery, possible attenuation to ease Dundonald drainage issues.</li> <li>Shop frontage improvement scheme</li> </ul>
<b>Moat Park Improvements</b>	<ul style="list-style-type: none"> <li>Improved connection to Moat Park and the Village area by creating a landmark linkage between green spaces</li> <li>Pedestrian Crossing Improvements.</li> <li>New Feature Signage at Newtownards Road Entrance to create better integration.</li> <li>Scheme to improve visitor interpretation at Moat Park with focus on heritage and interpretation of Motte.</li> <li>Scheme to improve pedestrian and cycle connection from Church Road to Comber Road Shopping node.</li> </ul>

The table below sets out some of the key areas that need identified, these have been arranged into themes. We have recommended a series of proposals to address each theme.



1. Public Realm Improvements to include planting, paving, furniture and lighting upgrades.
2. Rationalise Car Park - Boundary Improvements, introduction of greenery and possible attenuation/ attenuation.
3. Shop Frontage Improvement Scheme.
4. Improved connection to Moat Park and the Village area by creating a landmark lingage between green spaces.
5. Pedestrian Crossing Improvements.
6. New Feature Signage at Newtownards Road Entrance to create better integration.
7. Scheme to improve open green space and playpark area.
8. Scheme to improve visitor interpretation at Moat Park with focus on heritage and interpretation of Motte.
9. Scheme to improve pedestrian and cycle connection from Church Road to Comber Road shopping node.



*View 1 - Comber Road Public Realm and Shop Frontage Improvements*





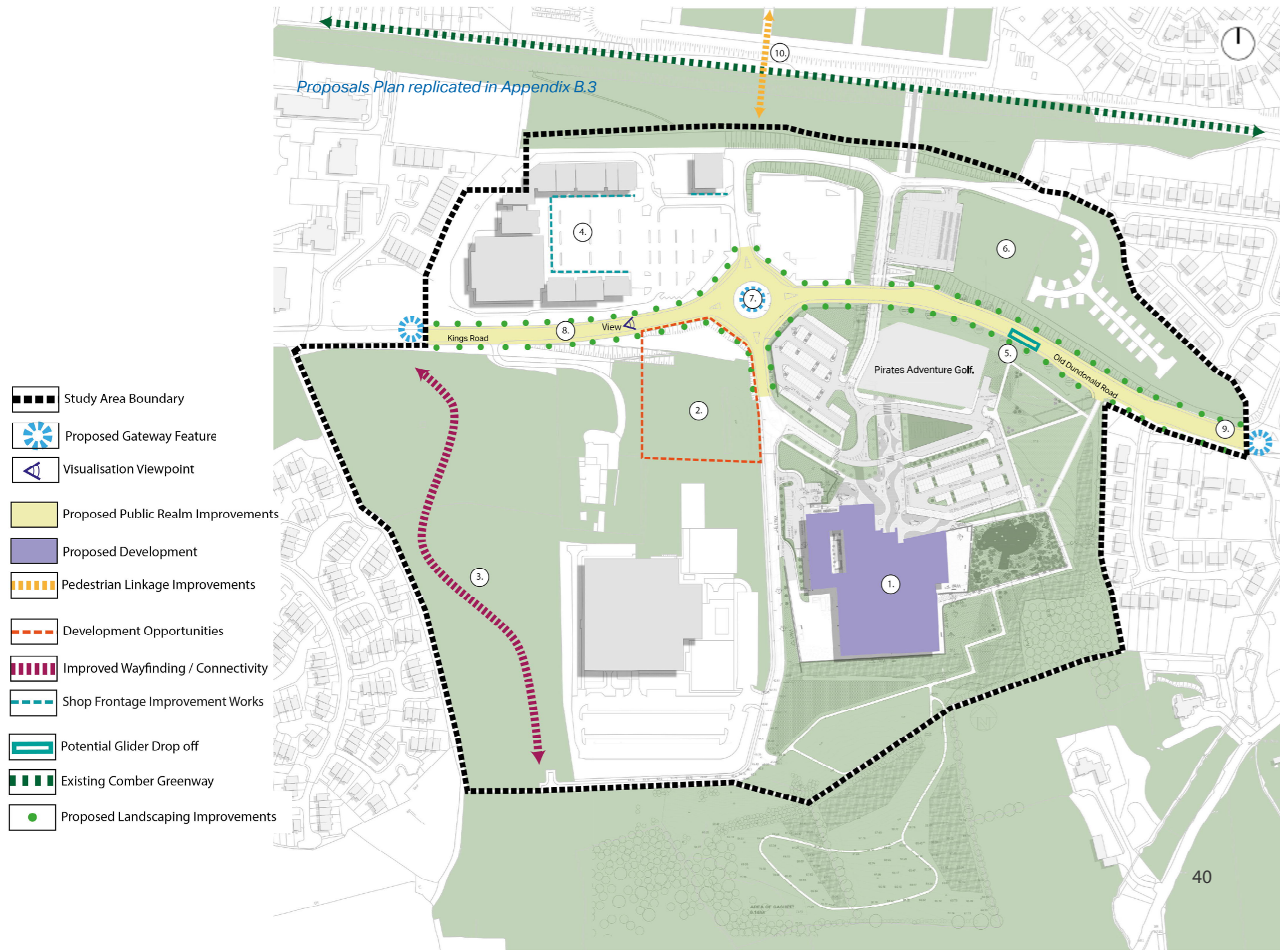
View 2 - Comber Road Public Realm and Carpark Improvements

### 5.3.4 Old Dundonald Road Proposals

Theme	Proposal
<b>Connectivity</b>	<ul style="list-style-type: none"> <li>Public Realm improvement works from Eastpoint to Ice Bowl and East Dundonald to include improved pedestrian and cycle routes, upgraded planting signage and road markings.</li> <li>Scheme to improve Comber Greenway to allow continuous walking link through the entirety of green wedge.</li> </ul>
<b>Gateway Initiatives</b>	<ul style="list-style-type: none"> <li>Gateway feature/sculpture at East Point / DIIB roundabout.</li> <li>Scheme to improve landscape verge planting along Old Dundonald Road.</li> </ul>
<b>Public Transport</b>	<ul style="list-style-type: none"> <li>Scheme to re-locate and improve bus stops to service current and future developments.</li> </ul>
<b>Dundonald International Ice Bowl</b>	<ul style="list-style-type: none"> <li>Development of Dundonald International Ice Bowl.</li> <li>Scheme to improve utilisation of open space - possible overflow parking / multi-use / events area.</li> </ul>
<b>Hotel Development</b>	<ul style="list-style-type: none"> <li>Redevelopment for possible hotel as referenced in emerging LDP.</li> </ul>
<b>Public Open Space</b>	<ul style="list-style-type: none"> <li>Scheme to formalise public open space and connect leisure uses.</li> </ul>
<b>Eastpoint Expansion</b>	<ul style="list-style-type: none"> <li>Scheme to expand food and beverage retail offering at this location, complementing the existing Eastpoint complex.</li> </ul>

The table below sets out some of the key areas that need identified, these have been arranged into themes. We have recommended a series of proposals to address each theme.





1. Development of Dundonald International Ice Bowl.
2. Redevelopment site for possible hotel as referenced in emerging LDP.
3. Scheme to formalise public open space and connect leisure uses.
4. Scheme to expand food and beverage retail offering at this location, complimenting the existing East point complex.
5. Scheme to re-locate and improve bus stops to service current and future developments.
6. Scheme to improve utilisation of open space - possible overflow parking / multi-use / events area.
7. Gateway feature including sculpture at East Point / DIIB roundabout.
8. Scheme to improve landscape verge planting along Old Dundonald Road.
9. Public Realm improvement works from Eastpoint to Ice Bowl and East Dundonald to include improved pedestrian and cycle routes, upgraded planting, furniture, signage and road markings.
10. Scheme to improve Comber Greenway to allow continuous link through the entirety of green wedge.





*View - Public Realm Improvements on Old Dundonald Road including Planting, Lighting and Paving*

## 5.4 Forestside

### 5.4.1 Existing Situation

The Upper Galwally road splits this area in two, with Forestside Shopping Centre located to the south of this road and Drumkeen to the north. The area is dominated by car parking and A class roads, the out-of-town nature of the area means these retail sites have been designed to prioritise cars over pedestrians. The majority of the buildings in Drumkeen comprises of a large warehouse with inactive frontages, with individual units contained internally. There is little to no public realm in the area, however there has been an attempt to soften the car parks through the use of boundary landscaping and tree planting.

The north of the Upper Galwally road around Drumkeen Court is generally more attractive and pedestrian friendly. There are parcels of undeveloped land, populated with relatively dense vegetation including a number of large, mature trees. Lisburn & Castlereagh

Council Offices are located to the north of Upper Galwally road, set within well-maintained grounds.

In summary, within Forestside there is a need to:

- **Promote linkages through Forestside**
- **Improve access to surrounding areas**
- **Improve the public realm**
- **Increase range of uses**
- **Manage underutilised sites**
- **Create sense of identity**
- **Provide planting to create vistas/enhance key pedestrian routes.**





Entrance to Homebase Galwally Site



Upper Galwally Junction



Forestsde Shopping Centre Car Park













LCCC and NILGA Offices

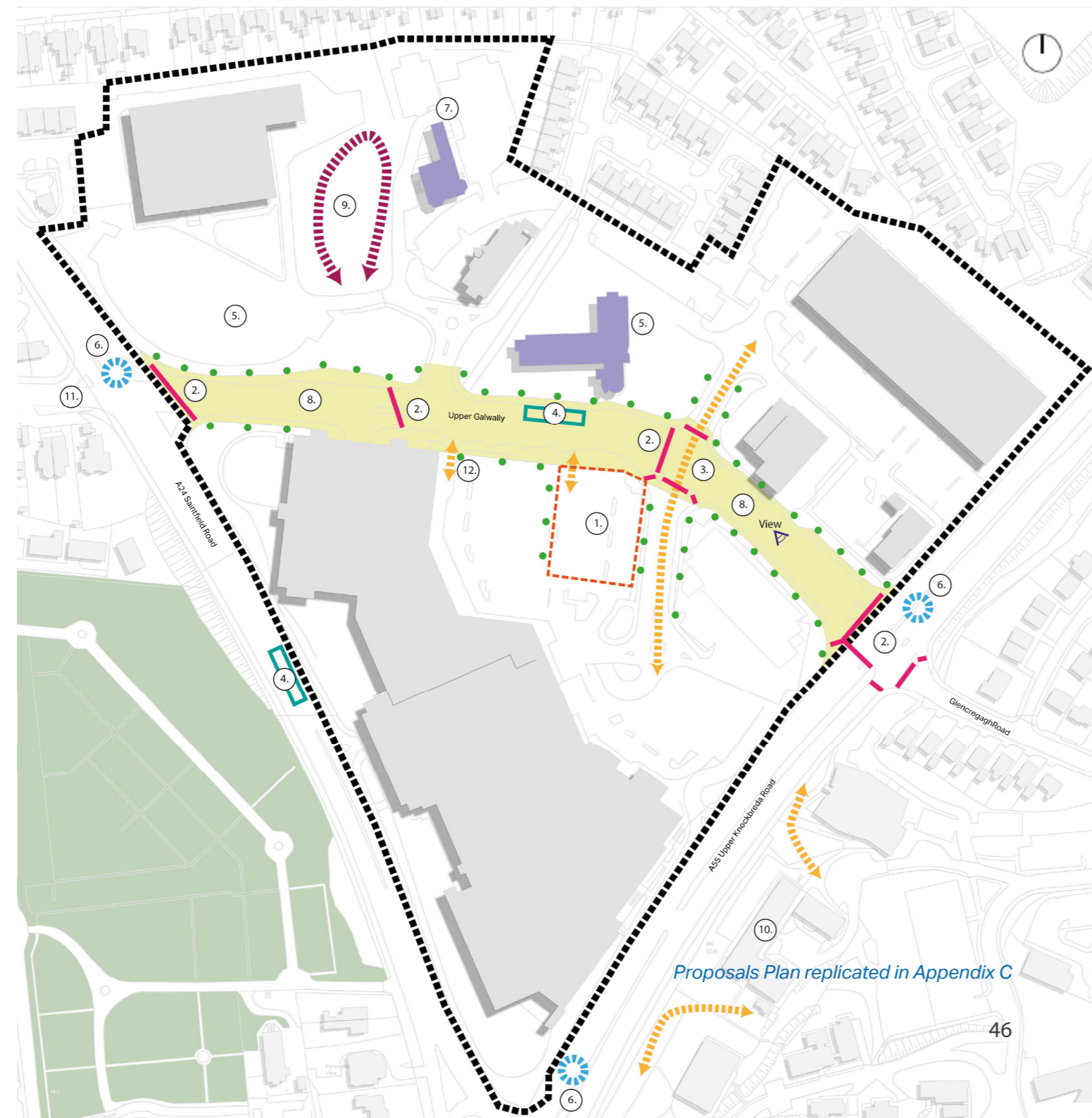
## 5.4.2 Forestside Proposals

Theme	Proposal
<b>Retail Status</b>	<ul style="list-style-type: none"> <li>Commission study to review the interrelationship between Forestside / Drumkeen / Homebase.</li> </ul>
<b>Gateway Initiatives</b>	<ul style="list-style-type: none"> <li>Gateway features including signage and art pieces on main arterial routes</li> </ul>
<b>Environmental Improvements</b>	<ul style="list-style-type: none"> <li>Scheme for public realm improvements to footways within the study area.</li> </ul>
<b>Connectivity</b>	<ul style="list-style-type: none"> <li>Pedestrian crossing improvements within the study area.</li> <li>Pedestrian access improvement spine between Forestside and Drumkeen Business Park.</li> <li>Improve pedestrian connections with Forster Green site.</li> <li>Scheme to improve connections to Carryduff Greenway project.</li> </ul>
<b>Glider Extension</b>	<ul style="list-style-type: none"> <li>Glider drop off halt - Subject to route confirmation.</li> </ul>
<b>Committed Development</b>	<ul style="list-style-type: none"> <li>Approved food / beverage development in car park of Forestside Ref: LA05/2019/0649/F</li> </ul>
<b>Bradford Court Redevelopment</b>	<ul style="list-style-type: none"> <li>Study to evaluate investment options for Bradford Court Site.</li> </ul>
<b>Galwally Homes Redevelopment</b>	<ul style="list-style-type: none"> <li>Study to evaluate redevelopment options for Galwally house.</li> </ul>
<b>Homebase Site</b>	<ul style="list-style-type: none"> <li>Scheme to improve open space and existing lanscape within site area.</li> </ul>

The table above sets out some of the key areas that need identified, these have been arranged into themes. We have recommended a series of proposals to address each theme.



-  Study Area Boundary
-  Proposed Development
-  Visualisation Viewpoint
-  Proposed Public Realm Improvements
-  Proposed Gateway Feature
-  Proposed Pedestrian Crossing Improvements
-  Development Opportunities
-  Proposed Landscaping Improvements
-  Pedestrian Linkage Improvements
-  Improved Wayfinding / Connectivity



Proposals Plan replicated in Appendix C

1. Approved food / beverage development in car park of Forestside Ref: LA05/2019/0649/F.
2. Pedestrian crossing improvements within the study area. (already in progress)
3. Pedestrian access improvement spine between Forestside and Drumkeen Business Park.
4. Glider Drop off halt - subject to route confirmation.
5. Study to evaluate investment options for Bradford Court.
6. Gateway features including signage and art pieces on main arterial routes.
7. Study to evaluate re-development options for Galwally house.
8. Scheme for public realm improvements to footways within the study area.
9. Scheme to improve open space and existing landscape proposals within the site.
10. Improve pedestrian connections with Forster Green Hospital.
11. Scheme to improve connections to Carryduff Greenway Project and Lagan Valley Regional Park.





View - Public Realm Improvements on Upper Galwally including Planting, Lighting and Paving

## Carryduff Action Plan

Theme	Plan Ref	Project	Lead Delivery Agency	Other Delivery Agencies	Timeframe	Priority	Indicative Cost
Connectivity	11	Junction improvement works (already in progress)	Private Developer	Dfl	Immediate 6 months to 1 year	High	-
	3	Scheme to improve cycle /pedestrian linkages to residential housing				Medium	£700,000
	4	Scheme to improve open space to encourage linkages			Medium	£700,000	
	5	Scheme to develop linkage along Carryduff River to Meadowvale Park	Council	Dfl, Land owners	Long Term 5-10 years	Low	£700,000
Traffic calming	17	Schemes to connect Carryduff Shopping Centre with Carryduff Greenway via Carryduff Park/Lough Moss Leisure Centre				Medium	£200,000
	8	Pedestrian crossing improvements within the study area	Dfl	Council	Medium Term 3 - 5 years		-
	9	Speed reduction techniques within the study area					-
	N/A	Commission study to include comparative analysis and modeling to reduce traffic on Church road	Council	Dfl	Short Term 1 - 2 years	High	£50,000
Glider Extension	10	Roundabout Improvements to facilitate increased HGV traffic which now avoids Church Road.	Dfl	Council	Long Term 5-10 years		-
	N/A	Explore potential Glider Phase 2 to extend to Carryduff	Translink	Council, Dfl	Medium Term 3 - 5 years	Medium	-
High Street Initiatives	13	Church Street - Business frontage improvement scheme					£100,000
	19	Church Street - Extension of boundary to form new "High Street". To include public realm enhancements, footpath widening, paving, tree planting, street lighting, furniture and signage.					£2,100,000
	21	Ballynahinch Road Shops - Visual enhancements to carpark and pedestrian linkages	Council	DfC, Dfl, Local Business- es, Land Owners	Short Term 1 - 2 years	High	
	22	Ballynahinch Road Shops - Landscaping scheme in car park					
	23	Ballynahinch Road Shops - Shop Frontage Improvement Scheme and signage upgrade					
24	Ballynahinch Road Shops - Public Realm improvements and rationalisation of parking						



### Carryduff Action Plan

Theme	Plan Ref	Project	Lead Delivery Agency	Other Delivery Agencies	Timeframe	Priority	Indicative Cost
Gateway Initiatives	6	Gateway feature/sculpture at Carryduff roundabout	Council	DfC, Dfl, Land Owners	Medium Term 3 - 5 years	Medium	£500,000
	7	Gateway features including signage and art pieces on main arterial routes.					£300,000
Carryduff Shopping Centre	1	Redevelop Carryduff Shopping Centre with design providing appropriate on street frontage to support future public realm development and serve as a new focal point for Carryduff's town centre.	Private Developer	-	Short Term 1 - 2 years	High	-
Killynure House/ Library/ Primary School	2	Scheme to improve the open space to the rear of Killynure House	Council	Land owner, DfC	Long Term 5-10 years	Medium	£1,000,000
	12	New synthetic floodlit sports pitch	Carryduff Primary School	Education Authority	Short Term 1 - 2 years		£475,000
Lowe's Industrial Park improvements	15	Scheme to improve entrance and frontage at Lowe's Industrial Park.	Council	Local Businesses, Land Owner	Short Term 1 - 2 years	Medium	£120,000
	16	Scheme to improve signage and wayfinding through the internal road network					£80,000
Lough Moss Leisure Centre	18	Improvements to include landscaping, tree planting and plans for future use.	Council	DfC	Short Term 1 - 2 years	Medium	£250,000
Development opportunity sites	14	Ballynahinch Road - Development opportunity site	Private Developer	Land owner	Long Term 5-10 years	Low	-
	20	Church Road - Key corner development opportunity site.					-
Commercial Lands	N/A	Commission study to evaluate and make recommendations on all commercial lands within study area	Council	Land owner	Short Term 1 - 2 years	Low	£20,000

### Dundonald Action Plan - Newtownards Road

Theme	Plan Ref	Project	Lead Delivery Agency	Other Delivery Agencies	Timeframe	Priority	Indicative Cost	
Car Parking	2	Environmental Improvements to Asda and Lidl car parks including boundary improvements and introduction of greenery.	Council	Land Owners, Dfl	Short Term 1-2 years	Medium	£500,000	
	3	Relocation of Park & Ride further out of town to free up land as significant town centre development opportunity site	Translink, Dfl	Council, Land owners	Long Term 5-10 years	Low	-	
Dundonald Village improvements	7	Public Realm improvements to include, planting, paving, furniture and lighting upgrades.	Council	DfC, Dfl, Local Businesses, Land Owners	Short Term 1-2 years	High	£2,100,000	
	6	Shop signage / frontage improvements					£100,000	
Connectivity	4	Encourage the conversion of vacant floor space above retail premises into residential accommodation.	Council	DfC, Local Businesses, Land Owners	Medium Term 3 - 5 years	Medium	£500,000	
	1	Scheme to provide new pedestrian connections from Moat Park to Church Road					Dfl, Land owners	£200,000
	N/A	Commission study to include comparative traffic and pedestrian analysis and modeling					Dfl, Land owners	Medium Term 3 - 5 years
	5	Pedestrian crossing improvements within study area.	Dfl	Council			-	



### Dundonald Action Plan - Comber Road

Theme	Plan Ref	Project	Lead Delivery Agency	Other Delivery Agencies	Timeframe	Priority	Indicative Cost
Comber Road Shops improvements	1	Public Realm improvements to include, planting, paving, furniture and lighting upgrades.		DfC, Dfl, Local Businesses, Land Owners	Short Term 1-2 years		£1,200,000
	2	Rationalise car park – Boundary improvements, introduction of greenery, possible attenuation to ease Dundonald drainage issues.	Council	Dfl, Local Businesses, Land Owners	Medium Term 3 - 5 years	High	£1,400,000
	3	Shop frontage improvement scheme		DfC, Local Businesses, Land Owners	Short Term 1-2 years		£75,000
Moat Park improvements	4	Improved connection to Moat Park and the Village area by creating a land-mark linkage between green spaces	Council	Dfl			£200,000
	5	Pedestrian Crossing Improvements.	Dfl	Council			-
	6	New Feature Signage at Newtownards Road Entrance to create better integration.	Council	Dfl, Land owners	Medium Term 3 - 5 years	High	£40,000
	7	Scheme to improve open green space and playpark area					-
	8	Scheme to improve visitor interpretation at Moat Park with focus on heritage and interpretation of Motte	DfC	Council			-

### Dundonald Action Plan - Old Dundonald Road

Theme	Plan Ref	Project	Lead Delivery Agency	Other Delivery Agencies	Timeframe	Priority	Indicative Cost
Connectivity	9	Public Realm improvement works from Eastpoint to Ice Bowl and East Dundonald to include improved pedestrian and cycle routes, upgraded planting, furniture, signage and road markings	Council, Dfl, DfC	Land owners, Sustrans	Medium Term 3 - 5 years	High	£1,200,000
	10	Scheme to improve Comber Greenway to allow continuous link through the entirety of green wedge	Council, Dfl, DfC, Sustrans	Land owners			£800,000
Gateway Initiatives	7	Gateway feature including sculpture at East Point / DIIB roundabout	Council	DfC, Dfl, Land owners	Medium Term 3 - 5 years	Low	£200,000
	8	Scheme to improve landscape verge planting along Old Dundonald Road					£200,000
Public Transport	5	Scheme to re-locate and improve bus stops to service current and future developments	Translink/Dfl	Council	Medium Term 3 - 5 years	Low	-
Dundonald Ice Bowl proposals	1	Development of Dundonald International Ice Bowl		LCCC Planning and Capital Projects Unit	Short Term 1-2 years	High	-
	6	Scheme to improve utilisation of open space – possible overflow parking/ multi-use / events area	Council	Dfl, DfC, LCCC Planning and Capital Projects Unit		Low	£200,000
Hotel development	2	Redevelopment site for possible hotel as referenced in emerging LDP	Private Developer	-	Long Term 5 - 10 years	Low	-
Public open space	3	Scheme to formalise public open space and connect leisure uses.	Council	Land Owners, Dfl, DfC, LCCC Planning and Capital Projects Unit	Long Term 5 - 10 years	Medium	£500,000
Eastpoint expansion	4	Scheme to expand food and beverage retail offering at this location, complimenting the existing Eastpoint complex	Private Developer	-	Long Term 5 - 10 years	Low	-



## Forestside Action Plan

Theme	Plan Ref	Project	Lead Delivery Agency	Other Delivery Agencies	Timeframe	Priority	Indicative Cost
Retail Status	N/A	Commission study to review the interrelationship between Forrestside/ Drumkeen/Homebase	Council	Local Businesses, LCCC Planning Department	Medium Term 3 - 5 years	Medium	-
Gateway Initiatives	6	Gateway features including signage and art pieces on main arterial routes	Council	DfC, DfI, Land owners	Medium Term 3 - 5 years	Medium	£400,000
Environmental improvements	8	Scheme for public realm improvements to footways within the study area	Council	DfC, DfI, Land owners	Medium Term 3 - 5 years	Medium	£1,200,000
Connectivity	2	Pedestrian crossing improvements within the study area (already in progress)	DfI	Council, Land owners	Long Term 5-10 years	High	-
	3	Pedestrian access improvement spine between Forestside and Drumkeen Business Park.				Medium	-
	10	Improve pedestrian connections with Forster Green site				Medium	-
	11	Scheme to improve connections to Carryduff Greenway and Lagan Valley Regional Park				Medium	-
Glider Extension	4	Glider drop off halt - subject to route confirmation	Translink/DfI	Council	Medium Term 3 - 5 years	Medium	-
Committed development	1	Approved food / beverage development in car park of Forestside Ref: LA05/2019/0649/F	Private Developer	-	Short Term 1 - 2 years	Low	-
Bradford Court redevelopment	5	Study to evaluate investment options for Bradford Court	Council	Local Businesses	Medium Term 3 - 5 years	Medium	£10,000
Galwally House redevelopment	7	Study to evaluate re-development options for Galwally house	Council	Local Businesses	Medium Term 3 - 5 years	Medium	£10,000
Homebase site	9	Scheme to improve open space and existing landscape proposals within site	Private Developer	Council, DfC	Medium Term 3 - 5 years	Medium	-

# Implementation and Delivery Plan

# 7.0

## 7.1 Introduction

The following chapter sets out an update of the implementation and delivery plan. It outlines how the high priority projects set out in the updated action plan (chapter 6) can be delivered to help achieve the vision for Carryduff, Dundonald and Forestside.

The focus of the implementation and delivery is a mix that requires not only public sector intervention in relation to procuring and identifying funding but also intervention and engagement from landowners, private developers and business owners to deliver significant regeneration benefits that will benefit all.

## 7.2 Public Intervention Projects

Direct Delivery by the public sector:

- Public Realm/ Infrastructure improvement works such as pathways, landscaping, signage and shop frontage schemes
- Delivery and commissioning of surveys and studies

Enabling actions in the form of:

- Marketing
- Securing funding
- Planning
- Utilising assets
- Facilitating
- Powers such as licensing, planning regeneration

## 7.3 Private Sector Leverage

The delivery of this updated document will rely on the commitment and investment from the private sector. It will therefore be vital to attract investment from the private sector by:

- Creating a feeling of certainty via a partnership approach
- Creating development opportunities for investment
- Leveraging the Centres competitive advantage



Successful investment of private developers/interests will in turn allow for public sector returns which will fund public realm proposals, further investment and employment opportunities. Investment and development should conform to the vision of each study area: Carryduff, Forestside and Dundonald.

The Implementation Plan recognises that public resources are limited thus identifies priority projects. The reasoning for prioritising these projects is set out in the “case for intervention.”

## 7.4 Delivery

The document sets out a comprehensive programme of proposals and improvements that will build upon the foundations already set within the three study areas. The aim of this document is to update the previous CUIDF document and ensure that: Dundonald, Carryduff and Forestside can thrive for the benefit of all local people and businesses. For this to happen development must be complementary to the vision of the study area.

The public sector will play a critical role in delivering the overall project. Landowners, business owners, private developers and various community groups will be required to invest in a number

of proposals and to engage with the goals in order to achieve the overall vision of the project.

For each project priority a description, case for intervention, indicative costs and risks are set out. The nature and level of resources that may be required to deliver each priority project is also outlined. Consideration is given to the existing resources as well as future resources that may become available.

To ensure the success of this approach there needs to be a collaborative approach to delivery from various public sector bodies and engagement with the private sector to achieve the development goals.

## 7.5 Local Stakeholder Representation- Private, Voluntary and Community Sector

The involvement of local stakeholders is key to ensuring buy-in, investment and engagement and ultimately the success of the projects. Stakeholder groups should be formed to focus and drive regeneration efforts (including implementation of the CUIDF) across the three centres by co-ordinating and focusing public sector agencies (and their resources) on the identified and agreed regeneration priorities:

- Strategic alignment
- Ensure fewer barriers to the achievement of objectives and aims of the CUF
- Promotion of a collaborative approach to development and community engagement
- Groups can share thoughts and benefit from best practice and

share knowledge

- Support less established businesses and community organisations to share their thoughts
- Eases competitive tension
- Allows those in the area to get to know each other

Prior to the production and publication of this document a breadth of engagement methods were undertaken. Stakeholder meetings and workshops took place with identified stakeholders and key Council and Statutory bodies as well as community groups. Community consultation was then undertaken with the public this allowed for a range of views and ideas to be considered and implemented resulting in the final updated framework plan.



## 7.6 Funding

The CUF will be primarily led by the public sector with, private, voluntary and community sector buy-in, investment and engagement.

The CUF is designed to be flexible and responsive to opportunities overtime that help achieve the regeneration objectives of the framework. It is anticipated that all projects will be supported by an initial feasibility study and outline business case.

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

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

## 7.7 Summary

Projects have been identified which will breathe new life into these areas, although it is recognised that it will take time for some of the sites to be developed in a manner which delivers the greatest level of regeneration benefit. Mindful of this, the projects identified span a range of timescales.

Although the CUF will be primarily driven by the public sector, early engagement and investment from a variety of stakeholders will be required to actively encourage participation with relevant bodies, ensuring strategies are aligned, to successfully deliver projects identified in the action plan.

## 7.8 Carryduff Priority Projects

### Connectivity

#### Project Description

Upgrade the Comber Road/Saintfield Road/Church Road junction.

#### Case for Intervention

The works for this junction improvement has already commenced. They will improve the accessibility of the junction, minimising the impact on traffic flow in the area.

#### Form of Intervention

This project will be private developer led with engagement and involvement from the Department for Infrastructure (DFI)

#### Resource Plan

The key private sector resources required to deliver this project are:

- Private Developer to engage with the Department for Infrastructure on widening the junction.

#### Roles

Lead: Private Developer  
Engagement in Partnership: DFI

#### Risks

- Unwillingness of public sector bodies to participate will affect the ability of the project to deliver.
- Lack of Funding

### Traffic Calming

#### Project Description

There are four key projects under this priority project including to improve pedestrian crossings and to implement speed reduction techniques within the study area. Roundabout improvements should facilitate increased HGV traffic which avoids Church Road. Furthermore a study is to be commissioned by LCCC to include a comparative analysis and modelling to reduce traffic on Church Road.

#### Case for Intervention

There is a case for intervention to improve the accessibility and safety of the area for not only pedestrians but for visitors, HGV drivers and businesses in the area.

#### Form of Intervention

This project will be public sector led through Department for Infrastructure and the Council.

#### Resource Plan

The key public sector resources required to deliver this project are:

- Council and DFI are to identify funding sources
- Council and DFI to commission a study on a comparative analysis and modelling of traffic on Church Road

Council and DFI to appoint contractor to implement proposals

#### Roles

Lead: DFI and Council

#### Risks

- Unwillingness of bodies to participate in the projects thus affecting the ability to deliver
- Lack of funding

### High Street Initiatives

#### Project Description

Improve environmental quality of Church Street and Ballynahinch Road shops with façade improvements to shop and business fronts. Public realm works are proposed to improve the environmental quality of Church Street and the Ballynahinch Road shops. Visual enhancements, landscaping and rationalisation of car parking along the Ballynahinch Road Shops.

#### Case for Intervention

These works to shop fronts along with public realm improvements should assist in enhancing the overall quality of the area. The works will allow for the extension of the boundary on Church Street forming a new “high street” these works will increase the visual amenity and pedestrian accessibility promoting use by visitors.

### Form of Intervention

This project will be public sector lead but will require input from landowners, local businesses, Department for Infrastructure and the Department for Communities.

### Resource Plan

The key public sector resources required to deliver this project are:

- The premises within the project area - there is a need to get sign up from local businesses that own premises to allow for a co-ordinated approach to development.
- The Council will need to agree a scope of works for public realm improvement works.

The private sector resources required to deliver this project are:

- Business owners
- Landowners

### Roles

Lead: Council  
Engagement in partnership with DFC, DFI, Local Business, Landowners,

### Risks

- Unwillingness of shop owners to participate will affect the ability of the partnership to deliver
- Lack of funding

## Carryduff Shopping Centre

### Project Description

The redevelopment of Carryduff Shopping Centre to create a centre to the town.

### Case for Intervention

The redevelopment of Carryduff Shopping Centre has the potential to deliver significant regeneration benefits and act as a catalyst for further regeneration and promotion of new developments and investment within the town centre.

### Form of Intervention

This project will be private developer lead

### Resource Plan

TBC

- Private developer

### Roles

Lead: Private Developer

### Risks

- Unwillingness by private developers to participate will affect the ability to deliver this project
- Hesitation from private investors in investing in a redeveloped centre.

## 7.9 Dundonald Priority Projects

### 7.9.1 Newtownards Road Dundonald Village Improvements

#### Project Description

This project proposes to enhance the visual quality of the area through public realm improvements including shop frontage schemes, planting etc. The project also encourages the conversion of vacant floor space above retail premises into residential accommodation.

#### Case for Intervention

There is a case for intervention to improve the quality of the area, encourage investment and residential uses into the area. These works will assist in enhancing the vibrancy and liveliness of the area thus promoting visitors and investment to the area.

#### Form of Intervention

This project will be public sector lead through the Council with support and engagement from the Department for Infrastructure, Department for Communities, local businesses and landowners.

#### Resource Plan

The key public sector resources required to deliver this project are:

- Council to identify funding source to deliver works
- Council to commence procurement and appoint contractor

Private sector resources required to deliver this project are:

- Landowners
- Business Owners

#### Roles

Lead Council  
Engagement from other agencies DfC, DfI, Local Businesses and Land Owners

#### Risks

- Unwillingness of private landowners and local businesses to participate in the partnership will affect the delivery of this project
- Lack of ability to secure funding, particularly for LOTS aspect of the proposal.

### 7.9.2 Comber Road Comber Road Shops Improvement

#### Project Description

The project proposes works to enhance the visual quality of the area through public realm improvements to include lighting upgrades, paving and furniture as well as a shop frontage scheme. This project also proposes to rationalise the Comber Road / Cumberland Road car park via boundary treatments and landscaping.

#### Case for Intervention

There is a case for intervention to improve visual amenity and accessibility to the area to promote the use by pedestrians and visitors. The works aim to assist the enhancement of the overall quality of the area and make for a more pleasant visitor experience.

#### Form of Intervention

This project will be public sector lead by the Council with engagement from the Department for Communities, Department for Infrastructure, Land owners and Local businesses.

#### Resource Plan

The key public sector resources required to deliver this project are:

- Council to identify funding source to deliver works
- Council to commence procurement and appoint contractor

Private sector resources required to undertake this project:

- Local Businesses
- Landowners

#### Roles

Lead Council  
Engagement in partnership with DfC, DfI, Local Business, landowners

#### Risks

- Unwillingness of private landowners or local businesses to participate will affect the ability to deliver this project
- Lack of funding



## Moat Park Improvements

### Project Description

The project proposes works to improve connections through the creation of landmark linkage green spaces between Moat Park and the Village area. Further investment is proposed at Moat Park to promote the visitor experience, with focus on heritage and interpretation of the Motte. Feature Signage at Newtownards Road entrance will provide better integration.

### Case for Intervention

There is a case for intervention to promote accessibility to the area and increase visitors through improved linkages, signage and facilities. These works will assist in the overall enhancing of green spaces as well as improving the quality of the area.

### Form of Intervention

The projects will be led by the public sector through Council and the Department for Infrastructure. Engagement will also be in Partnership with landowners.

### Resource Plan

The key public sector resources required to deliver this project area:

- Council to identify funding source for the works
- Council to commence procurement and appoint contractor

### Roles

Lead: Council and DfI  
Engagement in Partnership with Landowners

### Risks

- Unwillingness of landowners to participate will affect the ability to deliver the project
- Lack of funding

## 7.9.3 Old Dundonald Road

### Connectivity

#### Project Description

This project proposes to improve connections and links across important assets along the Old Dundonald Road. This includes a continuous link through the existing green wedge, linking the Greenway with Dundonald Cemetery. Public Realm improvement works from Eastpoint to Ice Bowl and East Dundonald to include improved pedestrian and cycle routes, upgraded planting signage and road markings.

#### Case for Intervention

There is a case for intervention to improve accessibility to the area particularly for pedestrians and cyclists. Public realm works will also assist in enhancing the visual amenity making for a more welcoming area which in turn can increase visitor numbers.

#### Form of Intervention

This project will be public sector lead with engagement from the Council, Department for Infrastructure, Department for Communities and Sustrans. Corporation with landowners will also need to happen.

#### Resource Plan

The key public sector resources required to deliver this project are:

- Council to identify funding mechanisms
- Council to begin discussions with Department for Infrastructure, Department for Communities and Sustrans regarding undertaking projects

#### Roles

Lead: Council, DfI, DfC and Sustrans  
Engagement with Landowners

#### Risks

- Unwillingness of any of the public sector bodies to participate will affect the ability of the partnership to deliver
- Unwillingness of the private landowners to participate will make it difficult to deliver the project
- Lack of funding

## Dundonald Ice Bowl

### Project Description

Development of Dundonald International Ice Bowl.

### Case for Intervention

The redevelopment of Dundonald International Ice Bowl has the potential to deliver significant regeneration benefits, replacing the existing building with a new state-of-the-art facility. This will help establish the Ice bowl as a focal point for visitors, acting as a catalyst for further regeneration.

### Form of Intervention

The scheme is public sector lead through the Council.

### Resource Plan

The key public sector resources required to deliver this project are:

- Council to continue to engage with Planning Department to ensure the current proposal gains planning approval.

### Roles

Lead: Council  
Including engagement with LCCC Planning and Capital Projects Unit

### Risks

- Failure to gain planning approval.

## 7.10 Forestside Priority Projects

### Connectivity

#### Project Description

To improve pedestrian accessibility between Forestside and Drumkeen Business Park through improving crossings and the access spine between the two areas.

#### Case for Intervention

There is a case for intervention to improve accessibility between the two areas especially pedestrian access and crossing to promote the use by visitors.

#### Form of Intervention

This project will be public sector lead by the Department for Infrastructure but will require engagement and partnership with the Council and landowners.

#### Resource Plan

The key public sector resources required to deliver this project:

- Department for Infrastructure to engage with the Council and landowners to deliver the proposed works

The Department for Infrastructure are to issue this project are:

- Landowners

#### Roles

Lead DfI  
Engagement in partnership with Council and Landowners

#### Risks

- Unwillingness of landowners to participate in the scheme will affect the ability of the partnership to deliver the project
- Lack of funding



# Conclusion

# 8.0

This document provides an update of the previous CUIDF document (published in 2014). The action plan and proposals have been updated providing a range of short, medium and long-term projects.

Many of the projects are resourced via a collaborative approach from a range of partners within the private and public sector, government departments and various other agencies and community groups.

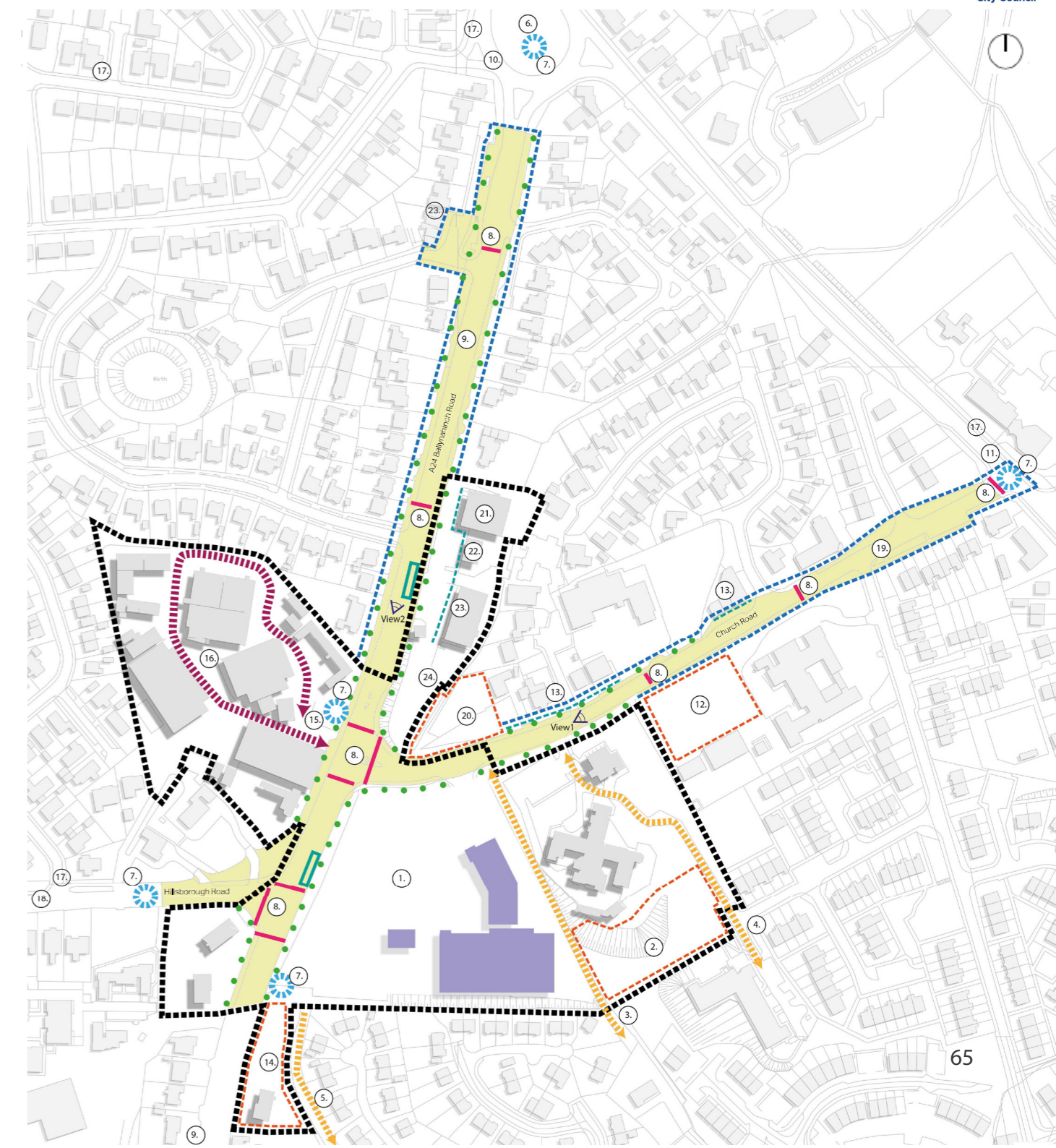
The proposals aim to create an attractive area improving the quality of life for those who not only live and work in the areas but also an attractive place for visitors to spend time, explore and shop in thus encouraging further investment in the future.



# 9.1 Appendix A

**Carryduff Study Area**  
Referenced in section 5.2.2

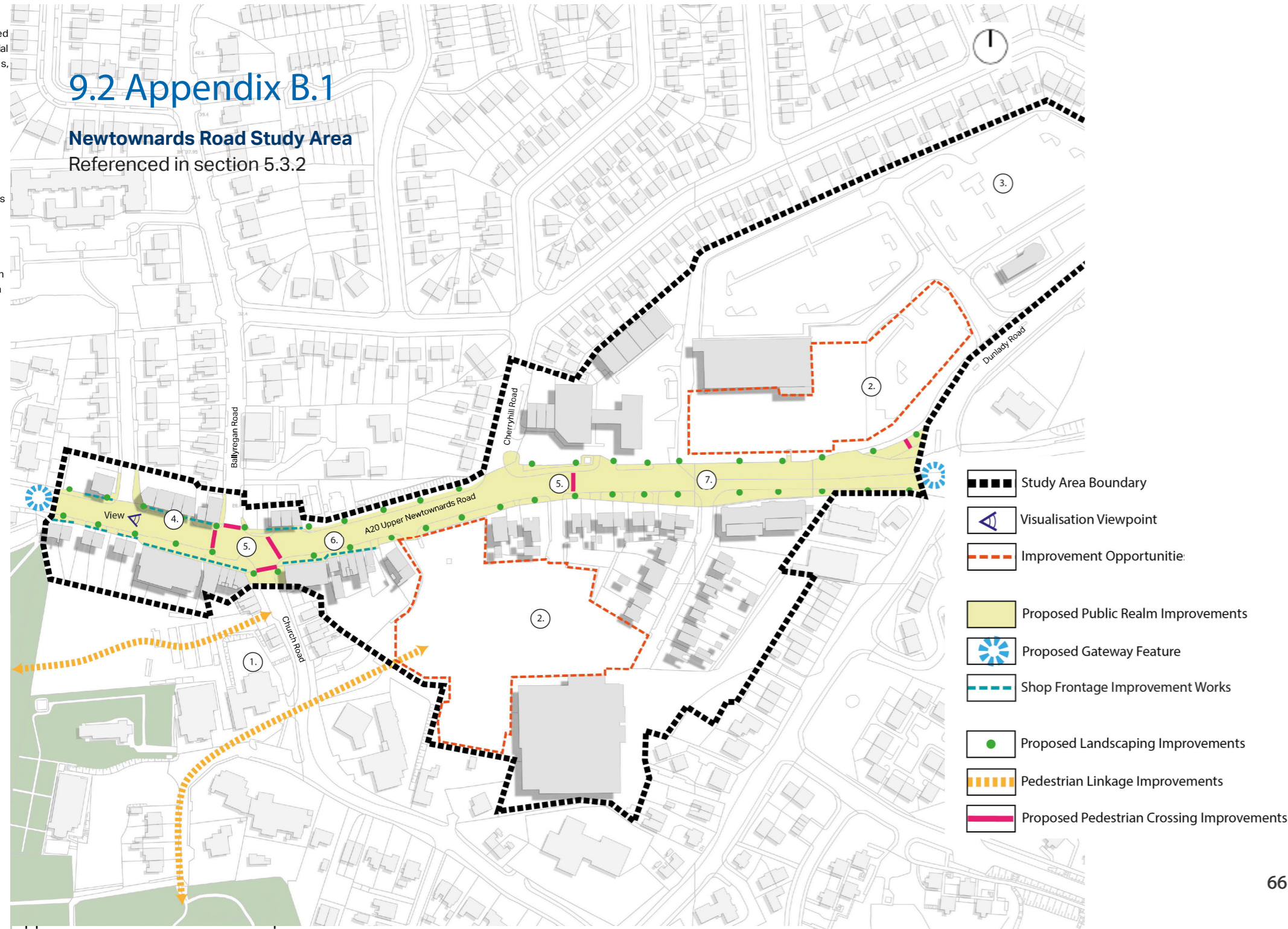
- Study Area Boundary
- Proposed Boundary Extension
- Visualisation Viewpoint
- Proposed Gateway Feature
- Proposed Public Realm Improve
- Proposed Pedestrian Crossing II
- Proposed Landscaping Improve
- Pedestrian Linkage Improvements
- Development Opportunit
- Proposed Development
- Improved Wayfinding / Cc
- Potential Glider Drop off
- Shop Frontage Improvement Works





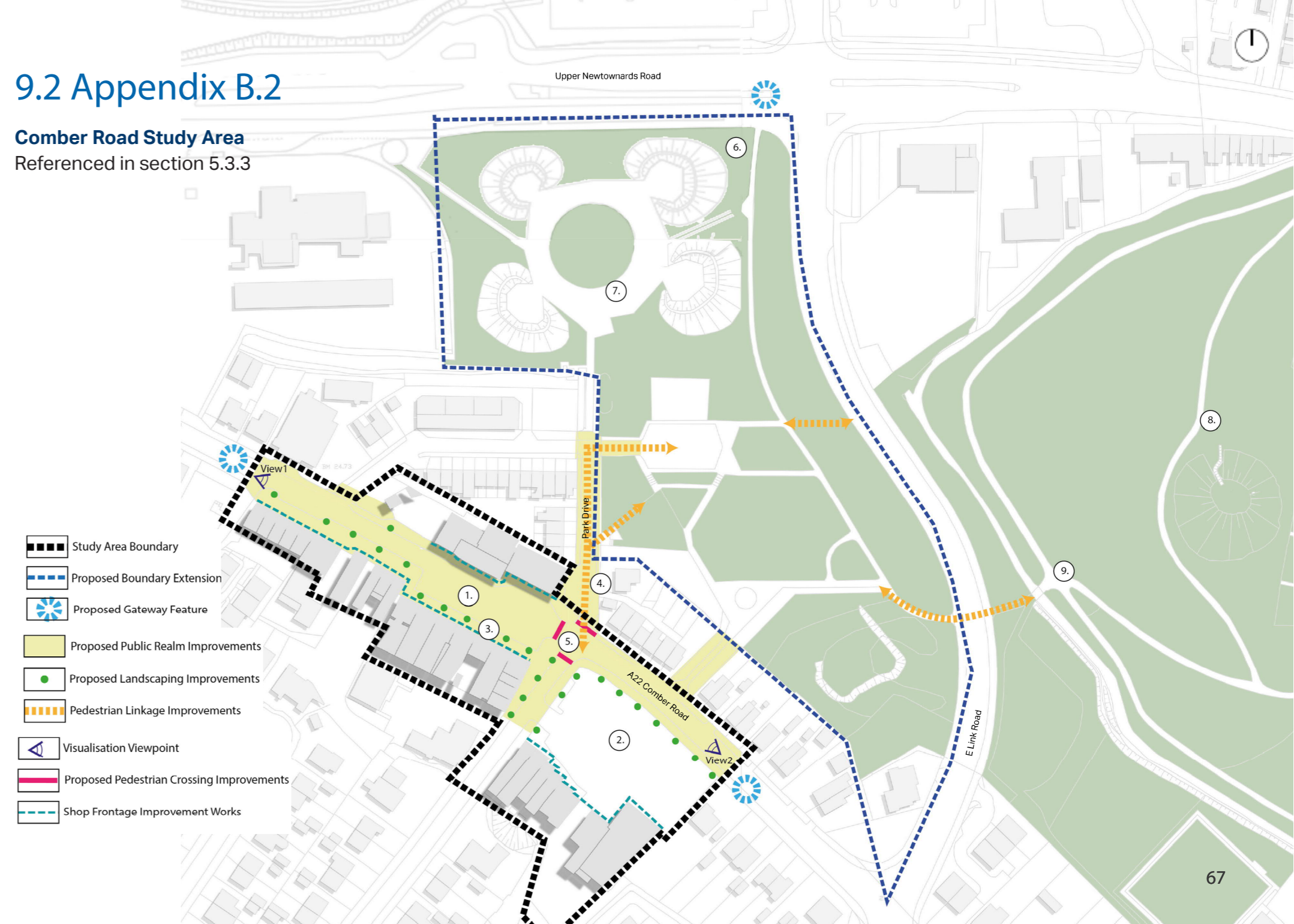
## 9.2 Appendix B.1

**Newtownards Road Study Area**  
Referenced in section 5.3.2



## 9.2 Appendix B.2

**Comber Road Study Area**  
Referenced in section 5.3.3



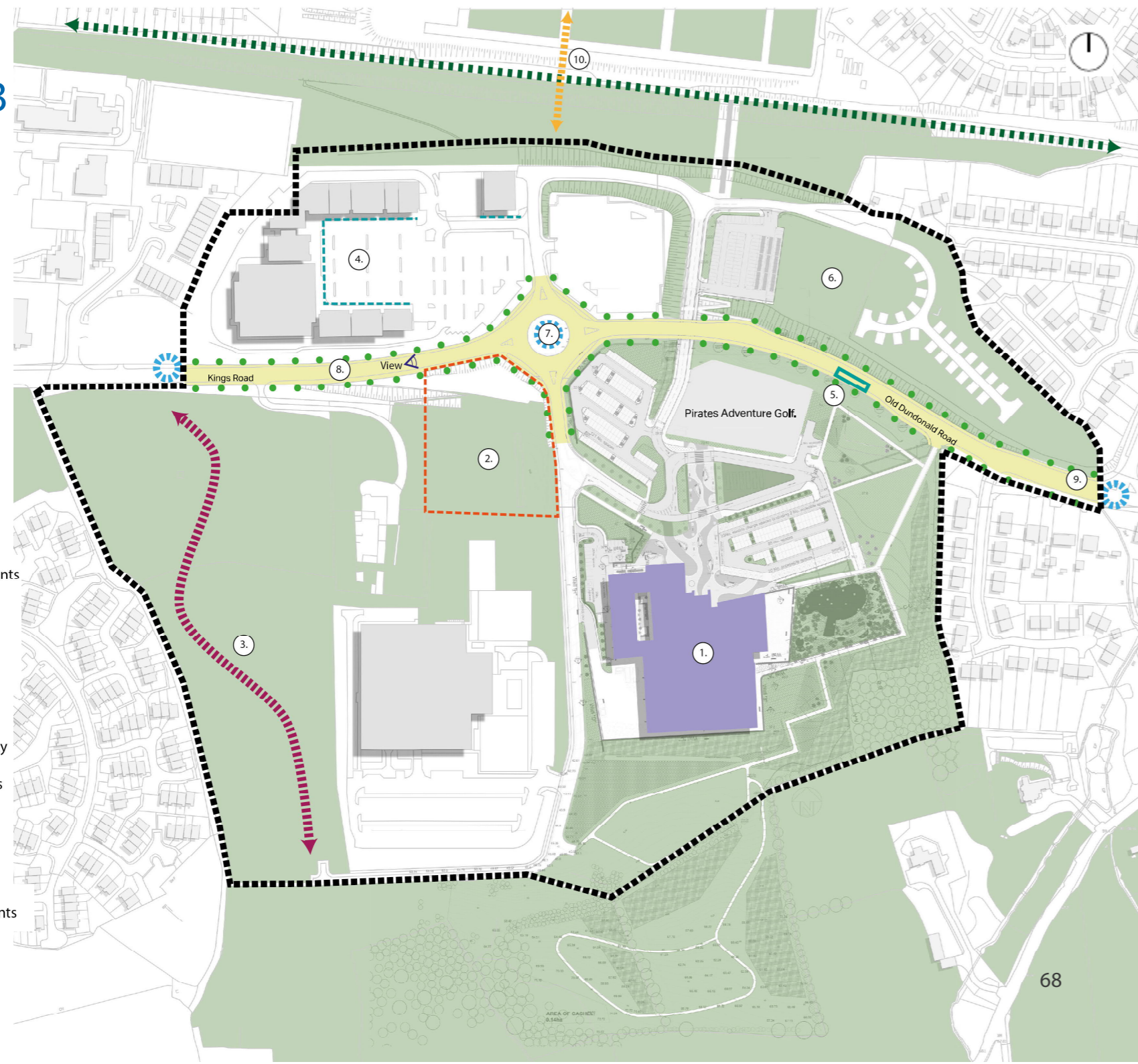


## 9.3 Appendix B.3

### Old Dundonald Road Study Area

Referenced in section 5.3.4

-  Study Area Boundary
-  Proposed Gateway Feature
-  Visualisation Viewpoint
-  Proposed Public Realm Improvements
-  Proposed Development
-  Pedestrian Linkage Improvements
-  Development Opportunities
-  Improved Wayfinding / Connectivity
-  Shop Frontage Improvement Works
-  Potential Glider Drop off
-  Existing Comber Greenway
-  Proposed Landscaping Improvements



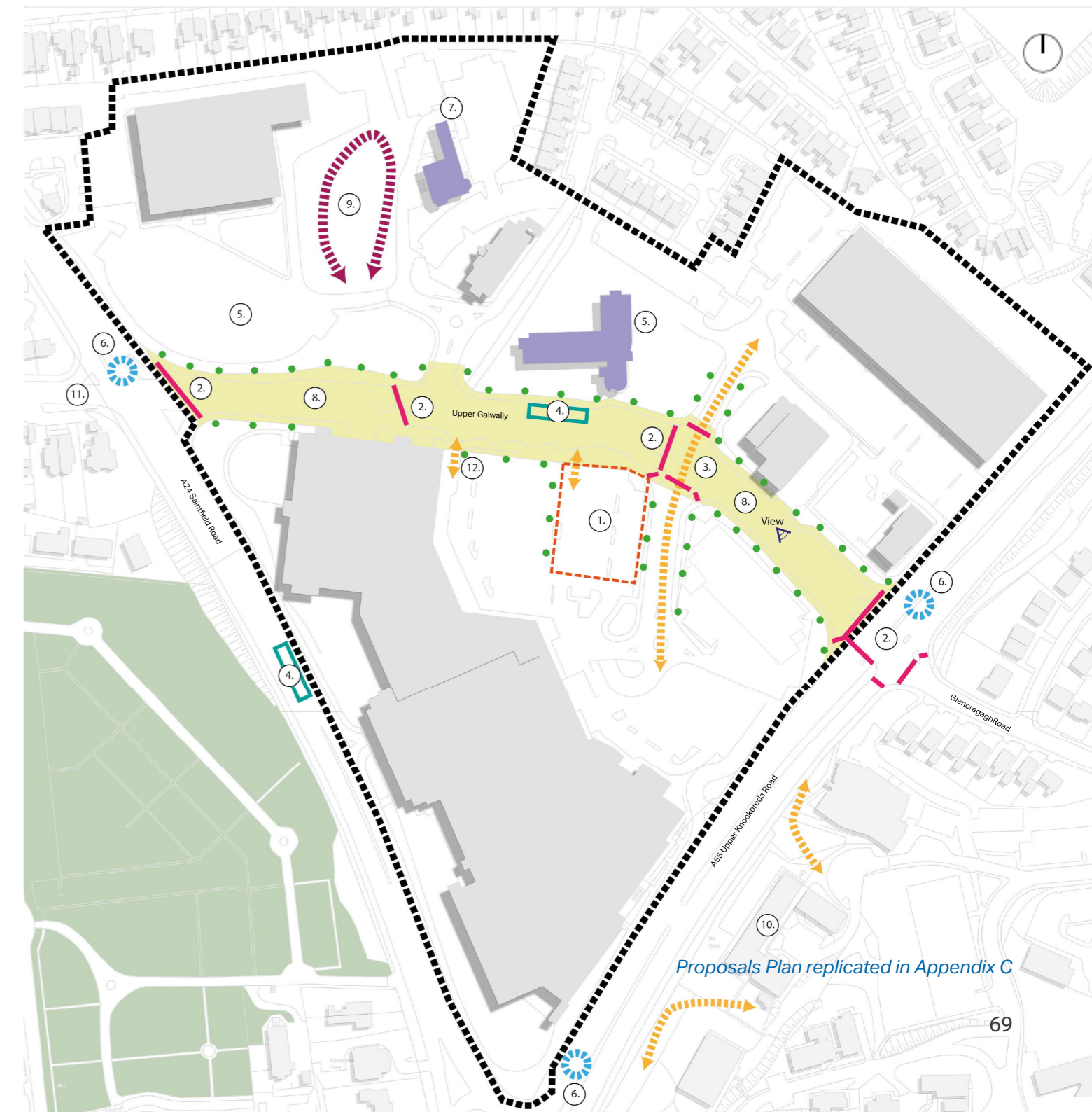
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## 9.3 Appendix C

### Forestside Study Area

Referenced in section 5.4.2

-  Study Area Boundary
-  Proposed Development
-  Visualisation Viewpoint
-  Proposed Public Realm Improvements
-  Proposed Gateway Feature
-  Proposed Pedestrian Crossing Improvements
-  Development Opportunities
-  Proposed Landscaping Improvements
-  Pedestrian Linkage Improvements
-  Improved Wayfinding / Connectivity



Proposals Plan replicated in Appendix C

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