



Belfast City Council

Report to:	Development Committee
Subject:	Glen Road Development Framework
Date:	21 May 2013
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1	Relevant Background Information
1.1	The Development Committee, at their meeting on 26 January 2012 received a presentation and update from the Department for Social Development (DSD) and their consultants on the draft Glen Road Development Framework (also known as Glen 10). A Location Map is enclosed at Appendix 1. Glen 10 is one of the identified partnership projects in the Council's Investment Programme 2012 – 2015. The Council also owns land within the Glen 10 subject area, including land leased to third parties.
1.2	The need to prepare a Development Framework arose from the fact that Glen Road was identified as an area of major development potential in West Belfast and the way that it develops will therefore have an impact locally and at a city wide level. A clear plan for the coordinated development of the area was viewed as providing an opportunity to put in place infrastructure that will connect sites and address local issues and concerns; provide for high quality design and achieve forms of development which are sensitive to the surroundings.

2	Key Issues
2.1	The final Development Framework represents the culmination of almost two years of cross-statutory engagement, public consultation and engagement with the private landowners. Consultation responses showed that the Framework has the broad support of stakeholders.
2.2	The Development Framework is designed to provide an agreed plan for the area

	<p>that leads to its development potential being realised in a co-ordinated way. It is important to note that this is a non statutory document and to be successful requires all stakeholders who will need to voluntarily take account of the principles set out in the document.</p>
2.3	<p>These guiding principles for development seek to address the physical, planning and infrastructure constraints; promote integration of the sites with the surrounding neighbourhoods; seek to optimise the value of the sites and incorporate a transport and infrastructure assessment. The intention is not to constrain development but to influence landowners to develop proposals that will complement the wider development of the area to the benefit of all and maximise the regeneration and social outcomes.</p>
2.4	<p><u>Delivery Executive:</u> A Steering Group and a Reference Group assisted in the preparation of the Development Framework. The Reference Group included statutory interests (inc BCC), landowners and community representatives. Going forward, the Framework is suggesting that this Reference Group could evolve and its role reconstructed as a “Delivery Executive”. This would involve:</p> <ul style="list-style-type: none"> - Working as a forum in which developers and landowners can share early thinking, design and feasibility work in relation to their individual sites with a view to realising the shared infrastructure links, green infrastructure and drainage provisions as set out in the Development Framework; - As a forum in which developers and landowners can informally and positively engage with statutory interests and Government Departments at an early stage in developing proposals identifying opportunities for enhancing proposals and complementing planned public/private investment; - As an early opportunity for the community to help to shape proposals relating to Glen Road and for all interested parties to share progress updates with the community in a structured fashion and at regular intervals throughout the year. As; - An opportunity for the community to flag up any local issues arising from the development and construction process that require addressing. An opportunity to engage a range of statutory interests and Government Departments in this respect; - As a forum in which new funding opportunities and programmes which could assist in the implementation of the Development Framework are identified and secure; and, - Subject to the involvement of an urban design/ architectural professional (on a voluntary basis) within the Delivery Executive, the group could also offer early screening of development proposals against the guidance set out in the Design Compendium with an onus on raising design standards to a consistently high standard across the site.
2.5	<p>Participation in the Delivery Executive would be on a voluntary basis, continuing the collaboration that has been achieved to date. It is recommended that membership of the group might be extended to include urban design/architectural skills and, given the concerns about traffic generation, transport planning skills.</p>
2.6	<p>The majority of land in the Glen Road area is in private ownership. The responsibility for delivery will therefore remain with individual landowners and developers. The quality of proposals will be shaped and informed by the community using tools such as the Design Compendium, evidence provided in</p>

	<p>the Traffic Impact Assessment Report and the overall vision for this Development Framework.</p>
2.7	<p><u>Funding & Delivery Mechanisms:</u> Early in the process of preparing the Development Framework, consideration was given to a range of potential funding and delivery mechanisms which might be used to assist in the delivery of site wide infrastructure. These were then assessed against an appraisal of the costs and values that are capable of being achieved in the Development Framework area. The following delivery mechanisms were considered:</p> <ul style="list-style-type: none"> - Establishment of a special purpose delivery vehicle to co-ordinate delivery; - Public Sector Funding for essential infrastructure and clawback; - Establishment of a dwelling tariff in order to raise the necessary funds for infrastructure improvement; and, - Individual Landowner Delivery arrangements.
2.8	<p>It was felt that the preferred arrangement for delivering joint infrastructure is for each site to contribute its own share of the overall infrastructure specified in the Development Framework. The form of development that is proposed enables road, pedestrian, cyclist, water drainage and landscape infrastructures to be effectively joined up across the entire site and individual development sites within it.</p>
2.9	<p>It is being recommended that landowners and developers bringing forward proposals should look to incorporate features of the Development Framework such as sections of the artery road, the principal landscape routes, SUDS drainage channels and ponds, natural play spaces and public realm in accordance with the guidance provided.</p>
2.10	<p><u>Early Wins:</u> A small number of “early win” projects have been identified which can potentially be delivered cost effectively and within the next two years. They include the following:</p>
2.11	<p><u>Access Improvements which will ease congestion:</u></p> <ul style="list-style-type: none"> - Signalisation of the junction of Glen Road with the Monagh Bypass; - Signalisation of Glen Road Heights; and, - Signalisation of the junction of the Glenmona site and the Monagh Bypass.
2.12	<p><u>Landscape improvements which will enhance the appearance of the area:</u> Early structure planting along the eastern edge of the Glenmona site (bypass edge) to create a high quality landscaped frontage to the site.</p>
2.13	<p><u>Public Realm Improvements to enhance the quality of the pedestrian environment:</u> Early focus on public realm improvements along the Glen Road with potential focus on improving the quality of the local shopping environment in the vicinity of Glen Road/ Bearnagh Drive.</p>
2.14	<p><u>Pre-Construction Preparation to protect resident’s quality of life:</u> The Delivery Executive should give early consideration to the type of measures which developers should build into contractor building contracts. The need for an early focus on this matter is driven by the perceived and actual impacts of recent building projects in the Glen Road on local residents. The Delivery Executive should devise a “charter” of characteristics which developers can use</p>

	<p>in negotiations with contractors, to help inform their choice and to ensure that companies awarded contracts meet the criteria for “considerate contractors”.</p>
2.15	<p><u>One Year Action Plan:</u> The Framework sets a proposed one year action plan. The suggested areas of work include:</p> <ul style="list-style-type: none"> - Agreement on the terms of reference for the Delivery Executive - Investigate, along with BCC, the potential for the area becoming a Community Planning Pilot - Evaluate merits of preparing a statutory planning document to guide development - Produce a “Checklist of Requirements” for developers in relation to the design, access and infrastructure provisions of the Development Framework. - Commission the ‘Early Wins’ - Consider undertaking a full Transport assessment - Investigate requirements for sewer/storm drainage upgrades - Investigate feasibility of a SUDS drainage system - Consider requirement for Strategic Environmental Impact Assessment - Consider requirement to undertake a visual impact assessment - Undertake further engagement with partners
2.16	<p><u>Launch of Development Framework:</u> DSD are proposing to launch the Development Framework at an event on Wednesday 5 June 2013 at 10.30am in the Glenowen Inn. It is proposed to invite ministers, locally elected representatives, landowners and statutory bodies.</p>

3	Resource Implications
3.1	<p><u>Finance</u> None at this time. The Council is landowner of land within the subject area and is currently in negotiations with a social housing provider to purchase land. Separate reports have been brought to the Strategic Policy & Resources Committee on this.</p>
3.2	<p><u>Human Resources</u> Staff Resource involved as a result of representation on the Delivery Executive and in relation to the management and negotiation in respect of Council land in the subject area.</p>
3.3	<p><u>Asset & Other Implications</u> The Council owns land in the subject area and the Development Framework should provide a sustainable framework for investment that optimises value and maximises the social and regenerative benefits of the wider area.</p>

4	Equality and Good Relations Considerations
4.1	An Equality Impact Assessment was undertaken by DSD.

5	Recommendations
5.1	Members are asked to note the update on the Glen Road Development Framework, including the proposed Action Plan, and to further note the

	proposed launch by DSD on 5 June 2013.
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6	Decision Tracking
There is no decision tracking attached to this report.	

7	Key to Abbreviations
DSD – Department for Social Development	

8	Documents Attached
Appendix 1 – Location Map	