

A stylized illustration of a green hill under a teal sky. On the hill, there is a tall, grey, tapered monument. To the left of the monument, a person is silhouetted against the sky, holding a string that goes up to a small black kite. To the right of the monument, two more people are silhouetted, standing close together. The hill is a solid green color, and the sky is a solid teal color with a few white, fluffy clouds.

# Greenisland

## Development Framework



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## Development Framework

March 2015

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# 1. Purpose & Organisational Structure

## 1.1 Introduction

Carrickfergus Borough Council (CBC) and their funding partner, the Department of Social Development (DSD) appointed URS (now trading as AECOM) in June 2014 to prepare a Development Framework for the settlement of Greenisland. The Development Framework is a non-statutory masterplan and will provide an outline for the promotion, implementation and timing of urban regeneration, physical, social, economic and community development initiatives in the settlement over the next 10-15 years.

The settlement of Greenisland has many physical and natural assets yet there are issues requiring attention. Its situation strikes the balance between being within a 20 minute train journey to Belfast City Centre yet is on the periphery of the Belfast urban area and nestled between the stunning Knockagh Escarpment and Belfast Lough. Despite the advantages that Greenisland has there are considerable challenges that need to be addressed: areas of deprivation, physical and socio-economic severance between the railway and the lack of an identifiable heart. The aim of this study is to identify projects which will ensure the economic and social viability of the settlement for

generations to come.

Normally, urban regeneration, community development and tourism initiatives are developed through a Town Centre Masterplan however considering Greenisland's unique status as a small settlement without an identifiable Town Centre or core, a Development Framework approach was selected as the appropriate means of exploring the regeneration potential of the area and identifying a core.

## 1.2 Project Structure and Team

The project commenced in June 2014 and the final report was presented on 2nd February 2015. The project has been overseen by the Greenisland Regeneration Steering Group (GRSG). It consisted of the following representatives:

- The Mayor
- Elected members
- Council officers
- Statutory bodies including DOE Planning, DSD, Transport NI, NI Housing Executive, NI Library Service etc
- Local community representatives
- Consultants from URS.

The GRSG has met on the following occasions throughout the course of the project:

- 24th June 2014
- 21st August 2014
- 29th September 2014
- 17th November 2014
- 20th January 2015

*There were also various operational meetings with Carrickfergus Borough Council and DSD throughout the course of the project.*





The consultancy team comprised the following organisations:

Organisation		Role
URS		Lead consultants, town planning and design
Roderick MacLean Associates		Survey analysis
NEMS		Telephone surveying
Lisbane Consultants		Transport consultants
McConnell Chartered Surveyors		Property consultants



Members of the Greenisland Regeneration Steering Group engaged in discussions during a workshop

# 2. Context

## 2.1 The Study Area - Geographical Context

Greenisland is fortunate to be blessed with a superb geographical setting. The Knockagh Escarpment runs adjacent to the Upper Road and provides a dramatic backdrop to the settlement. The south of Greenisland borders Belfast Lough along the A2 which is part of the Causeway Coastal Route, renowned as one of the most scenic driving routes in Europe. Belfast Lough also provides access to a public beach via "The Gut" at low tide. Landscape wedges separate Greenisland from its neighbouring urban areas (Jordanstown and Carrickfergus) creating enough separation for Greenisland to have a distinctive character and classification in its own right. However the lack of an identifiable centre or heart is a

constraining feature of Greenisland.

The Belfast Metropolitan Area Plan 2015 defines the settlement as:

"Greenisland is a popular residential location due to its attractive setting on the Lough Shore and its proximity to Belfast. It is a dormitory commuter settlement for Belfast, with a focus of local retail activity in the small shopping parade at Glassillan Court complemented by a number of local shops dispersed throughout the settlement."

Strategically, the town is accessed mainly by the A2 which is currently being upgraded. The enhanced A2 will provide excellent vehicular and cycling links to Belfast City Centre and Carrickfergus/Larne. Greenisland Railway Station is situated in the centre of the settlement and is an invaluable public transport asset which provides regular links to Belfast City Centre with journey times of 20 minutes and to Carrickfergus in 9 minutes.



Aerial image of the study area



## 2.2 Historical Context

Although today Greenisland is an extended suburb of Belfast, its origins lie with its ties to Carrickfergus. In the 1600s, the West Division of Carrickfergus was established to allocate lands for agricultural purposes west of the town extending to Greenisland. In the 1800s the area along the Shore Road became a popular destination for wealthy merchants to construct summer lodges and bathing houses. It was around this period when the name Greenisland was introduced, due to a mossy islet being exposed at low tide along this stretch of coastline.

In 1845 the railway line was developed in the area. The Belfast to Ballymena line was diverted via a turntable at Greenisland because of the steep gradient at Whiteabbey. The intersection was initially known as Carrickfergus junction however this was changed to Greenisland in 1893 with the construction of a new station.

The improved transport connections led to the development of modest semi-detached dwellings springing

up around the station. The increase in local population required improved access to facilities and so churches and schools began to open in the area. The 9-hole golf course was originally opened in 1894 and the Knockagh monument was erected in memorial of the people of County Antrim lost during the 1st and 2nd World Wars.

After the wars, Greenisland's population was on the increase due to local employment opportunities at the Courtaulds factory and the ease of travel in general to Belfast and Carrickfergus. The "upper estate" was proposed in response to these needs by the Northern Ireland Housing Trust. Initially, 900 new homes were planned to be built by government funds between 1957 and 1958. In 1963 the large ICI factory in the vicinity was opened and in response to demand the lower estate was then developed.

The area is therefore an unusual mix of historic and 20th century (1921 - see below) built development and with that combination there are also socio-economic differences.



## 2.3 Socio-Economic Context

Greenisland is made up of three wards, Gortalee, Knockagh and Greenisland. Knockagh and Greenisland wards extend further than the extent of the study area for this project (which is the settlement development limits designated by draft Belfast Metropolitan Area Plan), however the 2011 Census data provides a wide range of information and illustrates the contrasting socio economic profile of various areas of Greenisland.

### Multiple Deprivation Measures

The Northern Ireland Multiple Deprivation Measure (NIMDM) 2010 provides information on seven types of deprivation and an overall measure of multiple deprivation for small areas.

Wards are ordered from most deprived to least deprived on each type of deprivation measure and then assigned a rank. The most deprived ward is ranked 1, and as there are 582 wards, the least deprived ward has a rank of 582. The deprivation rankings for the Greenisland wards are given in the table below.



Knockagh Ward Boundary



Greenisland Ward Boundary



Gortalee Ward Boundary

Multiple Deprivation Measure	Gortalee	Knockagh	Greenisland
Multiple Deprivation Measure	152	566	508
Income Deprivation	152	543	486
Employment Deprivation	144	553	491
Health Deprivation and Disability Deprivation	196	543	475
Education Skills and Training Disability	82	569	405
Proximity to Services Deprivation	464	320	370
Crime and Disorder	283	390	326
Living Environment	140	518	464

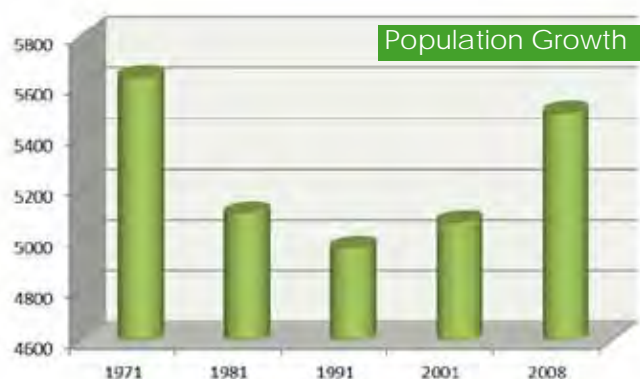


The following key points can be highlighted:

- Significant contrasts between the 3 wards
- Knockagh ward is ranked very highly and as such is almost one of the least deprived areas in Northern Ireland
- In comparison, Gortalee is very low on the multiple deprivation measures indicating that it is one of the most deprived areas in Northern Ireland
- This can be highlighted by the difference in educational performance between the wards, with Gortalee having only 13.29% of people with a degree or higher education qualifications compared to almost 40% for Knockagh.

## 2.4 Population Statistics

Greenisland as a settlement had an estimated population of 5,498 during the 2008 settlement development limit estimate. The population of the settlement is rising from early 1980's, illustrated by the graph below. This rise in population may place increasing need on public service provisions within the settlement and pressure on development lands and sites to provide housing and services to cater for the new residents in the longer term.



## 2.5 Policy Context and Reform of Local Government

### 2.5.1 Planning Policy Context

A comprehensive review of planning policy at a local and strategic level was undertaken as part of the baseline study for Greenisland. The findings of this can be found in the Stage 1 Baseline Report, which is attached as Appendix A in a separate compendium. The following planning documents were analysed:

- **Carrickfergus Area Plan**

The former area plan for Greenisland. It is now superseded by BMAP 2015

- **Belfast Metropolitan Area Plan 2015**

BMAP 2015 is the current statutory local development plan for the settlement of Greenisland.

- **PAC Report on draft BMAP 2015**

The report details the PAC's recommendations to DOE on objections raised during the consultation period – which include those relating to Greenisland.

- **Regional Development Strategy 2035**

The RDS provides an over arching strategic planning framework to facilitate and guide the public and private sectors. It does not redefine other Department's strategies but complements and guides them from a spatial perspective.

- **Living Places Urban Stewardship Design Guide (DOE)**

This design guide aims to raise the standards of place making across NI. The management of our towns and places has previously been addressed separately from the planning and design process. Living Places provides strategic guidance to public and private sector developers.

## 2.5.2 Carrickfergus Borough Council Policy Context

Various documents and policies issued by Carrickfergus Borough Council were reviewed as part of the information gathering stage. The findings of this can be found in the separate compendium of appendices.

- Carrickfergus Town Centre Masterplan
- CBC Sustainable Development Audit and Action Plan
- CBC Play Strategy
- CBC Health and Well Being Strategy and Action Plan
- Whitehead Village Masterplan.

## 2.5.3 Reform of Public Administration

Reform of Public Administration (RPA) is a process that aims to reduce the amount of local councils in Northern Ireland from 26 to 11. The aim is to have stronger and more efficient local councils that deliver a wider range of services such as planning, community planning, economic development and regeneration.

Greenisland will see some major changes due to a review of

administrative boundaries in terms of electoral wards and local council boundaries. The settlement of Greenisland currently consists of 3 electoral wards, Knockagh, Greenisland and Gortalee (these are examined in more detail in the socio-economic profiling chapter). The RPA proposals would see the settlement consist of 2 wards. Knockagh ward is proposed to be abolished and replaced with an extension of Gortalee and Greenisland wards. The Greenisland ward will now extend between the Upper Road and Belfast Lough to the edge of Carrickfergus settlement. Gortalee has claimed land from Greenisland along the Shore Road and also most of the Farm Lodge development north of the railway line under the reform proposals.

Greenisland currently exists within the extent of Carrickfergus Borough Council's jurisdiction. Under the proposed changes, a portion of the settlement to the south east (Hartley Hall development) would be contained within the Antrim and Newtownabbey Council whereas the rest of Greenisland would be within the new Mid and East Antrim Council.



Mid and East Antrim New Ward Boundaries

# 3. Analysis

## 3.1 Introduction

A wide range of information gathering and survey methods have been used as part of the analysis stage of the Greenisland study. The mechanisms have ranged from field surveys through to desktop analysis and telephone surveys. The variety of methods used has enabled us to build a detailed profile of how Greenisland is operating today and assists in informing decisions on future proposals.

## 3.2 Land Use Surveys

A detailed survey of the land uses in Greenisland has been undertaken to gain an understanding of the existing conditions of the settlement. A more detailed version of the land use plan can be found in the separate compendium of appendices. The following observations on land use can be made:

- The majority of land use in Greenisland is for residential purposes.
- It is clearly visible that there are a large proportion of community based land uses present (churches, community buildings, schools, clubs) considering the size of the settlement.
- There is an absence of a clearly defined settlement / commercial core. Retailing is dispersed in small pockets throughout the settlement but low in quantity.
- The Gortalee area (middle estate) has a large proportion of land used as public open space. It is arguable that there is an imbalance of the provision as the area to the north of the railway line has limited open space within its residential areas. In regard to the large development opportunity sites identified for housing, many have witnessed a commencement of development.

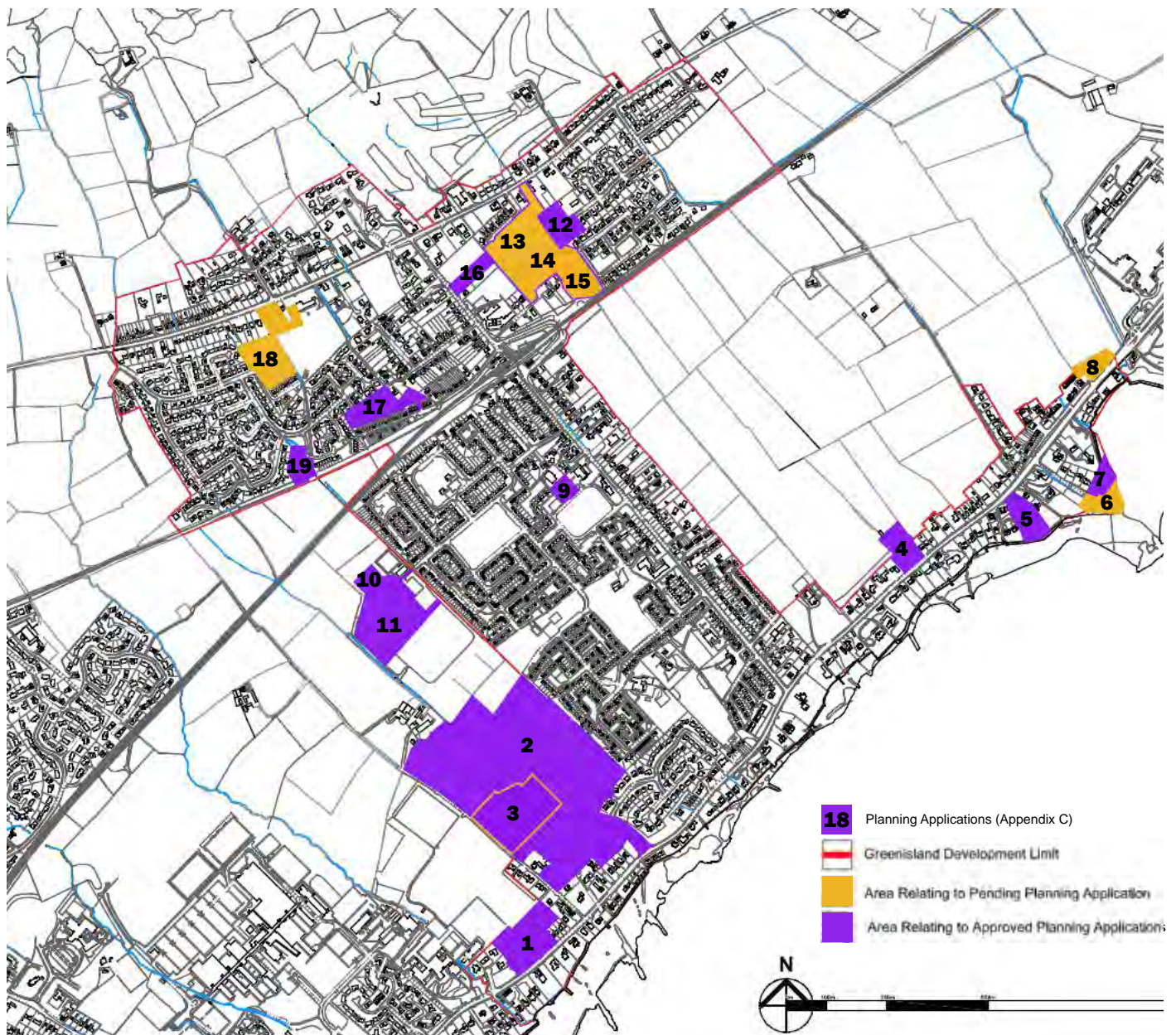




### 3.3 Significant Planning Approvals

A detailed review of relevant planning decisions has been undertaken. The map below shows locations of approvals deemed to be of significance to the wider development. A more detailed version of the drawing can be found in the separate compendium of appendices. The following observations can be made:

- The majority of the approvals are for residential developments consisting of detached and semi-detached dwellings and apartment buildings.
- Most of the approvals are within sites that were zoned for residential use within the area plan.
- Other major approvals of note are at Greenisland FC where a new 3G facility has been approved and an application by the Baptist Church to construct a new place of worship at Glassillan.
- There is a lack of commercial or retail development activity over the past 10 years. This is reflective of the primary residential function of the settlement.

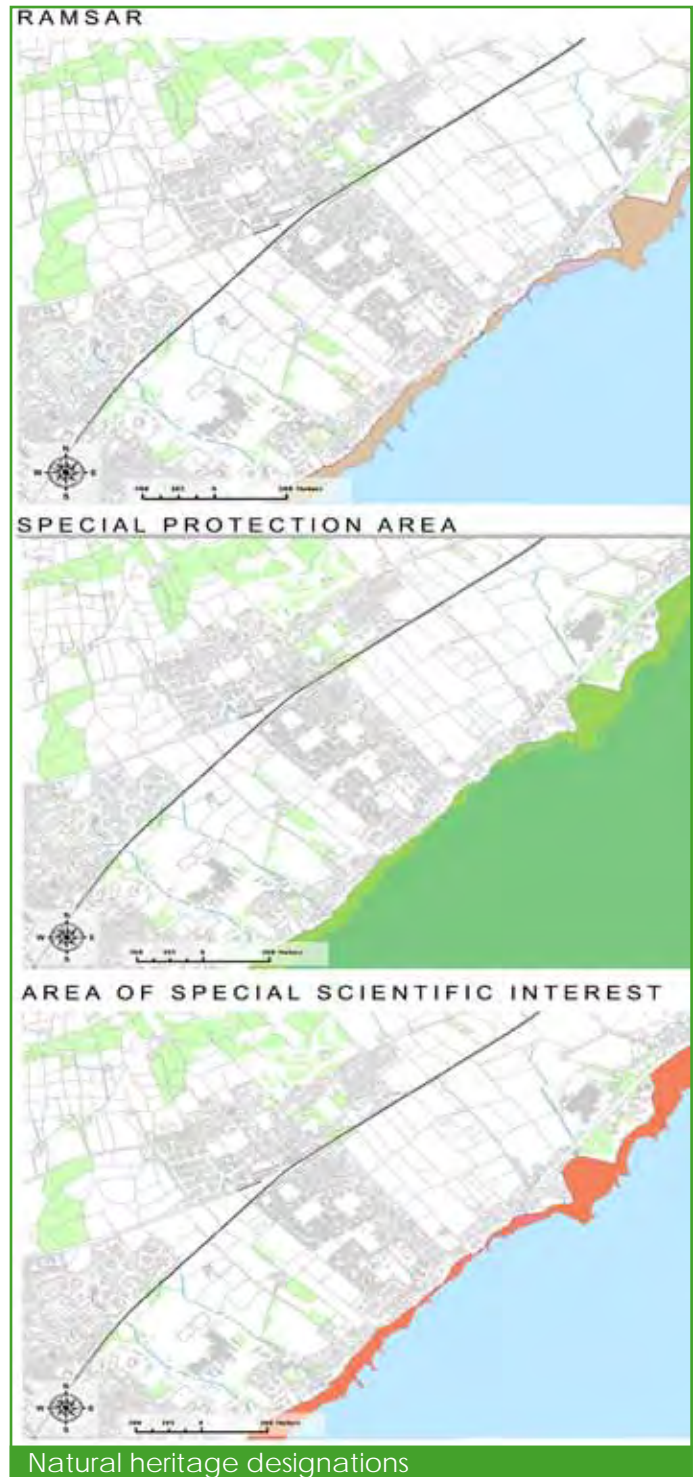




### 3.4 Built and Natural Heritage

A detailed analysis of the built and natural heritage assets has been undertaken (Appendix D). There are a range of assets: listed buildings, scheduled monuments, historic parks, RAMSAR, SPA and ASSI designations - see compendium of appendices. The following observations can be made:

- Taking the historical context of Greenisland into consideration, it is a relatively new settlement. This is reflected in the low levels of listed structures within the settlement boundary. Most of the listed buildings of significance are located on the Shore Road and were developed as houses for rich merchants from Belfast during the industrial revolution e.g. Seapark House and Ballynascreen House.
- The area surrounding Greenisland has a rich heritage of scheduled structures. Many of these date from the early Christian period through to medieval defensive fortifications.
- There is an opportunity to make more of the heritage assets of the settlement.



Belfast Lough



Castle Lug

### 3.5 Community Infrastructure and Facilities Audit

A key element of the baseline survey of the Greenisland Development Framework involved a review of existing facilities, building upon the area profile.

Community Asset	Services and Activities Offered
Greenisland Football Club – Clubhouse, football pitches, astro pitch, changing room	Football coaching for children (6-16), Senior football - 2 teams for over 18s, Gym classes, Community fun days, Karate classes, Computer courses, Digital camera classes
Existing public right of ways	Walks, Method of keeping fit and socialising
Greenisland Golf Club – Golf course, bar, restaurant	Golfing for members only, Cheap membership for children
Greenisland Community Centre	Irish Dancing lessons and competitions, Office for community worker, Host Baptist Church events
Greenisland Youth Centre	Youth facilities
Jubilee Hall – Main hall, committee room	Arts and crafts workshops, Pride of Greenisland Flute Band, Pensioners dinners and group, Orange Lodge, Birthday parties and other local bookings, Training and fun days
Church of Ireland – Church, parish centre and car park	African Child Ministries stall, Sunday worship, Choir and worship groups, Youth groups, Sewing group, Childrens ministries, Toddlers group
Greenisland Baptist Church – Church building, Glassillan Green	Mango Tree Coffee Shop on a Saturday, Mothers and toddlers on Friday, Hosts the citizens advice bureau, Christians against poverty food bank, Kids clubs, Elderly persons ministry
St Coleman's Catholic Church Greenisland – Church building, hall and car park	Badminton club and parish related activities
Greenisland Methodist Church – Multi-purpose church complex for worship and activities	Community activities for all ages, Lunch club, Bowling club, Recreation club
Church of the Nazarene	Church Hall - Scouts
Greenisland Presbyterian Church	Variety of programmes and outreach activities
Greenisland War Memorial Sports Club	Various sports and social facilities
Greenisland Primary School	Educational provision
Silverstream Primary School	Educational provision
The Old School Surgery	Medical facilities
Medicare Pharmacy	Medical facilities
Greenisland Dental Practice	Medical facilities
Greenisland Working Men's Club	Social facility

### 3.6 Conclusion

The above table demonstrates that Greenisland is a well-served community in regard to the number of facilities given its pro rata population. From our surveys it has become apparent however that interaction and communication between the various groups and associations could be greatly enhanced. It is recommended that a community initiative of sharing information should be explored. This is reflected in the proposals section.



## 3.7 Property Assessments

### 3.7.1 Opportunities for Growth in the Residential Sector

The recession and consequent collapse of the housing market across Northern Ireland effectively led to the mothballing of the majority of residential developments, and it was only very recently that we began to see the beginnings of a recovery to the extent that the construction of new schemes once again became economically viable and could go ahead (e.g. The Cairn).

There is no doubt that there is pent up demand in the residential market, particularly for starter homes and properties at the lower end of the price scale, and this appears to be starting to wash through into middle market residential as well. The completion of the A2 Shore Road Project in summer 2015 will greatly improve the accessibility of Greenisland as a commuter village.

New roundabouts off the widened dual-carriageway at both Shorelands and Station Road will present an opportunity to join up the western and eastern sides of the settlement, with the largest residential opportunity site within the study area, which runs from Shorelands up to the southern boundary of the football pitches, potentially being brought into play.

A further site zoned for housing and accessed from Bates Park should become viable as a natural extension to the existing fairly modern development.



The site adjacent to the doctor's surgery might be a more desirable location for elderly or sheltered housing development long term. In Upper Greenisland the most recent development, The Cairn, which is partly completed and occupied and partly still under construction, is testament to the recent improvement in the residential market. The configuration of this development appears to leave access to a further large zoned housing site, and it would seem reasonable to expect that development will spread naturally into this adjacent land.

A further extensive area of zoned residential land at Gorman Close remains undeveloped, however the existing road access to this part of the settlement from the Upper Road is poor, and one might assume that substantial road improvements may be required before this site could be developed.

Any settlement needs the ability to grow and the longer term needs of Greenisland will require more detailed analysis when the new statutory area and community plans are being prepared.

### 3.7.2 Opportunities for Growth in the Commercial Sector

Greenisland does not compete with its neighbouring towns in attracting mainstream retail outlets, and it would be unrealistic to suggest that it ever will. However, given the

particularly modest level of current commercial activity in the settlement, we would consider that some increase, particularly in the retail offer, may be seen as desirable. Whether any further retail development would be economically sustainable is another matter. The Net Annual Values of the limited number of retail outlets in Greenisland published on the LPS database range from c.£3,000 to c.£6,500 pa. These rateable value figures suggest that rental values in the area are almost certainly low, and most likely below the threshold that would make new development commercially viable at present. Enhanced subsidy may be required.

Consideration might be given to encouraging an increase in the café / coffee shop / restaurant provision and possibly further convenience or small speciality retail, however in view of the strength of offer in the neighbouring towns, it is difficult to see anything other than very modest expansion being sustainable. The potential for developing the large site between Shorelands and the football club, which is currently zoned for housing, could present an opportunity for additional retail provision in addition to new residential development if the zoning were to be reviewed long term. An increase in population through further residential development will of course assist in the viability of further commercial provision.

It is difficult to see where any expansion of commercial activity could be accommodated in the Upper Greenisland area. With the possible exception of a zoned

housing site adjacent to Berkeley Deane, there are no opportunity sites within this part of the study area which would appear suitable for commercial use (further review). The focus therefore, it is suggested, should be at Glassillan Green to supplement the existing retail/ commercial offer present and to provide employment opportunities in the longer term.

### 3.8 Transport Assessment



- The construction of the upgraded A2 Shore Road will improve traffic progression along this important link, as well as improving pedestrian and cycling facilities.
- However, the sub-standard alignment of Station Road, where it passes under the railway bridge, together with the lack of a footway or cycling facilities at this location, has the effect of severing Greenisland into two parts.
- Public transport facilities are generally considered good. However, the lack of penetration of the existing social housing developments accessed off Station Road is a disincentive to the use of public transport.
- The lack of cycling facilities along Upper Road is also a concern and a disincentive to the use of cycling as a mode of transport.
- The proposals in regard to opening up the disused railway line, enhancing facilities around the station and upgrading the Station Road itself will provide a quality environment and improve accessibility to public transport.

# 4. Consultation

## 4.1 Methodology

Consultation has been the cornerstone of the Greenisland Development Framework. The consultant team has communicated with as many local stakeholders and members of the public as possible within the project timescale. This process was invaluable for two reasons. Firstly, it enabled the team to establish an open and honest understanding of what Greenisland has to offer and what Greenisland needs to function better as a place to live and visit. Secondly, it assisted in developing a shared vision and concept for Greenisland. This ensured that any projects or proposals emanated from within the community and therefore were positively received once incorporated into the Development Framework.

A stakeholder engagement strategy document was prepared to manage and record the consultation process with interested groups and individuals. A final version of this document is included in the compendium of appendices. It records all the consultation details from each engagement.

A broad spectrum of consultation methods were engaged and ranged from:

- Site walkabout – June 2014

- Project steering group meetings (4 in total)
- Client meetings (5 in total)
- Individual meetings with key stakeholders (approx. 40 meetings)
- Householder telephone surveys (sample of 200)
- Opinion surveys administered through 5 local churches (36 written responses)
- Workshops held with various sectors within Greenisland e.g. sports organisations, community organisations, churches (3 in total)
- Open house launch event, 3rd October 2014 (approx. 50 attendants)
- Public consultation for 12 weeks (46 written responses).

Consultation should continue to provide the basis on which the Development Framework will be implemented as the new council arrangements come in place in April 2015. The draft proposals were displayed at a number of venues in Greenisland from 3rd October 2014 for a 12 week period up to Christmas 2014. There was a formal launch to the consultation process and every household within Greenisland was invited to attend a Public Open House Event on 3rd October. There was opportunity to engage over the 12 weeks the proposal boards were on display. The draft Public Consultation leaflet is also included within the compendium of appendices.

Final council presentations took place on 19th January and 2nd February 2015 and received full support for the recommendations.



## 4.2 Who was Consulted

The following groups and organisations were consulted. A comprehensive record can be found in the final Stakeholder Engagement Strategy.

### Government Bodies

Organisation	
Elected representatives from CBC	
CBC officers and Chief Executive	
Department for Social Development	
Transport NI	
Northern Ireland Housing Executive	
North Eastern Education and Library Board	
Libraries NI	
Planning NI	
Northern Ireland Environment Agency	
Translink	
PSNI	
University of Ulster	

In addition to the statutory stakeholders, detailed discussions took place with the following groups:

### Health and Education

Organisation
University of Ulster
Greenisland Primary School
Silverstream Primary and Nursery School
Rocking Horse Nursery and Play Station After School Club
Alphabet Nursery
Old School Surgery

### Local Businesses

Organisation
Knockagh Lodge
Glassillan Green (Mace)
Greenisland Shop
Russell's Shop 4 U

### Churches

Organisation
Church of the Holy Name
Ebenezer Church of the Nazarene
Greenisland Baptist Church
Greenisland Methodist Church
Greenisland Presbyterian Church
St. Colman's Catholic Church

### Charities/Community

Organisation
Carrickfergus Community Forum
Sustrans
Greenisland Youth Centre
Greenisland Environment and Heritage Group
GRASP Changing Tracks
Greenisland Community Council
Greenisland Community Association
Greenisland Community Centre

## Sports Clubs and Societies

Organisation
Greenisland Golf Club
Greenisland Bowling Club
War Memorial Sports Club
Greenisland Ladies Hockey Club
Greenisland Boys FC
Knockagh Wrestling Club
Knockagh School of Dance
Pride of Greenisland Flute Band
Greenisland Working Men's Club

### 4.3 Results of the Public Consultation Survey – Exhibition

The formal exhibition was one element of the overall engagement strategy and an important one. The results received were generally positive in response to the proposals presented which demonstrated that the degree of pre-engagement and planning prior to developing options was invaluable. From the very extensive list of individuals and groups consulted the following key points can be stated:

- 46 members of the public contributed to the process
- Respondents were asked if they were in agreement with the shared vision statement for Greenisland: "By 2030, Greenisland will have become a fully integrated community which has retained its own sense of character and identity. There will be a strong community network of activities and services that are based around the new civic, commercial and community hub. The hub will be supported by the improved walking, cycling and vehicular connections throughout Greenisland and its neighbouring settlements. Greenisland will have taken advantage of its surrounding natural assets to attract more visitors through the implementation of a first class network of parks, recreation and sporting and wellbeing facilities."
- 71% of respondents either fully or partially agreed with the

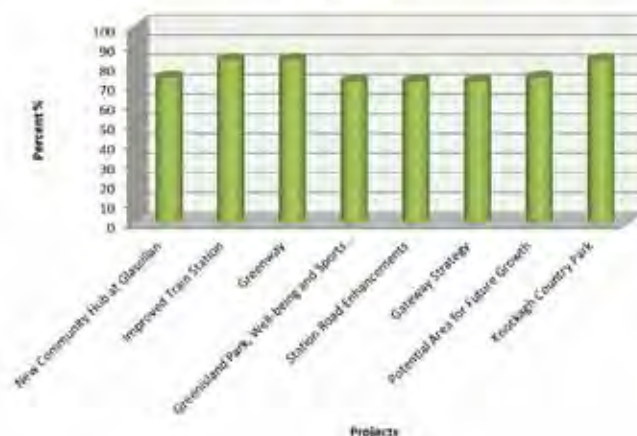


Community Workshop - August 2014

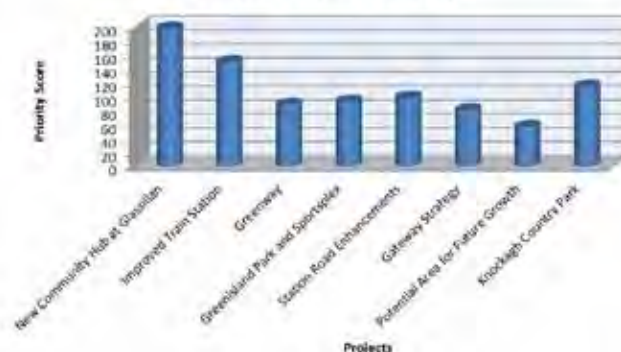
statement.

- All of the proposals presented received at least a 70% "like" rate from the public
- The most "liked" projects were the Greenisland Train Station Improvements (83% liked), The Greenway (83% liked) and Knockagh Country Park (83% liked).
- None of the proposals were disliked by more than 10% of the respondents. This fact in combination with the high rate of "liked" projects demonstrates that the proposals presented were broadly accepted by the public respondents.
- Respondents were asked to prioritise each scheme in terms of its importance to regenerating Greenisland. The projects deemed highest priority by respondents are the Hub at Glassillan (1st), Environmental Improvements to the Train Station (2nd) and Knockagh Country Park (3rd).
- The proposal deemed to be of least priority was the Potential Area for Future Growth.

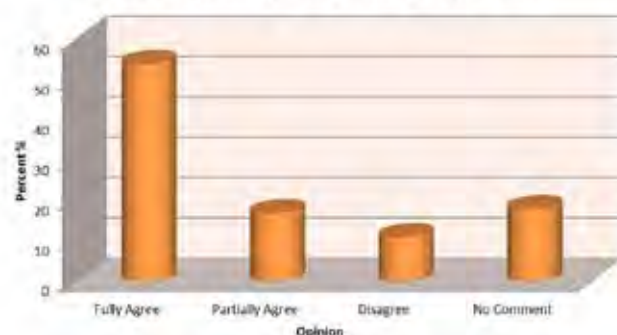
**Percentage of Respondants who Like the Proposals**



**Project Priority Ranking**



**Public Opinion of the Vision Statement**



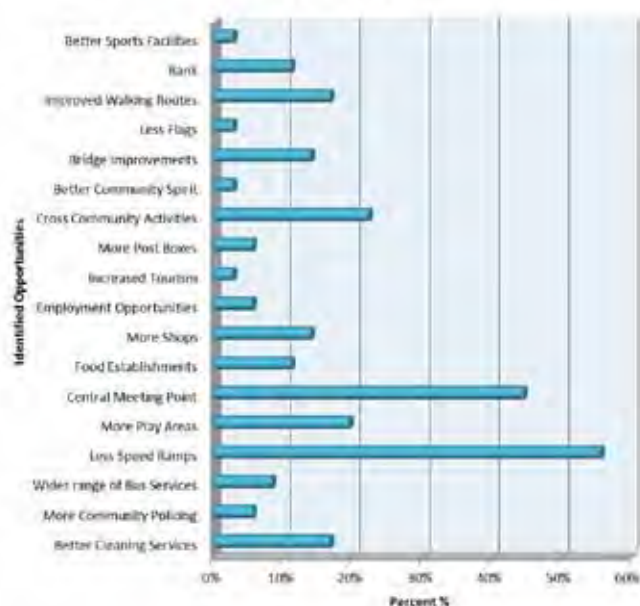


## 4.4 Results of the Churches Survey

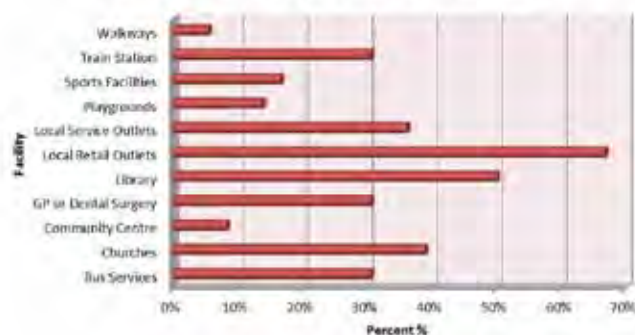
The Churches in Greenisland during the consultation workshop kindly volunteered to contribute further to the project by circulating an opinion survey throughout their Parishes on behalf of the consultant team. The objective of the Churches' survey was to gain an understanding of what facilities are currently well used in Greenisland and what opportunities there were for potential improvements. The key points from the Churches' survey are as follows:

- A total of 36 members from local churches responded. The churches who kindly took part in the survey were: Greenisland Baptist Church, Greenisland Presbyterian Church, St. Colman's Roman Catholic Church, Greenisland Church of the Holy Name Church of Ireland and Greenisland Methodist Church.
- The most commonly used facilities were the Local Retail Outlets (67%), Greenisland Library (50%) and Local Churches (39%).
- Some existing Carrickfergus Borough Council facilities were infrequently used such as Walkways/Right of Ways (6%), Greenisland Community Centre (8%) and Playgrounds (14%).
- Respondents were asked in an open ended fashion what opportunities they believe there are to improve Greenisland. The most commonly identified opportunities were less speed ramps along Station Road and the Estate (56%), a central meeting point or hub (44%) and more cross community activities (22%).

**What opportunities are there to improve Greenisland?**



**What facilities do you use in Greenisland?**



## 4.5 Results of the Householder Telephone Survey

The telephone interview survey by NEMS Market Research covered a randomly selected sample of 200 households in Greenisland, using a structured questionnaire seeking the public's views on a range of community issues in the settlement. The survey was conducted in August 2014. The survey also sought to reveal any differences in the perceptions between residents north and south of the railway line which runs through Greenisland. Thus, the sample was split into quotas of 63 interviews north of the railway line (31%) and 137 interviews south of the railway line (69%), in proportion to the number of residential addresses. The key points are below:

- Despite the perceptions, the majority of housing south of the railway line is privately owned.
- North of the railway, most people make the commute to

Belfast whereas south of the railway people are likely to work locally e.g. Carrickfergus, Newtownabbey.

- The most commonly used facility in Greenisland was the library and this was widely used by people from north and south of the railway. This is highly significant in regard to drawing people into the Estate from all over Greenisland.
- A stark statistic was that on average 50% of respondents did not use any community facilities in Greenisland.

## 4.6 Summary

A summary of the consultation process is recorded in the separate appendices document. The proposals that form the basis of the action plan all stem from our public engagement and stakeholder consultation. This is very much a plan from the people.

From the varied methods of consultation used a significant range of comments were made and summarised in the strengths, weaknesses, opportunities and threats analysis, outlined in the following pages.

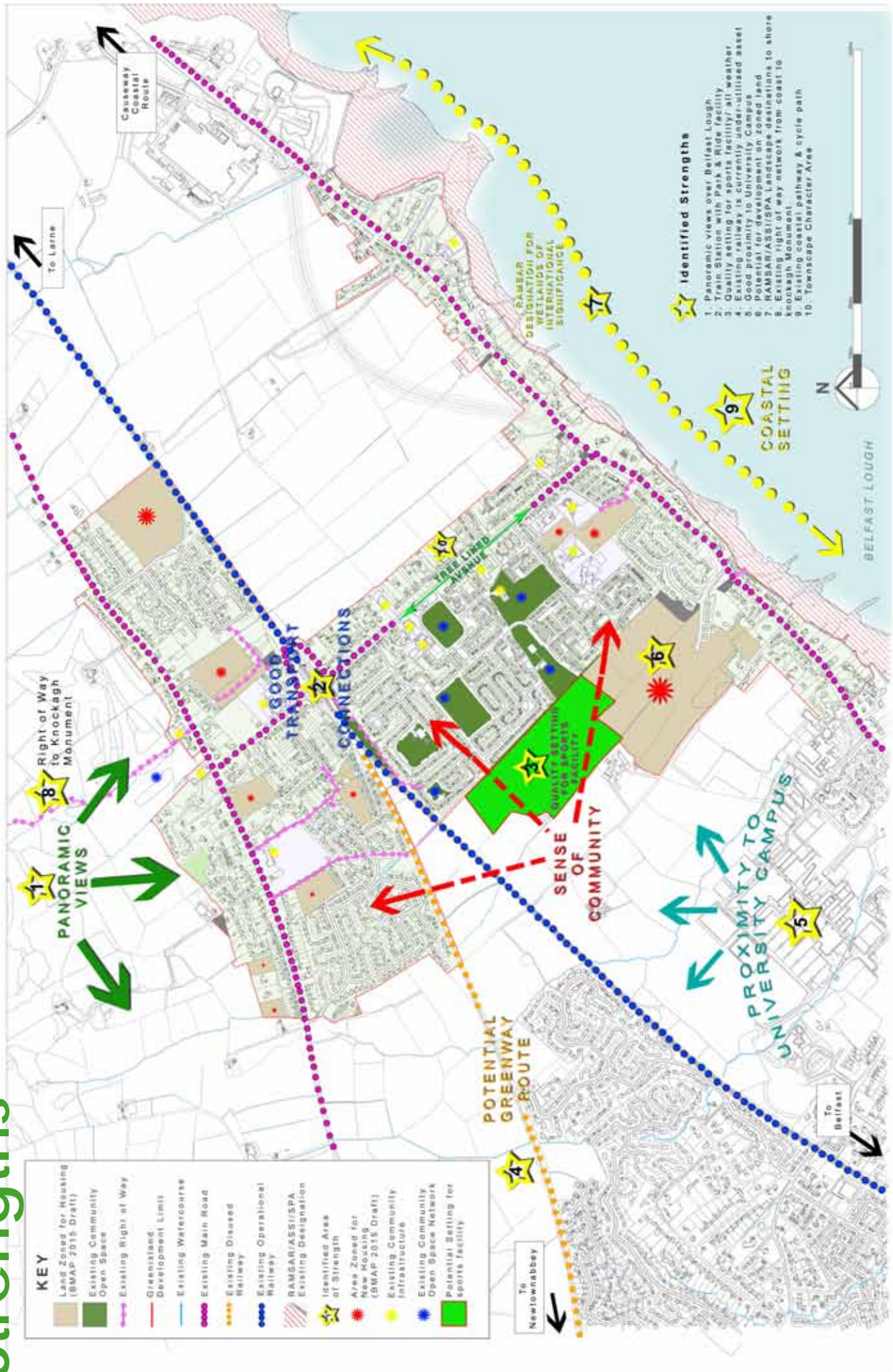
Following the detailed analysis and consultation we have identified two hubs within the settlement. The primary hub is the area around Glassillan Green (defined in section 6.2). The secondary hub is the area around Greenisland Train Station (defined in section 6.3).



Community Workshop - August 2014



# Strengths



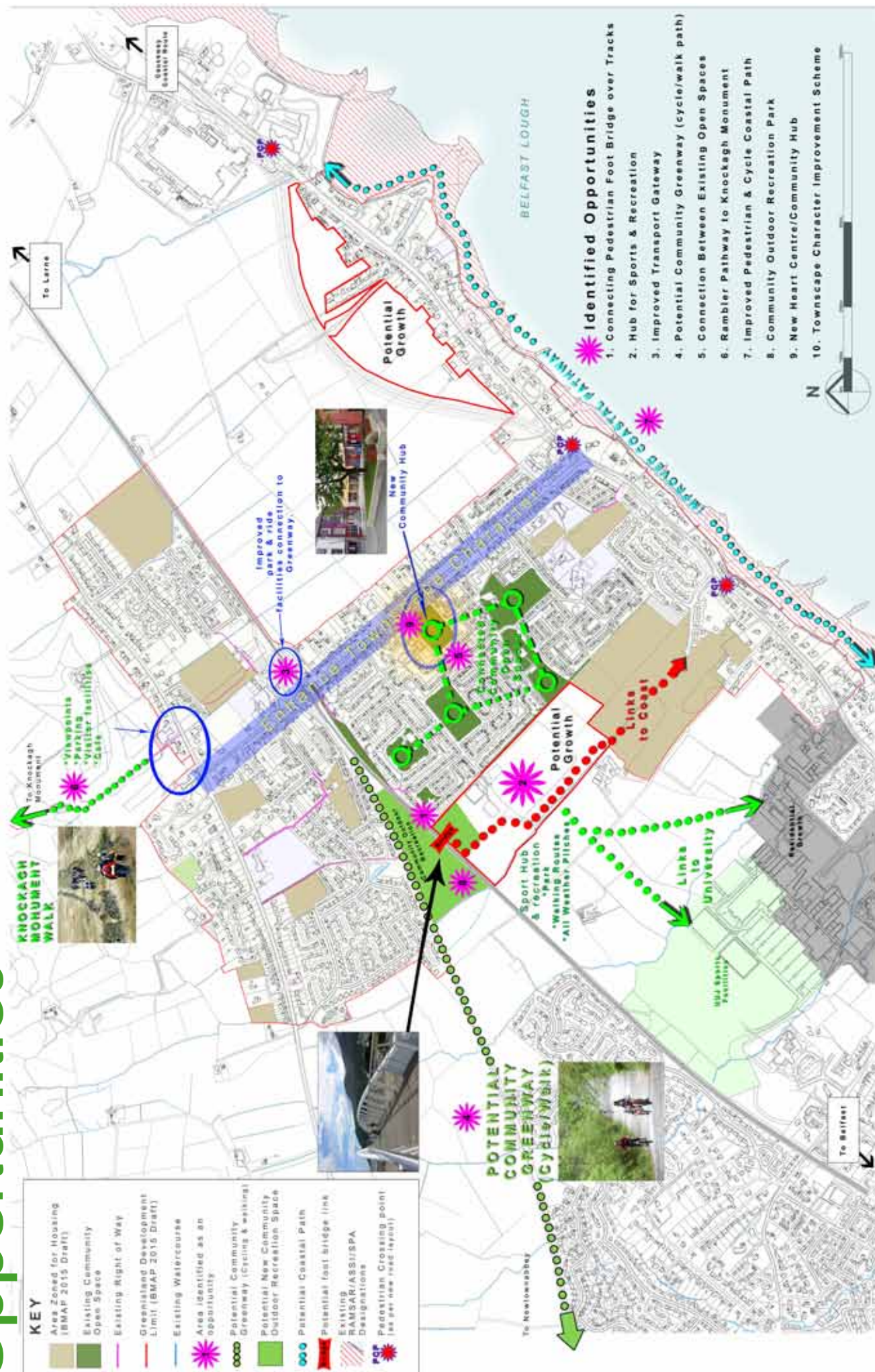


## 24



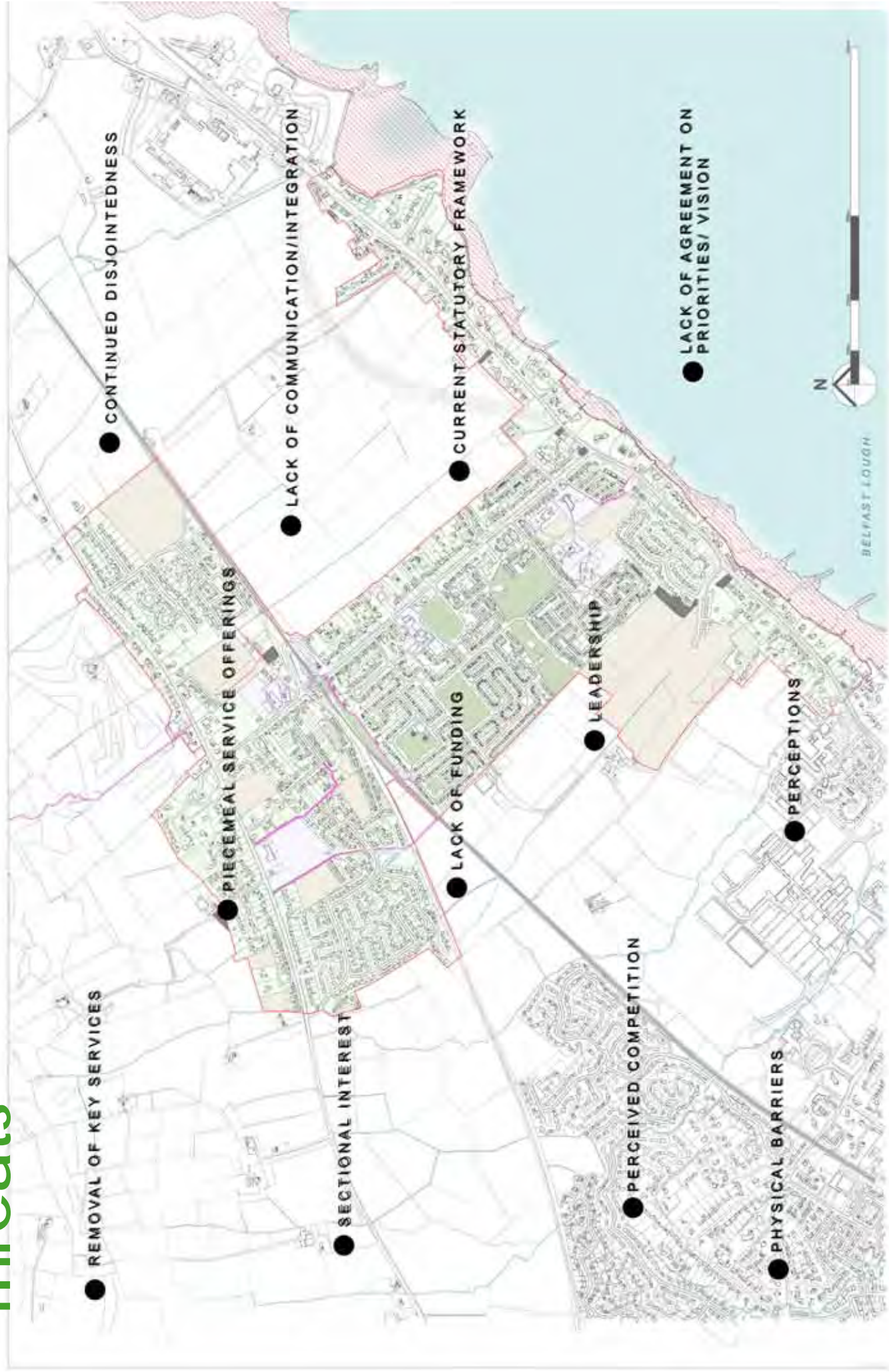


# Opportunities





# Threats





# 5. Visioning & Objectives

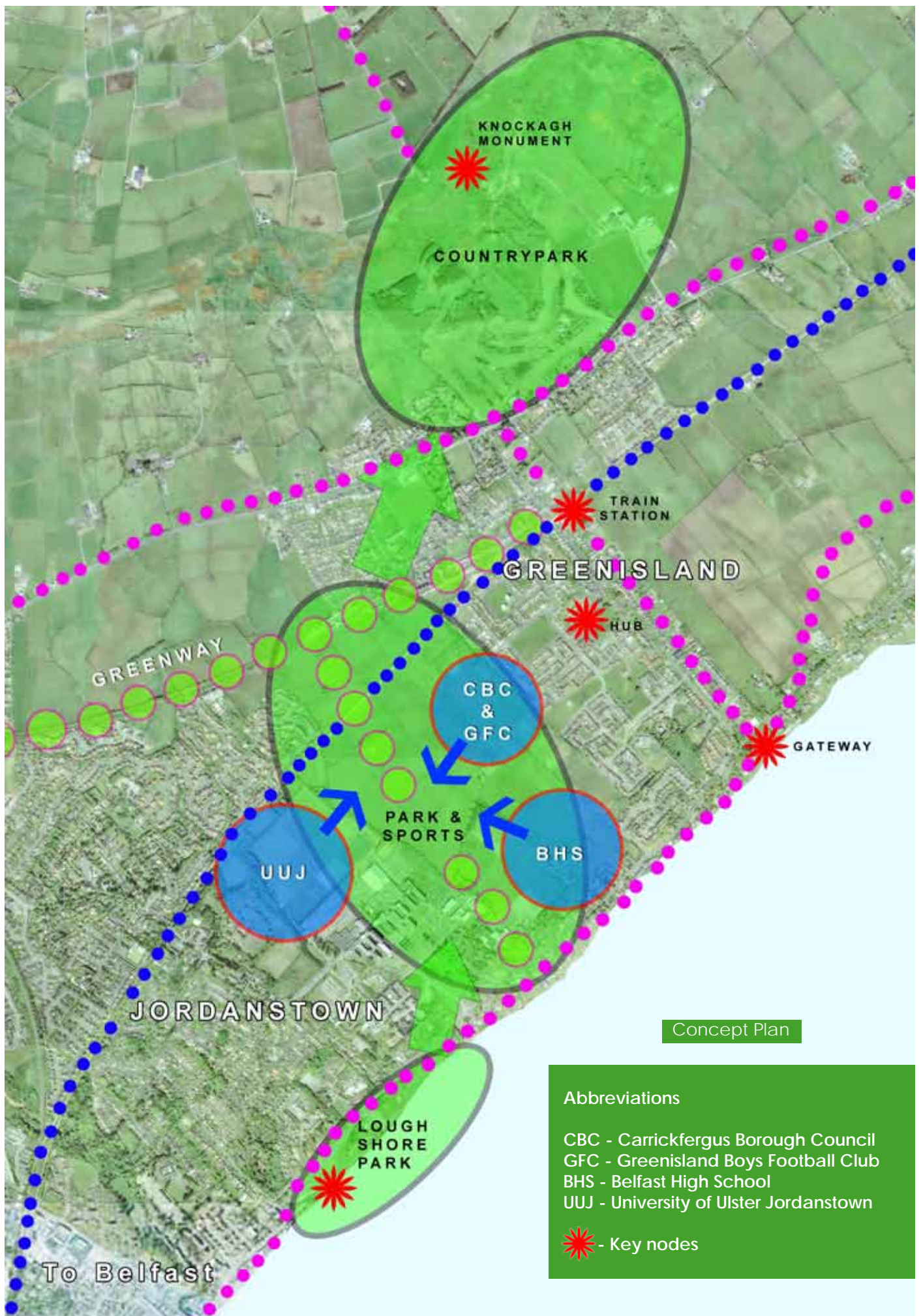
## 5.1 The Concept

The concept plan for Greenisland is the primary step in achieving the goals of the Development Framework by establishing broad brush themes which individual projects can deliver to fulfil the over arching masterplan.

The key theme is “From the Lough to Knockagh”. This denotes the process of drawing people from the shores of Belfast Lough into Greenisland and providing the residents of Greenisland the opportunity to better connect and interact from “The Lough to Knockagh”, through a network of open spaces, recreational areas, pathways and bridges. Presently, thousands of people travel past Greenisland on a daily basis without the need to visit. Indeed many local people do not avail of the existing natural assets of the area. The concept aims to address this dual problem.









## 5.2 Vision

The vision was developed through the consultation stage of the project and agreed with the Steering Group.

“By 2030, Greenisland will have become a fully integrated community which has retained its own sense of character and identity. There will be a strong community network of activities and services that are based around the a new civic, commercial and community hub. This hub will be supported by the improved walking, cycling and vehicular connections throughout Greenisland and its neighbouring settlements. Greenisland will have taken advantage of its surrounding natural assets to attract more visitors through the implementation of a first class network of parks, recreation, sporting and wellbeing facilities.”



### 5.3 Regeneration Objectives

In order to achieve the vision it is important to set out the core objectives which can act as targets to measure success over the next 15 years. The core regeneration objectives which were agreed and identified through consultation are highlighted below and form the foundations of the development framework:

Regeneration Objectives	
<b>A</b>	To improve the physical and social connection within Greenisland and also to its neighbouring settlements
<b>B</b>	The creation of a civic, commercial and community hub that is welcoming and accessible to the entire population of Greenisland
<b>C</b>	Continual improvement of Greenisland as a centre of sport & outdoor recreation excellence and as a focus for recreation and leisure well-being for the wider region
<b>D</b>	Fully utilise and exploit the existing physical assets that Greenisland has in abundance (Belfast Lough, Knockagh Escarpment and the surrounding areas of natural green space).

# 6. Proposals

## 6.1 Overview of the Plan

The development framework proposals were established through detailed analysis of the settlement, comprehensive stakeholder engagement and consultation in agreement with the project steering group.

The projects and proposals aim to be realistic and deliverable in the current economic climate without sacrificing the aspirations of the development framework. Regeneration of the key sites in Greenisland shall hopefully be the kick start of further private investments into the area.

Implementation of the projects will seek to realise the agreed vision and concept for Greenisland.

Each of the 8 key projects will be explained in the remainder of this chapter through text, plans and indicative images. Each project contains separate individual components which are detailed in the action plan along with indicative costs, priority status and phasing. The plan overleaf shows the 8 key projects in their geographical context which ties back to the concept plan.






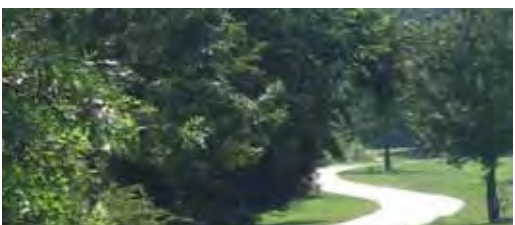




Artist's Impression of the Greenway





The Development Framework Plan for Greenisland - 8 Key Projects



Key		
1	<b>Community Hub - Glassillan</b> <ul style="list-style-type: none"> <li>New Community Centre and civic building</li> <li>Environmental improvements to the Green</li> <li>Shop frontage improvement scheme</li> <li>Residential improvement scheme</li> <li>New commercial/retail space</li> </ul>	
2	<b>Improved layout of Train Station Access</b> <ul style="list-style-type: none"> <li>New mixed use station/commercial building</li> <li>Widened tunnel and new plazas</li> <li>Linkage to Greenway and cycling facilities</li> <li>Potential improvements to station parking facilities</li> </ul>	
3	<b>Greenway</b> <ul style="list-style-type: none"> <li>Development of the disused railway for use as a car free cycling and walking route linking Greenisland with Monkstown</li> </ul>	
4	<b>Greenisland Park and Sportsplex</b> <ul style="list-style-type: none"> <li>New shared sporting facilities - 3G pitch</li> <li>Natural landscaped parkland</li> <li>Rationalised allotment area</li> <li>New pedestrian/cycle footbridge to connect with the Greenway</li> </ul>	
5	<b>Station Road Upgrades</b> <ul style="list-style-type: none"> <li>Public realm upgrades along the length of Station Road</li> <li>To connect to the improved Train Station area</li> </ul>	
6	<b>Gateway Strategy</b> <ul style="list-style-type: none"> <li>Use of artwork as part of a wider branding strategy for Greenisland</li> <li>Installations proposed for Shore Road, Upper Road and the Train Station</li> </ul>	
7	<b>Knockagh Viewpoint and Country Park</b> <ul style="list-style-type: none"> <li>Full access to a new viewpoint at Knockagh Monument</li> <li>Wide range of recreational facilities</li> <li>New parking and visitor facilities</li> </ul>	
8	<b>Potential area for Future Growth</b> <ul style="list-style-type: none"> <li>Long term reserve of land for use as required</li> </ul>	

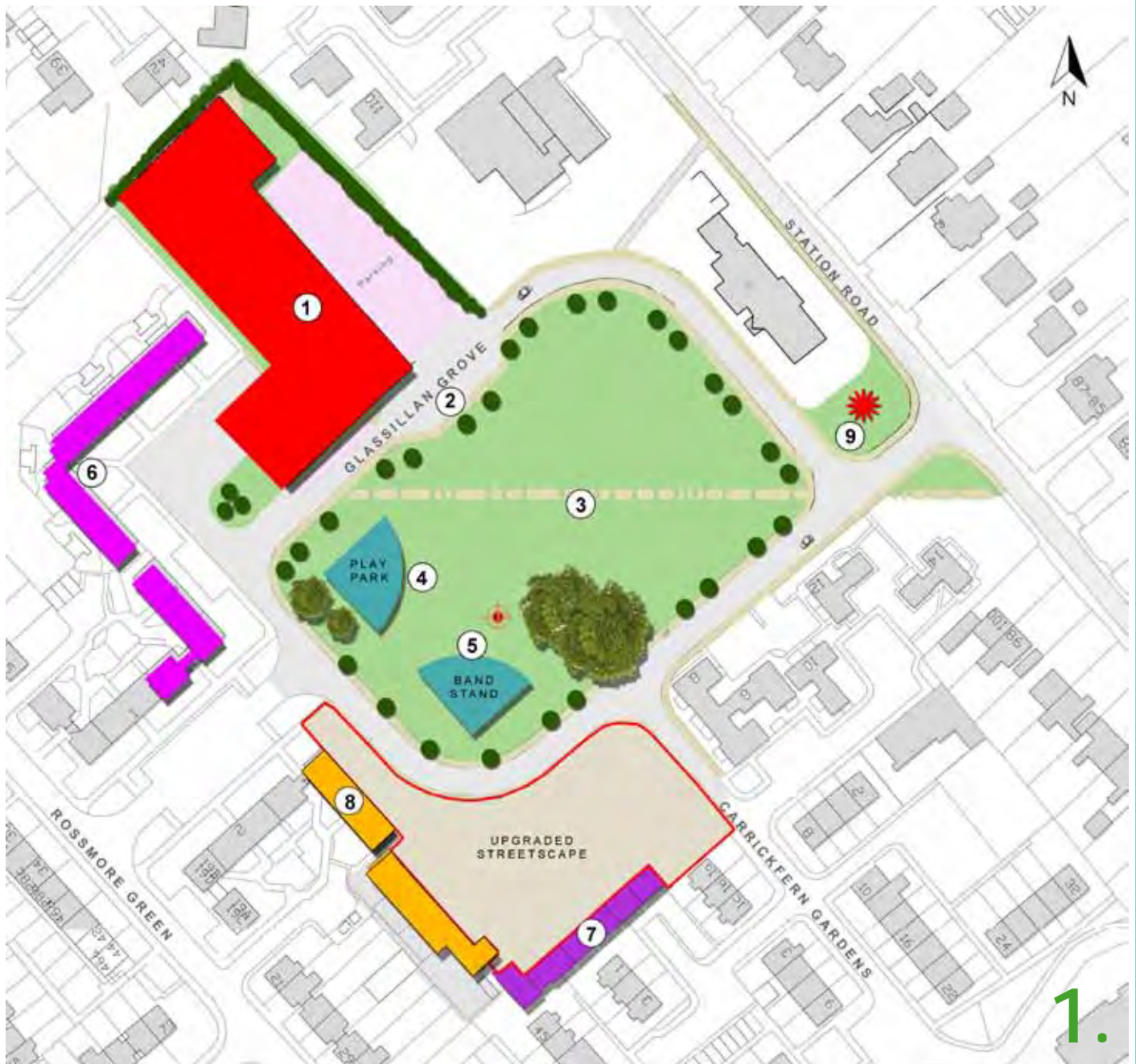
## 6.2 The Community Hub – Glassillan Green (1)

The existing facilities of Glassillan Grove are in fairly good condition with the positive benefit of having a potentially beautiful green complete with mature trees as an existing asset that can be upgraded. By utilising the strong open space and strengthening the sense of enclosure and by regenerating the surrounding buildings in the area, we are creating a new and vibrant heart for Greenisland.

The artist's impression below shows a potential image of how the proposals may look - subject to ownership and funding agreements.

- Community Hub - regenerated Glassillan Grove central green and surrounding buildings. The Hub will include the following components:
- A new community and civic building incorporating a range of uses such as the Library, Youth Centre, Baptist Church and Community Centre etc.
- An environmental enhancement scheme on the central green including a new state of the art Childrens' Play facility , a bandstand and multi-functional space for community events and festivals and a re-instatement of an historic pathway
- A shop improvement scheme to enhance the existing row of shops and provide for a superior retail experience
- Provision of new retail and commercial space including start up units providing for employment opportunities
- Upgrading of residential properties overlooking the green
- Improved access from Station Road and associated entrance feature providing stronger visibility of the green and new Hub
- New bus stop on northern edge of open green opposite the new Community and Civic building.





Concept Plan for the Hub at Glassillan

1.

## KEY

- ① New Community Building - Mixed use - Youth Centre, Library, Meeting Rooms Baptist Church, Well being Service,
- ② Bus Stop/ Drop off - Pick up Point
- ③ Historical pathway
- ④ Play Facility
- ⑤ Band Stand and Festival Space
- ⑥ Refurbished Residential/Re-Imaging Scheme
- ⑦ Shop Frontage Improvement Scheme - Refurbished commercial units
- ⑧ New Commercial/Retail Units and upgraded
- ⑨ New Entrance/ Gateway Feature - widened access

- Proposed Grass Area
- Paving Scheme/ Footpath Improvement
- New Community Building
- Refurbished Commercial Unit
- New Commercial / Retail Units
- Refurbished residential/ Re-Imaging Scheme
- Gateway Feature
- Existing Tree
- Proposed Tree
- Paved Parking Space
- Existing Building
- Location of Artist's Impression Image





Artist's Impression of the Hub and Green - revitalised Glassillan Green and the Hub in the background.



Precedent Images of Environmental Improvement schemes - Suitable for Glassillan Green.





Precedent Images of Community Hub Buildings - Newlands Community Centre (Top), Gorebridge Community Hub, Gorebridge, Scotland (Bottom)



### 6.3 Improvements to Greenisland Train Station and adjacent Commercial Node (2)

Upgraded Train Station and provision of new Plaza - new station building incorporating commercial units, widened pedestrian tunnel with feature lighting and entrance plaza at lower level, commercial building and associated parking together with linkage to new Greenway at upper level.

Proposed environmental improvements at the Train Station are intended to improve the connectivity of Greenisland that has been separated due to safety

improvements to the railway lines over time.

Improving access across the railway line is a priority. The Train Station was traditionally the historical centre of Greenisland and is the key area for connection to Belfast and Carrickfergus. It currently bisects the settlement.



Precedent Images for the Commercial Plaza Area



Precedent Images for the Lighting Strategy



Precedent Images for the Commercial Plaza Area



Precedent Images for the Lighting Strategy



2.

Concept Plan for Greenisland Train Station and the Local Environment

## Key

- ① New Station Building - Mixed use - Cafe/Restaurant/Shop
- ② Bus Stop/ Drop off - Pick up Point
- ③ Mixed use commercial units
- ④ Multi-storey car parking
- ⑤ New upgraded tunnel with feature lighting
- ⑥ New Station entrance layout
- ⑦ Bicycle Park
- ⑧ Sculptural focal point
- ⑨ Plaza / Outdoor seating area at lower level
- ⑩ Greenway connection/ cyclepath
- ⑪ Townscape Character Improvements to Station Road

- Paving Scheme/ Footpath Improvement
- New Building (as noted)
- Existing building
- Proposed Tree
- Proposed greenway connecting cycle route
- Pedestrian access to cinder path
- Proposed sculptural focal point
- Road surface
- Existing grass embankment



## 6.4 Greenisland – Monkstown Greenway (3)

The proposal consists of the development of the disused railway line for a combined pedestrian and cycling path. Access shall be gained directly from the train station along the new Greenway to Monkstown and Newtownabbey.

A Greenway linking to Newtownabbey via the disused railway line is proposed to allow users to connect with the station. A plaza, commercial centre and improved access to the station will help create a welcoming environment. The reuse of the line however must be achieved without prejudice to the long term aspiration of Translink to re-instate the rail line if ever needed. Options should be examined that allow for such. Images sourced from [nigreenways.com](http://nigreenways.com).



The proposed route of the Greenway from Greenisland to Monkstown





Precedent Images of the Greenway



Artists Impression of the Greenway



## 6.5 Greenisland Sportsplex and Parkland (4)

Building on the existing playing pitches and providing a new synthetic 3G pitch together with circuit walks linking into a newly created wider recreational wellbeing zone is the core of the proposed Sportsplex and associated parkland. A new pedestrian footbridge to the north over the existing rail line and linkage to the allotments area to the south providing connection through to the UUJ and Belfast High School sporting facilities through a formalised park area is a key component. A new network of pathways to be developed throughout the entire area linking the Shore to the Knockagh Monument.

Connectivity north and south linking the shore to Knockagh and east and west from Greenisland to the University of Ulster Jordanstown lands is equally important.

The Greenisland Sportsplex could be a perfect example of how joined up thinking and co-ordination could potentially result in the development of a top class facility for all parties involved. This facility could also act as a bridge between the proposed residential development at the UU and the proposed Hub development at Glassillan. The increase in footfall would help to increase viability for commercial developments in Glassillan.



Precedent Images of the Sportsplex Facility



Precedent Image of 3rd Generation Pitch



Precedent Image of Cycle/Pedestrian Bridge

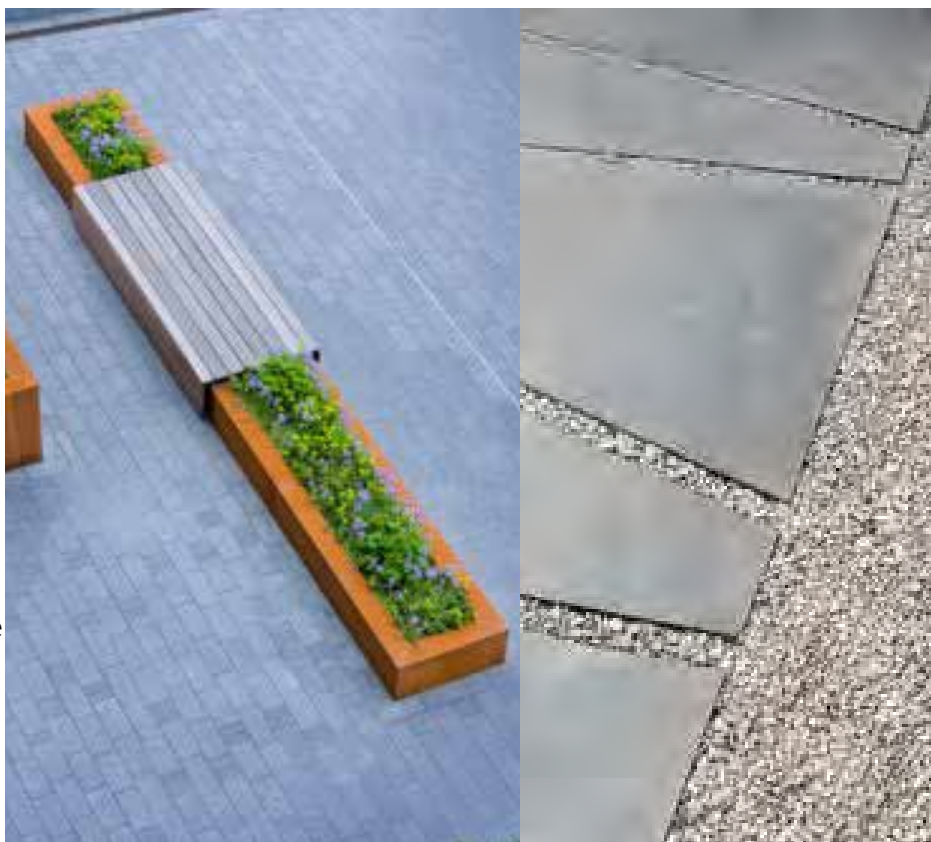


## 6.6 Station Road Enhancements (5)

Implementation of a public realm and streetscape enhancement scheme along the entire length of Station Road, the main spine of Greenisland. Station Road has the opportunity to provide a landscape amenity spine to the entire settlement.

This scheme may include the following components:

- Resurfacing pavements
- Rationalised traffic management schemes
- Tree planting
- Street furniture suite
- Feature artwork
- Resurfacing the road
- Cycling route upgrade
- Improved crossing points



Precedent Images of Potential Public Realm Enhancements to Station Road

## 6.7 Gateway Strategy (6)

Gateway features will be located at Shore Road, Upper Road and the Train station providing identity and legibility to the area. Use of art and sculpture as part of wider signage strategy will help in identifying Greenisland as its own identity.

### Greenisland Roundabout Strategy Proposals

- Demarkates arrival in Greenisland for visitors
- Defines Greenisland's boundary therefore separates Greenisland as a specific and individual place in it's own right
- Provides notification to motorists, pedestrians and cyclists that they are at an access point to Greenisland
- Provides a stylish, welcoming and high quality entrance and first impression
- Provides a contemporary journey to Knockagh Monument and other tourist activity
- Provides an improved aesthetic along the Causeway Coastal Route
- Acknowledges Greenisland's unique historic and cultural heritage



Gateway Strategy for Greenisland





## 6.8 Knockagh Country Park (7)

Utilising the stunning views over Belfast Lough, access path up to the monument and provision for wide range of recreational activities including pony trekking, rambling, bike trail and linkage to tourism potential of Greenisland Golf Club and Equestrian Centre. Knockagh Country Park may consist as the following components: The first step is to create a visitors parking area and formalised route for visitors to access the Knockagh Monument from a designated point in Greenisland. Once this has been established it may be possible to create a network of walking routes and trails through the Knockagh Escarpment. This could consist of a range of walking, mountain biking and horse trekking routes.



Precedent Images of Potential Activities within the Country Park

## 6.9 Area of Potential Future Growth

Lands set aside for future growth south of the newly created Shore Road infrastructure. This shall allow for enhanced growth but should be subject to the normal scrutiny of an area plan and community planning process.

# 7. Action Plan\*

Projects are hoped to commence within the timeframe

		Proposal	Description	Obj	Priority	Commencement	Cost
GLASSILLAN HUB	1a	Construction of a new mixed use community/civic building	The Hub building will serve as the youth and community centre, library, meeting space, Baptist Church and associated civic/community services	B	HIGH	0-5 YEARS	£8m
	1b	Environmental improvements to Glassillan Green	To include play park, band stand, upgraded paths, additional tree planting together with relocation of the bus stop and a new gateway entrance	C	MEDIUM	0-5 YEARS	£1.8m
	1c	Residential re-imaging scheme	Exterior rebranding of residential buildings	B	MEDIUM	0-5 YEARS	£1.3m
	1d	Shop frontage improvement scheme	Exterior rebranding of shops to include streetscape and parking upgrades	B	MEDIUM	0-5 YEARS	£1.3m <small>inc £105k shopfronts</small>
	1e	New commercial units	Conversion of some residential units to retail use subject to future demand and consultation	B	LOW	5-10 YEARS	£700k
TRAIN STATION IMPROVEMENTS	2a	Relocation of railway station building	Existing building to be relocated south of the line. Construction of new mixed use building to consist of a mix of station office, retailing and services such as a shop, a coffee shop or a small restaurant	A	HIGH	0-5 YEARS	£1.4m
	2b	Construction of new commercial units	Small retail/service node to replace and add to existing offering	A	MEDIUM	5-10 YEARS	£2m
	2c	Tunnel upgrade and park and ride extension	Widening of existing tunnel and improvements to include feature lighting. Extension of car park to include area of existing station building. Consideration to be given to multi-storey option	A	HIGH	0-5 YEARS	£900k
	2d	Reconfigured station entrances and access arrangements	Redesign of station entrances by high quality public realm design. Access and improvements to the cinder path and cycling provision	A	MEDIUM	0-5 YEARS	£400k
	2e	Creation of Station Plaza	Feature entrance to the station and tunnel	A	MEDIUM	0-5 YEARS	£500k
GREEN WAY	3a	Implementation of the "greenway" between Greenisland and Monkstown	The railway line between Greenisland and Monkstown is no longer in use. An innovative way of using this asset would be to construct a cycling and walking network between the two settlements (without prejudice to the line's possible future re-instatement).	A	HIGH	0-5 YEARS	£600k
SPORTS- PLEX	4a	Implementation of a shared Sportsplex and natural parkland within the landscape wedge between Greenisland and Jordanstown	Construction of pathways and a new combined pedestrian/cycle bridge linking to the park	C	MEDIUM	10-15 YEARS	£650k
	4b	Cater for a 3G pitch at Greenisland Boys Football Club	Enhancement of existing facilities with provision of 3G facility for all-weather activities	C	HIGH	0-5 YEARS	£500k
	4c	Creation of new linkages and access points to the park for pedestrians and cyclists	New access arrangements to be identified and built with agreement of landowners and local communities	C	MEDIUM	0-5 YEARS	£200k
STATION ROAD	5a	Public realm / environmental improvement scheme	The entire length of Station Road should be improved aesthetically through high quality public realm treatments and tree planting. Consideration should be given to re-examining the traffic calming measures	A	HIGH	0-5 YEARS	£1.7m
GATEWAYS	6a	Roundabouts strategy	The A2 upgrade has provided an opportunity to provide artwork or sculptural pieces which could act as a gateway for Greenisland. There are 3no. roundabouts highlighted where this may become possible	A	LOW	5-10 YEARS	£1m
	6b	Greenway and Upper Road strategy	Artwork or sculptural pieces installed to denote the start of the greenway at the train station and at the Upper Road	A	LOW	5-10 YEARS	£150k
KNOCKAGH PARK	7a	Construction of visitor car parking off the Upper Road	Creation of a visitor car park which would act as a gateway to Knockagh Country Park and the viewpoint and walking routes	D	MEDIUM	0-5 YEARS	£250k
	7b	Restoration of the public right of ways	Improve the accessibility of the existing right of ways from Upper Road to Knockagh via the golf club	D	HIGH	0-5 YEARS	N/A
	7c	Installation of recreational trails	Various recreational trails can be created which would cater for walkers, horse trekking or biking	D	MEDIUM	5-10 YEARS	£150k
	7d	Creation of a viewpoint facility	From Knockagh Monument, provision should be made for a temporary café/information point	D	MEDIUM	5-10 YEARS	£160k
GROWTH AREA	8a	Lands dedicated for future growth	This land has been designated for future growth if an identifiable need arises in the long term. The A2 upgrade provides a natural boundary to the development site. This would be subject to due process	D	LOW	10-15 YEARS	N/A

\* Subject to land ownership, funding, partnership agreements and appropriate phasing. Projects will start within the allocated priority timescales.



# 8. Delivery

## 8.1 Funding

The Development Framework sets out a comprehensive programme of proposals and enhancements that aim to regenerate Greenisland over the next 15 years. Funding from a variety of sources including public sector interventions and private sector investments are essential to deliver the high quality developments that will fulfil the Development Framework in its entirety.

Through the Development Framework and Action Plan, delivery agencies will have clearly identifiable steps on how Greenisland can be revitalised as a place to live and a more attractive place for private investors. This section highlights various funding streams considered at the time of publication of this report however the list is not exhaustive and further research will be essential to the delivery of any given project. Research has also been obtained from NI Government Funding Database (<https://govfundingpublic.nics.gov.uk>).

A number of the funding programmes are entering new phases and may have differing criteria in their updated formats.

### 8.1.1 Local Council Funding Opportunities

The new Council arrangements will

have their own budgets and priorities. Additional funding streams should be available from local councils once regeneration powers and budgets transfer to local councils in 2016. This funding stream may focus on the hub and train station enhancements with other proposals also benefitting depending on the categorisation of the project.

### 8.1.2 DARD Funding Opportunities

#### DARD Rural Development Programme

The last round of funding ran until the end of 2014. There is every indication it will reopen in Spring 2015. The grant provides funding for projects that focus on rural development. Certain projects listed on the action plan may benefit from this scheme due to being outside the settlement limits of Greenisland e.g. Knockagh Country Park or the Greenway. This source is likely to be most relevant to the Knockagh Park development.

### 8.1.3 DCAL Funding Opportunities

#### Sports NI / Libraries NI

The Active Clubs and Community Capital funds could contribute to shared sporting facilities such as the Greenisland Sportsplex however both schemes are currently closed for 2014, with no announcement on 2015 funding to date. The next round of funding needs to be investigated. The 3G pitch at the GBFC could also benefit from sports funding sources. Future grant from Libraries NI to be sought for the redevelopment of the library.

#### 8.1.4 DETI Funding Opportunities

##### Northern Ireland Tourist Board

The Built Heritage Programme aims to provide capital assistance towards the development of visitor attractions in NI. The Tourism Development Scheme aims to provide financial assistance to improve visitor attractions in NI. There are a range of grant sizes available and it runs to 2015. Examples of schemes which may benefit from such funding are the Knockagh Country Park/Monument and the Greenway as well as place making and signage proposals for Greenisland in general.

#### 8.1.5 DRD Funding Opportunities

##### Cycling Unit Funding

DRD Cycling Unit offers funding on a yearly basis to projects which encourage the use of cycling. The Greenway proposal is an obvious potential beneficiary of this scheme. Sustrans would be a key consultee in regard to other funding sources for the `Greenway`.

##### Translink

Translink operate the "Routes to Stations" scheme which also could benefit the Greenway proposals as it ties directly into Greenisland train station. The land is also owned by Translink who would benefit directly from interventions. Whilst there is no current programme identified for upgrading the station, future contributions should be examined from Translink.

#### 8.1.6 DSD Funding Opportunities

DSD have various live schemes which could benefit programmes in Greenisland all of which have the remit of funding regeneration schemes which tackle community and social issues. Comprehensive Development funding may be available towards the design, implementation and maintenance of regeneration schemes. Given the delay in transferring powers to Councils there remains a central budget within DSD that could be examined for the `Hub` and Train Station nodes in particular.

Responsibility for operational delivery of local urban regeneration, tackling deprivation and community development will transfer from the Department for Social Development to the new councils in April 2016 and the relevant budgets are to be allocated and transferred to the new councils. Some financial assistance may be available from DSD up until the period of when the transfer of functions occurs. This will be particularly crucial in regard to establishing a number of quick wins.

#### 8.1.7 Funding from other Government Departments

Unfortunately there are currently no applicable open schemes operated through the following government departments:

- Department of Education
- Department of Employment and Learning
- Department of Health, Social



Services and Public Safety

- Department of Environment
- Department of Justice
- Office of First Minister and Deputy First Minister

Funding streams from these departments may open in future and should be reconsidered prior to progression of any schemes.

### **8.1.8 Charitable and Voluntary Sector Funding Opportunities**

#### *Biffa Waste Tax*

Biffa Award was established in 1997 under the Landfill Communities Fund and through the Fund they are able to support a wide range of community and environmental projects across the UK. Biffa Group Limited has supported this initiative by contributing over £150m since they were established, which to date has been used to help more than 3200 projects. Funding is available of between £10,000 and £50,000. This scheme may be relevant to the Knockagh Country Park or Greenway project.

#### *Ulster Garden Villages*

Ulster Garden Villages Limited was established under the Industrial and Provident Societies Acts (Northern Ireland) in 1946. In 1983 the Committee of Management of Ulster Garden Villages took the necessary steps to convert the Society into a charity and under its amended regulations empowered it to transfer from reserves to a common fund such amounts to be available for distribution for general charitable

purposes, as the Committee shall from time to time determine. Ulster Garden Villages generally fund projects which benefit the following areas: Health, disadvantaged sections of our society, young people, culture & heritage and environment. This scheme may be relevant to a number of the projects in Greenisland which can demonstrate conformance with the above criteria.

#### *Woodland Trust*

The Woodland Trust is in partnership with MOREwoods and the Forest Service to contribute towards landowners who wish to plant 5 hectares. This may be relevant in due course to the proposed parkland between Greenisland and Jordanstown.

#### *Lottery*

Small grants can be awarded through the Awards for All grants which may cover elements of schemes. The Space and Place scheme has future potential to provide funding for community spaces such as the Glassillan "Hub" if reallocated in future.

#### *EU Peace IV*

Significant funds will be available through the EU Peace IV fund administered by the Special EU Programmes Body. Consultation was held in 2014 to inform the content of the programmes from 2014-2020. Eligibility of the schemes should be assessed once the final programme is announced.

## INTERREG IV

Significant funds will be available through the INTERREG programme administered by the Special EU Programmes Body. Consultation was held in 2014 to inform the content of the programmes from 2014-2020. Eligibility of the schemes should be assessed once the final programme is announced.

### 8.2 Phasing

Timescales for developing all aspects of the Development Framework will extend up to 15 years. Certain elements within the report will be suitable for short and medium term completion whereas others are longer term aspirations.

Phasing and prioritising of schemes needs to be examined on a scheme by scheme basis at the time of programming and by the appointed project partnership board. Factors which may influence phasing are:

- Funding
- Land availability
- Temporary arrangements if proposals are co-incident
- Parking, traffic and access
- Local support will be vital

It will be essential that the community see demonstrable change in the early stages even if those projects are limited in scale.

### 8.3 Potential Quick Wins

The following projects could begin work immediately once funding has been secured:

- Environmental improvements to Glassillan Green
- Shop front improvements at Glassillan
- 3G pitch at Council playing fields
- Tunnel upgrade and park and ride extension
- Implementation of the Greenway between Greenisland and Monkstown

### 8.4 Delivery Mechanisms

The impending RPA is the first major examination in decades of how public services in Northern Ireland will be organised and delivered. Under the reforms, Mid and East Antrim Council will become the statutory local authority responsible for the Greenisland area. The reforms will also transfer central government powers such as planning, economic development and urban regeneration. The new council will therefore have a greater ability to effect change in Greenisland through these additional powers and resources.

An advisory steering group or partnership board should be formed with the remit of delivering the Development Framework and Action Plan for Greenisland. The implementation group should have a clear governance structure. The steering group should consist of a similar mix of individuals as the incumbent group that have overseen the consultation and evolution of the Development Framework up to its draft final stage. Some elements of the Development Framework fall within the newly formed Antrim and



Newtownabbey Council area (west of Hartley Hall). Liaison between the two Councils is important to achieve delivery of some trans-boundary schemes.

This report recommends that the primary delivery agent and key driver for this plan shall be established under the new Mid and East Antrim Council. Carrickfergus Borough Council officials have sought the permission of the new Mid and East Antrim Council to establishing a Greenisland Regeneration steering group to drive forward the Development Framework.

#### **8.4.1 Key Stakeholders**

The following key stakeholders will have important roles in delivering the Development Framework:

##### **Greenisland Project Delivery Team/ Steering Group**

The team responsible for driving forward the Development Framework. Team composition is to be confirmed by the new council.

##### **Mid and East Antrim Council**

The new Council will become responsible for Greenisland on the 1st April 2015. The new Greenisland regeneration group will be taken forward by Mid and East Antrim Council.

##### **Antrim and Newtownabbey Council**

As a neighbouring local council which has similar responsibility for

schemes outside of Mid and East Antrim Council's jurisdiction - but are currently part of the Development Framework

#### **Local Community**

Given the significant role the local community played in the formulation of the Development Framework, it is anticipated that they will be one of the key stakeholders in taking it forward.

#### **Transport NI**

Transport NI is the authority responsible for roads throughout Northern Ireland. Transport NI manage, maintain and development the road network. Enhancements are recommended in the plan which Transport NI will be required to support.

#### **Translink – NI Railways**

As landowners of significant lands within Greenisland, Translink will be required to support many of the schemes such as the Greenway and Station Improvements.

#### **Other statutory authorities such as Libraries NI etc.**

#### **Private Developers and Landowners**

The Council, project steering group and government bodies should encourage and work with private developers, investors and landowners to ensure implementation of the Development Framework.

## 8.5 Conclusion

In conclusion, the consultancy team would like to thank the project steering group and all the individuals and groups that have assisted in the production of the Development Framework. In the context of a changing world with the transferring of powers back to local government and the emphasis on community planning, the Greenisland Development Framework offers a very real opportunity to realise the vision of a fully regenerated and integrated community which has retained its own sense of character and identity.

It is important that momentum is not lost and that early wins are clearly identified and that the local community is fully engaged to achieve the vision for Greenisland.









