

# COLERAINE



MASTERPLAN REVIEW 2020



ARUP

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## FURTHER INFORMATION

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In preparing this report we are relying on information contained in reports supplied by the client and third parties, as stated throughout the document. We have relied in particular on the accuracy and completeness of such reports and accept no liability for any error or omission in this statement to the extent the same results from error or omission in the other consultants' reports.

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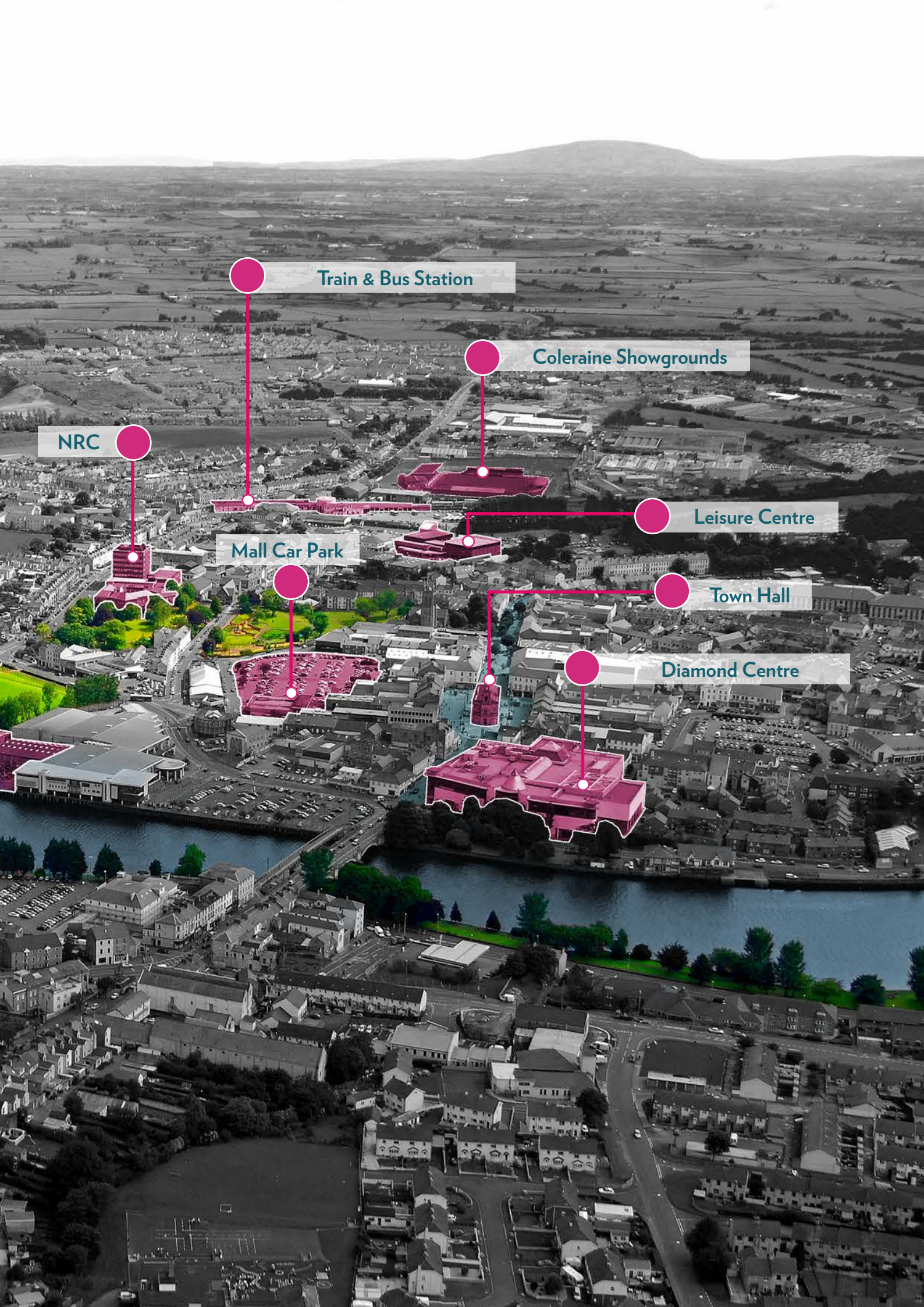
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Coleraine Harbour



Train & Bus Station

Coleraine Showgrounds

NRC

Leisure Centre

Mall Car Park

Town Hall

Diamond Centre



KEY

.....

- ① River Bann
- ② Coleraine Harbour
- ③ Anderson Park
- ④ Northern Regional College (NRC)

- ⑤ Rail / Bus Station
- ⑥ Coleraine Showgrounds
- ⑦ Leisure Centre
- ⑧ St. Patricks Church

- ⑨ The Diamond / Town Hall
- ⑩ The Diamond Shopping Centre
- ⑪ Christie Park
- ⑫ Tesco Superstore

— Town Centre Boundary (NAP 2016)



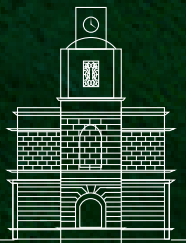
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# 01

## Setting the Scene ◀

This section outlines the purpose of the Masterplan Review and the activities undertaken to inform the preparation of the report.

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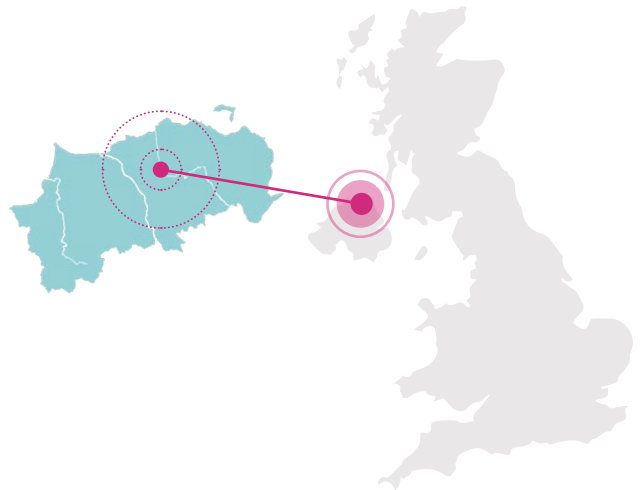


# Setting the Scene

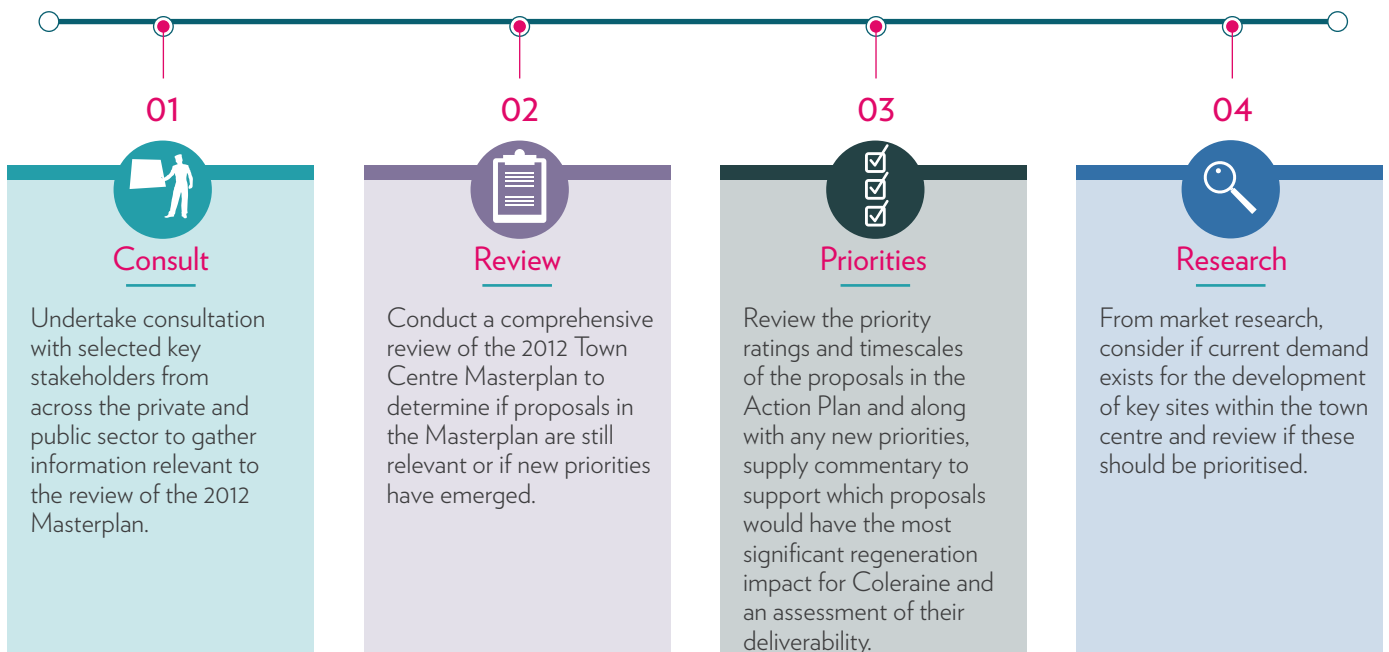
*The 2020 Coleraine Masterplan Review provides a framework to guide the future development of Coleraine. The masterplan review reflects on the original aspirations set out in the 2012 masterplan, identifies key interventions to capitalise on Coleraine's unique assets and outlines actions to catalyse and deliver the regeneration of a 21<sup>st</sup> Century town centre.*

## The Purpose of the Masterplan Review

The Department for Communities (DfC) appointed Arup to undertake a review of the 2012 Coleraine Town Centre Masterplan to determine if the regeneration proposals for the town are still relevant, achievable by Causeway Coast and Glens Borough Council (CCGBC) and Department for Communities and reflective of the aspirations for Coleraine going forward.



Coleraine Location





## The 2012 Masterplan

The Coleraine Town Centre Masterplan, prepared in 2012 set out a 15-year shared vision. Reflective of stakeholder engagement at the time and Coleraine’s strategic location in the North West, the vision describes the type of place that Coleraine could become and forms the basis upon which the Masterplan initiatives would be evaluated.

.....

### 2012 Vision Statement:

*“Coleraine town centre will sustainably develop into a leading historic and cultural destination by drawing on its plantation origins and deep rooted Mesolithic connections associated with the archaeological site of Mountsandel.*

*Its diverse range of services, underpinned by a state of the art IT network and strengthened University presence, will complement the existing strong retail core and establish Coleraine as a highly competitive location.*

*Well designed pedestrian routes, streets and spaces, that embrace the River Bann creating a distinctive waterfront, will ensure good connections throughout the town centre and adjoining residential neighbourhoods.”*

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As with the 2012 Masterplan, the aim of the commission is to prepare a Masterplan which would set out the practical steps that need to be undertaken to ensure the future prosperity of Coleraine town centre.

This Masterplan Review should be read as an addendum alongside the 2012 Masterplan which sets out the original regeneration objectives and projects for Coleraine town centre.

## Approach to this Report

The Masterplan Review covers the town centre boundary adopted in the 2012 Masterplan. Key developments outside this boundary which have the potential to impact how people use the town centre have also been considered where applicable to foster interconnection with key destinations and communities. An executive summary is available which summarises the content of this document.

This report is structured as follows:

### Section 2: Review of 2012 Masterplan:

*A comprehensive review of the 2012 Masterplan, reflecting on the outcomes of stakeholder engagement to inform the vision, objectives and relevance of proposals for inclusion in the Masterplan Review.*

### Section 3: Strategic Context:

*Key findings from planning strategies and reports that have been published since the original Masterplan was adopted in 2012. Summary of the current opportunities and constraints presented in Coleraine town centre in 2020, building on the analysis of the 2012 Masterplan, stakeholder consultation, market research and observations from site visits.*

### Section 4: 2020 Masterplan Review:

*This section sets out the priority projects and initiatives proposed for Coleraine which are considered as offering the most regeneration potential.*

### Section 5: Action Plan Refresh

*This section sets out the key projects, proposals and initiatives identified through the masterplan review process, including those which have been retained, revised and new project proposals. The Action Plan also identifies the level of priority, timescale and delivery body for each proposal.*

## Our Approach

Throughout the Masterplan Review, a series of site visits, discussions, meetings and facilitated stakeholder workshops were undertaken.

The Review has been carried out with a thorough understanding of the spatial context of Coleraine, the changing nature of the town centre and the characteristics which make Coleraine unique.

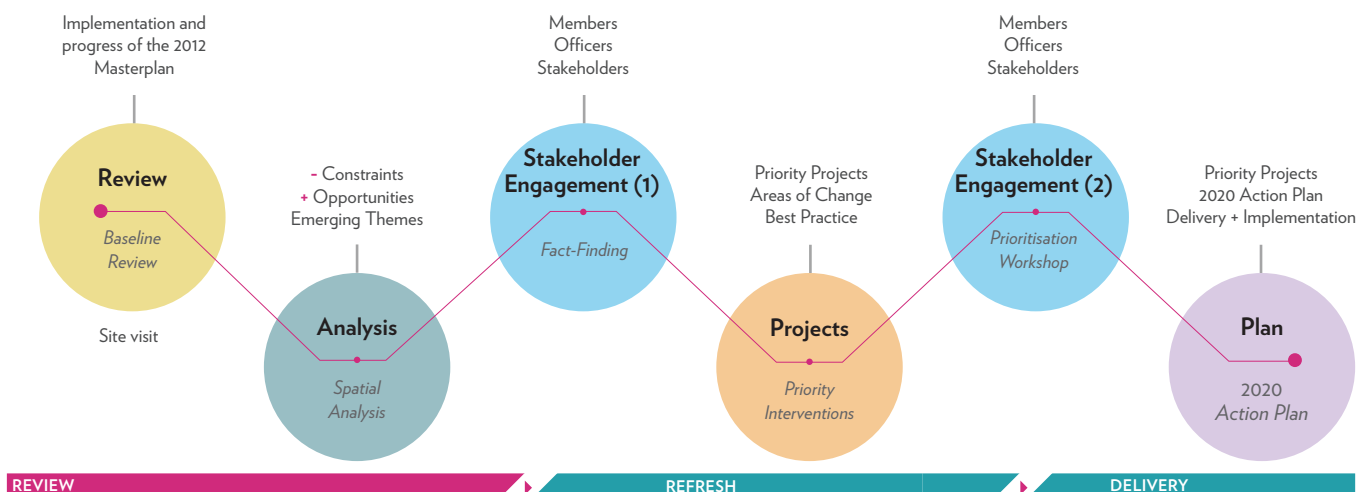
Set out below is an overview of the activities undertaken and how stakeholders have helped shape the 2020 Masterplan Review.

## Engagement

Stakeholder engagement was crucial to understanding how Coleraine has evolved since the 2012 Masterplan, and importantly to ensure regeneration proposals align with and reflect the priorities of those invested in the positive development of Coleraine.

The following groups were engaged through workshop sessions and 1:1 meetings. It was considered these groups were representative of the needs of the local community and businesses in Coleraine:

- Officers from Causeway Coast and Glens Borough Council
- Department for Communities (DfC)
- Translink
- Coleraine Town Team
- Landowners of key sites
- Northern Regional College
- Ulster University Coleraine Campus
- The Honourable The Irish Society
- Coleraine BID
- Coleraine Harbour Commissioners
- Department for Infrastructure (DfI)



## The Process

*Partnership working is recognised as critical to the delivery of the Masterplan and for Coleraine town centre to realise its potential.*

### Stage 1:

The purpose of the first stage of stakeholder engagement was to explore the 2012 Masterplan and identify the effectiveness of its implementation and delivery of the regeneration proposals. During this stage, the vision, objectives and how these reflect the aspiration for Coleraine town centre going forward were also reviewed and updated where appropriate.

Importantly, a review of the 2012 regeneration projects were considered by their relevance and priority having presented the common challenges and the opportunities faced by the town centre.

This stage of engagement provided an understanding of the distinctive qualities and assets Coleraine exhibits. This helped create collaborative thinking and encouraged participants to explore new, transformational approaches to development and uses within the town centre.

The outcomes from this stage of engagement is reported in Section 2: Review of 2012 Masterplan.

### Stage 2:

The second stage of stakeholder engagement was to present the progress of the Masterplan review and the refreshed Action Plan, setting out how the conceptual plans and key projects were informed by the existing evidence, stakeholder engagement and town centre analysis.

Stakeholders also had the opportunity to input into the priority level of proposals set out in the Action Plan, fostering agreement and creating shared ownership of the Masterplan.

The outcomes from this stage of engagement is reported in Section 5: Action Plan Refresh.



1

## COLERAINE WALKING TOUR

**January 2019:** A meeting and site visit with DfC and Officers from CCGBC enabled the team to gain a broad understanding of the objectives of the Masterplan Review, key issues facing the town centre and opportunities.



2

## SITE VISITS

**April & May 2019:** Site visits were undertaken to identify if 2012 Masterplan projects had been implemented and a detailed review of the town centre including: public realm, townscape quality, wayfinding, vacancy levels and new developments.



3

## ENGAGEMENT WORKSHOP

**July 2019:** A workshop was held with the Coleraine Town Team, comprising of public sector officers, private businesses and organisation representatives based in Coleraine. The outcome of Workshop 1 was for stakeholders to consider how relevant the 2012 vision, objectives and proposals are going forward and initial thoughts on new proposals/ priorities.



4

## INDIVIDUAL MEETINGS

**July & October 2019:** A number of meetings/ follow up discussions were held with those who had specific interests in the future of Coleraine, including landowners of development sites, Coleraine Harbour Commissioner, Northern Regional College and Ulster University to understand their future development plans and impact these could have on the town centre.

A meeting was also held with Coleraine BID members, to understand their aspirations, proposals and to explore where the Masterplan and BID priorities could be aligned/ consistent where relevant.

5

## ENGAGEMENT WORKSHOP

**February 2020:** A Reprioritisation Workshop was undertaken with those previously engaged during the first stage of engagement. This Workshop allowed discussion on proposals, and feedback from the stakeholder group on the level of priority for projects.



6

## 2020 MASTERPLAN REVIEW

**May 2020:** Presentation of the 2020 Masterplan Review to CCGBC, setting out how proposals and Action Plan projects were informed by the existing evidence base and stakeholder engagement.



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# 01

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# 02

## Review of the 2012 Masterplan ◀

This section provides a review of the 2012 Masterplan Vision, Objectives and Initiatives, outlining their relevance going forward and identifying new projects which reflect the outcomes of stakeholder engagement.

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# 03



# Review of the 2012 Masterplan

*This section provides a review of the 2012 Masterplan Vision, Objectives and Initiatives, outlining their relevance going forward and identifying new projects which reflect the outcomes of stakeholder engagement and town centre analysis.*

## 2012 Masterplan Review

A feedback form was provided to those who attended the Stakeholder Engagement Workshop in July 2019, this asked those in attendance the extent to which they 'fully agree' to 'fully disagree' with the 2012 Masterplan Vision, Objectives and Initiatives. Wider stakeholder engagement throughout the Masterplan Review process has also contributed to refreshed thinking and new priorities going forward for Coleraine.

### Vision:

*“Coleraine town centre will sustainably develop into a leading historic and cultural destination by drawing on its plantation origins and deep rooted Mesolithic connections associated with the archaeological site of Mountsandel.*

*Its diverse range of services, underpinned by a state of the art IT network and strengthened University presence, will complement the existing strong retail core and establish Coleraine as a highly competitive location.*

*Well designed pedestrian routes, streets and spaces, that embrace the River Bann creating a distinctive waterfront, will ensure good connections throughout the town centre and adjoining residential neighbourhoods.”*

## Vision Review

Although stakeholders agreed with the vision statement, it was indicated that it lacks focus and is not concise in presenting the overarching aspirations for Coleraine town centre.

This has resulted in a refreshed vision for Coleraine which reflects the change and future regeneration priorities of the town centre whilst creating a new common goal for stakeholders.



## 2012 Vision

1

Develop into a leading cultural destination by drawing on its plantation origins and Mesolithic connections associated with Mountsandel.

Prioritise Mountsandel Fort's potential as a key asset in creating a tourist destination in Coleraine, which would act as a significant footfall driver for the town centre.

2

Its diverse range of services, underpinned by a state of the art IT network and strengthened University presence, will complement the existing strong retail core and establish Coleraine as a highly competitive location.

3

Well designed pedestrian routes, streets and spaces, that embrace the River Bann creating a distinctive waterfront, will ensure good connections throughout the town centre and adjoining residential neighbourhoods.

Regeneration focused around the River Bann, particularly Harbourlands was established as a main priority, with mixed-use, waterfront development having the potential to create a new destination in Coleraine.

Walking and cycling connections to the town centre and wider connections to Ulster University were also established as essential to ensure waterfront development realises its full potential.

Creating a multifunctional town centre through diversity in the offer and experience. Coleraine should aspire to become a resilient town centre by encouraging new experiences and town centre uses such as leisure, living and restaurants which express the unique, cultural qualities of Coleraine.

## The 2020 Vision

*Coleraine Town Centre will develop into a vibrant, multipurpose and culturally rich destination, which promotes a unique, high quality environment drawing on its plantation origins. Recognising the growing educational presence in the town, Coleraine will become distinctive through its animated waterfront and improved links to the University and Mountsandel, promoting Coleraine as a destination to work, live and visit.*



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Vote  
Alliance

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## The Objectives

### Relevance:

The eight Masterplan objectives provide a framework for addressing the challenges facing Coleraine town centre and delivering the vision. The objectives would also be used as reference points for benchmarking the success of the revised Masterplan as implementation proceeds.

The outcome of stakeholder engagement identified that the 2012 objectives are still relevant, with feedback showing that most participants either fully agreed or generally agreed with these.

Stakeholders including the Coleraine BID Group members expressed that they neither agreed nor disagreed with Objective 1: Realising Opportunities, specifically that uses proposed on opportunity sites and interventions at key locations, may now require new thinking with greater priority afforded to deliverable projects which meet the changing needs of the town centre. For example, it was suggested that a sporting centre of excellence located at Rugby Avenue is no longer aligned with stakeholders aspirations.

This is similar to Objective 4: Improving Environmental Quality, in that although the principle of the objective should remain, stakeholders suggested that the proposed key routes should be reflective of priority opportunity sites and key destinations in the town centre such as routes to the River, NRC Campus and Train Station.

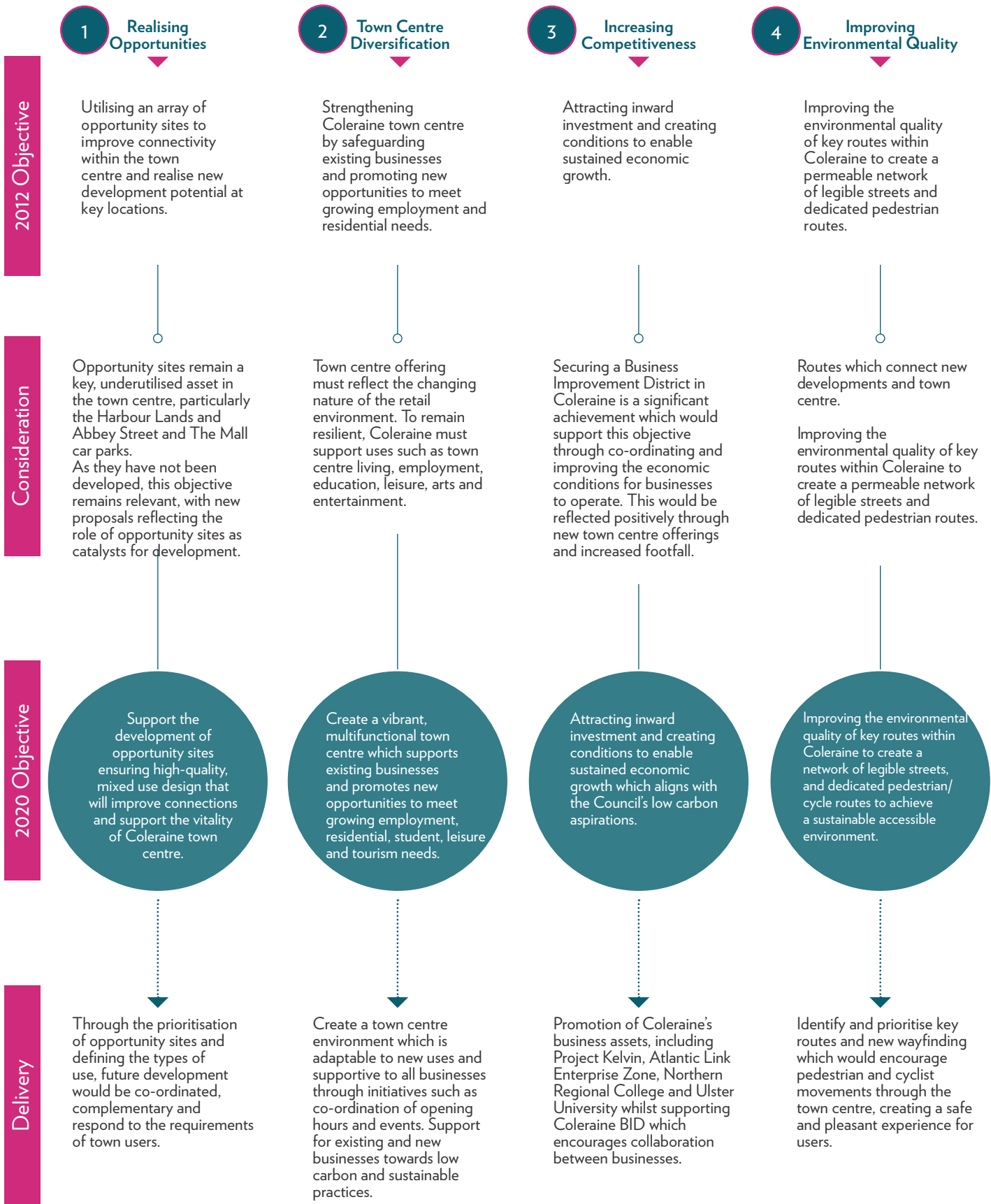
## Revised Objectives

### Summary:

The Objectives have been reviewed and updated where appropriate to ensure the projects and proposals that form the masterplan review meet and fulfil these cross-cutting objectives.

The eight masterplan objectives reflect the challenges facing Coleraine town centre but also the forward-looking vision of a town centre ready to embrace change. A range of physical developments and non-physical initiatives aimed at addressing these objectives form the basis of the masterplan as described in the following sections of this document.

# 2012 Objectives: Revised



2012 Objective

5 Enhanced Movement Network

Addressing the challenges presented by Coleraine's road network, forging dedicated pedestrian and cycle connections and promotion of smarter travel choices.

6 Embracing Natural Assets

Strengthening Coleraine's historic relationship with the River Bann and establishing the Lodge Burn as a 'green corridor'.

7 Cultural Destination

Securing the future cultural offer and encouraging the on-going revitalisation of Coleraine town centre as a premier culture, arts and entertainment destination.

8 Strengthening Wider Links

Strengthening existing connections and relationships with the Ulster University, sports facilities at Rugby Avenue and the historic Mountsandal site.

Consideration

The road network in Coleraine, particularly the one-way systems remain a challenge requiring this objective to be retained. Previously proposed traffic and pedestrian zone surveys have not been undertaken, yet still remain a priority.

The River Bann remains underutilised, with stakeholders reaffirming the importance of creating connections to and animation of this asset going forward.

Celebration of Coleraine's plantation origins has not been maximised, or strategically promoted to date.

Strengthening connections to Ulster University and Mountsandel was considered a priority by stakeholders due to potential to increase town centre prosperity through footfall and diversity. New cycle/pedestrian proposals linking Coleraine with these wider assets are currently being explored. Reference to Rugby Avenue removed due to Leisure Centre relocation no longer identified on this site.

Smarter travel choices and increase in digital solutions to help parking and access to the town centre were identified through stakeholder engagement.

Developing out the Lodge Burn was not considered a priority and the long-term aspirations of this project has resulted in its reference being removed from Objective 6.

A new focus on developing the evening offer, which in turn will draw people from beyond the immediate catchment area will enhance Coleraine's cultural offer.

2020 Objective

Addressing the challenges presented by Coleraine's road network, forging dedicated pedestrian and cycle connections and promotion of smarter travel choices and digital technology.

Strengthening Coleraine's historic relationship with the River Bann through wider access improvements and supporting development and uses which engage the water environment.

Securing the future cultural offer and encouraging the on-going revitalisation of Coleraine town centre as a premier culture, arts and entertainment destination supported by attractive public/ event spaces.

Strengthen existing connections through the town centre and create new connections and relationships with Ulster University and the historic Mountsandal site.

Delivery

Prioritise a comprehensive review of traffic and all movements into and around the town centre.

Improving the quality and accessibility of the River Bann with destinations including Ulster University, Mountsandel and The Diamond will yield multi-functional benefits including health and wellbeing, biodiversity and attractor for visitors.

Programming the contemporary use of key heritage buildings and location areas such as The Market are important elements in celebrating Coleraine's cultural identity. Integration of cultural heritage in the public realm and wayfinding is also encouraged.

Encourage and support new sustainable connections to assets.

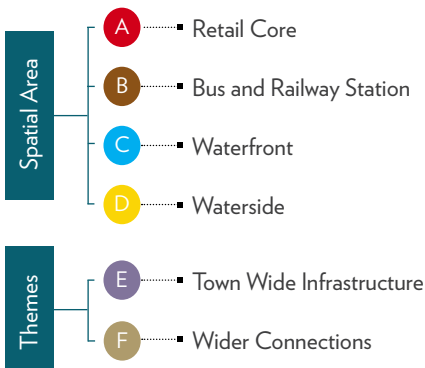
Also raise awareness of these assets through enhanced public realm and wayfinding to contribute to the overall experience of Coleraine for residents and visitors alike.

# Initiatives Review

The 2012 Masterplan contained a total of 61 regeneration initiatives in addition to 6 town wide strategies. These initiatives have been reviewed and their relevance assessed below:

## Regeneration Areas and Themes

These initiatives were defined into distinct geographic or key strategic theme as follows:



## Key Regeneration Proposals

A selection of key regeneration proposals have been identified and reviewed in terms of their implementation since 2012, and if the initiative still remains relevant and supported by stakeholders, enabling Coleraine to achieve its overarching vision.





## Regeneration Area: Retail Core

### A3 Ramparts Scheme: Mixed use development on the Mall Car Park.

- Progress** — Although a planning application has been submitted for the western portion of the Mall Car Park for two retail units (2019), a mixed-use scheme has not been brought forward on the site. Some buildings on the eastern portion have been removed. The site remains as a car park.
- Future Relevance** — Mixed use development at this location is still considered desirable by stakeholders, albeit that car park provision would still be included as part of any scheme.
- Going Forward** — Whilst there is no immediate capacity requirement for comparison shopping in Coleraine (see Nexus Retail and Commercial Report, page 39), the opportunity still exists for a high-quality, mixed use scheme which adds to the existing offer of Coleraine, that could provide town centre living with flexible ground floor space which could provide retail, food & beverage or office use.

### A14 Lanes Scheme: Mixed use development on Abbey Street Car Park.

- Progress** — No planning applications have been submitted in relation to Abbey Street Car Park since 2010. The site remains as a car park.
- Future Relevance** — Abbey Street Car Park has the potential to offer a desirable mixed-use development scheme which complements surrounding land uses of residential, retail and office development.
- Going Forward** — The opportunity still exists for mixed-use, town centre living with flexible ground floor space which could provide retail, food & beverage or office use. The feasibility of multi-storey car parking at this location should be explored for inclusion in future schemes.

### A20 Market Yard: Cultural and Interpretative Centre

- Progress** — A planning application was consented for a multi-purpose space which would be used for occasional local markets, cultural events, performances and exhibitions, while on a daily basis to be used as a paid car park. Permission was granted in November 2018.
- Future Relevance** — Feedback from stakeholder engagement noted how the Market Yard's location was no longer considered desirable for a cultural and interpretative centre. However, activation and use of this space through events would benefit the town centre through additional cultural offerings.
- Going Forward** — Support for the use of Market Yard for events, markets and exhibitions as per planning permission should be actively encouraged and will increase Coleraine's town centre offer and stimulate the night-time economy.

### A4 Town Hall: Evening and weekend use to stimulate evening economy.

- Progress** — The Town Hall area supports a successful monthly Speciality Market and Visitor Information Centre, which supports activity during the day and weekends. No regular scheduled events/ uses during the evening or weekends have been established.
- Future Relevance** — As an architectural significant building in the heart of Coleraine, intensifying the use of this asset particularly for cultural and evening events should be encouraged.
- Going Forward** — The animation and extended use of the Town Hall remains a key priority for Coleraine town centre. Flexible uses and events schedule would support increased usage of the Town Hall.



## Regeneration Area: Railway Station

### B1 Office/ Commercial Quarter: Compact office and commercial quarter.

- Progress** —◆ The built form surrounding the Railway Station has not been developed, nor has any dedicated cultural/ civic space been proposed. Some public realm improvements including public seating has been installed adjacent to Railway Road Car Park.
- Future Relevance** —◆ The low quality built environment surrounding the Train Station makes for an unattractive arrival experience into Coleraine. To draw footfall up to Kingsgate Street and to create a welcoming public environment, development surrounding the Train Station is still relevant.
- Going Forward** —◆ This proposal is still considered a priority for stakeholders going forward, particularly as rail patronage may increase as a result of students travelling to the redeveloped NRC. Smaller, targeted interventions should be considered to help progress regeneration and attract businesses to this area.

### B4 Mixed Use Destination: Mixed use development on leisure centre site.

- Progress** —◆ The relocation of Coleraine Leisure Centre has not been progressed to date and remains operational on the Railway Road site. Public space fronting onto Railway Road at this site remains underutilised.
- Future Relevance** —◆ Feedback from stakeholder engagement highlighted the desire for the leisure centre to remain at this site on Railway Road, albeit in a reconfigured and redeveloped site.
- Going Forward** —◆ A redeveloped leisure centre in its current location is considered a priority for the town centre, particularly due to strong links to the Railway Station, Kingsgate Street and redeveloped NRC. Reconfiguration of the Leisure Centre at this location could also create new linkages through attractive public space and encourage ease of pedestrian movement.

### B7 Lodge Road & Burn: Low & medium density residential development.

- Progress** —◆ As Coleraine Grammar School operates from the existing school site, this initiative has not been taken forward.
- Future Relevance** —◆ Although not considered a priority by stakeholders, town centre living, as established by this proposal is still considered a relevant for Coleraine.
- Going Forward** —◆ Active engagement with the Education Authority is key to understanding planned closure timescales and disposal options for Coleraine Girls High School, to ensure plans for the site meet the objectives of the Masterplan.





## Regeneration Area: Waterfront

### C2 Harbourlands: Reconfigured Harbourlands site.

- Progress** —◆ Development of the Harbourlands has not been achieved to date and the site is still owned and operated by Coleraine Harbour Commissioners.
- Future Relevance** —◆ Identified as a priority project by stakeholders, the redevelopment of the Harbourlands has the potential to create a new destination in Coleraine through high quality, mixed use development. Scheme design should take into account previous design proposals such as dual aspect buildings.
- Going Forward** —◆ Negotiations with Coleraine Harbour Commissioners and potential availability of the lands to be developed is a key priority. Potential uses also identified through stakeholder feedback include hotel, restaurants and events to create a leisure destination on the River Bann.

### C4 Coleraine Marina: Marina, associated development and car parking.

- Progress** —◆ The site is still occupied by T-Met, as such marina development has not been carried out to date.
- Future Relevance** —◆ Associated with the development of the Harbourlands, a marina would further attract users to engage with the water environment and remains a relevant proposal for the Masterplan going forward.
- Going Forward** —◆ Developing a marina as part of the wider Harbourlands regeneration scheme remains a key project going forward.

### C1 Riverside Crescent: Residential development (fronting waterfront).

- Progress** —◆ Residential development has not been progressed on any Harbourland sites. As with the marina element, residential development is expected to come forward through comprehensive redevelopment scheme.
- Future Relevance** —◆ Development of residential accommodation within the town centre is encouraged and particularly at this location will contribute to and sustain the adjacent proposed uses in the Harbourlands and support wider connection proposals.
- Going Forward** —◆ The configuration of any residential development on the Harbourlands should be considered as part of wider comprehensive development to ensure high quality, complementary design which aims to achieve the vision for Coleraine.



## Regeneration Area: Waterside

### D3 Waterfront Development: High quality mixed use development

- Progress** — Since 2012, mixed-use development has not been progressed on the current Waterside Car Park site. Stakeholders noted how this car park was heavily utilised by office workers and town centre shoppers.
- Future Relevance** — The existing pedestrian and cycle connections of this site to Christie Park and waterside footpath make it a desirable location for residential and mixed-use development. As development on key sites along the River Bann was identified as a priority, this proposal remains relevant.
- Going Forward** — Consideration of redeveloping Waterside lands should consider infrastructure and traffic movements to ensure development is successful, well connected to existing assets and attractive to future users.

### D1 Captain Street Lower: Start-up units within courtyard setting

- Progress** — Small business units in a reconfigured courtyard setting have not been developed in the Waterside area.
- Future Relevance** — Although not considered a priority by stakeholders, the development and utilisation of backland sites have the potential to accommodate business start ups which would add to Coleraine's offer and encourage investment in the Waterside area.
- Going Forward** — Although courtyard development proposals should be retained going forward, the location of these require further consideration, for example, courtyard development surrounding the train station, or on secondary streets leading to Kingsgate Street would be considered more desirable and should be prioritised.

### D7 Kiosk Opportunities: Implementation of kiosks and pontoons

- Progress** — Two pontoons were developed adjacent to Waterside car park and are utilised, providing waterfront animation at this point.
- Future Relevance** — Further development of pontoons and kiosks would complement the proposed leisure uses on the Waterside and Harbourslands, and would be supported by a new residential population and visitors to Coleraine.
- Going Forward** — Development of pontoons and water related activities should still be prioritised going forward to contribute to the animation of the waterfront and form part of a wider regeneration scheme.



## Strategic Theme: Town Wide Infrastructure

### E1 Road Bridge: Road bridge linking the Waterside to Millburn Road

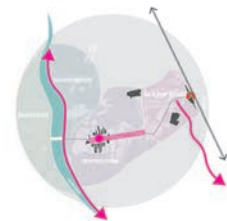
- Progress** —◆ A new road bridge linking the Waterside to Millburn Road has not been developed, nor has any feasibility studies been undertaken for this proposal.
- Future Relevance** —◆ Due to the increase in school size (amalgamated Coleraine Grammar School) and public sector employment, traffic in the Waterside area was raised as an ongoing issue through stakeholder feedback. This proposal presents an opportunity to alleviate traffic crossing the River Bann.
- Going Forward** —◆ Although considered a long-term project, a new road bridge remains relevant and should be supported by a town wide transport assessment to fully understand the benefits which could be achieved.

### E3 Railway Station Entrance: Repositioned station entrance.

- Progress** —◆ Construction of a new Railway Station entrance located south on the existing building has not been progressed.
- Future Relevance** —◆ Stakeholders identified this proposal was no longer relevant due to the future strengthened pedestrian desire line from the Station to the redevelopment NRC building and continued links to the town centre.
- Going Forward** —◆ Due to the increase in students accessing the redeveloped NRC building, strengthening the desire line along Union Street from the train station, this proposal should be removed from the Masterplan as it is considered no longer relevant to the aspiration of this area.

### E7 Pedestrian Bridge: New pedestrian bridge across the River Bann.

- Progress** —◆ This proposal has not been taken forward to date.
- Future Relevance** —◆ Stakeholder engagement identified that a pedestrian bridge would be better located to connect Mountsandal at The Cuts with Castleroe, to maximise accessibility to this asset. A bridge developed at this location also presents the opportunity to attract development east of the River Bann.
- Going Forward** —◆ The proposed pedestrian bridge should be relocated to The Cuts, creating a longer circular pedestrian and cycle route, extending the waterside path and enhancing Mountsandel as a key tourist attraction.



## Strategic Theme: Wider Connections

### F1 Streetscape Improvements: High quality public realm.

- Progress** —◆ Streetscape improvements have been carried out primarily focused on Kingsgate Street, Church Street and at The Diamond, surrounding the Town Hall.
- Future Relevance** —◆ High quality public realm is a key priority to create a safe, accessible and attractive town centre environment. Review of key routes to proposed developments and destinations within the town centre such as redeveloped NRC, Train Station and River Bann require updating.
- Going Forward** —◆ This proposal is considered a high priority going forward for all stakeholders. Feedback also identified that Coleraine's cultural heritage could also be expressed through public realm and public spaces.

### F4 Lodge Burn Trails / Linear Park: Pedestrian routes along Burn.

- Progress** —◆ Development of the Lodge Burn Trails has not been progressed. This is primarily due to Coleraine Grammar School still operating on the Lodge Road site.
- Future Relevance** —◆ Stakeholder feedback identified development of the Trail and Linear Park as a long-term objective, and not a priority for the town centre at this time.
- Going Forward** —◆ This proposal should be retained in the Masterplan. Future development and access to this natural asset will support the increased town centre population of Coleraine.

### F7 Ulster University to Mountsandel Trail: Pedestrian/ cycle routes

- Progress** —◆ Although existing walkways along the River Bann are well utilised, they have not been extended, or new routes added. A walking and cycle trail along the edge of the River Bann linking the town centre to either Ulster University or Mountsandel has not been progressed.
- Future Relevance** —◆ Improving and creating new pedestrian and cycle connections to Mountsandel was established as a priority project by stakeholders going forward. This would ensure a future tourist development scheme at Mountsandel Fort would be supported by direct town centre access and create a new natural asset for Coleraine. Engagement with Ulster University and stakeholders has highlighted this project as a priority going forward. A new waterside connection from UU campus to the town centre would encourage the student population into Coleraine, in turn enabling Coleraine to diversify its offer.
- Going Forward** —◆ This proposal should be prioritised. Creating a dedicated connection from UU Coleraine Campus to the Waterfront, through Harbourlands onwards to Mountsandel would help achieve several Masterplan objectives. Ongoing collaboration with Ulster University and options to relocate their current campus access would further support this proposal.

# 02

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# 03

## Strategic Context ◀

This section provides an overview of key policy and recent strategic reports focussed on Coleraine Town Centre.

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# 04



# Our History of a Plantation Town

*Cúil Rathain, the 'nook of the ferns'...*

The Mesolithic site is early evidence of human settlements in Ireland.

**Mount Sandel Fort**



7600 B.C.

The Vikings (820 A.D.), Norsemen (1002) and The Normans (1177).

**Raids & Ruins**



830 A.D.-1177

James I issued Coleraine its town charter status 28<sup>th</sup> June.

**Town Charter**



1613

The station opened by architect Charles Lanyon.

**Railway Station**



1855

The Barmouth was dredged and piers built.

**Coleraine Harbour**



1888

450 A.D.



**Coined 'Coleraine'**

St. Patrick passed through the town. After receiving a parcel of land to build a church, the Saint named the it "Cúil Rathain".

1610-1611



**First Settlers (Plantation)**

The first settlers arrived following the accession of James I and rebuilt Coleraine.

1844



**Stone Bridge**

A stone bridge was completed in 1844 across the River Bann.

1859



**New Town Hall**

Coleraine Town Hall constructed in 1859 by McLaughlin & Harvey for £4,147 (over £7m today). It subsequently underwent a major renovation in 1994.

Established 1927, winners of the Irish League title (1973-74) and the Irish Cup on five occasions.

**Coleraine F.C.**



1927

The Riverside Theatre opens in 1976 and is the fifth-largest professional theatre in Northern Ireland.

**Riverside Theatre**



1976

The Waterside Millennium foot and cycle bridge was built to improve facilities for cyclists and pedestrians.

**Millennium Bridge**



2001

A new, purpose-built campus planned on the current site at Union Street, Coleraine.

**NRC Redevelopment**



Proposed

1924



**Bann Railway Bridge**

The 800 ft long Bann Railway Bridge opens to carry the Belfast - Londonderry railway across the River Bann.

1968



**Ulster University**

Built in 1960s outside the town centre led to a growth in population.

1981



**Town Twinning**

Twinned with French town La Roche-sur-Yon.

2002



**Diamond Centre**

The Diamond Shopping Centre opened in 2002 providing the town's only enclosed shopping centre.

# Movement and Access

## Wider Movement Network

Coleraine has good access to the strategic road network with connectivity to the A29 Ring Road, a relief road which runs around the eastern and southern edge of the town centre. The A29 has helped relieve congestion by ensuring the City of Derry, Belfast and Portrush-bound traffic circulates around Coleraine as opposed to through the town centre, however congestion is still perceived as an issue within parts of the town centre.

## Inner Movement Network

Access and connectivity through Coleraine is perceived to be poor with the movement network favouring vehicles. The A2 carriageway, which runs along the west of the town centre, creates a traffic dominated character limiting the potential of the River Bann as a functional waterfront space. Although the A2 and Hanover Place provide a key arterial transport function, their prominence has formed a barrier to pedestrian and cyclist movement. Softening the visual character of the A2 and Hanover Place would make a dramatic contribution to the quality of environment for pedestrian and cyclist movement across the town centre.

## One-way Gyratory system

Coleraine operates a one-way gyratory system aimed to improve and direct traffic flow around as opposed to through the town centre. The one-way system and congestion have both been cited as challenges affecting the legibility and movement around the town centre. The existing gyratory

system is under pressure at peak hours of the day due to a limited number of river crossings, indirect routes and unnecessary trips attributed to sourcing car parking at multiple destinations.

## Pedestrianised zone

A pedestrianised zone is in place at The Diamond extending up to Bridge Street and Kings Gate Street. The zone imposes limitations on vehicular movement within the town centre core. In general, this is a positive feature of the town centre, ensuring a walkable environment. However, the extent of the zone should be considered as part of any strategic town centre transport assessment going forward.

## Rail and bus linkages

The rail and bus station are a critical interchange within the town centre. It is important to encourage alternative modes of transport as an opportunity to relieve pressure on the inner movement network.

At present the station is an underutilised asset with poor physical and visual linkages into the town centre. Connectivity to the town centre is hindered by an underwhelming arrival experience for visitors, unattractive walking routes and absence of a civic space in proximity to the station.

## Cycle Routes

Coleraine currently lacks a coherent cycle network. Although segregated cycle paths were developed along Millburn Road, there is an aspiration to extend this network throughout the town centre.





**KEY**

.....

- Three lane
- Two lanes
- One lanes
- One-way system
- Bi-directional system

# Strategic Context

*The Masterplan, although a non-statutory document, is to be reflective of the aims and objectives set out in relevant plans, policies and strategies for the Council area. Since the publication of the 2012 Masterplan, the landscape concerning policies and plans has changed significantly.*

## Review of Public Administration (2015)

April 2015 marked a significant change in the public administration landscape across Northern Ireland which saw local councils reduce from 26 to 11. As a result, powers of planning, roads, housing, community development, local economic development and tourism were transferred to local councils. This change saw Moyle, Ballymoney, Coleraine and Limavady district councils amalgamate to form Causeway Coast and Glens Borough Council.

Having established this, public administration is fundamental to the reform of public services both across the region and for Coleraine. The 2015 reform of public administration provides Causeway Coast and Glens, working in collaboration with key stakeholders the opportunity to shape a positive future for Coleraine town centre. The relevance of this will mean that Causeway Coast and Glens Borough Council will be responsible for the delivery and stewardship of the Coleraine Masterplan.

## Strategic Planning Policy Statement (2015)

The Strategic Planning Policy Statement (SPPS) was published in September 2015. The provisions apply to the whole of Northern Ireland and are key elements in the preparation of Local Development Plans (LDP) and material to all planning application decisions and appeals.

The document sets out the core principles to ‘unlock development potential, support job creation and aid economic recovery’ while achieving sustainable development.

The SPPS identifies 5 core planning principles, which will help achieve sustainable development and would be considered and supported by the Masterplan:

### 1 Improving Health and Well-being

*“The way in which places and buildings are configured, patterns of movement in the space around us and the level of access to quality space are all factors that can make us feel good”.*

### 2 Creating and Enhancing Shared Space

*“Utilise development planning, regeneration and development management powers to contribute to the creation of an environment that: is accessible to all and enhances opportunities for shared communities; has a high standard of connective’ and supports shared use of public realm”.*



Planning Chronology

### 3 Support Sustainable Economic Growth

*“Planning must balance the need to support job creation and economic growth with protecting and enhancing the quality of the natural and built environment”.*

### 4 Supporting Good Design and Positive Place Making

(A) *“Good design identifies and makes positive use of the assets of a site and the characteristics of its surroundings... Design involves shaping how all elements of the built and natural environment relate to each other through the construction of new buildings, restoration and redevelopment of historic buildings, creation of public spaces and environmental improvements”*

(B) *“Successful place-making promotes accessibility and inclusivity for all, acknowledges the importance of creating hospitable and safe places, and emphasises the contribution that vibrancy, adaptability and diversity of use can make to the viability of place and how it will endure into the future”.*

### 5 Preserving and Improving the Built and Natural Environment

*“An integrated approach to the management of the natural and cultural aspects of the landscape... plays an important role in conserving, protecting and enhancing the environment whilst ensuring it remains responsive and adaptive to the everyday needs of society”.*

The SPPS plays a fundamental role in driving and safeguarding the principles of sustainable development in Coleraine.

The SPPS also provides the planning provision for Town Centres and Retailing, with an aim to “support and sustain vibrant town centres across Northern Ireland through the promotion of established town centres as the appropriate first choice location of retailing and other complementary functions, consistent with the RDS” (Paragraph 6.270).

Enshrined within this aim is to “secure a ‘town centres first’ approach for the location of future retailing and other town centre uses” (Paragraph 6.271).

## Draft Programme for Government (2016)

The Programme for Government (PfG) is the highest level strategic document of the Northern Ireland Executive. The Draft PfG 2016-21 was published for consultation on 26 May 2016. The final document has yet to be published.

The overarching aim of the Programme is to “improve wellbeing for all by tackling disadvantage and driving economic growth”.

The draft PfG outlines 14 strategic outcomes, which, taken together, set out a clear direction of travel on the essential components of societal wellbeing. They touch on every aspect of government, including the attainment of good health and education, economic success and confident and peaceful communities.

The draft PfG is fundamental in shaping local and regional policy, in turn safeguarding the principles which shape the future of Coleraine town centre.

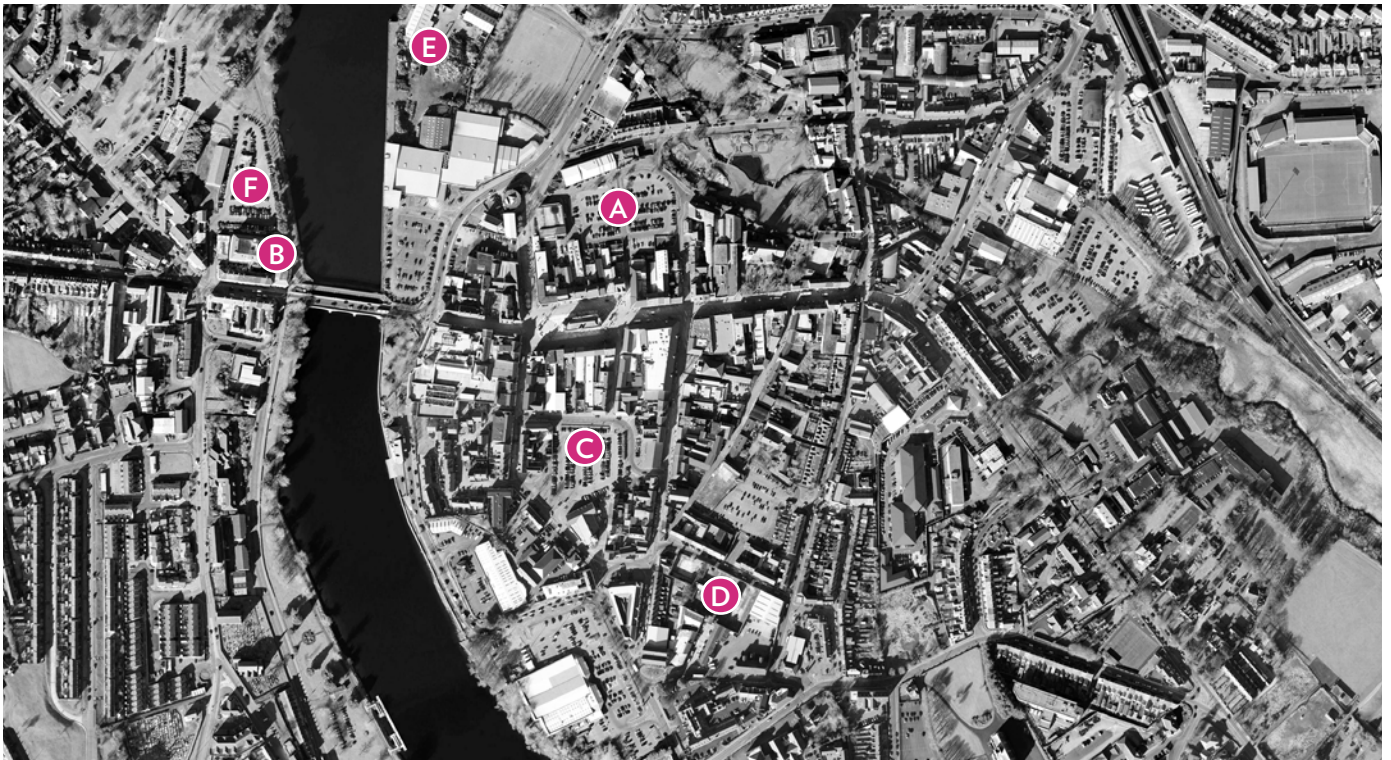
## Northern Area Plan (2016)

The Northern Area Plan, adopted in 2015, is the current development plan covering the extents of the Causeway Coast and Glens borough. The Northern Area Plan remains the main statutory framework for development considerations for the area.

This plan will be superseded by the Causeway Coast and Glens Local Development Plan (scheduled for adoption in 2026) which will provide an update to statutory spatial policy for both the district and Coleraine.

The Northern Area Plan recognises Coleraine as the principle commercial centre, with an important sub-regional role for the north east. This is in general conformity with the Regional Development Strategy (RDS) 2035 for Northern Ireland which identified Coleraine as a ‘Main Hub’. The RDS also recognised the potential for urban renaissance which is described as the process of development and redevelopment in urban areas to attract investment and activity, foster revitalisation and improve the mix of uses, which is extremely prevalent in today’s context.

To support the primary retail function of town centres, the Northern Area Plan sets out a town centre priority in the Strategic Plan Framework, specifying that the Plan will seek to ensure any future development of the Riverside Centre (out of town retail) is complementary to, rather than competing with, the town centre, and does not adversely affect the vitality and viability of the latter.



The Northern Area Plan designated the following as Opportunity Sites in Coleraine:

**Committed Sites:**

- A** Mall Car Park (1.12ha)
- B** Clothmakers' Building (0.09ha)
- C** Abbey Street Car Park (0.53ha)
- D** Market Yard (0.38ha)

**Uncommitted Sites:**

- E** Harbour Estate (7.37ha)
- F** Waterside Car Park (0.97ha)

Each of the sites were identified for future development in the 2012 Masterplan. Progress of development on these sites and relevance of the proposed uses going forward has been evaluated in the previous section of this Report.

The Northern Area Plan designates an Area of Townscape Character and an Area of Archaeological Potential in Coleraine town centre. These designations are reflective of Coleraine's historical and architectural significance (planned Plantation settlement) and as a 19th Century market town, which has retained many buildings from this period.

## Community Plan (2017-2030)

The Community Plan sets out a new long-term vision and direction for the borough up until 2030. The plan takes an all-inclusive approach through partnership working between council, statutory bodies, agencies and wider community. Causeway Coast and Glens Borough Council have developed the plan through integrating various social, economic and environmental priorities.

The plan is built around three core principles:

**1** A sustainable accessible environment:

*A diverse, sustainable and accessible environment supported by fit for purpose infrastructure that enhances connectivity.*

**2** A thriving economy:

*Build a thriving economy based on culture of growth, entrepreneurship, innovation and learning*

**3** A healthy safe community:

*Contribute to a healthy, connected and safe community, that nurtures resilience, promotes respect and supports everyone to live well together CCGBC's Community Plan offers a collective approach to delivering locally strategic planning and improving the future for everyone who lives, works or visits the area.*

The Plan not only provides a strategic vision for the borough, it also ensures a simple and clear framework is available to inform a wide range of subsequent plans and strategies over the 13-year lifetime of the Plan.

The adoption of the community plan provides the basis for developing both the Local Development Plan (2030) alongside its Local Policies Framework

and this Masterplan Review which will play a core role in the spatial development of Coleraine up to 2030.

## Local Development Plan (2035)

Since 1 April 2015, Causeway Coast and Glens Borough Council has been responsible for most of the planning decisions within the Council area. The Council is also responsible for the new Local Development Plan (LDP), which places planning at the heart of local government.

The LDP will influence the spatial development of the Council area and provide a policy framework for the future development of the area up until 2030, replacing the Northern Area Plan 2016 and current suite of Planning Policy Statements. In the production of the LDP, there are three stages of consultation: Preferred Options Paper, Plan Strategy; Local Policies Plan.

The Preferred Options Paper (POP) was launched in June 2018 as the first step in developing the new LDP. The Council's LDP vision, outlined in the POP, is that the Causeway Coast and Glens borough will be:

*"A vibrant and innovative economy, sustainably delivering health and well-being and high quality built and natural environments, for all citizens and visitors to the Borough".*  
(LDP: POP, p.28)

The Preferred Options Paper sets out the overarching principles for the LDP as follows:

- Improving Health and Well-Being;
- Creating and Enhancing Shared Space;
- Supporting Sustainable Economic Growth;
- Supporting Good Design and Positive Place Making; and
- Preserving and Improving the Built and Natural Environment.

## Evidence Base Papers

In support of the Local Development Plan, a series of topic-based discussion papers have been produced as baseline evidence.

### Nexus Retail and Commercial Report (2017)

As part of the emerging CCGBC Local Development Plan (2030), a 'Retail and Leisure Capacity Study' was undertaken by Nexus Planning (Nexus) between November 2016 and October 2017. This Study provides the first opportunity since the Causeway Coast and Glens Borough was established to take stock of the performance of the new Borough's existing performance in retail and leisure, and to quantify any latent capacity for additional facilities.

The Report establishes that Coleraine town centre is nearly 50% larger than the average NI town centre, which is reflected in a higher proportion of vacant units (19.7% units vacant compared to the UK average of 11.3%). In terms of town centre composition, comparison floorspace is dominant in Coleraine at 50.2% of retail floorspace in the town and significantly higher than the UK average of 35.9%. For residents responding to the household survey, Coleraine was the most popular destination for comparison goods compared to neighbouring centres.

In considering likes and dislikes and why residents of the borough who did not visit Coleraine town centre, chose not to do so, the results do not highlight any significant issues with the centre. By far the largest number of respondents answered either that they simply 'had no reason to visit' (39%), or that it was 'too far from home' (29.3%). However, 12.2% of respondents stated 'lack of choice and range of non-food shops' as a reason for not visiting.

Whilst each of the Borough's towns are seen to provide well for their immediate population in terms of convenience goods provision, Coleraine is very much the dominant centre when it comes to comparison goods provision.

This market share is broken down as follows between the towns of the Borough:

- Coleraine – 39.1%
- Limavady – 17.4%
- Ballymoney – 21.2%

Coleraine town centre competes with Riverside Business Park which offers a variety of large plate predominantly comparison units. Survey findings confirmed both the town centre and Riverside proved popular with residents across the Borough.

The NEMS Household survey set out questions relating to where residents of each zone usually undertook their chosen leisure activity. Coleraine featured below both Londonderry and Portrush in terms of popular destination for restaurants, with Coleraine also falling below Londonderry, Ballymena, Portrush and Limavady for bars, pubs, social clubs or nightclubs.

This highlights a lack of offer for leisure uses provided in Coleraine, which is reflected in its evening economy. Moreover, residents from the Borough overwhelmingly travelled to Belfast to access theatre, concerts, museums and galleries, again showcasing a lack of cultural offer. In order for Coleraine town centre to attract leisure users in line with neighbouring centres, consideration to the diversity and provision of offer must be addressed.

Regarding future capacity for convenience floorspace across the Borough, the Nexus report concluded that capacity currently exists for further convenience retail floorspace (equivalent to between 7,700 and 9,700 sqm net), which is largely generated from existing stores' overtrading rather than a growth in expenditure. Having regard to Coleraine in particular, 2020 shows a maximum floorspace capacity of 3,600sqm, increasing to 3,800sqm in 2025 and 2030.

With regard to comparison shopping, the Nexus Report found no immediate capacity requirement, with capacity only forecast from 2025 onwards across the Borough. For Coleraine a floorspace capacity of 2,300sqm was identified for 2025, increasing to 5,500sqm in 2030.

## Sproule Retail Report (2017)

As part of the emerging CCGBC Local Development Plan (2030), a 'Public and Business Perception Study' was undertaken by Sproule Consulting (April 2017). The study took the form of 100 business and 100 on-street (general public) surveys.

When questioned about overall perception of Coleraine town centre, almost three-fifths (58%) of respondents (those who worked in Coleraine/ business owners) described their perception of Coleraine town centre as very poor/poor. A third (33%) reported that their perception of the town centre was average, whilst 3% stated that it was very good / good. Price of public parking, vacant shops and the variety of shops were stated as being particularly poor by respondents. From the general public survey findings, visitors to Coleraine were more likely to describe their perception of the town as very good / good compared to residents. Furthermore, those who spent two hours or more in Coleraine were more

likely to describe their perception of the town as very good / good compared to those who spent less time.

The main priorities from residents/ visitors for improvements included more shops (35%), wider variety and better quality of shops. In terms of town centre usage, 39% visited Coleraine for grocery shopping; 34% had visited the town to eat / drink at local cafes, restaurants and pubs; 29% were clothes shopping; 17% were at work / school in the area.

Better parking was considered a priority for visitors and business owners in Coleraine. Aspects the town centre did perform well in includes safety, pedestrian access, good atmosphere and the condition of buildings.

## Growth Deal

Causeway Coast and Glens Borough Council is currently in the process of securing a Growth Deal which is a bespoke package of funding agreed between UK Government and local regions aimed at harnessing additional investment.

CCGBC is engaging with associated public sectors to provide a coherent approach to ensuring future funding is tailored to specific growth opportunities throughout the Borough. A key theme of previous town/ city Growth Deal funding is low carbon aspirations and commitments. Any funding secured through the Growth Deal would be matched by NI Executive.



## Local Market Insight

An overview of Coleraine's property market was undertaken by Lambert Smith Hampton (LSH) in February 2020.

Considering the office sector, Coleraine is noted as being a traditional market town, comprising of primarily 'above the shop' and Grade B stock accommodation which is largely dated and does not satisfy the demands of modern office occupiers. Although there is a lack of purpose built office space in Coleraine, demand for office space will continue to come from small to medium enterprise's and start-ups.

Similar to the office market, Coleraine's retail sector is also curtailed by the traditional and constrained floorplates within the town centre, which can act as a deterrent to new market entrants. Riverside Park, however, does have high uptake from retailers requiring 'box' type units which are considered more flexible, it is therefore essential to retain A1 uses to the town centre and not extend such uses to Riverside Retail Park. Going forward, LSH expect Coleraine town centre to retain a level of demand from national retailers, which has been demonstrated by recent commitments by these retailers in Coleraine to renew leases or enter into new leases (over the last 2.5 years).

In terms of the hotel and tourism sector, although a major hotel development within the town centre area is not foreseen, a 'destinational' hotel / spa on the northern fringes of the town may prove viable.

# A Changing Town Centre

## Changing nature of Town Centres

A thriving town centre is key to the success of any place. Traditionally retail has formed the foundations of Coleraine's high street. In recent years the role of the high street has changed with the 'bricks and mortar' retail economy continuing to contract. Notable 21st century developments impacting the retail economy include e-trading, digital innovation and out-of-town retail developments.

## Challenging retail environment

The retail performance of Coleraine has performed relatively well when compared to the 'Vacant Properties' average of 25.0% for Northern Ireland. The impact of the challenging retail environment is reflected in a 24.1% vacancy rate for the town centre. The Diamond Shopping Centre, the main shopping centre, is evidence of a challenging retail economy. The once thriving shopping destination has suffered from the closure of several tenants including Argos who have relocated to the out-of-town shopping complex, Riverside Retail Park.

Non-Domestic Vacancy Rates (30 April 2019)

| Town Centre  | No. of Properties | No. of Vacant Properties | % of Vacant Properties |
|--------------|-------------------|--------------------------|------------------------|
| Ballymoney   | 273               | 59                       | 21.6%                  |
| Ballycastle  | 157               | 33                       | 21.0%                  |
| Coleraine    | 694               | 167                      | 24.1%                  |
| Portrush     | 120               | 12                       | 10.0%                  |
| Portstewart  | 98                | 14                       | 14.3%                  |
| N.I. Average | 21,533            | 5382                     | 25.0%                  |

Source: Land & Property Services via Town Centre Database (2019), Department for Communities.

Non-Domestic Vacancy Rates

| Town Centre  | 30 April 2016 | 31 October 2016 | 7 May 2017* | 3 October 2017 | 30 April 2018 | 31 October 2018 | 30 April 2019 |
|--------------|---------------|-----------------|-------------|----------------|---------------|-----------------|---------------|
| Ballymoney   | 25.9%         | 26.6%           | 25.8%       | 20.8%          | 21.4%         | 20.7%           | 21.6%         |
| Ballycastle  | 18.7%         | 16.0%           | 21.2%       | 18.5%          | 18.4%         | 21.0%           | 21.0%         |
| Coleraine    | 24.1%         | 22.4%           | 23.2%       | 22.8%          | 24.4%         | 24.3%           | 24.1%         |
| Portrush     | 13.4%         | 10.2%           | 10.1%       | 10.9%          | 10.3%         | 10.1%           | 10.0%         |
| Portstewart  | 19.4%         | 15.8%           | 17.9%       | 14.6%          | 18.4%         | 11.2%           | 14.3%         |
| N.I. Average | 24.8%         | 23.9%           | 24.2%       | 24.0%          | 25.3%         | 24.9%           | 25.0%         |

Source: Land & Property Services via Town Centre Database (2019), Department for Communities.  
\*7 May 2017 is the earliest data for the 2017/18 rating year due to the delay in Rates Bills being issued.



# Destination Coleraine

## Unlocking the Potential for Destination Coleraine

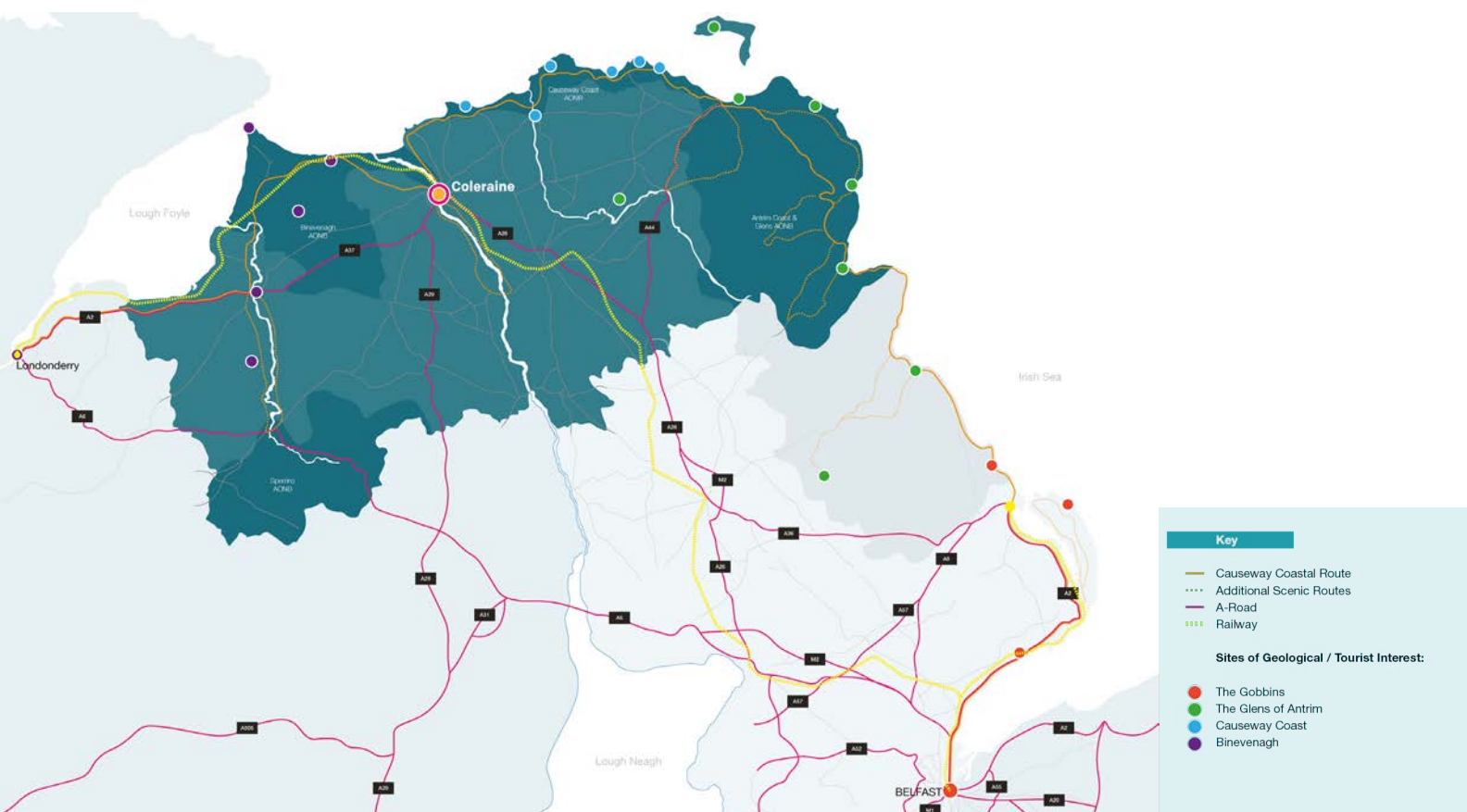
### Catalysts for Future Growth

Proximity to Northern Ireland's only UNESCO World Heritage Site the Giant's Causeway, the presence of the Causeway Coast and a strong relationship with the Atlantic Ocean provides Coleraine with the key drivers to catalyse future growth.

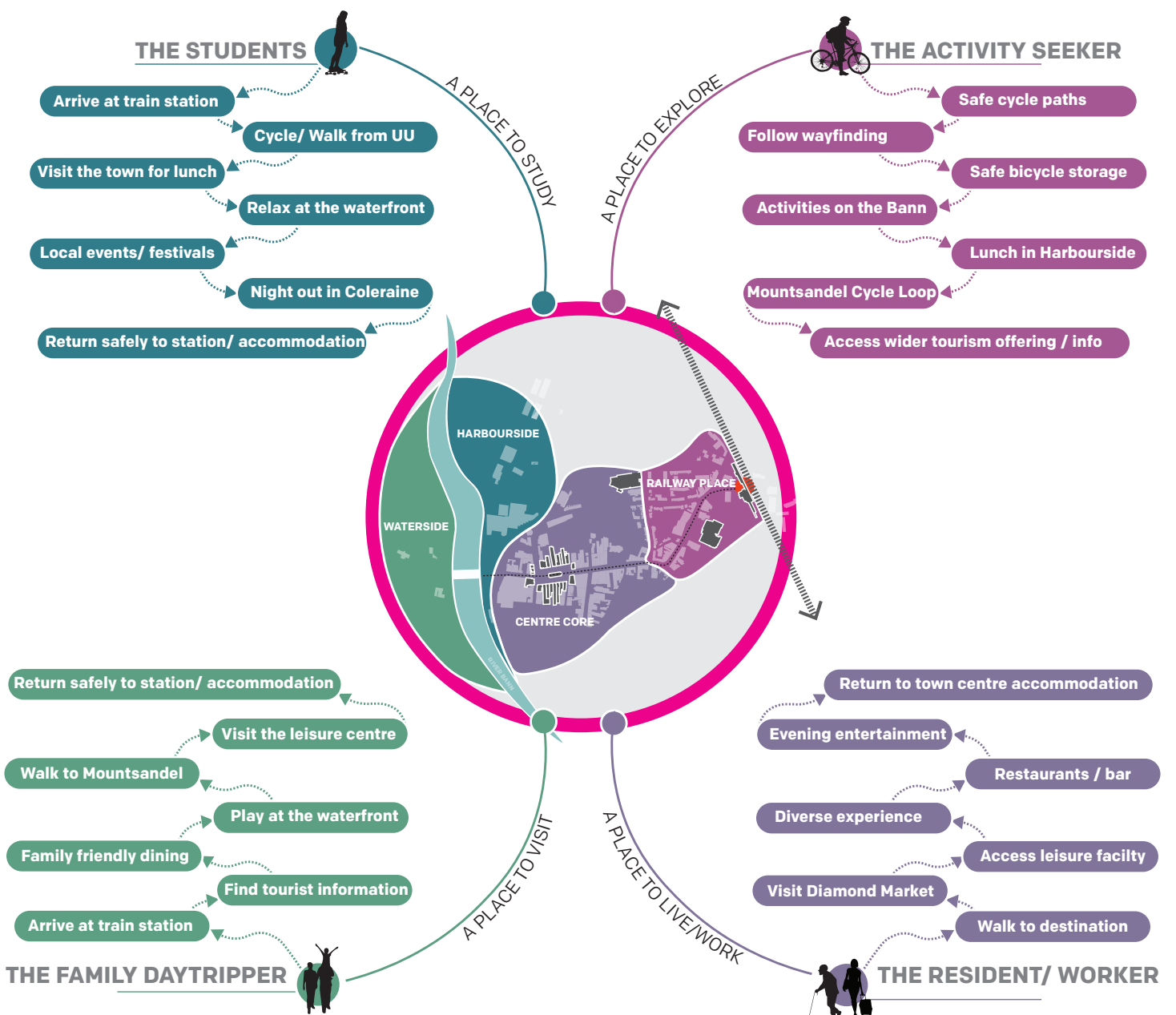
The growing popularity of the north coast's leading tourist attraction in addition to Royal Portrush hosting the 2012 Irish Open and the 2019 British Open Championship has led to a new wave of tourism attracting visitors from all over the world. With a rich local balance of natural, built and cultural heritage, Coleraine has the potential to play its role to become a destination in its own right.

Capitalising on this offer is important for future regeneration objectives. Developing the visitor economy, attracting tourism-focused businesses and enhancing the evening economy could secure economic and social benefits for the town centre. The development of hospitality, cultural, creative and leisure-based activities would bring a layer of experiences drawing visitors to the area, encouraging repeat visits and altering perceptions.

Coleraine's strategic regional positioning near the North Coast and major golf-related events, alongside rich cultural and tourism assets such as Mountsandel Fort, River Bann and plantation origins are key features that set Coleraine apart. Alongside a growing educational presence provided by the NRC and Ulster University, strengthening the links between local business, tourism and academia will be a key tool in unlocking Coleraine's potential.



# DESTINATION COLERAINE

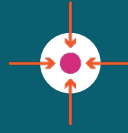




# Causeway Coast and Glens

The Borough + Coleraine at a glance

## A Strategic Hub



Main Hub

Strategic hub for the Borough

88KM

Approximately north-west of Belfast

## A Connected Place



Links

Connected by River, Road and Rail

Belfast + Derry

By rail in 1hr 20 mins and 40 mins respectively

## A Growing Population



140,877\*  
144,200\*\*

Population across the Borough

59,067\*  
60,004\*\*

Population in Coleraine

## A Evolving Economy



Tourism

- Giants Causeway
- Game of Thrones
- NW200

Enterprise

NI's first Atlantic Link Enterprise Campus

## A Developing Space



Project Kelvin

Project Kelvin - Direct Telecommunications Link

NRC

Proposed NRC Campus Opening

03

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04

**2020 Masterplan Review** ◀

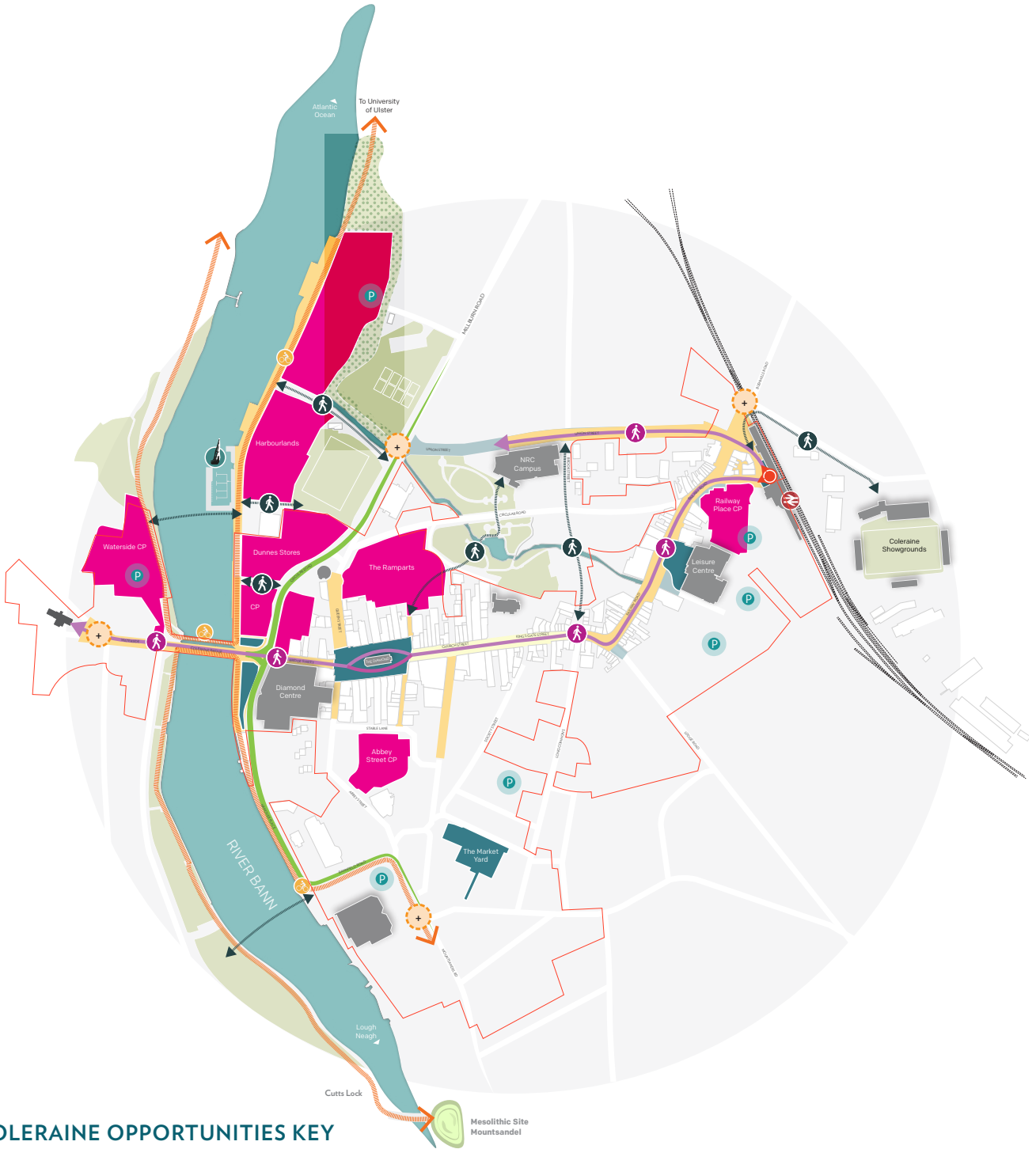
This section illustrates priority projects and Proposed Masterplan interventions for Coleraine Town Centre.

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05



# 2020 MASTERPLAN REVIEW



## COLERAINE OPPORTUNITIES KEY

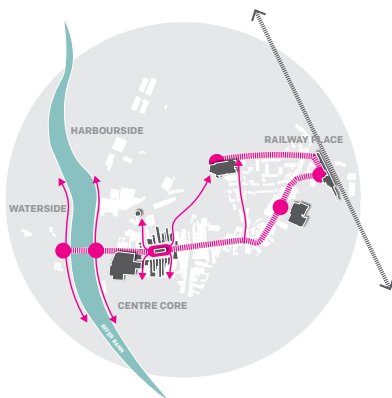
- Enhancements to the A2 carriageway
- Animated waterfront
- ↔ Enhanced linkages
- Improved gateway
- Enhanced public space
- Development opportunity sites
- ⊙ Station plaza (enhanced arrival point)
- ↔ Pedestrian priority route (Diamond Mile)
- P Strategic car parking
- Harbourside Park
- ↔ New Bridges



# Priority Themes

The following themes have been developed to ensure masterplan projects and future town centre developments fully embody the opportunities identified to help achieve Coleraine's Vision through a forward thinking and sustainable development approach.

01

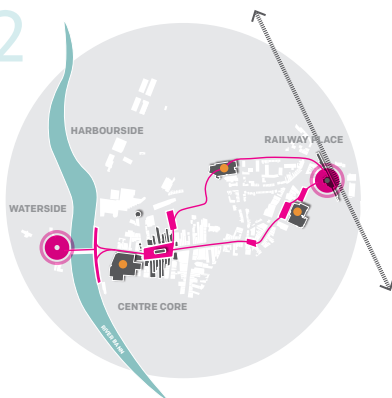


## Connecting key destinations and assets

The town centre will consist of a coherent and legible street network that connects people to places of employment, education, culture, leisure and transport through a safe accessible environment. A welcoming arrival at key gateways will provide a memorable first impression, improve the movement network and navigability of the town centre. Wayfinding systems will be improved and pedestrian crossings enhanced to provide a sense of arrival for commuters, visitors and tourists arriving at the station.

A well-designed external environment will activate and integrate the station with the NRC, Leisure Centre, The Diamond (Retail Core), the River Bann and Ulster University, strengthening east-west and north-south movements.

02

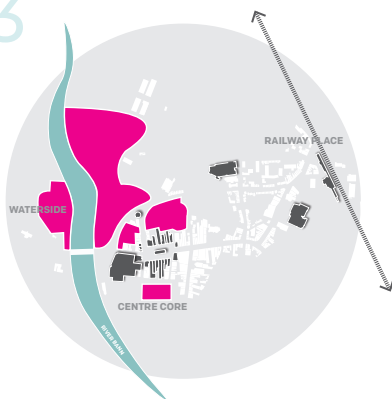


## Enhancing the quality of public realm

A consistent, high quality and coordinated phased public realm scheme will deliver a contemporary streetscape along Railway Place, Railway Road, Union Street, Kingsgate Street, Church Street, The Diamond, Bridge Street and the Waterside. A continuous and coherent design will rebalance pedestrian, cyclist, vehicular and business needs to form an attractive, safe and vibrant streetscape. A distinctive and simplified material palette will reflect Coleraine's heritage and strengthen existing linkages between key destinations.

Reinvigorated public spaces at The Diamond, Anderson Park and the Leisure Centre will encourage activity to spill out on to the street and channel more footfall during the day and into the evening. An enhanced setting will help bring the town centre to life and be the catalyst in attracting new investment and supporting surrounding regeneration.

03

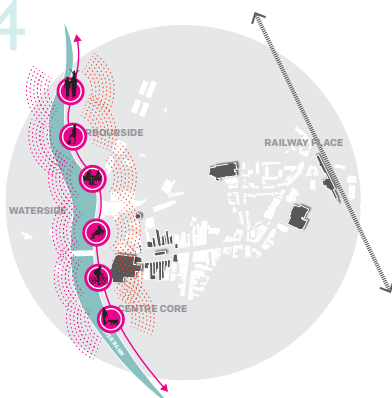


## Unlocking the potential of key sites

Key opportunity sites will be promoted to provide a range of development opportunities and encourage private sector investment. The potential of the Harbourside and town centre Opportunity Sites to help diversify the town centre will be maximised and current uses will be intensified. Acknowledging the importance of these sites in delivering transformational change, future schemes which are high quality, mixed use and complementary to the existing offer will be encouraged to ensure they deliver the design quality and scale of activity required to realise the wider town centre vision.

Through a collaborative approach, new and existing developments should aim to reduce carbon and create resource efficient, sustainable developments.

04



## Improving the waterfront experience

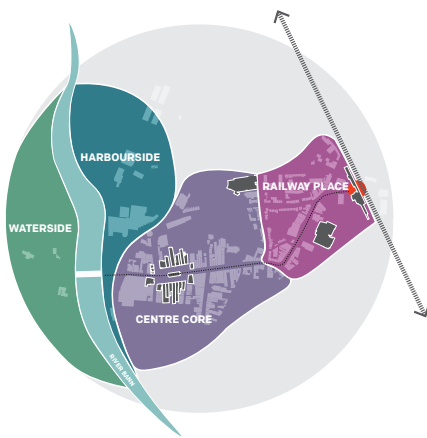
The relationship with the River Bann will be strengthened to reveal the waterfront as a carefully created destination that sets Coleraine apart. An underutilised river asset will be re-imagined to transform and unlock key riverside spaces while reconnecting with the maritime heritage and biodiversity habitats. Capitalising on the attraction of water, the waterfront and river itself will become a platform in facilitating a contemporary programme of waterfront activities comprising of a diverse range of cultural, leisure and recreational uses.

A series of spaces and nodes will facilitate active use of the water, stimulate waterfront activity and connect to key cultural and historical destinations including Mountsandel Fort and educational institutions such as Ulster University.

# PRIORITY AREAS

The Masterplan Review identified several potential projects throughout the town centre. These projects have been informed through earlier engagement on the 2012 masterplan.

For each site, a potential future or temporary use has been identified alongside key interventions and examples of best practice. Project priority and potential timescales for development are set out in the Action Plan at the end of this document.



## RAILWAY PLACE

- A** Bus and Railway Station
- B** Leisure Centre

## CENTRE CORE

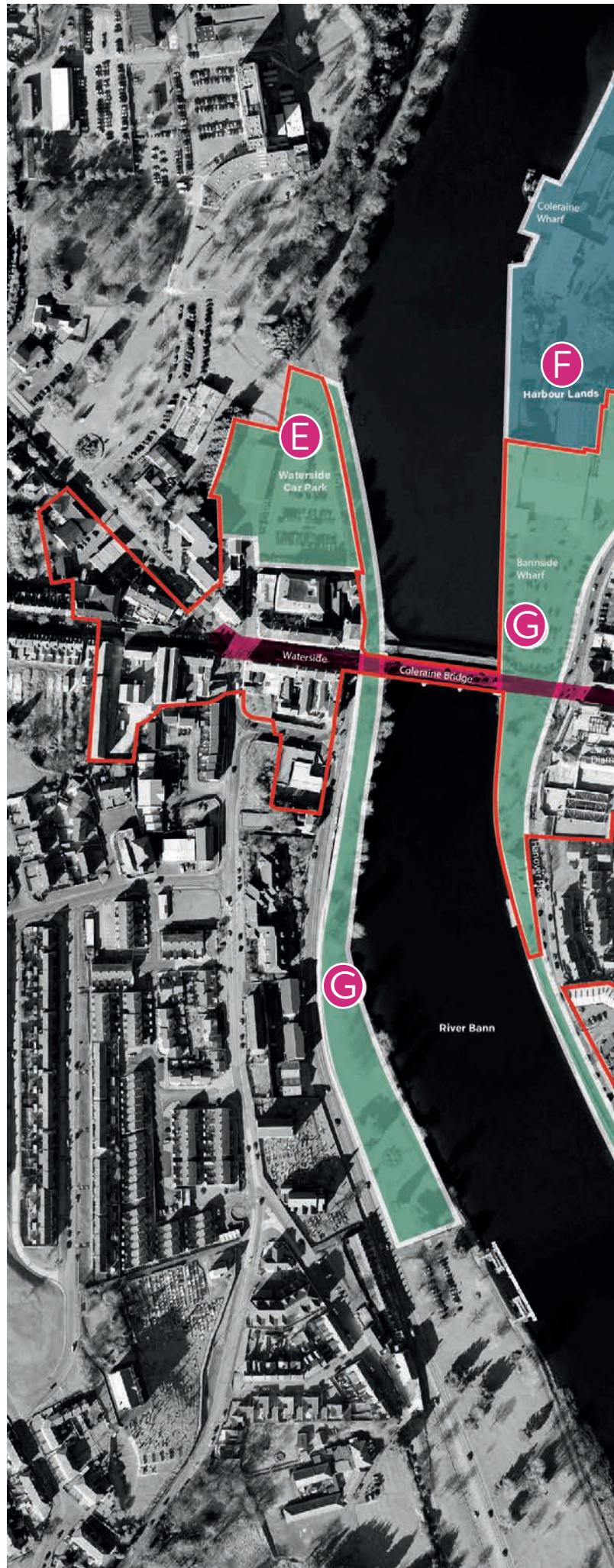
- C** Diamond Mile
- D** Linkages to the Redeveloped NRC
- E** Town Centre Sites

## HARBOURSIDE

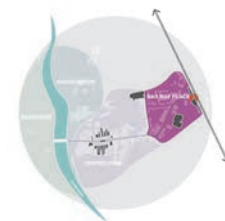
- F** Harbour Lands

## WATERSIDE/HARBOURSIDE

- G** Waterfront & Wider Connections







# A | Bus and Railway Station

Coleraine's regional transport links and location near the Causeway Coast offers a significant opportunity. A high-quality gateway into Coleraine town centre would provide a memorable first and last impression of the town centre. Reflecting the ambitions of the town centre, the station gateway will offer a safe, welcoming and accessible attraction transforming it into a radically improved entrance to the wider town centre. An enhanced station entrance, high quality station square and reinvigorated public realm will provide the catalyst in delivering of a 21st century interchange and visitor experience.

## Key Challenges

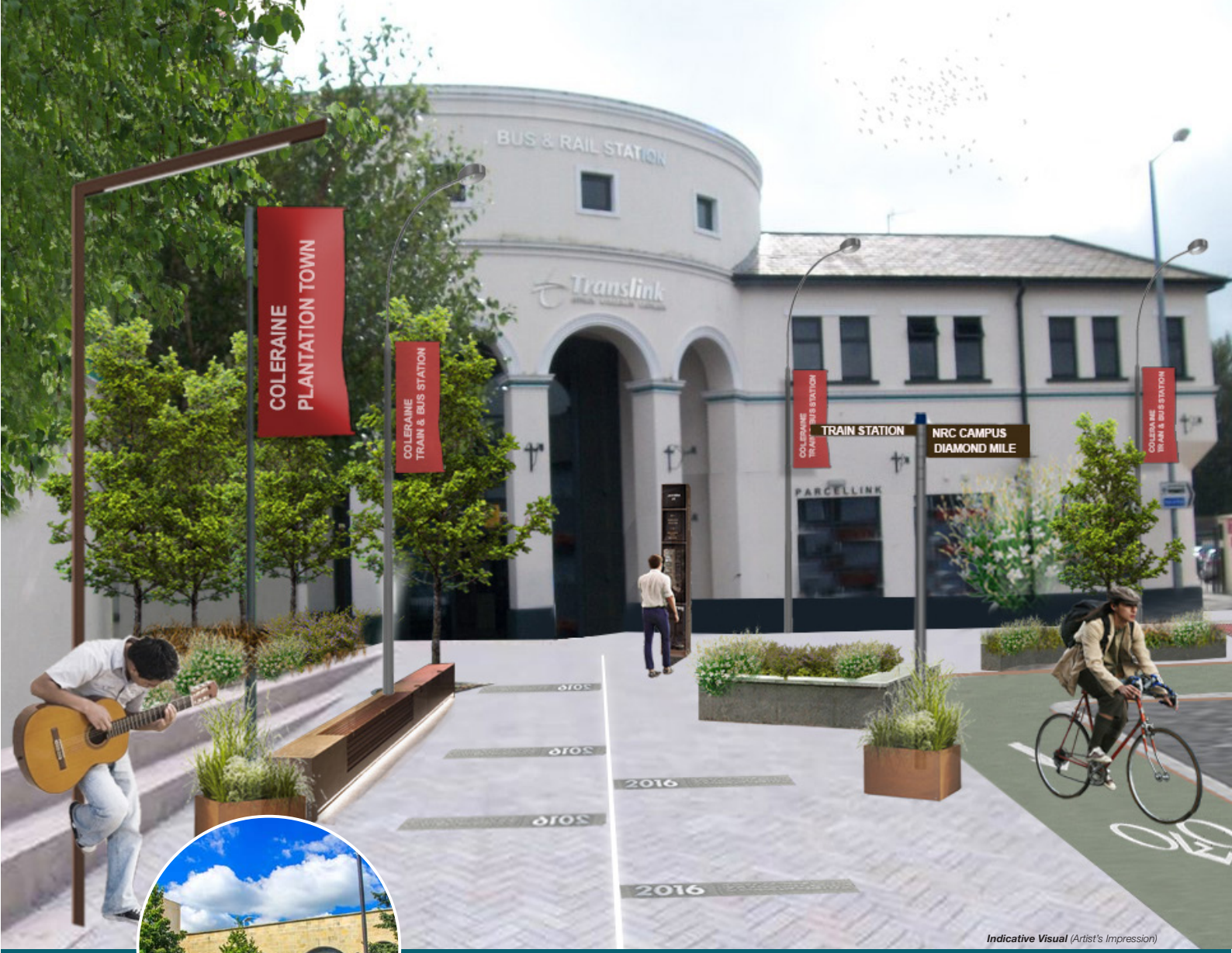
-  **Sense of Arrival**  
Poor external environment and arrival experience
-  **User Conflict**  
Pedestrians, cyclists, vehicles and buses
-  **Public Space**  
Lack of public space for users to wait or dwell
-  **Building Quality**  
Poor quality buildings and inactive frontages
-  **Wayfinding**  
Low quality wayfinding and visual markers

## Relevance

The station is one of the principal arrival points into Coleraine by public transport however the surrounding environment fails to give a high-quality sense of arrival and welcome for visitors. The project seeks to capitalise on the strength of the train station by transforming a traffic dominated, hostile and uninviting environment into a safe, legible and attractive setting for pedestrians approaching and leaving the station. Safe and attractive routes will dramatically improve links between the station and key destinations including the NRC, leisure centre and the Diamond.

## Key Interventions

- A1 Station Gateway Public Realm**  
Redevelopment of the station entrance with high quality materials, enhanced crossing, widened footpaths, trees, seating, feature lighting and wayfinding.
- A2 New Station Square**  
Provision of a new station square as part of the redevelopment of Railway Place car park to provide a pedestrian friendly space.
- A3 Mixed-Use Development (RPCP)**  
Redevelopment of Railway Place Car Park to provide a development with contextually appropriate buildings and spaces of appropriate scale, design quality and uses. The regeneration of Coleraine Indoor Market alongside a mix of residential, office, leisure and food and beverage uses could enliven an important entrance to the town centre. Parking should be carefully integrated into any future development or sited nearby where it can support public transport patronage and sustainable onward travel options.
- A4 New Pedestrian Links**  
Potential for direct pedestrian link from the Bus and Rail Station to the Leisure Centre through Railway Place Car Park. High quality walkway would provide the main pedestrian spine through the development.
- A5 Road Network Rationalisation**  
Rationalisation of Railway Place road outside the station with one-way movements for private vehicles, two-way movements for public transport, reduction of on-street car parking and traffic calming measures.
- A6 Segregated Cycle Lane**  
Provision of a cycle hub, cycle lane, storage and repair facilities to facilitate active and 'greener' transport links.
- A7 Extended Park & Ride Facility**  
Extended Park and Ride: Extension of existing Park and Ride facility to increase the capacity and usage.
- A8 Junction Improvements**  
Enhancements and improvement works to the existing junction at Railway Place and Union Street and new pedestrian crossing points.
- A9 Formalised Collection Area**  
Formalised taxi rank and drop off area: Relocation of existing area to a formalised drop down and pick up area.



Indicative Visual (Artist's Impression)



## Best Practice

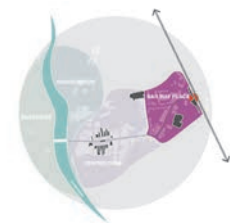
### Bath Spa Train Station

Extensive public realm enhancements transformed Bath Train Station into a welcoming, attractive and impressive arrival point. The project focused on SouthGate and Brunel Square outside the train station with interventions primarily focused on pedestrian priority, comfort and safety.

High quality external spaces showcase Bath's iconic character, reference local heritage and key events. Key interventions include moveable planter seats, feature lighting, new pavement, hand-crafted bronze scripted artwork, legible wayfinding totems and sculpted mounded landforms to drive footfall and encourage people to dwell. The station's former car park has been redeveloped to accommodate new commercial units and provide amenities for both short-stay and long-stay station users. Extensive cycle parking is also provided to encourage active onward travel.

The new Station Plaza provides a positive first impression, reinforces directional clarity for users and successfully integrates the station with the wider city centre.





# B | Leisure Centre

*A redeveloped leisure centre complemented by a high quality civic space would positively redefine the appearance and attraction of the existing leisure facility on Railway Road. A new state-of-the-art multi-functional leisure facility would provide a significant anchor to the east of the town centre and be a major catalyst in attracting footfall to the town centre.*

*A modern multi-purpose hub providing a broader range of leisure and community related facilities would be a major catalyst in transforming the surrounding area, attracting private investment and developing Coleraine as a destination.*

## Key Challenges



### Building Age

Built over 50 years ago



### Maintenance Costs

Significant increasing maintenance costs



### Public Space

Poor public space outside the leisure centre



### Building Quality

Poor quality building with inactive frontages



### Wayfinding

Low quality wayfinding and visual markers

## Relevance

The redevelopment of the leisure centre would provide a 'flagship' leisure project and re-establish Coleraine as leading leisure-destination. The project seeks to capitalise on the growing health and fitness sector. A redeveloped leisure centre would provide a high-quality attraction that meets the needs and expectations of locals, students, workers and visitors. Strengthening the existing asset could also provide impetus for private-sector led regeneration in the surrounding area.

## Key Interventions

### B1 Enhanced Public Realm

High quality public realm linking the leisure centre into the surrounding environment. Enhanced soft and hard landscaping including new planting, paving, cycle storage and high quality street furniture.

### B2 Renewed Public Space

Regeneration of the existing public space to provide outdoor play facilities and areas that enhance the experience outside the leisure centre. Provision could include outdoor amphitheatre with stepped seating and a flexible performance or event space serviced for year round use.

### B3 Redeveloped Leisure Centre

Multi-purpose leisure, entertainment and community facilities including a dedicated youth space to enhance the existing offer and provision. Future location, siting and design subject to consultation, planning permission and detail design.

### B4 Railway Place Redevelopment

Redevelopment of Railway Place Car Park to provide a development with contextually appropriate buildings and spaces of appropriate scale, design quality and uses. The regeneration of Coleraine Indoor Market alongside a mix

of residential, office, leisure and food and beverage uses could enliven an important entrance to the town centre. Parking should be carefully integrated into any future development or sited nearby where it can support public transport patronage and sustainable onward travel options.

### B5 Ancillary Uses (Units)

Potential for start-up business units, café and restaurant facilities, and car parking incorporated into the redevelopment.

### B6 New Pedestrian Link

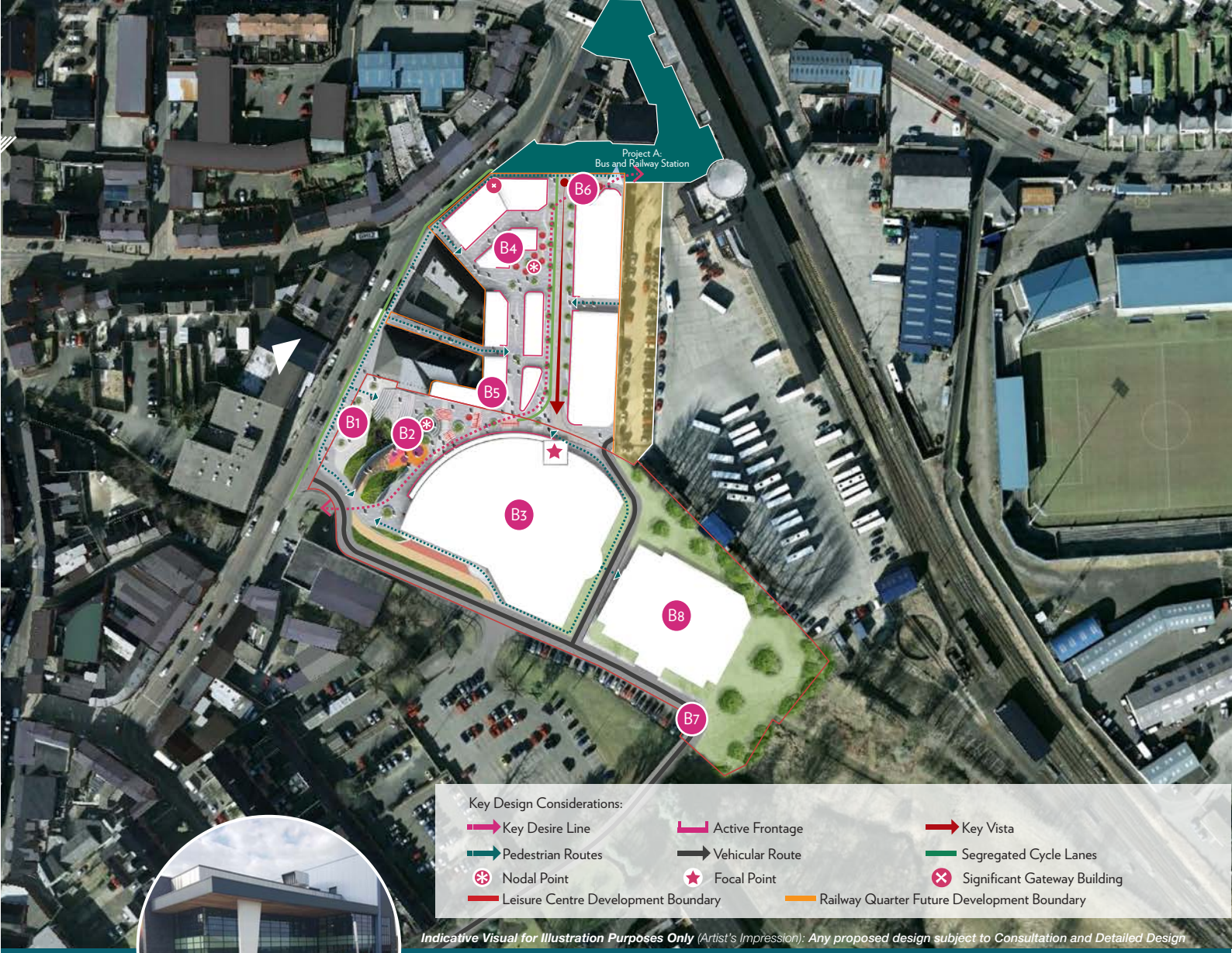
Potential for direct pedestrian link from the Bus and Rail Station to the Leisure Centre through Railway Place Car Park. High quality walkway would provide the main pedestrian spine through the development.

### B7 New Vehicular Link (Lodge Rd)

Potential for a direct vehicular link from the leisure centre to Lodge Road, aligned with the entrance to Coleraine High School.

### B8 New Multi-Storey Car Park

Potential for a multi-storey car park to consolidate car parking and service town centre attractions, with potential for a direct vehicular link to Lodge Road, aligned with the entrance to Coleraine High School.



Indicative Visual for Illustration Purposes Only (Artist's Impression): Any proposed design subject to Consultation and Detailed Design

## Best Practice

### Oldham Leisure Centre,

Oldham Community Leisure (OCL) launched a new leisure facility to help catalyse the regeneration of the town centre. The £15 million Oldham Sports and Leisure Centre, developed to international standards, has become the flagship facility connecting the community with health and well-being.

The enhanced facilities include 25m (82ft) eight-lane swimming pool, new gym, two dance studios, bespoke indoor cycling studio, eight-court sports hall, indoor bowls arena, cafe and restaurant facilities. A new public space transforms the external environment and provides space for outdoor play and social activities.

Similar to Coleraine, the building is located on a main approach road into the town centre. The former leisure centre has been transformed into a high-quality gateway facility for residents and visitors with the landmark building bringing much-needed footfall to the area.





# C | Diamond Mile

*Diamond Mile will provide a single high-quality east to west pedestrian and cyclist priority route knitting together key assets, public spaces and destinations across the town centre. The primary connection spans across key character areas from the railway station, extending east along Union Street to the NRC and south east along Railway Road linking The Diamond, River Bann and Waterside.*

*Connectivity will be improved to facilitate the flow of pedestrians between key destinations by enhancing the navigability and identity of the town centre. Reaffirming Railway Road as the primary connection from the train station to the heart of the town will create an attractive street scene, channel more footfall to key civic spaces and intensify opportunities for a diverse range of regeneration activities to flourish.*

## Key Challenges

-  **Sense of Arrival**  
*Lack of clear street hierarchy and functional*
-  **User Conflict**  
*Pedestrians, cyclists, vehicles and buses*
-  **Public Space**  
*Low quality public realm for users to wait or dwell*
-  **Wayfinding**  
*Low quality wayfinding and visual markers*
-  **Footfall**  
*Low footfall and pockets of inactivity*

## Key Interventions

- C1 Diamond Mile Public Realm**  
Single continuous route of quality, consistent and coordinated material palette stitching together key assets and destinations across the town centre.  
**Phase 1:** Railway Road, **Phase 2:** Union Street and Circular Road, **Phase 3:** Lanes and Linkages, **Phase 4:** Kingsgate Street, Church Street, The Diamond, Bridge Street, and **Phase 5:** Waterside.
- C2 The Diamond Regeneration**  
Regeneration of The Diamond to incorporate facilities for use as a street market and evening activities, new water feature and heritage-led art installations.
- C3 Regenerated Civic Space**  
Redesign of the civic space outside the leisure centre into a flexible public space, new outdoor play/performance space and attractive pocket park where people can gather, sit and relax.
- C4 Improved Pedestrian Crossings**  
New and upgraded pedestrian crossings would simplify movements at key junctions along the route. As illustrated on the map, six key areas have been identified to ensure pedestrian priority at key junctions.

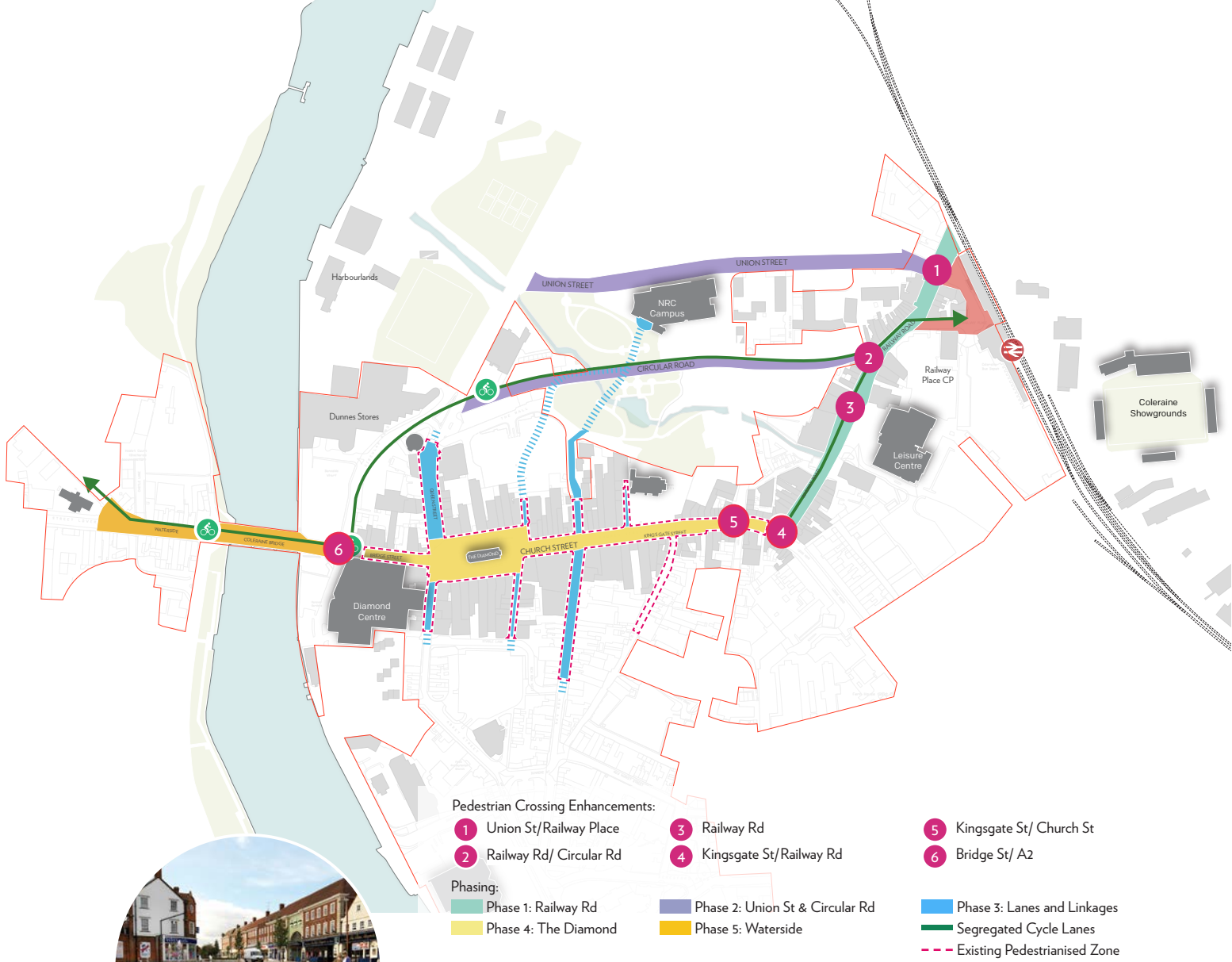
## Relevance

Introducing the 'Diamond Mile' will transform the existing network of streets into a clear and legible pedestrian axis, helping to orientate and direct footfall to key destinations. An 'active' pedestrian-priority corridor will open up underutilised spaces along the route by removing the physical and visual barriers deterring onward journeys. Creating vibrant connections and providing multi-functional public spaces will encourage locals, workers, shoppers and visitors to linger and dwell during different times of the day, week and year.

Rationalising the road network, including assessing the opportunity to introduce traffic to the pedestrian area during off peak times to support an evening economy should be explored.

- C5 Improved Wayfinding Systems**  
Clear, consistent and branded wayfinding signage directing pedestrians and cyclists to key destinations, links and streets. This could include both distance and time markings.
- C6 20's Plenty Scheme**  
Designated 20mph speed limit zone along the route to improve the safety and comfort, particularly for vulnerable road users such as the elderly and children.
- C7 Interpretative Installations**  
Contemporary installations reflecting the heritage, culture and identity of key character areas along the route.
- C8 Bespoke Feature Lighting**  
Bespoke lighting of key buildings, heritage assets and character areas during evening and night-time to develop a sense of place.
- C9 Laneways & Linkages Project**  
A series of coordinated initiatives to transform laneways into inviting and attractive linkages. Interventions such as new paving, creative lighting installations, wall art, wayfinding markers and soft landscaping.





## Best Practice

### Letchworth Garden City, Hertfordshire

Letchworth Garden City was transformed through a £8m high quality streetscape regeneration scheme. The design is heavily influenced by the heritage of the Garden City and reflects Letchworth's significance as a planned settlement. The underlying concept was to create a 'family friendly' accessible street scene, attractive to all users with pedestrian movement a priority.

The previous street layout was cluttered, street hierarchy confusing for users and over-reliant on signage. The materials of the street had also deteriorated resulting in a 'tired' looking town centre.

A co-ordinated palette of materials for lighting, public art, planting, street furniture, signage and surface treatment emphasise the primary route linking key areas. Bespoke features such as Beacons, high quality natural stone paving, water elements and stone seating form new symbols for the town centre. The railway station is conveniently located at the primary accesses with a single surface emphasising direction to and entry of the town centre.





## D | Linkages to the NRC Campus

The programmed redevelopment of the Northern Regional College Campus provides a significant opportunity to grow and regenerate Coleraine town centre. This will be the largest capital investment in Coleraine town centre in recent times (c. 25.5 million). The new, purpose-built campus planned for the existing site on Union Street and self-contained performing arts centre in the adjacent St Patrick's Church of Ireland Hall are expected to generate considerable footfall (approximately 1,070 persons per day).

The relationship between Anderson Park and the new NRC has been considered in its design, particularly linkages through the site to Andersons Park and town centre to strengthen the perceived and physical connection. To capitalise on the integrated site design and proposed footfall will be important for the future vitality of the town centre. Anderson Park will be enhanced to provide a safe, welcoming route between the NRC and the town centre. A high quality landscaped space with improved connectivity, visibility and animation would encourage more students to populate the space, visit the town centre and promote greater usage of nearby amenities.

### Key Challenges

-  **Public Realm**  
Deteriorating street furniture and material palette
-  **Lighting and Visual Surveillance**  
Poor lighting between NRC and town centre
-  **Public Space**  
Underused and low quality public space
-  **Activation of Space**  
Lack of useable and functional space (Anderson Park)
-  **Wayfinding**  
Poor visual and physical linkages to the town centre

### Relevance

The redevelopment of the NRC campus is a significant capital investment in Coleraine town centre, with a total capacity for 1800 students and 200 staff at the new campus. The new facility will be open from approximately 8 am to 9 pm.

To realise the potential benefits this could bring, it will be critical to create strong links between the campus and the town centre. A direct entrance through the 'Garden Room' into Anderson Park from the campus means this space will be an important gateway to the town centre. A high-quality linkage is essential to encourage movement through the park during the day and into the evening. Improvements will ensure the park is enhanced to meet the changing needs of the town centre and designed to accommodate a variety of users.

### Key Interventions

- D1 Public Realm**  
High quality public realm throughout Anderson Park and along Circular Road to reflect the material palette used in the campus redevelopment.
- D2 Informal Gathering Space**  
Provide a outdoor performance space to celebrate events, encourage pop-up uses and facilitate a range of activities.
- D3 Anderson Park Redevelopment**  
Enhanced soft and hard landscaping including new planting, direct pathways and high-quality furniture.
- D4 New Pedestrian Crossing**  
Provision of a formalised pedestrian crossing on Circular Road to ensure pedestrian safety and removal of barriers.
- D5 Improved Wayfinding Systems**  
New wayfinding and signage to provide clear visual cues throughout the town centre. This could include both distance and time markings to destinations
- D6 Segregated Cycle Lane**  
Provision of a cycle lane along Circular Road to facilitate active and 'greener' transport links between key trip generators.
- D7 NRC Drop Off & Pick Up Point**  
Provision of a designated drop off and pick up point to allow safe and convenient access to the NRC campus.
- D8 Feature Lighting Scheme**  
A lighting scheme through Anderson Park linking the NRC and The Diamond to provide a safe, well-lit connection.



Indicative Visual (Artist's Impression)

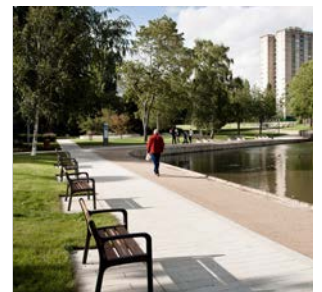
## Best Practice

### Town Centre Gardens, Stevenage

A forty year old 3.85 hectare park located in the heart of Stevenage was transformed into a contemporary destination. The park had fallen into decline and suffered from low levels of activity and a lack of visual surveillance.

The project established a coherent hierarchy of routes and spaces, which in turn provides a clear identity. Contemporary open spaces have created a strong sense of arrival. Large bespoke concrete planters provide additional seating throughout the park. Shrubs, overgrown vegetation and large trees were removed or relocated to reinstate views, invite natural light and improve the perception of safety. Due to the scale of the park, large areas of wildflower meadow and native species were planted to bring the park to life. Lighting and wayfinding have dramatically increased dwell time and provided a public space accessible 24 hour a day.

The transformation has created a destination rather than just a thoroughfare with students, residents and visitors using it either passively or for functional events.





## E | Town Centre Sites

The Mall, Abbey Street and Waterside Car Parks have substantial potential to transform Coleraine. Due to their significance, location or potential to act as a catalyst in attracting investment, developing these sites could provide the impetus for the wider regeneration of Coleraine.

The Mall Car Park is a 1.12 ha (2.8 acres) development site situated to the north of The Diamond. It is a significant development site with the potential to diversify the town centre through a high-quality mixed-use development. A comprehensive redevelopment could potentially deliver a new mixed-use urban quarter with residential, office, retail, food and drink uses. Abbey Street Car Park (0.53 ha, 1.3 acres) has the potential to be intensified into a mixed use development with a new integrated multi-storey car park providing additional capacity to relieve pressure on car parks elsewhere. Waterside Car Park (0.97 ha, 2.4 acres) offers potential for a landmark residential-led riverside building maximising views over the River Bann.

### Key Challenges



**Opportunity Sites**  
Long-standing opportunity sites



**Underutilised Uses**  
Surface level car parks



**Key Pedestrian Route**  
Key route connecting the Diamond, NRC and Waterfront



**Vacant Units**  
Presence of vacant units at a key arrival points



**Wayfinding**  
Low quality wayfinding at a key arrival points

### Relevance

It is important the town centre remains the primary destination for a mix of retail, residential and commercial activities. Any future redevelopment of the town centre sites should integrate and complement the existing offer. The prominence of each site necessitates schemes of high quality which are contemporary in their nature and helps Coleraine become a more rounded destination. This should include urban living to increase the residential population in the town centre and be supported by a mix of appropriate uses with adequate parking provision. This would enhance and sustain the vitality of the town centre.

Due to the Department for Communities position as retaining control of the Mall Car Park (following public sector reform 2015), future development must be aligned with, and support their strategic objectives in delivering urban regeneration.

### Key Interventions

#### E1 Abbey Street Car Park Redevelopment

Mixed use redevelopment with provision of a new multi-storey car park on the existing Abbey Street Car Park. A continuous building line with a mix of uses would re-establish active street frontages onto Stable Lane and New Row West. A multi-storey car park to offset the loss of surface level spaces could be sensitively designed and wrapped to the rear of ground level activities, providing accessible parking for visitors while retaining an enlivened street scene.

#### E2 Mall Car Park Redevelopment

A comprehensive mixed-use redevelopment of the existing surface car park, vacant retail units and derelict land surrounding the Mall Car Park. Potential for residential, offices, business start-ups and co-working hub with potential enterprise links to the NRC. This could provide the space for entrepreneurs to test ideas and explore the market.

#### E3 Waterside Car Park Redevelopment

A significant landmark residential-led development could be delivered on the existing Waterside car park. Any future redevelopment of the site should seek to provide and integrate an appropriate level of car

parking within the site. This would ensure a greater residential population, support both day and evening activities, and maintain the provision of a car park on the west of the River Bann.

#### E4 Mall Square

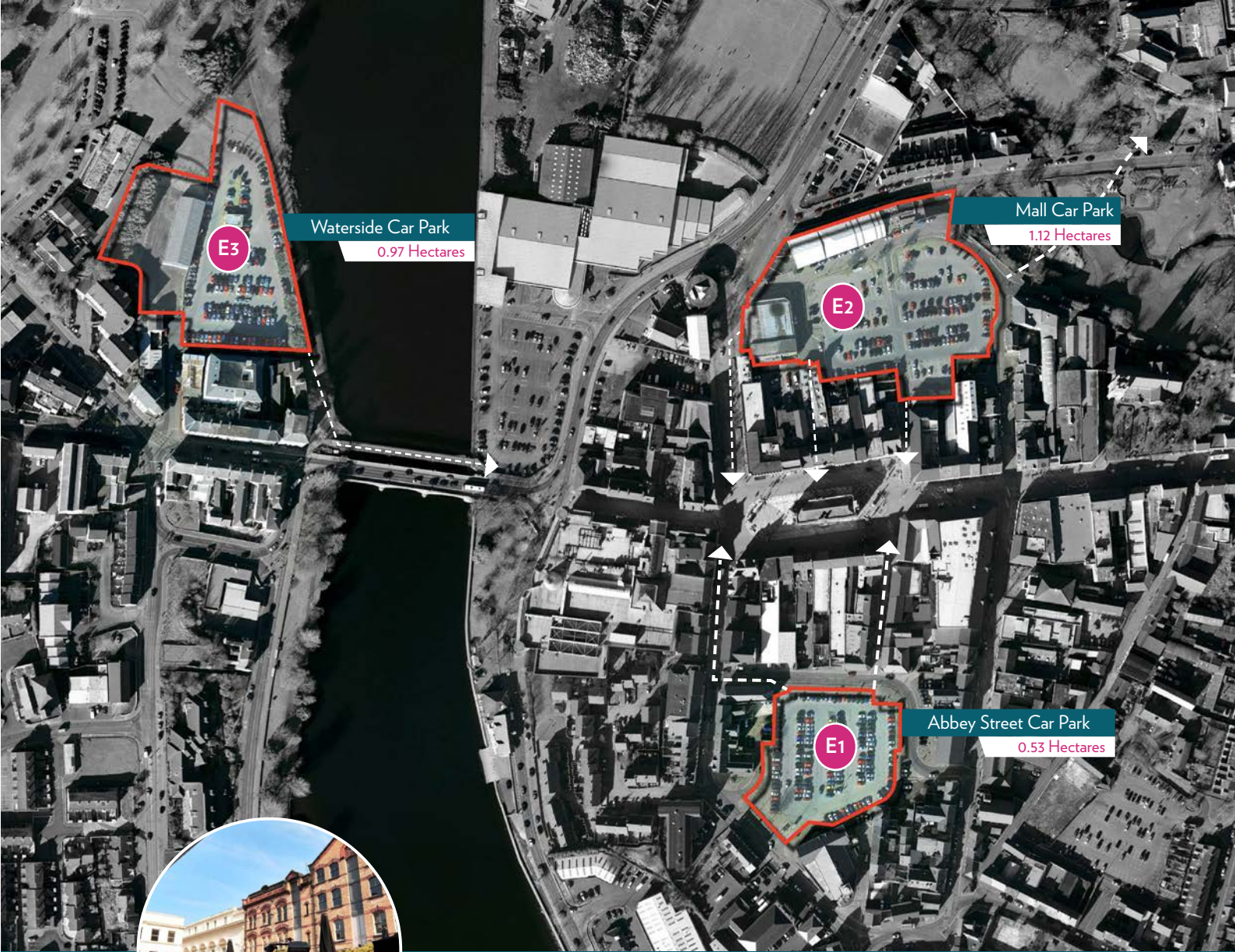
Potential creation of a high quality public realm and semi-enclosed public space to complement the proposed mixed use urban quarter on the existing Mall Car Park Site. This would provide year-round event space for smaller events and a formal gathering space.

#### E5 Improving Pedestrian/Cycle Linkages

Establish high-quality pedestrian linkages connecting the town centre with the NRC and Waterfront. Linkages include Bell House Lane, Diamond Arcade and Stone Row.

#### E6 Active Frontages and Massing

All sites should implement active ground floor uses where appropriate. This includes retail, food and drink, and commercial/leisure. New buildings should be of an appropriate scale and massing with an active street frontage. The requirements will help establish high quality and legible routes between key spaces and destinations. This will capture the opportunities offered by each site, improve safety and provide visual surveillance of the surrounding area.



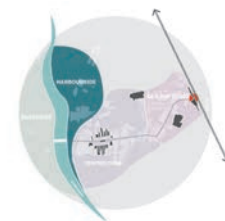
## Best Practice

### Concert Square, Liverpool

Concert Square is a comprehensive brownfield redevelopment of a vacant building situated on a derelict back street. The regeneration scheme transformed a derelict area into a destination providing residential, employment and leisure-based activities.

The creation of a piazza framed by high quality buildings provided a functional urban square with 20,500 sq ft of commercial space to accommodate a mix of new and vibrant uses. Festivals, open air concerts and exhibition spaces alongside a mix of bars, restaurants, night clubs and creative office space have reinvigorated the area and established a new contemporary identity. 'Loft living' apartments have brought round the clock footfall to the area with the square establishing itself as a hotspot for locals, visitors and tourists during the day and night-time. The project was seen as key to strengthening the pedestrian link between surrounding destinations.





# F | Harbour Lands

The harbour area presents a significant opportunity to establish Coleraine as a waterfront destination. Occupying an exclusive position, significant redevelopment of the existing industrial land uses would capitalise on the relationship with the River Bann and provide a much-needed reinvigorated harbour lands.

A new mixed-use destination comprising of residential, leisure and employment uses would deliver a high-quality waterfront district including tourism, cultural and commercial activities. Enhanced pedestrian connectivity and waterfront spaces will open the site, draw people to the water and provide opportunities for residents and visitors to dwell.

## Key Challenges

-  **Waterfront Site**  
Underutilised waterfront site
-  **Decline in Harbour and Port Related Uses**  
Reduction in harbour, port and maritime activities
-  **Linkages**  
Low level of integration with existing town centre
-  **Ground Conditions**  
Likelihood of contaminated land
-  **Ownership**  
Site is in private ownership
-  **Flood Risk**  
Risk of future flooding event

## Relevance

The harbour reflects Coleraine's rich historical identity. However, the significance and function of the maritime industry to the local economy is unfortunately not as strong as it once was with as few as c. 26 port related movements in 2018. This equates to 46,000 tonnes (inward and outward freight) at Coleraine harbour and is not considered as significant when compared to other NI harbours such as Warrenpoint which had 3,446,000 movements and Larne which had 2,902,000 in 2018.

The changing nature of the town's economic base has led to the harbour lands becoming a valuable, underused resource that is disconnected from the town centre. Although challenging, this shift presents an opportunity to securing a new sense of purpose for the town. Broadening the economic base of Coleraine will help create a resilient robust economy relevant in a competitive 21st century economy.

## Key Interventions

- F1 New Mixed-Use Development**  
Potential for a new mixed-use quarter consisting of residential, office, hospitality and leisure uses.
- F2 New Landmark Hotel**  
A new high-quality landmark hotel to accommodate the growing tourism market.
- F3 New Marina & Facilities**  
Creation of a new marina and access road to provide yacht berths and amenities to cater for the growing leisure and recreational sailing market. A new slip way to also be integrated into the marina.
- F4 Residential Accommodation**  
Potential for residential accommodation to support town centre living and increase footfall.
- F5 Consolidation of Existing Uses**  
Remaining operational activities to be consolidated and relocated to the northern end of the existing estate or to suitable accommodation elsewhere.
- F6 Flexible Event Space**  
A flexible urban space overlooked by bars and restaurants fronting onto the waterfront.
- F7 Walking & Cycling Board-Walk**  
Provision of a walking/cycle board-walk linking to a new riverside park facilitating north connections to the Ulster University campus.
- F8 New Pedestrian Linkages**  
New pedestrian linkages and crossing points to improve connectivity between the Harbour lands and town centre.
- F9 Multi-Storey Car Park (MSCP)**  
Potential for a new multi-storey car park within the site to allow for the rationalisation of existing surface level car parking elsewhere in the town centre.



— Coleraine Harbour Development Boundary  
 ..... Land with Future Development Potential  
 Indicative Visual (Artist's Impression)



## Best Practice

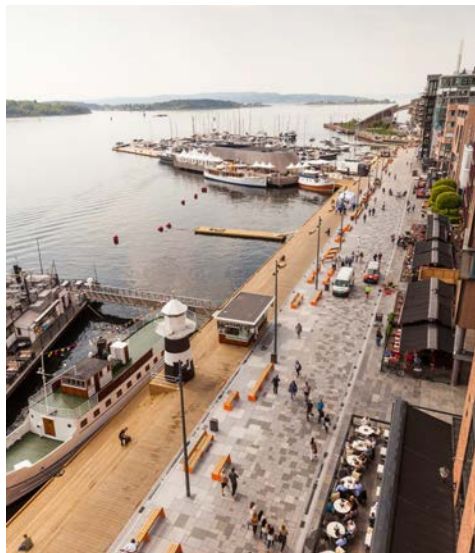
### Tjuvholmen & Aker Brygge, Oslo

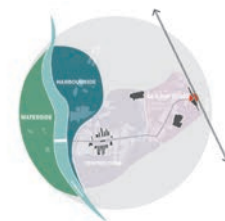
The transformation from harbour to contemporary maritime waterfront district is epitomised on the Oslo island of Tjuvholmen. The once-industrial waterfront has been regenerated into a dynamic commercial and residential area.

A mixed-use phased development comprising of high quality residential living, a landmark hotel, offices, restaurants, cafés, marina and public space has successfully recovered the waterfront.

Although Tjuvholmen may be larger in scale, the principles applied are similar to the aspirations for Coleraine Harbour Lands;

- High quality waterfront residential apartments
- Public spaces, parks and waterfront promenade
- Underground/multi-storey car parking
- Active ground floor frontages
- Mix of uses and functions
- High quality street surfacing, furniture and planting





# G | Waterfront & Wider Connections

The River Bann provides a unique selling point to Coleraine and a significant opportunity for reimagining the waterfront as a destination by bringing the river alive. Fully maximising the untapped potential of the River Bann, Christie Park and Mountsandel Fort is critical to developing the waterfront as an attraction and providing a memorable experience to support the visitor economy.

A walking and cycling trail can act as a linking thread between Ulster University and Mountsandel Fort by providing a continuous north-south route providing a seamless and connective visitor experience. A diverse programme of activities layered along the waterfront will create pockets of vibrant, animated and user-friendly spaces while a unique feature lighting scheme will dramatically change the visual appearance of the waterfront.

## Key Challenges

-  **Flood Risk**  
Risk of future flooding event
-  **Underutilised Asset**  
Underused green and open spaces
-  **Poor Connectivity**  
Lack of public access in parts
-  **Natural Surveillance**  
Lack of activity
-  **Wayfinding**  
Low quality wayfinding and visual markers

## Relevance

A transformed waterfront layered with clusters of activity would enliven an underutilised asset and provide a continuous pedestrian experience. The river's edge could become an animated destination with recreational, tourist and event facilities to reintegrate the River Bann as a natural defining feature of Coleraine.

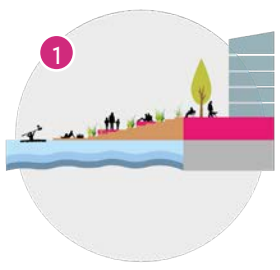
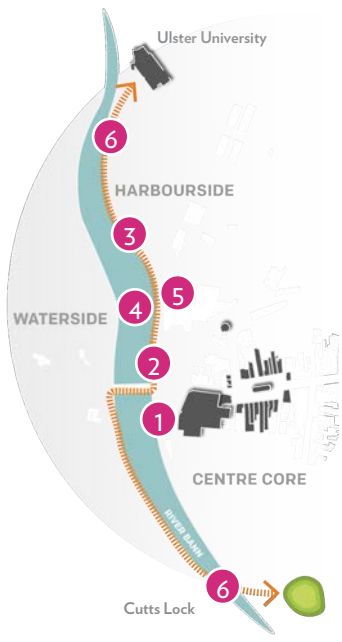
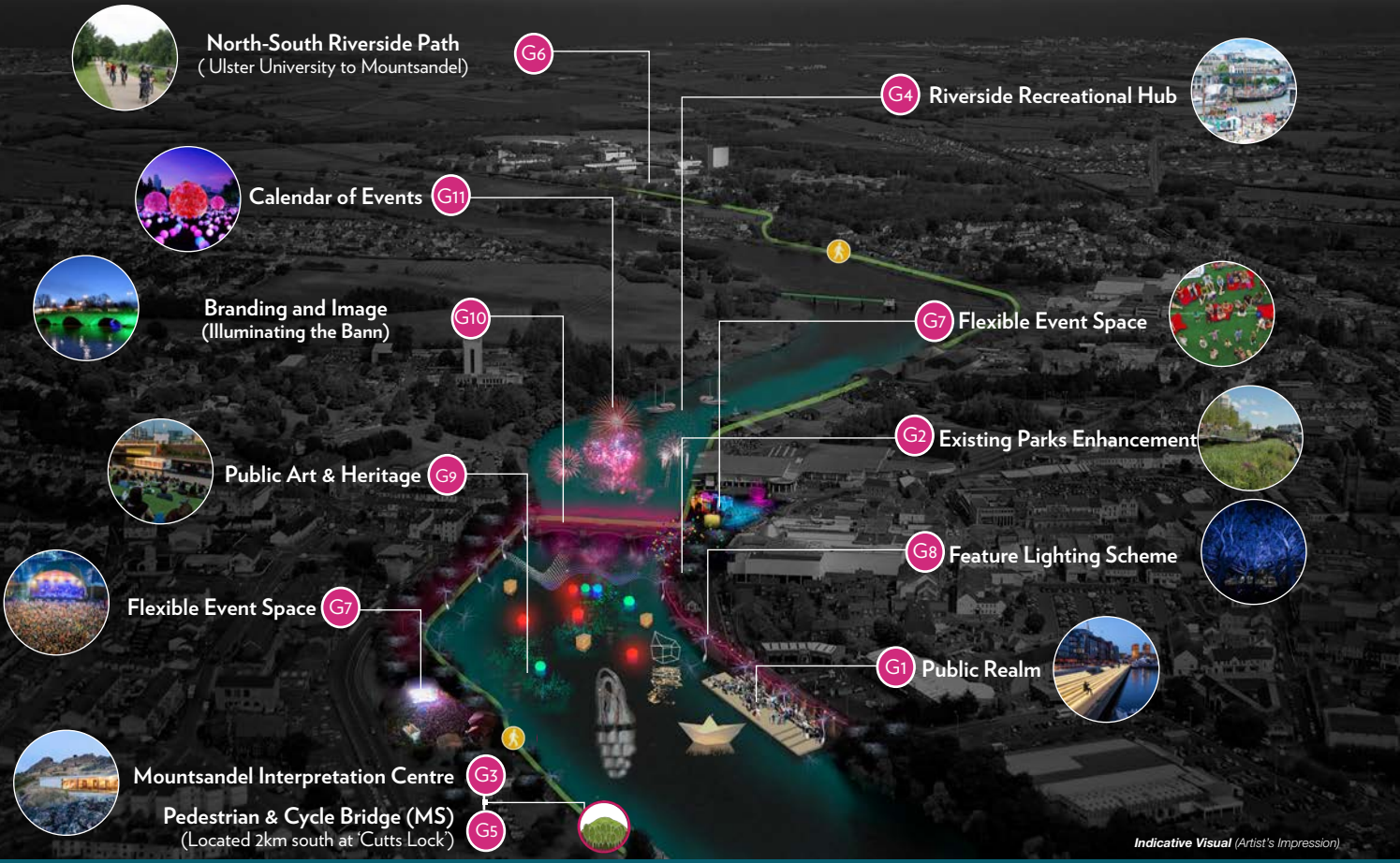
The provision of spaces and destinations on or around the river would strengthen the visitor experience, create a unique and diverse offer, and appeal to a wider audience. A mixing of uses that draw people for different reasons at different times of the day could make the waterfront a new destination, celebrate the town's identity and develop a new contemporary economy.

## Key Interventions

- G1 Public Realm**  
To include water-related infrastructure at multiple levels such as promenade (upper level), cascading steps (mid-level) and pontoons (river level).
- G2 Existing Parks Enhancements**  
Enhanced soft and hard landscaping along the trail
- G3 Mountsandel Interpretation Centre**  
A new interpretation centre near the Mountsandel Fort site to attract both heritage and nature-based tourism.
- G4 Riverside Recreational Hub**  
Recreational opportunities including urban active sports including kayaking, sailing and outdoor swimming.
- G5 Pedestrian & Cycle Bridge (MS)**  
New pedestrian and cycle bridge at the Cutts Lock, linking east and west of the River Bann to enhance connectivity to Mountsandel.
- G6 North-South Riverside Path**  
Provide safe, direct and continuous pedestrian and cycle connections from Mountsandel Fort to the town centre extending to the Ulster University Campus.

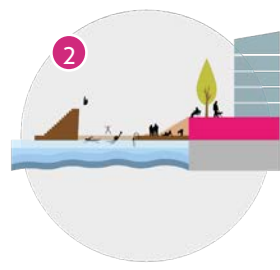
- G7 Flexible Event Space**  
Provision of a flexible events space with necessary infrastructure to enable year-long use.
- G8 Feature Lighting Scheme**  
'State of the art' lighting scheme illuminating the river, bridges and waterfront to provide legibility into the evening. A iconic landmark lighting scheme featuring temporary and permanent light installations to provide legibility into the evening.
- G9 Public Art & Heritage Panels**  
Installation of art and interpretation panels.
- G10 Branding & Image**  
Visual branding of Destination Coleraine with a potential maritime or plantation theme.
- G11 Calendar of Events**  
Develop a diverse programme of events and activities.





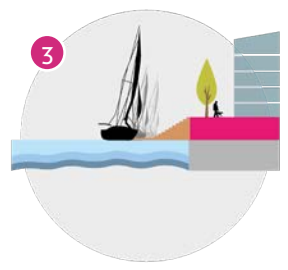
**PUBLIC WATERFRONT AREAS**

To include water-related infrastructure at multiple levels such as promenade (upper level), cascading steps (mid-level) and pontoons (river level).



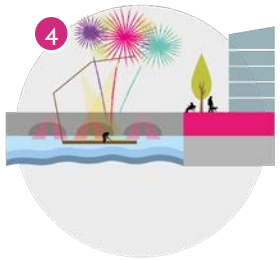
**ACCESS TO THE WATER**

Provision of water-related activities on the water to establish the waterfront as a public amenity and encourage active recreational use. An example would be kayaking, open-water swimming and water-sports.



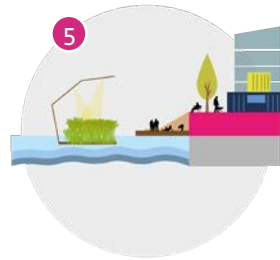
**BOATING DESTINATION**

Provision of a marina, slip-way and facilities to provide sufficient berths, access to water and electricity.



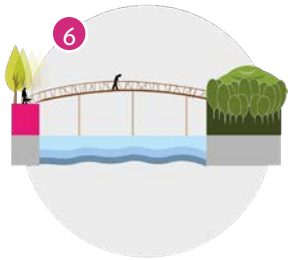
**FESTIVALS AND ACTIVITIES**

A diverse programme of festivals and activities along key nodes of the waterfront. Primary components to complement each other and attract people to the waterfront year round, e.g. rotating schedule of artwork and installations.



**TEMPORARY USES**

Provision of temporary uses both on land and on water to generate footfall. Potential for containers pods on existing car park outside Dunnes Stores. Temporary uses generate activity and be supportive of future site uses.



**ROUTES AND CONNECTIONS**

A waterfront pedestrian and cyclist route connecting the town centre with the Ulster University to the North and Mountsandel to the South. A new pedestrian bridge located 2 kilometres south of the town centre at 'Cutts Lock'.



**Best Practice**

*Bristol Harbourside, UK*

Bristol, like many other cities around the UK, has invested in the regeneration and revival of former industrial sites. The former docklands area has been diversified to include a variety of uses to attract a range of users. Pop-up container cafés, bars, pubs, riverside walkways, landing stages and moorings have transformed Bristol waterfront into a tourist destination.

Former workshops and warehouses have largely been retained to emphasise the story of Bristol's historical and industrial past. The warehouses have been re-imagined and converted into contemporary uses and cultural venues building on the tourism and heritage industry.

A series of new public squares and open spaces with cafés, bars, promenades and public artworks redefine the relationship between the waterfront and city centre. Both Harbour Square and Millennium Square provide space for a range of activities including art performances, markets, the Harbourside Festival and waterfront dining. A comprehensive programme of public art has also been established to bring the waterfront back to life.



# 04

# 05

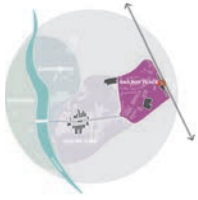
## Action Plan Refresh ◀

This section illustrates the Action Plan Framework and outlines the approach to Delivery and Implementation



# Action Plan

## Priority Area ▼ Railway Place



### Status

- NP New Project
- RP Refocused Project
- EP Existing Project

### Timescale

- S Short
- S/M Short/Medium
- M Medium
- M/L Medium/Long
- L Long

### Priority

- L Low
- M Medium
- H High

## A Bus and Railway Station

### 01 Description

#### A1 Station Gateway Public Realm

- NP Redevelopment of the station entrance public realm.

#### A2 New Station Square

- NP Provision of a new station square near the station entrance.

#### A3 Mixed-Use Development (RPCP)

- RP Redevelopment of Railway Place Car Park (RPCP) into a mixed use scheme.

#### A4 New Pedestrian Link

- RP New Pedestrian Link to the Leisure Centre via Railway Place Car Park.

#### A5 Road Network Rationalisation

- NP Rationalisation of the road network outside the station entrance.

#### A6 Segregated Cycle Lane

- NP Provision of a segregated cycle lane and necessary facilities.

#### A7 Extended Park and Ride Facility

- NP Extending the existing Park and Ride facility to cater for the increased parking demand.

#### A8 Junction Improvements

- NP Enhancements and improvement works at Railway Place and Union Street.

#### A9 Formalised Collection Area

- NP Taxi rank and set down / pick up area.

### 02 Delivery stages

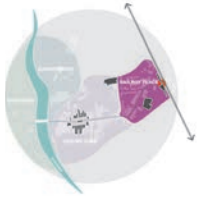
- Audit of existing conditions around the Bus and Railway Station including the entrance.
  - Detailed Transport Assessment.
  - Public realm and road network design options.
  - Partnership working to understand impact of public realm improvements on traffic/ road operations and agree preferred option.
  - Public consultation.
- 
- Engage with Translink on potential to develop a public square.
- 
- Assess potential to dispose of publicly owned land.
  - Development brief issued setting out site details, vision statement, design brief and proposal for interested developers.
  - Receive proposals from potential developers.
  - Selection of a Preferred Developer.
  - Planning Application submission and determination.
  - Commence construction of works.
- 
- Linkage could be actioned as a standalone project or come forward in conjunction with any future redevelopment of Railway Place Car Park (A3).
- 
- Traffic modelling of town centre, particularly around the station, with remodelling proposals developed upon.
  - Detailed Transport Assessment required.
  - Refer to A1.
- 
- Consultation between Sustrans, DfC, DfI and CCGBC to identify constraints and feasibility of creating segregated cycle lanes.
  - Refer to A1.
- 
- Discussions with Translink regarding future plans to increase the capacity of the Park and Ride facility.
  - Extension to Park and Ride should be coordinated with proposed upgrades to pedestrian routes and new route opportunities (B7).
- 
- DfC to enter discussions with DfI to prioritise upgrading.
  - Potential to be integrated into Diamond Mile Public Realm Enhancements (C1).
- 
- Engage with DfI and private taxi operators regarding location and requirements.
  - Relocation proposals integrated into Public Realm Enhancements (A1).

| 03<br>Delivery Partners              | 04<br>Timescale | 05<br>Priority | 06<br>Comments  |
|--------------------------------------|-----------------|----------------|---|
| DfC,<br>DfI,<br>CCGBC,<br>Translink. | M/L             | H              | Regenerated exterior environment to reflect the 'Coleraine Welcome', enabling visitors to orientate themselves and plan an onward journey on foot, by bike or public transport.   |
| DfC,<br>DfI,<br>CCGBC,<br>Translink. | M/L             | H              | Opportunity for a new station square to encourage greater use, dwell time and activity of the station area. A new square at the gateway to the station would create an inviting and welcoming entrance to Coleraine.  |
| DfC,<br>Private Sector.              | L               | M              | Opportunity to encourage comprehensive redevelopment of an underutilised brownfield site to create a new mixed-use station quarter with housing, retail, office and food and drink uses to transform the area surrounding the station.<br><br>Any development should seek to re-establish the building line and frontage along Railway Place/ Road, create strong pedestrian linkages to the station and have some element of public space. |
| DfC,<br>Private Sector.              | M/L             | M              | Pedestrian friendly linkage from existing station to the Leisure Centre is crucial to pedestrian permeability in Coleraine. A clear and navigable route when exiting the station will be important to encourage onward footfall to the leisure centre.<br><br>It is important to ensure any public realm integrates with the redevelopment of the station entrance public realm (A1) and Leisure Centre Redevelopment (B1 & B3).            |
| DfC,<br>DfI,<br>CCGBC,<br>Translink. | M/L             | H              | Potential to rationalise vehicular movements, space allocation and on-street car parking to create a less vehicle dominated environment.<br><br>Road network rationalisation could improve the efficiency of movement to and around the station, increase usability, legibility and create a sense of place.  |
| DfC,<br>DfI,<br>CCGBC,<br>Sustrans.  | S/M             | M              | An opportunity to expand the cycle network to and from the station in the form of cycle lanes, advanced cycle stop lines and storage facilities.<br><br>This would allow station users to capitalise on greener and active transport for the first and last mile of their journey and help reduce congestion along Railway Place.   |
| DfC,<br>DfI,<br>CCGBC,<br>Translink. | M               | M              | An extension of the existing park and ride facility to increase the capacity level and facilitate private to public transport integration while reducing traffic on the wider network.<br><br>Potential exists to integrate this with a new multi-storey car park as part of the any future redevelopment of the leisure centre (B8).   |
| DfC,<br>DfI,<br>CCGBC.               | S               | H              | The project will see improvements to several key crossings points to improve safety for pedestrian at the junction of Railway Place and Union Street.<br><br>Improvements could range from improving traffic signal controls and signage and rationalising both vehicular and pedestrian movements.   |
| DfC,<br>DfI,<br>Translink.           | S/M             | M              | Provision of a designated and formalised set down and pick up area with disabled priority spaces. Existing taxi rank to be formalised and clearly demarcated. Both to be integrated with the redevelopment of the station public realm (A1).  |

# Action Plan

## Priority Area ▼

Railway Place



## Status

- NP New Project
- RP Refocused Project
- EP Existing Project

## Timescale

- S Short
- S/M Short/Medium
- M Medium
- M/L Medium/Long
- L Long

## Priority

- L Low
- M Medium
- H High

## B Leisure Centre Redevelopment

| 01<br>Description  | 02<br>Delivery stages  |
|--|--|
| <p><b>B1 Enhanced Public Realm</b></p> <p><span style="color: orange;">RP</span> Enhanced public realm linking the leisure centre into the surrounding environment.</p>  | <ul style="list-style-type: none"> <li>Develop public realm design proposals.</li> <li>Potential for local artist involvement to design/ create art piece to enhance and define public space.</li> <li>Public consultation on design.</li> <li><i>Project likely be taken forward in conjunction with any future redevelopment of the leisure centre (B3).</i></li> </ul>  |
| <p><b>B2 Renewed Public Space</b></p> <p><span style="color: orange;">RP</span> Renewed public space adjacent to Railway Road.</p>   |  |
| <p><b>B3 Redeveloped Leisure Centre</b></p> <p><span style="color: orange;">RP</span> Redevelopment of Leisure Centre with modern facilities.</p>  | <ul style="list-style-type: none"> <li>CCGBC to develop a Full Business Case for leisure centre redevelopment.</li> <li>Develop a new leisure centre (and public space) design concept.</li> <li>Undertake community consultation on emerging proposals.</li> </ul>  |
| <p><b>B4 Railway Place Redevelopment</b></p> <p><span style="color: orange;">RP</span> Redevelopment of Railway Place Car Park.</p>  |  |
| <p><b>B5 Ancillary Uses (Units)</b></p> <p><span style="color: teal;">NP</span> Units for start-up businesses, café and restaurant facilities.</p>   | <ul style="list-style-type: none"> <li>Scoping Report to be undertaken to establish potential uses and economic viability/ opportunities new business units would create.</li> </ul>   |
| <p><b>B6 New Pedestrian Link</b></p> <p><span style="color: orange;">RP</span> New Pedestrian Link to the Leisure Centre via Railway Place Car Park.</p>   |  |
| <p><b>B7 New Vehicular Link (Lodge Rd)</b></p> <p><span style="color: orange;">RP</span> Direct vehicular link from leisure centre and existing park and ride to Lodge Road via the entrance of Coleraine High School.</p> | <ul style="list-style-type: none"> <li>Traffic modelling to identify the viability and potential impacts this proposal would have on the existing one-way road network.</li> <li>Land title review carried out to identify lands being utilised for new routing.</li> <li>Engage with Translink regarding the potential to have an access to the south of the Park and Ride facility linking directly onto new road link.</li> </ul> |
| <p><b>B8 New Multi-Storey Car Park</b></p> <p><span style="color: teal;">NP</span> New multi-storey car park to consolidate existing car parking.</p>  |  |

| 03<br>Delivery Partners              | 04<br>Timescale | 05<br>Priority | 06<br>Comments  |
|--------------------------------------|-----------------|----------------|---|
| DfC,<br>CCGBC.                       | M/L             | H              | Improvements to the general pedestrian environment surrounding the existing/ proposed leisure centre redevelopment. Integration of public art, lighting, landscape and other features to create a distinctive destination in the town centre.<br><br>Potential to form part of the wider Diamond Mile public realm enhancements (C1). |
| DfC,<br>CCGBC.                       | M/L             | H              | A renewed public space around the leisure centre would add greatly to the open space provision and act as a catalyst to boost local business and user awareness of the Leisure Centre. The main programme of the space could include an urban sports area, children's play area, active performance space and seated amphitheatre.    |
| DfC,<br>CCGBC.                       | M/L             | H              | Provision of a new state-of-the-art leisure providing multi-purpose facilities and ancillary uses.<br><br>Location of the facility likely to be dependent on various factors including the feasibility of keeping the existing leisure centre operational while a new centre is built. Redevelopment                                  |
| N/A                                  | N/A             | N/A            | N/A   |
| CCGBC,<br>Private Sector.            | L               | L              | Potential to encourage new/ diverse uses within Coleraine and broaden the range of uses within and around the leisure centre, integrating with any potential redevelopment of Railway Place Car Park (A3). Facilities could include café, restaurant, co-working units, exhibition space, meeting rooms/auditorium etc.               |
| N/A                                  | N/A             | N/A            | N/A   |
| DfC,<br>DfI,<br>CCGBC,<br>Translink. | M/L             | M              | A new vehicular link from Railway Road via the leisure centre onto Lodge Road could alleviate traffic problems at the junction of Railway Road and Kingsgate Street.<br><br>Potential for the Park and Ride facility at the station to be accessed via the link road to reduce vehicle movements around the station (A5).             |
| DfC,<br>CCGBC.                       | M/L             | M              | A new car multi-storey car park to consolidate existing surface level car parking into one place, freeing up sites elsewhere and maximising their wider regeneration potential.<br><br>A multi-storey would offer the most efficient use of space, enhance safety due to higher occupancy as well as concentrating traffic movements. |

# Action Plan

## Priority Area ▾

Centre Core



## Status

- NP New Project
- RP Refocused Project
- EP Existing Project

## Timescale

- S Short
- S/M Short/Medium
- M Medium
- M/L Medium/Long
- L Long

## Priority

- L Low
- M Medium
- H High

## C Diamond Mile

### 01 Description

#### C1 Diamond Mile Public Realm

- RP Co-ordinated phased public realm enhancements.

#### C2 The Diamond Regeneration

- RP Regeneration of The Diamond.

#### C3 Regenerated Civic Space

- RP Redesign of civic space outside the leisure centre.

#### C4 Improved Pedestrian Crossings

- NP New and upgraded pedestrian crossings where required.

#### C5 Improved Wayfinding Systems

- EP Improved wayfinding and directional systems.

#### C6 20's Plenty Scheme

- NP Designated 20mph speed limit within the town centre.

#### C7 Interpretative Installations

- EP Interpretative Materials / Art Installations.

#### C8 Bespoke Feature Lighting

- NP Bespoke feature lighting of key buildings, heritage assets and character areas.

#### C9 Laneways & Linkages Project

- NP A series of coordinated initiatives to transform laneways.

### 02 Delivery stages

- Commission Public Realm Strategy.
- Develop concept proposals indicating spatial arrangements, construction materials and appearance.
- Prepare outline specifications and schedules of materials and maintenance.
- Public consultation on proposed scheme with the local community and statutory authorities.
- Develop detailed cost plan and technical design.

- (Please refer to B2 for more information).

- Statutory partners to review and agree pedestrian crossing upgrades (considering locations set out in this document).
- Design and modelling to be taken forward during detailed public realm design outlined in C1.

- Develop a Wayfinding implementation strategy.



















- Audit of existing conditions.
- Public consultation.
- Engage with DfI regarding implementation of 20mph zone including signage and policing of new limit.

- Prepare a Public Art Strategy to identify opportunities, locations and themes.
- Liaise with Ulster University, NRC and local art groups.
- Identify funding streams with Tourism NI, Arts Council and other potential partners.

- Develop a Specialist Lighting Plan (C8). This could be taken forward within a Coleraine Public Realm Strategy (C1).
- Engage with stakeholders to identify locations and assets.
- Source funding.

- Engage with private owners of adjacent properties to discuss opportunities and garner local support for small scale public realm interventions.
- *If funding available, laneways and linkages could be taken forward in Phases 3 & 4 of public realm strategy (C1).*



| 03<br>Delivery Partners                                 | 04<br>Timescale   | 05<br>Priority  | 06<br>Comments   |
|---|---|---|--|
| DfC,<br>DfI,<br>CCGBC.                                  |    |    | The strategy will ensure the co-ordinated design of the public realm identifying key design principles and parameters, street furniture and materials palette, public art and lighting, management, maintenance and procurement.<br><br>CCGBC to use and promote this strategy to ensure a uniform public realm is achieved by developers if completing public realm as part of the development package. |
| DfC,<br>DfI,<br>CCGBC.                                  |    |    | Public realm improvements should be phased according to available funding and costs. If limited funding is available, public realm schemes should be prioritised along Railway Road (Phase 1) followed by Union Street and Circular Road (Phase 2).  |
| N/A   |    |    | (Please refer to B2 for more information).   |
| DfC,<br>DfI,<br>CCGBC.                                  |   |   | Opportunity to install new and upgrade existing pedestrian crossings along key routes to improve walkability and safety.   |
| DfC,<br>CCGBC,<br>DfI,<br>TourismNI.                    |  |  | To incorporate wayfinding for pedestrians and drivers entering the town. The benefit is to highlight distances and times between destinations for pedestrians and direct vehicular traffic to suitable car parks, or to take the less restricted/ congested routes.  |
| CCGBC,<br>DfI.  |  |  | Introduction of lower speed limit on identified town centre streets, potential to include other physical traffic calming measures.   |
| DfC,<br>CCGBC,<br>Chamber of<br>Commerce,<br>TourismNI. |  |  | Potential to communicate Coleraine's historical past through creative programming of the town centre's heritage.<br><br>Co-designing in partnership with Ulster University and NRC to deliver key installations market the town, local artists and visitor experience.   |
| DfC,<br>CCGBC,<br>Coleraine BID.                        |  |  | <b>** Quick Win Project **</b><br><br>Lighting could add significant interest and increase footfall to Coleraine town centre. Building illumination and historical storytelling through the imaginative use of light projections highlighting key buildings would significantly enhance the streetscape.   |
| DfC,<br>CCGBC,<br>Coleraine BID.                        |  |  | <b>** Quick Win Project **</b><br><br>A Lanes Strategy could be delivered as part of the wider public realm strategy (C1). This strategy would detail a programme of smaller interventions suitable for important laneways, alleyways and passages around The Diamond. This would enhance the secondary movement network and create safer more attractive pedestrian connections.                        |

# Action Plan

## Priority Area ▾

Centre Core



## Status

- NP New Project
- RP Refocused Project
- EP Existing Project

## Timescale

- S Short
- S/M Short/Medium
- M Medium
- M/L Medium/Long
- L Long

## Priority

- L Low
- M Medium
- H High

## D Linkages to the NRC

| 01<br>Description   | 02<br>Delivery stages  |
|---|--|
| <p><b>D1 Public Realm</b></p> <ul style="list-style-type: none"> <li><span style="color: teal;">NP</span> High quality public realm throughout Anderson Park and along Circular Road.</li> </ul>  | <ul style="list-style-type: none"> <li>• Scheme design proposals and cost options.</li> <li>• Engagement and consultation with key stakeholders.</li> <li>• Develop detailed cost plan.</li> <li>• Develop technical design.</li> <li>• Procure and appoint a contractor.</li> </ul> |
| <p><b>D2 Informal Gathering Space</b></p> <ul style="list-style-type: none"> <li><span style="color: teal;">NP</span> Informal gathering space with outdoor performance area to allow for events, pop-up uses and a range of activities.</li> </ul> |  |
| <p><b>D3 Anderson Park Redevelopment</b></p> <ul style="list-style-type: none"> <li><span style="color: teal;">NP</span> Redevelopment of Anderson Park including soft and hard landscaping.</li> </ul>   | <ul style="list-style-type: none"> <li>• Engage with Dfl regarding formalised crossing point and opportunities to remove car parking.</li> <li>• Public realm strategy (C1) could include this opportunity in town centre review.</li> </ul>   |
| <p><b>D4 Pedestrian Crossing</b></p> <ul style="list-style-type: none"> <li><span style="color: teal;">NP</span> Provision of a formalised pedestrian crossing on Circular Road.</li> </ul>   |  |
| <p><b>D5 New Wayfinding Signage</b></p> <ul style="list-style-type: none"> <li><span style="color: red;">EP</span> New wayfinding and directional signage throughout Anderson Park and Circular Road.</li> </ul>                                    | <ul style="list-style-type: none"> <li>• Develop in line with a Wayfinding Implementation Strategy (C6).</li> </ul>  |
| <p><b>D6 Segregated Cycle Lane</b></p> <ul style="list-style-type: none"> <li><span style="color: teal;">NP</span> New segregated cycle lane along Circular Road.</li> </ul>  | <ul style="list-style-type: none"> <li>• Segregated cycle lane incorporated in public realm improvements plans to Circular Road (C1) and/or NRC Linkages Project (D1).</li> </ul>  |
| <p><b>D7 NRC Drop Off &amp; Pick Up Point</b></p> <ul style="list-style-type: none"> <li><span style="color: teal;">NP</span> Provision of a designated drop off and pick up point on Circular Road.</li> </ul>                                     | <ul style="list-style-type: none"> <li>• Engage with Dfl regarding the replacement of existing car parking spaces with a designated drop off and pick up point.</li> <li>• Partnership working to understand feasibility and impact on traffic/ road proposals.</li> </ul>           |
| <p><b>D8 Feature Lighting Scheme</b></p> <ul style="list-style-type: none"> <li><span style="color: teal;">NP</span> A bespoke lighting scheme throughout Anderson Park.</li> </ul>   | <ul style="list-style-type: none"> <li>• Develop a specialist lighting plan detailing location and specification of lighting (align with G8).</li> <li>• Branded lighting strategy.</li> </ul>   |

| 03<br>Delivery Partners                           | 04<br>Timescale | 05<br>Priority | 06<br>Comments   |
|---|-----------------|----------------|--|
| Northern Regional College (NRC), CCGBC, DfI, DfC. | M               | H              | <p>Redevelopment of Anderson Park to provide a welcoming and safe space for students, staff and the wider community, whilst providing functional space for improved health and wellbeing.</p> <p>Potential exists to provide a network of accessible paths, areas for different user's recreational needs of users and the removal of barriers to link the northern and southern portions of the park.</p> |
| Northern Regional College (NRC), CCGBC, DfI, DfC. | M               | M              |  |
| Northern Regional College (NRC), CCGBC, DfI, DfC. | M               | H              |  |
| DfC, DfI, CCGBC.                                  | S               | H              | A formalised pedestrian crossing is crucial to pedestrian safety along Circular Road. The introduction of a crossing would increase pedestrian connectivity between Anderson Park North and South.   |
| Northern Regional College, DfC, CCGBC, TourismNI. | S               | H              | Provision of new wayfinding infrastructure with updated information and refreshed appearance to aid user navigation from Anderson Park and NRC Campus to the station, town centre and waterfront area. Wayfinding and directional signage should incorporate both distance and times.  |
| DfC, DfI, CCGBC.                                  | S/M             | H              | A series of interventions to make walking and cycling safer between the Anderson Park and Station. Creation of designated routes and enhancement of infrastructure including cycle parking would expand the cycle network.   |
| DfC, DfI, CCGBC.                                  | S/M             | H              | <p><b>** Quick Win Project **</b></p> <p>Provision of a designated drop off and pick up point on Circular Road would reduce traffic parking / backup on Union Street.</p>  |
| DfC, CCGBC.                                       | S/M             | H              | <p>Provision of a lighting scheme to provide clear, safe routes and enliven the streetscape in and around Anderson Park.</p> <p>Custom-designed luminaires with moving light, pattern and colour could be used to highlight tree planting to create a safe legible 'evening' route. This initiative could be considered in conjunction with G8 and G10.</p>  |

# Action Plan

## Priority Area ▾

Centre Core



### Status

- NP New Project
- RP Refocused Project
- EP Existing Project

### Timescale

- S Short
- S/M Short/Medium
- M Medium
- M/L Medium/Long
- L Long

### Priority

- L Low
- M Medium
- H High

## E Town Centre Sites

### 01 Description

#### E1 Waterside CP Redevelopment

- EP Redevelopment of the existing Waterside car park. Potential to include a landmark residential-led development.

#### E2 Mall CP Redevelopment

- EP Redevelopment of the Mall Car Park. Potential to include a comprehensive mixed-use development.

#### E3 Abbey Street CP Redevelopment

- EP Redevelopment of Abbey Street Car Park. Potential to include a multi-storey car park and/or mixed use development.

#### E4 New Mall Square

- EP Creation of semi-enclosed Mall Square to complement any proposed mixed-use development on the existing Mall Car Park site.

#### E5 Improved Pedestrian Linkages

- NP High quality pedestrian linkages along Queen Street, Bell House Lane, Diamond Arcade and Stone Row.

#### E6 Active Frontages and Massing

- NP New developments should include appropriate ground floor uses to create an active street frontage. Scale and massing should be consistent with the surrounding context.

### 02 Delivery stages

- Business Case undertaken by CCGBC.
- Development brief issued by DfC/ CCGBC setting out site details, vision statement, design brief and proposal details for interested developers.
- Receive proposals from potential developers.
- Selection of a Preferred Developer.
- Submit and have received approval for their planning application within 9 months of the agreement being signed.
- Commence construction of works within 6 months from the date of planning permission.

- Commission a Lanes strategy (C9).
- Engage with private owners of adjacent properties to discuss opportunities and garner local support.

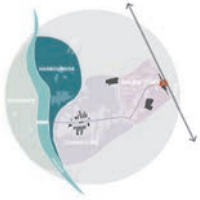
- (To be incorporated as part of E1-E3 Delivery Stages).

| 03<br>Delivery Partners           | 04<br>Timescale | 05<br>Priority | 06<br>Comments  |
|-----------------------------------|-----------------|----------------|---|
| DfC,<br>CCGBC,<br>Private Sector. | M               | M              | <p>The development of these important town centre sites would be in line with the emerging Local Development Plan to promote the continued growth of Coleraine as a Main Hub, promote high quality design and layout, promote development that enhances the character and identity of existing settlements, and promote the sustainable regeneration of existing town centres.</p>  |
| DfC,<br>CCGBC,<br>Private Sector. | S               | H              | <p>A site-specific brief would promote each development opportunity and gauge interest. The brief should provide clear guidance on design, layout, mix of uses deemed appropriate to improve the quality of any future development, but allowing some flexibility for an evolving market.</p>   |
| DfC,<br>CCGBC,<br>Private Sector. | M               | M              |   |
| DfC,<br>CCGBC,<br>Private Sector. | S               | H              |   |
| DfC,<br>CCGBC,<br>Private Sector. | S               | H              | <p><b>** Quick Win Project**</b></p> <p>A series of temporary and permanent interventions along key linkages leading to key town centre sites. Feature and creative lighting could temporarily create a more welcoming and inviting night-time appearance through projections (static and moving) on vacant buildings and inactive frontages.</p> <p>Streetscape enhancements including resurfacing could be brought forward in conjunction with Diamond Mile Public Realm Enhancements (C1).</p> |
| DfC,<br>CCGBC,<br>Private Sector. | S/M             | H              | <p>Linked to completion of E1-E3.</p>   |

# Action Plan

## Priority Area ▾

Harbourside



## Status

- NP → New Project
- RP → Refocused Project
- EP → Existing Project

## Timescale

- S → Short
- S/M → Short/Medium
- M → Medium
- M/L → Medium/Long
- L → Long

## Priority

- L → Low
- M → Medium
- H → High

## F Harbour Lands

### 01 Description

### 02 Delivery stages

#### F1 New Mixed-Use Development

- RP A new mixed-use quarter consisting of residential, office, hospitality and leisure uses.

- Engage with Coleraine Harbour Commissioners to confirm remaining operational harbour activities.
- Carry out lands title review.
- Engage with landowner/s on potential for future redevelopment.
- Develop Harbourlands Masterplan.
- Consult stakeholders and public on site proposals.
- Market site to private developers for investment opportunities.

#### F2 New Landmark Hotel

- RP A new high-quality landmark hotel.

#### F3 New Marina & Facilities

- RP Creation of a new marina, slip way and access road to provide yacht berths and facilities.

#### F4 Residential Accommodation

- RP Residential accommodation to support town centre living.

#### F5 Consolidation of Existing Uses

- EP Remaining activities to relocate elsewhere in the existing estate or to a new location.

#### F6 Flexible Event Space

- NP A flexible event space fronting onto the waterfront.

#### F7 Walking & Cycling Board-walk

- RP New board-walk facilitating north connections to the Ulster University Campus.

- CCGBC in partnership with DfI and Ulster University Coleraine to undertake new walking/ cycling boardwalk route, feasibility and costing study.
- Undertake wider consultation on outcomes of the preferred route.
- Explore funding options.
- Detailed design and procurement.

#### F8 New Pedestrian Linkages

- EP New pedestrian linkages and crossing points along Circular Road.

#### F9 Multi-Storey Car Park (MSCP)

- RP A new multi-storey car park integrated into the site to rationalise existing car parking elsewhere in the town centre.

| 03<br>Delivery Partners           | 04<br>Timescale | 05<br>Priority | 06<br>Comments  |
|-----------------------------------|-----------------|----------------|---|
| DfC,<br>CCGBC,<br>Private Sector. | L               | H              | Potential for the comprehensive redevelopment of a key town centre site to create a new mixed-use waterfront destination.<br><br>T-Met Ltd currently hold a lease on the site nearing its conclusion in 2021. Dialogue regarding the long-term redevelopment potential is critical as any further lease may delay a potential redevelopment scheme. |
| DfC,<br>CCGBC,<br>Private Sector. | L               | M              | An opportunity to broaden the hotel market within Coleraine through the provision of a high-quality waterfront hotel. Potential for this initiative to come forward in conjunction with F1 subject to site becoming available.  |
| DfC,<br>CCGBC,<br>Private Sector. | L               | H              | Potential for a new marina, yacht berths and necessary storage and maintenance facilities adjacent to the existing Dunnes site.<br><br>Although dependent and driven by the private sector, a new marina could be a major economic and tourism driver helping Coleraine becoming the 'gateway to the coast'.  |
| DfC,<br>CCGBC,<br>Private Sector. | L               | H              | Linked to completion of F1.   |
| DfC,<br>CCGBC,<br>Private Sector. | S               | H              | T-Met Ltd currently hold a lease on the site nearing its conclusion in 2021. Dialogue regarding the long-term future and location of remaining activities.  |
| DfC,<br>CCGBC,<br>Private Sector. | L               | H              | A flexible event space to provide a waterfront public plaza. Initiative to include a space to accommodate multi-use events with new surfacing, street furniture, lighting, landscaping public art and infrastructure to support events/ pop-up pods.  |
| DfC,<br>CCGBC.                    | M               | H              | Opportunity for a new walking/ cycle waterfront boardwalk to accommodate public access along the entire river frontage. Potential to facilitate a northern linkage up to the Ulster University Campus in conjunction with G6.   |
| DfC,<br>CCGBC.                    | M               | H              | New pedestrian linkages and crossing points connecting the Harbour Lands to the town centre. Potential for this to come forward with any future redevelopment of the harbour lands. (F1)  |
| DfC,<br>CCGBC,<br>Private Sector. | L               | L              | Provision of a new multi-storey car park could consolidate existing surface level car parking in the north west of the town centre.<br><br>Potential for this to come forward with any future redevelopment of the harbour lands. (F1)  |

# Action Plan

## Priority Area ▼

Harbourside & Waterside



## Status

- NP New Project
- RP Refocused Project
- EP Existing Project

## Timescale

- S Short
- S/M Short/Medium
- M Medium
- M/L Medium/Long
- L Long

## Priority

- L Low
- M Medium
- H High

## G Waterfront & Wider Connections

| 01<br>Description   | 02<br>Delivery stages  |
|---|--|
| <p><b>G1 Public Realm</b></p> <ul style="list-style-type: none"> <li><span style="color: orange;">RP</span> High quality public realm interventions including water-related infrastructure such as promenade, cascading steps and pontoons.</li> </ul>                      | <ul style="list-style-type: none"> <li>• Project Initiation Assessment.</li> <li>• Develop design and cost new water-related infrastructure.</li> <li>• Engage with stakeholders.</li> </ul>   |
| <p><b>G2 Existing Parks Enhancements</b></p> <ul style="list-style-type: none"> <li><span style="color: teal;">NP</span> Upgrade of existing parks to include soft and hard landscaping.</li> </ul>   | <ul style="list-style-type: none"> <li>• Engagement and consultation with key stakeholders.</li> <li>• Design team engaged to propose interventions.</li> <li>• Proposed upgrades undertaken internally by CCGBC where possible, otherwise procurement activities apply.</li> </ul>  |
| <p><b>G3 Mountsandel Interp. Centre</b></p> <ul style="list-style-type: none"> <li><span style="color: teal;">NP</span> A new Interpretation centre near the Mountsandel Fort site.</li> </ul>  | <ul style="list-style-type: none"> <li>• Project Initiation Assessment.</li> <li>• Scoping, Feasibility and Outline Business Case.</li> <li>• Source funding opportunities to realise proposals.</li> </ul>  |
| <p><b>G4 Riverside Recreational Hub</b></p> <ul style="list-style-type: none"> <li><span style="color: teal;">NP</span> A new riverside recreational hub to cater for urban active sports including kayaking, sailing and outdoor swimming.</li> </ul>                      | <ul style="list-style-type: none"> <li>• Local Chamber of Commerce/ Coleraine BID to provide comment on potential for new business interests / existing owners wanting to diversify / expand or create a new business opportunity.</li> <li>• Site review to assess most appropriate location for Riverside Recreational Hub.</li> </ul> |
| <p><b>G5 Pedestrian &amp; Cycle Bridge (MS)</b></p> <ul style="list-style-type: none"> <li><span style="color: teal;">NP</span> A new pedestrian and cycle bridge at the Cutts Lock, linking east and west of the River Bann to Mountsandel.</li> </ul>                     | <ul style="list-style-type: none"> <li>• Project Initiation Assessment.</li> <li>• Scoping &amp; Feasibility Report including proposed route options.</li> <li>• Scheme Assessment Report.</li> <li>• Stakeholder engagement events.</li> <li>• Planning Application.</li> </ul>   |
| <p><b>G6 North-South Riverside Path</b></p> <ul style="list-style-type: none"> <li><span style="color: orange;">RP</span> A continuous riverside pedestrian and cycle connection from Mountsandel to the town centre, extending to the Ulster University Campus.</li> </ul> | <ul style="list-style-type: none"> <li>• (Please refer to F6 for Delivery Stages).</li> </ul>  |
| <p><b>G7 Flexible Events Space</b></p> <ul style="list-style-type: none"> <li><span style="color: orange;">RP</span> A new flexible riverside events space with the necessary infrastructure to enable year-round use.</li> </ul>   | <ul style="list-style-type: none"> <li>• Project Initiation Assessment.</li> <li>• Develop design proposals for redeveloped space.</li> <li>• Co-ordinate a diverse programme of events and activities (G11).</li> </ul>   |
| <p><b>G8 Feature Lighting Scheme</b></p> <ul style="list-style-type: none"> <li><span style="color: teal;">NP</span> State of the art 'River Bann at Light' scheme illuminating the river, bridges and waterfront.</li> </ul>   | <ul style="list-style-type: none"> <li>• Project Initiation Assessment.</li> <li>• Develop a specialist lighting plan.</li> <li>• Source funding.</li> <li>• Planning Application.</li> </ul>  |



| 03<br>Delivery Partners   | 04<br>Timescale | 05<br>Priority | 06<br>Comments   |
|---|-----------------|----------------|--|
| DfC,<br>CCGBC,<br>Private Sector.                                     | S               | H              | River front infrastructure to be fully integrated with a transformed river front walkway spaces.<br><br>Project could potentially be delivered alongside a continuous riverside pedestrian and cycle connection (G6).  |
| DfC,<br>CCGBC.  | S               | M              | Opportunity to enhance existing public space adjacent to Hanover Place to encourage greater use, dwell time and to create a space that hosts events. Works to include removal of barriers and transplanting trees and shrubs to open the parks both physically and visually.   |
| DfC,<br>CCGBC,<br>TourismNI.  | M               | H              | A new interpretation and educational centre near Mountsandel Fort to develop the 'Mountsandel Experience' detailed in A Blueprint for Mountsandel.<br><br>The development would increase the tourism infrastructure on offer, the visitor economy and branding of Coleraine.   |
| DfC,<br>CCGBC,<br>TourismNI,<br>Private Sector.                       | L               | M              | Potential for a new 'destination' riverside recreational hub providing facilities for urban active sports including kayaking, sailing and outdoor swimming. The benefit will be an increase in active recreation along the waterfront.   |
| CCGBC,<br>DfC,<br>DfI,<br>The Honourable Irish Society.               | M               | H              | Opportunity to provide a pedestrian and cycle bridge linking the east and west of the Bann from the Cutts to Mountsandel. Potential to utilise existing structures at The Cutts to improve connectivity. This initiative could be brought forward in conjunction with G6.  |
| DfC,<br>CCGBC.  | S               | H              | Realise the opportunity of Mountsandel and the Ulster University Campus by creating a continuous riverside pedestrian and cycle connection. The initiative could form a wider project and be brought forward in conjunction with G1, G3 and G5.  |
| DfC,<br>CCGBC.  | M               | M              | The potential for a new flexible riverside events/ display space at Christie Park with temporary and pop up uses. This would draw visitors west of the River Bann to the park.<br><br>Key considerations include drainage, surface reinforcement, power and water connections, sockets for temporary lighting to support use for events. |
| DfC,<br>CCGBC,<br>Chamber of Commerce,<br>Coleraine BID,<br>TourismNI | S               | M              | Potential for a bespoke feature lighting scheme illuminating the river, bridges and waterfront. Iconic landmark lighting scheme featuring temporary and permanent light installations.   |

**G Waterfront & Wider Connections - Cont.**

| 01<br>Description   | 02<br>Delivery stages   |
|---|---|
| <p><b>G9 Public Art &amp; Heritage Panels</b></p> <p><b>EP</b> Installation of public art and heritage interpretation panels.</p>               | <ul style="list-style-type: none"> <li>(Please refer to C7 for Delivery Stages).</li> </ul>   |
| <p><b>G10 Branding &amp; Image</b></p> <p><b>NP</b> Visual branding of Destination Coleraine with a potential maritime or plantation theme.</p> | <ul style="list-style-type: none"> <li>Partnership working and public engagement to develop a branding theme specific to qualities and Vision of Coleraine.</li> <li>Prepare Town Brand Guideline/Strategy.</li> <li>Identify and source funding.</li> </ul>              |
| <p><b>G11 Calendar of Events</b></p> <p><b>NP</b> Develop a diverse programme of events and activities.</p>                                     | <ul style="list-style-type: none"> <li>Engage events management company and identify potential locations/ partners.</li> <li>Co-ordinate a diverse and sustainable schedule</li> <li>Appropriate licensing to be acquired.</li> <li>Events programme marketed.</li> </ul> |

| 03<br>Delivery Partners   | 04<br>Timescale | 05<br>Priority | 06<br>Comments  |
|---|-----------------|----------------|---|
| DfC,<br>CCGBC,<br>Chamber of<br>Commerce,<br>Coleraine BID,<br>TourismNI. | S               | M              | Potential to be done in conjunction with C7.  |
| DfC,<br>CCGBC,<br>Chamber of<br>Commerce,<br>Coleraine BID,<br>TourismNI. | S               | H              | <p><b>*Quick win project*</b></p> <p>Opportunity to increase the profile of Coleraine by developing a visual brand for use at all public touchpoints, events and festivals. The benefit of this initiative is generating awareness to a wider audience, boost inward investment and marketing a consistent narrative of Coleraine's maritime or plantation theme.</p> |
| DfC,<br>CCGBC,<br>Chamber of<br>Commerce,<br>Coleraine BID,<br>TourismNI. | S               | H              | <p><b>*Quick win project*</b></p> <p>A scheduled events calendar, with new and existing events designed to enhance user experience and appeal to a wider audience, whilst attracting footfall to businesses throughout the year.</p>  |