



Renewing the Routes Programme

Report 2011/12

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Context

The Renewing the Routes Programme is a regeneration intervention that targets arterial routes within Belfast. Since 2004 the Programme has facilitated the investment of approximately £6 million across the key routes. This investment has acted as a catalyst for the delivery of a range of projects which were implemented over the programme period.

In July 2010, Council agreed to carry forward the proposed £300,000 budget (as a special reserve) for arterial routes improvement projects into 2011/12, to allow for the detailed analysis and prioritisation of proposed activity across all 18 designated arterial routes.

In March 2011, Council agreed that the four areas for activity this financial year are Antrim Road, Sandy Row, Castlereagh Street and Grosvenor Road. This followed a thorough prioritisation process and member briefings as agreed by Council.

This report identifies key issues in this year's target areas and outlines a capital programme in the form of a long list and short list of projects, shown in section 2.

The total budget available for this year's programme is £600,000 to be delivered by 31 March 2012.

The Renewing the Routes programme aims to:

- Improve an area's appearance
- Create a better place to live
- Retain diversity in the local area
- Maintain function of local neighbourhoods
- Reduce anti-social behaviour
- Encourage more visitors

This links with the council's overall strategic themes of:

- City leadership
- Better opportunities for success across the city

- Better care for Belfast's environment – a clean, green city now and for the future
- Better support for people and communities
- Better services
- Better value for money

Background

We deliver regeneration projects, working side by side with local people to bring out the best in these important neighbourhoods. We work with communities, businesses and agencies under the scheme to improve shopping areas and green spaces, develop gateways, introduce art and celebrate diverse heritage. The results are visible transformations that conserve the unique character of each community and inspire further regeneration.

Since 2004, the Arterial Routes and Renewing the Routes programmes have:

- Invested £6,000,000 in local regeneration projects
- Enhanced areas along ten main roads
- Revitalised 450 commercial frontages
- Improved 13 miles of the city
- Delivered 80 arts and landscaping projects
- Contributed to increases in turnover for retailers
- Built relationships with over 50 partners

Vital areas

Traditionally transport routes, Belfast's arterial routes are now important neighbourhoods spreading out from the city centre covering 40 miles, 100,000 residents and over 2,500 local businesses. Between the arterial routes another web of bustling urban villages can also be found.

These beloved neighbourhoods of all shapes and sizes have evolved to form the lifeblood of Belfast - a flow of commerce, communities and character that defines the city.

Belfast is now also an international tourism destination attracting 7 million visitors annually. The culture and history of the routes are an intriguing aspect of what the city has to offer.

Neglected neighbourhoods

In recent decades the appearance of these neighbourhoods on key routes has been neglected. The shadows of the Troubles lingered in decaying buildings, worsened by a lack of investment, high unemployment and emigration, resulting in recognised areas of deprivation.

Restoring pride

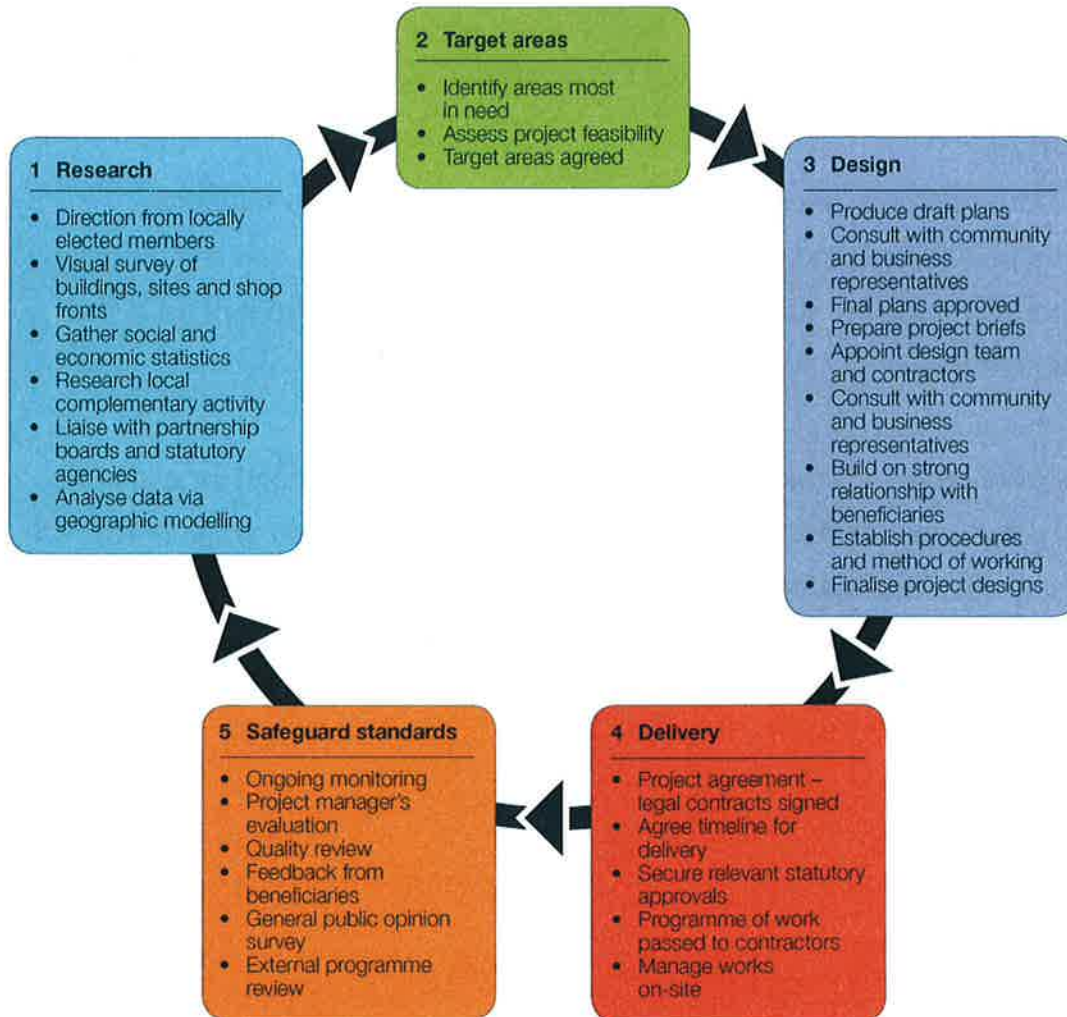
Belfast City Council strives to overturn this decline by delivering no-nonsense improvements to buildings and open space that residents can see and feel. Locally driven regeneration projects support existing communities and restore pride in the city's neighbourhoods.

Elected members on our Development Committee recognise the need for action to complement wider regeneration activity. Locally driven regeneration projects support existing communities and restore pride in the city's neighbourhoods.

The process

This diagram shows the Renewing the Routes process from conception to completion.

Figure 1: Renewing the Routes process



Prioritisation 2011/12

The prioritisation process integrates our research to identify areas in need where a targeted Renewing the Routes scheme would be beneficial, as reflected in Figure 1.

The survey

A survey of 9,000 buildings and sites was conducted on-site by officers covering 62km capturing the physical structure of the routes to provide a comparative analysis used to prioritise areas of need.

Social and economic indicators

We recognised that the programme goes beyond the physical aspects of the area and has an impact on its societal and economic fabric. We attempted to provide for a more holistic assessment of the arterial routes by using NISRA data, recognising the impact they have upon on society and the local economy of the area.

Strategic influences

This measure is an effort to capture the non-quantifiable attributes of a given area. This included the potential of the programme to make an impact, whether or not the area has an important neighbourhood focus and any other relevant local developments. This has included consideration of wider strategies such as Neighbourhood Renewal Action Plans, Strategic Regeneration Frameworks and Belfast Regeneration Office (BRO) Masterplans.

Council approval

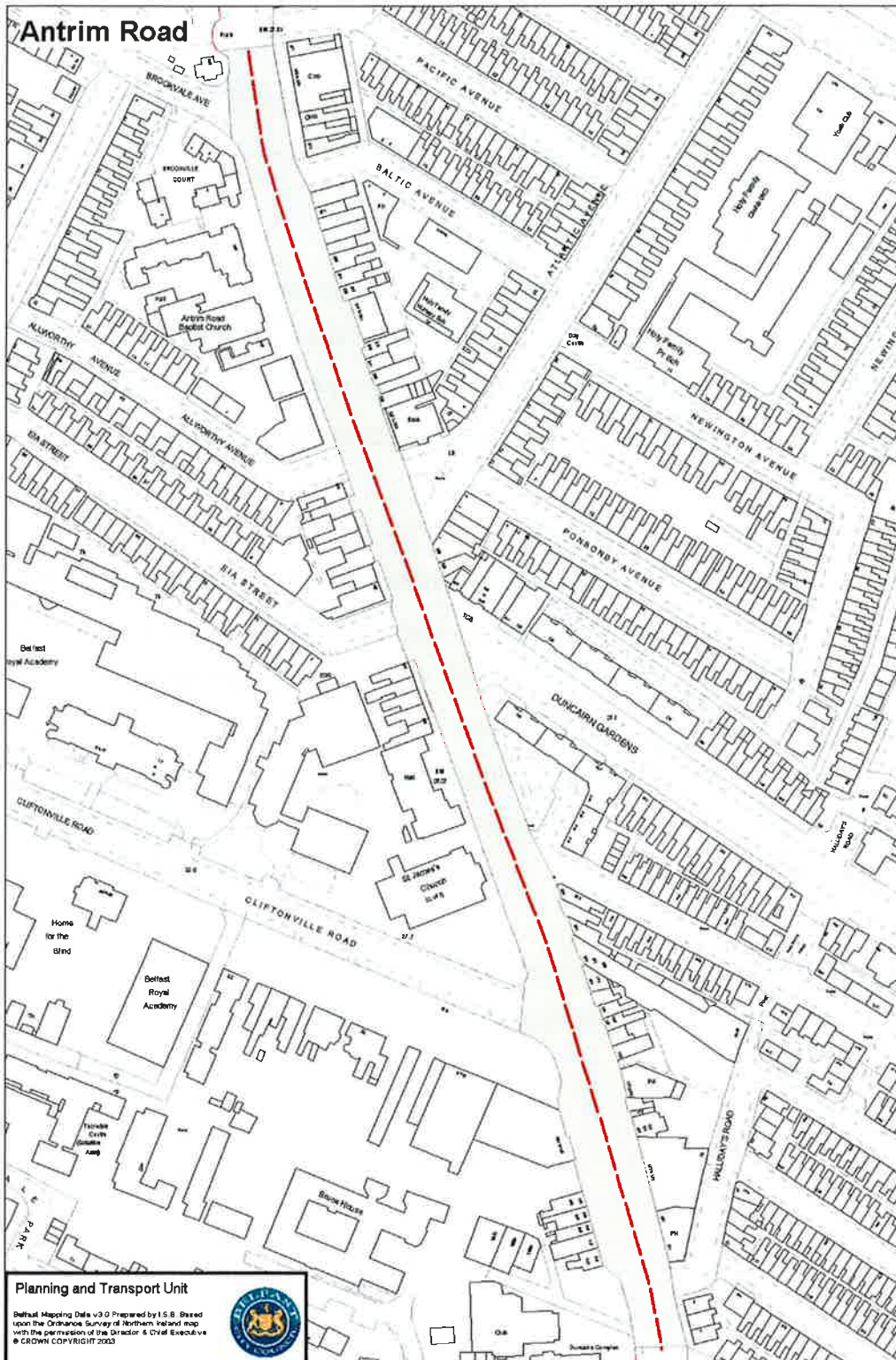
This information was considered by elected members and resulted in the designation of specific areas eligible for activity during the period to March 2012.

2 Area reports

2.1 Antrim Road

Location

Figure 2: Location map of Antrim Road



Profile

Overview of area covered

As part of the physical survey exercise, each route was broken down into distinguishable nodes measuring approximately 0.5 - 1km to enable a greater insight into the physical needs of each node and to identify pockets of degradation where environmental intervention could be targeted and managed at a local level.

The section of Antrim Road included in this report covers 0.5km and stretches from the junction with New Lodge Road to the junction with Oceanic Avenue, at the lower entrance to the Waterworks.

A previous Belfast City Council Arterial Routes programme (2004-06) delivered improvement projects at an earlier section of Antrim Road (Carlisle Circus to New Lodge Road).

Part of the area covered falls within the Inner North Neighbourhood Renewal area.

Description

The area contains a high number of commercial properties on the road frontage, a large proportion of which could be enhanced through a commercial improvement scheme. There are two commercial focus points, one at Atlantic Ave and one at Cliftonville Ave.

Much of the right hand side of the road leaving the city centre is a designated Area of Townscape Character, as is an area to the rear of the main commercial node at Atlantic Ave. There are two notable church buildings within this Area of Townscape Character, offering scope for potential heritage projects. One of these churches, now the Antiochian Orthodox Church of St Ignatius (was St James' Church) falls within an area designated 'Local Landscape Policy Area of Belfast Royal Academy (BRA)'

This refers to:

“features or combination of features that contribute to the environmental quality, integrity or character of these areas.”

BT 109 BMAP Local Landscape Policy Area Belfast Royal Academy

Including the church grounds, there are also pockets of landscaping and public realm space of varying quality within the area, and the Waterworks lies to the northerly tip of the zone.

Street furniture is at a minimum; however the road is lined with street trees. There is a cash machine available and bin provision improves towards the north of the area. There are several basket brackets and flower tree structures already in place.

Transport and movement

The road itself is busy with traffic, pedestrians and parking is at a premium, with some cars often parked on the pavement. Traffic restrictions are varied along the road. There are transport links through the bus network, and Antrim Road is part of Translink's Metro service and is one of 13 designated Quality Bus Corridors for the city, with an existing bus lane along a section of the area.

People

The area is encircled by several interface points including Duncairn Gardens-New Lodge, Duncairn Gardens-Tigers Bay and Newington Street.

Three communities are adjacent, namely Newington to the north, New Lodge to the south and Cliftonville to the west. The Newington/New Lodge side of the road falls within the Inner North Neighbourhood Renewal area which comprises mostly of the Duncairn and New Lodge electoral wards.

Statistics see overleaf

Antrim Road Renewing the Routes area (The Newlodge and Water Works wards)

Headline statistics

- According to 2008 estimates, the New Lodge and Water Works have a combined population of 11,006, which constitutes approximately 4.1% of the city's population.
- The 2 wards have a high proportion of young working age adults (aged 40 and over years) (Newlodge 33.3% & Water Works 37.4). This is comparable to the rest of the city (36.7 %). They also have a higher than average proportion of Children combined (24.0%) compared to Belfast (19.8%).
- Based on figures from the 2010 Multiple Deprivation Measure, and with regards to those domains located within the top 10 per cent of the most
- deprived wards in Northern Ireland, the Newlodge ward has six out of seven, Income (5), Employment (5), Health and Disability (3), Education Skills and Training (12), Living Environment (8) and Crime and Disorder (19) Domains. the Water Works ward has 5, Income (22), Employment (19), Health and Disability (20), Living Environment (4) and Crime and Disorder (2) Domains.
- More than half of school leavers (55.3%) in the area are achieving GCSE A* to C grades, which is slightly below the Belfast rate (64.7%).
- There are 773 people claimants in the area 195 of which are described as long-term unemployed (25.2%).

Summary Profile



- The median age at which residents are dying in the area is approximately 74 years, which is marginally lower than the Belfast value (78 years).

Priority Issues

- High levels of long term unemployed;
- Ranked one of the most deprived areas within Northern Ireland in the Multiple Deprivation measures;
- High numbers of recorded offences;
- Prevalence of high levels of anti-social behaviour.

Statistical overview

Population & Health

- According to 2008 estimates, the area has a population of 11,006, which is approximately 4.1% of the entire city's population. The population of the area has decrease by approximately 523 people since 2001.
- 24.0% of the area's population children, with 16.1% aged 65 and over.
- Just over a third of the area's population (35.5%) are young working age adults.

Crime

- In 2009, there were 2,173 incidents of crimes in the area. More than a quarter of these were recorded as violent crimes (28.5%).
- In terms of incidences of anti-social behaviour there were 1,477 recorded

in 2009/10. This gives the area a rate of 13.4% and is much higher than the Belfast rate of 7.6%.

Economic opportunity

- In 2009, just over half (55.3%) of school leavers from the area achieved GCSE A* to C grades (or equivalent). Whilst, noticeably lower than the Belfast rate (64.7%).
- The number of students enrolling at either a Higher or Further Education College is 81, 61.4% of School leavers.

Housing & environment

- In 2010, there were 259 vacant domestic properties in the area, which is about 4.6% of the total. The equivalent figure for Belfast is 4.8%.

Transport

- In 2009, there were 2,433 registered cars in the area. Over a quarter (25.8%) of these cars were registered to a disabled driver or for transporting disabled people. This is significantly higher than the Belfast rate (11.8%).

Developed by:

SNAP Unit
Development Department
Belfast City Council
Cecil Ward Building
4-10 Linenhall Street
Belfast
BT2 8BP

Complementary activity

Adjacent physical regeneration projects took place previously under Belfast City Council Arterial Routes programme and Peace III from Carlisle Circus to Duncairn Ave including public realm and shop improvements, art and street light embellishments.

The Strategic Regeneration Framework for North Belfast has four key themes including leadership and community cohesion, land use and connections, neighbourhood vitality and education skills and enterprise.

Key priorities in environmental and physical renewal for the Inner North Neighbourhood Action Plan (under review) include addressing gaps, improvement of shared spaces and co-ordination of plans.

Several community groups are involved in regular complementary initiatives such as the Community Spring Cleans and the Safer Streets community safety group.

NIHE has no major development plans on the road frontage of Antrim Road, and recently renovated Duncairn Gardens flats and the planted area on the road frontage.

The Department for Social Development (DSD) does not own any development sites in this area of Antrim Road, but is involved in the adjacent development of Crumlin Road Gaol and Courthouse.

Interpretive tourism signage has been installed on this section of Antrim Road at the junction with Cliftonville Road, as part of Belfast City Council Tourism Visitor Management Plan.

The North Cultural Corridor project is currently being developed and seeks to develop a link between the Library and Cathedral Quarters, Carlisle Circus and Crumlin Road Gaol through workshops, tours, campaigns and branding.

Recently announced, a £1million Heritage Lottery Fund (HLF) project at the 174 Trust will restore the former Duncairn Presbyterian Church and transform it into a Centre for arts, culture and heritage.

Local churches, organisations and agencies operate a range of social, educational and neighbourhood projects that support and strengthen the local community.

Development context

Planned development activity on this section of Antrim Road is shown in the table below. Significant active applications have been highlighted and include a substantial private redevelopment of several shop units at the Cliftonville Rd junction.

Figure 3: Antrim Road planning applications

Antrim Road planning applications 2006-11						
Planning Application Ref No	Submitted	Applicant	Location	Proposal	Decision	Date
Z/2010/1293/A	01-Oct-10	Laurence Anderson	185 Antrim Road Belfast BT15 2GW	Shop sign	Approval	14-Jan-11
Z/2010/0793/F	15-Jun-10	Collinward Pharmacy and Stores	195-205 Antrim Road, Belfast, BT15 2GW	Demolition of existing buildings and the construction of new building to have retail and stores on ground floor with office accommodation at first floor level with 10no apartments at second and third floor level. All with landscaping.	Pending.	
Z/2010/0183/F	18-Feb-10	P & F Amusements	159-167 Antrim Road, Belfast BT15	Change of use from snooker room to bingo hall.	Approval	23-Sep-10
Z/2009/1635/A		Clear Channel N.I. Ltd	227 Antrim Road, Town Parks, Belfast, Northern Ireland, BT15 2GZ	Convert existing 48 sheet billboard to 48 sheet prismatic billboard.	Consent	04-Jan-10
Z/2009/0292/F		MR Des McGranaghan	225 Antrim Road, Belfast, BT15 2G	Change of use from existing estate agents to hot food outlet (Amended plans).	Approval	20-Oct-09
Z/2009/0080/F		MR Ramzy	227 Antrim Road, Belfast	Change of use from coffee shop to hot food cafe	Approval	31-Mar-09
Z/2007/2869/F	28-Nov-07	Prism Properties LTD	230 Antrim Road, Town Parks, Belfast, BT15 2AN	Change of use of building from ground floor office with 2No. Apartments above to 4 No. apartments.(Amended Scheme)	Approval	20-Oct-08
Z/2007/2198/F	10-Sep-07	Colinward Stores Ltd	185 Antrim Road, Town Parks, Belfast, BT15 2GW	Demolition of existing cafe and construction of new cafe on ground floor with 3 no flats at first, second and third floor level.(amended plans)	Approval	15-Aug-08
Z/2007/0962/F	20-Apr-07	Ms U McQuillan	226 Antrim Road, Town Parks, Belfast, BT15 2AN	Change of use from shop and offices to 7 No. apartments including 3-storey extension and	Approval	27-Nov-07

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				alterations to rear.		
Z/2006/2843/F	11-Dec-06	Clanmil Housing Association	Lands adjacent to 216 Antrim Road, at end of Eia Street, Belfast, BT15 2AN	Erection of 2no. 3-storey dwelling houses to Antrim Road.	Approval	21-May-07
Z/2006/2500/A	30-Oct-06	CWS Retail Financial Services	Co-op Food Store, 238 Antrim Road, Belfast, BT15 2AR	Erection of two fascia signs.	Consent	08-Dec-06
Z/2006/2382/A	12-Oct-06	Mr Quinn	161-167 Antrim Road, Town Parks, Belfast, BT15 2GW	Erection of one fascia sign. (Amended Scheme).	Consent	25-Apr-07
Z/2006/1955/LB	21-Aug-06	Katharine Hawthorne	224 Antrim Road, Town Parks, Belfast, BT15 2AN	Change of use from business premises to 7 no. self contained apartments and minor external alterations to the rear.	Consent	10-Apr-08
Z/2006/1879/F	08-Aug-06	Clear Channel NI LTD	Antrim Road 4 M N/W of Atlantic Avenue, Belfast	Erection of bus shelter on public footpath.	Approval	22-Sep-06
Z/2006/1685/F	10-Jul-06	K Hawthorne	224 Antrim Road, Town Parks, Belfast, BT15 2AN	Change of use from existing shop and offices to seven apartments with associated external alterations.	Approval	10-Apr-08
Z/2006/1539/F	26-Jun-06	Ms U McQuillan	226 Antrim Road, Town Parks, Belfast, Northern Ireland, BT15 2AN	Change of use from shop and offices to 6 no. apartments including extension to rear and alterations.	Approval	24-Oct-06
Z/2006/1356/F	09-Jun-06	Mr P Quinn	161-167 Antrim Road, BT15	Change of use of existing retail unit to snooker hall.	Approval	07-Aug-06
Z/2006/0428/F	27-Feb-06	Mr B McMaster	236 Antrim Road, Town Parks, Belfast, BT15 2AN	Change of use of vacant 2nd floor to additional dentist surgery and provision of disabled access ramp to main entrance.	Approval	07-Aug-06
Z/2005/2648/F	14-Dec-05	NMC Developments	162-172 Antrim Road, Town Parks, Belfast, BT15 5AA	Demolition of 172 Antrim Road for new build construction of ground floor retail, bin store, parking and apartment entrance to 4 No. floors with 4 apartments per floor (16 in total) and associated site works	Approval	10-Oct-06

Consultation

As agreed by Council, following formal approval initial consultation took place with elected members, statutory partners, other key community representatives and relevant internal services.

Consultation with elected members for whom the areas have a particular importance took place in May/June 2011. Members were given an overview of the programme, details of the budget and timeframe and a proposed process for developing a list of potential projects. Members were in agreement that there is a need for improvement

works in this area, and there was satisfaction with the proposed process as discussed. The area itself was examined and key issues and sites were identified.

Internal discussions with other Council services are ongoing and are being facilitated through the Strategic Neighbourhood Action Programme (SNAP) team within Council. An internal working group has been set up which includes officers from a range of Council departments aimed to bolster the work proposed and maximise the impact of the Renewing the Routes Programme on Antrim Road. The departments and services represented on the group include Health and Environmental Services, Parks and Leisure Services, Cleansing Services, Community Services, Tourism, Culture and Arts Unit, Community Safety Unit, Economic Development Unit, SNAP and Planning and Transport Unit. Types of activity emerging from these early discussions are centred on support for the emerging traders group, links with the Waterworks, community clean up campaigns, encouraging new business, support and advice for traders, improving the appearance of the road through planting, a community led art project, working with ethnic minorities and young people, parking and traffic enforcement, community safety enforcement i.e. regarding on-street drinking and ongoing support and advice to community groups.

Consultation with other community representatives and statutory agencies took place in June/July 2011. Groups, agencies and individuals were given an overview of the programme, details of the budget and timeframe. There was agreement that there is a need for improvement works in this area. Any parallel or complementary activity or potential for joint working was discussed and key issues and sites were highlighted.

Key messages

The following key messages relevant to physical regeneration have emerged from the consultation.

- Scheme much needed in the area
- Support for independent traders including commercial improvements
- Make area more attractive
- Strong community support network

- Target the projects to make an impact
- Make the most of heritage buildings
- Public realm enhancements a priority
- Joined up approach from agencies
- Anti-social behaviour - especially on-street drinking, graffiti and noise complaints
- Street cleansing, dumping
- Traffic congestion, parking, potholes
- Over-consultation on regeneration plans

Projects

The Antrim Road short list (Figure 9) outlines the capital programme for delivery under Renewing the Routes 2011/12. The capital projects in this short list and the long list (Figure 10) have emerged from the research and consultation process.

Projects from the long list will come into play as contingencies should short listed projects become unfeasible due to circumstances beyond Council control i.e. varying cost estimates or non-agreement or additional funds become available.

The funding allocations against each project are, at this stage, estimates and should be taken as indicative costs to assist with the further development and refinement of projects.

Following Council consideration, all projects are dependent on final cost estimate and landowner agreement.

Priority capital projects proposed under this Renewing the Routes programme 2011/12 are shown in the short list (figure 4).

Figure 4: Antrim Road short list of capital projects**Antrim Road short list of capital projects**

Area	Project	Indicative cost
NORTH Antrim Road	Commercial improvement programme to target two blocks of shops which would include cosmetic enhancement works to shop façades	£90,000
	Environmental Improvement scheme to enhance the public realm at Atlantic Avenue which could include resurfacing, new crossings, trees and replacement bollards	£35,000
	Heritage improvement to St Ignatius Orthodox Church, (was St James') at the centre point of the area, which may include lighting, railing or planting	£24,000
	Targeted cleansing in a parallel with project works programme to include gum and graffiti removal with local community	£1,000
	Total	£150,000

Projects from the long list will come into play as contingencies should short listed projects become unfeasible due to circumstances beyond Council control i.e. varying cost estimates or non-agreement or additional funds become available.

Figure 5: Antrim Road long list of local regeneration projects**Antrim Road long list of projects**

Area	Project
NORTH Antrim Road	Further commercial improvements which may include cosmetic enhancement works to commercial façades
	Street lighting embellishments or painting to approximately 25 columns, subject to DRD, to define and identify the character of the area and to complement existing traditional style embellishments previously installed at lower Antrim Road on up to the Waterworks
	Improvement to heritage elements at Antrim Road Baptist Church which falls within a designated Area of Townscape Character, which may include lighting, railing or planting
	Wider junction improvements at the strategic Atlantic Ave junction encompassing the pavements at either side of the traffic island, resurfacing, street lights, railings, planting, subject to DRD

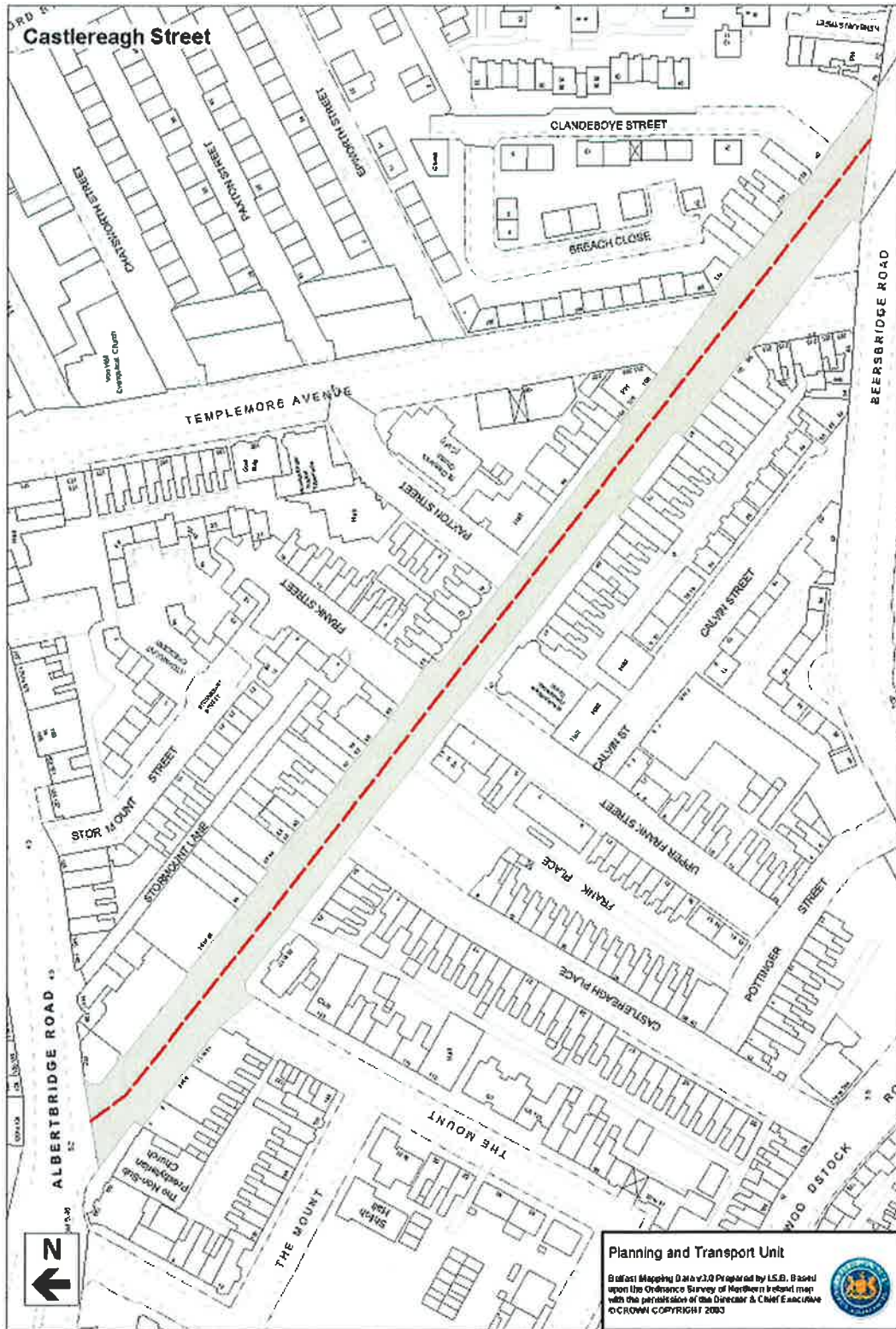
Public realm at the strategic Cliftonville Road junction including resurfacing, emphasised crossings and replacement railings subject to DRD approval

Interpretive tourism signage to highlight points of interest and buildings of local importance, to complement existing signage at Cliftonville Road

2.2 Castlereagh Street

Location

Figure 6: Castlereagh Street location map



Profile

Overview of area covered

As part of the physical survey exercise, each route was broken down into distinguishable nodes measuring approximately 0.5 - 1km to enable a greater insight into the physical needs of each node and to identify pockets of degradation where environmental intervention could be targeted and managed at a local level.

Castlereagh Street runs for 0.4km, stretching from the junction with Albertbridge Road east to the junction with Beersbridge Road, where it then merges into Castlereagh Road.

The area falls within the Inner East Neighbourhood Renewal area.

Description

The area contains an average number of commercial properties on the road frontage. Some of the properties are the result of recent construction and are of good quality; however, other pockets of units could be enhanced through a commercial improvement scheme. Several units are vacant. There are two focal points for commerce, one at lower Castlereagh Street which is mainly specialist services, and a dominant commercial area at the Castlereagh St/Beersbridge Rd/Templemore Ave junction.

The remainder of the road comprises a mix of privately owned and rented residential properties, along with some community and health resources. There are also several private and publically owned gap sites which, while secured, do affect the appearance of the area.

Much of the left hand side of the road leaving the city centre falls within the designated BMAP Area of Townscape Character of Templemore Avenue. Key features of this area include:

“the Victorian and Edwardian landmark buildings...the corner pub...the large brick buildings, which feature elaborate and impressive design and detailing,

around the Albert Bridge Road junction and along the frontages; and...the grand terraces along the north-eastern side of Castlereagh Street.”

BMAP Designation BT 074 Area of Townscape Character Templemore Avenue

Additional development policies apply to any proposals within these areas. The properties within this area are a mix of commercial units and bay fronted residential properties.

The road itself is well used by traffic travelling to and from the city from east Belfast and Castlereagh. There are good public transport links through the bus network and Castlereagh Road is one of 13 designated Quality Bus Corridors under BMAP 2015. It is also designated as an area of parking restraint. Formal pedestrian crossings are at either end of the street only.

There are several church buildings, one of which is listed, offering scope for potential heritage projects. The public realm in the area is of excellent quality as a result of recent regeneration activity, with paving and street trees.

The surrounding area of east Belfast contains several physical interface structures and flashpoints. Consideration must be given to the geographical nature of this and the programme will be developed along Safer by Design guidelines, liaising closely with the Castlereagh Street community, our colleagues in Community Safety and Good Relations.

Statistics see overleaf

Castlereagh Street Renewing the Routes area (The Mount ward)

Summary Profile



Headline statistics

- According to 2008 estimates, the Mount ward has a population of 4,633, which constitutes approximately 1.7% of the city's population.
- The Mount has a high proportion of young working age people (38.9%) which is comparable to the rest of the city (36.7%).
- Based on figures from the 2010 Multiple Deprivation Measure, all but two of the seven domains are considered to be in the top 10% most deprived in Northern Ireland. Proximity to services and employment are the only two that don't rank 568 and 58 respectively in Northern Ireland.
- Less than one quarter of school leavers (22.6%) in the Mount ward are achieving GCSE A* to C grades. This is significantly lower than the Belfast rate (64.7%).
- The rate of claimants for the area was 8.9% in 2009/10. Of these people a further 23.9% were termed long-term unemployed. The equivalent figures for Belfast were 6.6% and 22.8% respectively.
- The median age at which residents are dying in the Mount was 75 years in 2008, which is lower than the Belfast value (78 years).

Priority Issues

- Poor educational attainment in certain areas;
- Low numbers entering higher education
- Prevalence of high levels of unemployment;
- High numbers of young working age adults.

Statistical overview

Population & Health

- According to 2008 estimates, the area has a population of 4,633, which is 1.7% of the entire city's population. The population has increased by 8.1% since the 2001 census figures.
- 38.9% of the area's population is comprised of young working aged adults.
- 19.8% are children (under 15).

Crime

- In 2009, there were 653 incidents of crime recorded in the area. 37.1% were recorded as violent crimes. This is much higher than the equivalent figure for Belfast of 18.4%.
- In terms of incidences of anti-social behaviour there were 554 recorded in

2009/10 (12.0%). The rate for Belfast as a whole was 7.6%.

Economic opportunity

- Less than one quarter of school leavers in 2009 (22.6%) achieved GCSE A* to C grades (or equivalent), which is significantly lower than the Belfast rate (64.7%).
- The number of students enrolling at either a Higher or Further Education College is 43.4% of all school leavers. In Belfast, as a whole, the figure is 65.4%.

Housing & environment

- In 2010, there were 175 vacant domestic properties in the Mount ward, which is about 6.1% of the total stock for the area. In Belfast there are approximately 6,185 (4.8%).

Transport

- In the Mount, there are more than one tenth (14.2%) of cars registered to disabled drivers or for transporting disabled people in 2009, which is slightly higher than the Belfast rate (11.8%).

Developed by:

SNAP Unit
Development Department
Belfast City Council
Cecil Ward Building
4-10 Linenhall Street
Belfast
BT2 8BP

Complementary activity

The Inner East Regeneration Framework contains a detailed examination of the area as a whole and identifies 26 core regeneration areas, including:

- Connswater Community Greenway - a linear park linking the Lough with the Castlereagh Hills. This will provide valuable cycle and pedestrian linkages.
- Templemore Avenue - redevelopment of civic qualities including the old school the library, baths and hospital site
- Titanic Quarter - development of the Titanic Signature Project is continuing and includes commercial and residential developments, Titanic Belfast, the Titanic Story, public realm improvements
- Development of the East Belfast brand
- Community cohesion
- Local retail at commercial hubs

Key priorities for the Inner East Neighbourhood Action Plan include the Titanic Quarter road infrastructure linkages of Queens Quay, Short Strand, Templemore Avenue and Dee Street along with enhanced city centre linkages. Other priority projects are Civic Provision (Templemore Avenue), the Heart of East Belfast (Holywood Arches) and The High Streets (Newtownards Road and Albertbridge Roads).

The Newtownards Road 2012 project (NRd2012) has identified thirty individual sites where action is required and secured support for a LOTS scheme (Living over the Shops). An £1m environmental improvement scheme provides a range of improvements to the public realm and road improvements and links into public realm works on Castlereagh Street.

The Department for Social Development (DSD) owns several development sites in this area of Castlereagh Street, which are unlikely to be redeveloped within the period of this Renewing the Routes plan:

- o 2-10 Castlereagh Street – site currently being packaged
- o 16-24 Castlereagh Street – site currently being packaged

- 130-138 Castlereagh Street – draft development brief stage

DRD Roads Service has identified Castlereagh Street as a location for a resurfacing scheme but delivery is not anticipated in this financial year.

NIHE has no development plans on the road frontage of Castlereagh Street as the majority of their property is off the main route; however the Inner East Local Area Network carries out, among other projects, hanging baskets projects in the area.

Tourism is a key area of development for east Belfast and interpretive tourism signage has been installed at the beginning of Castlereagh Street at the junction with Albertbridge Road, as part of Belfast City Council Tourism Visitor Management Plan.

Several local churches and charitable organisations operate a range of social, educational and neighbourhood projects that support and strengthen the local community.

Development context

This table shows details of the relevant planning applications for the last five years. A small number of development plans are in the pipeline for this area in the coming years. Significant active applications have been highlighted.

Figure 7: Castlereagh Street planning applications

Castlereagh Street planning applications 2006-11						
Planning Application Ref No	Submitted	Applicant	Location	Proposal	Decision	Date
Z/2010/1025/F	06-Aug-10	Open Door H.A (in association with Helm H.A)	41-45 Castlereagh Street and 1 Frank Place Belfast BT5 4HN	Residential development of 8 No 2 bed apartments and associated site and landscaping works.	Approval	11-Mar-11
Z/2008/1497/F		Matthews	126 Castlereagh Street, Belfast, BT05 4NL	Alteration to ground floor office unit and change of use of three upper floors from offices to create 3no. self contained flats.	Approval	27-May-09
Z/2007/2411/F	03-Oct-07	Clear Channel NI Ltd	In front of St Clements Hall, Castlereagh Street, Belfast, BT5 4NJ	Erection of bus shelter on public footpath	Approval	10-Dec-07
Z/2007/2140/F	31-Aug-07	Mr K Mathews	116 Castlereagh Street, Ballymacarret, Belfast, BT05 4NL	Construction of 1 no. retail unit on the ground floor with 3 self contained apartments on the upper floors.	Approval	27-Mar-08

Renewing the Routes Programme 2011/12

Z/2007/1752/F	17-Jul-07	Chong Tuan Ng	5 Castlereagh Street, Ballymacarret, Belfast, Northern Ireland, BT05 4NE	Proposed dormer window to front. (Amendment to Z/2006/2078/F)	Approval	09-Oct-07
Z/2007/1080/A	03-May-07	William Hill Organisation Ltd	93-95 Castlereagh Street, Ballymacarret, Belfast, Northern Ireland, BT05 4NF	Shop front sign and projecting sign.	Consent	25-Jun-07
Z/2007/0984/F	25-Apr-07	Mr J McMullen	12-14 Castlereagh Street, Ballymacarret, Belfast, BT05 4NE	Erection of two and a half storey building for use as retail showroom and offices	Approval	20-Aug-07
Z/2007/0757/F	26-Mar-07	Willstan Ltd	93-95 Castlereagh Street, Ballymacarret, Belfast, BT05 4NF	Proposed shop front alterations	Approval	11-Jun-07
Z/2007/0174/O		MR Kenneth Matthews	81-89 Castlereagh Street, Belfast, BT05	Demolition of existing buildings and construction of 5 No. retail units on the ground floor with 15 No. apartments over.	Approval	06-May-09
Z/2006/2143/F	18-Sep-06	Mr M Colton	62 Castlereagh Street, Ballymacarret, Belfast, Northern Ireland, BT05 4NJ	Conversion of shop/office on ground floor and flat on upper floors to 2 no. self contained apartments with front bay window and rear dormer	Approval	13-Feb-07
Z/2006/2078/F	06-Sep-06	Chong Tuan Ng	5 Castlereagh Street, Ballymacarret, Belfast, BT05 4NE	Erection of 2nd floor rear extension to dwelling with balcony and dormers to front and rear.	Approval	26-Mar-07
Z/2006/1973/F	24-Aug-06	AB Construction	67-69 Castlereagh Street, Ballymacarret, Belfast, BT05 4NF	Demolition of existing and replacement building containing 6no. 1 bed apartments.	Approval	14-Dec-07

Consultation

As agreed by Council, following formal approval initial consultation took place with elected members, statutory partners, other key community representatives and relevant internal services.

Consultation with elected members for whom the areas have a particular importance took place in May/June 2011. Members were given an overview of the programme, details of the budget and timeframe and a proposed process for developing a list of potential projects. Members were in agreement that there is a need for improvement works in this area, and there was satisfaction with the proposed process as discussed. The area itself was examined and key issues and sites were identified.

Internal discussions with other Council services are ongoing and are being facilitated through the Strategic Neighbourhood Action Programme (SNAP) team within Council. An internal working group has been set up which includes officers from a range of Council departments aimed to bolster the work proposed and maximise the impact of the Renewing the Routes Programme on Castlereagh Street. The

departments and services represented on the group include Health and Environmental Services, Parks and Leisure Services, Cleansing Services, Community Services, Tourism, Culture and Arts Unit, Community Safety Unit, Economic Development Unit, SNAP and Planning and Transport Unit. Types of activity emerging from these early discussions are centred on community safety and good relations, community clean up campaigns and ongoing support and advice to community groups.

Consultation with other community representatives and statutory agencies took place in June/July 2011. Groups, agencies and individuals were given an overview of the programme, details of the budget and timeframe. There was agreement that there is a need for improvement works in this area. Any parallel or complementary activity or potential for joint working was discussed and key issues and sites were highlighted. Types of activity emerging from these early discussions are centred on community safety, 'grow your own' community planting projects, community clean up campaigns, and addressing appearance of temporary gap sites.

Consultation with community groups, agencies and council colleagues is ongoing and will continue as the capital projects develop, seeking ways to work together to increase the impact of the scheme.

Key messages

The following key messages relevant to physical regeneration have emerged from the consultation.

- Scheme much needed in the area
- The area is very dark and uninviting
- Commercial and residential improvements high as a priority
- Strong community support network
- Supporting residents to improve their environment
- Support for independent traders
- Make area more attractive and clean
- Target the projects to make an impact
- Make the most of heritage buildings
- Joined up approach from agencies

- Anti-social behaviour and interface issues

Projects

The capital projects in the long list below have emerged from the consultation, with priority capital projects proposed under this Renewing the Routes programme 2011/12 are shown in the short list.

Projects from the long list will come into play as contingencies should short listed projects become unfeasible due to circumstances beyond Council control i.e. varying cost estimates or non-agreement or additional funds become available. The funding allocations against each project are, at this stage, estimates and should be taken as indicative costs to assist with the further development and refinement of projects. Following Council consideration, all projects are dependent on final cost estimate and landowner agreement.

Priority capital projects proposed under this Renewing the Routes programme 2011/12 are shown in figure 8.

Figure 8: Castlereagh Street short list of capital projects

Castlereagh Street short list of capital projects

Area	Project	Indicative cost
EAST Castlereagh Street	Commercial improvement scheme to target properties which could include new signage, lighting and painting	£50,000
	Commercial scheme to a further commercial properties along Castlereagh Street	£40,000
	Environmental improvements to residential area in Castlereagh Street	£20,000
	Packaged lighting, railing and planting projects to Mountpottinger Presbyterian Churches	£39,000
	Targeted cleansing in a parallel with project works programme to include gum and graffiti removal with local community	£1,000
	Total	£150,000

Projects from the long list will come into play as contingencies should short listed projects become unfeasible due to circumstances beyond Council control i.e. varying cost estimates or non-agreement or additional funds become available.

Figure 9: Castlereagh Street long list of capital projects

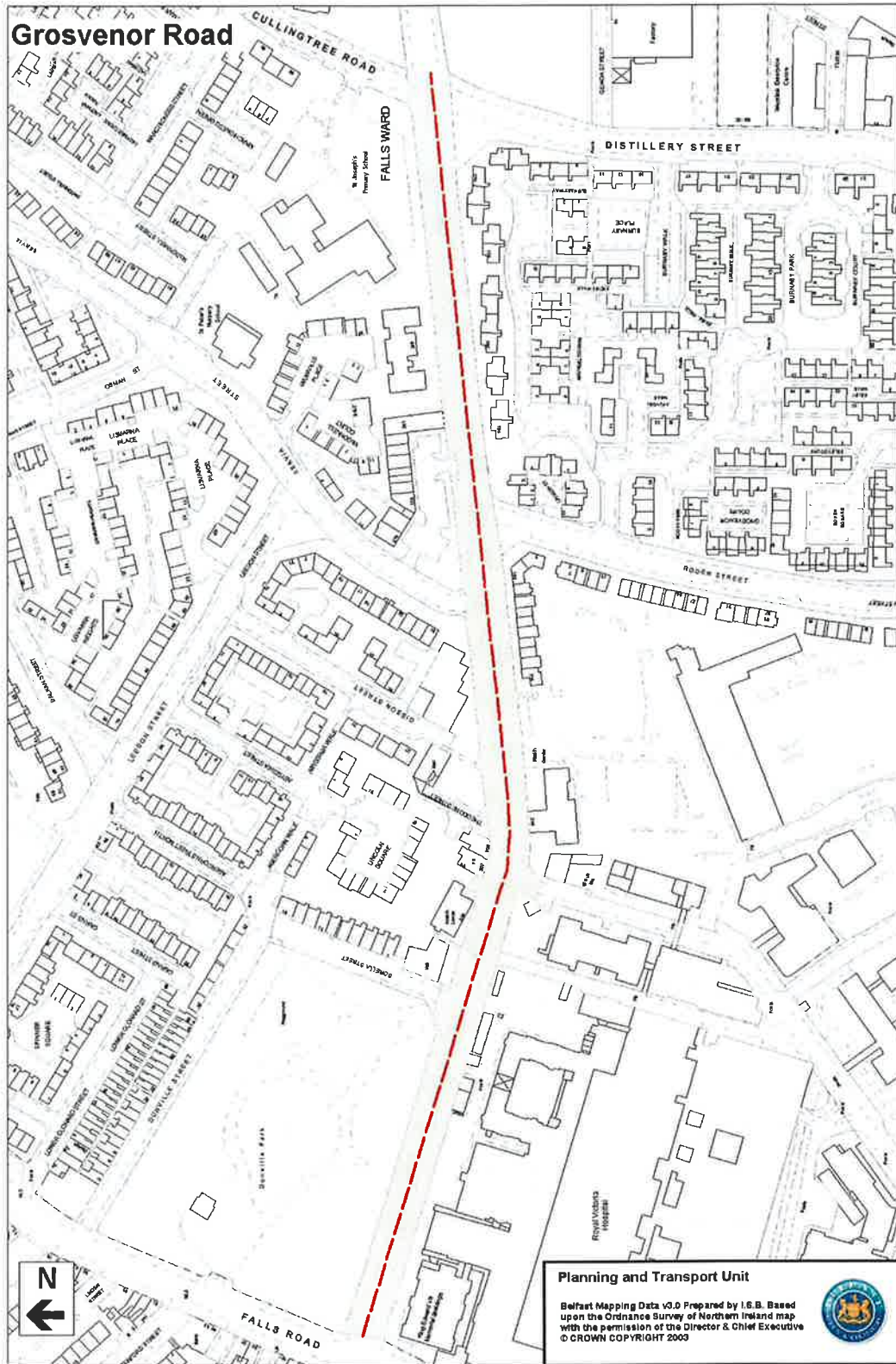
Castlereagh Street long list of capital projects

Area	Project
EAST Castlereagh Street	Lighting, railing or planting project to St Clements Parochial Hall
	Targeted improvements at the prominent Oasis Café and Centre to promote passing trade and vibrancy as a gateway feature
	Column and lamp embellishments or painting to street lights, approximately 16 columns, subject to DRD, to define and identify the character of the area and to complement existing traditional style embellishments previously installed at Templemore Avenue
	Temporary 'virtual shops' project – adding a high-quality graphic design to give the illusion of a real shops, including a group of vacant shop units in DSD ownership
	Temporary environmental scheme to improve the appearance of two vacant gap sites in partnership with DSD

2.3 Grosvenor Road

Location

Figure 10: Grosvenor Road location map



Overview of area covered

As part of the physical survey exercise, each route was broken down into distinguishable nodes measuring 0.5 - 1km to enable a greater insight into the physical needs of each node and to identify pockets of degradation where environmental intervention could be targeted and managed at a local level.

Grosvenor Road measures approximately 0.8km in length, running from Westlink to the Grosvenor Road junction with Falls Road and Springfield Road.

Grosvenor Road falls into the Greater Falls Neighbourhood Renewal Area.

Description of area

The area lies in close proximity to the city centre and is within easy access of M1 motorway via the Westlink which intersects the Grosvenor Road. The construction of the new Westlink underpass in 2009 aimed to reduce traffic congestion and to accommodate increasing traffic. As a result of these physical and infrastructural improvements, the new bridge on Grosvenor Road can be seen to separate the city centre and large scale commercial businesses, with the Grosvenor Road residential area containing a small cluster of local shops servicing a large residential housing stock. This residential area forms the basis of this plan.

The Grosvenor Road (from Westlink to Falls Road and Springfield Road junction) has three main access points, one from the city centre, one from the Westlink and the other from the greater West Belfast area. The road is dominated by health facilities including Royal Victoria Hospital, two health centres and St Joseph's Centre for Deaf People. The Royal Victoria Hospital dominates a large section of the road at its junction with the Falls Road. The Northern Ireland Environmental Agency (NIEA) has designated the hospital's King Edward VII building, the hospitals perimeter wall, gates and lodges on Grosvenor Road as a category B1 listing.

Dunville Park lies opposite the Royal Victoria Hospital. The park's fountain, a gift to the city in 1889, has been designated category B status by NIEA. Belfast City Council has imminent development plans for Dunville Park.

Roden Street Community Development Group manages and leases the Grosvenor Community Centre from Belfast City Council. The centre offers state of the art third generation playing fields and hosts a range of sporting and leisure activities.

Recently built residential houses dominate the road. There is a parade of shops at the mid way point on Grosvenor Road offering a range of retail services including a beauticians, newsagents, fish and chip shop, ice cream parlour, dentist, bookmakers, a butchers and bakery. This complex forms an important point of community interaction on the road. BRO carried out a quality public realm scheme outside the shops in 2009. This work included the formalisation of car parking, tree planting and high quality streetscape (granite kerbing and paving).

Other notable buildings include St Michael Dwyer's Gaelic Athletic Club has had recent development works and beside it the Lower Falls Social and Recreation Club is situated.

The road has street trees and adequate bin provision.

Under Belfast Metropolitan Area Plan (BMAP) outline an area of townscape character around the Royal Victoria Hospital site, two areas of open space at Dunville Park and Grosvenor Recreation and Community Centre, a shopping/commercial hub and an existing area of employment just off the Grosvenor Road at the Westlink Enterprise Centre on Distillery Street.

Transport and movement

The Grosvenor Road is a busy thoroughfare for traffic travelling between the city centre and the west of the city. The road is a clearway on both sides from 08.00am to 09.30am and from 4.30pm to 6.00pm, Monday to Friday inclusive.

There is significant traffic congestion on the road particularly around the main junction of the Westlink intersection and the Falls Road/Springfield Road junction. On one side of the road there is bay parking outside the residential properties fronting onto the road.

Translink operate a metro service along Grosvenor Road as far as Glencolin on Glen Road. This has been designated as one of the twelve quality bus corridors (QBCs) established across the city.

Statistics see overleaf

Grosvenor Road Renewing the Routes area (The Falls ward)

Summary Profile



Headline statistics

- According to 2008 estimates, the Falls ward has a population of 4,979, which constitutes approximately 1.9% of the city's population.
- The Falls has a high proportion of young working age people (37.2%) which is comparable to the rest of the city (36.7%).
- Based on figures from the 2010 Multiple Deprivation Measure, all but one of the seven domains are considered to be in the top 10% most deprived in Northern Ireland. Proximity to services is the only one that doesn't and ranks 577 in Northern Ireland.
- One third of school leavers (33.8%) in the Falls ward are achieving GCSE A* to C grades. This is significantly lower than the Belfast rate (64.7%).
- The rate of claimants for the area was 12.1% in 2009/10. Of these people a further 25.3% were termed long-term unemployed. The equivalent figures for Belfast were 6.6% and 22.8% respectively.
- The median age at which residents are dying in the Falls was 72 years in 2008, which is lower than the Belfast value (78 years).

Priority Issues

- Poor educational attainment in certain areas;
- Second most deprived ward in Northern Ireland
- Prevalence of high levels of unemployment;
- High numbers of young working age adults.

Statistical overview

Population & Health

- According to 2008 estimates, the area has a population of 4,979, which is 1.9% of the entire city's population. The population has decreased by 1.4% since the 2001 census figures.
- 37.2% of the area's population is comprised of young working aged adults.
- 23.4% are children (under 18).

Crime

- In 2009, there were 2,429 incidents of crime recorded in the area. 52.1% were recorded as theft offences. This is much higher than the equivalent figure for Belfast of 28.0%.
- In terms of incidences of anti-social behaviour there were 916 recorded in

2009/10 (18.4%). The rate for Belfast as a whole was 7.6%.

Economic opportunity

- One third of school leavers in 2009 (33.8%) achieved GCSE A* to C grades (or equivalent), which is significantly lower than the Belfast rate (64.7%).
- The number of students enrolling at either a Higher or Further Education College is 39.0% of all school leavers. In Belfast, as a whole, the figure is 65.4%.

Housing & environment

- In 2010, there were 60 vacant domestic properties in the Falls ward, which is about 2.4% of the total stock for the area. In Belfast there are approximately 6,185 (4.8%).

Transport

- In the Falls, there are almost two thirds (29.8%) of cars registered to disabled drivers or for transporting disabled people in 2009, which is significantly higher than the Belfast rate (11.8%).

Developed by:

SNAP Unit
Development Department
Belfast City Council
Cecil Ward Building
4-10 Linenhall Street
Belfast
BT2 8BP

Complementary activity

Grosvenor Road falls into the Greater Falls Neighbourhood Renewal Area. The Grosvenor Road has a coherent community focus with Roden Street Community Development Group under the umbrella Greater Falls Neighbourhood Partnership being the main group on the road who manage and lease the Grosvenor Road Community and Recreation Centre. Immaculata Football Club uses the third generation football pitch at the recreation centre as their home grounds.

The Strategic Regeneration Framework (SRF) proposes public realm and landmark developments at Grosvenor Road as a gateway location for the North-West Quarter. Alongside this, the SRF suggest progression of the Grosvenor Road leisure facilities. Dunville Park has also been highlighted for proposed environmental protection and enhancements.

The Department of Regional Development (DRD) has identified the Grosvenor Road as a Quality Walking Route (QWR) and has proposed the upgrade of the zebra crossing at the Royal Victoria Hospital and Dunville Park.

The area is close to the hub of the Gaeltacht Quarter. The Gaeltacht Quarter Strategy has a set of five priorities to be delivered over a five year period. These include delivery of a capital development programme, streetscape improvements, Irish language and culture development, investment and business development, and marketing and tourism development.

Northern Ireland Housing Executive has no current proposals for Grosvenor Road however there may be scope for integration and complementary involvement on some projects.

Belfast City Council Parks and Leisure Department in conjunction with BRO have capital works proposals for refurbishment and redevelopment of Dunville Park. Site works are due to commence late 2011 and early 2012.

In 2009, BRO have completed a streetscape improvement scheme to the group of shops on Grosvenor Road. This work included upgrade of the kerbing, footpaths,

tree planting, soft landscaping and formalisation of the car park. Cosmetic improvement works to the railings and boundary of St Joseph's Primary School was also carried out as part of the project. In 2010, the Renewing the Routes Programme completed a targeted environmental physical regeneration programme on Falls Road as part of the Office of First Minister and Deputy First Minister's (OFMDFM) Integrated Development Fund (IDF). Projects were solely concentrated on Falls Road/Springfield Road/Andersonstown Road arterial route.

Development Context

This table shows details of the relevant planning applications. A small number of development plans are in the pipeline for this area in the coming years. Significant active applications have been highlighted.

Figure 11: Grosvenor Road planning applications 2006-2011

Planning Application Ref No	Submitted	Applicant	Location	Proposal	Decision	Date
Z/2011/0207/F	24 Jun 11	Telefonica UK Limited	Existing telecommunications installation rooftop of BT exchange Grosvenor Road Belfast BT12 4GX	Telecommunications development comprising of adding 3no Vodafone AEG Antennas on support poles/frames 3no. RRU's and a demarcation chain	Pending	
Z/2011/0384/F	29 Mar 11	Vodafone UK Limited	Footpath of Grosvenor Road approximately 60m South West of Junction of Grosvenor Road and Servia Street Belfast BT12 5AD	Telecommunications development comprising of 1No. 14.8m high CU Phosco MK3 streetworks pole with 6No. Vodafone and O2 antennas within shroud 1No. Vulcan equipment cabinet and 1No. Alifabs meter pillar	Pending	
Z/2010/1501/F	08 Nov 10	Cathy Shanks	265 Grosvenor Road Belfast Town Parks BT12 4LL	Change of use from sun bed/beauty salon to hot food takeaway.	Approval	02 Feb 11
Z/2010/1466/F	03 Nov 10	Belfast City Council	Dunville Park Junction of Falls Road and Grosvenor Road Belfast BT13 3RD	Park to be regenerated to include a new synthetic pitch flood lighting and ball stop fencing sports pavilion new play areas conservation and landscaping works.	Pending	
Z/2010/0826/F	30 Jun 10	Royal Victoria Hospital	274 Grosvenor Road Belfast BT12 6BA	Erection of extension to include changing facilities for staff using building.	Approval	01 Oct 10
Z/2008/1939/F		F.L.A.C Enterprises Ltd	307-309 Grosvenor Road BT12 4LP	Demolition of existing public house and erection of a four storey building comprising of 2No.3 bedroom apartments and 4No.2 bedroom apartments.	Approval 01-May-2009	01 May 09

Consultation

As agreed by Council, following formal approval initial consultation took place with elected members, statutory partners, other key community representatives and relevant internal services.

Consultation with elected members for whom the areas have a particular importance took place in May/June 2011. Members were given an overview of the programme, details of the budget and timeframe and a proposed process for developing a list of potential projects. Members were in agreement that there is a need for improvement works in this area, and there was satisfaction with the proposed process as discussed. The area itself was examined and key issues and sites were identified.

Internal discussions with other Council services are ongoing and are being facilitated through the Strategic Neighbourhood Action Programme (SNAP) team within Council. An internal working group has been set up which includes officers from a range of Council departments aimed to bolster the work proposed and maximise the impact of the Renewing the Routes Programme on Sandy Row. The departments and services represented on the group include Health and Environmental Services, Parks and Leisure Services, Cleansing Services, Community Services, Tourism, Culture and Arts Unit, Community Safety Unit, Economic Development Unit, SNAP and Planning and Transport Unit. Types of activity emerging from these early discussions are centred around community safety programmes, diversionary activities, retail master classes, tourism training, community clean up campaigns and ongoing support and advice to community groups.

Consultation with other community representatives and statutory agencies took place in June/July 2011. Groups, agencies and individuals were given an overview of the programme, details of the budget and timeframe. There was agreement that there is a need for improvement works in this area. Any parallel or complementary activity or potential for joint working was discussed and key issues and sites were highlighted.

Consultation with community groups, agencies and council colleagues is ongoing and will continue as the capital projects develop, seeking ways to work together to increase the impact of the scheme.

Key messages

The following key messages relevant to physical regeneration have emerged from the consultation. The key messages from the consultation have indicated:

- Develop a gateway project to Grosvenor Road by aesthetically improving dead and redundant spaces when entering Grosvenor Road from city centre and Westlink access points
- Identify and define the character of the area as a residential area
- Add to the tourism honeypot of West Belfast by incorporating the Grosvenor Road as a place of tourist interest
- A concentrated commercial improvement scheme to complement the streetscape works carried out by BRO in 2009.
- Cleansing schemes
- Improve the appearance of buildings at strategic locations on the road
- Collaborative working within Council and external departments and agencies

Projects

The projects in the long list below have emerged from the consultation, with priority projects shown in the short list.

Projects from the long list will come into play if short listed projects become unfeasible due to circumstances beyond Council control i.e. varying cost estimates or non-agreement.

The funding allocations against each project are, at this stage, estimates and should be taken as indicative costs to assist with the further development and refinement of projects.

Following Council consideration, all projects are dependent on final cost estimate and landowner agreement.

Short Listed Projects

Priority capital projects proposed under this Renewing the Routes programme 2011/12 are shown in short list (figure 12).

Figure 12: Grosvenor Road short listed projects

<u>Area</u>	<u>Project</u>	<u>Indicative Cost</u>
West Belfast: Grosvenor Road	Public realm environmental improvement scheme at Distillery Street which may include planting, trees and hard landscaping to improve the appearance of this site upon which forms part of the gateway to the Grosvenor Road residential area	£65,000
	Commercial Improvement Programme for approximately 12 units for cosmetic enhancements works to shop façade	£30,000
	Streetlighting enhancements to approximately 26 existing columns to define identify the character of the area and to complement traditional style lighting of Falls Road and/or environmental improvement scheme to spaces at Grosvenor Road pitches which may include soft landscaping and reducing/removing existing railings to bring space into leisure use and/or environmental improvement scheme on corner of Cullingtree Road to include soft landscaping, formalisation of path and coordinated design.	£30,000
	Interpretative tourism signage to highlight points of interest and buildings of local importance to complement existing signage on Falls Road	£15,000
	Environmental Improvement Scheme to St Joseph's Centre for Deaf which may include clean down or replacement of existing window grills, lighting, redecorate windows, repair and paint up of façade and potential of community art piece (subject to timeframe)	£9,000
	Targeted cleansing in a parallel with project works programme to include gum and graffiti removal with local community	£1,000
	Total	£150,000

Long Listed Projects

Projects from the long list will come into play as contingencies should short listed projects become unfeasible due to circumstances beyond Council control i.e. varying cost estimates or non-agreement or additional funds become available

Figure 13: Grosvenor Road long listed projects

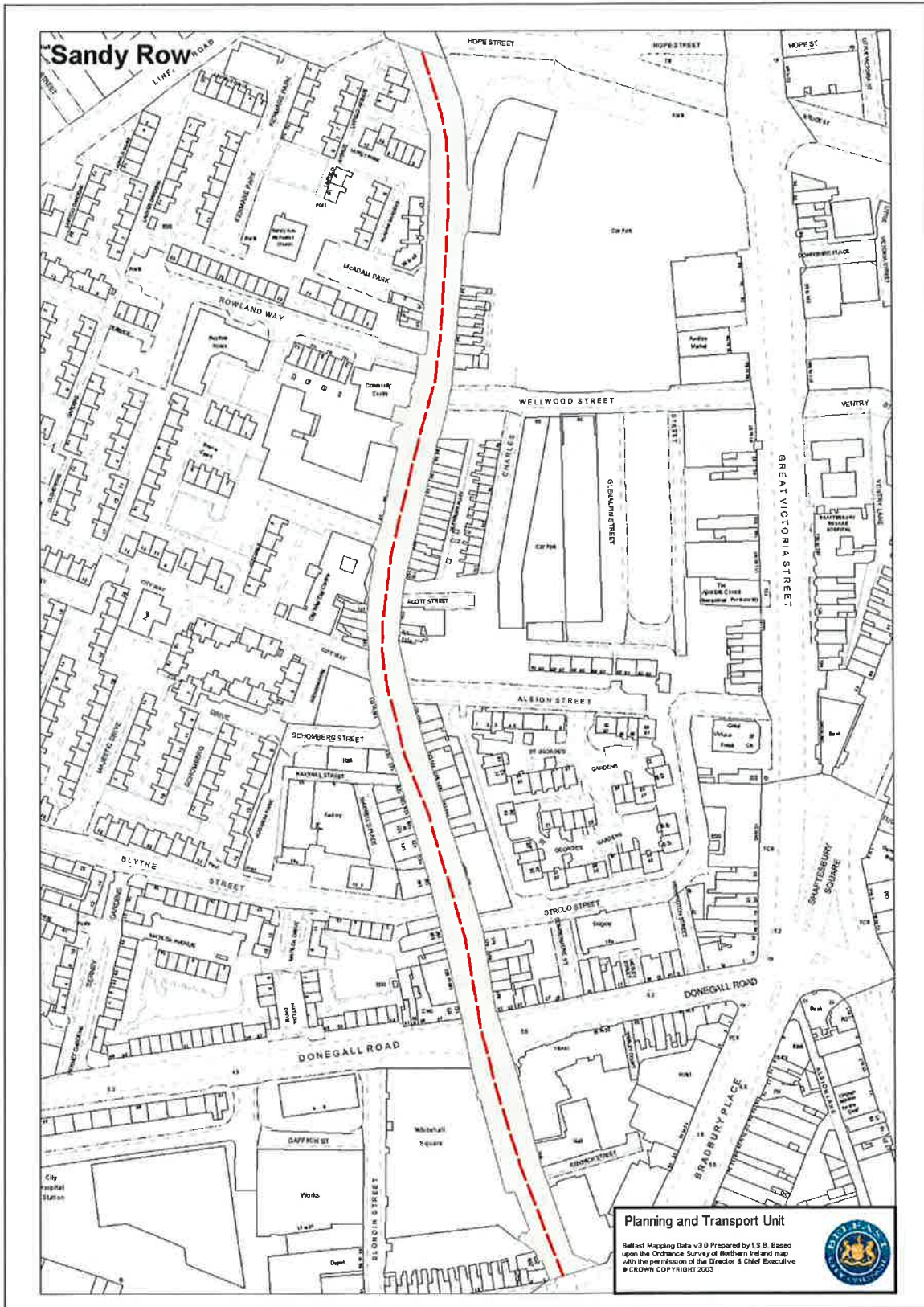
<u>Area</u>	<u>Project</u>
West Belfast – Grosvenor Road	Environmental Improvement Scheme on Corner of Cullingtree Road to include soft landscaping, formalisation of path and coordinated design.
	Environmental enhancement scheme for boundaries to residential properties on Grosvenor Road to include cosmetic enhancement works to façade of houses
	Public realm improvement scheme to the corner of Servia Street to redefine the area, prune back existing vegetation, tree planting and removal/reduction of railing to tie in with improvement work outside Grosvenor Road shops
	Environmental improvement to railings at Grosvenor Road Surgery to include clean down and repaint of railings
	Limited cosmetic improvements to the former Oak Tree Bar to improve its strategic appearance and location on the road
	Work with the surgery to prune back and tidy up vegetation at Dunville Health Centre

2.4 Sandy Row

Area report

Location

Figure 14: Location Map of Sandy Row



Overview of area covered

As part of the physical survey exercise, each route was broken down into distinguishable nodes measuring 0.5 - 1km to enable a greater insight into the physical needs of each node and to identify pockets of degradation where environmental intervention could be targeted and managed at a local level.

Sandy Row measures approximately 0.6km in length, running from the Lisburn Road to Hope Street (see figure 14).

Sandy Row falls within the South West Belfast Neighbourhood Renewal area

Description of area

The area lies within the city centre and is in close proximity to the M1 motorway via the Westlink. The junctions at Donegall Road and Hope Street provide the main vehicular entry points into the City Centre. The junction at the Lisburn Road connects Sandy Row to South Belfast.

Days Hotel is located at mouth of the node at the junction of Hope Street which accommodates tourists and provides a suite of conference facilities for business professionals. Opposite this, relatively new housing stock is situated. On the gable wall of one of these properties the mural 'You are now entering Loyalist Sandy Row' is located.

The road is largely made up with commercial units of which most are rated in poor condition as part of the physical condition survey carried out under the prioritisation process. The main commercial core is centred from Albion Street to Donegall Road. Two further small clusters of shops can be found on the road, these two blocks contain some derelict, dilapidated units and vacant units. The types of commercial activity on the road include electrical stores, takeaways, bakeries, bookmakers, charity shops, footwear shop, embroidery and haberdashery, sewing machine sales and repair shop, chemists and local convenience/newsagents. There are no formal listed historical designations on the road. However, Sandy Row Orange Hall is a prominent building of local historic and cultural importance.

The street is lined with trees accompanied by ornate Gainsborough style street lighting. Street bins are adequately provided on the road.

Under the BMAP zonings the housing stock in the adjacent streets behind Sandy Row has been designated as a 'Protected City Centre Housing Area' to encourage vibrancy in the city centre through a sustainable settlement pattern.

Transport and movement

Sandy Row is a busy thoroughfare for traffic travelling within the city centre and traffic connecting to the designated arterial routes. The road has formalised metered parking on both sides of the street (except at main junctions and traffic lights). At peak hours traffic congestion is be heavier at the junction of the Donegall Road, and at the junction at Lisburn Road.

Statistics see overleaf

Sandy Row Renewing the Routes area (Shaftesbury ward)

Summary Profile



Headline statistics

- According to 2008 estimates, the Shaftesbury ward has a population of 6,320, which constitutes approximately 2.4% of the city's population.
- Shaftesbury has a high proportion of young working age people (41.3%) compared to the rest of the city (36.7%).
- Based on figures from the 2010 Multiple Deprivation Measure, all but one of the domains are considered to be in the top 10% most deprived in Northern Ireland. Proximity to services is the only one that doesn't and ranks 573 in Northern Ireland
- More than one quarter of school leavers (29.6%) in Shaftesbury are achieving GCSE A* to C grades, which is significantly lower than the Belfast rate (64.7%).
- The rate of claimants for the area was 8.2% in 2009/10. Of these people a further 23.4% were termed long-term unemployed. The equivalent figures for Belfast were 6.6% and 22.8% respectively.
- The median age at which residents are dying in Shaftesbury was 74 years in 2008, which is lower than the Belfast value (78 years).

Priority Issues

- Poor educational attainment in certain areas;

- Prevalence of high levels of unemployment.
- High numbers of young working age adults

Statistical overview

Population & Health

- According to 2008 estimates, the area has a population of 6,320, which is 2.4% of the entire city's population. The population has increased by 8.5% since the 2001 census figures.
- 41.3% of the area's population is comprised of young working aged adults.
- 17.2% are aged 65 and over.

Crime

- In 2009, there were 3,946 incidents of crime recorded in the area. 40.1% were recorded as theft. This is much higher than the equivalent figure for Belfast of 28.0%.
- In terms of incidences of anti-social behaviour there were 2,052 recorded in 2009 (32.5%). The rate for Belfast as a whole was 7.6%.

Economic opportunity

- More than one quarter of school leavers in 2009 (29.6%) achieved GCSE A* to C grades (or equivalent), which is significantly lower than the Belfast rate (64.7%).

- The number of students enrolling at either a Higher or Further Education College is 33.3% of all school leavers. In Belfast, as a whole, the figure is 65.4%.

Housing & environment

- In 2010, there were 239 vacant domestic properties in Shaftesbury ward, which is about 6.0% of the total stock for the area. In Belfast there are approximately 6,185 (4.8%).

Transport

- In Shaftesbury, there are less than one tenth (7.3%) of cars registered to disabled drivers or for transporting disabled people in 2009, which is significantly lower than the Belfast rate (11.8%).

Developed by:

SNAP Unit
Development Department
Belfast City Council
Cecil Ward Building
4-10 Linenhall Street
Belfast
BT2 8BP

Complementary activity

Sandy Row falls within the South West Belfast Neighbourhood Renewal area. Sandy Row has a strong community focus which is led by an umbrella organisation, Sandy Row Community Forum (SRCF). SRCF launched its “Sandy Row: 2015 Strategy” and “‘Revitalise’ A neighbourhood Sustainability Plan for Sandy Row” outlining physical and economic regeneration plan. Alongside this, Queen’s University of Belfast architecture students have developed masterplans for the regeneration of Sandy Row and surrounding area.

The Strategic Regeneration Framework (SRF) suggests public realm and movement improvements to Shaftesbury Square area impinging on Bradbury Place at the top of Sandy Row. The suggested works would act as a strategic gateway for the Sandy Row.

The SRF also proposes public realm improvements along the local centres and key nodes to include the Sandy Row. The SRF also recommends developing softer objectives such as developing the independent retail on Sandy Row.

Department of Regional Development have no specific proposals for Sandy Row itself but Roads Service do have long term proposals for what is described as another section of the ‘Inner City Ring Road’, formerly Bankmore Link as part of their Belfast on the Move Initiative. This proposal takes into consideration the road network around the junction of and including Hope Street.

Northern Ireland Housing Executive have worked with the property owners on Sandy Row to encourage the Designation Town Centre Living Initiative Area (DTCLIA) eligible for the ‘Living Over the Shops’ (LOTS) initiative. Due to limited funding the NIHE are only able to process mandatory grant applications such as Disabled Facilities Grants & Repair Grants were Statutory Notices have been served on a private landlord.

The Community Cohesion Unit within NIHE has developed a reimagining community’s project with the Belfast South Community Resources based on Sandy Row. A cocktail of funding has been secured from NIHE and Department of Foreign Affairs.

Additional money to complete the project will be sought from Arts Council 'Reimaging Communities Project'. The project proposals include:

- Reimaging Blythe Street Mural
- Commemorative community garden (located beside Reid's Shoe Shop) remembering the many hundreds of young men who fought in two great wars and world conflicts
- Reimaging of Linfield Road Mural
- Weavers bronze sculpture.

Department of Social Development (DSD) have no current proposals for public realm improvements in Sandy Row. The area forms part of the study area for the planned Shaftesbury Square Masterplan. The aim of the masterplan is to set out a shared vision of the physical development potential of Shaftesbury Square including proposals for catalyst development and improvement of public realm. Shaftesbury Square acts as a major intersection and economic driver which will form the epicentre of the plan. Proposals are also being sought from surrounding communities including Sandy Row which will feed into these proposals.

Development context

This table shows details of the relevant planning applications. A number of development plans are in the pipeline for this area in the coming years. Significant active applications have been highlighted:

Figure 15: Sandy Row planning applications 2006-11

Planning Application Ref No	Submitted	Applicant	Location	Proposal	Decision	Date
Z/2011/0383/F	29 Mar 11	Vodafone UK Limited	Footpath at junction of Albion Street and Sandy Row Belfast BT12 5ET	Telecommunications development comprising of 1No. 13.8m high CU Phosco MK3 Streetworks Pole with 3No. Vodafone antennas within a shroud 1No. Harrier equipment cabinet and 1no. TFL meter pillar	Pending	
Z/2010/1243/F	17 Sept 10	Natalija Lazarevic	149 Sandy Row, Row-Blythe Street Belfast. BT12	Proposed temporary open air car wash and store	Pending	
Z/2010/0645/F	19 May 10	Million King Internation Developments	57-65 Sandy Row, Malone Lower, Belfast. BT12 5EP	Provision of pay and display single level car park	Pending	
Z/2009/0727/F	21 May 09	Helm Housing	126-130 Sandy Row and 39-49 Albion Street, Belfast. BT8 4DL	Erection of residential development consisting of 11No. apartments and 7No.of townhouses	Approval	02 Dec 10
Z/2009/0462/F	03 Apr 09	Property Management Services	78-80 Sandy Row and 22-32 Wellwood Street, Belfast	Proposed single storey retail unit with associated storage.	Approval	02 Feb 11
Z/2008/0853/O	07 Apr 08	Mr C Patterson	105-109 Sandy Row Malone Lower, Belfast.	Erection of a three storey building incorporating 6No. Apartments	Permission Granted	10 Nov 09

			BT12 5EX	and a retail unit on ground floor.		
Z/2008/0038/O	31 Dec 08	Mr R Johnstone	155-157 Sandy Row Belfast	Demolition of existing building and construction of 2No. Retail units and 7No. of apartments	Approval	28 Nov 08
Z/2007/1880/O		Mayville Ltd	The building formerly known as Whitehall Tobacco Works, Linfield Road, Belfast. The site is bounded by Sandy Row, Linfield Road, Sturgeon Street and N.I railways. BT12 5GN	Mixed use development to include apartments, dwellings, offices, church hall and associated roads and car parking.	Approval	22 Jan 10
Z/2007/1129/F	08 May 07	North Down Developments	149-151 Sandy Row, Malone Upper, Belfast. BT12 5ET	Construction of two ground floor retail units and six apartments above	Approval	27 Nov 07

Consultation

As agreed by Council, following formal approval initial consultation took place with elected members, statutory partners, other key community representatives and relevant internal services.

Consultation with elected members for whom the areas have a particular importance took place in May/June 2011. Members were given an overview of the programme, details of the budget and timeframe and a proposed process for developing a list of potential projects. Members were in agreement that there is a need for improvement works in this area, and there was satisfaction with the proposed process as discussed. The area itself was examined and key issues and sites were identified.

Internal discussions with other Council services are ongoing and are being facilitated through the Strategic Neighbourhood Action Programme (SNAP) team within Council. An internal working group has been set up which includes officers from a range of Council departments aimed to bolster the work proposed and maximise the impact of the Renewing the Routes Programme on Sandy Row. The departments and services represented on the group include Health and Environmental Services, Parks and Leisure Services, Cleansing Services, Community Services, Tourism, Culture and Arts Unit, Community Safety Unit, Economic Development Unit, SNAP and Planning and Transport Unit. Types of activity emerging from these early discussions are centred around community safety programmes, diversionary activities, retail master classes, tourism training, community clean up campaigns and ongoing support and advice to community groups.

Consultation with other community representatives and statutory agencies took place in June/July 2011. Groups, agencies and individuals were given an overview of the

programme, details of the budget and timeframe. There was agreement that there is a need for improvement works in this area. Any parallel or complementary activity or potential for joint working was discussed and key issues and sites were highlighted.

Consultation with community groups, agencies and council colleagues is ongoing and will continue as the capital projects develop, seeking ways to work together to increase the impact of the scheme.

Key messages

The following key messages relevant to physical regeneration have emerged from the consultation. The key messages from the consultation have indicated:

- A concentrated commercial improvement programme
- Harness the tourism product in Sandy Row
- Improving important heritage assets
- Involving young people
- Cleansing schemes
- Working with landlords to revitalise derelict properties such as virtual shops initiative
- Collaborative working within Council and external departments and agencies

Projects

The projects in the long list below have emerged from the consultation, with priority projects shown in the short list.

Projects from the long list will come into play if short listed projects become unfeasible due to circumstances beyond Council control i.e. varying cost estimates or non-agreement.

The funding allocations against each project are, at this stage, estimates and should be taken as indicative costs to assist with the further development and refinement of projects.

Following Council consideration, all projects are dependent on final cost estimate and landowner agreement.

Short listed projects

Priority capital projects proposed under this Renewing the Routes programme 2011/12 are shown in short list figure 16.

Figure 16: Sandy Row short listed projects

<u>Area</u>	<u>Project</u>	<u>Indicative Cost</u>
South Belfast Sandy Row	Commercial Improvement Programme targeting 2 – 3 commercial blocks of shops which may include cosmetic enhancement works to shop façades	£121,500
	Environmental Improvement Scheme at Sandy Row Orange Hall to introduce feature lighting.	£10,000
	Partnership with local groups to carry out environmental improvements to encourage youth engagement and ownership	£2,500
	Interpretative tourism signage at Hope Street Junction to highlight local heritage assets and link with existing signage	£15,000
	Targeted cleansing in a parallel with project works programme to include gum and graffiti removal with local community	£1,000
	Total	£150,000

Long listed projects

Projects from the long list will come into play as contingencies should short listed projects become unfeasible due to circumstances beyond Council control i.e. varying cost estimates or non-agreement or additional funds become available.

Figure 17: Sandy Row long listed projects

Area	Project
<p>South Belfast Sandy Row</p>	Addition of directional finger post to Sandy Row on existing Lisburn Road Tourism Sign
	Local information signage at the top and bottom of Sandy Row to highlight main businesses and places of interest.
	Potential directional finger posting for the 'Fairy Thorn Garden' as a product to the Sandy Row tourism portfolio.
	Replacement/reinstatement of bin provision along Sandy Row
	'Virtual Shop Fronts' on vacant/derelict properties which may include a cosmetic upgrade and temporary vinyl wrap images of shops on the existing windows and doors.
	Boundary enhancement at Hope Street junction (Days Hotel) to include opening the entrance on Sandy Row to encourage more footfall on the road.
	Interpretative tourism signage at Sandy Row Orange Hall to highlight points of interest and buildings of local importance to complement existing signage.
	Public realm improvements along Sandy Row to include street furniture, hanging baskets decorative railings and improvements at strategic junctions in particularly Donegall Road junction (subject to DRD approval)
Cosmetic improvements to Sandy Row Methodist Church to include feature lighting and boundary treatment.	

3. Monitoring and evaluation

RENEWING THE ROUTES PROGRAMME 2011/2012		
PROGRAMME AIMS, OBJECTIVES AND METHOD OF MONITORING PROGRESS		
Aim 1 – Improve the appearance		
Objectives	Targets	Method of Monitoring Progress
1.1 Improve the quality of building facades on the road frontage	Approximately 40 properties improved by March 2012.	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report
1.2 Encourage improvement to vacant brownfield sites and remove leftover space and dead frontage	Liaise with owners in tidying up vacant/derelict areas/buildings	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report
1.3 Develop high quality environmental streetscape, furniture and street lighting	Improve the streetscape by carrying out 2 public realm projects by March 2012	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report
1.4 Improve the appearance of historical assets	Carry out improvement scheme to 4 buildings by March 2012	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report
Aim 2 – Make a better place to live		
Objectives	Targets	Method of Monitoring Progress
2.1 Improve the quality of landscaping at strategic locations	Enhanced landscaping and planting at 2 strategic gateway locations by March 2012	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report
2.2 Enhance linkages from the arterial routes into the adjacent streetscape	Carry out 4 community based cleansing projects by March 2012	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report
2.3 Create quality spaces	Undertake 7 environmental improvement schemes to facades at key buildings by March 2012	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report
Aim 3 – Retain economic diversity		
Objectives	Targets	Method of Monitoring Progress
3.1 Encourage an enhanced retail offer	Encourage the retention of the variety in shopping facilities from baseline by March 2012	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report
3.2 Enhance retail experience for shoppers by March 2012	Liaise with Economic Development Unit in offering support to businesses	Baseline; ongoing progress report; participant/project evaluation; final report
3.3 Support the operation and survival of existing businesses along the arterial routes	Reduced number vacant units against baseline by March 2012	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report

Aim 4 - Maintain the function of the local neighbourhood		
Objectives	Targets	Method of Monitoring Progress
Collaborate with private sector and statutory providers to examine the potential for leveraging in further works	Encourage ongoing partnership working with private and statutory providers across all areas.	Ongoing progress report; participant/project evaluation; final report
4.1	Secure private sector contribution from eligible participants of commercial improvement programme	Ongoing progress report; participant/project evaluation; final report
4.2	Create an internal integrated working group for each area and deliver 6 projects with other Council Services.	Ongoing progress report; participant/project evaluation; final report
Aim 5 - Reduce anti social behaviour		
Objectives	Targets	Method of Monitoring Progress
Support measures to improve public safety in neighbourhoods	Deliver programme in line with community safety initiatives.	Baseline survey; final report
5.1	Increase community involvement in decision-making about matters which will affect their environment	Ongoing progress report; participant/project evaluation; final report
5.2		
5.3	Implement 'secure by design' principles	Ongoing progress report; participant/project evaluation; final report
Aim 6 - Encourage more visitors		
Objectives	Targets	Method of Monitoring Progress
Improve the system of tourist and information signage on the road frontage	2 interpretative tourist information signs erected at agreed locations by March 2012	Baseline survey; ongoing progress report; participant/project evaluation; final report
6.1		
6.2	Support measures to improve the tourism product on the arterial routes	Baseline survey; ongoing progress report; participant/project evaluation; final report

