

| | |
|--------------------------|---|
| Report on | Strategic Business Case for the proposed development of Railway Park and Ballysaggart Lough |
| Reporting Officer | Head of Parks |
| Contact Officer | Nigel Hill |

| | | |
|--|-----|---|
| Is this report restricted for confidential business? If 'Yes', confirm below the exempt information category relied upon | Yes | |
| | No | x |

| | |
|------------|--|
| 1.0 | Purpose of Report |
| 1.1 | To seek Members approval for progressing the proposed developments at Railway Park and Ballysaggart Lough to the next stage as outlined in the strategic business case. |
| 2.0 | Background |
| 2.1 | <p>In 2014, Mid Ulster Council submitted a funding application to the funding programme, Space and Place for the purchase and development of 6.5 acres of derelict land adjacent to Railway Park, Dungannon as a community greenspace. Although the application was unsuccessful, the Council nevertheless purchased the land and initiated further consultation with the local community, on developing the whole of Railway Park (20 acres) as a welcoming place for recreation and leisure.</p> <p>Since then, draft design concepts of the proposed development for the Park were produced, detailed design was completed for a pump track and further consultation taken place with the local community the District Electoral Area (DEA) Councillors and the Police Service for Northern Ireland (PSNI). With the potential to submit a funding application to the Heritage Lottery Fund (Parks for People Programme), in February 2018, the Council commissioned this study to further develop the proposals by reviewing all previous work undertaken in the area related to Railway Park namely;</p> <ul style="list-style-type: none"> - Council's Space and Place Business Plan (2014), - Macro design of pump track – Railway Park (Arron Cartwright, 2015) - Designing out crime – Railway Park (PSNI, 2017) - Draft design concepts – Railway Park (Herron Architects, 2017) <p>and to consult further with those stakeholders who had been omitted from previous consultation. In addition, the Council has recognised the importance of linking the Park to Ballysaggart Lough. Ballysaggart Lough, often referred to the 'Black Lough' is situated 0.25 miles from Railway Park and is recognised by the Wildfowl and Wetlands Trust (WWT) as a significantly important wetland area in the Council area after Lough Neagh.</p> |
| 3.0 | Main Report |
| 3.1 | In November 2017, Mid Ulster Council commissioned Outdoor Recreation NI to undertake a Strategic Outline Business Case for the proposed development of Railway Park and Ballysaggart Lough, Dungannon. |

| | |
|---|---|
| <p>3.2</p> <p>3.3</p> <p>3.4</p> <p>3.5</p> | <p>Development proposal for Railway Park provided three indicative cost options</p> <p>Option 1 at £0 (do nothing) Option 2 £944,500 Option 3 £555,800 (bare minimum).</p> <p>Railway Park could be turned into a quality, shared and accessible green/open space. It would open the site to new members of the community, increasing cross community cohesion and increased social inclusion. Ideally, the full project would be delivered in one phase, but with limited external funding available, phasing the project is considered a more realistic proposition moving forward. If a phased approach is taken, it must be of sufficient scope and scale to make an obvious impact on the ground. Consequently, consideration should be given to delivering the western section phase of Railway Park initially, followed by the eastern section and finally the central area.</p> <p>Delivery of the phases would be subject to funding and securing additional external funding support.</p> <p>Development proposal for Ballysaggart Lough provided four indicative cost options</p> <p>Option 1 £0 (do nothing), Option 2 £610,500 Option 3 £239,500 Option 4 £163,500 (bare minimum)</p> <p>Ballysaggart Lough development poses significant constraints in relation to securing land ownership which is likely to prevent options 2 or 3 going ahead in the immediate future. Option 4 (bare minimum) costed at £163,500 would enhance the overall experience to the site mainly through providing toilets and upgrading the existing trails and visitor services.</p> <p>Delivery of the proposal would be subject to funding and securing additional external funding support.</p> <p>The next stage of the development programme is to seek the appointment of suitable qualified and experienced Integrated Consultancy Team (ICT) to develop an outline business case and design options for phase 1 of the Railway Park development proposal.</p> |
| <p>4.0</p> | <p>Other Considerations</p> |
| <p>4.1</p> | <p><u>Financial & Human Resources Implications</u></p> <p>Financial: Costs attributed to the appointment of an Integrated Consultancy Team (ICT) to manage the project through to appropriate RIBA Stage with agreed stage breaks subject to funding. Capital Project cost of £431,500 for Phase 1 which will be subject to funding availability. Additional external funding is being sought.</p> <p>Human: Existing staff resources sufficient to coordinate initial project development objectives.</p> |
| <p>4.2</p> | <p><u>Equality and Good Relations Implications</u></p> <p>N/A</p> |

| | |
|-----|--|
| 4.3 | <p><u>Risk Management Implications</u></p> <p>N/A</p> |
| 5.0 | <p>Recommendation(s)</p> |
| 5.1 | <p>Approval for the appointment of a suitably qualified and experienced Integrated Consultancy Team (ICT) to develop an outline business case and design options for Phase 1 of the Railway Park development proposal.</p> |
| 6.0 | <p>Documents Attached & References</p> |
| 6.1 | <p>Railway Park and Ballysaggart Strategic Business Case (Appendix 1)</p> |