6th August, 2019

MEETING OF CITY GROWTH AND REGENERATION COMMITTEE

Dear Alderman/Councillor,

The above-named Committee will meet in the Lavery Room - City Hall on Wednesday, 7th August, 2019 at 5.15 pm, for the transaction of the business noted below.

You are requested to attend.

Yours faithfully,

SUZANNE WYLIE
Chief Executive

AGENDA:

1. **Routine Matters**
   
   (a) Apologies
   
   (b) Minutes
   
   (c) Declarations of Interest

2. **Restricted Items**
   
   (a) Update on City of Music Programme  (Pages 1 - 12)

3. **Presentations**
   
   (a) Draft Green and Blue Infrastructure Plan/Draft Open Spaces Strategy  (Pages 13 - 24)

4. **Growing Businesses and the Economy**
   
   (a) Update on Growing the Economy  (Pages 25 - 32)
5. **Regenerating Places and Improving Infrastructure**
   (a) Update on Department for Communities’ Regeneration Guidance for Greater Clarendon and Sailortown (Pages 33 - 276)
   (b) City Centre Regeneration Task Force - Quarterly Update (Pages 277 - 282)
   (c) Briefing - Infrastructure Presentation (Pages 283 - 288)
   (d) Update on City Centre Revitalisation Programme (Pages 289 - 356)

6. **Positioning Belfast to Compete**
   (a) Conference Tourism : Economic Impact and Future Development (Pages 357 - 360)

7. **Strategic and Operational Issues**
   (a) NILGA Event - Changing Places: Planning, Place-Shaping and Place-Making in Northern Ireland (Pages 361 - 364)
   (b) Future Arrangements for Committee - Strategic Workshops (Pages 365 - 368)

8. **Finance, Procurement and Performance**
   (a) Financial Reporting – Quarter 4 2018/19 (Pages 369 - 376)
By virtue of paragraph(s) 3 of Part 1 of Schedule 6 of the Local Government Act (Northern Ireland) 2014.
By virtue of paragraph(s) 3 of Part 1 of Schedule 6 of the Local Government Act (Northern Ireland) 2014.
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## Purpose of Report/Summary of Main Issues

### 1.0

| 1.1 | The purpose of this report is to make Members aware of the new draft Belfast Green and Blue Infrastructure Plan (GBIP) and draft Open Spaces Strategy (OSS). Members will be provided with a presentation at the meeting. The Committee will note that the following information was presented and noted by Planning Committee in July 2019. However, it was considered important that the City Growth and Regeneration Committee be made aware of these draft plans, given its responsibility for the overseeing the development and implementation of strategies, policies, programmes and projects directed to the regeneration and growth of the city. |
| 1.2 | The Council agreed the draft GBIP for consultation in June, 2018. The GBIP is a high level plan that recognises the many functions, including for health, biodiversity and |
environmental resilience, of our green areas and water features. It represents an overarching strategy that will guide more detailed strategies and action plans over time. The new Open Spaces Strategy (OSS) for Belfast was prepared at the same time as the draft GBIP. The draft OSS was agreed for public consultation by the Council in April 2019.

| 1.3 | Having regard to the synergies between the GBIP and the OSS, both draft documents were published together for consultation purposes for a 12 week period from 17th June 2019. |
| 1.4 | Copies of all documents, including the public consultation, are available on the Council’s website through its consultation platform Citizenspace at: https://yoursay.belfastcity.gov.uk/parks-and-leisure/gbipandboss/ |

### Recommendations

| 2.1 | The Committee is requested to note the report and that the draft Green and Blue Infrastructure Plan and Draft Open Spaces Strategy are currently out for public consultation until 6th September 2019. |

### Main Report

| 3.1 | Belfast City Council appointed AECOM to help prepare a Green and Blue Infrastructure Plan (GBIP) in tandem with the preparation of a new Open Spaces Strategy (OSS) for the city. The concept of a GBIP was included in the Council’s Local Development Plan (LDP) Preferred Options Paper (POP) and there was wide support for such an approach. This concept has also been incorporated into the LDP Draft Plan Strategy, which is intended to be submitted for Independent Examination shortly. The data collected and used to develop the GBIP and OSS forms part of the evidence base for the LDP. |

| 3.2 | The GBIP acknowledges the benefits and multi-functionality of green and blue infrastructure assets across the City. Green assets include parks, playing fields, amenity open space, trees, gardens and countryside. Blue assets include rivers, water bodies and sustainable drainage systems (SuDS). The overall network of these assets brings a wide range of benefits, including for health & wellbeing, biodiversity and environmental resilience. In this respect, the GBIP will also help to secure many of the objectives in the Belfast Agenda, including through greater permeability, accessibility and the potential for improved community relations. |
### 3.3 The draft GBIP was agreed by the Council for public consultation purposes in June 2018. The draft OSS was agreed by the Council in April 2019. In view of the synergies between the GBIP and the OSS, both draft documents are being consulted on together in a joint approach by Planning Service and City and Neighbourhood Services Department. This timeframe also avoids any overlap with the substantial public consultation phase on the LDP Draft Plan Strategy, which lasted from August 2018 to April 2019.

### 3.4 The 12 week public consultation period for both documents commenced on 17 June 2019 and will run until 6 September. There was a public launch by the Lord Mayor in Grove Bowling Pavilion on 18 June, which was also attended by key stakeholders involved in the preparation of the documents. We will be running a series of public consultation engagement sessions at various events in venues across the city throughout July and August to further promote the draft documents and encourage comments and responses. Any comments received during the consultation period will be taken into account in finalising the GBIP and OSS through the relevant Council committees.

**Financial and Resource Implications**

### 3.5 There are no resource implications associated with this report

**Equality or Good Relations Implications/Rural Needs Assessment**

### 3.6 The draft GBIP has been screened out for equality impact assessment purposes. A Rural Needs Impact Assessment has been undertaken for the draft GBIP. Both assessments have been published alongside the draft GBIP for consultation purposes.

### 4.0 Document Attached

Appendix – Summary document for consultation
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Introduction

We have developed a draft Belfast Green and Blue Infrastructure Plan (GBIP) and a draft Belfast Open Spaces Strategy (BOSS) for the period 2019 – 2035 and are currently carrying out a joint consultation on both documents. This booklet summarises both.

The GBIP relates to our vegetated areas (the green) and our waterways (the blue). The plan aims to ensure that our green and blue infrastructure is planned strategically in order to provide a broad range of economic, social and environmental benefits in and around our urban areas.

The BOSS aims to protect, develop and improve access to good quality open spaces for everyone in order to improve health and wellbeing, support urban wildlife and biodiversity and encourage investment in the city’s economy.

Links between the GBIP and BOSS

The GBIP and BOSS are aligned to regional and local policies and strategies.

Have your say

The public consultation on both documents is running from 17 June to 6 September 2019. To have your say, download the full documents and take part in our citizen survey by visiting: yoursay.belfastcity.gov.uk
Belfast Green and Blue Infrastructure Plan

What is green and blue infrastructure?

Surrounded by the Belfast and Castlereagh Hills, and with the River Lagan flowing down to Belfast Lough, the city of Belfast has been fundamentally shaped by the landscape and water. As we learn more about our vegetated areas (the green) and our waterways (the blue), we are beginning to understand that they provide a broad range of economic, social and environmental benefits in and around our more urban areas. We are starting to think of these natural and semi-natural assets as ‘infrastructure’ and like any type of infrastructure, assets will only continue to provide us with these benefits if we actively plan, invest in and manage them to ensure that they are utilised sustainably.

Green infrastructure includes a wide range of natural and semi-natural land cover including the swaths of upland and agricultural land that surround the city, as well as smaller sites such as parks, amenity spaces as well as gardens and even single trees.

Blue infrastructure refers to waterways and bodies, including rivers and streams, reservoirs, lakes and ponds.

Green and blue strategic framework
By 2035 green and blue infrastructure will be strategically planned to enhance ecosystem services that benefit all living, working in and visiting Belfast.

This vision is supported by five strategic principles (SPs):

**SP 1. Biodiverse**
Although not all green and blue infrastructure assets will be delivered and managed primarily for biodiversity, all green and blue infrastructure should help enhance biodiversity. This is because biodiversity underpins the effectiveness of ecosystem services and the range of benefits that green and blue spaces provide to everyone.

**SP2. Planned, interconnected networks**
To maximise the benefits of green and blue infrastructure it needs to form an interconnected network. Doing so requires strategic planning to target delivery against the needs of the local communities. The GBIP sets out a strategic framework for the future delivery of green and blue spaces.

**SP3. Integrated into the urban environment**
As with all urban systems, green and blue infrastructure should not be seen as independent. It needs to form an integrated part of the urban fabric of the city. This Plan highlights a range of opportunities for integrating green and blue infrastructure into the public realm and buildings through, for example, the use of sustainable drainage systems to manage surface water.

**SP4. Well designed and managed**
To work effectively, all infrastructure, including green and blue assets, need to be well designed and regularly maintained. This GBIP sets out nine design principles for the provision of all green and blue spaces.

**SP5. Appropriately funded**
Green and blue infrastructure brings considerable value to the city. This value needs to be recognised and used to help attract sustainable funding to ensure the benefits continue to be felt. The delivery of the Plan will require collaboration and resource from a number of sources, including working with developers and the use of section 76 developer contributions.
Belfast benefits from a wide range of open spaces. From the beautiful Victorian setting of the Botanic Gardens to the natural grandeur of Cave Hill Country Park, from the lawns of City Hall Gardens, to the smallest of local play areas, they all add to the overall quality of our environment and contribute to our city’s unique identity.

We have a variety of different types of open spaces across the city:

The **vision** of the BOSS is that:

**By 2035 Belfast will have a well-connected network of high-quality open spaces recognised for the value and benefits they provide to everyone who lives in, works in and visits our city.**

To help us achieve this vision we have agreed seven strategic principles (SPs) to support the protection, improvement, creation, accessibility and connectivity of our open space network.

To help us achieve our vision we have identified a range of opportunities and headline actions to be delivered over the next five years. To achieve our vision, open spaces must be managed collaboratively, as one of the city’s most important assets. We will continue to work closely with our partners and stakeholders to help realise our vision for Belfast’s open spaces.
This vision is supported by seven strategic principles (SPs):

**SP1. Provide welcoming shared spaces**
Our high quality open spaces are inviting and safe for everyone to use. There will be enough space to meet the needs of our growing city and our open spaces will be used to encourage community cohesion and social interaction.

**SP2. Improve connectivity**
Well-connected and accessible open spaces will form a green network to support safe and sustainable movement across the city.

**SP3. Improve health and wellbeing**
Offering a wide range of facilities for formal sports and informal recreation, our open spaces will be the preferred option for exercise, relaxation and enjoyment.

**SP4. Support place-making and enhance the built environment**
Our open spaces will positively contribute to the distinct setting and character of our neighbourhoods and the built environment, helping to retain and attract investment.

**SP5. Increase resilience to climate change**
Our open spaces will help us to minimise the impacts of climate change, including more severe rainfall events.

**SP6. Protect and enhance the natural environment**
By protecting and managing a wide range of habitats, our open spaces will strengthen biodiversity and benefit from the ecosystem services a healthy natural environment provides.

**SP7. Be celebrated and support learning**
Ensuring that events, activities and educational opportunities within our open spaces are well promoted, well used and valued by future generations.
We're committed to making sure that our publications are available to all sections of the community and will consider providing this in other formats. If you need an alternative format, please call 028 9091 8779.
1.0 Purpose of Report/Summary of Main Issues

1.1 The purpose of this report is to provide an update on progress against a series of commitments set out under the Growing the Economy pillar of the Belfast Agenda and to secure approval to proceed with a number of initiatives within this work programme. The update is in line with the activity approved at this Committee on 6th March 2019.

2.0 Recommendations

2.1 The Committee is requested to:
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<tr>
<td>i.</td>
<td>note the Council’s performance and contribution to delivering against Belfast Agenda ambitions to grow the Belfast economy, focusing on the current support for Business Start-up, Growth and Investment;</td>
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<td>ii.</td>
<td>approve the allocation of £55,000 from the existing 2019/2020 Economic Development budget to support the delivery of the Scale Up initiative, in partnership with Catalyst Inc and Invest NI, which will commence in October 2019. This funding was approved as part of the “Growing the Economy” delivery plan that was agreed by this Committee at the meeting on 6 March 2019;</td>
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<td>iii.</td>
<td>approve the allocation of £50,000 from the existing 2019/2020 Economic Development budget to support the delivery of the social enterprise action plan. This funding was approved as part of the “Growing the Economy” delivery plan that was agreed by this Committee at the meeting on 6 March 2019; and</td>
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<tr>
<td>iv.</td>
<td>note the application submitted to join the NESTA Upstream Collaborative network, to develop new and innovative approaches to tackle educational attainment challenges.</td>
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### 3.0 Main Report

#### 3.1 Members will be aware that the Council and its partners made a series of commitments as part of the Belfast Agenda to support inclusive economic growth in the city. This work focuses on creating jobs by encouraging more new businesses to start up, driving additional investment to support growth in indigenous companies and attracting more Foreign Direct Investment.

#### 3.2 The Council has a key role in ensuring that these ambitions are met. It has statutory responsibility for business start-up and also supports small local companies that have the ambition to grow. Through its assets and influence, the Council also encourages other developments to come forward which will support the creation of new jobs by enhancing skills, providing appropriate workspace and accommodation and encouraging new investment in digital infrastructure.

#### 3.3 At its meeting on 6th March 2019, the City Growth and Regeneration Committee approved the delivery of the Growing the Economy work plan for the 2019/20 financial year. Since April, officers have been working on a range of activities to address the challenges around
low levels of start-up, innovation, business competitiveness and productivity. Whilst work is ongoing to deliver the 2019/20 work plan, the key achievements to date include:

- **Enterprise Awareness:** 72 females have been engaged through our female enterprise support, and we are currently in the process of working with the Department for Communities (DfC) to launch a new self-employment initiative in the Autumn, focusing on those who are unemployed or economically inactive.

- **Start a Business:** 180 individuals have been engaged in the “Go for It” programme which has supported the development of 62 new jobs to date. We have also launched a new initiative to extend the range of support available to new starts by providing additional mentoring and access to financial and other incentives.

- **Social Enterprise and Cooperatives:** we have provided support for 10 social enterprises and cooperatives, supporting the creation of 20 jobs to date. This month we will launch a new more enhanced programme of support to grow and develop the social enterprise and cooperative sector in Belfast.

- **Innovation Factory:** we continue to deliver services through the Innovation Factory which has supported the creation of 115 jobs and houses 41 small businesses.

- **Business growth mentoring:** 50 existing businesses have accessed mentoring to support their strategic growth and development this year to date.

- **Investment:** the council’s “City Investment Service” was established as an 18 month pilot in mid-2018. Since then, the team has worked with 69 businesses and the cumulative investment from these businesses has been more than £90 million.

3.4 Recognising the importance of a partnership approach to achieve the growth ambitions in the field of enterprise support, officers have recently developed an enterprise framework that was agreed at the December 2018 meeting of the City Growth and Regeneration Committee. This sets a vision for the city as a great place to start and grow a business. It outlines recommended steps to be taken for Belfast to be “recognised for its diverse community of entrepreneurs, who benefit from a comprehensive, planned and coherent system of enterprise support, which fulfils their needs at all stages of the business growth life-cycle”.

Aligned to these thematic priorities, officers have been working to further develop the range of support offered by the council to achieve the ambitions of the framework. Details of these activities are set out below.
3.5 Support for new start-ups
Currently, the main vehicle for providing support to new business starts in the Go for It programme. This programme is delivered on a regional basis and provides individuals with access to one to one mentoring advice to develop a business plan. While we recognise that the current programme has many benefits, there are issues with the nature of support provided and its ability to meet the needs of the new businesses that are engaging with the service – as well as the ambitions set out in the enterprise framework.

3.6 The Go for It programme will run until 2021 and all councils are currently considering the merits of moving forward with a similar programme or reviewing the current provision and taking a much more radical approach – that may or may involve a NI-wide programme. At a Belfast level, officers are undertaking research work to inform the approach that would most closely meet the needs of the businesses that we are engaging with – helping them to start up and providing them with the appropriate support to meet their growth ambitions. The outworking of this research will help inform our future investment approach. It is proposed that more detail on this work will be brought back to a future meeting of the Committee for information and endorsement. The work will also be used to inform our future estimates process.

Support for Social Enterprises and Cooperatives

3.7 Over a three-year period, our tailored support to encourage the development of the social enterprise and cooperative sector has supported 93 participants creating 44 new social enterprises and cooperatives, generating 82 new jobs and securing over £820,000 in funding.

3.8 As part of our ongoing engagement with the social enterprise sector, we have identified ongoing challenges around access to finance to overcome barriers to starting and growing the business. Officers have been considering a range of options to address this issue. An increasingly significant funding options is the concept of crowdfunding. Working with CrowdFunder.co.uk, we have developed a pilot Belfast-specific crowdfunding proposition for the social enterprise and cooperative sector. This pilot will provide support for developing and running a crowdfunding campaign for up to 10 social enterprises or cooperatives in the city.

3.9 It is proposed that the Council supports this initiative by offering match funding of up to £5,000 for each of the organisations who deliver a successful campaign. This option encourages
organisations to develop and test the market, secure public buy-in and successfully attract £2,500, which will then be uplifted with funding from Belfast City Council. To access this funding, social enterprises and cooperatives will be in the early stages of developing the enterprise and will be required to go through a competitive process to access the Council funding. This approach ultimately supports the long-term sustainability of the enterprise. The total cost of the pilot will be £50,000 all of which will directly support the growth and development of the sector.

Members should be aware that, at the meeting of the Strategic Policy & Resources Committee on 12 April 2019, approval was given for the delivery of two pilot projects in partnership with NOW Group and USEL (Ulster Supported Employment and Learning). These pilot projects are aimed at supporting people with disabilities or health related conditions into work as well as helping new businesses including social enterprises to start up and grow. At the initial stage of development, the focus was on the hospitality sector; however as we have worked with both organisations, it is clear that there is scope to re-shape these activities to look at other sectors – and also incorporating retail outlets. This change of focus will not have any negative effect on the outputs associated with this project. Across the two pilots, up to 60 Belfast residents and up to 40 new start-ups will be supported.

Support to Scale and Grow

One of the key challenges identified through the enterprise framework is the need to encourage more businesses to scale and grow to turnover of more than £3million. Following the success of the Way to Scale Initiative in partnership with Catalyst Inc and Invest NI, officers have been working to develop the offering for businesses with growth ambitions and potential. Through last year’s programme, 10 businesses accessed support which included a series of workshops, access to the entrepreneurship development programme at MIT in Boston, and a one week residential in Boston to develop market strategies and build networks support to realise the growth ambitions of their businesses. Early feedback from the Way to Scale Initiative has demonstrated transformational results for the participating businesses. To date, participating businesses have reported generating equity funding offers up to £2m while others have seen significant increases in revenue forecasts and sales pipelines. A full evaluation of the programme is currently underway and the feedback will be used to inform future investments from the Council in this area of work.

Building on the learning from last year, the new programme of support has been enhanced to enable up to 60 businesses in the city to access support to encourage CEO transformation,
business modelling and sales strategy. 10 of these businesses will then be further supported through a core programme of activity. The programme will encompass four core elements, namely:

- Belfast bootcamp for up to 60 businesses with Bill Aulet from Massachusetts Institute of Technology’s (MIT) Entrepreneurship Development Programme, designed to change CEO behaviour and develop high growth strategy
- 1 week Boston Residential at Massachusetts Institute of Technology’s Entrepreneurship Development Programme
- Peer-to-peer workshop series with Catalyst Inc designed to maximise peer learning and address real-time business challenges
- Go to Market 1 week Boston residential which focuses on go to market strategies and tactics.

The programme will be delivered in partnership with Catalyst Inc and Invest Northern Ireland. The overall cost of the programme will be £184,750. Given the alignment with the ambitions set out in the enterprise framework, it is recommended that this is supported with Council funding of £55,000 to maximise the take-up by Belfast-based businesses. This equates to 29% of the overall programme cost. Invest NI, Catalyst Inc and the participating companies will cover the remainder of the costs.

Involvement in good practice network on addressing educational underachievement

Members may be aware of the work of NESTA, an innovation foundation that focuses on supporting the creation of collaborative networks to promote innovation and share good practice. Officers have recently responded to a call for participation in NESTA’s Upstream Collaborative network, the purpose of which will be to experiment with new models that work ‘upstream’ of social problems, to address the underlying causes of need and create the conditions from which good outcomes can emerge.

The suggested area of focus for Belfast is educational underachievement, recognising that educational performance is one of the key determinants of young people’s economic destiny and impacts hugely on their ability to secure positive employment outcomes. If successful, participation in this network will provide the Council with access to learning and resources as well as NESTA consultancy support. There may also be an opportunity to access up to £20k through to test new approaches.
### Financial and Resource Implications

All new activity included in the report will be resourced from the 2019/20 Economic Development budget agreed by this Committee on 6th March 2019.

### Equality or Good Relations Implications/Rural Needs Assessment

Each of the proposed projects referenced in this report is informed by statistical research, stakeholder engagement and complementary policies and strategies. The unit is currently undertaking a process of equality screening on the overall work programme, this will ensure consideration is given to equality and good relation impacts throughout the delivery of each project.

### Documents attached

None
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<tr>
<th>Subject:</th>
<th>Update on Department for Communities’ Regeneration Guidance for Greater Clarendon and Sailortown</th>
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<tr>
<td>Date:</td>
<td>7th August, 2019</td>
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<tr>
<td>Reporting Officer:</td>
<td>Cathy Reynolds, Director of City Regeneration and Development</td>
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<tr>
<td>Contact Officer:</td>
<td>Sean Dolan, Senior Development Manager</td>
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**Restricted Reports**

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<th>Is this report restricted?</th>
<th>Yes</th>
<th>No</th>
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If Yes, when will the report become unrestricted?

- After Committee Decision
- After Council Decision
- Some time in the future
- Never

**Call-in**

<table>
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<th>Is the decision eligible for Call-in?</th>
<th>Yes</th>
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**1.0 Purpose of Report/Summary of Main Issues**

1.1 This report provides an update on a suite of regeneration policy and guidance documents prepared by DfC for the Greater Clarendon and Sailortown area.

**2.0 Recommendations**

2.1 The Committee is requested to:

1. note the content of a suite of regeneration policy and guidance documents prepared by DfC for the Greater Clarendon and Sailortown area, including:

   (i) the Greater Clarendon (Sailortown) Masterplan (2016)

   (ii) the Greater Clarendon (Sailortown) Delivery Framework (2018)
Greater Clarendon and Sailortown Accessibility and Public Realm Design Guide (2019);

2. endorse the proposed approach to regeneration proposals in this part of the city centre aligned to Belfast City Centre Regeneration and Investment Strategy (BCCRIS); and

3. support further collaborative working and engagement with stakeholders and local communities to deliver the priority projects identified in the Greater Clarendon and Sailortown Accessibility and Public Realm Design Guide.

### 3.0 Main Report

#### 3.1 Background

**Greater Clarendon (Sailortown) Masterplan (2016)**

The draft Greater Clarendon (Sailortown) Masterplan (Appendix 1) seeks to provide an overarching framework for the development of the area and was published by DfC in December 2016. The key projects identified in the Masterplan are broadly in line with the aspirations of the Belfast City Centre Regeneration and Investment Strategy (BCCRIS) including:

- encouraging more people to live in the city centre;
- improving the Dunbar Link;
- the potential impact of a rail halt in this area in terms of encouraging use of public transport (a site is reserved for this purpose at Gamble Street);
- encouraging activity and animation under the motorway flyovers; and
- creating attractive squares and spaces.

**Greater Clarendon (Sailortown) Delivery Framework (2018)**

The Masterplan committed DfC to bring forward the Greater Clarendon Masterplan Delivery Framework (Appendix 2) and its publication followed in 2018. The Framework has a strong focus on comprehensive development and prepares for the prospects offered upon completion of the York Street Interchange. It identified a number of projects under the overarching Masterplan that can come forward in a flexible way to make the most of market opportunities as they arise. As delivery will require a collective effort by a wide range of stakeholders, it was important to set out the key principles which would guide the preparation of the Delivery Framework and future implementation.
3.3 The Delivery Framework included a detailed site development tracker which was prepared as a tool to track progress and new information as it arises during the implementation stage. This may include changes in land ownership, new planning approvals or commencement of key development sites for example. It also highlighted areas where public sector intervention would have the greatest impact. This is set out in Sections 6/7 of the Delivery Framework in Appendix 2 and culminates in the Action Plan in Section 8. In order to maximise the contribution that all developments can make to the wider regeneration of the area, the Framework proposed consideration of the use of Section 76 agreements to secure finance towards wider public realm enhancements and other infrastructure. The key public and private sector interventions which the Framework identified as providing the catalyst for regeneration in Greater Clarendon and Sailortown are summarised in Appendix 3.


Following extensive consultation with a range of stakeholders, and as identified as a priority action in the Delivery Framework (Appendix 3, paragraph 1.7), DfC published the Accessibility and Public Realm Design Guide (Appendix 4) in May 2019. The document recognises that Greater Clarendon, and Sailortown in particular, was dramatically affected by the construction of the M2 and M3 motorways which removed the housing core of Sailortown resulting in the fragmentation of the community and severing east to west and north to south movements. These communities, comprising of some 2,500 residents in the New Lodge/Lancaster Street and Sailortown areas, have suffered from poor connections to the surrounding neighbourhoods and the city centre, magnifying the sense of isolation and lack of opportunities to connect to education and employment. The Design Guide seeks to resolve these issues by reconnecting these areas and ensuring that current development opportunities are brought forward to support and enhance the living experience for the existing and proposed population. In the longer term, the provision of direct links across the river will improve accessibility for pedestrians and cyclists to Titanic Quarter and East Belfast. The Design Guide identifies key priority projects (see paragraph 3.8) including a new North South Spine from the City Centre to Sailortown; improved connections across the Dunbar Link and other major infrastructure; and more green open space for families and communities. In the longer term, the Guide includes a proposal to improve connectivity links across to Titanic Quarter and East Belfast, enhancing connections to third level education and an area that supports over 18,000 visitors, residents and workers.
In recognition of the Importance of capturing the views of local communities, Arup, the consultants who prepared the Guide, facilitated three stakeholder events which were attended by the Greater Clarendon and Sailortown Stakeholder Forum. Additional community and business representatives and those with a considered interest in the area were also invited to attend. A site walkover was organised and all participants in the events were invited to comment on a draft version of the Guide before it was published.

The Guide seeks to help the public sector guide and encourage quality place-making which would provide consistency and conformity as the Greater Clarendon and Sailortown area transforms over the coming years. Informed by stakeholder consultation, the document seeks to provide:

- A spatial framework for the public realm that re-balances the street network and identifies opportunities for enhancement;
- A series of key moves that will deliver a strong movement framework; sequence of spaces and vibrant public realm activated by meanwhile and permanent uses;
- A coordinated palette of street furniture and surface materials;
- A strategic projects framework identifying priority projects; approaches to delivery; collaborative working and next steps.

Its suggested use is as a tool for co-ordinating, prioritising and delivering investment in the public realm and reigniting Sailortown’s sense of place and identity. The Design Guide also provides useful advice on how and where developer contributions, secured through the Council’s Developer Contributions Framework, specifically for Public Realm Environmental Improvements, could potentially be spent.

Section 4.3 of the document (pages 24-43) proposes a number of key moves, street specific and site-wide interventions priorities which offer the opportunity for stakeholders including DfC, Belfast Harbour Commissioners and private developers to work in partnership. These include:

i. Improving strategic east/west links (page 27) and north/south links (page 28). There is an opportunity to explore upgrading the public realm and pedestrian crossings in the areas of new, purpose built managed student accommodation bounded by
Great Patrick Street, Great Georges Street, York Street and Nelson Street and bisected by Little York Street and Little Patrick Street;

ii. Creating a new neighbourhood spine that enhances the quality of public realm along Tomb Street and Waring Street under the cross-harbour road and rail bridges to Corporation Square in front of the Harbour Commissioners Offices. BHC are currently examining opportunities to create a new green space (City Quays Gardens) that will act as the catalyst for future regeneration at City Quays and there are opportunities for collaboration to link to the proposed neighbourhood spine and proposed upgrade to Corporation Square (in front of the Harbour Commissioners’ office);

iii. Improving civic spaces by upgrading Barrow Square and the Clarendon Dock/dry dock area close to Sailortown. This is an opportunity for partnership working with BHC, DfC and local community representatives e.g. Sailortown Regeneration Group (SRG) to enhance the settings of these areas for civic and historic buildings and public events;

iv. Design a range of creative green community spaces that provide opportunities for heritage, arts, play and cultivations, for example Pilot Street Pocket Park;

v. Create a new Sailortown Hidden Histories Destination Plan that records and creatively explores the area’s rich maritime and dockers’ history, in partnership with local communities and with the SRG.

The Council’s City Regeneration and Development Division is examining the potential for developing a programme of small scale, catalyst public realm projects in partnership with DfC and other stakeholders such as Dfl, where appropriate, based on those developer contributions specifying improved public realm already received or agreed via signed planning agreements. The Greater Clarendon area will be considered as part of the scoping exercise for this project and a future report brought back to Committee in the near future on this.

The Council has signed a Memorandum of Understanding with Belfast Harbour Commissioners as agreed at the Council’s SP&R Committee on 21st June 2019. This outlines how BHC and BCC will work together through a strategic partnership arrangement to realise their shared ambitions for the strong growth, regeneration and prosperity of the City. The Council will continue to work closely with DfC, Dfl, Ulster University, the Campus Community Regeneration Forum, the Sailortown Regeneration Group and other stakeholders on the coordination of regeneration proposals in Greater Clarendon and Sailortown.
Emerging proposals of note supported by the suite of regeneration policy documents could include:

- the proposed relocation the BCC Dunbar Link Cleansing depot at Dunbar Street (Appendix 3, paragraph 1.3 (iv) (a));
- regeneration proposals for sites at Dunbar Street and Exchange Streets, which could be advanced through the Council’s Strategic Site Assessment process (update provided to City Growth and Regeneration Committee on 5th June);
- City Quays development opportunities including City Quays Gardens, a new public space;
- The creation of the Maritime Mile, a linear waterfront trail that will encourage people to explore Belfast’s maritime & industrial history, and connect all the key attractions, public realm, sculptures & viewing points on both sides of the river. It begins on the city side of the river, linking Sailortown and St Joseph’s Church, to the rich maritime heritage of Clarendon buildings. The proposals are being progressed with Titanic Foundation and BHC who are engaging with DfC and the Council regarding delivery;
- Regeneration proposals for St Joseph’s Church, Sailortown to support Sailortown Regeneration Group with the development of neighbourhood tourism initiatives;
- A public realm catalyst project, part funded by existing developer contributions to improve amenity and connectivity around the new student housing developments underway at the York Street/Great Patrick Street and Frederick Street junction. The proposal will seek to improve connectivity east–west across the Dunbar Link and north-south for the benefit of established communities in the vicinity of Lancaster Street and Thomas Street;
- Improvements to streetscape to facilitate better connectivity between City Quays and Cathedral Quarter through the creation of a north/south neighbourhood spine along Tomb Street connecting Corporation Square to Custom House Square;
- To include consideration of the public realm and potential to create a civic square and other innovative uses underneath and around the flyovers;
- A public realm/landscaped scheme to re-imagine Buoys Park as part of the Council’s aspirations to improve connectivity and enhanced open spaces across the city centre;
- The development of a potential “Innovation Lab” as one of the Belfast Region City Deal projects, pending completion of the Outline Business Case.
3.12 **Financial and Resource Implications**

There are no additional resource implications associated with this report.

3.13 **Equality or Good Relations Implications/Rural Needs Assessment**

There are no Equality, Good Relations or Rural Needs implications at this stage. Equality and Good Relations implications will be assessed at design stage to meet the specific requirements of proposed projects as they emerge.

### 4.0 Documents attached

- Appendix 1 – Greater Clarendon (Sailortown) Masterplan (2016)
- Appendix 2 - Greater Clarendon (Sailortown) Delivery Framework (2018)
- Appendix 3 - Greater Clarendon (Sailortown) Delivery Framework (2018): Summary of Key Interventions
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Appendix II  Belfast City Centre Regeneration and Investment Strategy Guidance relevant to Greater Clarendon (Sailortown)

Prepared by: Jonathon Behan (Graduate Planner) and Sarah May (Senior Surveyor), BGVA, July, 2016
Approved by: Ian Griffiths (Director) BGVA, July, 2016
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Executive Summary

Background

This Masterplan has been commissioned by the Department for Communities and the Strategic Investment Board Northern Ireland (SIB, NI) for the area of Greater Clarendon, known locally as ‘Sailortown’.

The Masterplan has been created to provide an overarching framework for the future development of Sailortown - an exciting future destination adjacent to City Quays north of Belfast City Centre.

The Masterplan has been prepared jointly by Bilfinger GVA and AECOM and has been subject to public consultation which ran from the end of March to June 2016, when a Draft Masterplan was made available for comment. This Final Masterplan incorporates the key comments that were received during this exercise.

The Masterplan provides guidance for further regeneration which is already well underway and has addressed decades of under-investment which has put Sailortown back on the map as an area with a strong future which can respond positively to its relationship with surrounding areas.

Part A: Evidence Base

Part A of the Masterplan considers the development context of the area and a review of the setting of Sailortown within the wider city in terms of its current socio-economic, geographic, historical and transportation position. Consideration is also given to the likely impact of the proposed York Street interchange upon the area; the planning and development activity in the area including an update on the latest planning policy and development proposals and an assessment of the market outlook for the area.

The Masterplan aims to complement the existing statutory plans and policies’ including Belfast City Council’s recently published City Centre Regeneration and Investment Strategy (CCRIS).

The Belfast Metropolitan Area Plan 2015 (BMAP 2015) is the statutory development plan which, alongside the Department’s Planning Policy Statements and supplementary guidance, provides the land use context for planning and sets out a framework of allocations, site specific designations, policies, proposals and zonings within the Council Area and wider region. In this context, the Masterplan complements and reinforces the BMAP proposals.
Part B: Analysis, Option Development and Public Consultation

Part B of the Masterplan presents the opportunities for change within the Sailortown area by character area which include the University Quarter; the City Fringe; the City Quays & Sailortown and the York Street Interchange Area.

The analysis shows that there is significant potential for change in the area which is being driven by the developments which are currently underway and the market interest in bringing further development opportunities forward. The recent investment by the university is a particular catalyst for change and a number of student housing schemes are either now on site or about to start construction. Recent development in the City Quays area is changing the skyline along the River Lagan and there has also been investment in providing a new waterfront promenade for pedestrians and cyclists.

The feedback from the public consultation exercise on the Draft Masterplan has been reviewed and the key findings have been included in this Final Masterplan report.

Part C: Masterplan Recommendations

Part C presents the proposals which include a Masterplan which illustrates the land use proposals; a Transport/Movement Framework which shows the key transport, pedestrian and cycle links; Key Projects in the area and a Delivery Strategy including the next steps. The key findings are set out below.

The Masterplan

The Masterplan for the Greater Clarendon (Sailortown) Area presents a framework to guide future development over the next 10-15 years. It draws together the land use opportunities for each of the character areas and shows how these can be integrated to ensure a coherent approach towards future development. The key proposals are illustrated in Figure 10.1 and presented below.

Ulster University Quarter Area: proposed uses include residential / student accommodation, science/business use (including incubator/start up space), retail, evening economy and ancillary uses. Current projects include an 11 storey student residential building with 475 managed student rooms and an 11–14 storey student residential building with 590 en-suite bedrooms and 92 studio rooms with 2 retail units at ground floor. There are 2 additional schemes with outline planning consent including a social housing scheme within an area of 'archaeological potential' which has been identified as a priority within BMAP.
City Fringe Area: proposed uses include hotel, residential, office, retail, mixed use, evening economy and ancillary uses. There is a 250 bed hotel scheme which includes conference facilities and basement car parking which has outline planning consent and a number of potential projects which include a mixed use (commercial/leisure) gateway development site, a potential new rail station and BMAP Accessibility Node and a landmark development opportunity near the waterfront.

City Quays/Sailortown Area: proposed uses include office, hotel, housing, retail/community uses, waterfront promenade and public space, events including water sports, cycle routes/cycle events and ancillary uses. City Quays 1 is developed and City Quays 2 is approved and on-site for commercial use. There are also a number of schemes with outline planning consent or are at reserved matters stage including a commercial waterfront tower, a City Quays hotel with adjacent public realm, City Quays multi storey car park, commercial buildings, town houses, Town houses with live - work units, residential development, mixed use commercial, community and residential around raised courtyard and a future City Quays development site. There are also a number of potential projects including a new pedestrian bridge across River Lagan as shown in BMAP.

York Street Interchange Development Opportunity Sites: The Masterplan includes proposals for the 5 potential development sites owned by The Department for Infrastructure that will become available on completion of the York St Interchange scheme in 2021. It should be noted that the 6th area, east of York St and adjacent to the rail viaduct is not owned/controlled by The Department for Infrastructure. The York Street Interchange site is proposed for retail use to link in with the Yorkgate shopping centre area. The Corporation Street Sites are proposed for mixed residential, retail and community uses and the Great Georges Street sites are proposed for leisure and recreation linked to the University Quarter.

Proposed Uses/Activities beneath the flyover include recreation, retail, entertainment and public art. There are also proposals to improve environmental quality and lighting and to encourage more pedestrian/cycle movement.

The Transport/Movement Framework

The proposals for key transport, pedestrian and cycle links in the area are presented in Figure 10.2 and include the following:

Improved north-south transport, pedestrian and cycle links which are essential to the integration of the study area into the City Centre and Cathedral Quarter to the south, and City Quays to the north. Key routes include York Street, Corporation Street and along the bank of the River Lagan.

Improved east – west pedestrian and cycle improvements including Little Patrick Street and Lancaster Street (which connect York Street to Corporation Street), Dock Street (which connects York Street to Corporation Street and Princess Dock Street), Pilot Street (which connects Corporation...
Street to the waterfront), Clarendon Road (which connects Corporation Street to the waterfront) and Corporation Square which connects Corporation Street to Donegall Quay and the waterfront and the proposed bridge crossing across the River Lagan (as shown on BMAP).

**Dunbar Link Boulevard** which includes widened pavements, cycle lanes and tree planting. Figure 10.2 illustrates proposed crossing point improvements at York Street, Nelson Street, Exchange Street / Talbot Street, Corporation Street and Tomb Street.

**Key Projects**
The Masterplan illustrates a number of key projects which include the Ulster University Area, opportunities for a New Neighbourhood in Sailortown, improvements to the Dunbar Link, the Gamble Street Rail Halt, land uses beneath the motorway flyover and opportunities for creating attractive public squares and spaces.

**Delivery Strategy including Next Steps**
The Masterplan sets out a framework for a sustainable edge of centre development strategy. The recent developments in City Quays and the market interest that has been shown in developing sites to the south of the York Street Interchange illustrate that there is considerable momentum to drive the regeneration of the area forward. The progress made in bringing forward development in neighbouring areas is also significant.

The delivery of the Masterplan is however, not without its challenges, and careful consideration will need to be given to creating an appropriate implementation framework to ensure that the wider benefits are realised.

A critical next step is the wider engagement of landowners, the community and political interests who will ultimately be key stakeholders in the development of Greater Clarendon (Sailortown) Masterplan. Secure on-going landowner, community and political support is essential to the successful delivery of the proposals contained within this Report.

- Given this context one of the next steps is defining a comprehensive list of stakeholders. This would need to be confirmed but may include representation from the Department for Communities; Northern Ireland Housing Executive; Transport NI; The Department for Infrastructure Transport Projects Division; The Department for Infrastructure (Governance, Policy and Resources); Belfast City Council; Strategic Investment Board; Sailortown Regeneration Group; Belfast Harbour Commissioners; Ulster University; Council for Nature Conservation and the Countryside (CNCC); Clanmil Housing Group; Representatives of major private sector land holdings; and Representatives of local communities and neighbouring residential areas.

This group would be responsible for the co-ordination of the preparation of the detailed development framework and delivery plan for the area, building on the existing Masterplan proposals and community aspirations. It is recommended that responsibility for the political engagement process should also fall to this group.
1. Introduction

Background

1.1 This Masterplan has been commissioned by the Department for Communities and the Strategic Investment Board Northern Ireland (SIB, NI) for the area of Greater Clarendon, known locally as ‘Sailortown’.

1.2 The Masterplan was originally commissioned in 2008, to provide an overarching framework for the development of the area. An initial draft of the Masterplan was prepared in 2009 but this has subsequently undergone a series of updates to incorporate the ongoing transport engineering and environmental work that has been undertaken in relation to the York Street Interchange which is a proposed highway improvement scheme that will have a significant impact on the area.

1.3 In addition to the York Street Interchange proposals, the updated Masterplan which is presented in this report has taken into consideration the new developments and planning proposals which have come forward in the area. The Masterplan also addresses the important relationship Sailortown has with the City Centre and other key areas such as Northside and Donegall Quay which have also seen recent changes.

1.4 Account has also been taken of a number of wider strategic and policy documents which are relevant to the area. This includes the Belfast Metropolitan Area Plan (BMAP) 2015 which was adopted in September 2014, and provides Plan Proposals for each Council area including Belfast.

1.5 This Masterplan has been prepared jointly by Bilfinger GVA and AECOM and was subject to public consultation from the end of March to June 2016, when a Draft Masterplan was made available for comment. This Final Masterplan incorporates the key comments that were received during this exercise.
2016 Update of the Masterplan

1.6 This updated Masterplan focusses on the following key elements:

- Identify all extant and emerging planning policies and other documents which affect the Sailortown area;
- Identify changes that have occurred in relation to the contextual analysis of the area, including the wider social, community, physical, technological and economic conditions; and
- Assess the potential influence of anticipated emerging developments adjacent to, or in the vicinity of the area including the Ulster University Greater Belfast Development, and York Street Interchange.

The Study Area

1.7 Figure 1.1 identifies the Masterplan area as defined initially by the Department in the original study brief. The area covers a total of 22.34 hectares, and is bounded by the A2 (Great Patrick Street/Dunbar Link/Albert Square), Donegall Quay, Dock Street, Corporation Street, York Street and the River Lagan.

1.8 Although the areas identified within Figure 1.1 define the extent of the Masterplan area, this study has not limited its analysis to the confines of the red line boundary and considers the wider setting of Sailortown within Greater Clarendon and neighbouring districts of the city.

1.9 The Masterplan area has also considered the City Quays area which is located directly adjacent to the River Lagan and immediately next to the existing community in the Sailortown area.

1.10 This Masterplan also provides guidance for further regeneration which is already well underway in parts of the area, and has addressed decades of under-investment which has put Sailortown back on the map as an area with a strong future which can respond positively to its relationship with the surrounding areas.
GREATER CLARENDON (SAILORTOWN)

FIGURE 1.1: STUDY AREA

JULY 2016
Aims of the Masterplan

1.11 The following presents the key aims of the Masterplan:

- Provide an overarching framework for the development of the area;
- Incorporate the on-going transport engineering and environmental work that has been undertaken in relation to the York Street Interchange;
- Promote improved pedestrian and cycle links with the city centre and the Laganside area, by addressing poor physical connectivity;
- Facilitate social and economic connections through the design of the environment and the improvement of key routes;
- Encourage active ground floor uses to bring life and activity to key streets and spaces within the area;
- Promote a scale and form of development that protects and strengthens the heritage and urban form within the area, with potential for statement buildings at the intersections, creating sense of place and assisting orientation within the area;
- Promote new employment opportunities;
- Promote the provision of new housing development; and
- Provide a co-ordinated approach to regeneration which takes into account proposed accessibility and transport arrangements, including proposals for the development and improvement of the public transport network.

Structure of the Report

1.12 The analysis contained in this Report is presented in three parts as set out below:

PART A: GREATER CLARENDON (SAILORTOWN) MASTERPLAN: EVIDENCE BASE

- Section 2: Development Context – Provides a review of the areas context in the setting of the wider city in terms of its current socio-economic, geographical, historical, and transportation position;
- Section 3: Greater Clarendon Area Analysis – Provides a baseline assessment of the Masterplan area in terms of its existing physical situation and the perceived impact of the York Street Interchange;
- Section 4: Planning and Development Activity and Market Outlook – Provides an update of the latest planning policy and development proposals together with an assessment of the current market outlook for the area;
PART B: GREATER CLARENDON (SAILORTOWN) MASTERPLAN: CHARACTER AREA ANALYSIS AND OPTION DEVELOPMENT

- **Section 5: Approach to the Analysis of Character Areas** – Describes the process which has been undertaken to assess the opportunities for change in the character areas;

- **Section 6: City Fringe Area Analysis** - Describes the area and identifies the main challenges and opportunities. Proposes an overarching “framework” and a series of guiding principles for effectively regenerating the area and reconnecting it to the wider city;

- **Section 7: City Quays Area Analysis** - Describes the area and outlines the main developments and proposals coming forward in the area;

- **Section 8: York Street Interchange Area Analysis** - Describes the Road interchange proposals and the associated opportunities for development;

PART C: GREATER CLARENDON (SAILORTOWN) MASTERPLAN: RECOMMENDATIONS

- **Section 9: Public Consultation and Conceptual Framework** – Outlines the key findings of the public consultation exercise on the Draft Masterplan and incorporates the key findings into a spatial summary, which also draws upon the analysis contained in the preceding sections of the report and identifies key characteristics for each part of the study area.

- **Section 10: Greater Clarendon (Sailortown) Masterplan Proposals** – Presents the land use proposals and key projects, urban design/movement framework and transport proposals; and

- **Section 11: Delivery Strategy and Next Steps** – Presents a framework for delivering the masterplan together with a set of guiding principles and provisional programme. This section also presents the Next Steps.
2. Development Context

2.1 This section provides a contextual ‘baseline assessment’ of the Masterplan area under the following headings:

- The **strategic location and local site context**; including key neighbouring areas to the Greater Clarendon area;
- The **historical context** of Sailortown and the influence that this past inevitably conveys on the present situation and future of the area;
- The **listed buildings and industrial heritage sites** in the area;
- The **planning context** within which Sailortown is set and an overview of all key policy framework documents at national, regional and local levels relevant to development set within the study area; and
- The **transport context** including the proposed York Street Interchange.

## Strategic Location and Local Site Context

### Strategic Location

2.2 Figure 2.1 identifies Sailortown within the wider strategic context of Northern Ireland and Belfast. The city of Belfast is located on the Eastern coast of Northern Ireland in county Antrim, at the south western extent of Belfast Lough at the mouth of the River Lagan to which the Greater Clarendon Area including Sailortown bounds.

2.3 The City of Belfast is flanked to the north and northwest by a series of hills including Divis Mountain, Black Mountain and Cavehill, visible at certain points from within the study area due to the limited amount of high rise development to the north of the city.

2.4 Under the most recent 2015 council reform, the City of Belfast had a population of 333,871, with the wider urban area of Belfast at a total population of 483,418. Located approximately 4 kilometres to the east of the city centre, the George Best Belfast City Airport handles an average of over 2.5 million passengers per year.

2.5 The M3 connects Belfast Airport with the city centre and serves as the main arterial connection to the city, linking with the M2 and A12/M1 which go on to serve the cities of Lisburn, Antrim and Ballymena etc. The M3 runs directly through the Masterplan area, connecting to the M2 and A12/M1 at the York Street Interchange. Further details of the existing transport network are provided later in this section.
GREATER CLARENDON (SAILORTOWN)

FIGURE 2.1: WIDER STRATEGIC CONTEXT

JULY 2016
Local Site Context

2.6 Figure 2.2 shows the Masterplan area in a more local context, with a number of neighbouring areas and key landmarks identified. As indicated on the map, Sailortown lies within the area identified as City Quays/Clarendon Docks and the City Fringe, as well as partially with the rapidly changing University Quarter.

2.7 The Masterplan area (bounded by the red line boundary on Figure 2.2), lies adjacent to the River Lagan, and spans the M3 motorway both at its entrance to the city from the East and where it interchanges with the M2 and A12/M1 at York Street.

2.8 Sailortown is located approximately 1 kilometre from the City Hall, marking the middle point of the defined City Centre Retail Area. The nearest landmark to the Masterplan area is the Obel Tower, marking the entrance to the city centre and acting as a way-finding point in the area.

2.9 A number of neighbouring areas are identified in Figure 2.2. Whilst Belfast already has a number of existing “quarters” identified for the purposes of urban regeneration and tourism, this Masterplan goes further in identifying the character of all surrounding areas in setting the local context for the study.

2.10 Each of these neighbouring areas has their own unique attributes as set out below and this Masterplan must fully understand and respond to the identity of each of these, to ensure that a cohesive strategy that responds positively to its surroundings is put in place.

Neighbouring Areas

2.11 The following provides an overview of each of the key neighbouring areas identified within the local context of Sailortown.

Cathedral Quarter

2.12 The Cathedral Quarter is located to the south of the Masterplan area, taking its name from St. Anne’s Cathedral. It provides the main cultural attraction for the wider city as a whole and plays host to a number of the city’s events including an annual visual and arts festival. The Cathedral Quarter extends all the way across to Custom House Square, one of the city’s main outdoor venues for concerts and street entertainment.

Titanic Quarter

2.13 The Titanic Quarter extends approximately 75 hectares across an area of reclaimed land adjacent to the river Lagan. The area is already well on its way to achieving its vision of
GREATER CLARENDON (SAILORTOWN)

FIGURE 2.2: LOCAL CONTEXT

JULY 2016
becoming “one of the largest waterfront developments in Europe”, home to the impressive Titanic Belfast and Odyssey Arena landmark buildings.

**Ulster University Area**

2.14 The Ulster University Area is recognised as an independent cultural zone within the city centre as defined solely for the purpose of this Masterplan. It is an area situated to the south west of Sailortown, adjacent to the ‘Library Quarter’ and ‘Cathedral Quarter’, characterised by its current on-going and future development potential. The area is home to Ulster University’s new Belfast campus, a £250 million scheme with planning permission for the development of a state-of-the-art teaching and learning facility for approximately 12,500 students. The scheme has already begun construction and is earmarked for completion in 2018, when the University’s bulk of activity will relocated from Jordanstown to the Belfast City Campus.

**Queen’s Quay**

2.15 Queen’s Quay is a section of land bordering the River Lagan, located to the southeast of the Titanic Quarter, bounded by the M3 motorway and A2 vehicular and pedestrian bridges. Although the area is predominantly derelict, characterised mainly by a car park and highways, it is central to the development of the wider Titanic Quarter and has historically been allocated for major development under the Laganside Concept Plan 1987, the Eastbank Strategy 2000 and the Laganside Corporate Plan 2004-2007. A Masterplan for the regeneration of the Queen’s Quay area was published in December 2013.

**Port of Belfast**

2.16 The Port of Belfast is located within the wider Belfast Harbour and situated directly to the North of the Masterplan area. Notably, the port is currently home to Belfast’s cruise and ferry terminals, which facilitate access to the city for tourists from around the world. Approximately 115,000 cruise visitors will arrive in Belfast from this port entrance, making the area somewhat of a gateway to the city, though there are plans to relocate the cruise terminal to the opposite side of the river in due course.

**CitySide Retail Park**

2.17 The CitySide Retail Park is an out-of-city shopping centre, located on the Northern edge of the City Centre off York Street, adjacent to the M2 and M3 motorways. The retail and leisure park is characterised by its close proximity to the motorways and residential areas of north Belfast. CitySide attracts a number of visitors who travel mainly to the area by car to purchase grocery shopping, bulky goods and other items from stores such as TJ Hughes, Peacocks, B&M Bargains, ASDA Living, and Iceland, as well as takeaway restaurants of KFC and Burger King.
The CitySide retail park is accessed via Dock Street and York Street within the Sailortown area as well as neighbouring residential areas.

**City Fringe (Laganside)**

2.18 The City Fringe Laganside area abuts Sailortown at Albert Square/Queen’s Square, Custom House and the Obel Tower, and includes the area of public space fronting Custom House. The area is frequented by a high number of pedestrian visitors from both the city centre and the Titanic Quarter via the recently refurbished Lagan Weir Footbridge. As well as this, the area is characterised by the busy A2 highway which runs along Donegall Quay. The contrast between the iconic Obel tower building and the historic features of this area make it particularly unique. Added to this, it has a key role to play in connecting the river’s edge to the city centre.

**City Fringe (North Belfast)**

2.19 The City Fringe North area is located directly to the west of the proposed York Street interchange, and is characterised by a wide mix of uses and building types. This includes an area of residential development off Great Georges Street; mixed office and retail space fronting York Street and a large car park and public hall off Frederick Street. The area plays a role in connecting the city with the wider residential population north of Belfast City Centre. Located on the periphery of the proposed York Street Interchange, this area is likely be significantly influenced by future development along York Street and the neighbouring University Quarter.

**Historical Context**

2.20 Sailortown has a long and proud history enshrined in folklore and popular culture. It is a historically significant area of Belfast, intrinsically linked to the economy of the city and its trade. Despite the important part that it played in the city’s history, the last 50 years have witnessed significant decline, with the reduction in population and employment opportunities and the loss of much of its original character. This Masterplan seeks to create a new future for the area and to breathe new life into an integral part of Belfast city. The historical context of Sailortown is presented in Figure 2.3.

**Past**

2.21 In the 19th Century, as Belfast grew and expanded northwards, the Sailortown area was developing to accommodate growing port functions. Located immediately adjacent to the docks, the area was a ‘melting pot’ of different cultures and influences.
2.22 During the industrial revolution, the linen industry became an economic driver for the area, and the increasing requirements for labour in the linen mills and the port attracted many workers to the area. A dense network of terraced streets was developed to house the workers that flocked to the area. Many of the houses were overcrowded and living conditions were poor. Despite this, a strong and cohesive community grew up in the area.

2.23 The history of the area in the 20th Century has been influenced by the twin forces of radical economic change and town planning. In the 1920s and 1930s, the depression that gripped the world led to the decline of trade and the threat of unemployment. The economic hardship endured by many households in the area forged even stronger ties in the community and led to a culture of mutual dependency for survival. Sailortown remained vulnerable to changes in the world economy with local industry dependent upon the export of goods and products across the world.

2.24 In the latter half of the twentieth century, it was widely recognised that the housing conditions in the Greater Clarendon (Sailortown) area were sub-standard and there was a need for significant improvements to bring dwellings up to modern living requirements. At the same time, plans for the motorway network were being formulated, and the route of the motorway was planned to intersect York Street within the area. Most of the community was ultimately relocated into new housing, making way for the new motorway to sweep through the Greater Clarendon (Sailortown) area.

Present

2.25 Today, Sailortown is a fragmented part of the city. For almost 40 years the motorway has effectively “cut off” the city centre from the Dock. Land cleared around the motorway flyovers has remained in use as surface car parking, depots and vacant sites. Only a few fragments of the area’s heritage remain. The grand Harbour Commissioners offices, Sinclair Seaman’s Church and the historic St Joseph’s Chapel are fine examples of the area’s architectural legacy. The Laganside Corporation has restored Clarendon Dock and facilitated a process of waterside regeneration in the late twentieth century and this has led to many businesses relocating to the area. Individual housing developments have also started to appear and a fledgling population is forming.

2.26 However, despite these successes, the area remains disconnected from the city centre and lacks a coherent strategy to guide investment in the future.
### Listed Buildings and Industrial Heritage Sites

2.27 There are over 1,100 buildings of special architectural or historic interest protected by listing in the Belfast City Council area, with a further number of buildings identified as industrial heritage sites.

2.28 As outlined in the historical context above, the area has a rich industrial history which is reflected by a relatively high proportion of listed buildings located within the area. Table 2.1 schedules the 5 listed assets within the Greater Clarendon area. Notably, the majority of listed buildings are concentrated around Clarendon dock.

#### Table 2.1: Listed Assets within Greater Clarendon

<table>
<thead>
<tr>
<th>Listed Building Reference</th>
<th>Grade</th>
<th>Name of Building</th>
<th>Description</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td>HB/26/50/093</td>
<td>A</td>
<td>Sinclair Seamen’s Presbyterian Church, Corporation Square, Belfast BT1 3AJ</td>
<td>Italianate church of uncoursed ashlar stonework by Lanyon Lynn &amp; Lanyon, facing Corporation Square, with L-shaped plan enclosing freestanding campanile tower linked to the church by an arched bridge as a flying buttress at balcony level.</td>
<td><img src="image1.jpg" alt="Image" /></td>
</tr>
<tr>
<td>HB/26/50/095 A</td>
<td>B</td>
<td>St Joseph’s RC Church, Prince’s Dock Street, Belfast Co Antrim BT1 3AA</td>
<td>Two storey French Gothic style RC Church of 1879-80 by Timothy Hevey, set within a terrace of warehouses on the SW side of Prince’s Dock Street.</td>
<td><img src="image2.jpg" alt="Image" /></td>
</tr>
<tr>
<td>HB/26/50/095 B</td>
<td>B</td>
<td>St Joseph’s RC parochial house, 38 Pilot Street, Belfast Co Antrim BT1 3AH</td>
<td>Tall, mildly Italianate, red brick four storey rectory house set on the NE side of Pilot St at the rear of St Joseph’s RC Church.</td>
<td><img src="image3.jpg" alt="Image" /></td>
</tr>
<tr>
<td>HB/26/50/094</td>
<td>A</td>
<td>Harbour Office, Corporation Square, Belfast</td>
<td>A freestanding symmetrical two-storey Italianate Palazzo style Harbour Office with attics to wings, and partial basement.</td>
<td><img src="image4.jpg" alt="Image" /></td>
</tr>
<tr>
<td>HB26/50/090</td>
<td>A</td>
<td>Clarendon Dock Buildings and two graving docks, Harbour Estate, Belfast</td>
<td>Clarendon dock pump house building, late eighteenth century Dock no.1 to southwest and early nineteenth century Dock no.2 to northwest.</td>
<td><img src="image5.jpg" alt="Image" /></td>
</tr>
</tbody>
</table>
Planning Context

National Planning Framework

2.29 As set out in Part 1, Section 1 of the Planning Act (Northern Ireland) 2011, the objective of the planning system in Northern Ireland is to secure the orderly and consistent development of land whilst furthering sustainable development and improving well-being. Planning policy, Frameworks and the strategic documents governing development within Northern Ireland are intrinsic to the contextual basis for any masterplan such as this.

2.30 As of 1\textsuperscript{st} April 2015, Northern Ireland’s planning system was reformed and restructured from a unitary system where all planning powers rested with the Department for Agriculture, Environment and Rural Affairs’s Northern Ireland Planning Service (the Department), to a new two-tier model under which the implementation of key planning functions have been handed back to local government. Local authorities are now responsible for:

- Local plan-making;
- Development management; and
- Planning enforcement.

2.31 Whilst the Department retains responsibility for regional planning policy and a small number of regionally strategic applications, the majority of major applications are now handled at local government level.

2.32 As well as this devolution of power, the previous 26 smaller local authorities have been merged into 11 larger units of local government under the two-tier system. Until all these 11 councils have adopted a new Plan Strategy for the whole of their council area, the existing suite of Planning Policy Statements remain in place. During this transitional period, planning authorities will apply existing policy contained within the following documents, together with the Strategic Planning Policy Statement for Northern Ireland (SPPS).

- PPS 2: Natural Heritage;
- PPS 3: Access, Movement and Parking;
- PPS 4: Planning and Economic Development;
- PPS 6: Planning, Archaeology and The Built Heritage (Amended);
- PPS 7: Quality Residential Environments/ Safeguarding the Character of Established Residential Areas (Amended);
- PPS 8: Open Space, Sport and Outdoor Recreation;
- PPS 10: Telecommunications (Policy TEL 2 is cancelled);
- PPS 11: Planning and Waste Management;
- PPS 12: Housing in Settlements (Amended);
• PPS 13: Transportation and Land Use;
• PPS 15: Revised: Planning and Flood Risk;
• PPS 16: Tourism;
• PPS 17: Control of Outdoor Advertisements;
• PPS 18: Renewable Energy;
• PPS 21: Sustainable Development in the Countryside;
• PPS 23: Enabling Development; and
• Relevant provisions of ‘A Planning Strategy for Rural Northern Ireland’

Regional Development Strategy

2.33 The Regional Development Strategy for Northern Ireland 2035 (RDS) was published by the Department for Regional Development (The Department for Infrastructure) in March 2012, and sets out a dynamic strategic spatial planning framework for Northern Ireland to guide physical development within the region until 2035 and provides an overarching strategic framework for the preparation of development plans.

2.34 The purpose of the RDS is to deliver the spatial aspects of the Programme for Government by setting out the framework for spatial development across the Region up to 2035. It complements the Sustainable Development Strategy and informs the spatial aspects of the strategies of all Government Departments.

2.35 The RDS provides an overarching strategic planning framework to facilitate and guide the public and private sectors. It does not redefine other Departments’ strategies but complements them with a spatial perspective.

BMAP

2.36 Alongside the RDS and PPS’s, the recently adopted Belfast Metropolitan Area Plan (BMAP) (adopted in September 2014) sets out the spatial framework and allocations of Belfast and Lisburn and the Borough Council areas of Carrickfergus, Castlereagh, Newtownabbey and North Down.

2.37 The Belfast Metropolitan Area Plan 2015 (BMAP 2015) is the statutory development plan which, alongside the Department’s Planning Policy Statements and supplementary guidance, provides the land use context for planning and sets out a framework of allocations, site specific designations, policies, proposals and zonings within the Council Area and wider region. Together, these help to positively shape and inform future development within Belfast.

2.38 BMAP 2015 helps to ‘give effect’ to the RDS, providing a framework for guiding investment by public, private and community sectors and giving context to those wishing to develop, and
those affected by development proposals. The plan also establishes a framework for positive co-ordination of public bodies in joined-up Government at regional and local levels.

2.39 The Greater Clarendon Masterplan aims to complement the existing suite of statutory plans and policies as well as the Council’s recently published City Centre Regeneration and Investment Strategy. In doing so, this Masterplan has fully considered the policy and recommendations contained within the BMAP, especially those relating specifically to development within the Greater Clarendon area.

2.40 A full list of relevant BMAP policies relating to the Greater Clarendon area is contained within Appendix I.

**Urban Regeneration and Community Development Framework**

2.41 The Urban Regeneration and Community Development Policy Framework provide an overarching structure to the Department’s urban regeneration and community development activity.

2.42 This reflects the major changes in the global economy and the forthcoming reform of local government in 2016 when councils will be given a greater role in regeneration and community development. This policy framework will also shape the way that regeneration and support for the voluntary and community sector are delivered in Northern Ireland in the future.

2.43 The policy framework contains four main policy objectives:

- Tackling area-based deprivation;
- Making towns and cities more competitive;
- Linking up areas of need and areas of opportunity; and
- Developing more connected and engaged communities.

2.44 The policy framework also contains four supporting actions which will help create a more conducive policy and financial environment in which regeneration and community development will operate.

2.45 A logic model is also outlined in the policy framework which has an outcomes-focused approach. The aim is to ensure that plans are made with their ultimate goals in mind and not just the activities that are seeking funding. The model notes that any urban regeneration and community development activity must have clear results and must benefit the community.

2.46 A series of documents were prepared to provide the evidence base for the development of urban regeneration and community development policy in Northern Ireland.
Local Planning Framework

2.47 As highlighted above, majority of planning powers have been returned to councils. This significantly enhances local democratic accountability and introduces a two-tier planning system that is more responsive to the priorities and needs of local people.

2.48 In Belfast itself, the city boundary was expanded to take in around 53,000 additional residents, 21,000 households and 1,000 business premises.

City Centre Regeneration and Investment Strategy (CCRIS)

2.49 The Belfast City Centre Regeneration and Investment Strategy was adopted by the Council as a statutory document in September 2015. The strategy outlines a vision to develop a thriving world-class city centre for the future of Belfast, vital to the prosperity of the wider city and region.

2.50 The strategy sets out a collective ambition for continued growth and regeneration in the city core and its surrounding areas, including Greater Clarendon, up to the year 2030.

2.51 The document contains a number of policies to guide city-centre decision making and key projects for continued economic growth as well as identified social benefits.

2.52 These policies are based on several ‘core principles’ which include;

- Increasing the employment population;
- Increasing the residential population;
- Managing the retail offer;
- Maximising the tourism opportunity;
- Creating a regional learning and innovation centre;
- Creating a green centre, accessible to cyclists and walkers;
- Connecting to the city around; and
- Enhancing shared space and social impact.

2.53 Specific guidance on areas within and adjacent to Greater Clarendon (Sailortown) is provided within the Strategy under ‘The North Centre’ Projects and Places.

2.54 The Strategy provides a ‘vision’ and ‘guidelines’ for areas including the Dunbar Link, Gamble Street Rail Halt, Underpass Projects and the York Street Interchange. The Department has recently adopted, in part, the CCRIS as its policy framework for the future regeneration of Belfast City Centre.
The CCRIS also identifies the Lagan Corridor as an important but underutilised part of the city and emphasises the need to enhance connectivity to the river. In this context, it is important that the Masterplan not only promotes the movement of people in a north/south direction but also east-west movement to and from the river frontage. The aspirations of the CCRIS and the identified Inner North place and Special Action area are also relevant in this regard. The Council will develop a framework for the East Bank area of the city which will address the River and seek to align with the Greater Clarendon Masterplan.

A detailed list of relevant guidance contained within the Strategy relating to the Greater Clarendon area is contained within Appendix II.

**Transport Context**

With major road infrastructure both within and surrounding the study area, including the Dunbar link and the M3, Greater Clarendon (Sailortown) offers a gateway experience when leaving and entering Belfast. However, whilst the roads offer good accessibility both in and out of the city, they also physically divide the area and isolate it from its surroundings, including the city centre.

**Existing Transport Network**

The transport context is presented in Figure 2.4 and is described under the headings of public transport; parking; and the proposed transport network below.

**Public Transport: Bus and Rail**

The area is well served by bus services. Bus routes link central stops at City Hall and run along High Street and Chichester Street serving the north and east of the city centre and beyond. For buses travelling east (i.e. those travelling via Queen Elizabeth Bridge and Oxford Street), there is a bus stop located at Queens Square, which is approximately 200m from the Tomb Street site. Yorkgate Shopping Centre bus stop is within 200m of the area. The will be a need to increase the provision of bus stops in the study area as the area is redeveloped.

Laganside Bus Centre is located off Custom House Square, approximately 500m walk from the centre of the Greater Clarendon (Sailortown) area. This serves Antrim, East Down and Mid Ulster area and other towns, which are accessed from the M2 motorway, such as Ballymena, Larne Magherafelt and Coleraine.

There is no rail station within the study area. Yorkgate Station is located approximately 200m from the Greater Clarendon (Sailortown) area but is difficult to access by foot from the study area. It lies on the Belfast – Larne line and the Belfast/Derry-Londonderry line. It has 107 services per day on a weekday.
GREATER CLARENDON (SAILORTOWN)
FIGURE 2.4: TRANSPORT CONTEXT
JULY 2016
2.62 Central Station is located on East Bridge Street and is approximately 1km from the study area. The station provides services to Dublin, Bangor, Larne Harbour, Londonderry and Portadown. For travel between Central Station and Belfast City Centre, Translink offer passing Metro bus services as well as all Ulsterbus 500 services passing East Bridge Street.

**Car Parking - Strategy**

2.63 The following paragraphs consider the existing provision of on-street parking spaces in the study area and the loss of car parking that will result from the construction of the York Street Interchange.

2.64 As a result of Local Government Reform the Department for Regional Development (DRD) transferred all its off-street car parks (excluding Park and Ride/Park and Share) to councils on 1st April 2015. The Council is therefore now responsible for the operation of 30 car parks which were previously operated by the DSD.

2.65 The City Centre Regeneration Strategy & Investment Plan considered access, traffic flows and car parking provision in the city and identified that there were significant opportunities for improvement, such as the consolidation of car parking provision and the real time provision of information about parking availability. Whilst the Council is developing its parking strategy for the city centre it should be noted that that existing parking policy as set out in BMTP and BMAP includes the Greater Clarendon Masterplan area within the area of parking restraint. The associated planning policies control the amount and type of parking that is permissible through development applications.

2.66 Recognising the importance of appropriate car parking for cities, the Belfast City Centre Regeneration Strategy and Investment Plan includes a proposal for the Council, together with Transport NI and The Department for Infrastructure, to develop and implement a city centre parking strategy as a matter of high priority. This will involve the consolidation of car parks and real time advertisement of parking availability as well as being set within the context of alternative transport provision in the city, such as the Belfast Bike Share Scheme and Rapid Transit.

2.67 There are over 10,000 publicly available off-street parking spaces in and around Belfast City Centre, in addition to extensive on-street parking and numerous private car parks. However the provision of these spaces is fragmented into numerous low capacity surface car parks owned and operated by a range of stakeholders with inconsistent pricing and information. Therefore while occupancy of the total available spaces may be relatively low, parking spaces can be hard to find which can lead to significant volumes of traffic searching between car parks and increasing city centre traffic levels.
Rationalisation of parking into larger capacity multi-storey car parks accessed from the Inner Ring Road would open up development sites, create a much more coherent system and reduce congestion. This is consistent with BMAP Transport Policy (see Appendix I).

The development and implementation of a City Car Parking Strategy will require a time frame of at least five years given the potential requirement for capital investment. The Council are developing an action plan to address the shorter and medium term issues including:

- Engaging with key stakeholders including current parking providers and The Department for Infrastructure to develop a parking strategy for the city centre;
- Developing and implementing a costed improvement plan for city centre parking provision, management and enforcement;
- Progressing the use and improvement of parking information systems and contribute to the development of a ‘city app’; and
- Delivering the off street car parking functions and reviewing its effectiveness to identify improvements to deliver on the ambitions in the Belfast City Centre Regeneration Strategy and Investment.

**Car Parking - Spaces**

Our analysis indicates that if ground level parking is removed from beneath the motorway, this would remove about 310 spaces. The York Street Interchange proposals remove a further 390 spaces. The removal of the Exchange Street car park would add an additional loss of about 50 spaces. The total loss of car parking spaces is therefore about 750.

With the additional demand for parking arising from the new development, there will be a shortfall of car parking. The Council’s current strategy (as indicated above) is to ‘gather up’ surface parking into multi-storey facilities around the inner ring road (see car parking strategy below) and this is reflected in the Masterplan proposals contained in this report which are to help encourage the use of sustainable transport. As part of this work the Council will be considering how car parking operates within the city and opportunities for rationalisation which could involve a reduction of spaces in some areas and corresponding increases in others, which could in turn, lead to the realisation of development opportunities.

A reserved matters planning application for a 907 space multi-storey car park, proposed under the City Quays Masterplan was submitted to the Council in December 2015. An artist’s impression of the proposed car park is shown in Photograph G in Figure 4.2.
Proposed Transport Network – The York Street Interchange

2.73 For a number of years, Transport NI has been promoting improvements to the junctions in the York Street area to improve linkage between the M2 and M3 Motorways and the Westlink. Grade separation from York Street and the ‘local’ road network has been preferred, with the key objective to improve the Strategic Road Network in this key interchange area, which caters for approximately 100,000 vehicle movements daily.

2.74 Following the announcement of the Preferred Option in December 2012, Transport NI and its consultants, worked to further refine the layout of the scheme ahead of a Stage 3 Scheme Assessment. The Proposed Scheme Report, including an Environmental Statement and an Engineering, Traffic and Economic Assessment Report was announced by the Minister for Regional Development on 27th January 2015, with a Public Inquiry taking place in November 2015.

2.75 The York Street Interchange is designed to improve the trans-European transport network, specifically facilitating better connectivity between Belfast, Dublin, and Cork. This is a high priority strategic project for Transport NI. The York Street Interchange proposals are presented in Figure 2.5.

Key Features of the Transport NI Preferred Option

2.76 The Department for Infrastructure website describes the key features of the scheme (in terms of strategic traffic movement) as follows. The proposed layout is presented in Figure 2.5.

M2 to Westlink

2.77 The M2 to Westlink movement would be grade-separated by passing over Dock Street on a new overbridge structure before dropping below existing ground level in an underpass structure. It would pass beneath links between Dock Street and M3, Westlink and M3, Lagan Bridge, Dargan Bridge and the New York Street overbridge. Two lanes would be maintained in the direction of Westlink. A merge would be provided from the Docks area (via a revised junction arrangement at Duncrue Street) that would provide strategic access for the Port of Belfast.

Westlink to M3

2.78 The Westlink to M3 movement would commence as a single lane diverge from Westlink to M2 alignment that passes under York Street overbridge in an underpass structure. The link would pass under both Dargan and Lagan bridges, whilst rising to pass over the M2 to Westlink alignment. A lane gain from Dock Street converges with the link, with the two resulting lanes continuing onto the existing on-ramp structure towards M3.
GREATER CLARENDON (SAILORTOWN)

FIGURE 2.5: YORK STREET INTERCHANGE PROPOSALS

JULY 2016
M3 to Westlink

2.79 The M3 to Westlink movement would be grade-separated by passing under Dargan Bridge via a new single lane link, passing between the existing bridge piers at approximately existing ground level. West of the Dargan Bridge, the link drops below existing ground level in an underpass. On approach to York Street overbridge, the link would rise as it passes under the bridge and continues to rise to join the M2 to Westlink alignment.

York Street

2.80 York Street would be raised above existing ground level as part of the works to accommodate the proposed underpasses. Two traffic signal controlled junctions would be provided at the intersection between York Street and Great George’s Street, and at the intersection of York Street and the diverge from Westlink to York Street. Existing provision for pedestrians and cyclists on York Street would be maintained as a minimum, with an expected improvement for non-motorised users at the junctions from the removal of a significant volume of traffic. Access arrangements from York Street to adjacent properties would be revised to suit its raised level.

2.81 It should be noted that the proposed changes to York Street would reintroduce two-way running of a form to provide a new bus/cycle lane in the southbound direction, from Galway House to the Inner Ring. This would be further complemented by the provision of cycle lanes in both northbound and southbound directions between the Inner Ring and Dock Street.

York Street to M2

2.82 Two lanes would be provided in a new slip road from the raised York Street under the Dargan Bridge. In order to tie in with the existing M2 foreshore northbound carriageway, it is necessary to reduce the movement beyond the Dargan Bridge to a single lane that merges onto the motorway. The existing southbound connection on York Street to the M2 would be retained.

Connections to Local Street Network

2.83 Connections from the local street network to the new interchange links would be provided at Clifton Street, York Street, Dock Street and Duncrue Street in the form of on-slips. Connections from the strategic road network to the local street network would be provided in the form of off-slips from interchange links at Clifton Street, York Street and Nelson Street. The existing north-facing on and off-slip roads at Clifton Street would remain open within the proposed road layout.
Potential Development Opportunities

2.84 It is anticipated that a number of potential opportunities could emerge once the York Street Interchange is completed, though there remains some uncertainty due to funding and timing of this project. It should be noted that some schemes within the city fringe and around Ulster University will not be affected by the Interchange and are likely to be delivered earlier.

Summary Impact of the York Street Interchange

2.85 The latest layout for YSI (Figure 2.5) has two notable changes from the drawings which were available in earlier versions of this Masterplan:

- The first one is to the east of the block bounded by Nelson Street and York Street (highlighted in yellow in Figure 2.5). Whilst this is now being put forward for development no access is shown on the YSI plans although it is considered that an access could be provided along the western frontage of the site; and

- The second is the area immediately to the south of the re-aligned Nelson Street (see area highlighted yellow in Figure 2.5) which is now accessible via Nelson Street and the Nelson Street/Dock Street Signalised junction. The YSI scheme has developed an access design for this site along its northern frontage.

2.86 In terms of access to other sites the current YSI proposals allow access to the remaining sites.

2.87 Another point of note is that feasibility studies are taking place into widening Dargan viaduct. The current plan is that the foundations/columns works would be constructed as part of the greater York Street Interchange contract, but any widening of the deck would be carried out separately at some (currently indeterminate) point in the future. Therefore this could affect the amount of developable area as it would be prudent not to bring development adjacent to existing line.

2.88 In summary, the York Street Interchange is designed to:

- Remove a bottleneck on the strategic road network;
- Deliver an affordable solution to reduce congestion on the strategic road network;
- Improve reliability of strategic journey times for the travelling public;
- Improve access to the regional gateways from the Eastern Seaboard Key Transport Corridor;
- Maintain access to existing properties, community facilities and commercial interests;
- Maintain access for pedestrians and cyclists; and
- Improve separation between strategic and local traffic.

**Gamble Street Rail Halt**

2.89 There are proposals to provide a Rail Halt in the Gamble Street area. Although these are not firm proposals, the Masterplan is flexible enough to accommodate its operational footprint. Ulster University has also suggested that development of the Rail Halt would be beneficial in terms of attracting students to live in the area and travel to Ulster University in a sustainable way.

2.90 From consultation with Translink it is apparent that the Gamble Street Rail Halt is only likely to come forward once development has occurred, and when passenger demand can be demonstrated. If the Rail Halt proposals are progressed, it would be necessary to improve pedestrian and cycle links from the Rail Halt to the city centre, including enhancements to the treatment of the Dunbar Link in terms of pedestrian permeability. In terms of costs, the rail halt will have to be raised above street level to facilitate access to the overhead rail line. Widening of the viaduct will also be necessary to accommodate any future rail halt at Gamble Street.

2.91 Initial estimates are that such a facility would be likely to cost in the range of £4m to £6m to develop.
3. Greater Clarendon Area Analysis

3.1 This section considers the following

- Land Use;
- Land Ownership;
- Urban Grain; and
- Transport and Pedestrian Movement.

**Land Use**

3.2 Sailortown has largely lost its residential population, although there have been recent residential developments to the north of the area including 111 apartments in James Clow Mill, and 18 dwellings with a further 52 apartments off Princess Dock Street. The overriding character of the area is now commercial, with large office buildings hosting a range of professional services and government occupiers. To the south of the area, immediately adjacent to the Dunbar link, commercial office space dating from the 1960s and 1970s presents an outdated and worn façade to the area. The pattern of land uses in the area is illustrated in Figure 3.1.

3.3 The overriding impression of the area is one of a poorly defined area. This impression is largely influenced by the vacant sites and extensive surface level car parking that characterise the area. The combined effect of these open voids in the urban fabric is to further dislocate the Sailortown area from the city centre. Figure 3.1 highlights the extent of poorly defined and under-used spaces within the area.

3.4 The inefficient pattern of land use, while currently detracting from the overall quality of the area, is considered to be an opportunity in the context of this Masterplan. The availability of land for future development, suggests that this area has the capacity to play a much more significant role in the city in future years.

3.5 The site and its surroundings are mainly dominated by commercial uses, with the south having a greater influx of buildings due to its close proximity to the city core. Other uses that are located in the area include a number of community and religious buildings - the latter tend to be located more to the north and west of the site.

**Land Ownership**

3.6 The Department for Infrastructure Northern Ireland owns the majority of public land to be affected by the proposed York Street Interchange Scheme.
GREATER CLARENDON (SAILORTOWN)
FIGURE 3.1: EXISTING LAND USE
JULY 2016
3.7 The Land Ownership plan presented in Figure 3.2 is taken from The Department for Infrastructure’s York Street Interchange land information which identifies the following land owners in the masterplan area:

- Transport NI;
- NI Transport Holding Company;
- CitySide Retail Park;
- Department for Communities;
- Department for Agriculture, Environment and Rural Affairs;
- NI Housing Executive;
- Housing Associations;
- Police Service NI;
- Belfast Harbour/City Quays;
- Unregistered and
- Private Ownership.

Urban Grain

3.8 Figure 3.3 presents the urban grain or ‘figure ground’ of the area, which is in effect the figure print of the area which identifies the districts’ genealogy.

3.9 Sailortown at present illustrates a confluence of buildings in the north and south of the site but not in the centre. This starts to highlight the severe effect the M3 motorway has on the site and how it splits Sailortown in two, accentuating the sites poor north to south connections.

3.10 Sailortown is a site that at present is divided up into two isolated islands due to its close proximity to three major barriers, the M3 motorway, the Dunbar link and the River Lagan.

3.11 Within and around these isolated quarters the only form of north to south connection is Nelson Street and Corporation Street, both poorly fronted streets that offer little if not any form of experience. It is through these poor internal and external connections and large physical barriers that hinder the sites integration with its surroundings.

Transport and Pedestrian Movement

3.12 Figure 2.4 presented the hierarchy of routes within the Greater Clarendon (Sailortown) area. The area is dissected by a host of major roads to the north, south and west of the site, with the M3 motorway being the most dominant road running through the area linking North Belfast and East Belfast across the river.
GREATER CLARENDON (SAILORTOWN)
FIGURE 3.3: URBAN GRAIN
JULY 2016
3.13 Other roads which have a major impact are Nelson Street, York Street and the Dunbar link. All allow good vehicular accessibility within and around the area but inhibits pedestrians from effectively crossing the area. Additionally with the dominance of the vehicle being mainly focussed on the north, south and west, the eastern parts of Greater Clarendon (Sailortown) are only accessible through a series of low quality tertiary roads with poor frontage and definition.

3.14 It should also be noted that for the most part, Corporation Street is one way only (southbound) as northbound is a bus lane (also used by cyclists).

**Pedestrians and Cyclists**

3.15 Although pedestrian crossing facilities exist across all major roads the quality of the pedestrian experience is very poor. It is threatening and dominated by heavy traffic which means that getting to Greater Clarendon (Sailortown) from the city centre is not a pleasant experience.

3.16 Currently, there is only one major cycle route in Belfast. This is the National Cycling Network (NCN) 93, which starts at Whiteabbey, approximately 3 miles north of the site. It passes through the site at Garmoyle Street, Clarendon Dock and Donegall Quay with connections to the City Centre at High Street. It then follows the River Lagan along the towpath and continues to Lagan Valley Regional Park a few miles east of Lisburn. NCN 93 then joins NCN and continues to Craigavon and Newry.

3.17 There is also a network of cycle lanes which link the city centre to the NCN 93. One commences at High Street and continues the length of Queens Square.

3.18 There is also a shared cycle and bus lane heading northbound on Corporation Street, which joins the route at Corporation Square.

3.19 For cyclists on the NCN wanting to gain access to the city centre, a number of significant barriers are apparent including, the Dunbar Link/Great Patrick Street. These present serious obstacles and, therefore, it is essential that suitable cycle access links be provided into the city centre to enable a quick, safe and direct journey into the city centre.
4. Planning and Development Activity and Market Outlook

4.1 This section considers the following:

- Notable developments in the area;
- Proposals with planning permission and/or under consideration, and
- Market outlook.

Notable Developments in the Area

4.2 As discussed in previous sections of the report, whilst the Masterplan area suffers from a relatively high proportion of vacant buildings, surface parking, underused and derelict sites, Sailortown has a number of historic buildings and features which form an essential part of the character of the area.

4.3 The most notable developments are identified below and have been chosen for their contribution to the existing character of the area and its surroundings.

Royal Mail House and Car Park

4.4 Similar to the Obel tower situated opposite; Royal Mail House, located between Tomb Street and Donegall Quay, acts as a relatively iconic building at the southern-most extent of the Masterplan area. Built in 1973, the building was re-clad with 75,000 sq. ft. of reflective glass cladding during 1995 to 1997. The building and its associated car parking area occupy a large site area extending beneath the M3 overpass.

Corporation Street Social Security Office

4.5 Although of no notable architectural merit, the former Social Security Office located off Corporation Street is situated on a relatively large parcel of land owned by the DSD, adjacent to a Department for Infrastructure NI car park, that is held under license by BCC and will be part of the lands required for the York Street Interchange. In terms of its impact on the surrounding area, the Social Security Office Building is positioned at a key strategic location for entrance and exit into Sailortown. This is reinforced by the car parks identification as a ‘City Centre Gateway’ Site within the Belfast Metropolitan Area Plan 2015.
DSD Design Centre

4.6 Similar in nature to the Social Security Office, the Design Centre is well positioned off the main arterial route of Corporation Street, situated on Gamble Street. The building was placed on the market by DTZ McCombe Pierce in May 2015 with an asking price of £4.35m. Sale materials note that the Department of Finance & Personnel have a lease from January 2014 at a yearly rent of £415,000 for 7 years.

Nelson Street Trade Centre

4.7 The Nelson Street Trade Centre is unique in nature as a purpose built showroom/office building with space for eight separate businesses. With individual unit space of approximately 2,260 sq. ft. split over two levels and private parking to rear, the Nelson Trade Centre attracts a number of small businesses to the framework area.

Obel Development

4.8 Construction started on the Obel tower project at Donegall Quay in 2006 and it was completed in 2011. It is the tallest building in Ireland and includes 233 apartments and a number of businesses on lower floors. The site was sold for more than £20m in 2014.

Bridges Urban Sports Park (Corporation Street)

4.9 Funded by European Union, one of the only spaces within the entire area utilised for leisure by local people.

City Quays 1

4.10 The City Quays development will include two large office buildings, along with plans for the City Quays hotel, once completed. City Quays 1 was completed in 2015 and is the largest commercial venture by Belfast Harbour which is developing the lands beside the River Lagan and M3 motorway. The second City Quays 2 building is set to be a nine-storey structure and construction began in autumn 2015.

Clarendon Road Office Buildings

4.11 The 46,764 sq. ft. block was purpose-built in 1996 and has 85 car parking spaces and is located on a prime riverside location. The building is also close to other major office schemes such as the new-build City Quays 1.
Proposals with Planning Permission and/or Under Consideration

4.12 As is the case for any major city, an extensive amount of development can be seen to be occurring throughout the city of Belfast. Even during the production of this document, a high number of applications have been submitted to Belfast City Council, including a number of proposals within the Masterplan area. The analysis set out below relates to applications made between May 2010 and February 2016 just prior to the Draft Masterplan being submitted for public consultation.

4.13 Table 4.1 presents a planning assessment under the following headings:

- Completed development;
- On site development; and
- Pipeline Development outlining the planning applications which have been submitted in the study area between May 2010 and February 2016.

4.14 Figure 4.1 illustrates the recently completed developments and pipeline schemes and Figure 4.2 presents illustrations of the key pipeline projects to February 2016.

4.15 One of the key planning considerations is the need to ensure that the right mix of appropriate uses is established in with respect for the extant planning context.

Market Outlook

Land and Development Market

4.16 The U.K. residential development market is currently performing strongly with increasing levels of investment in U.K. urban areas in residential development schemes, and strong levels of traditional house building. The strength of the development activity in this sector has resulted in an upward movement of residential development land values across the U.K. In Q2 2015, U.K. urban land values increased by 3.7% in Q2 2015 (an annual growth of 10.7%) and U.K. greenfield land values increased by 0.9% (an annual growth at 4.0%)\(^1\).

4.17 The U.K. commercial development market is continuing to grow, albeit at an increasingly slower rate. The slower increases in commercial development activity are a common trend across all U.K regions but were nevertheless robust.\(^2\)

Residential Property Market

4.18 The RICS Residential Market Survey August 2015 states that U.K. house prices are continuing to rise, at an accelerating pace, due to the enduring mismatch between falling supply and rising buyer demand. The lettings market is also performing strongly with rising tenant demand and...

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1 Savills Market In Minutes UK Residential Development Land February 2015
2 Savills Commercial Development Activity August 2015
FIGURE 4.1: RECENTLY COMPLETED DEVELOPMENTS AND PIPELINE SCHEMES

JULY 2016

STUDY AREA BOUNDARY
STUDY AREA INCLUDING CITY QUAYS AND YORK ST INTERCHANGE
COMPLETED DEVELOPMENTS
ONSITE DEVELOPMENTS
PIPELINE DEVELOPMENTS

A. Graham House
B. 81 – 107 York Street
C. 28 – 30 Great Patrick Street
D. 21 – 24 Corporation Street
E. 54 Pilot Street
F. City Quays Hotel
G. City Quays Multi Storey
H. 22 – 36 Clifton Street and 4 Trinity Street
I. 81 – 87 Academy Street
(See Figure 4.2)

GREATER CLARENDON (SAILORTOWN)
### Table 4.1: Greater Clarendon (Sailortown) Planning Assessment

<table>
<thead>
<tr>
<th>Reference</th>
<th>Site Name</th>
<th>Ownership</th>
<th>Description of development</th>
<th>Planning Consent</th>
<th>Construction</th>
<th>Use Class</th>
<th>Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>C001</td>
<td>Footpath from Donegall Quay to Clarendon Dock, BT1 3AL</td>
<td>Eugene McBride (Private)</td>
<td>Public realm works for proposed walkway, promenade, comprising: new paving, seating, guarding rails, lighting &amp; tree planting, creating a continuous footpath from stile buildings leading up to the city quays one building</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>C002</td>
<td>Undeveloped land at centre of St. Anne’s Cathedral bound by Exchequer Street West, Shankill Road and Donegall Road, BT1 3LN (St. Anne’s parish)</td>
<td>Hekma Ltd (Private)</td>
<td>Mixed use development comprising 148 bedroom hotel, office units, 132 apartments, multi-storey carpark, retail units, cafe and restaurant units, public open space, landscaping and associated site works (Amendments to previous approved Z/2004/2916/F)</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>C1: B1; C3: A1; A3</td>
</tr>
<tr>
<td>C003</td>
<td>13-17 Corporation Street/18-24 Tolmuir Street</td>
<td>McClean &amp; Rhee Ltd (Private)</td>
<td>Construction of 9 storey office block with integral car parking at lower ground floor and mezzanine levels (Amended Version)</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>C004</td>
<td>Donegall Quay, Belfast, BT1 3ZE</td>
<td>Donegall Quay Ltd (Private)</td>
<td>28 storey commercial/residential development, 262 apartments, 4930 m sq office space with 128 m sq commercial at ground floor, 267 car parking spaces, external works and associated accommodation.</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>B2</td>
</tr>
<tr>
<td>C005</td>
<td>Vacant land at Clarendon Dock, 39m, southwest from 27 Albert Quay and 143m northeast of the Harbour Office</td>
<td>Belfast Harbour Commissioners</td>
<td>Erection of office building, surface car parking and other associated works. (Notification Report Received)</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>B1</td>
</tr>
<tr>
<td>C006</td>
<td>52-54 Little Patrick Street</td>
<td>Unknown</td>
<td>Construction of trade centre with eight wholesale units and floor room space</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>A1</td>
<td>N/A</td>
</tr>
<tr>
<td>C007</td>
<td>Undeveloped Little Patrick Street and Corporation Street, Belfast</td>
<td>Belfast City Council</td>
<td>Provision of urban Sports Park with part replacement of 2.4m high palisade perimeter fencing</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>C008</td>
<td>Road Service Maintenance Depot, 148-158 Corporation Street, Belfast</td>
<td>Unknown</td>
<td>Provision of two Story Office accommodation and external alterations to 2 Days of existing garage (1974) and Proposed Depot and Stores Complex (1985)</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>C009</td>
<td>James Clew Mill Site between St Josephs and Short Street</td>
<td>AWG Developments Ltd. (Private)</td>
<td>Proposed housing development comprising 111 no. apartments, 1no. concierge apartment with associated car parking, 148.69 sq m fitness suite and 325.27 sq m commercial at ground level.</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>C010</td>
<td>James Clew Mill Site between St Josephs and Short Street</td>
<td>AWG Developments Ltd. (Private)</td>
<td>Erection of 18 No dwellings comprising 4 No. 4 bedroom and 12 No. 3 bedroom dwellings and erection of 52 No. 3 bedroom apartments, All to life time home standard for social housing.</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>C011</td>
<td>Donegall Quay, Belfast</td>
<td>Department For Social Development</td>
<td>Remove existing pedestrian footbridge and replace with a linked pedestrian and cycle bridge (amended description and plan)</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>C012</td>
<td>102 Lis, Corporation Street, Towpath Park, Belfast, Northern Ireland, BT1 3DG</td>
<td>Mr &amp; Mrs Robert &amp; David Diamond (Private)</td>
<td>Office development with incursion parking and formation of access</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>C013</td>
<td>Phoenix Dock Street, Belfast Dock Street Harbour Entrance</td>
<td>Private</td>
<td>Proposed Mission to Seamen Centre</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>C014</td>
<td>Shopping centre to north of lid</td>
<td>Unknown</td>
<td>Redevelopment of part to include 4 retail units, new access to food supermarkets with 3 Retail units in mall and extensions to existing block</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>C015</td>
<td>Social Security Agency Building</td>
<td>Department For Social Development</td>
<td>Social Security Agency Building</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>C016</td>
<td>Queen’s Quay Abercorn Road, Belfast</td>
<td>Unknown</td>
<td>Landmark Millennium Project comprising Science Centre, MAA theatre, and position to provide associated leisure and entertainment facilities</td>
<td>Approved/Refused</td>
<td>Full</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
## On Site Development

<table>
<thead>
<tr>
<th>Site Ref</th>
<th>Site Name</th>
<th>Ownership</th>
<th>Description of development</th>
<th>Planning Consent</th>
<th>Date Issued</th>
<th>Date Issued</th>
<th>Use Class</th>
<th>Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>PO01</td>
<td>Site adjacent to 14 Little Patrick St and opposite 23-33 Little York Street Belfast</td>
<td>O’Neill &amp; McSharry (Private)</td>
<td>Proposed 9 storey office building including ground floor car parking.</td>
<td>Pending Decision (application submitted 20/04/2015)</td>
<td>Pending Decision (application submitted 20/04/2015)</td>
<td>N/A</td>
<td>C3</td>
<td>774 beds, 12 storeys</td>
</tr>
<tr>
<td>PO02</td>
<td>21-29 Corporation Street and 16-24 Westmoreland Street, Belfast</td>
<td>Unknown (Private)</td>
<td>Erection of 15 Storey apartment blocks comprising 529 apartments, ground floor retail and car park, 5th floor retail and basement car park.</td>
<td>Approved Full 19/11/2015 18/11/2020</td>
<td>Approved Full 19/11/2015 18/11/2020</td>
<td>C1</td>
<td>Mixed Use</td>
<td>529 apartments, ground floor retail and car park, 5th floor retail and basement car park</td>
</tr>
<tr>
<td>PO03</td>
<td>Site bounded by Little York Street, St. George’s Street and Nelson Street Belfast</td>
<td>LMC Enterprises (Private)</td>
<td>Construction of 101-105 York Street and 23-33 Little York Street.</td>
<td>Approved Full 28/02/2007 23/03/2005</td>
<td>Approved Full 28/02/2007 23/03/2005</td>
<td>C3</td>
<td>Mixed Use</td>
<td>529 apartments, ground floor retail and car park, 5th floor retail and basement car park</td>
</tr>
<tr>
<td>PO04</td>
<td>On Site Development</td>
<td>Belfast Harbour Commissioners</td>
<td>Belfast Harbour Commissioners</td>
<td>Approved Full 28/02/2007 23/03/2005</td>
<td>Approved Full 28/02/2007 23/03/2005</td>
<td>C3</td>
<td>Mixed Use</td>
<td>529 apartments, ground floor retail and car park, 5th floor retail and basement car park</td>
</tr>
</tbody>
</table>

## Pipeline Development

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Ownership</th>
<th>Description of development</th>
<th>Planning Consent</th>
<th>Date Issued</th>
<th>Date Issued</th>
<th>Use Class</th>
<th>Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>PO01</td>
<td>Site adjacent to 14 Little Patrick St and opposite 23-33 Little York Street Belfast</td>
<td>O’Neill &amp; McSharry (Private)</td>
<td>Proposed 9 storey office building including ground floor car parking.</td>
<td>Pending Decision (application submitted 20/04/2015)</td>
<td>Pending Decision (application submitted 20/04/2015)</td>
<td>N/A</td>
<td>C3</td>
</tr>
<tr>
<td>PO02</td>
<td>21-29 Corporation Street and 16-24 Westmoreland Street, Belfast</td>
<td>Unknown (Private)</td>
<td>Erection of 15 Storey apartment blocks comprising 529 apartments, ground floor retail and car park, 5th floor retail and basement car park.</td>
<td>Approved Full 19/11/2015 18/11/2020</td>
<td>Approved Full 19/11/2015 18/11/2020</td>
<td>C1</td>
<td>Mixed Use</td>
</tr>
<tr>
<td>PO03</td>
<td>Site bounded by Little York Street, St. George’s Street and Nelson Street Belfast</td>
<td>LMC Enterprises (Private)</td>
<td>Construction of 101-105 York Street and 23-33 Little York Street.</td>
<td>Approved Full 28/02/2007 23/03/2005</td>
<td>Approved Full 28/02/2007 23/03/2005</td>
<td>C3</td>
<td>Mixed Use</td>
</tr>
<tr>
<td>PO04</td>
<td>On Site Development</td>
<td>Belfast Harbour Commissioners</td>
<td>Belfast Harbour Commissioners</td>
<td>Approved Full 28/02/2007 23/03/2005</td>
<td>Approved Full 28/02/2007 23/03/2005</td>
<td>C3</td>
<td>Mixed Use</td>
</tr>
</tbody>
</table>

## Contact Information

<table>
<thead>
<tr>
<th>Contact</th>
<th>Address</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belfast Harbour Commissioners</td>
<td>City Quay 2 - 9 storey office block with coffee shop at ground floor. Surface car park, landscaping, and other associated works</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
P015 54 Pilot Street & 19 - 22 Prince's Dock Street, Belfast

BDG Stoy Hayward (Private)

Destruction of 2 no replacement restaurant/bars and 112 no apartments.

2010/0596/F Approved Full 31/08/2011 31/08/2016 Mixed Use 112 apartments / 1,833sq ft commercial space. BDO FP and Michael Burroughs Associates are preparing to submit a new planning application to remove the previously approved proposal.

P016 48 - 52 York Street, Belfast

Nicholl (Properties) Ltd (Private)

Demolition of existing building and construction of new multi storey building with retail units at ground floor and purpose built student accommodation.

2014/0479/0 Approved Outline 24/03/2015 23/03/2016 Mixed Use 600 student rooms. Site purchased in Autumn 2015 by same developer as site P019.

P017 26-44 Little Patrick Street, Belfast

Belfast Quays LLP / Rolloz LLP

Destruction of 6 no. 11 storey building for managed 380 student accommodation including a reception/management suite and communal areas; plants and storage areas; cycle provision including a reception/management suite and communal areas; plants and storage areas; cycle provision.

LA04/2015/0011/F Pending - Submitted 30/06/2015 Full Pending C3 N/A 380 student rooms.

P018 Land of existing DED surface car park at Frederick Street Belfast BT1 2LW

University Of Ulster

Mixed use regeneration scheme comprising 487 no. space multi storey car park, 707 sq metre retail unit, landscaping and development of loading bay and signalised pedestrian crossing on Frederick Street. (Further landscaping and development of loading bay and multi storey car park).

2015/1035/A Approved Permission Refused 30/06/2015 Appeal Upheld 06/02/2016 Full 16/02/2014 04/08/2016 Mixed Use 707 sq.m retail unit. 355 (amended from 467 no. space multi storey car park).

P019 Land Bounded by Royal Avenue, Church Street, Hillman Street, Waring Street, Bridge Street

Acaside Investments Ltd

Demolition, redevelopement and part change of use of existing buildings to create mixed use development comprising retail, offices, cafe/bar use, 2 no. retail positions, 205 apartments including & no. live/work units, with associated energy centre, service areas and above ground car parking, cultural/art centre, hotel, 24/7 basement car park and associated access and circulation, creation of new streets and public spaces, reconfiguration of Waring Square, public realm works, landscaping and associated site and road works. Application also comprises works to remove, alter and extend listed buildings and facades and partial demolition of North Street Arcade Acaside retaining its facades, partial reconstruction of end blocks and reconstruction of rotunda on original location.

2010/1032/F Approved Full 11/10/2010 06/10/2017 Mixed Use Retail, Offices, Cafes, 205 apartments including 6 live/work units, energy centre, cultural/art centre, hotel, car park.

P020 Northside Regeneration Project

Northside Regeneration LTD

Application for a mixed use regeneration project comprising community, residential, commercial, local retail, leisure and managed student accommodation use and areas of public realm. AND Purpose built managed student accommodation comprising 710 no. units with associated amenity and ancillary support accommodation with 54 no. lower ground floor parking spaces.

LA04/2015/0077/C Approved Full 07/08/2015 To be resubmitted 06/02/2014 Outline and Full Planning Statement N/A N/A Mixed Use 710 student resident units, associated amenity and ancillary support accommodation and 54 lower ground floor parking spaces.

P021 City Quays Hotel

Belfast Harbour Commissioners

Reserved matters application for the hotel element of the approved outline scheme only. 9 Storey upper middle class 4 hotel with 188 bedrooms proposed.

LA04/2015/1429/R Pending Reserved N/A N/A C1 Hotel

P022 City Quays Multi-Storey Car Park

Belfast Harbour Commissioners

Multi-storey car park (11 stores) 978 spaces, stores hotel. Application for existing car park and retail box in and associated site works.

LA04/2016/0282/R Pending Decision Reserved N/A N/A W1 Car Parks

P023 61-87 Academy Street, Belfast

Irkon Europe

Managed Intern accommodation building with associated offices, car parking and ground floor retail unit.

N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A Planning application expected to be resubmitted 2016, following public consultation in February 2016.
GREATER CLARENDON (SAILORTOWN)
FIGURE 4.2: KEY PIPELINE DEVELOPMENT
JULY 2016

A. Graham House
B. 81 – 107 York Street
C. 28 – 30 Great Patrick Street
D. 21 – 24 Corporation Street
E. 54 Pilot Street
F. City Quays Hotel
G. City Quays Multi Storey
H. 22 – 36 Clifton Street and 4 Trinity Street
I. 81 – 87 Academy Street
rents increasing. Over the next 5 years rents are anticipated to rise around 4.5% per annum on a U.K. wide basis.

4.19 The RICS Residential Market Survey August 2015 states that the strongest house price growth in the U.K. has taken place in Northern Ireland.

4.20 The Land and Property Service’s Northern Ireland Residential Property Price Index Q2 2015 states that between Q1 and Q2 2015 the residential property price index increased by 3% and by 6% from Q2 2014 and Q2 2015. The average house price in Northern Ireland was £113,245 in Q2 2015.

### Average Sales Value and Number of Sales, Northern Ireland, Q2 2015

<table>
<thead>
<tr>
<th>Property Type</th>
<th>Detached</th>
<th>Semi Detached</th>
<th>Terraced</th>
<th>Flat</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Sales Value*</td>
<td>£171,857</td>
<td>£111,317</td>
<td>£76,431</td>
<td>£92,355</td>
<td>£113,245</td>
</tr>
<tr>
<td>Number of Sales</td>
<td>1,433</td>
<td>1,397</td>
<td>1,384</td>
<td>433</td>
<td>4,647</td>
</tr>
</tbody>
</table>

Source: The Land and Property Service’s Northern Ireland Residential Property Price Index Q2 2015

*Q2 2015 Standardised Price (RPPI)

4.21 Detached sales comprise the majority of transactions in Q2 2015 at 31%, with detached properties also commanding the highest average sales value at £171,857. However detached properties values are increasing slightly slower than other house types, increasing 5% over the past 12 months compared to an average of 6%.

4.22 Flat sales comprise just 9% of transactions in Northern Ireland in Q2 2015; however this property type has shown the fastest average price growth increasing 6% over the past 12 months and 5% over the quarter (compared to an average of 3%). The average flat sales value in Q2 2015 was £92,335.

### House Price Change by Property Type, Quarterly and Annual, Northern Ireland, Q2 2015

<table>
<thead>
<tr>
<th>Property Type</th>
<th>Percentage Change On Previous Quarter</th>
<th>Percentage Change Over 12 Months</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detached</td>
<td>3%</td>
<td>5%</td>
</tr>
<tr>
<td>Semi-Detached</td>
<td>4%</td>
<td>6%</td>
</tr>
<tr>
<td>Terrace</td>
<td>2%</td>
<td>6%</td>
</tr>
<tr>
<td>Apartment</td>
<td>5%</td>
<td>6%</td>
</tr>
<tr>
<td>All</td>
<td>3%</td>
<td>6%</td>
</tr>
</tbody>
</table>

Source: The Land and Property Service’s Northern Ireland Residential Property Price Index Q2 2015

4.23 In Belfast City Council area, the standardised residential property price (RPPI) grew steadily to a peak of £203,951 in Q3 2007, with a subsequent collapse in the market. The RPPI fell to £86,958 in Q1 2013. Prices have begun to rally through 2013/2015 and in Q2 2015 the RPPI in Belfast City Council was £107,442 (1,040 transactions), 47.3% below the 2007 peak.
The average sales price in Belfast from July 2014 to June 2015 was £100,000. Detached properties achieved the highest average sales value at £250,000, with terraced properties achieving the lowest at £75,000.

### Average Sales Value by Property Type, Belfast, July 2014 to June 2015

<table>
<thead>
<tr>
<th>Property Type</th>
<th>Average Sales Value**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detached</td>
<td>£250,000</td>
</tr>
<tr>
<td>Semi Detached</td>
<td>£128,500</td>
</tr>
<tr>
<td>Terraced</td>
<td>£75,000</td>
</tr>
<tr>
<td>Flat</td>
<td>£100,000</td>
</tr>
<tr>
<td>Total</td>
<td>£100,000</td>
</tr>
</tbody>
</table>

** Median Sale Price of Residential Properties Sold between July 2014 and June 2015

## Commercial Property Market

The RICS UK Commercial Market Survey Q2 2015 states that the commercial property market is performing well, with strong demand from investors and occupiers which is pushing out capital and rental values. Occupier demand is increasing across all sectors (office, retail and industrial) which coupled with a restricted supply of commercial property has resulted in rental value growth and decreases in the value of landlord incentive packages.
4.26 The RICS UK Commercial Market Survey Q2 2015 states that in Northern Ireland prime space across all sectors is becoming severely restricted and rental levels are rising accordingly. Belfast is experiencing particularly strong growth.

4.27 90,000 sq. ft. of office space lettings completed in Northern Ireland in H1 2015, with significantly more transactions anticipated for H2 2015. Prime office rents in Belfast currently stand at £172 per sq. m (£16 per sq. ft.). The lack of office space in Belfast will continue to put an upward pressure on rents until new stock is delivered.³
PART B: GREATER CLARENDON (SAILORTOWN) MASTERPLAN – CHARACTER AREA ANALYSIS AND OPTION DEVELOPMENT
5. **Approach to the Analysis of Character Areas**

**Broad Approach**

5.1 This part of the report presents our approach to the analysis of the character areas within the Study Area. The following tasks have been undertaken for each character area.

5.2 Firstly, a high level analysis of the character, opportunities, constraints, key issues and ideas regarding future options for change has been undertaken in each respective character area.

5.3 Secondly, and on the basis of the above, each character area has been categorised according to their Potential for Change and prospective Scope of Intervention. This categorisation is derived from the analysis which is contained in the following sections (6 – 8) of the Report, which addresses each character area in turn, to inform the master plan and delivery strategy for the area.

**Character Areas**

5.4 The character Areas are presented in Figure 5.1 and the potential for change/intervention in each character area is shown in Figure 5.2.

5.5 The M3 motorway and Dorgan Bridge (Railway) split Sailortown into almost two halves, resulting in a clear physical division between the area which is located to the North East and conversely, the South West of the M3 carriageway. With the introduction of the proposed York Street Interchange and the associated land use opportunities that this brings, this creates 3 separate character areas within the master plan area as follows:

- York Street / St. George Street;
- The City Quays Area and
- The York Street Interchange.
GREATER CLARENDON (SAILORTOWN)
FIGURE 5.1: CHARACTER AREAS
JULY 2016

CITY FRINGE CHARACTER AREAS
A. York Street/St. Georges Street
B. Nelson Street/Dunbar Link
C. Princess Dock Street Area

CITY QUAYS CHARACTER AREA
A. City Quays Masterplan Area
B. Corporation Square
C. Princess Dock Street Area

YORK STREET INTERCHANGE AREA
A. York Street Interchange
B. Development Opportunity Sites
C. Sites below Elevated Road Structure
FIGURE 5.2: POTENTIAL FOR CHANGE/INTERVENTION

RECENTLY COMPLETED DEVELOPMENT / UNDER CONSTRUCTION

HIGH POTENTIAL FOR CHANGE / INTERVENTION – SHORT TERM
(CURRENT INITIATIVES – 2020)

MEDIUM POTENTIAL FOR CHANGE / INTERVENTION – MEDIUM TERM
(2021 – 2025)

LOW POTENTIAL FOR CHANGE / INTERVENTION – LONG TERM
(2026 – 2030)
6. **City Fringe Area Analysis**

**Overview**

6.1 The City Fringe includes the land located in the west of the Masterplan area bounded by the A12 to the north, York Street to the west, Great Patrick Street/Dunbar Link to the south and Corporation Street to the east. The character of the area is predominantly defined by commercial use - with a number of office buildings and trade retail units - and a relatively high number of derelict and underutilised sites.

6.2 The City Fringe character area can be sub-divided into the following 3 street blocks for more detailed analysis:

- York Street/St. Georges Street;
- Nelson Street/Dunbar Link; and
- Corporation Street/Dunbar Link.

**York Street/St. Georges Street**

**Character**

6.3 Figure 6.1 presents a plan which shows the location of the area. The area can be further sub-divided into 4 land parcels which show the following key characteristics:

- A high proportion of derelict and vacant sites;
- The sites are bounded by busy roads including York Street and Great Patrick Street;
- The sites are located adjacent to new Ulster University Campus;
- There are a large number of disused sites of reasonable standard for sale or to let; and
- A number of existing light industrial/retail units are in use in the area.

**Opportunities/Constraints and Key Issues**

6.4 The 4 land parcels are presented in Figure 6.1. A total of 7 planning applications have been submitted in the area between 2012 and present. The areas shaded on the plan illustrate the sites which are subject to planning. The applications provide for the following:

- 2,022 Units - Residential/Student accommodation (217 approved in outline at appeal, remainder pending);
- 1,621 m² - Office Space (outline application for 9 storey building pending approval) and
- 2,181 m² - Retail Space (all pending approval).
7 planning applications (shaded areas) submitted 2012 – present totalling:

- 2,579 Units - Residential/Student
- 1,621 m² - Office Space
- 2,181 m² - Retail Space
Ideas and Possible Future Options for Change

6.5 There is a significant pipeline of development if the above full and outline proposals are approved.

6.6 The private sector is clearly bringing development forward in this area, and a close proximity to the Ulster University campus is providing the stimulus to market interest.

Proposed Strategy

6.7 Figure 5.2 illustrates that the York Street/St. Georges Street area has been identified as an area which has High Potential for Change/Intervention. The following presents the guiding principles which are recommended to promote and enhance the area as part of the Masterplan in the future. The emphasis is recommended to be on significant private sector physical intervention, as set out below:

- Build Upon the New Ulster University Campus Anchor;
- Promote Flexible Uses in Secondary Areas (Off Pitch);
- Improve Public Realm – Gateway from the west;
- Manage the Evening Economy (Land Use and Environment);
- Enhance Pedestrian, Cycle and Vehicular Movement;
- Manage Parking Capacity;
- Encourage the appropriate re-use of gap and vacant premises and the empty upper floors of properties in the area and
- Increase Pedestrian/Cycle Permeability and Accessibility.

Nelson Street/Dunbar Link

Character

6.8 Figure 6.2 presents a plan which shows the location of the area. The area can be further subdivided into 3 land parcels which have the following key characteristics:

- **Block A** comprises the existing Nelson Trade Centre which includes a derelict/ empty adjacent site & electricity substation;
- **Block B** is characterised by 2 – 3 storey light industrial/office uses which includes some vacant uses and properties which are available for sale and/or to let;
GREATER CLARENDON (SAILORTOWN)

FIGURE 6.2: NELSON STREET/DUNBAR LINK CHARACTER AREA ANALYSIS

JULY 2016
• **Block C** includes the DSD owned Social Security Agency Building and the Council owned Car Park at Corporation Street;

• Although not situated within the Masterplan area itself, the Dunbar Street car park (owned by BCC) has been included on the plan as an additional land parcel to be considered in the context of the Nelson Street/Dunbar Link area. The Council is currently developing a car parking strategy for the city centre which will inform the future operation of their car parks and, amongst other issues, assess any opportunities for alternative uses.

**Opportunities/Constraints and Key Issues**

6.9 The areas of the 3 land parcels are presented in Figure 6.2. Whilst there are no current planning applications in the area, the area does include a number of sites which are in public ownership and which offer the opportunity for redevelopment within the time period of the plan. The areas shaded on the plan illustrate the sites which are in public ownership as follows:

• Block A: 6,125 m²;

• Block B: 7,595 m² and

• Block C: 5,790 m²;

6.10 This area is also bounded by the three arterial routes of Corporation Street, Nelson Street and Dunbar link providing strong links both in and out of the city centre.

**Ideas and Possible Future Options for Change**

6.11 There are 3 large publicly owned sites in the area which have great potential for redevelopment, including the DSD owned Social Security Building and neighbouring car park off Corporation Street identified within the BMAP 2015 as a ‘gateway site’.

6.12 The onus for delivery in this area will mainly be on the public sector to bring forward opportunities for change and to stimulate market interest. A range of possible uses could be considered including office, retail, hotel, leisure and residential use.

6.13 The utilisation of Dunbar Street car park (owned by BCC) could lead to the potential extension of this ‘gateway area’, and for connections between the Cathedral Quarter to be better realised. As noted above BCC have plans to redevelop this site.

**Proposed Strategy**

6.14 Figure 5.2 illustrates that the Nelson Street/Dunbar Link area has been identified as an area which has **High Potential for Change/Intervention**. The following presents the guiding principles which are recommended to promote and enhance the area as part of the Masterplan in the future. The emphasis is recommended to be on significant public sector physical intervention, as set out below:
• Assist in expanding development opportunities from the City Centre along a central spine into the Sailortown area;

• Create a ‘Green Infrastructure corridor’ through the creation of a pedestrian walk/cycle way thereby improving pedestrian access to the area;

• Potential for a mix of uses to complement (but not compete) with the City Centre;

• Build Upon the New Ulster University Campus Anchor;

• Manage the Evening Economy (Land Use and Environment);

Please note that the Council is currently preparing a car parking strategy for the city centre which will inform the future operation of their car parks and assess any opportunities for alternative uses. This relates to all Council owned car park sites, including those on Corporation Street.

Corporation Street/Dunbar Link

Character

Figure 6.3 presents a plan which shows the location of the area. The area can be further subdivided into 3 land parcels with the following key characteristics:

• **Block 1** comprises a privately owned car park and the potential site of the proposed Gamble Street Rail Halt;

• **Block 2** comprises the Design Centre, a Salvation Army residential building, multi-storey car park and the site of a proposed hotel development fronting Corporation Street; and

• **Block 3** comprises the Belfast Post Office Depot and associated car park, Graham House and auction Room.

Opportunities/Constraints and Key Issues

The 3 land parcels of Corporation Street/Dunbar Link are presented in Figure 6.3. One planning application has been submitted in the area since 2012. The area shaded on the plan to the east of Corporation Street represents a 250 bed Hotel scheme (ref. Z/2015/0176/F) including bar and conference facilities. It is proposed that this development will utilise the existing multi-storey car park off Tomb Street.

The area fronts Custom House and Custom House Square to the south, a public open space utilised for a wide range of outdoor events by the city, as well as the river Lagan waterfront connecting the city centre to the wider developments of Queens Quay and the Titanic Quarter.
Planning application submitted March 2015 for 250 bed Hotel scheme

Site brought to market 2015.
6.19 The area connects to the City Quays site via Corporation Street and Donegall Quay, with further pedestrian routes along the waterfront next to the Obel Tower.

6.20 The area also sits adjacent to the ‘gateway area’ of Corporation Street and the Dunbar Street car park as mentioned previously; maximising the potential for the area to act as a link between the waterfront, the Cathedral Quarter and other neighbouring developments within the Masterplan area.

**Ideas and Possible Future Options for Change**

6.21 The hotel scheme will provide a development impetus to the area if approved as well as a more founded pedestrian thoroughfare along Corporation Street.

6.22 We also understand that the DSD owned Design Centre which has recently been on the market was sold last year for £4.8 million.

6.23 There could be some potential for future redevelopment given the proximity of the area to the waterfront. In this context, consideration could possibly be given to the possible future relocation of the Post Office Depot to a secondary location which could make way for the redevelopment of the site.

6.24 The Dunbar Street Car Park is likely to be included in future redevelopment by BCC incorporating the adjoining cleansing depot.

6.25 The proximity to the waterfront, public open space, Albert Square and Custom House make this a prime area for redevelopment / improvement during the timeframe of the plan.

6.26 It is envisaged that the private sector would provide the catalyst for bringing development forward in the area.

**Proposed Strategy**

6.27 Figure 5.2 illustrates that the Corporation Street/Dunbar Link area has been identified as an area which has **High Potential for Change/Intervention**. The following presents the guiding principles which are recommended to promote and enhance the area as part of the Masterplan in the future. The emphasis is recommended to be on significant private sector physical intervention, as set out below:

- Promote the expansion of the City’s Green Infrastructure network through the creation of an attractive riverside walk/cycle way (being implemented);
- Increase Pedestrian/Cycle Permeability and Accessibility;
- Potential for a mix of uses to complement (but not compete) with the City Centre;
• Improve Public Realm – Gateway from the west;
• Manage the Evening Economy (Land Use and Environment) and
• Manage Parking Capacity.
7. City Quays Area Analysis

Overview

7.1 The City Quays area includes land located to the east of the masterplan area bounded by Dock Street to the North, Corporation Street to the west, the M3 motorway to the south and River Lagan to the east. The area is undergoing significant transformation as part of the City Quays Masterplan which is bringing a range of new commercial, hotel, residential and leisure uses to the area to replace existing derelict and underutilised sites. The area also includes two street blocks which are outside the City Quays Masterplan area namely Corporation Square and Princess Dock Street.

7.2 The City Quays character area can therefore be sub-divided into the following 3 sub areas for more detailed analysis:

- City Quays Masterplan Area;
- Corporation Square; and
- Princess Dock Street.

City Quays Masterplan Area

7.3 Figure 7.1 presents the masterplan for the City Quays area which illustrates the following key land uses and activities:

- Commercial waterfront tower;
- Commercial buildings;
- Hotel building;
- Commercial buildings around a raised courtyard and multi-storey car-park;
- Town house residential;
- Town house residential and live-work units;
- Residential buildings; and
- Mixed-use commercial, community and residential around raised courtyard.

7.4 The Masterplan was first approved under outline permission ref. Z/2010/1006/O in July 2014. Since this time, a number of developments have been initiated in the area under planning applications, including:
GREATER CLARENDON (SAILORTOWN)
FIGURE 7.1: CITY QUAYS MASTERPLAN
JULY 2016
City Quays 1 an office building approved under full planning application ref. Z/2013/0325/F and completed in 2015,

City Quays 2, another office building approved but not yet built under full planning application ref. Z/2013/1508/F

City Quays Hotel, a 190 bedroom hotel applied for in November 2015 under a reserved matters application ref. LA04/2015/1423/RM.

As well as the development occurring on the waterfront as part of the City Quays Masterplan, two areas of residential development are indicated in the outline application, located along the eastern side of Corporation Street and to the north of Prince’s Dock Street. This residential part of the scheme, if brought forward, will need further review as its interface with the surrounding areas of the York Street Interchange Impact Zone and the City Fringe, as well as existing residential areas along Pilot Street will need to be considered in the context of the Masterplan.

Corporation Square

Character

Figure 7.2 presents a plan which shows the location of the area. The area can be further subdivided into 3 land parcels with the following key characteristics:

- Area 1: Publicly owned car park suitable for redevelopment;
- Area 2: Range of privately owned buildings – some in poor condition; and
- Area 3: Development opportunity site in private ownership with lapsed approval for 39 apartments.

Opportunities/Constraints and Key Issues

The area is underutilised and could therefore easily be developed for a number of potential future uses.

Area 3 has a lapsed permission for 39 residential apartments and gallery space at ground floor which sets the precedent for potential development in the area.

The site is located off Corporation Street, an arterial thoroughfare used by mainly local residents for access both in and out of the city and providing one of only three highway access points across the motorways. i.e. future access routes guaranteed.

The Sinclair Seamen’s Presbyterian Church and Belfast Harbour Commissioner’s Office buildings are listed assets and could limit development in the area, however do add to the character of the area.
GREAT CLARENDON (SAILORTOWN)

FIGURE 7.2: CORPORATION SQUARE CHARACTER AREA ANALYSIS

JULY 2016
7.11 There is a clear focal point down towards the waterfront along Corporation Square and views across to the Odyssey development across the river Lagan can be utilised.

7.12 Potential for a pedestrian footbridge to be installed at the end of Corporation Square as highlighted in the BMAP 2015, this would further connect the area and cement Corporation Square as a focal point from three directions.

7.13 The relationship between this area and the development sites to the east of Corporation Street must be considered in the context of the York Street Interchange. There is potential for the impact of the York Street Interchange to further isolate the area.

7.14 The relationship between this area and the ‘gateway area’ of Nelson Street/Dunbar Link and the areas of Corporation Street /Dunbar Link need to be further considered, especially in the context of facilitating movement beneath the flyover on Corporation Street.

**Ideas and Possible Future Options for Change**

7.15 The area could be utilised for a number of different uses, however it is paramount that any future development at the junction of the two roads (Corporation Street, Corporation Square) should be maximised to attract movement between the north and south sides of the M3.

7.16 The existing development identified in Area 2 on Figure 7.2 is in a relatively poor condition, and should be considered in the wider context of the area for any potential future use. This may involve the renovation or redevelopment of the site.

7.17 Area 1, currently used as an open air car park extending under the Corporation Street Flyover, could be developed to front Corporation Street and/or Tomb Street. Located adjacent to the M3, development on this plot could be of relatively high form.

7.18 Little change can occur within the development envelope of the Sinclair Seamen’s Presbyterian Church, though land between the church and the Belfast Harbour Commissioner’s Office could be further utilised than at present.

**Proposed Strategy**

7.19 Figure 5.2 illustrates that the area has been identified as one which has High Potential for Change/Intervention. The following presents the guiding principles which are recommended to promote and enhance the area as part of the Masterplan in the future. The emphasis is recommended to be on significant private sector physical intervention, as set out below:

- Promote the expansion of the City’s Green Infrastructure network through the creation of an attractive riverside walk/cycle way (which is completed between Donegall Quay and Clarendon Dock to help facilitate the construction of City Quays);
- Increase Pedestrian/Cycle Permeability and Accessibility to the area, especially under the Corporation Street Flyover;

- Potential for a mix of uses to complement (but not compete) with the City Centre to attract pedestrian movement through from the River's edge and along Corporation Street;

- To improve the Public Realm in linking with the potential ‘gateway area’ to the west;

- Manage the Evening Economy (Land Use and Environment);

- Manage Parking Capacity.

- Encourage inward private investment and

- Respond to the impacts of the York Street Interchange.

**Princess Dock Street Area**

**Character**

7.20 Figure 7.3 presents a plan which shows the location of the area. The area can be further subdivided into 3 land parcels with the following key characteristics:

- **Block 1**: Mainly residential fronting Garmoyle Street, McKenna’s Bar and a vacant plot

- **Block 2**: The Mission to Seafarers Building and Open Car Park earmarked for development under the City Quays Masterplan;

- **Block 3**: Residential apartment buildings and St. Joseph’s Catholic Church.

**Opportunities/Constraints and Key Issues**

7.21 This area is mostly constrained by its position in terms of access to local facilities and connectivity to the City Centre. At present, the residential neighbourhoods of Pilot Street, and Short Street are very disconnected to any real sense of place. Dock Street to the north separates the area from the northern Docklands, whilst access to recreational space and the waterfront is limited.

7.22 One opportunity is this areas proximity to the CitySide Shopping Area and the potential access to a wide variety of services, however the public realm connecting these areas under the Dockstreet Flyover is very poor.

7.23 The area has a strong link to its heritage, with the Dockers Club located to the south of Pilot Street.
GREATER CLARENDON (SAILORTOWN)

FIGURE 7.3: PRINCESS DOCK STREET CHARACTER AREA ANALYSIS

JULY 2016
Connectivity from this area to the waterfront via Clarendon Dock, as mentioned, is relatively poor, with gated entrances to the east of Pilot and Princes Dock Street. However, if improved, access to walks and cycle routes along the waterfront and the docks themselves could be a strong opportunity for this area.

**Ideas and Possible Future Options for Change**

Block 1 represents a major development opportunity to transform the derelict nature of this site which is located in front of the only residential neighbourhood in the Masterplan area and is an eyesore.

Block 2 on the plan represents a major redevelopment opportunity in the northern part of the Masterplan area on a cleared site currently used for car parking.

The City Quays masterplan identifies the opportunity for future residential development on Block 1 and further discussions will need to be held to determine the housing type and tenure for the sites together with suitable timeframe for bringing development forward. A mixed-use commercial, community and residential scheme designed around a raised courtyard is proposed in the City Quays masterplan area for Block 2 and as above, further discussions as part of the Greater Clarendon Masterplan consultation are considered appropriate to ensure the proposals are aligned with the Masterplan and needs of the local community.

**Proposed Strategy**

The area has been identified as an area which has *High Potential for Change/Intervention* as shown in Figure 5.2 as the proposed developments are to be introduced into an existing residential community where the buildings will be retained and enhanced over the plan period.

The following sets out the guiding principles for the proposed strategy in the area:

- Transform the derelict nature of key sites in the area and provide new housing, community and commercial development to be introduced on sites within the local community;
- Increase Pedestrian/Cycle Permeability and Accessibility;
- Integrate proposals with the City Quays Masterplan; and
- Ensure that the proposals for these sites are consulted upon.
8. York Street Area Analysis

Overview

8.1 The area will be significantly impacted by the construction of the proposed York Street Interchange as outlined in Part 1 of the Report. This area is currently characterised by the exiting elevated motorway structures and supporting columns and a range of ground level uses that mainly include surface car parks, temporary uses, depots and vacant sites, which are separated by a number of heavily trafficked local roads. The elevated road structures and pattern of disparate land uses combine to create a fairly bleak and poor quality environment which has very little connectivity with the surrounding areas.

8.2 For the purpose of this assessment, the character of the York Street area is defined by:

- The proposed York Street Interchange;
- The proposed development opportunity sites adjacent to the new interchange; and
- The sites which will remain below the elevated road structure.

The Proposed York Street Interchange

8.3 As indicated in Section 2 of the report, the proposed York Street Interchange is a Fixed Scheme with little flexibility for change. Figure 2.5 presents the scheme layout. Section 2 provides a detailed description of the scheme.

Development Opportunity Sites adjacent to the Interchange

8.4 Due to changes in the proposed road layout additional areas of land are now available for future development and form a key component of revised Masterplan. The development opportunity sites created by the Interchange are illustrated in Figure 2.5 and summarised as:

- Site 1: located to the south of the proposed interchange in the City Fringe area to the west of the proposed York Street flyover;
- Site 2: located to the south of the proposed interchange in the City Fringe area to the east of the proposed York Street flyover;
- Site 3: Located immediately to the east of the proposed Interchange and the proposed new slip road which accommodated north - south traffic movements, and
- Site 4: Located adjacent to Corporation Street and the slip road outlined in the bullet point above.

8.5 These sites will be available for development upon completion of the Interchange and will provide the opportunity for a range of potential future uses.
8.6 The sites to the south of the interchange will need to be integrated into the Masterplan proposals for the City Fringe area and could provide an opportunity for future uses associated with the University Campus in the area. The sites to the east of the interchange will need to be integrated into the land use proposals for the City Quays Masterplan and consider the important interface with the Sailortown community in that area.

Sites below the Elevated Road Structure

8.7 The proposed landscaping and ground works required by the scheme will partially 'soften the environmental impact' of the scheme as illustrated in Figure 2.5.

8.8 There is an opportunity to reconsider the land uses and activities that are provided beneath the Interchange as part of the Masterplan proposals. Initial ideas for further discussion are presented in Section 9 and draw upon exemplar projects around Europe and focus on creating a better physical and pedestrian friendly environment.

8.9 Clarity on the future car parking strategy for the area will be required in this context, if sites are to become available for re-use.

8.10 The proposed Interchange does however restrict east – West pedestrian movement. The only links across the interchange are via York St. Bridge and Corporation Street (Figure 2.5) and it is essential that these links are designed as key pedestrian corridors between the city centre and the City Quays area as part of the Masterplan.

Proposed Strategy

8.11 The York Street Interchange will bring significant physical change to the area. The proposed strategy must ensure that the development opportunities associated with the interchange bring forward schemes which enhance the character and attractiveness of the area, improve the environment and create stronger pedestrian and cycle connections between the city centre and the City Quays area. These are addressed in more detail in Section 10.
PART C: GREATER CLARENDON (SAILORTOWN) MASTERPLAN - RECOMMENDATIONS
9. Greater Clarendon (Sailortown) Public Consultation and Conceptual Framework for the Masterplan

Public Consultation on the Draft Masterplan

Overview

9.1 Consultation on the information presented in the Draft Greater Clarendon Draft Masterplan took place between 29 March 2016 and 30 June 2016. The Department of Communities invited views from interested parties on the Draft Masterplan for the Greater Clarendon (Sailortown) area. Respondents could either express their views on the Draft Masterplan via a dedicated email address or they could attend one of the four public consultation events hosted at Belfast Central Library.

9.2 Responses were received from the following organisations:

- Belfast Harbour;
- Sailortown Regeneration Group;
- Council for Nature Conservation and the Countryside (CNCC);
- Belfast City Council, who were part of the Greater Clarendon (Sailortown) Masterplan Project Board and provided input throughout the study process;
- Clanmil Housing Group and
- Olympian Homes.

9.3 Consultation responses to the Draft Greater Clarendon Masterplan have been largely positive, with key stakeholders expressing support for the principles established within the Masterplan.

Key Points Highlighted in the Consultation

9.4 The following highlights some of the key points that have been raised during the consultation.

- **Collaborative Approach to Delivery** - Belfast Harbour, Sailortown Regeneration Group, CNCC, Belfast City Council and Clanmil Housing Group all support the collaborative approach to delivery being advocated by the Department (Section 11 of the Report) and, as key stakeholders in the Greater Clarendon Masterplan area, these organisations are all keen to be part of the Stakeholder Advisory Group going forward;

- **Inclusion of Social Housing** - Some respondents highlighted the importance of social housing and expressed the view that this should be included in any residential development that is delivered in the Greater Clarendon area. Clanmil Housing Group are providing social housing in the area and welcomed the opportunity to be involved in these discussions in the future;
• **Flooding** - Concerns were raised by CNCC in relation to the possible risk of flooding if the Belfast coastal defences are overtopped as a result of anticipated rising sea levels associated with climate change in the future. These concerns were expressed in relation to the provision of new housing in the area. This is an issue that will need to be monitored and more detailed plans for the area are prepared;

• **Impact on development opportunities if the YSI is delayed** – The Council noted that development opportunities coming forward in the city fringe area to the south of the YSI are less impacted by any delays the construction of the YSI and are likely to be delivered in advance of sites which will only come available once the YSI has been completed;

• **Gamble Street Rail Halt** – some respondents expressed the view that this station should be strongly promoted, particularly given the anticipated growth in people accessing this part of the city as part of the Ulster University, City Quays and other planned developments;

• **Guiding Development of Private Sector Land** - There have been suggestions that the Greater Clarendon Masterplan should provide a strong framework for guiding development on private sector land. Some respondents believe that the Masterplan should set out the preferred uses for each site in private sector ownership including guidance on the design and massing of the buildings. Our view is that the Masterplan should provide a framework to guide future development with an appropriate level of design guidance in the form of broad planning and design principles. We do not consider that its function is to provide a blueprint for the development of sites in the area. We state in Section 10 that the Masterplan complements and reinforces the BMAP proposals;

• **York Street Interchange** – Concerns were expressed by some respondents that the Masterplan should provide better connectivity across the York Street Interchange which forms a significant movement and ecological barrier within the Masterplan area. We would respond by saying that this is one of the Masterplan’s key objectives and improved connectivity – pedestrian and cycle routes are a key feature of the plan (we note some residents don’t have access to cars) and movement in promoted in both a north-south and an east–west direction and from the river frontage;

• **Make clear that illustrations are indicative** – This has been emphasised in Section 10 of the Report;

• **Heritage Assets** – Respondents encourage the retention of the historical buildings within the Masterplan area. We have made this a key priority;

• **Greenspace and Public Realm** – Respondents are keen to integrate public realm improvements and greenspace into future development in the Masterplan area. The existing community lack greenspace and children’s play facilities and respondents would like to see these amenities integrated into the Masterplan, particularly the underpass. These points are acknowledged in Section 10 of the report.
Conceptual Framework for the Masterplan

9.5 Figure 9.1 presents a conceptual framework to guide the regeneration of the Greater Clarendon (Sailortown) area, which illustrates the following key characteristics:

- Dunbar Link Boulevard;
- Ulster University Area;
- New Housing – Led Development for Sailortown;
- Existing Residential and Office;
- New Uses and Activities beneath the Flyover;
- Development Opportunity Sites around the Interchange;
- Attractive Waterfront Development / Public Realm;
- New Pedestrian / Cycle Links from the City Centre to Sailortown including the proposed City Quays - Odyssey Pedestrian Bridge;
- City Fringe Development Opportunities;
- Ongoing City Quays Commercial Development;
- Potential Future Rail Station;
- Gateway Development Projects;
- Key Entrances to the Area; and
- Opportunity for a New Square/focal Point for the Area.

9.6 The above includes the 5 distinct potential development sites owned by The Department for Infrastructure that will become available on completion of the York St Interchange scheme in 2021. It should be noted that the 6th area, east of York St and adjacent to the rail viaduct is not owned/controlled by The Department for Infrastructure.

9.7 The key characteristics listed above have been derived from the analysis which has been undertaken in this Part of the report and provides the basis for the presentation of the masterplan which is outlined in Section 10.
Greater Clarendon (Sailortown)

Figure 9.1: Conceptual Framework

July 2016
10. Greater Clarendon (Sailortown) Masterplan

10.1 This section presents the Greater Clarendon (Sailortown) Masterplan under the following key headings:

- The Status of the Masterplan;
- The Masterplan - Land Use Proposals;
- The Masterplan - Broad Urban Design Principles;
- The Masterplan - Transport / Pedestrian Movement; and
- The Masterplan - Key Projects.

10.2 The Masterplan builds on the conceptual framework which was presented in Section 9 and is a product of the baseline analysis (presented in Part A) and the character area analysis (presented in Part B) of the report.

Status of the Masterplan

10.3 The Masterplan aims to complement the existing suite of statutory plans and policies including the Council’s recently published City Centre Regeneration and Investment Strategy and help positively shape / inform future development in this location.

10.4 The Belfast Metropolitan Area Plan 2015 (BMAP 2015) is the statutory development plan which, alongside the Department’s Planning Policy Statements and supplementary guidance, provides the land use context for planning and sets out a framework of allocations, site specific designations, policies, proposals and zonings within the Council Area and wider region.

10.5 In this context, the Masterplan complements and reinforces the BMAP proposals.

The Masterplan – Land Use Proposals

10.6 Figure 10.1 presents the Masterplan for the Greater Clarendon (Sailortown) Area which illustrates a framework to guide future development in the area over the next 10-15 years. It draws together the land use opportunities for each of the character areas identified in Sections 6 – 8 of the report and shows how the proposals which are embodied in the City Quays Masterplan can be integrated to ensure a coherent approach to future development.
Proposed Uses:

- Residential/Student Accommodation; Science/Business Use (including incubator/start up space); Retail; Evening Economy; Ancillary Uses.
- Commercial Use
- Residential
- Mixed Use
- Potential Gateway Development Projects
- Other Use (Car Park/Potential Rail Station)
- Current Project
- Scheme with Outline Planning Consent

**Potential Projects**

- **U1**: 11 storey student residential building (475 managed student rooms);
- **U2**: 11 – 14 storey student residential building (900 en-suite bedrooms and 10 studio rooms, with 2 no. retail units at ground floor);
- **U3**: 48 four storey and 18 three storey terraced houses totalling 217 rooms; and social housing within an area of ‘archaeological potential’ (BMAP);
- **U4**: Multi-storey student residential building (300 student rooms and retail units);
- **CF1**: Mixed Use (commercial/leisure) gateway development site;
- **CF2**: Potential new Rail station and BMAP Accessibility Node;
- **CF3**: Landmark development near waterfront;
- **CF4**: Basement car park and 250 bed hotel including bar and conference facilities;
- **CQ1**: City Quays 1 (developed) & City Quays 2 (approved and on-site) Commercial;
- **CQ2**: Commercial Waterfront Tower;
- **CQ3**: City Quays Hotel with adjacent Public Realm;
- **CQ4**: City Quays Multi Storey Car park;
- **CQ5**: Commercial buildings;
- **CQ6**: Town House Residential;
- **CQ7**: Town House Residential and Live - Work Units;
- **CQ8**: Residential Development;
- **CQ9**: Mixed use commercial, community and residential around raised courtyard;
- **CQ10**: Future City Quays development site;
- **CQ11**: Opportunity for a new pedestrian bridge across River Lagan as shown in BMAP.
- **Y1**: York Street Site: Retail to link in with the Yorkgate shopping centre area;
- **C1/C2/C3**: Corporation Street Sites: Mixed Residential, Retail and Community Use; and
- **G1/G2**: Great Georges Street Sites: Leisure and Recreation & links to University Quarter.

**Greater Clarendon (Sailortown)**

**Figure 10.1: Masterplan**

**July 2016**
10.7 The following considers the Masterplan proposals under the following headings:

- Ulster University Quarter Area;
- City Fringe Area;
- City Quays/Sailortown Area;
- York Street Interchange Development sites; and
- Uses/Activities Beneath the Flyover;

**University Quarter Area**

10.8 The key land use proposals are:

- Residential/Student Accommodation;
- Science/Business Use (incl. Incubator/Start – up Space);
- Retail Use;
- Attractive Public Realm;
- Social housing within an area of ‘archaeological potential’ as shown on BMAP;
- Public Square – Focal Point;
- Opportunity to extend uses into adjacent City Fringe Area and York Street Interchange sites; and
- Ancillary uses.

10.9 The following projects have received planning approval and on site in the area:

- The erection of an 11 storey high student residential building (Site U1 and shown as P007 on Figure 4.1) comprising a retail unit and coffee shop at ground floor level and 475 managed student rooms; and
- The erection of a student residential building (Site U2 and shown as P008 on Figure 4.1) ranging from 11 to 14 stories in height, comprising 590 en-suite bedrooms and 92 studio rooms, with 2 no. retail units at ground floor level.

10.10 The following projects have received outline planning approval in the area:

- The erection of 48 four storey and 18 three storey terraced houses (Site U3 and shown as P005 on Figure 4.1), totalling 217 rooms; and
- The erection of a new multi-storey student residential building (Site U4 and P016 on figure 4.1) comprising 200 student rooms and retail units at ground floor.

10.11 The Ulster University Quarter is considered as a key project later in this section.
City Fringe Area

10.12 The key land use proposals are:

- Mixed Use (commercial/leisure) gateway development site;
- Hotel / night – time offer;
- Interface with University Area to the north;
- Landmark development near waterfront; and
- Ancillary uses

10.13 Whilst there are no consented schemes located within the area, the following full application has been submitted for approval:

- The construction of a basement car park and 250 bed hotel including bar and conference facilities.

10.14 The future use of site identified as CF1 which is owned by the Council, is currently being addressed as part of their on-going estate management review and this includes considering its potential and how it links to other land in this area and other planned developments. A flexible approach to potential future land use is therefore being taken.

10.15 The Council is also in ownership of the Corporation Square and Exchange Street car parks and has a license from the Department for Infrastructure for the Corporation Street car park. While the Masterplan proposes office, retail, hotel, leisure and residential as potential uses for these sites, it is also possible to retain the current use of car parking which could offer a practical use in the future in some instances, depending on the Interchange and other adjacent developments.

City Quays Area / Sailortown Area

10.16 The key land use proposals are:

- Office development;
- Hotel;
- Housing;
- Retail/Community Uses;
- Waterfront promenade and public space;
- Events including water sports;
- Important cycle route and cycle events;
• Opportunity for a new pedestrian bridge across River Lagan.
• Environmental improvement;
• Links to the waterfront; and
• Ancillary uses.

10.17 Development in the City Quays area is progressing and is providing a major impetus to the regeneration of the rest of the study area.

10.18 The following projects have received planning approval and on site in the area:

- City Quays 1 (developed) and City Quays 2 (approved and on-site) Commercial Buildings;

10.19 The following projects have received outline planning approval or are at the reserved matters stage awaiting approval:

- Commercial Waterfront Tower;
- City Quays Hotel with adjacent Public Realm;
- City Quays Multi Storey Car park;
- Commercial buildings;
- Town House Residential;
- Town House Residential; and Live - Work Units;
- Residential Development;
- Mixed use commercial, community and residential around raised courtyard.

10.20 Opportunities for new housing in the Sailortown area are identified as a key project which is considered later in this section. The aim is to ensure that residential developments provide balanced neighbourhoods that are well connected to the city centre and have access to important amenities.

**York Street Interchange Development Opportunity Sites**

10.21 The key land use proposals are on York Street, Corporation Street and Great Georges Street are set out below.

**York Street Site**

10.22 The York Street sites measures 0.8 hectares and has potential for future retail use to link in with the Yorkgate shopping centre area.
Corporation Street Sites

10.23 The land use proposals are for residential, retail and community uses which complement the land use proposals for City Quays and Sailortown. There are three interconnected sites which comprise this development opportunity. The land parcels together provide a gross land area of 25.3 hectares for future development.

10.24 Retail uses must be of an appropriate scale and nature for these locations. The sites sit outside the City Centre and the scale of development must be carefully considered and be acceptable in planning terms, to ensure densities are appropriate and not compete unduly with the city centre.

<table>
<thead>
<tr>
<th>Site</th>
<th>Gross Sites Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Y1</td>
<td>8,210 m. sq.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Site</th>
<th>Gross Site Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>12,610 m. sq.</td>
</tr>
<tr>
<td>C2</td>
<td>9,110 m. sq.</td>
</tr>
<tr>
<td>C3</td>
<td>3,550 m. sq.</td>
</tr>
<tr>
<td>Total</td>
<td>25,270 m. sq.</td>
</tr>
</tbody>
</table>

10.25 The Council is currently working closely with The Department for Infrastructure to identify the potential impact of the York Street Interchange on the sites in their ownership.

10.26 The Potential for new housing in Sailortown is considered as a key project later in this section.

Great Georges Street Sites

10.27 There are two sites located to the south of the interchange which provide the opportunity for leisure and recreation uses to complement the land use proposals for the University Quarter.

10.28 There are two sites located either side of York Street which provide a total land area of 0.8 hectares for future uses.

<table>
<thead>
<tr>
<th>Site</th>
<th>Gross Site Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>G1</td>
<td>5.180 m. sq.</td>
</tr>
<tr>
<td>G2</td>
<td>3.190 m. sq.</td>
</tr>
<tr>
<td>Total</td>
<td>8.370 m. sq.</td>
</tr>
</tbody>
</table>
**Uses/Activities beneath the Flyover**

10.29 The key land use/activities which are proposed include:

- Public Art;
- Improve Environmental Quality and Lighting;
- Encourage Pedestrian/Cycle Movement;
- Utilise Space (Recreation, Retail, Entertainment);
- Car parking and
- Possible Link with University.

10.30 Due consideration will be given to retaining sites which are currently being utilised as a surface level car parks in their current use, including temporary use, pending the outcome of car parking studies currently being undertaken by the Council (referenced earlier in the report).

10.31 The use of land beneath the flyover is considered as a key project later in this section.

10.32 The Masterplan also identifies the opportunity for a new station at Gamble Street which is also considered as a key project later in this section.

**The Masterplan – Broad Urban Design Principles**

10.33 The Masterplan incorporates the following broad principles:

- A range of land uses which will work with and complement the city centre;
- A permeable urban structure based around a series of robust urban blocks;
- A sensitive approach to building form and height that recognises the key waterfront position of the study area; proximity to the city centre; the new developments and approved schemes that are under construction and the opportunities that are presented for new development on land that will come forward with the York Street Interchange in the future;
- A movement framework which effectively reconnects the area with the city centre, the river front and the Titanic Quarter;
- Where possible, a suitable pedestrian and cycling environment should be encouraged throughout this area.
- Where appropriate, future developments could consider design solutions as part of a broader approach to improving the pedestrian and cycling experience such as adjusting building lines, contribution to enhanced public realm, active street frontages, high quality...
materials and design of buildings and taking an integrated approach to other emerging
development activity;

- A public realm framework which is designed to create an attractive street environment
  that is easy to move through; and
- A framework that integrates with the wider Greater Clarendon area including City Quays;

10.34 These are considered further in the paragraphs below.

The Masterplan – Transport, Pedestrian and Cycle Links

The York Street Interchange

10.35 The York Street Interchange proposals will influence traffic patterns and affect movement
within the study area and cognisance of this has been taken into account in preparing the
Masterplan proposals.

10.36 The Masterplan recognises that it is essential to the relationship between the Greater
Clarendon, the City Centre and other adjacent areas, that there are improvements to
pedestrian and cycling connections.

10.37 Figure 10.2 shows the proposals for key transport, pedestrian and cycle links in the area and
these are described in the following paragraphs.

Improved North – South links

10.38 Improved north-south transport, pedestrian and cycle links are essential to the integration of
the study area into the City Centre and Cathedral Quarter to the south, and City Quays to the
north.

10.39 There are three main movement spines that will help facilitate this:

- The first is along York Street;
- The second is along Corporation Street and
- The third is long the bank of the River Lagan.

Improved East – West links

10.40 There are also a number of proposed east – west pedestrian and cycle improvements which
are:

- Little Patrick Street and Lancaster Street which connect York Street to Corporation Street;
- Dock Street which connects York street to Corporation Street and Princess Dock Street;
- Pilot Street which connects Corporation Street to the waterfront;
GREATER CLARENDON (SAILORTOWN)
FIGURE 10.2: KEY TRANSPORT AND PEDESTRIAN LINKS
JULY 2016
- Clarendon Road which connects Corporation Street to the waterfront; and
- Corporation Square which connects Corporation Street to Donegall Quay and the waterfront and the proposed bridge crossing across the River Lagan (as shown on BMAP).

**Dunbar Link Boulevard and Improved Crossing Points**

10.41 The Masterplan also shows improvements to the Dunbar Link which includes widened pavements, cycle lanes and tree planting. Figure 10.2 illustrates proposed crossing point improvements at the following junctions along the Dunbar Link:

- York Street;
- Nelson Street;
- Exchange Street / Talbot Street;
- Corporation Street and
- Tomb Street.

10.42 Improvements along the Dunbar link would help to minimise the severance impact that is prevalent in certain locations along the inner ring road. Council has expressed a desire to work with the Department and Transport NI to help explore any opportunities that might arise in this regard.

**Improved Pedestrian and Cycle provision**

10.43 The Masterplan proposes that the roads mentioned in the paragraphs above have improved cycling and pedestrian provision to help facilitate good pedestrian and cycle access to the potential development plots within the study area, and beyond.

10.44 However, it is noted that Great Patrick Street / Dunbar Link acts as barrier to movement between the study area and part of the framework would be to redesign this section of road. This would include improved pedestrian and cycling crossing facilities, including a reallocation of roads space, away from vehicles, through improvements to landscaping /public realm /footways/cycle provision. Improving the Dunbar Links is considered as a priority project later in this section.

10.45 The Masterplan proposals should include the ‘upgrading’ of existing streets to formal pedestrian routes. In addition, a new pedestrian facility could be created with the proposals for Dunbar Link. The opportunity also exists to provide a new pedestrian and cycling bridge across the Lagan providing increased accessibility between the study area and the Odyssey complex, and beyond into Titanic Quarter.
In terms of cycling, the existing NCN runs north south through the study area. It is important that as part of the development of the Greater Clarendon (Sailortown) area that facilities are provided to enable access (and act as feeder routes) to the national cycle network.

A potential opportunity is available to introduce a cycle route along the corridor formed along Corporation Street to the Dunbar Link and then Gordon Street leading to the Cathedral Quarter area. This route would be almost a straight line and form a very direct cycle access to the city centre.

The provision of a high quality cycle link from the north east of the city will open up a key cycling corridor, especially for commuters, but also for other users of the NCN.

The Belfast Public Bike Share Scheme has currently only one docking station within the study area (in Corporation Square). There are other docking stations on the periphery of the study area at Dunbar Link / Gordon Street and Donegall Quay. In addition the City Quays development is examining the feasibility of adding a docking station as part of their plans. It is therefore likely that as part of the Masterplan proposals there are opportunities for additional bike docking stations in the study area.

It is anticipated that these docking stations would be located close to key generators / attractors and also the three cycling spines associated with the masterplan i.e. a western spine along York Street, a central spine along Corporation Street and an eastern spine along the River Lagan. These would connect radially onto Cathedral Quarter and on to the city centre but also orbitally via Dunbar Link and Fredrick Street.

Given the likely developments within the masterplan study area along with those proposals currently envisaged for City Quays there is the potential for a new cycle / pedestrian bridge across the River Lagan (taking cognisance of navigational issues). This would link the study area direct to the Odyssey Complex and Titanic Quarter beyond as well as integrating into dedicated cycle facilities such as those along Sydenham Road.

**Buses**

Improved public transport provision is crucial to facilitating the regeneration of the Masterplan area and there are a number of specific bus opportunities. Proposals for York Street Interchange will include bus priority measures on York Street and therefore it will be important that pedestrian routes are suitably connected through to the core of the study area. At these locations, bus stops could be improved further, with new bus shelters and real time travel information.

In addition to existing services it is recommended that new routes are introduced directly into the study area, and that some element of bus priority is included where appropriate.
10.54 It is also suggested that a new ‘Laganlink’ service could connect the site, a new public transport interchange within the study area (Gamble Street halt) and the city centre (and possibly the Gasworks site). Further discussions will be undertaken with Translink as part of the consultation exercise.

Parking Opportunities

10.55 As indicated in our earlier analysis, a multi-storey car park is required within the study area to accommodate parking associated with the development proposals in the area and to accommodate parking ‘displaced’ by the developing sites, which currently contain car parking. The proposed Harbour Commissioner’s MSCP at Corporation Square is important in this context.

10.56 The Masterplan acknowledges that parking should not be over provided as this potentially weakens the case for the provision of the public transport interchange at Gamble Street which is one of the key proposals (see below). The Gasworks site in Belfast is a case in point where restrictive parking provision has resulted in 22% of staff employed at the site travelling by public transport and with improvements to public transport this can be expected to increase. It is suggested that parking is looked at in greater detail e.g. parking standard requirements versus those provided at similar sites, as the need for parking types and numbers needs to be more clearly defined. This can be undertaken in the context of the Council’s Car Parking Strategy.

Rail

10.57 Belfast Rapid Transit (BRT) skirts the southern edge of the study area with proposals for a stop at Custom House Square and would help facilitate some public transport journeys to the study area. The study area and its environs have currently planned on number of significant developments at Ulster University and City Quay. This presents the opportunity of a significant potential public transport catchment that would allow a new rail halt at Gamble Street to be more viable than previously envisaged.

10.58 A rail halt at Gamble Street or in this general area is strongly recommended to address the anticipated growth in people accessing this part of the city as part of the Ulster University, City Quays and other planned developments.
The Masterplan – Key Projects

10.59 The Masterplan highlights the following key projects in

- Ulster University Area;
- A New Neighbourhood for Sailortown;
- Improving the Dunbar Link;
- The Gamble Street Rail Halt;
- Addressing the Motorway Flyover; and
- Attractive public squares and spaces.

10.60 The following outlines a description of each project. Please note these are illustrations of what could be achieved in the area and all illustrations are indicative. It should be noted that future development proposals for the area must be in accordance with BMAP and other relevant planning policies which are the primary tools for Belfast City Council in undertaking its role as the planning authority.
**Key Projects - The Ulster University Area**

10.61 Ulster University is making a major investment in a new City Centre Campus which will be located adjacent to the Masterplan area. This campus will accommodate an additional 10,000 students creating a significant increase in footfall and activity within the area. The plans for the university campus include accommodation for academic departments. The Masterplan provides new opportunities to locate complementary land uses close to the university campus. These include a range of contemporary student housing options, additional car parking for the university departments, convenience retailing and a high quality public realm.

10.62 Artist’s impressions and images of potential projects that could be provided in the area are presented in Figure 10.3. Key features of the Ulster University campus are:

- The new campus takes in the existing campus as well as the York House, Playboard, Metropole House and Interpoint Buildings and has a 75,000 square metres footprint which is equivalent to the size of Victoria Square;

- There will be public access to the new building on the basement, ground and first floors, with the University reopening York Lane and facilitating public access to the library, eateries on the Frederick Street side of the building and public use of exhibition space and meeting rooms;

- The new campus has two landmark lantern buildings – one at the corner of York Street and Dunbar Link and one at the corner of Donegall Street and York Street;

- Under the University’s plan, the bulk of activity will move from Jordanstown to the Belfast City Campus by 2018 and a total of 12,450 students (6,600 full-time undergraduates and 5,850 part-time) and 1,300 staff will relocate;

- It is envisaged work on most of the development will be completed by 2018;

- The University believes there is the potential for 5,000-8,000 jobs across construction and other sectors that support major capital works; and

- The University has been working with partners in government on a Campus Regeneration Plan which will capture these benefits for the advantage of the surrounding communities.
1. City Labs, Manchester - a 100,000 sq ft biomedical centre of excellence with purpose-built laboratory and office facilities for life science companies.

2. Biocity, Nottingham – a 116,000 sq ft bioscience incubator offering state-of-the-art laboratories and commercial office space to let/rent, alongside business support and services to early stage companies in the life sciences sector.

3. The Innovation Centre, Derry-Londonderry - 50,000 square foot of flexible workspace and provides flexibility for start-ups and companies of any size

4. Future Ulster University, Belfast City Centre Campus

5. Regents Place Plaza, London

6. Exhibition Road, South Kensington

7. Queens Square and North Dee, Aberdeen

8. Sadlers Yard, Manchester
Key Projects - A New Neighbourhood for Sailortown

10.63 The Northern Ireland Housing Market Review and Perspective (2015-2018) published by the Housing Executive indicates that there is an unmet demand and need for housing across Belfast and affordability concerns are growing. The document states that during the next 3 years, the number of new homes being completed for the private sector is likely to remain well below the recent historic trend. It also states that the private rented sector will play an increasingly important role in meeting the needs of younger households on lower incomes as opportunities for the construction of new social housing and investing in existing stock will be more limited given the constraints imposed on the public purse. Of particular note for this study is the importance that is placed in the document on the maximisation of scarce resources in the drive to meet the ongoing need for new social and affordable housing. The study area has land, in public ownership, that could be brought forward for residential development including social and/or low cost housing.

10.64 Greater Clarendon (Sailortown) once was a neighbourhood that housed hundreds of families and households. The Masterplan proposes to re-establish the residential function of the area.

10.65 The Masterplan identifies the opportunity for a mixed tenure neighbourhood in which there are opportunities for owner occupation, affordable rent and shared ownership products. The homes in this location could be planned to complement those already developed and in the pipeline. Emphasis on connections to the river front could be achieved through complimentary investment in the public realm. It is important that residential developments aim to provide balanced neighbourhoods that are well connected to the city centre and have access to important amenities.

10.66 Artist’s impressions and images of potential projects are presented in Figure 10.4 and show:

- Medium density apartment schemes that could be considered between corporation Street and the York Street Interchange;
- A range of 2/3 storey housing schemes which have been built in other areas of Belfast which may be suitable for sites within the Sailortown area;
- A range of low rise apartment schemes from South Belfast, Limerick and Dublin which may be suitable for sites along the eastern frontage of Corporation Street.
1. Timberyard by O’Donnell + Tuomey Architects, Dublin
2. New social housing at New Islington, Manchester
3. Galbally, Limerick
4. The Iceberg Project, Aarhus Denmark
5. MMAS – Dunmurry Village, South Belfast
6. TODD Architects - Ballymagarry Lane, Belfast
7. Newington Housing Association - Parkside, Belfast
8. Hagan Homes - Kinross Ave, Dundonald
Key Projects - Improving the Dunbar Link

10.67 The Dunbar Link is currently a barrier to north-south movement. The Masterplan proposes a pedestrian friendly, safer and more attractive connection through the area. Over time and with the major investment planned by Ulster University in its adjacent city centre campus, the Dunbar Link will attain even more significance. Investment in the quality of this link is therefore of great importance.

10.68 The above would also include the rationalisation of Corporation Street / Dunbar Link junction making it significantly easier for pedestrians and cyclists to cross to Corporation Street. This is important as Corporation Street would act as a central movement spine through the study area. In order to help facilitate this, a further reallocation of roads space to improve landscaping/public realm/footway/cycle provision is proposed. This would also include making Corporation Street ‘two-way’ along its entire length (including Garmoyle Street) in order to better facilitate access to development sites.

10.69 Improvements to the Dunbar Link should provide the opportunity to:

- Introduce active uses at ground level in buildings. The onus will be on land owners/developers to bring proposals forward in the knowledge that in principle, favourable consideration will be given by the authorities;

- Step-up building heights at the intersection of the Dunbar Link and Corporation Street which is a key entrance into the study area from the town centre and potential site for a new gateway project. This will also assist with orientation and route finding;

- Provide pedestrian priority walkways and the incorporation of formal crossing points and cycle lanes across the Dunbar Link to improve connections to the city centre;

- Introduce trees to define the route, create an attractive environment and provide relief to the adjacent buildings and the opportunity to investment in a high quality public realm and street furniture; and

- Accentuate the route with attractive lighting that can also improve surveillance and personal safety for users at night-time.

10.70 Artist’s impressions and images of potential projects are presented in Figure 10.5. This includes a cross section of a similar scheme in Salford and photographs illustrating the opportunities identified above.

10.71 The Council has indicated that it is keen to work with the Department and Transport NI to help explore any opportunities that might arise to implement these improvements and help minimise the severance impact that is prevalent in certain locations along the inner ring road.
1. Salford University ‘Gateway Project’, Manchester
2. Adria Goula Paaseig de St. Joan Boulevard
Key Projects – The Gamble Street Rail Halt

10.72 The Masterplan illustrates the opportunity for a possible new rail halt at Gamble Street to meet the increased demand for public transport at in the future.

10.73 A rail halt at Gamble Street is strongly recommended, particularly given the anticipated growth in people accessing this part of the city as part of the Ulster University, City Quays and other planned developments.

10.74 Figure 10.6 provides examples of similar elevated rail station projects.
1. Salford Central Train Station
2. Deansgate – Castlefield Metro Station
3. Artists impression of elevated rail station
Key Projects - Addressing the Motorway Flyover

10.75 One of the key aims of the Masterplan is to reducing the negative impact of the motorway flyover in the study area and to create an attractive and permeable environment.

10.76 Currently the large expanses of open land, as well as the poor public realm and lack of lighting, create an environment which is not welcoming to pedestrians. The lack of a legible thoroughfare does not encourage pedestrians to travel under the flyover, towards Clarendon Dock, and as such Clarendon Dock remains remote from the city centre.

10.77 This can be achieved through a variety of measures illustrated in Figure 10.7 including:

- Building a critical mass of development adjacent to and/or up to the edge of the motorway, ensuring densities do not inappropriately compete with the city centre and are acceptable in planning terms;
- Improving the landscape and public realm near to the public realm;
- Introducing new lighting.

10.78 Similarly, careful attention needs to be given to the land use, activities and environment beneath the motorway flyover. Figure 10.8 illustrates a range of project ideas for consideration as part of the Masterplan proposals for Sailortown. These include:

- Encouraging activity, such as multi-use games areas (MUGA) underneath the motorway to provide a recreational amenity for the local community. Uses such as the proposed MUGA will be linked to the provision and uptake of new housing;
- A park including attractive public realm;
- Public art, including painted images on the road structure to make it more visually appealing;
- Outdoor seating / events area; and
- A skate-park / specialist games area.

10.79 Measures of this type which will encourage people to cross under the flyover and to occupy the space during the day and evening. This will help to encourage north–south movement between the city centre and Sailortown and improve perceptions of personal safety. It will also reduce the barrier effect of the flyover by making productive use of the land which is situated beneath it.
GREATER CLARENDON (SAILORTOWN)

FIGURE 10.7: KEY PROJECTS (ILLUSTRATION ONLY) - TYPICAL DESIGN IDEAS/POSSIBLE SCHEMES FOR THE FLYOVER

JULY 2016
1. Lowline Park, New York
2. Wuppertal, Flyover Public Art, Germany
3. All weather football pitches
4. Burnside SkatePark, Portland
5. Folly for a Flyover, Underpass Cinema, London
Key Projects - Attractive Public Squares and Spaces

10.80 One of the key aims of the Masterplan is to encourage the creation of attractive public squares and spaces that will enhance the attractiveness of the area.

10.81 This will be linked to projects such as the Dunbar Link which will introduce environmental improvement measures to the area and some of the projects which are in the pipeline such as the new public space at Donegall Quay and the proposed pedestrian footbridge across the River Lagan which would link the study area direct to the Odyssey Complex and Titanic Quarter beyond as shown in Figure 10.9.

10.82 Figure 10.10 presents a number of exemplar projects which show how the public squares and spaces can be introduced to enhance the quality of the environment. These include:

- The introduction of coloured paving to differentiate areas for pedestrian and vehicular movement along key routes;
- Tree planting and outdoor seating at key focal points in the area – for example at key crossing points; and
- Signage to assist in way finding and movement around the area.

10.83 The Masterplan provides guidance for provision of these public squares and spaces to highlight the possible need for public funding or developer contributions in the granting of planning permissions to ensure a comprehensive approach to the provision of these amenities throughout the area.
GREATER CLARENDON (SAILORTOWN)

FIGURE 10.9: KEY PROJECTS (ILLUSTRATION ONLY) - PUBLIC SQUARES AND SPACES
JULY 2016

1. Loughborough Junction, Lambeth Borough Council
2. Under Gardiner Project, public Spaces, Ken Greenberg, Public Work, Toronto
3. Lower Marsh Regeneration Project, Waterloo, Lambeth Borough Council
11. Delivery Strategy and Next Steps

Delivery Strategy

Development is Underway

11.1 This Masterplan sets out a framework for a sustainable edge of centre development strategy. The recent developments in City Quays and the market interest that has been shown in developing sites to the south of the York Street Interchange illustrate that there is considerable momentum to drive the regeneration of the area forward. The progress made in bringing forward development in neighbouring areas is also significant.

11.2 The delivery of the Masterplan is however, not without its challenges, and careful consideration needs to be given to creating an appropriate implementation framework to ensure that the wider benefits are realised. Importantly, future development will need to be delivered in conjunction with the development of a sustainable transport, public realm and economic infrastructure solutions and considered in the context of other priorities.

Public – Private Partnering

11.3 There is also a considerable public sector land holding in the area and it is recommended that joint public-private sector delivery arrangements are explored, particularly in redeveloping any possible surplus public sector sites and the future development sites around the York Street Interchange. The focus should be on minimising risks to delivery and maximising opportunities for investment, which might otherwise be lost if proposals are considered in isolation.

11.4 The traditional approach that lets the market dictate the pace of delivery, through releasing publicly owned sites on an individual basis, presents a number of risks. In particular:

- An uncoordinated approach often fails to achieve the overriding objectives and vision that are preferred by key stakeholders, the local community and supported by wider research;
- Prime development sites, which may be land locked or contingent on infrastructure, may fail to come forward;
- Risks are posed to development viability, and opportunities to capture value from the development to fund infrastructure are lost; and
- Failure to bring expertise and finance to support the early, and often critical, stages of the delivery programme.

Delivery Co-ordination Framework

11.5 The Masterplan creates an opportunity to better align development opportunities through a ‘delivery coordination framework’.

11.6 The following objectives should be seen as ‘guiding principles’ for the delivery co-ordination framework:
- Encouraging comprehensive rather than piecemeal development which is in line with the guiding principles and proposals which are set out in the Masterplan;
- Achieving value for money and maximising private sector investment; and
- Delivering early development on sites to demonstrate delivery and build confidence.

11.7 Going forward, important considerations include how best the public sector can manage the co-ordinated delivery of the Greater Clarendon (Sailortown) Masterplan and public sector assets, but also how funding and general powers can be used together with potential developer contributions to secure the development. In this context, we understand that SIB may be seeking contributions to a range of infrastructure requirements using the release of public land as a lever and this would need to be considered at the next stage.

11.8 From a Housing perspective we understand that the Department for Communities intends to announce the outcomes of an economic research exercise on developer contributions for housing before the end of the financial year. This is particularly important for the study area given the significance which is placed on the opportunity for more housing in the area in the future. We also understand that the Building Successful Communities initiative is currently taking forward an action planning process in the nearby Tiger’s Bay/Mountcollyer area which would be relevant in this context.

11.9 The delivery of the Masterplan is intrinsically linked to the completion of the York Street interchange. The new highway connections affect a number of the key opportunity sites and therefore realising full development potential will only be achievable once the infrastructure works are complete.

11.10 Current estimates from The Department for Infrastructure suggest that construction of the scheme is unlikely to commence prior to 2017, however this timetable is still contingent upon appropriate funding and permissions being secured.

11.11 This period of ‘inactivity’ in development terms provides an important opportunity to organise the delivery of development post-completion. More detailed ‘upfront’ planning can be undertaken for the sites most affected by the scheme to ensure that the future opportunities they present are maximised.

11.12 It will be important to ensure that post-completion sites are left ‘development ready’, providing clear sites that can quickly be delivered rather than requiring further preparation.

11.13 It is worth recognising that not all sites are directly impacted by the new road proposals. Therefore it is still possible to deliver some of the key proposals of the Masterplan in the short to medium term. Focussing attention and intervention on these sites will enable a new tone to be set for Greater Clarendon (Sailortown) that future (larger) site opportunities can build from.

11.14 Key early development opportunities to the south of the Masterplan area along the Dunbar Link will be brought forward by the private sector. It is essential that development in this area is however co-ordinated rather than piecemeal to ensure that a high quality area is established, to integrate the Greater Clarendon (Sailortown) area with the Cathedral Quarter and city beyond.
11.15 To the north of the York Street interchange, the City Quays development is being progressed and this will add considerable impetus to the regeneration of the area.

**Building on Success**

11.16 Notwithstanding the impacts and influences of the road improvement scheme the delivery of the Masterplan can make the most difference, and achieve greater added value, by working with and building from existing investments.

11.17 A clear opportunity is to seek to deliver development that complements the investment being made by Ulster University at its York Street Campus. This will deliver a high quality teaching environment that can dramatically alter the perceptions of the Greater Clarendon (Sailortown) area.

11.18 The University investment aligns with the early development opportunity sites identified within the Masterplan that are not limited by the road improvements, thereby providing added impetus to secure the early stage delivery of these sites.

11.19 Importantly by working with market trends and delivering projects early it will provide a ‘proof of concept’ for the wider Masterplan principles, demonstrating that radically changing Greater Clarendon (Sailortown) is a deliverable, viable opportunity and laying firm foundations for the longer term sites unlocked by the road improvements.
Next Steps

11.20 This study has highlighted the significant potential associated with the development of the Greater Clarendon (Sailortown) area. Given the potential of the area, delivering this vision should be a priority for the Department as lead agency and other public sector stakeholders. It will also clearly require the leveraging in of significant levels of private sector investment, and therefore working to gain confidence and support by maintaining momentum for the development will be critical.

11.21 The Department for Infrastructure lands will be declared surplus and disposed of in accordance with Government procedures on completion of the York Street Interchange scheme. The Department for Communities is likely to have a lead role in this process. There may be merit in the Department acquiring some of the sites in future to control redevelopment in accordance with the Masterplan objectives.

Continued Stakeholder Engagement

11.22 A critical next step will be the wider engagement of landowners, the community and political interests who will ultimately be key stakeholders in the development of Greater Clarendon (Sailortown) Masterplan. Secure on-going landowner, community and political support is essential to the successful delivery of the proposals contained within this Report.

11.23 Given this context one of the next steps is defining a comprehensive list of stakeholders. This would need to be confirmed but may include representation from the following agencies:

- The Department for Communities;
- Northern Ireland Housing Executive;
- Transport NI;
- The Department for Infrastructure Transport Projects Division;
- The Department for Infrastructure (Governance, Policy and Resources);
- Belfast City Council;
- Strategic Investment Board;
- Sailortown Regeneration Group;
- Belfast Harbour Commissioners;
- Ulster University;
- Council for Nature Conservation and the Countryside (CNCC);
- Clanmil Housing Group;
- Representatives of major private sector land holdings; and
- Representatives of local communities and neighbouring residential areas.
11.24 The Council in particular will welcome continued engagement with the Department for Communities and other city stakeholders including involvement in the preparation of any future development framework or action plan for this area including consideration of how to best maximise the benefit of the high levels of development activity planned in this area.

11.25 This group would be responsible for the co-ordination of the preparation of the detailed development framework and delivery plan for the area, building on the existing Masterplan proposals and community aspirations. It is recommended that responsibility for the political engagement process should also fall to this group.

**Equality Impact Assessment**

11.26 The Masterplan was subject to an Equality Impact Assessment (EqIA), and this concluded that the proposals presented no adverse impact on good relations between those of differing political opinion or religious belief. The EqIA report can be accessed on the Department’s website [www.communities-ni.gov.uk/publications](http://www.communities-ni.gov.uk/publications).
Appendix I

BMAP 2015 Policies Relevant to Greater Clarendon (Sailortown)
Consolidated Belfast BMAP Allocations Plan relevant to Greater Clarendon (Sailortown)
<table>
<thead>
<tr>
<th>Area</th>
<th>Policy Designation</th>
<th>Key</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CC 001</td>
<td>Area 1</td>
<td></td>
<td>The majority of the study area is located within Belfast City Centre Boundary as identified in BMAP Map No.2/001 (Area 1 on the map above). The City Centre boundary is designated to encompass the traditional concentration of retailing and other city centre functions including entertainment, leisure, cultural, civic, residential and office uses.</td>
</tr>
<tr>
<td>General Guidance (Accessibility Nodes)</td>
<td>![Accessibility Node]</td>
<td></td>
<td>BMAP Part 4, Volume 2, Diagram 1 (Belfast City Centre Conceptual Framework) specifically identifies an Accessibility Node within the study area, relating to long term aspirations (outside of the plan period) for an additional public transport interchange to be established in the northern part of the city centre.</td>
</tr>
<tr>
<td>General Guidance (Orbital Boulevard)</td>
<td>![Orbital Boulevard]</td>
<td></td>
<td>BMAP Part 4, Volume 2, Diagram 1 (Belfast City Centre Conceptual Framework) specifically identifies the existing Inner Ring Road as an Orbital Boulevard, with the potential to form a Civic Boulevard circling the City Centre with a consistent approach to streetscape design, strong build street edges and linear definition through a distinctive landscape structure of close-set lines of trees. The proposal will give higher priority to public transport, pedestrians and cyclists, in line with DRD’s “Belfast on the Move” project aims.</td>
</tr>
<tr>
<td>CC 04/02:</td>
<td>![Social Housing Site]</td>
<td></td>
<td>BMAP site allocation CC 04/02 relates to the site at Nelson Street, Great George’s Street and Little York Street. This 0.34 hectare site is zoned for Social Housing, within an area of ‘Archaeological Potential’.</td>
</tr>
<tr>
<td>CC 023/01: Pedestrian/Cycle Bridge Crossing – Corporation Square to Queen’s Quay</td>
<td>![Bridge Crossing]</td>
<td></td>
<td>Two new pedestrian/cycle bridge crossings are proposed to serve key activity spines between the east and west sides of the River Lagan. These will improve the connection between the extension of existing riverside walkways and the more strategic sections of the pedestrian network, whilst facilitating better access to and from the City Centre. Indicative lines for the bridge crossings are shown on Map No. 2/001 – Belfast City Centre. The precise locations will be confirmed after further study and consultation.</td>
</tr>
<tr>
<td>City Centre Gateway</td>
<td>![Gateway]</td>
<td></td>
<td>On the key gateway site at the intersection of Corporation Street and Dunbar Link, as identified on Map No. 2/001- Belfast City Centre, building height shall be a minimum of 6 storeys and a maximum of 8 storeys.</td>
</tr>
<tr>
<td>Conservation Area</td>
<td>![Character Area]</td>
<td></td>
<td>Where a Character Area also contains, in full or in part, a Conservation Area (as in the case of CC010), development proposals within the Conservation Area will, in the first instance, be assessed in accordance with prevailing regional planning policy as currently</td>
</tr>
<tr>
<td><strong>CC 010 – Character Area: Scotch and Cathedral Quarters</strong></td>
<td>set out in PPS 6: Planning, Archaeology and the Built Heritage and supplementary planning guidance contained in the relevant Conservation Area designation documents and design guides.</td>
<td></td>
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<td>--------------------------------------------------------</td>
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<tr>
<td><strong>Although not relating to land allocated specifically within the study area, BMAP Policy CC 010 provides guidance on the development of street frontages within the Cathedral Quarter Character Area located to the South of the study area.</strong></td>
<td>The policy advises that part of any development which fronts the onto Carrick Hill, Frederick Street, Great Patrick Street or Dunbar Link should be a minimum height of 4 storeys, or 12 metres to building shoulder height, and a maximum height of 6 storeys.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development which fronts onto Carrick Hill, Frederick Street, Great Patrick Street or Dunbar Link shall be set back 1.5 metres from the footway to allow for a privacy zone for residential development.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CC 015 – Character Area: Laganside North and Docks</strong></td>
<td>BMAP Policy CC 015 relates to most land specifically within Area 1 defined as ‘Laganside North and Docks’.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Policy CC 015 sets the following Urban Design Criteria relevant to the study area:</strong></td>
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<tr>
<td>- The density of development in the area shall be maintained and increased where appropriate, including around the transport nodes, through high site coverage and high plot ratio;</td>
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<tr>
<td>- Development proposals shall take account of the height of adjoining buildings;</td>
<td></td>
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</tr>
<tr>
<td>- Part of any development which fronts onto York Street shall be a minimum building height of 5 storeys, or 17 metres to building shoulder height, and a maximum height of 7 storeys;</td>
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</tr>
<tr>
<td>- Part of any development which fronts onto Frederick Street, Great Patrick Street or Dunbar Link shall be a minimum building height of 4 storeys, or 12 metres to building shoulder height, and a maximum height of 6 storeys;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Development which fronts onto Frederick Street, Great Patrick Street or Dunbar Link shall be set back 1.5 metres from the footway to allow for a privacy zone for residential development;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- On the key gateway site at the intersection of Corporation Street and Dunbar Link, as identified on Map No. 2/001 - Belfast City Centre, building height shall be a</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
minimum of 6 storeys and a maximum of 8 storeys;
- New development shall respect the established building line. Exceptions may only be permitted where development creates significant public open space;
- In the area bounded by York Street, M3 Bridge, Queen’s Square and Dunbar Link, building heights shall be a minimum of 3 storeys and a maximum of 5 or 6 storeys with a setback upper floor. Development proposals shall provide for a landmark building up to 10 storeys in height on the north of Great Patrick Street, east of Nelson Street. New development shall be positioned with development of quarter to half block scale;
- Large block coarse grain shall be permitted along the river. In other locations, development shall be fine grain in nature, and aim to reflect traditional plot widths.

A network of public spaces will be encouraged along the west and east banks of the River Lagan, capitalising on views of and from the river’s edge.

The study area straddles both Belfast City Core Area of Parking Restraint (Designation CC 025) and Belfast City Fringe Area of Parking Restraint (Designation BT 009).

As highlighted in BMAP Policy TRAN I, the following parking standards apply within each area:

<table>
<thead>
<tr>
<th>AREA</th>
<th>RESIDENTIAL</th>
<th>NON RESIDENTIAL</th>
<th>NON RESIDENTIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of spaces per dwelling</td>
<td>No. of non-operational spaces per m² of floorspace</td>
<td>No. of operational spaces per m² of floorspace</td>
</tr>
<tr>
<td>Belfast City Centre Core</td>
<td>1.0</td>
<td>1 / 300</td>
<td>1 / 930</td>
</tr>
<tr>
<td>Belfast City Centre Fringe</td>
<td>1.0</td>
<td>1 / 100</td>
<td></td>
</tr>
</tbody>
</table>
Reductions in the above standards will be considered in appropriate circumstances where evidence of alternative transport arrangements can be clearly demonstrated, or other material considerations exist that justify an exception to the policy. Proposals involving car parking in excess of the standards will only be permitted in exceptional circumstances.

<table>
<thead>
<tr>
<th>2 – Belfast Harbour Area</th>
<th>BHA 06: Existing Employment Belfast Harbour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The majority of land within Area 2 is zoned as existing employment. Key Site Requirements within this designation are as follows:</td>
</tr>
<tr>
<td></td>
<td>- Acceptable uses include Class B1: Business (a) offices other than a use within Class A2, (b) call centres and (c) research and development as currently specified in Class B1 of the Planning (Use Classes) Order (Northern Ireland) 2004;</td>
</tr>
<tr>
<td></td>
<td>- Class B1 (a) offices shall be restricted to lands at Sydenham Business Park; and</td>
</tr>
<tr>
<td></td>
<td>- The total amount of floorspace for Class B1 (a) offices shall not exceed 5000m² in total.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2 – Belfast Harbour Area</th>
<th>BT 147/09: North Belfast / South Belfast / LVRP Community Greenway</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Designated Community Greenways also link into the Newtownabbey, Castlereagh and Metropolitan Lisburn network of Community Greenways as detailed in the relevant District Volumes. The National Cycle Network along the Belfast Lough shore also forms a component part of the Community Greenway network in the area.</td>
</tr>
<tr>
<td></td>
<td>BMAP Policy OS I states that planning permission will not be granted for development either within or adjacent to a designated Community Greenway which would prejudice the retention, enhancement or further development of an identified route. Where appropriate, development proposals shall include open space linkages to designated Community Greenways.</td>
</tr>
<tr>
<td></td>
<td>Development proposals involving amendments to the identified route will be acceptable, provided that the alternative arrangements maintain the overall integrity of the route.</td>
</tr>
<tr>
<td>General</td>
<td>Protected Routes</td>
</tr>
<tr>
<td>---------</td>
<td>-----------------</td>
</tr>
<tr>
<td>3 – Outer Belfast City (North)</td>
<td>The Department wishes to encourage restoration of the built frontage along Arterial Routes through the development of vacant gap sites. In general terms, new development along these roads should be based on the following principles:</td>
</tr>
</tbody>
</table>
| AR 03/15: Arterial Route York Street/York Road/Shore Road | - There should be continuous frontages which maximise the opportunities to animate the street. Development should form an edge with the street and follow a common building line without major setbacks;  
- There should be a robust and adaptable urban form. To help achieve this there should be a fine grain of development whereby large development parcels are broken down into smaller units;  
- Building height and massing should be appropriate to the scale of the street. Higher densities of development may be required within designated commercial nodes along these routes, particularly for sites well-served by public transport; and  
- The routes should be clearly identifiable with a distinctive image, which responds to the particular contextual characteristics. |
| | PPS 3 contains regional planning policy in relation to the designated Protected Routes Network, which is to restrict access onto selected roads. Protected routes within the Plan Area are shown on Map No. 1 – Overview and the relevant settlement maps. |
Appendix II

Belfast City Centre Regeneration and Investment Strategy Guidance relevant to Greater Clarendon (Sailortown)
Planned/Proposed Interventions

1. Ulster University District
2. Potential BBC Locations
3. Belfast Central Library and Library Square
4. Cathedral Gardens and Writer's Square
5. Dunbar Link/Inner Ring Road
6. York Street Interchange
7. Potential underpass projects
8. Potential Gamble Street Halt
Planned/Proposed Interventions

1. Potential Oxford Street improvements
2. Continuous Waterfront Promenade
3. Proposed Gasworks-Ormeau Park Pedestrian Bridge
4. Potential City Quays-Odyssey Pedestrian Bridge
5. Residential Waterfront Development Opportunities
6. Central Station
7. Expanded Waterfront Hall Conference Centre
Landmarks and Proposals
1. Clifton House
2. Clifton Gateway
3. Gateway Opportunity
4. St. Patrick’s Church
5. Ulster University
6. Proposed Multi-Storey Car Park
7. Potential Open Space
8. Northside Development Area
9. Belfast Telegraph Building
10. Belfast Central Library
11. Library Square
13. St. Anne’s Cathedral
14. Creatives Hub Proposal Area
15. York Street Interchange
16. Gambie Street Rail Halt - Proposed
17. Underpass Open Space/Recreation

- Ulster University - Belfast Campus
- Iconic Buildings & Landmarks
- Plan Proposals
- Development Opportunities
- Active Street Programme
- York Street Interchange
- Potential Bus Rapid Transit (BRT) - York South Line
- Rail Connection & Gamble Street Rail Halt
- Inner Ring Road - Traffic Calming & Streetscaping
- Open Space / Recreation Opportunities
- Enhanced Community Connection
- Interchange Screening Zones
- Super Crossing
Landmarks and Proposals
1. Potential Pedestrian Bridge
2. Obel Tower
3. Donegall Quay
4. Customs House
5. Animated Waterfront Space
6. Waterfront Hall Conference Centre
7. Belfast Royal Courts of Justice
8. St. George’s Market
9. Continuous Waterfront Promenade
10. Queen’s Quay
11. Sirocco
1. INTRODUCTION

The Greater Clarendon Masterplan, published in December 2016, commits the Department for Communities (DfC) to bring forward a Delivery Framework which has a strong focus on comprehensive development and which prepares for the prospects offered upon completion of the York Street Interchange. The Masterplan highlights that “the focus should be on minimising risks to delivery and maximising opportunities for investment, which might otherwise be lost if proposals are considered in isolation” (p72). There is also a commitment to bring forward a Stakeholder Forum with representation from the public, private, community and political sectors.

Ove Arup and Partners Ltd (Arup) has been appointed to work in conjunction with the Department and other stakeholders to prepare a Delivery Framework for the area. This Delivery Framework will seek to establish a number of projects under the overarching Masterplan that can come forward in a flexible way to make the most of market opportunities as they arise. Some of the key issues which the framework will aim to achieve are:

- Establishing a comprehensive list of stakeholders;
- Examining and interpreting the evidence base for a range of interventions across the public and private sectors;
- Establishing the status of land in public ownership;
- Identification of pivotal sites to aid delivery;
- Establish development viability/deliverability where appropriate;
- Set out short/medium/long term priorities which will encourage a comprehensive approach to the development of the area; and
- Contribute to a Stakeholder Engagement Strategy which will guide the future delivery of the Greater Clarendon Masterplan.

2. STRUCTURE OF THE DELIVERY FRAMEWORK

The Delivery Framework aims to establish a clear and logical sequence of actions which will assist the delivery of the Greater Clarendon Masterplan keeping in mind resource constraints. As the delivery of Greater Clarendon Masterplan will require a collective effort by a wide range of stakeholders, it was important to set out the key principles which would guide the preparation of the Delivery Framework and future implementation. The creation of a Stakeholder Forum is an important component of this and its purpose and membership has been outlined in Section 4.

To reaffirm the strategic importance of this project, alignment with Government Policy and Objectives has been outlined in Section 5.

To develop the Delivery Framework, it was crucial to gain a full and thorough understanding of what’s happening on the ground and potentially coming forward in future. This was done on a site by site basis and a ‘Development Tracker’ prepared as an aid to monitor each site in future (Section 10). This research alongside targeted meetings with key stakeholders enabled a clear picture of the future regeneration of Greater Clarendon / Sailortown to emerge. This also highlighted areas where public sector intervention would have the greatest impact. This is set out in Sections 6 / 7 and culminates in the Action Plan in Section 8. Section 9 provides an overview of the next steps.
3. KEY PRINCIPLES OF THE DELIVERY FRAMEWORK

The Greater Clarendon Masterplan has been developed following an extensive period of consultation and engagement with partners and stakeholders. Indeed, future partnership working was recognised as critical to the delivery of the Masterplan and key partners pledged their support to making it happen. The regeneration of Greater Clarendon is a key component of the Belfast City Council’s Centre Regeneration and Investment Strategy (CCRIS) which has been adopted by the Department for Communities.

The Delivery Framework has been built around three key principles of collaboration, future proofing and forward planning.

Collaboration and Partnership

There are many key actors involved in the delivery of the Greater Clarendon Masterplan. Collaborating with Belfast City Council, other Government Departments, the private sector, communities and political stakeholders is essential, to deliver the long-term vision. Central to this is the formation of the Stakeholder Forum which will both inform the preparation of the Delivery Framework and advise during implementation.

Future Proofing

The Delivery Framework will focus on achieving the long-term vision. This is crucial when the area is affected by large scale projects such as the YSI. Future potential projects such as Gamble Street Railway Halt and improved connectivity with the City Centre are important and it would be beneficial to start this planning process now. This will require a proactive approach with support from across the wider public, private, political and community sectors.

Engagement with the private sector will also be critical to encourage a comprehensive approach to development, raising awareness of the long-term vision and the opportunities that this presents.

Forward Planning

Belfast City Council are currently preparing the Local Development Plan (LDP) for the city. This is a major opportunity to provide a statutory basis for the regeneration of Greater Clarendon and Sailortown. Work will continue with Belfast City Council to ensure that the Greater Clarendon Masterplan and Delivery Framework are reflected and supported by the LDP. Alongside this, work is commencing on an Infrastructure Plan for the City which is a crucial starting point to identifying the city’s infrastructure needs. The delivery of the York Street Interchange is a critical piece of strategic infrastructure for the City and it will have a significant impact on Greater Clarendon both during construction and following completion. It is crucial that the impact of York Street Interchange is fully understood by everyone involved so that the opportunities can be maximised.
4. STAKEHOLDER FORUM

A Stakeholder Forum has been established to:

- Support the development of the Greater Clarendon Delivery Framework up until March 2018;
- Support and advise in terms of the delivery and monitoring of the Greater Clarendon Delivery Framework from March 2018 onwards; and
- Provide a key communication channel with other key stakeholders with an interest in the Delivery Framework.

The membership of the Stakeholder Forum has been drawn from 4 main ‘constituencies’:

1. Community Groups within the Greater Clarendon Area. 1 member from the Sailortown Regeneration Group;
2. Relevant statutory organisations contributing to the Delivery Framework. Core members will include relevant representatives from DfC, BCC, SIB, UU, BHC and DfI. Additional organisations will be represented as required;
3. Private sector; representatives of major landholdings and neighbouring bodies such as Cathedral Quarter Trust;
4. Political Sector; representation from local politicians, MLA’s and Councillors.
5. ALIGNMENT WITH GOVERNMENT POLICY AND OBJECTIVES

Programme for Government

The Programme for Government (PfG) is the highest level strategic document of the Northern Ireland Executive – setting out the priorities that it will pursue in the current Assembly mandate, and the most significant actions it will take to address them. The Draft PfG Framework 2016-21 was published on 26th May 2016 for consultation. The final document has yet to be published.

The draft Programme for Government contains 14 strategic outcomes which, taken together, set a clear direction of travel and enable continuous improvement on the essential components of societal wellbeing. They touch on every aspect of government, including the attainment of good health and education, economic success and confident and peaceful communities. The outcomes are supported by 48 indicators which are clear statements for change.

The delivery of the Greater Clarendon Masterplan will have an impact on each of the 14 strategic outcomes:

1. We prosper through a strong, competitive, regionally balanced economy
2. We live and work sustainably – protecting the environment
3. We have a more equal society
4. We enjoy long, healthy, active lives
5. We are an innovative, creative society where people can fulfil their potential
6. We have more people working in better jobs
7. We have a safe community where we respect the law and each other
8. We care for others and we help those in need
9. We are a shared society that respects diversity
10. We are a confident, welcoming, outward-looking society
11. We have high quality public services
12. We have created a place where people want to live and work, to visit and invest
13. We connect people and opportunities through our infrastructure
14. We give our children and young people the best start in life

Urban regeneration community development (URCD) policy framework

The URCD sets out the department's policy objectives for urban regeneration and community development in Northern Ireland. It provides a clear strategic direction and will inform its partners in central and local government and in the voluntary and community sector.

The policy framework contains four main policy objectives:

1. To tackle area-based deprivation.
2. To strengthen the competitiveness of our towns and cities.
3. To improve linkages between areas of need and areas of opportunity.
4. To develop more cohesive and engaged communities.

It also contains four supporting actions which will help create a more conducive policy and financial environment in which regeneration and community development will operate.
The City Centre Regeneration and Investment Strategy (CCRIS)

The CCRIS established eight key principles for the City Centre, which should inform the regeneration of Greater Clarendon. There is an opportunity for Greater Clarendon to contribute to each of these key principles and therefore contribute to the regeneration of the City Centre.

1. Increasing the Employment Population

The CCRIS acknowledges that ‘for a centre to succeed it must attract high quality employment where cities compete against one another’. It goes on to highlight the importance of the knowledge economy:

“The primary private sector components of the knowledge economy are professional, management and financial services, IT and communications; on the public-sector side are government, health and education services”

City Quays is identified as a key location for Grade A office space. This major redevelopment is progressing well and is clearly generating footfall in and around the Greater Clarendon Area. To date 5 of the 8 floors in both City Quays 1 and 2 have been let. Belfast Harbour Commissioners (BHC) are awaiting approval of the reserved matters for City Quays 3 which is the landmark 16 storey office building. This is envisaged to be completed in Quarter 1 2020.

The Strategic Investment Board (SIB) is currently developing plans for major public-sector office building on Corporation Street (Site U3 on the updated Masterplan map attached), as part of the Public Estate Rationalisation Strategy. Although this is not necessarily increasing the employment population of the City, it will be an important catalyst for regeneration in Greater Clarendon. This development is envisaged to accommodate up to 2000 staff.

Greater Clarendon also has many other development opportunities which could contribute to increasing the employment population of the City Centre.

2. Increasing the Residential Population

The CCRIS emphasises that ‘a significant resident population is highly important for the successful functioning of a city centre, providing a home for the new office workers on whom the new office sector is dependant’.

Greater Clarendon has much to contribute to this aspiration. In terms of student accommodation, there are approximately 2,676 student rooms with planning permission and construction has commenced on two of those schemes.

City Quays Masterplan also includes a significant component of residential use, however it is understood that this may be reviewed post 2020 to account for changing market conditions.

What appears to be lacking at present is private residential accommodation, however it is welcoming to note that developers are considering new and revised schemes for residential development within the City Fringe / Sailortown area. It will be important to deliver a variety of residential accommodation or tenures throughout Greater Clarendon / Sailortown.
Greater Clarendon will help achieve the objectives of increasing the city centre residential population, however it is crucial that infrastructure and services are in place to facilitate this growth. It is important that a strong mix of tenures is promoted in the City Centre, which includes an element of social and affordable housing. There is rising demand for private rented sector in Belfast City Centre.

3. Manage the Retail Offer

Greater Clarendon sits outside the traditional retail core of the City Centre therefore is unlikely to be suitable for substantial retail development. Any significant new retail development in the city centre is likely to be directed towards the North-East Quarter including Royal Exchange which is supported by the RIS.

The RIS highlights the importance ‘local, artisanal, one-of-a kind shops, restaurants and entertainment’ to the city retail offer. Greater Clarendon may have a lot to offer in this regard, and all new development should be encouraged to provide opportunities for diverse uses at street level.

4. Maximise the Tourism Opportunity

The RIS highlights the success of the Belfast tourism economy in recent years and the contribution this to makes to local employment.

‘Tourism is a complex, multi-layered business and the centre should cater to as broad a range of visitor / tourist markets as possible’ (p52)

The £29.5 million expansion of the Waterfront Hall is a major investment and opportunity for the city. Alongside the Titanic Belfast which also hosts conferences, Greater Clarendon has much to contribute to the business tourism sector.

The new Marriot hotel in City Quays is due to open in May 2018 and will contribute an additional 188 bedrooms to the RIS target of an additional 1,000 hotel bedrooms between 2015-2020. Safe and welcoming pedestrian connectivity from the Marriot to the Cathedral Quarter and City Centre core through Greater Clarendon is essential.

As well as complementing the tourism sector through the provision of accommodation, Greater Clarendon / Sailortown has potential to be a destination in its own right. The excitement and diversity of the Cathedral Quarter could be extended into Greater Clarendon.

5. Create Regional Learning and Innovation Centres

The RIS notes the relative lack of innovation and entrepreneurial activity in comparison to other cities. Greater Clarendon Masterplan notes the importance of exploiting its proximity to the new Ulster University campus.

6. Create a Green, Walkable, Cyclable Centre

The RIS highlights major improvements to the pedestrian environment in recent years, however it highlights the remaining problem:

“There are however still too many places that feel too far away, notable the east bank of the Lagan, the northern end of the city centre, City Quays, Titanic
Quarter and the surrounding communities, most of which have to be reached after crossing a motorway or rail barrier.”

The Greater Clarendon Masterplan supports the delivery of the following opportunities outlined in the RIS:

- Develop key bike arterial routes giving access to the city;
- Ensure bike rental and parking facilities are abundant in the city centre;
- Recreating it as a tree-lined urban boulevard where possible, particularly along Great Victoria Street and the Dunbar Link; and
- Implementing super crossings at key intersections.

7. Connect to the City Around

The RIS highlights several mechanisms for improving connectivity throughout the city. Several of these are particularly important for Greater Clarendon and have been further explored within the Greater Clarendon Masterplan.

1. Super crossings at high demand locations;
2. Improvements to a number of junctions along the Inner Ring Road;
3. Additional cycle ways;
4. Simplification of the existing road structure;
5. Additional pedestrian / cycle bridges over the Lagan River; and
6. Improvements to existing links to communities.

The Greater Clarendon Masterplan seeks to address the following opportunities outlined in the RIS:

1. Connect the City Centre to the wider city neighbourhoods;
2. Improve the visual impact and pedestrian connectivity through the M3 and York Street interchange through public art, landscaping interventions and community sports facilities; and
3. Construct two new pedestrian (and cycle) bridges across the river at City Quays/Odyssey and Gasworks/Ormeau Park.

8. A Shared Space and Social Impact

The RIS states that:

“In the context of a divided city, the centre needs to be a place where people can come together to shop, have fun, have a drink or a meal, listen to music and participate in the city around them”

The Greater Clarendon Masterplan seeks to facilitate the following opportunities highlighted in the RIS:

- Make public spaces in the city centre friendly for all ages through the design of street furniture, inclusion of playgrounds, etc;
- Locate facilities for informal sports and leisure activities in the city centre;
- In consideration of any project or policy Shared Space will be addressed and promoted to ensure it is a key consideration for all city developments;
• Increase water activity on the River Lagan such as boating, floating restaurants, floating art festivals, etc.

**Key Projects identified in the Regeneration Strategy**

**Continuous Waterfront Promenade**

The RIS identified the need for ‘a continuous and generous promenade’ running on both sides of the river with provision for pedestrians and cyclists.

Belfast Harbour Commissioners have implemented a high quality public realm scheme from the M3 flyover to City Quays 1. This scheme is currently partially complete.

**Pedestrian Bridges**

The RIS notes two proposed pedestrian bridges, one crossing from City Quays to the SSE Arena and the other form the Gasworks to the Ormeau Park. This proposal was reinforced by the Greater Clarendon Masterplan.

In terms of the top priorities for Greater Clarendon some stakeholders have suggested that improvements to the pedestrian links between City Quays and Cathedral Quarter and the City Core is much more important in the short term.

**River Animation**

The new promenade created at City Quays has the potential to accommodate a range of projects and initiatives to improve animation of the river.

**Waterfront Residential Development**

Greater Clarendon has limited waterfront space, however there is one remaining plot (CQ10 / CQ4) between the new hotel and the M3 flyover.
6. CONTEXTUAL UPDATE

To formulate the Delivery Framework for the Greater Clarendon Masterplan it was important to review the context, in terms of developments which have emerged since the Masterplan was published in July 2016. The following section addresses each of the three character areas. The following sections highlight key actions for each of the character areas set out in the Greater Clarendon Masterplan. To make the best use of available resources the actions will need to be prioritised and phased over time.

YORK STREET INTERCHANGE

York Street Interchange will have a major impact on Greater Clarendon, both in terms of the physical impact on the road network and the development opportunity sites which will remain after the scheme is completed.

It is thought that the scheme will commence is Spring 2019 (pending the determination of the current legal proceedings) with a 3.5-year construction period. Therefore, the scheme could possibly be operational in late 2022 / early 2023.

The YSI will have a major impact on several of the local roads in and around Greater Clarendon:

1. York Street will be completely transformed – two-way traffic (busses and cycling in to the city);
2. Nelson Street and Great Georges Street will be transformed – significant reduction in space required for vehicles and reduced traffic. Opportunity Site G1 also poses the opportunity to transform Great Georges Street into a ‘street’ rather than the car intensive carriageway that exists;
3. Little Patrick Street and Little York Street do contribute to the circulation of traffic – potential to make these streets much more pedestrian friendly apart from servicing / access to private parking;
4. Corporation Street will be the main access point from the M2 to the City Centre therefore will see a significant increase in traffic volumes.

Key Actions:

- Undertake a feasibility study / options appraisal for the YSI development opportunity sites to ensure future development maximises the placemaking potential. To consider options for future site disposal including the potential of community asset transfer.
- Engage with BCC through the Local Development Plan process to influence the land use zonings and key site requirements for the YSI opportunity sites
- Ensure appropriate public realm enhancements are carried out as part of the YSI and integrate with projects in the wider area
At present, there are 5 valid planning approvals for purpose built student accommodation with the potential to accommodate 2,676 students, however some property agents would have concerns over the viability. A revised application on Site U8 has recently been submitted.

Site U1 is in advance stages of construction and it is believed that site U2 will commence imminently.

There is also approval for an office development on site U5, however it is thought that the site was recently purchased by a student accommodation provider – this might be integrated into Site U6.

Site U9 will be acquired DfI as part of the YSI therefore will be an important development opportunity in the medium to long term (see YSI actions above).

Site U7 has planning permission for a mixed-use scheme (retail / apartments). The owners of this site have been approached by student housing providers however it is understood that a deal has not been reached.
Site U10 is currently for sale, however there remains a plot of land between U10 and U8 which is not on the market and may be a constraint to the full redevelopment of this plot.

Following completion of YSI there will be increased space for pedestrians on Great Georges Street and Nelson Street which would benefit the creation of lively and active frontages – the current proposal on site U3 is accessed from Nelson Street and does not include any active uses on the ground floor. Likewise, the current planning application on site U8 has no active use on the ground floor.

**Key Actions:**

- Encourage future planning applications in the area to provide active frontages on to Great Georges Street, Nelson Street, Little Patrick Street and Little York Street.
- Open discussions with owners of unimplemented planning approvals to encourage revised plans which are integrated, complimentary and fully exploit the potential to create an active and lively ‘University Quarter’ with potential to complement the Cathedral Quarter. This may include the creation of an urban square / plaza.
- Consider the acquisition and redevelopment of key sites which would support the regeneration objectives of Greater Clarendon Masterplan.
Nelson Street / Dunbar Link

The northern section of this area includes the Nelson Trade centre which is fully occupied (November 2017). The adjacent site appears to be an electricity substation; however, it is not yet known what the long-term requirements for this are. Northern Ireland Electricity will be consulted during the next iteration of the Delivery Framework.

60-82 Great Patrick Street is currently occupied by Beggs and Partners Bathrooms and appears to be trading well. Adjacent to that is Robinson McIlveen Architects.

The buildings between 84-104 Great Patrick Street and 44-46 Corporation Street, although some still occupied provide an opportunity for a redevelopment scheme. 44-46 Corporation Street was recently sold; therefore, the site may be redeveloped in the near future. There may be an opportunity to consider the wider comprehensive redevelopment of these plots alongside the options appraisal for the government offices proposal and Exchange Street Car park outlined below.

It is important to be aware of plans which may be in the pipeline for individual buildings including 96-98 Great Patrick Street which received planning permission in February 2017.
for the refurbishment of the existing building and demolition and replacement of the rear
warehouse building, however this does not appear to be implemented.

The major catalyst for this area is the government office proposals which are coming
forward. This development has the potential to introduce up to 1500 new office workers to
the area. We understand that this the design stage will be commencing early in 2018 with the
planning application being submitted in late 2018. The existing building has recently been
demolished.

**Corporation Street/ Dunbar Link**

The primary development opportunity in this area is the lands between 11-37 Corporation
Street, 6-12 Tomb Street and the multi storey car park. We understand that this area is
controlled by three landowners, M&R Estates Ltd, Mr Bernard Conlon and Conway Group.
Mr Conlan’s building is currently operating as a nightclub.

There have been several development proposals on the McAleer and Rushe land, including a
mixed-use development set around a central courtyard comprising a hotel and office building
at Corporation Street and apartment building at Tomb Street. A planning application was
submitted in January 2015 to renew the permission for the 250no. bed hotel with basement
carpark. We understand that the owner is currently considering a revised plan to develop the
site for residential use. This site was one of 7 projects recently put forward as part of an
international property investment campaign1.

11-19 Corporation Street / 6-8 Tomb Street is owned by Conway Group and we understand
that either a residential or commercial development is being considered.

Centenary House has no redevelopment or relocation plans in the short term. They recently
spent circa £1m refurbishing the building. Adjacent to that is Helm Housing.

The Design Centre (Site CF2) was bought as an investment by Wirefox in 2015/2016. We are
not aware of any plans to redevelop the building in the short term.

**Key Actions:**

- BCC and SIB to develop the proposal for Site CF1 and CF9 in tandem to ensure a
  coordinated approach which maximise this key gateway site. Should this development
  not come forward in the short term, there may be an opportunity to provide a
  meanwhile use on the site which generates footfall and enhances the vibrancy of the
  area.
- DfC to explore methods of encouraging the regeneration of underutilised sites at 84-
  104 Great Patrick Street and 44-46 Corporation Street.
- BCC to take account of the aspirations of the Greater Clarendon Masterplan and
  Delivery Framework during pre-application discussions and the determination of
  planning applications in the area.
- Consider the acquisition and redevelopment of key sites which would support the
  regeneration objectives of Greater Clarendon Masterplan.

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1 [https://www.independent.ie/business/commercial-property/northern-ireland-awaits-146bn-in-new-property-
CITY QUAYS

As noted in the CCRIS and the Greater Clarendon Masterplan it is important to support and encourage more housing in the City Centre generally. This area has much to offer and it will be important to deliver a variety of residential accommodation in tandem with sufficient services and facilities. A key action will be to encourage the zoning of specific sites through the emerging Local Development Plan for new residential and mixed-use development in the Greater Clarendon / Sailortown area.

City Quays Masterplan

City Quays 1 and 2 have been constructed with 5 out of 8 floors in each building currently let.

The Marriot 4* hotel is near completion and due to open May 2018 and the multi-storey car park is currently on site.

Planning permission is pending for the 16-storey landmark office building (Cite Quays 3) which is expected to be onsite next year and completed Q1 2020.

CQ4 (CQ10 in Clarendon Masterplan) is next in the pipeline, architects have recently been appointed.

The residential components on Corporation Street could not advance until the multi-storey car park is functional, as the land for the residential currently provides car parking.
Belfast Harbour Commissioners (BHC) have indicated that the completion of CQ4 will mark the completion of the first phase of City Quays, following that the remainder of the Masterplan will be reviewed taking account of market conditions and other developments in the area.

BHC have noticed that the staff in CQ1 and CQ2 tend to travel through the city fringe area towards the main City Centre core / Cathedral Quarter. This is likely to become more important following the opening of the Marriot Hotel as visitors are likely to look for the most direct route to Cathedral Quarter for food and drinks. BHC are keen to work alongside DfC and other stakeholder to explore how connectivity and safety in this area can be improved. The space under the flyovers is particularly important. BHC are keen to explore how these spaces can be livened up and made safer in the short term and better used in the long term for uses such as cafes / restaurants / recreation facilities.

The proposed pedestrian / cycle bridge crossing at City Quays to Titanic Quarter has been mooted for many years, however it is not currently being actively promoted. Due to the passage of time and changing circumstances it would be timely to review the feasibility and location of the proposed bridge. It is important to note that the original proposed location of the bridge (as set out in the draft Belfast Metropolitan Area Plan), may no longer be the most beneficial location. The future location of the bridge should seek to maximise connectivity for the communities in North Belfast.
101 Corporation Street currently has a valid planning permission for a mixed-use building comprising a gallery at ground floor and 39 no. apartments above. It is understood that the site has recently been sold by Kremlin Associates to an unnamed private developer. They do plan to build the apartment scheme in the short term and possibly submit a revised planning application for a larger scheme.

BCC is considering the potential to relocate the Dunbar Link Cleansing depot to the existing BCC car park beneath the M3 flyover at Corporation Street/Corporation Square. There may be conditions placed on the use of land under the flyovers by DfI in term of access and flammable substances etc. The existing cleansing depot site would then be available for a major regeneration scheme in conjunction with other lands in the area.

5-13 Corporation Square include a mix of leisure uses, office and some small scale residential.

During site visits the team witnessed substantial numbers of people travelling though Tomb Street and underneath the flyover as a direct route to the City Centre. Given the various projects that may come forward in this area, including Gamble Street Rail Halt, relocation of the cleansing depot and the desire to enhance the public realm, it is recommended that a scoping report and options appraisal is carried out.
Generally, this zone consists of existing apartment blocks (James Clow), the Seafarers Centre and several commercial units. Two of the development opportunity sites are part of the City Quays Masterplan and will be revised by BHC. There are two other small derelict sites, the former Rotterdam Bar and St Joseph’s RC Church.

The Rotterdam site (54 Pilot Street and 19-22 Princes Dock Street) has a lapsed planning approval for the erection of 2 replacement restaurant/bars and 112 apartments. We understand that the current owner is progressing revised plans for the site.

St Joseph’s Church was acquired by Sailortown Regeneration Group on 150-year lease from the Diocese of Down and Connor in 2001. In 2016 the group appointed Manor Architects to undertake a condition report which would inform the feasibility study and business plan which were then completed in March 2017. This was to support a Heritage Lottery Fund grant application. The study considered a range of options with option 3 being considered the most feasible for business planning purposes. This would involve the restoration and development of a range of spaces and facilities within the ground floor footprint that would permit the heritage to be celebrated and preserved, but also for the community to have access to a range of resources that would enhance the local quality of life. DfC and BCC have recently provided a grant for external works to make the building safe and weather proofed.

**Key Actions:**

1. BHC to prepare revised plans for the remainder of the City Quays Masterplan in conjunction with key stakeholders to ensure that development comes forward in a co-ordinated way.
2. Consider the feasibility of:
   a. the relocation the BCC Dunbar Link Cleansing depot to the existing BCC car park beneath the M3 flyover at Corporation Street/Corporation Square
b. improvements to connectivity between City Quays and Cathedral Quarter to include consideration of the public realm and potential to create a civic square and other innovative uses underneath and around the flyovers.

3. Sailortown Regeneration Group to progress the restoration of St Joseph’s Church as a community asset, building on recent funding support provided by DfC / BCC.

4. Engage with BCC through the Local Development Plan process to plan for a variety of residential accommodation in the Greater Clarendon / Sailortown area.
KEY TRANSPORT AND PEDESTRIAN LINKS
<table>
<thead>
<tr>
<th>Project</th>
<th>Action</th>
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</table>
| **Improved North – South links**| 1. DfI through the YSI to provide improved pedestrian and cycle linkages on York Street.  
2. DfI to explore the provision of cycle lanes on Corporation Street.  
3. All public realm design to consider improved pedestrian / cycle infrastructure.  
4. Develop the Public Realm Design Guide to allot a level of hierarchy according to the future roles of various lanes, streets and roads through the area, covering elements such as surface types, lighting arrangements, tree planting, breakout areas, street furniture and landscape treatment.  
5. Develop the outline design for the Dunbar Link streetscape improvements. This should explore a range of innovative proposals for the key crossing points.  
6. Review the feasibility, including the location of the proposed pedestrian / cycle bridge linking Greater Clarendon / Sailortown to Titanic Quarter. |
| Improved East – West links       | Pedestrian and cycle improvements:  
- Little Patrick Street and Lancaster Street which connect York Street to Corporation Street;  
- Dock Street which connects York street to Corporation Street and Princes Dock Street;  
- Pilot Street which connects Corporation Street to the waterfront;  
- Clarendon Road which connects Corporation Street to the waterfront; and  
- Corporation Square which connects Corporation Street to Donegall Quay and the waterfront and the proposed bridge crossing across the River Lagan (as shown on BMAP).                  |
| Dunbar Link Boulevard and Improved Crossing Points | Includes widened pavements, cycle lanes and tree planting. Proposed crossing point improvements at the following junctions along the Dunbar Link:  
- York Street;  
- Nelson Street;  
- Exchange Street / Talbot Street;  
- Corporation Street and  
- Tomb Street. |
| Improved Pedestrian and Cycle provision | - The Masterplan proposals should include the ‘upgrading’ of existing streets to formal pedestrian routes.  
- The opportunity also exists to provide a new pedestrian and cycling bridge across the Lagan  
- A potential opportunity is available to introduce a cycle route along the corridor formed along Corporation Street to the Dunbar Link and then Gordon Street leading to the Cathedral Quarter area.  
- City Quays development is examining the feasibility off adding a docking station as part of their plans.  
- Opportunities for additional bike docking stations in the study area. |
### Buses
Proposals for YSI will include bus priority measures on York Street and therefore it will be important that pedestrian routes are suitably connected through to the core of the study area.

In addition to existing services it is recommended that new routes are introduced directly into the study area, and that some element of bus priority is included where appropriate.

It is also suggested that a new ‘Laganlink’ service could connect the site, a new public transport interchange within the study area (Gamble Street halt) and the city centre (and possibly the Gasworks site).

| Engage with Translink regarding the potential for additional bus routes through Greater Clarendon |

### Parking Opportunities
Masterplan identifies a need for additional parking – BHC multi storey is important.

The Masterplan acknowledges that parking should not be over provided as this potentially weakens the case for the provision of the public transport interchange at Gamble Street which is one of the key proposals (see below). It is suggested that parking is looked at in greater detail e.g. parking standard requirements versus those provided at similar sites, as the need for parking types and numbers needs to be more clearly defined. This can be undertaken in the context of the Council’s Car Parking Strategy.

| Consider the current quantum of car parking and potential future needs within Greater Clarendon / Sailortown. |

### Rail
BRT stop proposed at Custom House Square

Rail halt at Gamble Street or in this general area is strongly recommended in the Masterplan.

| Open discussions with DfI regarding the feasibility of the Gamble Street Rail Halt. |
7. SUMMARY

Based on the findings set out in the previous section, it is possible to identify the key public and private sector interventions which will provide the catalyst for regeneration in the short term and also the aspects which will have an impact in the medium term and beyond.

It will be important to maximise the contribution that all developments can make to the wider regeneration of the area. This will require consideration of Section 76 agreements to secure finance towards wider public realm enhancements and other infrastructure.

Short term opportunities (0-5 Years)

The Delivery Framework has identified four areas which are crucial to the regeneration of Greater Clarendon in the short term, i.e. over the next 5 years. These include:

1. City Quays – Phase 1 which is near completion;
2. The University Quarter;
3. The former social security building, Exchange Street Car Park and 84-104 Great Patrick Street / 44-46 Corporation Street; and
4. Lands at 11-37 Corporation Street, 6-12 Tomb Street, the multi storey car park and Graham House.
To complement the envisaged public and private sector investment and to provide a safe and accessible environment for those using the area, it is considered that the following areas need attention:

5. Improvements to the public realm along Little Patrick Street, Corporation Street (City Fringe side), Gamble Street and Tomb Street linking through to Corporation Square. This would also include innovative proposals for the use of space under the flyover. The short-term proposals should include improvements to the key pedestrian crossing points at Dunbar Link.

Medium to long term opportunities (5 + years)

York Street Interchange (1)

The York Street Interchange is likely to be completed in approximately year 5 or 6 of the Delivery Framework. This will provide the opportunity for further development of the remaining opportunity sites. In the run-up to these sites becoming available, work is required to identify the best land uses and suitable options for development.

York Street Interchange Public Realm (2)

York Street, Great Georges Street and Great Patrick Street will also be transformed by the YSI and there is the potential to transform the streetscape in this area. Appropriate
improvements to the public realm will be carried out as part of that scheme, however it is crucial that they integrate with other projects in the area. It has been noted that Nelson Street is not currently being considered for public realm enhancements as part of the YSI scheme. There is no benefit to including Nelson Street in the short-term public realm proposals discussed above as the street will be affected significantly by the YSI scheme. The Public Realm Design Guide will be help ensure that the design of Nelson Street integrates with all other public realm interventions in future.

_Dunbar Link Boulevard (3)_

The creation of Dunbar Link boulevard is a significant project in terms of capital investment. It will require a concerted effort my many stakeholder and needs someone to drive it forward. It is important that this project is included within upcoming plans and strategies such as the Infrastructure Plan, Belfast Metropolitan Transport Strategy (an emerging DfI project) and the new Local Development Plan for Belfast.

_City Quays – Phase 2 (4)_

Once phase 2 of the masterplan is reviewed it is hoped that the development will commence in the medium term. This will be crucial to the regeneration of Sailortown.

_Gamble Street Rail Halt (5)_

We understand that there may be important engineering issues which could impact on the viability of Gamble Street Rail Halt. These should be investigated in the short term; however, it is likely that this project may not emerge for some time.

_Royal Mail Building (6)_

It is unknown whether Royal Mail are still planning to relocate. If they do then the existing site will be a major development opportunity which could accommodate a major mixed-use development. As timescales are unknow this is classed as a medium to long term opportunity.
8. **ACTION PLAN**

<table>
<thead>
<tr>
<th></th>
<th>Action</th>
<th>Priority</th>
<th>Timescale</th>
<th>Lead Stakeholder</th>
<th>Key Stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>YORK STREET INTERCHANGE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td>Undertake a feasibility study / options appraisal for the YSI development opportunity sites to ensure future development maximises the placemaking potential. To consider options for future site disposal including the potential of community asset transfer.</td>
<td>High</td>
<td>Short</td>
<td>DfC</td>
<td>DfI / SRG / BHC</td>
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<tr>
<td>1.2</td>
<td>Engage with BCC through the Local Development Plan process to influence the land use zonings and key site requirements for the YSI opportunity sites</td>
<td>High</td>
<td>Short</td>
<td>DfC</td>
<td>DfI / SRG / BHC / BHC</td>
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<tr>
<td>1.3</td>
<td>Ensure appropriate public realm enhancements are carried out as part of the YSI and integrate with projects in the wider area</td>
<td>High</td>
<td>Ongoing</td>
<td>Through SAG</td>
<td></td>
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<tr>
<td>2</td>
<td><strong>UNIVERSITY QUARTER</strong></td>
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<tr>
<td>2.1</td>
<td>Encourage future planning applications in the area to provide active frontages on to Great Georges Street, Nelson Street, Little Patrick Street and Little York Street.</td>
<td>Medium</td>
<td>Ongoing</td>
<td>BCC</td>
<td>DfC / BCC</td>
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<tr>
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<td>Open discussions with owners of unimplemented planning approvals to encourage revised plans which are integrated, complimentary and fully exploit the potential to create an active and lively ‘University Quarter’ with potential to complement the Cathedral Quarter. This may include the creation of an urban square / plaza.</td>
<td>High</td>
<td>Short</td>
<td>UUJ</td>
<td>DfC / BCC</td>
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<tr>
<td>2.3</td>
<td>Consider the acquisition and redevelopment of key sites which would support the regeneration objectives of Greater Clarendon Masterplan.</td>
<td>High</td>
<td>Ongoing</td>
<td>DfC</td>
<td>BCC / Private Sector</td>
</tr>
<tr>
<td>3</td>
<td><strong>CITY FRINGE</strong></td>
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<tr>
<td>3.1</td>
<td>BCC and SIB to develop the proposal for Site CF1 and CF9 in tandem to ensure a coordinated approach which maximise this key gateway site. Should this development not come forward in the short term, there may be an opportunity to provide a meanwhile use on the site which generates footfall and enhances the vibrancy of the area.</td>
<td>High</td>
<td>Short</td>
<td>BCC / SIB</td>
<td>DfC</td>
</tr>
<tr>
<td>3.2</td>
<td>DfC to explore methods of encouraging the regeneration of underutilised sites at 84-104 Great Patrick Street and 44-46 Corporation Street.</td>
<td>Medium</td>
<td>Short</td>
<td>DfC</td>
<td>Private landowners / occupiers / BCC</td>
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<td>Medium</td>
<td>Ongoing</td>
<td>BCC</td>
<td>DfC / Landowners</td>
</tr>
<tr>
<td>3.4</td>
<td>Consider the acquisition and redevelopment of key sites which would support the regeneration objectives of Greater Clarendon Masterplan.</td>
<td>High</td>
<td>Ongoing</td>
<td>DfC</td>
<td>BCC / Private Sector</td>
</tr>
<tr>
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</tr>
<tr>
<td>4</td>
<td><strong>CITY QUAYS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1</td>
<td>BHC to prepare revised plans for the remainder of the City Quays Masterplan in conjunction with key stakeholders to ensure that development comes forward in a co-ordinated way.</td>
<td>Medium</td>
<td>Short</td>
<td>BHC</td>
<td>DfC / BCC</td>
</tr>
<tr>
<td>4.2</td>
<td>Consider the feasibility of the relocation the BCC Dunbar Link Cleansing depot to the existing BCC car park beneath the M3 flyover at Corporation Street/Corporation Square and other potential sites as appropriate</td>
<td>High</td>
<td>Short</td>
<td>BCC</td>
<td>BHC / DfC</td>
</tr>
<tr>
<td>4.3</td>
<td>Consider the feasibility of improvements to connectivity between City Quays and Cathedral Quarter to include consideration of the public realm and potential to create a civic square and other innovative uses underneath and around the flyovers.</td>
<td>High</td>
<td>Short</td>
<td>DfC</td>
<td>BHC / BCC</td>
</tr>
<tr>
<td>4.4</td>
<td>Sailortown Regeneration Group to progress the restoration of St Joseph’s Church as a community asset, building on recent funding support provided by DfC / BCC.</td>
<td>Medium</td>
<td>Short</td>
<td>SRG</td>
<td>DfC / BCC</td>
</tr>
<tr>
<td>4.5</td>
<td>Engage with BCC through the Local Development Plan process to plan for a variety of residential accommodation in the Greater Clarendon / Sailortown area.</td>
<td>High</td>
<td>Ongoing</td>
<td>SRG</td>
<td>DfC / BCC</td>
</tr>
<tr>
<td>5</td>
<td><strong>KEY TRANSPORT AND PEDESTRIAN LINKS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.1</td>
<td>DfI through the YSI to provide improve pedestrian and cycle linkages on York Street.</td>
<td>High</td>
<td>Ongoing</td>
<td>DfI</td>
<td>DfC / BCC</td>
</tr>
<tr>
<td>5.2</td>
<td>DfI to explore the provision of cycle lanes on Corporation Street.</td>
<td>High</td>
<td>Ongoing</td>
<td>DfI</td>
<td>DfC / BCC / SRG</td>
</tr>
<tr>
<td>5.3</td>
<td>Develop the Public Realm Design Guide to allot a level of hierarchy according to the future roles of various lanes, streets and roads through the area, covering elements such as surface types, lighting arrangements, tree planting, breakout areas, street furniture and landscape treatment. This project should incorporate consideration of potential uses underneath the flyover and linkages to City Quays / Sailortown as set out in Action 4.2 above.</td>
<td>High</td>
<td>Short</td>
<td>DfI</td>
<td>DfI / BCC / BHC</td>
</tr>
<tr>
<td>5.4</td>
<td>Develop the outline design for the Dunbar Link streetscape improvements. This should take a comprehensive approach to the Inner Ring Road.</td>
<td>High</td>
<td>Short</td>
<td>DfI</td>
<td>DfI / BCC</td>
</tr>
<tr>
<td>5.5</td>
<td>Review the feasibility, including the location of the proposed pedestrian / cycle bridge linking Greater Clarendon / Sailortown to Titanic Quarter, including maximising pedestrian connections to the communities in North Belfast.</td>
<td>High</td>
<td>Short</td>
<td>DfI</td>
<td>DfI / BCC / SRG     and other community groups as required.</td>
</tr>
<tr>
<td>5.6</td>
<td>Engage with Translink regarding the potential for additional bus routes through Greater Clarendon.</td>
<td>Medium</td>
<td>Short</td>
<td>DfI</td>
<td>Translink / DfC</td>
</tr>
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</tr>
<tr>
<td>5.7</td>
<td>Consider the current quantum of car parking and potential future needs within Greater Clarendon / Sailortown.</td>
<td>Medium</td>
<td>Ongoing</td>
<td>BCC</td>
<td>DfC / DfI</td>
</tr>
<tr>
<td>5.8</td>
<td>Commence discussions regarding the feasibility of the Gamble Street Rail Halt.</td>
<td>High</td>
<td>Short</td>
<td>DfI</td>
<td>DfC / BCC</td>
</tr>
</tbody>
</table>
9. NEXT STEPS

Considering the breadth of actions of actions and stakeholders involved in the regeneration of Greater Clarendon / Sailortown, it is important to establish and agree the next steps.

Many of the actions outlined are interlinked, therefore it is possible to address multiple actions within a well-defined project.

The next stage will involve a study which addresses accessibility and design throughout the area, providing a further level of detail which will complement the Greater Clarendon Masterplan. The scope of this project will include the following:

1. **Public Realm Design Guide** – a thorough analysis of appropriate public realm treatment within this area. This would allot a level of hierarchy according to the future roles of various lanes, streets and roads through the area, covering elements such as surface types, lighting arrangements, tree planting, breakout areas, street furniture and landscape treatment. Ideally this would be aligned to and form part of a city wide public realm vision and tie in with ongoing DfI initiatives. Engagement with key stakeholders including Belfast Harbour Commissioners, DfI, BCC and local communities will be crucial to this piece of work.

2. **Streets not Roads** – the inner ring road (including Dunbar Link) should be addressed in a comprehensive manner throughout the City Centre, however it will be important as part of the accessibility strategy for Greater Clarendon to consider how to improve connectivity with the Cathedral Quarter and City Centre core. Historically there has been a large emphasis on vehicular movements and flows through this area the result of which has blighted the area in terms of pedestrian and cyclist connectivity. The opportunity now exists to transform some of these routes so that they incorporate more pedestrian priority measures with improved environmental quality along key routes/desire lines – re-stitching demolished city fabric.

3. **Wayfinding** – consider opportunities to enhance wayfinding throughout the area and linkages to key community projects such as St Joseph’s Church.

4. **Permeability** - through this area is key. This should consider opportunities to enhance public transport, walking and cycling throughout the area. The study will consider those existing routes and potential for new and enhanced routes. Tomb Street has been highlighted as a natural desire line between Custom House Square and Corporation Square (terminated by framed views of the Harbour Office). BCC has emphasised this during recent Pre-Application Discussions with proposed developments in the area. Opportunity exists to trial meanwhile uses along this route in the interim, which special attention paid to the M3 flyover.

5. **Pedestrian / Cycle Bridge**: this is a key piece of infrastructure which complements the new river connection ultimately extending the Lagan Loop (as described in East Bank Development Strategy) associated with Sirocco. Completing this link would allow for a series of looped connections criss-crossing the river and further strengthen and consolidate the city centre on each side of the river. This piece of work will consider potential locations for the bridge to maximise accessibility and connectivity.
6. **Gamble Street Railway Halt**: although a long-term aspiration, due recognition should be given to the potential such a facility could bring to the wider Clarendon/Sailortown area and should be planned for now.

7. Provide **high level costs** for priority projects.

The table below provides an indication of the contribution that this next piece of work will make towards the Delivery Framework:

<table>
<thead>
<tr>
<th>Action</th>
<th>Contribution</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 YORK STREET INTERCHANGE</strong></td>
<td></td>
</tr>
<tr>
<td>1.1 Undertake a feasibility study / options appraisal for the YSI development opportunity sites to ensure future development maximises the placemaking potential. To consider options for future site disposal including the potential of community asset transfer.</td>
<td>-</td>
</tr>
<tr>
<td>Engage with BCC through the Local Development Plan process to influence the land use zonings and key site requirements for the YSI opportunity sites</td>
<td>-</td>
</tr>
<tr>
<td>1.2 Ensure appropriate public realm enhancements are carried out as part of the YSI and integrate with projects in the wider area</td>
<td>Project will help integrate work being under taken through the YSI with future projects</td>
</tr>
<tr>
<td><strong>2 UNIVERSITY QUARTER</strong></td>
<td></td>
</tr>
<tr>
<td>2.1 Encourage future planning applications in the area to provide active frontages on to Great Georges Street, Nelson Street, Little Patrick Street and Little York Street.</td>
<td>Project will aim to highlight the opportunities available following the implementation of YSI</td>
</tr>
<tr>
<td>2.2 Open discussions with owners of unimplemented planning approvals to encourage revised plans which are integrated, complimentary and fully exploit the potential to create an active and lively ‘University Quarter’ with potential to complement the Cathedral Quarter. This may include the creation of an urban square / plaza.</td>
<td>Potential to engage with landowners in the context of developing the Public Realm Design Guide.</td>
</tr>
<tr>
<td>2.3 Consider the acquisition and redevelopment of key sites which would support the regeneration objectives of Greater Clarendon Masterplan.</td>
<td>-</td>
</tr>
<tr>
<td><strong>3 CITY FRINGE</strong></td>
<td></td>
</tr>
<tr>
<td>3.1 BCC and SIB to develop the proposal for Site CF1 and CF9 in tandem to ensure a coordinated approach which maximise this key gateway site. Should this development not come forward in the short term, there may be an opportunity to provide a meanwhile use on the site which generates footfall and enhances the vibrancy of the area</td>
<td>Work will provide the basis for public realm improvements to be implemented in the area around this scheme.</td>
</tr>
<tr>
<td>3.2 DiC to explore methods of encouraging the regeneration of underutilised sites at 84-104 Great Patrick Street and 44-46 Corporation Street.</td>
<td>-</td>
</tr>
<tr>
<td>3.3 BCC to take account of the aspirations of the Greater Clarendon Masterplan and Delivery Framework during pre-application discussions and the determination of determining planning applications in the area.</td>
<td>Public Realm Design Guide will encourage high quality design to be implemented – can be used during the PAD process</td>
</tr>
<tr>
<td>3.4 Consider the acquisition and redevelopment of key sites which would support the regeneration objectives of Greater Clarendon Masterplan.</td>
<td>-</td>
</tr>
<tr>
<td><strong>4 CITY QUAYS</strong></td>
<td></td>
</tr>
<tr>
<td>4.1 BHC to prepare revised plans for the remainder of the City Quays Masterplan in conjunction with key stakeholders to ensure that development comes forward in a co-ordinated way.</td>
<td>Work will contribute to future revised plans for City Quays</td>
</tr>
<tr>
<td>4.2 Consider the feasibility of the relocation the BCC Dunbar Link Cleansing depot to the existing BCC car park beneath the M3 flyover at</td>
<td>Project underway by BCC.</td>
</tr>
</tbody>
</table>
Corporation Street/Corporation Square and other potential sites as appropriate;

| 4.4 | Consider the feasibility of improvements to connectivity between City Quays and Cathedral Quarter to include consideration of the public realm and potential to create a civic square and other innovative uses underneath and around the flyovers. | Project will address this action. |
| 4.5 | Sailortown Regeneration Group to progress the restoration of St Joseph’s Church as a community asset, building on recent funding support provided by DfC / BCC. | Project will contribute to making St Joseph Church more accessible. |
| 4.6 | Engage with BCC through the Local Development Plan process to plan for a variety of residential accommodation in the Greater Clarendon / Sailortown area. | - |

### 5 KEY TRANSPORT AND PEDESTRIAN LINKS

#### 5.1 DfI through the YSI to provide improve pedestrian and cycle linkages on York Street.

| 5.2 | DfI to explore the provision of cycle lanes on Corporation Street. | Project will provide a holistic view of current and proposed pedestrian and cycle infrastructure in the area. |
| 5.3 | Develop the Public Realm Design Guide to allot a level of hierarchy according to the future roles of various lanes, streets and roads through the area, covering elements such as surface types, lighting arrangements, tree planting, breakout areas, street furniture and landscape treatment. This project should incorporate consideration of potential uses underneath the flyover and linkages to City Quays / Sailortown as set out in Action 4.2 above. | Project will contribute to making St Joseph’s Church more accessible. |
| 5.4 | Develop the outline design for the Dunbar Link streetscape improvements. This should take a comprehensive approach to the Inner Ring Road. | Project will consider short term interventions to improve connectivity across Dunbar Link. |
| 5.5 | Review the feasibility, including the location of the proposed pedestrian / cycle bridge linking Greater Clarendon / Sailortown to Titanic Quarter, including maximising pedestrian connections to the communities in North Belfast. | Project will consider the location of the bridge. |
| 5.6 | Engage with Translink regarding the potential for additional bus routes through Greater Clarendon. | Project will address this action. |
| 5.7 | Consider the current quantum of car parking and potential future needs within Greater Clarendon / Sailortown. | This project will consider wider issues around accessibility and connectivity throughout the area. |
| 5.8 | Commence discussions regarding the feasibility of the Gamble Street Rail Halt. | Project will address this action. |

### 10. SITE / DEVELOPMENT TRACKER

The detailed site development tracker below has been prepared as a tool to track progress and new information as it arises during the implementation stage. This may include changes in landownership, new planning approvals or commencement of key development sites for example.
<table>
<thead>
<tr>
<th>Site or Project</th>
<th>Description of masterplan proposal</th>
<th>Current Land use</th>
<th>Planning History</th>
<th>Ownership</th>
<th>Need for Government Intervention</th>
<th>Led by: Key Partners</th>
<th>Links to other Masterplan proposals</th>
<th>Actions / Timing</th>
<th>Funding</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNIVERSITY QUARTER</td>
<td>Residential/Student Accommodation;  • Science/Business Use (incl. Incubator/Start – up Space);  • Retail Use;  • Attractive Public Realm;  • Social housing within an area of ‘archaeological potential’ as shown on BMAP;  • Public Square – Focal Point;  • Opportunity to extend uses into adjacent City Fringe Area and York Street Interchange sites; and  • Ancillary uses.</td>
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</tbody>
</table>

**York Street / St Georges Street (University Quarter)**

### SITE 1

| U6 123-137 York Street and adjacent car park | No specific mention in masterplan. Application was pending at the time masterplan was published – now approved. | Site has been extensively cleared – only 2 buildings remaining at the corner of York Street and Great Patrick Street. | Z/2015/0177/F - 12 storey mixed use building with a ground floor retail unit, 407 managed student rooms | York Street No 1 Ltd | Only if there was an issue with viability – no evidence to date as other development coming forward in the area | Private | | Engage with landowner to establish timescales for development. | - | Short |

| U5 Site adjacent to 14 Little Patrick St. and opposite 23-33 Little York Street | The office application was pending at the time of the masterplan - this has since been approved and the site is on the open market for sale. | Currently surface level car parking | LA04/2015/0141/O - Proposed 9 storey office building including ground floor car parking | Mrs Orla McKernan | Only if there was an issue with viability – no evidence to date as other development coming forward in the area | Private | | Site recently sold – understood that this will form part of a larger student housing scheme. | - | Short |

| 139 – 153 York Street and vacant lands behind | No specific ref in masterplan and no planning permissions in place. | Occupied by:  • It’s all about me: Bridal Boutique  • Vacant unit  • Car parking to rear | - | We understand these properties have been purchased by TNI as part of the York Street interchange plans. | The market may delivery development on this site following the | Private | | Engage with DfI to establish timescales for development. | - | Long |

### SITE 2

<p>| U3 Vacant site at Nelson Street bounded by Great Georges Street to north, Little York Street to west, Nelson Street to east and other lands adjacent to Little Patrick Street to south | No specific ref in masterplan | Vacant site – Demolition contractors currently on site | Z/2011/0737/O - Site for social housing development. Z/2012/0352/O - Apartment development of 217 units | OLYMPIAN HOMES | Only if there was an issue with viability – no evidence to date as other development | Private | The setting for the site may be improved following completion of the YSI – possibly less | At the minute, it is believed that will be developed for student housing, however there is the potential to create an oversupply over | - | Short |</p>
<table>
<thead>
<tr>
<th>Site or Project</th>
<th>Description of masterplan proposal</th>
<th>Current Land use</th>
<th>Planning History</th>
<th>Ownership</th>
<th>Need for Government Intervention</th>
<th>Led by:</th>
<th>Key Partners</th>
<th>Links to other Masterplan proposals</th>
<th>Actions / Timing</th>
<th>Funding</th>
<th>Timescale</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>coming forward in the area</td>
<td></td>
<td></td>
<td>traffic directly in front of building and potential for development of site G1 opposite.</td>
<td></td>
<td></td>
<td>Short (2017-2020)</td>
<td>Medium (2021-2025)</td>
</tr>
<tr>
<td>U8</td>
<td>26-44 Little Patrick Street</td>
<td>No specific ref in masterplan</td>
<td>Vacant Site</td>
<td>LA04/2015/0716/F - Erection of a 11-storey building for managed 354 student accommodation studios with shared communal areas; external courtyard; other ancillary accommodation including a reception/management suite and communal areas; plants and storage areas; cycle provision (Amended Proposal) LA04/2017/2306/F - Development of purpose built managed student accommodation comprising up to 430 beds with internal and external communal areas - LACUNA DEVELOPMENTS</td>
<td>UNICITI LLP / ROLLOZ LLP</td>
<td>Sold to Lacuna Developments and Watkin Jones Group in July 2017.</td>
<td>Only if there was an issue with viability – no evidence to date as other development coming forward in the area</td>
<td>Private</td>
<td>-</td>
<td>-</td>
<td>Believed that the developer intends to develop in the short term.</td>
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<td></td>
<td></td>
<td>Short / Medium</td>
<td></td>
</tr>
<tr>
<td>16-20 Little Patrick Street and 23-33 Little York Street</td>
<td>No specific ref in masterplan</td>
<td>Two vacant and derelict buildings</td>
<td>-</td>
<td>Unknown</td>
<td>Currently no evidence that the site will come forward. If 22-24 Little Patrick Street was available then a developer is more likely to take on.</td>
<td></td>
<td></td>
<td>Site currently for sale – POA</td>
<td></td>
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</tr>
<tr>
<td>22-24 Little Patrick Street</td>
<td>No specific ref in masterplan</td>
<td>Vacant site</td>
<td>-</td>
<td>Unknown</td>
<td>Currently no evidence that the site will come forward.</td>
<td></td>
<td></td>
<td>Site not for sale. There may be the potential for a</td>
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<tr>
<td>Site or Project</td>
<td>Description of masterplan proposal</td>
<td>Current Land use</td>
<td>Planning History</td>
<td>Ownership</td>
<td>Need for Government Intervention</td>
<td>Led by:</td>
<td>Key Partners</td>
<td>Links to other Masterplan proposals</td>
<td>Actions / Timing</td>
<td>Funding</td>
<td>Timescale</td>
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</tr>
<tr>
<td>U2 28-30 Great Patrick Street</td>
<td>Current permission noted in the 2016 Masterplan.</td>
<td>Under construction – structure erected</td>
<td>Z/2014/1657/F - Erection of 11 storey building (34.5m high) comprising a retail unit at ground floor level, 475 managed student accommodations (with communal living rooms kitchen), associated reception/office facility, other ancillary accommodation including landscaped courtyard, plant and storage areas, car parking and cycle provision.</td>
<td>Patton Developments LLP</td>
<td>None</td>
<td>Private</td>
<td>n/a</td>
<td>Development commenced.</td>
<td>Private</td>
<td>Short</td>
<td></td>
<td></td>
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<tr>
<td>SITE 4</td>
<td></td>
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<tr>
<td>U1 32-34 Great Patrick Street</td>
<td>No specific ref in masterplan</td>
<td>Building currently occupied by Property Lets NI</td>
<td>Z/2011/0201/F - Proposed change of use from storage to provide first floor three bed apartment with alterations and material change to front elevation</td>
<td>T &amp; T Clothing, John Tandon</td>
<td></td>
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<tr>
<td>SITE 3</td>
<td>Current permission noted in the 2016 Masterplan.</td>
<td>Site cleared and hoarding erected.</td>
<td>LA04/2016/2385/F Amendment to planning permission 2/2015/0138/F to develop purpose built managed student accommodation comprising 717 beds, 2 No. retail units at ground floor level; two landscaped courtyards.</td>
<td>YORK STREET STUDENT PROPERTIES LIMITED</td>
<td>None</td>
<td>Private</td>
<td>-</td>
<td>Understood that development will be starting soon.</td>
<td>Private</td>
<td>Short</td>
<td></td>
<td></td>
</tr>
<tr>
<td>36-42 Great Patrick Street</td>
<td>No specific ref in masterplan</td>
<td>Not clear who is occupying this building.</td>
<td></td>
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</tbody>
</table>

- Comprehensive Development Scheme to

If 22-24 Little Patrick Street was available then a developer is more likely to take on.
<table>
<thead>
<tr>
<th>Site or Project</th>
<th>Description of masterplan proposal</th>
<th>Current Land use</th>
<th>Planning History</th>
<th>Ownership</th>
<th>Need for Government Intervention</th>
<th>Led by:</th>
<th>Key Partners</th>
<th>Links to other Masterplan proposals</th>
<th>Actions / Timing</th>
<th>Funding</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>42-44 Great Patrick Street</td>
<td>No specific ref in masterplan</td>
<td>Current occupiers: Data Electronic Group Limited, Probation Board for Northern Ireland, Flanagan Flooring Distributors</td>
<td>-</td>
<td>Unknown</td>
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<tr>
<td>U7 37-41 Little Patrick Street</td>
<td>No specific ref in masterplan</td>
<td>Currently occupiers: Bedworld: The experts, Coffee Deck</td>
<td>Z/2015/0118/F - Demolition of retail unit and construction of 11 storey mixed use development comprising 50 No. apartments, ground floor retail and parking, first floor retail and basement parking (pending)</td>
<td>Dominic and Fred Keating</td>
<td></td>
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</tr>
<tr>
<td>27-39 Little Patrick Street</td>
<td>No specific ref in masterplan</td>
<td>Vacant site – rear entrance to warehouse unit.</td>
<td>-</td>
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<tr>
<td>23-29 Little Patrick Street</td>
<td>No specific ref in masterplan</td>
<td>Orient House – Community / religious hall</td>
<td>-</td>
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<tr>
<td>CITY FRINGE</td>
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<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Nelson Street / Dunbar Link</td>
<td></td>
<td></td>
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<tr>
<td>Nelson Trade Centre</td>
<td>No specific ref in masterplan</td>
<td>Well utilised with multiple occupiers.</td>
<td>None</td>
<td>Unknown</td>
<td>Trade Centre is well occupied and provides important space for small businesses.</td>
<td>-</td>
<td>-</td>
<td>Dunbar Link boulevard - Key entrance and gateway</td>
<td>Unlikely to be redeveloped in the short term. Continue to monitor.</td>
<td>None</td>
<td>Long</td>
</tr>
<tr>
<td>Lands between Little Patrick Street and M3.</td>
<td>No specific ref in masterplan</td>
<td>Electricity substation</td>
<td>None</td>
<td>NIE Striped of land adjacent to and underneath the flyover</td>
<td>Unsure at present – need to establish current use.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Engage with NIE regarding the future need / plans for this site.</td>
<td>-</td>
<td>Long</td>
</tr>
<tr>
<td>Site or Project</td>
<td>Description of masterplan proposal</td>
<td>Current Land use</td>
<td>Planning History</td>
<td>Ownership</td>
<td>Need for Government Intervention</td>
<td>Led by:</td>
<td>Key Partners</td>
<td>Links to other Masterplan proposals</td>
<td>Actions / Timing</td>
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**BLOCK B**

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<tbody>
<tr>
<td>60-82 Great Patrick Street</td>
<td>No specific ref in masterplan</td>
<td>Begs and Partners: Bathrooms</td>
<td>None</td>
<td>Unknown</td>
<td>None – currently occupied.</td>
<td>Private</td>
<td>-</td>
<td>- Dunbar Link boulevard - Key entrance and gateway</td>
<td>Continue to monitor building.</td>
<td>-</td>
<td>Long</td>
</tr>
<tr>
<td>84-94 Great Patrick Street</td>
<td>No specific ref in masterplan</td>
<td>Architecture Business</td>
<td>None</td>
<td>Unknown</td>
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<td>Long</td>
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<tr>
<td>96-98 Great Patrick Street</td>
<td>No specific ref in masterplan</td>
<td>Vacant</td>
<td>LA04/2016/1114/F - Refurbishment of existing building to Great Patrick Street and demolition and replacement of existing rear warehouse building.</td>
<td>Unknown</td>
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<tr>
<td>100-102 Great Patrick Street</td>
<td>No specific ref in masterplan</td>
<td>Storage and distribution</td>
<td>LA04/2017/1544/F - Refurbishment to existing office &amp; warehouse building, to include new 2 storey front extension, internal layout rearrangements and rear elevation changes. Change of use from warehouse space to facilitate the mixed community spaces &amp; office space on both floors.</td>
<td>Unknown</td>
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<tr>
<td>104 Great Patrick Street</td>
<td>No specific ref in masterplan</td>
<td>Various businesses, including arts studio.</td>
<td>None</td>
<td>Unknown</td>
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</tr>
<tr>
<td>44-46 Corporation Street Belfast</td>
<td>No specific ref in masterplan</td>
<td>Various businesses, including arts studio.</td>
<td>None</td>
<td>Unknown</td>
<td>Possible need for intervention. Would be on a site-specific basis rather than comprehensive redevelopment.</td>
<td></td>
<td></td>
<td>Site recently sold. May come forward as a residential apartment scheme.</td>
<td></td>
<td></td>
<td>Short</td>
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</table>

**BLOCK C**

- Block C | None | Public | - | Key entrance and gateway |
- Prince Dock Street Area | | | |

**BLOCK 1**

- Car park adjacent to M3 flyover | Surface level car park | None | Privately owned | Railway Halt |
<table>
<thead>
<tr>
<th>Site or Project</th>
<th>Description of masterplan proposal</th>
<th>Current Land use</th>
<th>Planning History</th>
<th>Ownership</th>
<th>Need for Government Intervention</th>
<th>Led by:</th>
<th>Key Partners</th>
<th>Links to other Masterplan proposals</th>
<th>Actions / Timing</th>
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<td>BLOCK 2</td>
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<tr>
<td>The Design centre, 39 Corporation Street</td>
<td>No specific ref in masterplan</td>
<td>Job Centre and other government uses.</td>
<td>LA04/2016/2357/F - Change of use of part of ground floor from office to job centre. Replacement of ramp for DDA access, and new public entrance to front façade.</td>
<td>Wirefox</td>
<td>Not on a site-specific basis – possible if there was need for comprehensive redevelopment.</td>
<td>Private</td>
<td>-</td>
<td>-</td>
<td>Bought as an Investment by Wirefox in 2015/2016. Not aware of any plans to redevelop the building in the short term. Engage with landowner to establish future plans.</td>
<td>Private</td>
<td>Medium</td>
</tr>
<tr>
<td>Centenary House 2 Victoria Street</td>
<td>No specific ref in masterplan</td>
<td>Hostel</td>
<td>LA04/2016/1833/F - External refurbishment of an existing hostel with works to include replacement of existing single glazed metal framed windows/doors and curtail walling.</td>
<td>THE SALVATION ARMY</td>
<td>Not on a site-specific basis – possible if there was need for comprehensive redevelopment</td>
<td>Private</td>
<td>-</td>
<td>-</td>
<td>No redevelopment or relocation plans in the short term. They spent circa £1m on the building in the past 12 months. Continue to monitor.</td>
<td>Private</td>
<td>Long</td>
</tr>
<tr>
<td>11-19 Corporation Street &amp; 6-8 Tomb Street</td>
<td>No specific ref in masterplan</td>
<td>Vacant site with hoarding erected Tomb Street - Underutilised buildings. Appears to be storage or light industrial use.</td>
<td>None</td>
<td>Conway Group</td>
<td>Not on a site-specific basis – possible if there was need for comprehensive redevelopment</td>
<td>Private</td>
<td>-</td>
<td>-</td>
<td>Owner considering plans for either residential or commercial development Engage with owner and monitor future. Seek contributions towards public realm enhancements to Corporation Street</td>
<td>Private</td>
<td>Short</td>
</tr>
<tr>
<td>21-37 Corporation Street and 18-24 Tomb Street</td>
<td>Multi Storey Car Park, Tomb Street</td>
<td>Planning permission for hotel noted in the masterplan. Suggested as a potential commercial / residential scheme</td>
<td>Temporary surface level car park</td>
<td>McAleer and Rushe Limited</td>
<td>Not on a site-specific basis – possible if there was need for comprehensive redevelopment</td>
<td>Private</td>
<td>-</td>
<td>-</td>
<td>Understood that owners are looking at a revised plan to develop the site for residential use. Engage with owner and monitor future plans. Seek contributions towards public realm enhancements to Corporation Street</td>
<td>Private</td>
<td>Short</td>
</tr>
<tr>
<td>Site fronting Waring Street and Tomb Street</td>
<td>Helm Apartment Block – occupied.</td>
<td>None</td>
<td>Helm Housing Association</td>
<td>None – currently providing social housing.</td>
<td>-</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>10-14 Tomb Street</td>
<td>Bar / Nightclub</td>
<td>LA04/2017/1152/F - Alterations to front elevation</td>
<td>Energizinn LTD</td>
<td>Not on a site-specific basis – possible if there was need for comprehensive redevelopment</td>
<td>Private</td>
<td>-</td>
<td>-</td>
<td>Recently refinanced and reopened as a bar/night club</td>
<td>-</td>
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<tr>
<td>Site or Project</td>
<td>Description of masterplan proposal</td>
<td>Current Land use</td>
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<td>Led by: Key Partners</td>
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<tr>
<td>Royal Mail building and car park to the rear extending under flyover</td>
<td>Identified for a landmark mixed-use scheme near waterfront.</td>
<td>Post Office Depot</td>
<td>None</td>
<td>Royal Mail</td>
<td>None at present.</td>
<td>Public / Private</td>
<td>-</td>
<td>-</td>
<td>No relocation plans at the moment. Monitor status of site.</td>
<td>-</td>
<td>Long</td>
</tr>
<tr>
<td>Graham House, Albert Square</td>
<td>No specific mention in masterplan.</td>
<td>On the Square Emporium (vintage furniture shop) with office above.</td>
<td>LA04/2017/1707/F - Erection of 11 storey office building with ground floor restaurant/café, associated works &amp; vehicular access from tomb street. (Pending) – generating 600 people per day (from P1 Form)</td>
<td>Stargime</td>
<td>None at present.</td>
<td>Private</td>
<td>-</td>
<td>-</td>
<td>Grade A Office project. To be developed by Stargime in the short term. Monitor planning application.</td>
<td>-</td>
<td>Short</td>
</tr>
</tbody>
</table>

<p>| City Quays | | | | | | | | | | |
| <strong>A. City Quays Masterplan Area</strong> | | | | | | | | | | |
| City Quays 1 | City Quays Masterplan referenced. | Built and operating, 5 out of 8 storeys let. | Z/2010/1006/O – City Quays Masterplan | Belfast Harbour Commissioners | None at present. | BHC | DfC / BCC | - | - | Completed |
| City Quays 2 | City Quays Masterplan referenced. | Built and operating, 5 out of 8 storeys let. | Z/2013/0325/F - Erection of office building, surface car parking and other associated works. | Belfast Harbour Commissioners | None at present. | BHC | DfC / BCC | - | - | Completed |
| Hotel | City Quays Masterplan referenced. | Under construction – to be occupied by the Marriott – due to open May 2018 | LA04/2015/1423/RM - Hotel (188 bedroom), access, landscaping and other associated site works | Belfast Harbour Commissioners | None at present. | BHC | DfC / BCC | - | - | Short |
| City Quays 3 | City Quays Masterplan referenced. | Vacant site – due to commence early 2018 – completion be Q1 2020. | LA04/2017/1090/RM - City Quays 3 - erection of 16 storey office accommodation (74 metres maximum height) comprising 23,976 sq metres of gross floorspace, associated access, public realm and other ancillary development (pending, decision due soon) | Belfast Harbour Commissioners | None at present. | BHC | DfC / BCC | - | - | Short |</p>
<table>
<thead>
<tr>
<th>Site or Project</th>
<th>Description of masterplan proposal</th>
<th>Current Land use</th>
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<tbody>
<tr>
<td>Multi story car park (CQ4)</td>
<td>City Quays Masterplan referenced</td>
<td>Under construction</td>
<td>LDA/2016/2656/RM - Multi-storey car park (807 spaces) - maximum height of 33.2m, access road, alterations to existing car parking and road layout and associated site works.</td>
<td>Belfast Harbour Commissioners</td>
<td>None</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>City Quays 10</td>
<td>City Quays Masterplan referenced</td>
<td>Vacant</td>
<td>BHC recently appointed architect to undertake the detailed design. Completion of this site will make the culmination of Phase 1 of City Quays.</td>
<td>Belfast Harbour Commissioners</td>
<td>None</td>
<td>-</td>
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<tr>
<td>Promenade at river front</td>
<td>City Quays Masterplan referenced</td>
<td>Partially Completed</td>
<td>Z/2014/1610/F - Public realm works for proposed walkway promenade, comprising; new paving, seating, guarding rails, lighting &amp; tree planting, creating a continuous footpath from Obel buildings leading up to the city quays one building</td>
<td>Belfast Harbour Commissioners</td>
<td>None</td>
<td>-</td>
<td>-</td>
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<tr>
<td>City Quays 5 – 9</td>
<td>City Quays Masterplan referenced</td>
<td>To be revised following market reappraisal.</td>
<td>These sites have outline planning approvals as part of the City Quay Masterplan.</td>
<td>Belfast Harbour Commissioners</td>
<td>Work with BHC commissioners to develop revised plans which complement the Greater Clarendon Masterplan, particularly the development sites at YSI.</td>
<td>BHC</td>
<td>DFC / BCC</td>
<td>-</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>City Quays Pedestrian Bridge</td>
<td>Pedestrian Bridge referenced in Masterplan.</td>
<td>No longer classified as a priority</td>
<td>Pedestrian Bridge</td>
<td>DFC</td>
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</tbody>
</table>

**B. Corporation Square**

| Site 1 | Surface level car park | None | BCC | Opportunity for new square / focal point | Explore linking with Site 2 for comprehensive development | Explore relationship with proposals for under the flyover | | | | | | | Long |

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<table>
<thead>
<tr>
<th>Site or Project</th>
<th>Description of masterplan proposal</th>
<th>Current Land use</th>
<th>Planning History</th>
<th>Ownership</th>
<th>Need for Government Intervention</th>
<th>Led by:</th>
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<th>Actions / Timing</th>
<th>Funding</th>
<th>Timescale</th>
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<tbody>
<tr>
<td>- Site 2</td>
<td>Various buildings (poor condition)</td>
<td>Check</td>
<td>Private – multiple landowners</td>
<td></td>
<td></td>
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<td></td>
<td>Explore linking with Site 2 for comprehensive development</td>
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<td></td>
<td>Explore relationship with proposals for under the flyover</td>
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</tr>
<tr>
<td>Site 3 – 101 Corporation Street</td>
<td>Vacant site to the rear of Church</td>
<td>Z/2010/0949/F - Erection of a mixed-use building comprising of a gallery at ground floor, 39 no. apartments above and associated car parking.</td>
<td>Unknown private developer.</td>
<td>Private</td>
<td>DfC</td>
<td>New pedestrian / cycle links from the City Centre to Sailortown</td>
<td>The site has recently been sold by Kremlin Associates to an unnamed private developer. They do plan to build the apartment scheme in the short term. Possible revised planning application for a larger scheme.</td>
<td>Private</td>
<td>UDG</td>
<td>Short</td>
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<tr>
<td>C. Princes Dock Street Area</td>
<td>Mainly residential, McKenna’s Bar and vacant plot</td>
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<tr>
<td>Block 1</td>
<td>54 Pilot Street and 19-22 Princes Dock Street</td>
<td>Vacant buildings</td>
<td>Z/2010/0578/F - Erection of 2 no. replacement restaurant/bars and 112 no. apartments – granted Aug 2011</td>
<td>Blackpearl Property</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>We understand that the current owner is developing new plans for the site.</td>
<td>Short</td>
<td></td>
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<tr>
<td>Block 2</td>
<td>Mission to Seafarers Building, Car Park (see City Quays M’plan)</td>
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York Street Interchange Area

A. York Street Interchange | Masterplan had taken account of the YSI scheme and included the surplus lands as Development Opportunity Sites | Highway Interchange | DfI | n/a | DfI | DfC / BCC / Local Communities | Crucial impact on | DfI | Earliest commencement Spring 2019 – 3.5 years to build | Medium |
<table>
<thead>
<tr>
<th>Site or Project</th>
<th>Description of masterplan proposal</th>
<th>Current Land use</th>
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<tbody>
<tr>
<td>B. Development Opportunity Sites</td>
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<tr>
<td>C1</td>
<td>Land use proposals are for residential, retail and community uses which complement City Quays and Sailortown. Gross land area of 25.3 hectares for future development. Sites will be formulated by the YSI.</td>
<td>None</td>
<td>DfI</td>
<td>To ensure the best use of these sites.</td>
<td>DfC</td>
<td>DfI</td>
<td>BCC</td>
<td>Local Communities</td>
<td>Prepare for the delivery of sites post completion of the YSI:  - Options Appraisal  - Disposal Strategy</td>
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<td>C2</td>
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<tr>
<td>G1</td>
<td>Opportunity for leisure and recreation uses to complement the land use proposals for the University Quarter. Currently part of the existing road network.</td>
<td>None</td>
<td>DfI</td>
<td></td>
<td>DfC</td>
<td>DfI</td>
<td>BCC</td>
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<td>G2</td>
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<tr>
<td>Y1</td>
<td>The York Street sites measures 0.8 hectares and has potential for future retail use to link in with the Yorkgate shopping centre area. Vacant sites</td>
<td>None</td>
<td>DfC – Map provided by MCC suggests site owned by DfC</td>
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<td>C. Sites below elevated road structure</td>
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**Led by:**
- DfI: Department of Infrastructure
- DfC: Department of Communities
- BCC: Belfast City Council
Greater Clarendon (Sailortown) Delivery Framework (2018)

1.0 Summary of Key Interventions

1.1 The Framework identified the key public and private sector interventions which will provide the catalyst for regeneration of Greater Clarendon and Sailortown in the short term and also the aspects which will have an impact in the medium term and beyond. It identified four key areas as being crucial in the short term, i.e. over the next 5 years. These include:

1. **City Quays** – Phase 1 comprising offices is complete and fully let. The Framework identified the remaining phases of City Quays as medium or longer term opportunities but, in reality, delivery timescales have been shorter than expected. Phase 2, a nine storey office building is also complete, as is the AC Hotel by Marriott. Phase 3, another 250,000 sq. ft. office building is under construction and residential use is being considered as part of Phase 4;

2. **The University Quarter** bounded by York Street, Nelson Street, Great Patrick Street and Great Georges Street where there are 6 planning approvals for purpose built student accommodation with the potential to accommodate 3,110 students. One block is complete and occupied with the remainder expected to be completed by 2022/23. The relocation of UU will bring 15,000 students and staff to this part of the city centre;

3. **The former social security building, Exchange Street Car Park and 84-104 Great Patrick Street / 44-46 Corporation Street**: the development and regeneration potential of the former Social Security building and the Council’s Exchange Street car park were summarised in a report to the City Growth and Regeneration Committee on 5th June. It comprised part of an update on the emerging findings of the draft Strategic Site Assessment which had been commissioned by the Council, in collaboration with DfC. The Assessment examines the development and regeneration potential of the Council’s car parks and adjacent public sector land holdings within the City Centre; and

4. **Lands between Corporation Street and Tomb Street**, the multi storey car park on Tomb Street and Graham House on Corporation Street which are currently the subject of developer interest

1.2 The Framework identified a number of recommended key actions for each of the character areas set out in the Greater Clarendon Masterplan and notes that, to make
the best use of available resources, the actions will need to be prioritised and phased over time. These are summarised below.

1.3 **City Quays and York Street Interchange (YSI)**

i. Undertake a feasibility study/options appraisal for the YSI development opportunity sites to consider options for future site disposal: DfC are expected to lead on this action to ensure that the redevelopment of these sites maximises the place-making potential. (Note: the tender process to appoint a contractor to bring the scheme to a construction ready stage was undertaken in 2016. However, tender award cannot occur at present due to a legal challenge. The legal process is ongoing);

ii. Ensure appropriate public realm enhancements are carried out as part of the YSI and integrate with projects in the wider area. Recognising the need for careful design to reduce the visual impact of the interchange and enhance connectivity for pedestrians and cyclists, DfI Roads established a Strategic Advisory Group (SAG) in January 2015 to facilitate continued engagement;

iii. BHC to prepare revised plans for the remainder of the City Quays Masterplan in conjunction with key stakeholders to ensure that development comes forward in a co-ordinated way. The Council has signed a Memorandum of Understanding with BHC as agreed at the Council’s SP&R Committee on 21st June which outlines how BHC and BCC will work together through a strategic partnership arrangement to realise their shared ambitions for the strong growth, regeneration and prosperity of the City;

iv. Consider the feasibility of:
   
   a. the relocation the BCC Dunbar Link Cleansing depot at Dunbar Street to sites in the immediate locality of the M3 flyover at Corporation Street/Corporation Square. It was agreed to add this project to the capital programme as a Stage 1 – Emerging Project, at the Strategic Policy and Resources Committee meeting on 18th August 2017. Members were asked to note that this did not constitute an investment decision nor a decision to close the existing depot;
   
   b. improvements to connectivity between City Quays and Cathedral Quarter to include consideration of the public realm and potential to create a civic square and other innovative uses underneath and around the flyovers;
   
   v. Sailortown Regeneration Group to progress the restoration of St Joseph’s Church as a community asset, building on recent funding support provided by DfC/BCC.
Appendix 3

1.4 University Quarter
i. Encourage future planning applications in the area to provide active frontages on to Great Georges Street, Nelson Street, Little Patrick Street and Little York Street.

ii. Open discussions with owners of unimplemented planning approvals to encourage revised plans which are integrated, complimentary and fully exploit the potential to create an active and lively ‘University Quarter’ with potential to complement the Cathedral Quarter. This may include the creation of an urban square/plaza.

iii. Consider the acquisition and redevelopment of key sites which would support the regeneration objectives of Greater Clarendon Masterplan

1.5 Exchange Street, Great Patrick Street, Corporation Street
i. Recommended that BCC and Central Government develop proposals for the former social security building and Exchange Street Car Park in tandem with proposals being developed by private landowners for sites at 84-104 Great Patrick Street/44-46 Corporation Street to ensure a coordinated approach which maximise this key gateway site.

ii. DfC to explore methods of encouraging the regeneration of underutilised sites at 84-104 Great Patrick Street and 44-46 Corporation Street.

1.6 To complement the envisaged public and private sector investment and to provide a safe and accessible environment for those using the area, the Framework highlights that the following areas need attention:

i. Improvements to the public realm along Little Patrick Street, Corporation Street (City Fringe side), Gamble Street and Tomb Street linking through to Corporation Square. This would also include innovative proposals for the use of space under the flyover. The short-term proposals should include improvements to the key pedestrian crossing points at Dunbar Link.

1.7 Develop a Public Realm Design Guide to allot a level of hierarchy according to the future roles of various lanes, streets and roads through the area, covering elements such as surface types, lighting arrangements, tree planting, breakout areas, street furniture and landscape treatment. This project should incorporate consideration of potential uses underneath the flyover and linkages to City Quays/Sailortown.
1 INTRODUCTION

1.1 BACKGROUND

In 2016 the Department for Communities (DCC) and Strategic Investment Board (SIB) published the Greater Clarendon (Sailortown) Masterplan. This detailed Masterplan was prepared in conjunction with a range of key statutory, community and political stakeholders and subject to public consultation during March – June 2016. It aims to guide the regeneration of the area for the next 10-15 years to complement the transformation which is already taking place both within the study area (City Quays) and immediately adjacent (Ulster University), whilst also imagining the area following the development of the York Street Interchange.

The Masterplan committed to developing a detailed Delivery Framework which would focus and prioritise key actions over the coming years. In October 2017, DCC commissioned Ove Arup and Partners Limited (Arup) to undertake this exercise and the document was completed in April 2018. An important part of this was to establish a Stakeholder Forum with representation from the public, private, community and political sectors. This was invaluable to the creation of the Delivery Framework and the Forum has continued to guide the implementation of the Masterplan and Delivery Framework.

The Delivery Framework began by identifying the status of key proposed developments in the area since the publication of the Masterplan. This immediately highlighted that Greater Clarendon and Sailortown was positioned to undergo significant change, with many new proposals for student accommodation, development proposals being amended to become much more residentially focused and the continued roll out of City Quays. The Delivery Framework identified a range of actions which were interconnected by a strong placemaking theme. It was clear that the highest priority was to consider how the public sector could guide and encourage quality placemaking which would provide a consistency and conformity as the area transforms over the coming years. This led to the preparation of this Accessibility and Public Realm Design Guide ('Design Guide').

1.2 PURPOSE & SCOPE

This document has been prepared to guide the development of Greater Clarendon and Sailortown and to amplify and build upon the recommendations of the 2016 Masterplan.

The guide is not intended to be overly prescriptive but instead sets out key principles and interventions that will guide the development of the area.

Informed by stakeholder consultation, the document seeks to provide:

- A spatial framework for the public realm that rebalances the street network and identifies opportunities for enhancement.
- A series of key moves and guiding principles that will deliver a strong movement framework, sequence of spaces, and vibrant public realm activated by meanwhile and permanent uses.
- A coordinated palette of street furniture and surfacing materials.
- A strategic projects framework identifying priority projects: opportunities for delivery, collaborative working and next steps.

This document is a guidance document that should be used by all those who are involved in either shaping or implementing public realm improvements in the Greater Clarendon and Sailortown area including:

- Public bodies including Belfast City Council, Department for Communities and Department for Infrastructure;
- Private operators;
- Landowners; and
- Key stakeholders.

It should be used as a tool for co-ordinating, prioritising and delivering investment in the public realm with the aim of improving accessibility, enhancing the public realm and regenerating Sailortown’s sense of place and identity.

1.3 THE STUDY AREA

The study area for this Guide follows the boundaries of the 2016 Greater Clarendon Masterplan and is defined to the north by Dock Street, to the east by the River Lagan, to the south by Dunbar Link and to the west by York Street.

The ‘public realm’ is the collective term for all space between buildings to which the public has access and includes streets, footpaths, squares and green space.

1.4 DOCUMENT STRUCTURE

The Design Guide is comprised of two parts:

Part One: The Context
- Introductions (Section 1): Setting the scene
- Site Context (Section 2): An introduction to Greater Clarendon & Sailortown;
and a summary of planning policy and stakeholder engagement that has
influenced the development of this guide
- Place Analysis (Section 3): A brief overview of the site context and public
realm features informing the framework

Part Two: The Strategy
- Accessibility & Public Realm Framework
  (Section 4): the Spatial Framework, Key
  Moves and guidance required to deliver an
  improved and accessible public realm.
- Materials & Street Furniture (Section 5):
  A brief overview of the current materials
  and street furniture and guidance on
  establishing a co-ordinated palette for
  future public realm schemes.
- Public Realm Projects (Section 6): a
  summary of the key projects proposed
  within section 4 and the approaches to
delivery.

Greater Clarendon and Sailortown Public Realm and Accessibility Design Guide 5
2 CONTEXT

2.1 GREATER CLARENDON & SAILORTOWN

Built on industry and divided by infrastructure, Greater Clarendon and Sailortown is one of the city’s most diverse historic quarters. It is located in a transition zone between the City Centre and North Belfast, with past and present pressures for new residential and business development contributing to the mix of land uses and population dynamics which are continually transitioning.

Its strong maritime, dockers and linen heritage is the golden thread that provides a sense of identity for the area and one which is strongly championed by the Sailortown Community.

There is a commitment by the public and private sector to ensure future development is guided by plans and strategies which fuel positive regeneration in the area to the benefit of everyone.

2.2 GREATER CLARENDON (SAILORTOWN) MASTERPLAN

A Masterplan for Greater Clarendon & Sailortown (published July 2016) was commissioned by the Department for Communities and the Strategic Investment Board Northern Ireland (SIB, NI) for the area of Greater Clarendon, known locally as ‘Sailortown’.

Prepared jointly by B+M and AECOM, the Masterplan has been created to provide an overarching framework for the future development of Greater Clarendon and Sailortown.

The Masterplan presents a framework to guide future development over the next 10-15 years, outlining key interventions by character area:

- City Quays & Sailortown;
- City Fringe; and
- The York Street Interchange area.

The Masterplan also illustrates key land use proposals (see Figure 1) and makes recommendations on the transport and movement framework, key projects and delivery.

Following on from the Masterplan, a Delivery Framework has been prepared by Arup providing guidance on how the Masterplan should be practically implemented.

The Delivery Framework was built around three key principles of collaboration, future proofing and forward planning.

This guide will seek to emulate these principles and identify a strategy for improvement that is grounded in the recommendations and design principles expressed in the Masterplan and genuinely reflects community aspirations.
2.3 POLICY AND GUIDANCE

Overview
Several planning policies, strategies and guidance documents have been considered in the development of this Guide.

The key publication offering guidance relating to good design for public realm within Northern Ireland is the Supplementary Planning Guidance, Living Places (An Urban Design Stewardship and Design Guide for Northern Ireland), 2014. It advocates ten qualities which represent the 'critical ingredients' of successful places which Arup's Planning and Placemaking Team considered throughout this Guide.

Regional Development Strategy 2035
The RDS aims to take account of the economic ambitions and needs of the Region.

The Strategy promotes the Regional Guidance of supporting urban renaissance, emphasising how the creation and revitalisation of quality places attract investment and social activity.

Strategic Planning Policy Framework
Published in 2015, the SPPS sets out the Department's regional planning policies for securing the orderly and consistent development of land in Northern Ireland.

Complementing the RDS, the SPPS makes the key connection that well designed public spaces contribute positively to improving health and wellbeing.

The SPPS places importance on balancing a thriving economy with the protection of our built heritage assets and exhibits how conservation itself can act as a tool for promoting economic prosperity.

Belfast Agenda
The Belfast Agenda sets out Belfast City Council's ambitions for 2035 which includes the commitment to encouraging city centre living and 'creating a vibrant, well-connected environment for people to enjoy'. It is our vision that this Guide can directly contribute to the Agenda by creating a quality living and walking environment through enhancing connections to the City Centre and improving the urban realm environment.

Belfast City Centre Regeneration & Investment Strategy
This Strategy for Belfast City Centre sets out a road map of projects that translate policies into action.

Several topics within the Strategy have influenced the principles of this Guide including the emphasis to 'Connect to the City Around' and 'Create a Green, Walkable and Cyclable Centre' which supports our aim in re-connecting the Study Area to Titanic Quarter, North Belfast and the City Centre.

This Strategy also provides specific project direction for key spaces within our study including the M3 underpass and Dunbar Link streetscape improvements to enhance accessibility.

Belfast Green & Blue Infrastructure Plan (draft)
In the first Green and Blue Infrastructure Plan for Belfast, this Plan is an important consideration for the Design Guide due to it's requirement that green (planting) and blue (water) infrastructure is integrated into the urban environment which is well designed and managed.

Tourism Strategy
The Belfast City Council Tourism Strategy (2015-2020) promotes the ambition and aspiration to make Belfast a world class, must visit city destination with a key focus on placemaking.

The Tourism Strategy highlights the significance of the famous “Belfast Welcome” due to the city’s connection with historical immigration of people, ideas, inventions and cultures through the city's relationship with the Belfast Harbour and trade. This Guide recognises the rich maritime heritage Saltortown expresses and builds upon these features to reconnect heritage into the public realm for new and existing audiences.

Draft Cycling Strategy
The Bicycle Strategy published in August 2015 sets out a three-pillar approach to developing cycling across the region. The three pillars are to: Build a comprehensive network for the bicycle, Support people who choose to travel by bicycle; and Promote the bicycle as a mode of transport for everyday journeys.

This Guide aims to complement the Cycling Strategy by providing a safe and pleasant environment, specifically in areas of the study area where roads are being reconfigured due to infrastructure proposals.

Titanic Quarter Destination Plan
The Strategy illustrates the importance of creating “A Connected Place” which focuses on improving connections and permeability within Titanic Quarter primarily, however seamless connection with the Study Area is vital to its wider city success.

The Destination Plan also emphasises the “Locally Embraced” nature of the city’s historic waterfront and sense of place which this Guide strives to reconnect with. Proposals such as a new pedestrian and cycle bridge which was set out in the Masterplan has been developed in greater detail within this Guide.
Section 75 of the Northern Ireland Act 1998

Section 75 of the Northern Ireland Act aims to change the practice of government and public authorities so that equality of opportunity and good relations are central to policy making and service delivery. The Section 75 statutory duties aim to encourage public authorities to address inequalities and demonstrate measurable positive impact on the lives of people experiencing inequalities. Its effective implementation should improve the quality of life for all of the people of Northern Ireland.

Section 75 requires public authorities to have due regard for the need to promote equality of opportunity between:

- persons of different religious belief, political opinion, racial group, age, marital status or sexual orientation
- men and women generally
- persons with a disability and persons without
- persons with dependants and persons without dependants

in delivering the proposals of this Guide, the Department for Communities, who led this study are fully committed to complying with Section 75 obligations of the Northern Ireland Act 1998.

Section 75 of the Northern Ireland Act 1998 Access and Mobility Study for Belfast City Centre

The key purpose of this study is to provide a broad understanding of the issues faced by people with disabilities in Belfast and to explore how the application of best practice can be used for the benefit of all users in the city centre.

The output from this study is a series of recommendations that will assist in improving facilities in the city centre. Although the study area only includes the Greater Patrick Street and not the wider Greater Clarendon area, the opportunities presented for disabled provision and greater accessibility requirements are still relevant and have been considered by this Guide.
2.4 STAKEHOLDER PARTICIPATION

Stakeholder participation was essential to the Design Guide making process. Through engagement, it was important to identify the main strengths and weaknesses of the study area as experienced by those working and living there in order to establish a shared direction in the strategy.

Three stakeholder events were facilitated by Arup Planning and Placemaking Team and were attended by the Greater Clarendon and Sailortown Stakeholder Forum. Additional community and business representatives, or those with a considered interest in the study area were also identified and invited to stakeholder events.

As part of the public engagement process, the team met with stakeholders on a one to one basis, seeking to understand how the development of proposals for the Guide could align with their aspirations.

Based on the outcomes of the site walkover and workshops, a draft Guide was prepared and consulted upon with community stakeholders to ensure proposals met the expectations of those working and living in Greater Clarendon & Sailortown area.
3 PLACE ANALYSIS

3.1 SECTION OVERVIEW

Although the majority of the study area (circa 22 hectares) is contained within the City Centre Boundary as defined in the Draft Belfast Metropolitan Area Plan (2015), much of the area has felt isolated and separated from the city centre and surrounding communities in North Belfast.

The Belfast Harbour Commissioners (BHC) have title to an area of land within the study area that extends south from the vacant Stenалиne Terminal to the south and west of the Harbour Office. The area has been designated by BHC as 'City Quays, Belfast'.

This section briefly summarises how Greater Clarendon and Sailortown has developed historically and the impact this has had on the urban structure and accessibility of the place.

3.2 HISTORICAL DEVELOPMENT

The historical development of Sailortown has had a substantial impact on the current urban form, community, infrastructure and public realm.

The growth of the area was contingent with the success of the Belfast Docks and hosted at one-time an ethnically and religiously diverse working-class population.

However, as experienced by many Belfast communities founded upon industry, the city has been shaped by lines of territorial boundaries and barriers enforced by large-scale divisive infrastructure. This has fragmented and in places isolated communities due to unharmonious ad-hoc and car-centred development and infrastructure.

Ultimately, there is a need to re-stitch the city in a way that harnesses a shared and equal yet diverse future through heritage, culture and understanding.

3.3 URBAN GRAIN

Historically Sailortown was characterised by small street blocks with a fine urban grain. The network of streets were mainly composed of terraced workers houses, small factory buildings and mills.

Following the construction of the M2 and M3 motorways, the size, pattern and arrangement of street blocks and plots has irrefutably changed.

Urban blocks have been lost, replaced with heavy road infrastructure which removed the housing core of Sailortown and severed east to west movements. This has resulted in a fragmentation of both the community and the urban grain, giving rise to negative effects on the permeability and legibility of the area.

3.4 CHARACTER AREA

Due to the variety of built form and potential for change within the Study Area, the 2016 Masterplan identified three distinct character areas - City Quays, York Street interchange and City Fringe.

It was an important aspect of this Design Guide to revisit the character areas and to provide a fresh perspective to the strengths, weaknesses, threats and opportunities they present.

These themes were discussed in the initial stakeholder workshop to provide the Planning and Placemaking Team the opportunity to consider how the past has influenced the built fabric, how people identify and experience the area and specific areas which are lacking investment going forward.
3.5 CHARACTER AREA OVERVIEW

City Fringe

The City Fringe includes the land located in the west of the masterplan area bounded by the A12 to the north, York Street to the west, Great Patrick Street/Dunbar Link to the south and Corporation Street to the east. The character of the area is predominantly defined by commercial use - with a number of office buildings and trade retail units and a relatively high number of derelict and underutilised sites. The proposed land use changes and the areas close proximity to the Cathedral Quarter and University of Ulster means this character area will experience considerable change in the short to medium term.

York Street Interchange

Located to the north of the study area boundary and dissecting the area to the south east, the concrete infrastructure of the existing bad network has impacted significantly upon Greater Clarendon/Sailortown. The area will be significantly impacted by the construction of the YSI which presents both opportunities and threats to accessibility. The YSI will present a challenge to those living and working in the area during the construction phase. In the long term the scheme will help the flow of traffic in and out of the City Centre.

Sailortown and City Quays

The Sailortown and City Quays Area is located adjacent to the river Lagan and bounded to the west by Corporation Street. This area is in the midst of regeneration through ongoing implementation of the City Quays Masterplan. The character of the area is influenced by its maritime past, boasting a large body of water, two dry docks, a collection of listed buildings, structures and maritime features.

Further detail on the distinctive characteristics of these areas is provided within the masterplan document.
3.6 EXISTING LAND USES

Greater Clarendon and Sailortown have a diverse mix of businesses, shops and residential uses. However, as Figure 6 depicts, there is substantial surface level car parking, derelict buildings and vacant land.

Residential uses are mainly located in the Sailortown area which has been subject to quite high density development in recent years, particularly the James Clow apartment building.

The area is changing, particularly in the completion of City Quays Phase One and the new purpose-built student accommodation block to the west of the study area.

The map also highlights weaknesses in the mix and spread of land uses. The lack of residential accommodation to the south of the study area has also contributed to a lack of leisure community and cultural uses which is noticeably absent. Taking into consideration the Belfast Agenda’s drive for City Centre living and the Car Parking Strategy’s objective of reducing surface level car parking, further opportunities for residential led development within the study area may become more prevalent.

3.7 EXISTING STREET TYPES

The existing streets in Greater Clarendon and Sailortown have been grouped into four categories based on their level of vehicle access and function.

**Regional Connector Street (Major Streets)**
- Existing Motorways / York Street Interchange
- Great Patrick Street / Dunbar Link
- York Street
- Dock Street - Cory Road

**Local Streets (Secondary Streets)**
- Clarendon Road
- Princes Dock Street
- Great George Street
- Tomb Street
- Gamble Street

**Strategic Links (Main Streets)**
- Corporation Street
- Corporation Square - Donegal Quay
- Waring Street - Albert Square
- Nelson Street

**Local Streets (Tertiary Streets)**
- Short Street
- Little York Street
- Little Patrick Street
3.11 DEVELOPMENT OPPORTUNITY SITES

There are several key undeveloped/derelict land plots within the study area which present clear opportunities for development. This includes lands at the junction of Corporation Street and Dunbar Link, derelict buildings between Corporation Street and Tomb Street and large plots on Corporation Street after the completion of the YSI.

3.12 RESPONDING TO CHANGE

Due to Greater Clarendon and Sailortown’s unique location connecting many of the aforementioned projects, an exciting opportunity exists to capitalise on these developments and the high volume of people they will attract.

There is a unique opportunity to complement ongoing private sector investment with comprehensive improvements to the public realm as well as creating an accessible space for existing and new communities to interact.

Creating direct linkages across the river from Sailortown to Titanic Quarter is crucial in the longer term to improve accessibility for pedestrians and cyclists.

Figure 9. Changing Demographics and Functions
4 ACCESSIBILITY & PUBLIC REALM FRAMEWORK

4.1 SECTION OVERVIEW
This section sets out an overarching spatial framework for Greater Clarendon and Sailortown and identifies a series of Key Moves and principles that will help guide and shape the future development of a vibrant city neighbourhood. A series of interventions and potential projects are then identified.
4.2 SPATIAL FRAMEWORK

An overarching Spatial Framework Plan (Fig. 10) has been prepared to set the context for the regeneration and redevelopment of the Greater Clarendon and Sailortown area, with a focus on access and public realm.

The Plan spatially identifies a clear hierarchy of routes, a network of public spaces and enhancement opportunities.

The Framework Plan will help address barriers to movement, co-ordinate investment and deliver a high quality, sustainable public realm.

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Key

- Public Realm Network
- Regional connectors
- Strategic east-west link
- Local connectors
- Lagan Corridor leisure route
- North-south neighbourhood spine
- New streets
- Regeneration / development opportunity
- Key gateway / arrival point
- Listed / feature building
- Maritime heritage trail
- Former terraced street network
- Strategic art location

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Figure 10. Accessibility & Public Realm Framework Plan

Greater Clarendon and Sailortown Public Realm and Accessibility Design Guide
4.3 KEY MOVES

The spatial framework is organised around the execution of five Key Moves that will:

- **Improve the active travel network** providing infrastructure that makes journeys safe and convenient for all, encouraging more people to walk or cycle.
- **Grow the city public space network**, adding a legible sequence of attractive, varied and valuable spaces for the wider community to enjoy.
- **Bring places to life**, supporting a multitude of day and night activities that celebrate the vibrant culture of the city.
- **Celebrate local heritage** by helping communities preserve, manage and engage in activities that explore and enlighten visitors to the areas rich local history.
- **Deliver a high quality, durable and sustainable public realm** that is an accessible amenity, reflecting the historic importance of the area and is fit for purpose.

The remainder of this section considers each move in further detail. Summarising some of the key issues and challenges facing the area and presenting a series of guiding principles.

A selection of area specific interventions are explored further in Appendix A.
IMPROVE THE ACTIVE TRAVEL NETWORK

Improve the active travel network providing infrastructure that makes journeys inclusive, safe and convenient, encouraging more people to walk or cycle.

KEY DESIGN PRINCIPLES

- Design a travel network that incorporates current routes and is matched to current and future patterns of movement.
- Improve the coherence of routes between city centre neighbourhoods, the River Lagan and York Street Station.
- Reduce barriers to movement and enhance wayfinding.
- Ensure foot and cycleways are of sufficient width for the level of use to limit conflict between users.
- Improve safety at crossings and junctions and minimise delays.
- Increase walking and cycling uptake through the promotion of pleasant, well lit routes that enhance the feeling of personal safety.
- Ensure all routes are to a consistent standard and well maintained.
- Provide well located cycle parking.
- Create a safer pedestrian environment for those with visual or hearing impairments.
- Impose 20mph speed restrictions.
- Enhance and extend the cycling network making it more attractive to users.
- Reallocation of road space on the Inner Ring Road (Dunbar Link) to create a segregated cycle superhighway that can perform the same role for cyclists that the ring road currently provides for vehicles.

KEY SITE WIDE ISSUES

The existing M2 and M3 motorways form a significant barrier to movement. The York Street interchange will offer some benefits to movement, for example York Street has been designed with pedestrians and cyclists in mind. However, some movements will be negatively impacted upon due to an increase in traffic and road infrastructure.

The current route between Greater Clarendon, Sailortown and the city centre is poorly defined.

Street clutter, created by uncoordinated street furniture and signs impedes movement particularly those with disabilities.

Concerns have been raised over antisocial behaviour and the poor perception of safety, particularly around the M3 underpass.

The closure of the Greater George Street pedestrian underpass link and the delivery of the proposed new student accommodation, is likely to result in an increase in east-west pedestrian flow through Little Patrick Street.

Greater Clarendon and Sailortown Public Realm and Accessibility Design Guide
STREET SPECIFIC INTERVENTIONS

Rebalanced and Upgrade of Key Streets (AT1)

Undertake the systematic upgrade of key routes, rebalancing the streets to meet the needs of pedestrians and cyclists whilst responding to planned changes to the highway network.

Following a review of the existing street hierarchy defined in Sect 3.1. A revised street hierarchy has been developed based on future development proposals, transport interventions and modal shifts.

A series of interventions have been identified below, organised by street hierarchy.

3) Regional Connector Streets (major streets)

Recognise Dunbar Link, York Street and Corporation Street as high priority vehicular streets that connect the wider region to the city centre. Ensure public realm interventions respond to the functional requirements of these streets as major urban highways, whilst promoting enhanced pedestrian and cycling routes. Potential street specific interventions have been identified as follows:

- Re-imagine Dunbar Link as a grand, green urban boulevard, reducing the perceived barrier that effectively separates Greater Clarendon and Sailortown from the Cathedral Quarter for pedestrians. Detailed traffic modelling will be necessary to establish whether road space can be reallocated to accommodate dedicated lanes for buses and cyclists and a tree-lined median or linear greenway. Where it is not possible to reallocate space from cars to people then major tree planting and soft landscaping should be considered. Footways should be resurfaced to incorporate high quality natural stone paving and high quality street furniture, emphasising the importance of this radial city centre route. Frontage should be encouraged to further animate the streetscape.

- Transform Corporation Street into an urban greenway with avenue planning to enhance the pedestrian experience. Detailed traffic modelling will be necessary to establish the number of lanes required and whether the street could be widened along the western edge to accommodate a generous tree-lined footway and cycleway. Frontage development should be encouraged where possible on both sides of the street to increase levels of surveillance.

- Upgrade York Street. Current proposals under the YSI scheme include the creation of four north bound vehicular lanes, with a new south bound bus lane and two way cycle route along the eastern side of the street. Interventions should seek to rationalise signage, remove barriers and minimise street furniture to create an inviting and accessible environment.

Figure 11. Hierarchy of streets

Figure 12. Potential realigning of Corporation Street to create urban greenway
2) Strategic east-west links (Main streets)

Improve pedestrian accessibility across the remaining east-west links around the York Street Interchange. Provide improved connectivity between York Gate, City Side, Greater Clarendon, Sailortown, the River Lagan and Titanic Quarter.

Potential street-specific interventions have been identified as follows:

- **Widen and enhance Princes Dock Street.** Accommodate a clearly demarcated walking and National Cycle Network (NCN) route. Implement a materials, lighting and planting strategy to improve the street environment. Reduce the dominance of parked cars and explore opportunities to rationalise and reconfigure the highway layout where Short Street, Dock Street and Princes Dock Street meet. As part of the wider civic space enhancement programme, ensure the route between Dock Street, Princes Dock Street and the River Lagan is legible and prioritises pedestrian movement.

- **Enhance Great George Street.** Current proposals outlined as part of the YSI scheme will result in the downgrading of this east-west link. Interventions should seek to rationalise existing road infrastructure and widen footpaths. New pedestrian crossings should be provided to improve access to development plots north of Great George Street. Opportunities to green the streets and vacant sites should be encouraged. Temporary interventions could include green walls and meadow planting.

- **Enhance Dock Street underpass.** Current proposals outlined as part of the YSI scheme aim to improve the current environment, increase the perception of safety and discourage antisocial behaviours. Interventions should seek to create a safe, well-lit underpass and improve connections to the rail station. Lighting should be balanced to meet both a functional and aesthetic need.

- **Enhance Little Patrick Street.** Recognise the importance of this new pedestrian desire line. Implement changes to the street scene that will improve the pedestrian walking environment whilst maintaining the current function of Little Patrick Street as a rear servicing lane. Apply best practice shared space principles to help improve the aesthetics of the street and minimise user conflict through the demarcation of materials. Provide a new pedestrian crossing at the junction with Nelson Street. Resurface crossovers to prioritise pedestrian movement, taking vulnerable users into consideration. Undertake targeted enhancement of buildings and boundary treatments edging the street.

- **Upgrade Corporation Square.** Rationalise the highway to create an appropriate setting and sense of place for the listed Harbour Commissioners Office. Create a boulevard through central reservation planting and new pavement tree planting. Incorporate new raised pedestrian crossings and change surface materials to encourage a reduction in traffic speeds. Implement new wayfinding to direct pedestrians to Cathedral Quarter, Sailortown and Waterfront.

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Figure 13. Potential realignment of Corporation Square to create

Figure 14. Existing allocation of space along Corporation Square
3) Strategic north-south links (Main streets)

Strengthen north-south links, creating a new neighbourhood spine that connects Greater Clarendon and Sailortown with the city centre and enhancing Nelson Street.

- **Create a new neighbourhood spine that strengthen community links and improves access.** Enhance the quality of the public realm along Tomb Street and Waring Street. Retain the closed through route for traffic beneath the 'Crosb Harbour' road and railway bridges which dominate the area and create a wide, attractive walking and cycling route. Integrate avenue street planting and activity spaces along the length of the route. Provide improved crossing facilities and wayfinding. Create a new green internal street within the Sailortown and City Quays area connecting Tomb Street to Princes Dock Street. To help create a high quality public realm, incorporate planting, street trees, child friendly infrastructure and places to sit and dwell.

- **Enhance Nelson Street.** The YSI scheme proposes the ‘downgrading’ of Nelson Street. Key interventions should seek to widen footpaths, increase street planting and cycle parking provision. A new raised crossing should be proposed to improve links to Little Patrick Street. See also Pavement to Parks initiative.

4) Local connectors (Secondary & tertiary streets)

Undertake the systematic upgrade of secondary and tertiary streets. Where possible increase pavement widths, de-clutter and replace older, uncoordinated paving and street furniture. A series of interventions have been identified below, organised by street hierarchy.

- **Transform Pilot Street,** Creatively accommodate street parking and planting in a way that increases the aesthetic of the street and manages traffic speeds.

- **Pedestrianise Little York Street** to reflect the large student population, with car access only for servicing purposes. Incorporate cycle parking and lighting to promote pedestrian safety during the evening. Promote high quality public realm as an extension of Streets Ahead Phase 3, with an option to incorporate the YSI Greenfields theme.

- **Great Patrick Street** is recognised as a local connector which will become an important route for university students walking from new campus buildings to the waterfront and Gamble Rail Halt (future proposal).
PROPOSED SITE WIDE INTERVENTIONS

1. Improve the walking network (AT2-5)
   The following site wide interventions have been identified to improve the walking network:
   - Create a new bridge linking Sailortown with the Titanic Quarter (AT2). Prepare a feasibility study for a bridge crossing over the River Lagan. The potential for a new bridge crossing linking north Belfast with the Titanic Quarter has previously been identified. The study should consider the location and landing concepts, user demand, planning and environmental issues, infrastructure and engineering requirements. A potential crossing point, aligned with Princes Dock Street has been identified.
   - Implement a 'super crossing' at the Dunbar Link/Corporation Street intersection (AT3). To facilitate safe and convenient pedestrian movement between the city centre and Cathedral Quarter to Greater Clarendon and Sailortown. Prioritise pedestrian movement over road traffic in order to provide a direct route without the need to cross traffic in multiple signalised stages. Detailed traffic modelling will be necessary.

2. Remove, rationalise, upgrade and create new pedestrian crossings to improve accessibility for all and providing new visual/audio technology (AT4).

3. Audit, review and rationalise existing signage (AT5) to improve accessibility for users and aid navigation. Identify opportunities to improve the clarity of signage and reduce street clutter. New wayfinding should incorporate and extend the existing Belfast wayfinding system.

Temporary measures to improve the streetscape, extend pavement widths and traffic calm.
PROPOSED SITE WIDE INTERVENTIONS

Extend and enhance the cycling network (AT6-9)

The following site wide interventions have been identified to improve the cycling network:

- **Realign the NCN route** along the River Lagan and improve connections through Banneck and along Princes Dock Street (AT6).
- **Widen Clarendon Dock bridge** to safely accommodate cyclists and pedestrians (AT7).
- **Extend dedicated cycle lane provision** providing two-way dedicated cycle lanes along Regional Connector routes where possible. Key streets include York Street, Corporation Street and Great Patrick Street/ Dumbarton Link (AT8).

Provide bike hire / safe storage at key destinations including Nelson Street, York Street Station, M3 underpass and Barrow Square (AT9).

Improve public transport corridors (AT10-13)

- Undertake a review of bus routing options (AT10).
- Provide dedicated bus lanes along Regional Connector routes where possible. Relocate bus stops to better serve the Greater Clarendon and Sailortown neighbourhood (AT11).
- Improve bus stop infrastructure, installing shelters, benches, signage, schedules and next bus countdown systems (AT12).
- Implement a wayfinding and lighting strategy improving connections to Yorkgate Station (AT13).

Cycle parking and commercial opportunities integrated under the flyover.

Figure 18. Public transport framework.
Grow the city public space network, adding a legible sequence of attractive, varied and valuable spaces for the wider community to enjoy.

KEY DESIGN PRINCIPLES
- Ensure spaces are connected to the wider movement network.
- Add to the city public space sequence providing a range of safe civic, recreational and community spaces for people of all ages and backgrounds.
- Integrate appropriate wayfinding elements to aid ease of movement.
- Co-ordinate the design of public space including materials, street furniture and public art interventions.
- Bring the rich cultural heritage to life.
- Prepare a site wide maintenance strategy to ensure the continual upkeep of public spaces.

Figure 10: Existing public space network

KEY SITE WIDE ISSUES
- Lack of good quality and inviting public and green space within Greater Clarendon and Sailortown.
- Existing plots are largely uncoordinated with no natural pedestrian or cycling routes connecting them.
- Spaces that do exist such as Barrow Square are unwelcoming and lack vitality.
- Perception of private spaces rather than public, particularly around Clarendon Docks.
- Lack of safe places to play, with little animation or activities in spaces which do exist.
- Antisocial behaviour reduces the feeling of safety throughout the study area.

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PROPOSED PUBLIC SPACE INTERVENTIONS

- **Improve civic space (CS1-3)**
  Transform existing and create new public space that enhances the setting for civic and historic buildings and public events. Key civic spaces include:
  - Upgrade Barrow Square (CS1)
  - Dry Docks / Clarendon Dock area (CS2)

- **Enhance the River Lagan Corridor (CS4-7)**
  - Enhance and create a sequence of spaces along the River Lagan Corridor, linking with the Maritime Mile heritage trail. Key spaces, in addition to the newly created Waterfront Square include:
    - Sailortown landing (CS4)
    - Clarendon Dock gateway (CS5)
    - Waterfront square (CS6)
    - Cross Harbour Bridge waterfront space (CS7)
  - Additional design considerations for Nelson Street, Barrow Square and the M3 Underpass space and Corporation Square are provided in appendix A.

- **Creative, green community space (CS8-11)**
  - Design a range of creative, green community spaces that provide opportunities for heritage, arts, play and cultivation. Use could be temporary, such as pop up tree parks or permanent such as climbing walls and skate parks. A network of incidental spaces should be incorporated into the general street network. Key spaces include:
    - The Neighbourhood Spine (CS8)
    - Nelson Street (CS9)
    - Corporation Street Greenway (CS10)
    - Pilot Street pocket park (CS11)
    - Create temporary Dunbar Link plaza (CS12)
    - Little Patrick Street pocket park (CS13)
    - M3 Underpass (CS14)

Further design considerations for Nelson Street, Barrow Square and the M3 Underpass space and Corporation Square are provided in appendix A.

The River Lagan Corridor

"The River Lagan should be Belfast’s recreational spine, bringing the city together with a delightful open space to be shared and enjoyed by everyone. Belfast is, and should be celebrated as, a waterfront city. It is time to re-orient the center towards the river and transform this once negative space into the city’s greatest public asset. A major integrated landscape, urban design, redevelopment and programming initiative will recreate the Lagan Corridor as a magnet for locals and tourists alike."

The Lagan Corridor should be radically "grailed" with trees, grass and gardens. The waterfront promenade should be punctuated by larger open spaces which could include parks, sitting docks or plaza space.

A generous buffer of open space should be provided between development and the river.

Frequent connections should be provided from adjacent streets and neighbourhoods to the river.

Design of public spaces should cater to all age groups, with particular attention to elements for children.

*Extract from the Draft Belfast Green Infrastructure Plan, April 2018*
Bring places to life, supporting a multitude of day and night activities that celebrate the vibrant culture of the city.

**KEY SITE WIDE ISSUES**

The public realm in the area does not encourage those working, living or visiting Greater Clarendon and Salortown to dwell.

Existing public space lacks animation, quality street furniture to encourage time to be spent or events to promote active participation.

Children do not have formal play areas which also reduces the attraction of the area for families, and limits outdoor enrichment for local residents.

The absence of active frontages within existing public spaces creates an uninviting and unsafe evening environment.

**KEY DESIGN PRINCIPLES**

- Encourage the creation of multi-functional streets and spaces that are intergenerational.
- Ensure streets and spaces are overlooked by active ground floors to increase the perception of safety and security. Avoid inactive frontages or servicing areas around public spaces.
- Design adaptable streets and spaces to support a multitude of activities and events throughout the day, week and over the course of the year. Providing connection points for power and water.
- Encourage meanwhile uses to create economic and social value, adding to the vitality of the area during the day and potentially after work, increasing social interaction.
- Encourage the location of active ground floor uses, such as cafes or restaurants.
- Engage local business operators and community groups in the design and management of streets and spaces to help promote the space and ensure long term usage and success.
- Design child friendly streets and space, encouraging playful behaviours and providing the freedom to explore.
- Reclaim streets in favour of the pedestrian, turning streets into safe and green ‘citizen spaces’.
PROPOSED SITE WIDE INTERVENTIONS

Meanwhile uses strategy (PL1)

Develop and implement a meanwhile uses strategy that re-activates spaces that are currently perceived as underutilised, left over or vacant spaces awaiting development. Explore opportunities for recreation (climbing walls), events (open cinema), increasing urban biodiversity (e.g. a temporary nursery), arts and commercial opportunities (kiosks).

Key spaces that have the potential to support meanwhile uses are identified in Figure 21 opposite.

The consideration of vacant buildings, in particular around the dry docks should be encouraged, restoring active frontages to the space and increasing vitality. Holding uses could include short leases to commercial enterprises or studio space.

Opportunities to support the inclusion of child friendly infrastructure, encouraging opportunities for children to play, explore and learn should be encouraged. An audit of the existing area could be undertaken to identify opportunities for improving the multifunctionality of space, adapting street furniture and natural objects to encourage interaction.

Pop-up Tree Park (PL2)

Consider the temporary transformation of vacant sites into pop-up tree parks (nurseries). Developed as part of a community run initiative, tree seedlings would be planted and nurtured by local people. Once established, trees and plants would be transported to brownfield sites or new public realm enhancement schemes.

Opportunities for other spin off initiatives such as vegetable gardens, meadows, cut flower gardens and beehives could also be explored.

Potential temporary sites that could be cultivated could include:

- Brownfield sites bordering the YSI (York Street, Great George Street and Corporation Street)
- Department Finance site
- Land behind Short Street

Figure 21. Activity Centres and Areas of Opportunity
Meanwhile uses
A range of potential meanwhile uses and events were suggested during the stakeholder engagement exercises.

Department for Finance Gateway Site
- Temporary green space, arts space
- Commercial opportunities – e.g. Box Park
- Themed space e.g. Italian Plaza

Waterfront spaces
- Watersports - Clarendon Dock
- Weekend market stalls
- Heritage events
- Interactive art installations
- Mobile library
  - Sustrans cycle hub

Clarendon Docks / Dry Docks
- Open air theatre
- Temporary art installations
  - Pop up businesses in Pump House
  - Informal seating furniture e.g. deck chairs, picnic benches

Sailortown
- Shopping containers for artist/craft spaces
- Community gardens
- Children's interactive play space
- Urban greening - green walls and parklets

M3 underpass
- Food kiosks
- Flex studios
- Sports: new skate park, football, basketball courts, climbing walls
- Outdoor cinema
- Artists space
- Music events
- Urban life activities e.g. climbing walls or markets; planted with biodiversity and illuminated
Events calendar (PL3)

Develop and manage an events calendar to activate streets and spaces. Potential events explored during stakeholder engagement exercise included:

- Extension of the Tall Ships maritime festival into Greater Clarendon
- Ensure the inclusion of Sailortown and Greater Clarendon into Maritime Festival
- Involvement in Belfast International Arts Festival
- Markets and street fairs (farmers markets, arts and craft etc)
- Seasonal themed events e.g. Christmas craft fair, Children's Easter treat hunt
- Gardening classes
- Local music events
- Cycling tours
- Story telling and community days

Lighting Strategy (PL4)

Review existing lighting installations within the study area. Prepare a site wide/site specific lighting strategies that will ensure the public realm is lit to an appropriate level, encourage the use of streets and spaces during the evening, and help deter potential antisocial behaviour.

Specific areas that may require specialist lighting design services include:

- The M3 Underpass
- Dry dock area
- Clarendon Dock
- Harbour Commissioners building/setting
- St Joseph's Church/setting
- Barrow Square
- Waterfront edge
Celebrate local heritage by helping the community preserve, manage and engage in activities that explore and explain the areas rich local history.

**KEY SITE WIDE ISSUES**

The devastating impact and blight associated with the Belfast Urban Motorway (Westlink) demolished a vast proportion of the traditional fine urban fabric.

Today very little remains of the original town houses and traditional terraces located around York Street and Corporation Street.

Although a collection of heritage assets remain, there is no consolidated approach to showcasing these assets to the wider public/tourists.

Potential barriers to conserving and celebrating heritage are constraints on resource and funding.

Some interpretation exists within the area linked to the Belfast Maritime Trail. The trail highlights key Ulster-Scots people and 16 locations connected to Belfast’s rich maritime heritage, including Sinclair Seaman’s Church and Clarendon Dock. However, this trail is not widely publicised.

**KEY DESIGN PRINCIPLES**

- Preserve existing cultural heritage assets and record memories for the enjoyment of future generations.
- Express the heritage, local character and sense of place in the design of the public realm.
- Connect with the Belfast Maritime Trail and the proposed Maritime Mile Project to create a city wide attraction that educates, delights and inspires visitors.
- Use permanent and temporary high quality public art to tell the story of Sailortown and activate the public realm.
- Engage professional local built environment artists to work with stakeholders and the community to record and display a diverse range of memories within the public realm.
- Encourage partnership working to celebrate and promote cultural heritage.
- Provide guidance and support for designing, procuring and managing permanent public art.
- Celebrate the setting of St. Joseph’s Church through streetscape interventions and improved legibility and wayfinding.
PROPOSED SITE WIDE INTERVENTIONS

'Sailortown's hidden histories' destination plan (CH1)

Create a new 'hidden histories' destination plan or trail that records and creatively explores the areas rich maritime and dockers history.

A potential sequence of routes and hotspots through Sailortown are listed and identified in Figure 22. These could form part of a self-directed experience.

Visual cues in the public realm and signage could be coordinated with the Belfast Heritage Trail and the proposed Maritime Mile Project, creating a coordinated, city-wide experience.

> Below: Sketch ideas recorded during a stakeholder event. Ideas were developed around the idea of identifying a linear sequence of heritage hotspots, that would be experienced as you move through the grid of streets

Figure 22. Cultural heritage plan

Key points of interest and themes that could be explored along the route include:

- St Joseph's Church / Digital Interpretation Centre
- The tram lines, Princes Dock Street
- Harbour Commissioners Office
- Sinclair Seamen's Presbyterian Church
- Clarendon Dock (wet dock)
- Graving Docks (dry docks with steep stone stepped sides and woodlock gates)
- Former dock masters' and stone furnace house and workshop
- The traditional venues including the American Bar, The Dockers Club and Rotterdam Bar
- The four original terraces houses in Grangmoyle Street
- The hidden terraced community displaced by the urban motorways
- Belfast's ship building history, various ropemakers and chandlers

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Greater Clarendon and Sailortown Public Realm and Accessibility Design Guide
Sailortown Cultural Heritage Subgroup (CH12)

Establish a sub-group to help champion, celebrate and deliver cultural heritage projects.

Potential members of the group could include Sailortown Regeneration, community groups including the Shared History Interpretation Project (SHIP), St Joseph’s Steering Group, residents and business workers (existing or past) with a strong personal connection to the area; Belfast Harbour Commission; and Ulster University.

The group should seek to establish shared goals and objectives on how best to increase the awareness of heritage. Working with officers, the sub-group would be involved in project formulation, prioritisation, funding and delivery of projects including events and activities.

Governance will be a key issue in delivery. The primary challenge is to ensure that the interests of all members are fully taken into account at each stage of project delivery. This could be achieved through the application of the following core principles:

- Identification of clear roles and responsibilities
- Participation of all partners at each stage of the project;
- Transparency in the decision making process;
- Accountability of members in the delivery of their component projects;
- Efficiency in the allocation of capital and revenue resources that minimises delay and maximises the impact of private and public finance; and
- Establishment of appropriate dispute resolution mechanisms.

Where possible, opportunities to support paid initiatives such as the artist in residence programme, and vocational training within the employment sector should be encouraged.

Develop and implement a public art plan (CH3)

Develop a temporary and permanent public arts plan to increase the level of professional arts and creativity in projects and events. Encourage community involvement and support the local economy through increased visitor interest. The University of Ulster Art College should be a key stakeholder in this initiative.

Public art should seek to celebrate the cultural history of the area. Ideas generated during the stakeholder engagement process include drawing on dockers and maritime stories; the linen industry and Little Italy.

Public art should be considered in the widest sense. It could be physical, such as sculptural installations, printed or painted art such as photographs and murals. It could be interactive, such as street and performance art or digital such as interactive signage and paving.

The following destinations could be designed and managed to accommodate regular temporary exhibits and performances:

- York Street bridge link (proposed)
- Cycle crossing over Clarendon Dock (enhanced)
- Pedestrian and cycle bridge linking Sailortown with the Titanic Quarter (proposed)
- Clarendon dock and dry docks (existing)
- Cross Harbour Bridge (existing M3 underpass area)
Deliver a high quality, durable and sustainable public realm that is an amenity, reflects the historic importance of the area and is fit for purpose.

**KEY SITE WIDE ISSUES**

The existing public realm in Greater Clarendon and Saltortown, with the exception of the recently completed City Quays scheme, is generally considered to be low in quality, in need of maintenance or replacement.

- Poor and uncoordinated surfaces treatments and street furniture detract from the environment, making the area inaccessible and unpleasant for those with disabilities.

- Poor quality streets and places can lower pride in an area and reduce investor confidence.

- Existing spaces lack green space and do present an environment which attracts people to dwell.

**KEY DESIGN PRINCIPLES**

- Implement a palette that compliments existing schemes such as Streets Ahead and public realm in City Quays.

- Green up streets and spaces to create softer landscapes which are more attractive to dwell in.

- Improved signage on key routes and intersections for pedestrians and cyclists.

- Implement street furniture that is durable yet modern in design which reflects the aspirations for the area.

- Improve gateway locations, creating a pleasant first impression of the area.

- Create a streetscape that is accessible for all users.

- Futuroproofing key routes and spaces by incorporating e-vehicles charging points and promoting sustainable transport through provision of bicycle parking.
PROPOSED SITE WIDE INTERVENTIONS

Pavement to Parks Programme (QS1)

Implement a 'pavements to parks' programme that improves the function and amenity of the area. Rationalise roads and re-arrange 'in between' spaces into parklets and rain-gardens. Interventions should seek to 'green the grey', integrate surface water management, enhance biodiversity, provide cycle parking and electric vehicle charging.

Street specific interventions could include:

- Re-create Dunbar Link as a tree-lined urban boulevard, complimenting a wider strategy to re-imagine the inner ring road.
- Recreate Corporation Street and York Street as tree-lined avenues, improving the walking environment and connecting communities.
- Green the Lagan Corridor with trees, plants, grass and rain gardens. Punctuate the Waterfront Promenade with larger open spaces that could include parks or plaza space.
- Green key east-west and north-south links and key spaces including the Neighbourhood Spine, the area around the dry docks and Belfast Harbour Commissioner's offices.
- Where feasible, support initiatives to temporarily green existing open space, vacant land and development opportunity sites such as Barrow Square. Dunbar Link (DIF) site and edging the YSI and surface car parks. Refer also to Pop-Up Tree Parks initiative (PL2)

Community Stewardship Programme (QS2)

Support the creation of a community stewardship programme. Encourage local residents, neighbourhood groups, schools and local workers to participate in a range of voluntary initiatives that help to care for the public realm and deliver a range of activities and events. This could include the Pavement to Parks programme, Pop Up Tree Park. Meanwhile Uses Strategy and Events Calendar.

The opportunity for permanent paid posts should be considered, such as a volunteer coordinator or lead gardener. Potential benefits for volunteers would include new training and skills development, the opportunity to meet new people and network within the community.

Materials & Street Furniture Manual (QS3)

Create a materials, paving and furniture manual that presents a complimentary palette that is robust, durable and promotes sustainable design and construction. Explore opportunities to incorporate charging points for electric vehicles and cycle. Refer to Section 5 for further guidance.

Figure 23. Greening Framework

Key
- Green key east-west, north-south links
- Tree-lined urban boulevard
- Tree-lined avenue, rain gardens
- Development opportunity sites

Green the Lagan Corridor
5 MATERIALS & STREET FURNITURE

5.1 STREETSCAPE CHARACTER

Streetscape design can be used to both unify an area and highlight differences in character, form and function.

This section identifies key streetscape principles and a simplified material palette that can be used across the Study Area.

The Greater Clarendon Masterplan identifies three character areas, each with their own distinctive identity.

The choice of materials and street furniture can help shape and define the individual character of areas. This section provides specific guidance under the following character areas headings:

For the purpose of this section, two additional character areas have been created:

City Fringe
- York Street Interchange area
- City Quays & Sailortown
- River Lagan waterfront
- Neighbourhood Spine

Figure 24. Character Area Street and Spaces Plan

Key
- City Fringe streets and spaces
- York Street Interchange streets and spaces
- City Quays & Sailortown streets and spaces
- River Lagan waterfront
- Neighbourhood Spine
- Key gateway / arrival point
- Listed building
5.2 PAVING MATERIAL PALETTE

The development of a materials and street furniture manual is recommended to provide detailed guidance on the palette, design, siting and construction methods.

Within the city, a number of high profile public realm enhancement projects are being implemented.

Donegall Quay, City Quays and the proposed Streets Ahead public realm scheme have and are incorporating high quality natural stone materials into the streetscape. Cairnness flagstone paving and contrasting silver grey granite banding is used to highlight changes in the city character and add decorative detail.

The suggested palette for Greater Clarendon and Sailortown will build on this emerging simple palette as a way to maintain quality standards and help coordinate the sequences of streets and spaces.

Paving within Greater Clarendon and Sailortown should complement and extend the city centre palette, with the use of high quality, durable natural stone materials recommended (Granite & Cairnness Stone).

This will help improve the pedestrian connection between the city centre and the Study Area whilst uplifting the public realm to help create a sense of place.

Within each character area, the application of these materials will remain flexible, allowing for a more tailored response to context and place functions. High level material palette recommendations for each character area are summarised opposite.

Where possible, opportunities should be sought to reuse existing materials and brick that need to be removed during construction, particularly to skirt buildings and planting. The use of recycled materials within the City Quay & Sailortown area could provide historical interest and contribute to the sense place and local character.

Key design principles

1. Paving materials, design and street furniture should complement the upgraded public realm in the surrounding areas (such as Donegall Quay) and planned interventions as part of the Streets Ahead programme.
2. Simplifying the palette of materials will improve the appearance of the streetscape.
3. High quality streetscape design should be designed with simplicity, marrying aesthetics, craftsmanship, technical durability, ease of access and safety.
4. Older or uncomplimentary materials and street furniture should be phased out to help ensure a high quality and consistent streetscape.
5. An assessment of the materials used in the context of listed buildings and architectural vernacular should be undertaken and used to inform the design approach.
6. Clear zones should be created for the appropriate location of street furniture and singage, facilitating ease of movement, removing unnecessary obstacles and reducing street clutter.
7. Redundant street furniture and unnecessary signage and obstacles should be removed to reduce street clutter and create a pleasant and unhindered route for pedestrians.
8. Materials and furniture should be technically robust and resistant to vandalism, ensuring longevity and reduce management, maintenance and reinstatement requirements.
9. Utility boxes should be discreetly located and avoid negatively impacting on key spaces, views and vistas.
10. Functional signage should be simplified and appropriately located, considering both safety and aesthetic requirements.
11. The accommodation of temporary and/or seasonal events should be considered at the design stage to ensure the public realm is easily adaptable.
12. Streetscape interventions should be capable of accommodating Sustainable Urban Drainage Systems (SUDS) to minimise the level of surface water run off.
13. Materials locally sourced from suppliers with sustainable practices.
14. Tree planting should be encouraged to enhance the street aesthetic; provide shelter, enhance biodiversity and reduce pollution.
15. Ensure the ease of movement for users is at the forefront of design, including rationalised crossing points; dropped kerbs, tactile paving and lights providing new visual/audit technology where possible.
16. Species selection should be appropriate to the scale and character of the streetscape and be appropriately incorporated into the street design to ensure longevity and ease of maintenance.
5.3 CITY FRINGE

The City Fringe character area is an essential gateway connecting the city centre and Cathedral Quarter to Greater Clarendon and Sailortown.

The extension of Streets Ahead 3 into Great Patrick Street provides an opportunity to continue this high quality material palette into Greater Clarendon, creating a pleasant pedestrian experience, removing the perception as a 'transition zone' between Cathedral Quarter and Greater Clarendon.

York Street Interchange 'Linenoplis' themed proposals will also influence the public art design features in the area.

Key public realm features for City Fringe:

- Footpaths are to be paved in Caithness stone paving band intervals.
- Carriageways to be marked by silver grey granite kerbs.
- Avenue tree planting and boulevard creation (Dunbar Link).
- Bus bays constructed in contemporary dark grey granite sets.

5.4 SAILORTOWN & CITY QUAYS

The City Quays material palette reflects the high quality modern buildings and public realm which should be continued into Clarendon Docks and Sailortown to provide a sense of connection for spaces and streets.

The proposed new City Quays (phase 2) residential street should implement soft and hard landscaping and materials which continue into Pilot Street to create the Neighbourhood Spine concept.

Key public realm features for Sailortown & City Quays:

- Natural stone paving (Granite/ Caithness).
- Avenue tree planting (new residential street and streets within Sailortown).
- Granite sets surrounding buildings.
- Re-use of materials where appropriate to achieve sense of place and heritage interests.

5.5 YORK STREET INTERCHANGE

The York Street Interchange character area should adopt a transitional approach along connecting streets including York Street, taking into consideration the Streets Ahead 3 material palette.

As Corporation Street will be a gateway into Belfast for those in private and public transport, the streetscape should complement the quality of materials implemented in City Fringe and Sailortown character areas.

Key public realm features for York Street Interchange:

- Widening of footpaths where possible (banded in Caithness stone paving intervals).
- Linenoplis themed public art features.
- Lighting strategy.
- Avenue planting where footpath width permits.

5.6 RIVER LAGAN

City Quays has established a high quality waterfront environment which should be continued across Clarendon Dock bridge to create unity along the waterfront path.

Consideration should be given to existing traditional cobbles and options for a complimentary future palette which ties City Quays materials (Caithness and Graniates).

Key public realm features for River Lagan:

- Natural stone paving (complementing existing cobbles where applicable).
- Hard and soft landscaping rolled out for entirety of Lagan waterfront path.
- New feature bridge across Clarendon Dock.

5.7 NEIGHBOURHOOD SPINE & HERITAGE TRAIL

There is an opportunity to create a richness of place through variations in the application of public realm treatments. Key areas that could accommodate some variation could include the Neighbourhood Spine and the Hidden Histories Heritage Trail. A strategic approach to street planting, surface treatments and way-finding should however be encouraged to ensure the public realm is co-ordinated.

Figure 25. Neighbourhood Spine and Hidden Histories Trail
5.8 APPLICATION OF MATERIALS

Further guidance on the appropriate material palette mix for different categories of use is provided below, drawing reference to the city centre context.

Footways

The primary footway surface material used within and adjacent to the Study Area is natural stone and macadam. Macadam should be used on heavily trafficked, main streets. Paving patterns should be kept simple, avoiding large expanses of uniform block paving. Caithness Stone paving blocks will be acceptable. The continued use of sets and cobbles should be used sensitively within the City Quays area and tertiary streets where it does not impact those with mobility limitations. Opportunities to use reconstituted stone and reclaimed brick could be implemented to skirt buildings to retain character.

Summary of materials:
- Macadam
- Natural stone paving at key crossings, nodal points and gateway arrival areas (random gauge and lengths)
- Granite paving sets to provide an enhanced setting to key architectural buildings
- Feature granite banding to provide decorative detail and break up large expanses of macadam
- Settled shared surface streets and flush footways

Cycleways

The primary surface materials for dedicated cycleways within the road network is currently macadam or natural stone. Coloured macadam should be used for cycle lanes within the road corridor. Cycle lanes that form part of a shared footway should share the same paving material, however be separated by a clear contrasting double line of granite sets. Two way cycleways should be delineated with a single line. The shared surface route along the River Lagan waterfront will be natural stone. Granite sets will be used to delineate routes where segregation is proposed.

Summary of materials:
- Coloured macadam
- Natural stone / granite to match shared footway
- Granite banding to delineate between routes
- Occasional use of granite at key pedestrian/cycle crossovers
- Natural stone along River Lagan Walkway

Carriageways

The primary surface material used for carriageways is black macadam, with the occasional use of granite sets to encourage pedestrian movement and slow down traffic. Flush, permeable block paving should only be used within the context of pedestrian priority initiatives and within parking courts (e.g. City Quays area). Surface materials should be designed to deliver vehicle or refuse collection vehicle must be able to withstand the weight associated with the vehicles maximum capacity.

Summary of materials:
- Granite sets (smaller units required to withstand vehicular traffic)
- Tactile, blinder and contrasting paving at pedestrian crossing points and within shared surfaces
- Limited use of permeable, block paving

Crossings and crossovers

Differentiated paving materials are often used to indicate points of crossing to pedestrians and motorists. The primary surface material for key crossing and crossover will be dark granite sets.

Summary of materials:
- Granite sets (smaller units required to withstand vehicular traffic)

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Kerbs and channels

The primary surface material for kerbs and channels will be concrete except in areas where footways are paved in natural stone.

Where possible, the alignment of kerbs should be consistent and following smooth lines. Build outs should be avoided.

Consultation is required to ensure compliance with DDA including people with visual impairments.

Summary of materials:
- Landmark granite kerbstone, 125mm upstand.
- Standard Conservation kerbstone standard, 125mm upstand.
- Granite/concrete kerbs flush at tactile crossing.
- Pre-cast concrete bus barriers.
- Radial kerbs to corners.
- Channel sett paving.

Street furniture zones & tree pits

The primary surface material for delineating street furniture zones will be granite.

Summary of materials:
- Granite setts (smaller units)
- Inset natural stone paving for tree pits, with granite setts edges
- Resin bound tree pits within setted areas (e.g., City Quay courtyards)
- Reclaimed brick
5.9 STREET FURNITURE

Greater Clarendon and Sailortown has a wide range of existing street furniture types which vary in design quality. Within the City Quays area a new, distinctive street furniture palette is being introduced. Examples of the existing street furniture range is shown on the following pages.

Where possible furniture should be reduced and consolidated. It is important that a simple, co-ordinated and robust range of standard street furniture types, comprising seating, litter bins, bollard, signage and lighting columns is selected and used across the city centre.

The design and placement of street furniture and trees and plantings must not impede pedestrian flow or sight lines or emergency access.

In key spaces or streets there is the opportunity to introduce bespoke street furniture for key urban realm projects, such as new civic spaces and public spaces. There is an opportunity to involve the community and local artists in design process.
6 PUBLIC REALM PROJECTS

6.1 SECTION OVERVIEW

This section summarises the key project interventions identified within the Public Realm and Accessibility Strategy section. For ease of reference they are organised under the five 'Key Moves'.

To provide further guidance on project delivery, projects have been further categorised as follows:

QW Quick win projects are those under the control of the public sector. They are typically small scale interventions that are considered high impact and cost effective to be delivered in the short term (0-3 years).

TP Transformational projects are streets and spaces that will deliver major change that will benefit the wider city or act as a catalyst for further regeneration. They are typically medium to large scale projects that can be implemented in the medium to long term.

DP Dependent projects are those interventions dependent on the private sector. They will typically be designed, funded, led and managed by the private sector.

YSI YSI dependent projects delivered as part of the YSI improvements project or dependent on the completion of the scheme.

SP Strategic projects are considered to be wider scale strategies or programmes that could be implemented to deliver site wide improvements.

P Priority projects that could be delivered or progressed in the short term (0-3 years). They will typically be Quick Wins that will have a high impact; meanwhile uses that will offer interim socio, economic or environmental benefits until a permanent solution is achievable; or phased deliverables (e.g. pre-design work, site development brief).

6.2 DELIVERY ZONES

The ongoing regeneration of Greater Clarendon and Sailortown will result in public realm enhancements being taken forward by several public or private bodies.

The following five delivery zones have been identified:

1. YSI public realm facilitated by Department for Infrastructure.

2. City Quays public realm enhancements to be implemented by Belfast Harbour Commissioners. Residential Streets within Sailortown led by Department for Communities.

3. River Lagan Waterfront corridor delivered by Belfast Harbour Commissioners and private developers.

4. City Fringe public realm enhancements led by Department for Communities.

5. University Quarter enhancements led by private developers and Department for Infrastructure.

6.3 COMMITMENT TO INCLUSIVE DESIGN

The interventions and projects set out in this Guide will require further detailed design prior to their implementation. Delivery bodies identified should consult with The Inclusive Mobility and Transport Advisory Committee during this detailed design phase to ensure inclusivity is realised throughout public realm improvements.
6.4 PUBLIC REALM AND ACCESSIBILITY PROJECTS

Extending the active travel network

<table>
<thead>
<tr>
<th>ID</th>
<th>Project title</th>
<th>Quick wins</th>
<th>Transformational</th>
<th>Developer</th>
<th>Driver</th>
<th>YCI dependent</th>
<th>Strategic</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>AT1</td>
<td>Rebalance and undertake the systematic upgrade of key streets</td>
<td>24</td>
<td>T</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>P</td>
</tr>
<tr>
<td>AT2</td>
<td>Create a new bridge linking Sailortown with Titanic Quarter</td>
<td>22</td>
<td>T</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>P</td>
</tr>
<tr>
<td>AT3</td>
<td>Implement a ‘super crossings’ at the Custom House / Corporation Street</td>
<td>20</td>
<td>T</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>P</td>
</tr>
<tr>
<td>AT4</td>
<td>Remove, rationalise, upgrade &amp; create new pedestrian crossings</td>
<td>OW</td>
<td>T</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>P</td>
</tr>
<tr>
<td>AT5</td>
<td>Rationalise existing signage &amp; extend Belfast wayfinding system</td>
<td>OW</td>
<td>T</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>P</td>
</tr>
<tr>
<td>AT6</td>
<td>Relocate NCH</td>
<td>OW</td>
<td>T</td>
<td>T</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>P</td>
</tr>
<tr>
<td>AT7</td>
<td>Wideline Sailortown Dock bridge</td>
<td>OW</td>
<td>T</td>
<td>T</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>P</td>
</tr>
<tr>
<td>AT8</td>
<td>Provide dedicated cycle lanes</td>
<td>OW</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
</tr>
<tr>
<td>AT9</td>
<td>Provide bike hire / storage at key destinations</td>
<td>OW</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
</tr>
<tr>
<td>AT10</td>
<td>Undertake a review of bus stop options</td>
<td>OW</td>
<td>T</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
</tr>
<tr>
<td>AT11</td>
<td>Provide dedicated bus lanes</td>
<td>OW</td>
<td>T</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
</tr>
<tr>
<td>AT12</td>
<td>Improve bus stop infrastructure</td>
<td>OW</td>
<td>T</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
</tr>
<tr>
<td>AT13</td>
<td>Implement York Gate Station wayfinding &amp; lighting strategy</td>
<td>OW</td>
<td>T</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
<td>YSI</td>
</tr>
</tbody>
</table>

Grow the city space network

- CS1: Upgrade Barrow Square
- CS2: Dry Dock / Clarendon Dock space
- CS4: Sailortown Landing
- CS5: Clarendon Dock gateway
- CS6: Waterfront square (complete)
- CS7: Cross Harbour Bridge space
- CS8: The Neighbourhood Spine
- CS9: Nelson Street
- CS10: Corporation Street Greenway
- CS11: Pilot Street Pocket Park
- CS12: Little Patrick Street Pocket Park
- CS13: Dublin Link Plaza
- CS14: M3 underpass

Celebrate local heritage

- AT1: Sailortown’s Hidden Histories Trail
- AT2: Sailortown cultural heritage sub group
- AT3: Develop and implement a public art plan

Deliver a high quality, durable and sustainable public realm

- GS1: Pavements to parks programme
- GS2: Community Stewardship Programme
- GS3: Street furniture and street furniture manual
### 6.5 Priority Projects

The priority projects that could be delivered or progressed in the short term (0-3 years) are summarised below. Where a phased approach is required, key actions are highlighted.

<table>
<thead>
<tr>
<th>Action Number</th>
<th>Description</th>
<th>Key Stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>PL1</td>
<td>Develop and implement a meanwhile use strategy</td>
<td>Local community stakeholders (Cultural Heritage Subgroup), Yarralumla Foundation and Tourist M.’s to meet and set out programme of events.</td>
</tr>
<tr>
<td>PL2</td>
<td>Pop-up Bike Park programme</td>
<td>Local community stakeholders, including Welwyn Green, Yarralumla Foundation and Tourist M.’s to meet and set out programme of events.</td>
</tr>
<tr>
<td>PL3</td>
<td>Develop a Lighting Strategy</td>
<td>Design and Stakeholder Forum to explore funding mechanisms.</td>
</tr>
<tr>
<td>PL4</td>
<td>Develop a Heritage Trail</td>
<td>Local community stakeholders, including Welwyn Green, Yarralumla Foundation and Tourist M.’s to meet and set out programme of events.</td>
</tr>
</tbody>
</table>

**JAT1** Undertake the systematic upgrade of key streets (phase 1)
- DC & DfC, BGC and BHC (where appropriate) to enter into discussions to clarify boundary of public realm schemes and determine funding streams/budgets.
- Commission Integrated Consultancy Team to undertake scheme design.
- DC and BCC to discuss the use of Developer Contributions to clarify input from Section 70 Developer Contributions in data.

**JAT2** Create a new bridge linking Salitontown with Yarralumla: Prepare a feasibility study.
- DC to commission a feasibility study which consults with stakeholders including DC, Yarralumla Ltd and BHC.
- The study should consider the social, economic and environmental benefits of the bridge.

**JAT3** Remove, rationalise, upgrade & create new pedestrian crossings
- DC to enter into discussions with DfT to prioritise upgrading existing crossings (JAT4) should be progressed with AT1.
- DC, DC and BHC to review and incorporate Corridor Security pedestrian crossing upgrades (considering proposals we put in this Guide).
- DC and BCC to discuss the use of Developer Contributions to clarify input from Section 70 Developer Contributions in data.

**JAT4** Realign NCN
- Consultation between Sustrans, DC and BHC to identify constraints to cycling and address how these can be overcome.
- Re-align NCN to follow River Lagan.
- Wayfinding Signage to be replaced and replaced locations added for ease of navigation for cyclists.

**JAT5** Water Smart Park
- DC to enter into discussions with BHC regarding replacement of current pedestrian bridge that provides greater ease of access for disabled persons and cyclists.
- Consider bridge design competition with local architects and engineers (opportunities for design to be new landmark within City Quay).

<table>
<thead>
<tr>
<th>Action Number</th>
<th>Description</th>
<th>Key Stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS11</td>
<td>Pilot Street Pocket Park</td>
<td>Establish a cultural heritage group including residents, community groups, businesses and those with a strong connection to the area.</td>
</tr>
<tr>
<td>CS12</td>
<td>Water Smart Park</td>
<td>Identify core areas with missing or underused public open space.</td>
</tr>
<tr>
<td>CS13</td>
<td>A3 underpass</td>
<td>Provide opportunities for local businesses to engage with and benefit from the new transport link.</td>
</tr>
<tr>
<td>CS14</td>
<td>Pedestrian improvements</td>
<td>Develop a Lighting Strategy.</td>
</tr>
</tbody>
</table>

**CS1** Pedestrian improvements
- DC to liaise with saltontown Community Stewardship Group to identify funding stream for the implementation/removal of pocket park.
- DC to review opportunity to reserve car parking spaces and implement pocket park for a temporary period.
- DC to review process required for temporary removal of spaces.
- DC to liaise with Community Stewardship Group to identify funding stream for the implementation/removal of pocket park.

**CS2** Street furniture
- DC to liaise with Saltontown Community Stewardship Group to identify funding stream for the implementation/removal of pocket park.
- DC to review process required for temporary removal of spaces.
- DC to liaise with Community Stewardship Group to identify funding stream for the implementation/removal of pocket park.

<table>
<thead>
<tr>
<th>Action Number</th>
<th>Description</th>
<th>Key Stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS2</td>
<td>Pedestrian improvements</td>
<td>Establish a cultural heritage group including residents, community groups, businesses and those with a strong connection to the area.</td>
</tr>
<tr>
<td>CS3</td>
<td>Street furniture</td>
<td>Identify core areas with missing or underused public open space.</td>
</tr>
<tr>
<td>CS4</td>
<td>Pedestrian improvements</td>
<td>Provide opportunities for local businesses to engage with and benefit from the new transport link.</td>
</tr>
</tbody>
</table>
Barrow Square is public space located within the City Quay & Sailortown area. Built in the 1990s as an event space, it is managed and maintained by the Belfast Harbour Commissioners.

Currently, the square has a hard landscape, terraced steps and a large expanse of performance space with tall lighting columns.

The northern edge of the square is formed by the former Rotterdam/Princes Dock building, and the James Clan building to the rear.

A small green amenity space is located to the east of the square, with a well-maintained lawn, mature trees and seating providing a peaceful space to dwell.

The southern and western edges of the square are formed by formal planting and 4 storey office buildings.

The site has multiple points of entry. The access points to Pilots Street and Princes Dock Street are gated, and it is understood these gates are open during the day but can be locked in the evening for security reasons.

The NCNI currently passes through the space, connecting Clarendon Docks with Princes Dock Street. Poor cycle route delineation and signage makes this route unclear.

Overall, the use of this space as an event space has been unsuccessful, hindered by the poor quality of public realm, lack of animation, low occupancy levels and antisocial behaviour.

The regeneration aspirations for the wider City Quay area; the reuse of St Joseph's Church as a community facility; and specifically the proposals for an 18 storey residential block to be situated on the former Garfield Bar site present a great opportunity to activate this space and undertake a comprehensive upgrade.

To ensure a high-quality public space is created and maintained, the following nine steps to creating a successful public space should be considered:

1. **Uses & active ground floors**
   - The space will be defined by the buildings and uses that enclose it. Uses that contribute to activity on the streets surrounding the space during the day and into the evening should be encouraged. These would include a mix of offices, residential, café and restaurant uses. Active ground floor uses should be encouraged along the northern aspect, such as a café or restaurant, benefiting from a southerly aspect.
   - Avoid inactive frontages or servicing areas around the square.
   - Ensure entrances to adjoining development open onto the square.
   - Meanwhile, uses such as a kiosk or pavilion could create economic and social value adding to the vitality of the area during the day and potentially after work, increasing social interaction.

2. **Enclosure and scale**
   - Any new development or re-development should ensure that a sense of enclosure is created by forming a clear edge to the space.
   - A pavilion building or structure could offer further enclosure within the site.

3. **Activity, events and animation**
   - The space should be considered as a canvas to support a multitude of activities and events throughout the day, week and over the course of the year.
   - Develop and manage an events calendar to maximise potential usage.

4. **Places to gather**
   - It will be essential to provide attractive and safe areas for people to gather and dwell.
   - Ensure space is attributed in areas that are overlooked by active ground floors to increase the perception of safety and security.
   - Retain areas of seating where possible and consider additional, temporary seating during events.

5. **Quality**
   - The design of the space, the materials and street furniture and public art interventions should draw references to the Sailortown community and reflect on the area's maritime heritage.
   - The space should be a point of interest on the maritime trail, encouraging people to visit the space and stay.
   - Materials should be durable, distinct and form part of a common palette through the surrounding area.
   - The opportunity to 'green-up' the space could bring multiple benefits (increased usage, health and wellbeing, environmental, shelter).

6. **Climate and comfort**
   - A comfortable space that responds positively to the local climate will encourage greater usage. For example, areas of seating should be positioned where they benefit from a sunny aspect.
   - Consider locating any spill-out space for adjoining cafes, restaurants and bars along south or west facing edges to maximise potential sun. If and when new development occurs, colonnades should be provided to create sheltered walkways.

7. **Lighting**
   - Lighting will be one of the defining elements of the space after dark.
   - A site-specific lighting strategy to encourage use of the space during the evening will help deter potential antisocial behaviour. This should be developed.
   - Consider spectacle lighting or art installations to add character and distinctiveness.

8. **Maintenance and stewardship**
   - Prepare a maintenance strategy to ensure the continual upkeep of the space.
   - Local business operators and community groups can provide ready made 'place champions' to help promote the space and ensure long-term usage and success. These key stakeholders should be integrated into any improvement scheme and ensuring management strategy.

9. **Connections**
   - Understanding how the space is connected to wider movement networks (both existing and potential) will be fundamental consideration.
   - Clear, unrestricted pathways should be created where desire lines are anticipated.
   - Movement should be supplemented by a clear wayfinding system that directs people to and from the space.
The creative reuse and adaption of the M3 underpass provides a unique opportunity to transform a negative space into a new destination that:

- Provides a place for new businesses.
- Projects a progressive and creative image of Belfast.
- Maximises use of underutilised space.
- Provides a regenerative effect to the surrounding area.
- Creates a permanent link for pedestrians between Tomb Street and Corporation Square.

Consider measures that:

- Improve the visual quality of the space through art installations, bespoke lighting installations.
- Activate the space by encouraging people to visit and take ownership through temporary and meanwhile uses. These could include markets, shipping containers for start-up business, and pop-up bars and restaurants that provide a flexible low-cost platform for new and emerging businesses.
- Improves the health and well-being of local people by encouraging physical activity through possible climbing walls, skate & rails, outdoor gyms, and running loops.
- Provide opportunities to green the space and provide micro habitat creation.
- Extend existing walking and cycling networks through the space to improve citywide connections and increase the numbers of people using the space.
Early sketch ideas for the comprehensive re-development of the area and the creation of an Urban Sports Park.

Re-design boundary treatment and public realm around skate park and provide new crossing, improving east-west links towards River Lagan.
Nelson Street - illustrative proposals

Figure 28: Illustrative sketch proposals to transform Nelson Street

Indicative streetscape interventions
1  Rationalise road space
2  New pedestrian crossings
3  Crossover, change in surface treatment
4  Parking / recharge parklet
5  Cycle parking
6  Public space, street planting
7  Street trees
8  Rain gardens, bio-retention areas
9  Granite banding
Corporation Square - illustrative proposals

Indicative streetscape interventions

1. Rationalise highway
2. New pedestrian crossing aligned with Tomb Street and entrance to HC building
3. Enhance crossing
4. Pedestrian / cycle crossing
5. New pedestrian link into City Quay
6. Extend off road cycle route along northern side of street
7. Coach parking
8. Improve setting of Harbour Commissioners building
9. Avenue, rainwater gardens, bio-retention areas
10. Targeted resurfacing
11. New street furniture
12. Potential for increased activeционages
13. Development opportunity
14. Recharge parklet
15. Incorporation wayfinding / Interpretation guiding visitors from NO underpass space to cultural heritage zone

Greater Clarendon and Sailortown Public Realm and Accessibility Design Guide
1.0 Purpose of Report/Summary of Main Issues

| 1.1 | To update Members in relation to work around the City Centre Regeneration Task Force. |

2.0 Recommendations

| 2.1 | The Committee is requested to note the update on the City Centre Regeneration Task Force including: |
|     | - progress around the co-commissioning of a study on city centre connectivity; |
|     | - review on non-domestic rates; |
|     | - proposed City Centre Reference Group; |
The City Growth and Regeneration Committee, at its meeting on 7 November 2018, agreed to establish a City Centre Regeneration Task Force, jointly chaired by BCC’s Chief Executive and the Head of the Civil Service. Members were also advised that Committee would receive, on a quarterly basis, an update on the work of the Task Force.

An update on the work of the Task Force was provided to the City Growth and Regeneration Committee at its meeting on 13th February. The Task Force has met four times since November 2018 and have meetings scheduled up until December 2019. A broad objective of the Task Force is to maximise the collective potential of our regeneration efforts to transform the city centre aligned to respective and collective priorities and identify an action plan accordingly. It was recognised that there was an immediate need to drive, and resource targeted city centre recovery efforts in response to the Bank Buildings fire but also to consider the longer term revitalisation and regeneration of the city centre from an integrated and sustainable perspective.

In terms of a medium/long term plan for city centre regeneration, there was a consensus that the Belfast City Centre Regeneration and Investment Strategy (BCCRIS) was a solid basis upon which to take forward a refreshed action plan and prioritisation in respect of the regeneration of the city centre. BCCRIS was developed and agreed by the Council and sets out the policies, projects and priorities to underpin the regeneration and growth of the city centre and surrounding areas. The Department for Communities (DfC) have also adopted BCCRIS as one of their policies. The delivery of the outcomes within BCCRIS is however dependent upon a range of stakeholders across the public, private and third sectors, anchor institutions and the residential and business communities.

A stocktake and gap analysis of the various policies, projects and priorities in BCCRIS was undertaken to coincide with the work of the Taskforce. This included a review of what was progressing, highlighted gaps and identified how the priorities aligned with the outcomes set out in the Belfast Agenda, Programme for Government and other strategies. As previously reported this has formed the basis of the City Centre Regeneration Task Force action plan.
which is focused on the prioritisation of actions and projects or interventions in three thematic priority areas:

- **City Resilience** – medium to long-term city centre recovery plan; city centre leadership and management and catalyst development opportunities to stimulate wider regeneration.

- **Re-imagining and Diversification of City Centre Land Uses** – to include focused actions around increasing city centre living; use of public land to deliver on priorities and realisation of growth ambitions; enhanced open spaces and family/leisure based activities; improved tourist and cultural offering.

- **Infrastructure and Connectivity** – public realm and connectivity into and around the city centre; transport strategy/car parking etc.

3.5 The Regeneration Task Force agreed various priority actions aligned to the public sector from the thematic areas. Cross-departmental work is progressing through a Joint Regeneration Group made up of BCC and central government officials. Recent priority areas that have been considered included:

**Co-commissioning of a study on reimagining City centre connectivity**

3.6 The City Growth and Regeneration Committee at its meeting on 5th June, noted that BCC, in collaboration with DfC and DfI, would commission a study to examine how the city centre should develop in a way that is accessible and welcoming for all. The commission is to be overseen by a Steering Group made up of senior members of staff within BCC, DfI and DfC and will report directly to the City Centre Regeneration Task Force and the appropriate governance arrangement of the member organisations, i.e. Departmental Permanent Secretaries and CG and R Committee.

3.7 The Steering Group has had a number of successful meetings to scope out and agree the extent of the study to create a vision for the future use of the city centre. The objective of this study is to develop a shared vision for the future of the city centre reflecting how people will use the city spaces and places within the changing city landscape. The Steering Group are working to finalise the Terms of Reference and Specification for the study to enable the procurement of consultancy team to carry out the study and to create the vision.

3.8 To establish best practice, and to help shape the scope of this work, officers have engaged with a number of authorities and bodies, including the Institute of Place Management and Edinburgh City Council. Edinburgh are currently out to consultation on their City Centre
Transformation focusing on connecting the city and transforming places. It is proposed that Committee extend an invitation to Edinburgh City Council to present and discuss the opportunities, benefits and issues experienced during their ongoing ‘Edinburgh City Centre Transformation’ programme at a date to coincide with the drafting of the Vision document.

**Review of Rates**

Members may be aware that the Department of Finance (DoF) announced a review of non-domestic rates on 9th May 2019. City centre businesses continuously raise the issue of rates in terms of their longer-term sustainability. As part of this review DoF are working in conjunction with DfI and DfC to consider issues currently affecting high street and town centres (including rates) and facilitated an Innovation Lab on 2nd and 3rd July. This was attended by a range of key stakeholders and considered the challenges affecting city and town centres, and sought to identify recommendations to address these challenges. The Director of City Regeneration and Development and Head of Finance represented Belfast City Council at the Innovation Lab. As this work progresses a further update will be brought back to Committee.

**City Centre Living**

As part of the ongoing objective to increase the city population the Task Force has also considered issues affecting the delivery of housing in the city centre. This has included consideration of the definition of affordable housing and potential additional products within this definition; progression of the city centre waiting list; funding and procurement issues and consideration of how public sector and other lands can be brought forward in a strategic way to deliver on a range of housing tenures across the city. A consultation by DfC is currently underway in respect of the definition of affordable housing and the Council is preparing a response, welcoming the review which suggests a broader range of intermediate housing products be included within the definition. That response will be the subject of a report to Planning Committee on 13\textsuperscript{th} August. Alongside this, NIHE are moving forward with developing the city centre waiting list and further details will be provided to members as this progresses. Members will also recall that a report was brought to Committee in June on the Strategic Sites Assessments of city centre lands in public ownership. This report identified key strategic sites in the Inner North West, Greater Clarendon and Linen Quarter with the potential to provide mixed use development including housing across a range of tenures. A workshop on the potential of these locations is to be held with Members on Wednesday 4th September at 5pm and further details will be circulated in advance.
### Establishment of a City Centre Reference Group

The City Centre Regeneration Task Force Action Plan included an action on creating a City Centre Reference Group to inform the ongoing work of city centre revitalisation, the work of the Task Force and wider long-term regeneration and development activities in the city centre. At its meeting on 14th June 2019, the Task Force agreed to the establishment of a City Centre Reference Group. This will enable two existing groups, the City Recovery Lead Group, established to mitigate the effects of the Bank Buildings fire, and a recently formed City Strategic Forum (Belfast City Centre Management led), to be stood down in the near future. It is recognised that there remains a requirement to continue with the City Recovery Lead Group in the short term given the issues that remain as a result of the Bank Buildings fire. However, it is intended these will evolve into a wider and more strategic reference group consisting of a range of stakeholders across all sectors that can contribute to the range of issues and work-streams emerging from the Task Force Action Plan and wider city development issues. It is proposed this Reference Group will be chaired by the Council’s Strategic Director of Place and Economy, with Belfast City Centre Management acting in a secretariat role. The remit and work of the group will be reviewed on a regular basis to ensure alignment with the work of the Task Force, and in line with the emerging governance boards emerging from the Belfast Agenda.

### Presentation from the Institute of Place Management

Belfast City Council has recently obtained partner membership with the Institute of Place Management (IPM). The IPM is an international professional body that supports people committed to developing, managing and making places better. IPM work with policy makers, practitioners and providers to identify the core aspects involved in the effective management, development and marketing of places. They have recently been appointed by Government to lead the High Streets Task Force in England and deliver support to local authorities and communities who want to transform their high streets. The Co-Chair of the IPM, Professor Cathy Parker visited Belfast in mid-June. Professor Parker is regarded as an expert in place management and is one of the co-authors of the recent UK Government-commissioned report ‘High Street 2030: Achieving Change’. Professor Parker attended the City Centre Regeneration Task Force and shared research and findings on city centre and high street trends and the future focus for high streets in managing the retail offering. Specifically Professor Parker made reference to the criticality of city centres for the wider economy and surrounding areas; the need for investment for successful city centres, and the importance of city leadership.
Referring to the High Street Report, Professor Parker highlighted key factors that had been identified in transforming places in other towns and cities. These included strong leadership; blending expert and local knowledge; communication; involvement of young people and coordination of efforts. She also referenced empirical research which identified the top 25 factors for successful town and city centres. These included vision/strategy, appearance, activity hours, liveability, experience, entertainment/leisure, recreational space, a balance of independent/chain retailers and the offer and diversity within city centres.

Officers are currently working with the IPM to review the emerging action plans for the city centre to ensure alignment with best practice and to maximise the potential of priority projects to deliver the ambitions of the city centre.

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<thead>
<tr>
<th>3.15</th>
<th>Financial and Resource Implications</th>
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<tr>
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<th>3.16</th>
<th>Equality or Good Relations Implications/Rural Needs Assessment</th>
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<td>None associated with this report. The Council’s Equality and Diversity Officers will be consulted on any future changes to strategies or plans that are currently in place.</td>
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<tr>
<th>4.0</th>
<th>Documents Attached</th>
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### Subject
Briefing - Infrastructure Presentation

### Date
7th August, 2019

### Reporting Officer
Cathy Reynolds, Director of City Regeneration and Development

### Contact Officer
Sean Dolan, Senior Development Manager

### Restricted Reports

<table>
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<tr>
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<tr>
<td>Is this report restricted?</td>
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If Yes, when will the report become unrestricted?

- After Committee Decision
- After Council Decision
- Some time in the future
- Never

### Call-in

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### 1.0 Purpose of Report/Summary of Main Issues

**1.1**
The purpose of this report is to brief Members on key city infrastructure issues in advance of presentations from Northern Ireland Water (NI Water), Department for Infrastructure (DfI) Roads and Northern Ireland Transport Holding Company (NITHC) at the special City Growth and Regeneration Committee being held on 28th August.

### 2.0 Recommendations

**2.1**
The Committee is requested to note this report and consider any strategic city infrastructure questions in advance of the Special City Growth and Regeneration Committee on 28th August 2019.
<table>
<thead>
<tr>
<th>3.0</th>
<th>Main Report</th>
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<tbody>
<tr>
<td>3.1</td>
<td><strong>Background</strong>&lt;br&gt;The City Growth and Regeneration Committee, at its meeting on 5th June, agreed to receive presentations from NI Water and NITHC. Representatives of DfI Roads will also attend to present their 2019/2020 Annual Report.</td>
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<td>3.2</td>
<td>The Belfast Agenda recognises that infrastructure is key to the delivery of sustainable development and identifies that infrastructure planning for Belfast needs to be taken forward in a strategic and integrated way. A core goal of the Agenda is to work in partnership to plan for sustainable urban infrastructure.</td>
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<td>3.3</td>
<td><strong>Belfast Infrastructure Study</strong>&lt;br&gt;The City Growth and Regeneration Committee, at its meeting on 13&lt;sup&gt;th&lt;/sup&gt; September 2017, agreed to commission the Belfast Infrastructure Study. The study is intended to present a realistic phased approach to infrastructure delivery to support the growth outlined in the Belfast Agenda. Arup were appointed to develop the Infrastructure Study in July 2018 and are currently working to finalise a draft report by end of summer 2019. City Growth and Regeneration Committee, at its meeting on 13&lt;sup&gt;th&lt;/sup&gt; February 2019, agreed to hold a Members Briefing at which the initial out-workings of the Infrastructure Study will be presented. This will be scheduled during autumn 2019.</td>
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<td>3.4</td>
<td><strong>Infrastructure Initiatives</strong>&lt;br&gt;Below is a brief overview of strategic infrastructure initiatives relevant to NI Water, NITHC and DfI Roads and a summary of each organisation’s responsibilities. The brief descriptions below are intended to assist Members when considering strategic city infrastructure questions in advance of the Special City Growth and Regeneration Committee on 28&lt;sup&gt;th&lt;/sup&gt; August.</td>
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<td>3.5</td>
<td><strong>NI Water</strong>&lt;br&gt;NI Water is a Government Owned Company and non-departmental public body within DfI. NI Water was set up in April 2007 as the sole provider of water and sewerage services in Northern Ireland.</td>
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<td>3.6</td>
<td><strong>Living with Water Programme (LWWP)</strong>&lt;br&gt;The LWWP is led by DfI’s Water and Drainage Policy Division. LWWP is developing a Strategic Drainage Infrastructure Plan for Belfast (Belfast SDIP) to manage the flooding risk</td>
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in Belfast, address the risk of infraction proceedings under the Water Framework and Urban Waste Water Treatment Directives in respect of Belfast Lough, and support economic growth.

3.16 The sewerage networks and wastewater treatment works serving Belfast require significant upgrades to facilitate future growth and development. One of the key aims of LWWP is to support economic growth. In addition, the Executive’s North Eastern Flood Risk Management Plan identifies the LWWP as the primary measure for managing future flood risk in Belfast. There have been a number of flooding events across Belfast on several occasions in recent years and Belfast is the largest of the 20 significant flood risk areas (SFRAs) identified by the EU Floods Directive Preliminary Flood Risk Assessments. This is a very significant issue for Belfast in that the finances have not yet being secured to deliver the upgrade requirements. If these finances are not secured development in the city may be restricted.

3.17 At the Special City Growth and Regeneration Committee on 28th August, NIW will present an overview of the LWWP, outline the work undertaken to date, and set out the proposed next steps and associated costs and timeframes.

### Belfast Tidal Flood Alleviation Scheme

3.18 The Belfast Tidal project is an £18 million scheme of works led by Dfi Rivers to provide a long-term approach to flooding from the sea in Belfast. The proposed scheme extends from Belfast Harbour to Stranmillis Weir and will comprise a number of different forms of both permanent and temporary flood defences. It is anticipated construction will commence in winter 2019/20 with completion the following winter 2020/21.

### NITHC

3.19 NITHC is the public corporation providing public transport services in Belfast via subsidiary companies, operating under the brand name Translink. They include Metro (serves Belfast area), Ulsterbus (serves regional network), Glider and Northern Ireland Railways (NIR). Last year there were 84.5 million passenger journeys across Translink’s network; the highest in over 20 years and the third year successive year of growth.

### Belfast Transport Hub

3.20 Dfi granted planning permission for the new integrated Transport Hub in March 2019. The hub forms part of the wider proposed 20 acre Weavers Cross regeneration project and is a flagship project prioritised by the NI Executive. The scheme supports the Belfast Agenda
growth aspirations and is identified in the Belfast City Centre Regeneration and Investment Strategy (BCCRIS) as one of the key transformative interventions for the city centre within the Linen Quarter Special Action Area.

3.21 Translink is liaising with Council on Buy Social clauses and a draft Memorandum of Understanding has been prepared and will be implemented upon appointment of the contractor. This Memorandum of Understanding agrees partnership working arrangements for Council and Translink to deliver employability and skills interventions. This will optimise the ability of those long-term unemployed and economically inactive within Belfast to access employment opportunities arising from the Buy Social requirements within the Belfast Transport Hub. This will initially focus on embedding the Construction Employment Academy model within the enabling works and construction phases of this redevelopment as a demonstrator project for the wider partnership to optimise the employment opportunities resulting from the wider redevelopment of the surrounding area.

Weavers Cross

3.22 Weavers Cross is the wider 20 acre proposed mixed use regeneration project that the Transport Hub will be situated within. NITHC will be engaging with a range of stakeholders including Members in the near future regarding this project.

Belfast Rapid Transit (BRT) / Glider Phase One

3.23 BRT Phase 1 went live in September 2018 with Glider services G1 (East-West) and G2 (Titanic Quarter). The Colin Connect Transport Hub opened March 2019. Translink reported in May 2019 that the Glider has led to over 45,000 additional passenger journeys every week.

Belfast Rapid Transit (BRT) / Glider Phase Two

3.24 BRT Phase 2 (North-South) has been included as a key project within the proposed Belfast Region City Deal (BRCD). An outline business case for BRT 2 is being prepared for the BRCD process and further details on BRT 2 will be presented to a future meeting of City Growth and Regeneration committee.

DfI Roads

3.25 DfI Roads is the sole Roads Authority in Northern Ireland responsible for transport policies and initiatives. DfI Roads previously presented their annual report to City Growth and Regeneration Committee in November 2018.
Proposals for Park and Ride sites are developed under the Park and Ride Programme Board which includes representatives from DfI and Translink. An expanded Park and Ride at Blacks Road opened in November 2018 and DfI are currently developing proposals to expand Park and Ride capacity at Ballymartin, Cairnshill, Moira, Mossley, Newtownards and Sprucefield and create new facilities at Comber, Tillysburn and Trooperslane. To support the Park and Ride facilities new hard shoulder bus lanes on the M1 and M2 motorways began operation in March 2019.

The YSI scheme is intended to address a major bottleneck on the strategic road network, replacing the existing signalised junctions at York Street with direct links between Westlink, M2 and M3, the three busiest roads in Northern Ireland. It will also separate strategic traffic from local traffic movements via underpasses below the existing road and rail bridges and underneath a new bridge at York Street.

Recognising the need for careful design to reduce the visual impact of the interchange and enhance connectivity for pedestrians and cyclists, DfI Roads established a Strategic Advisory Group (SAG) in January 2015. The SAG comprises statutory and community representatives. Significant engagement has been undertaken to inform design changes that will reduce the impact of the YSI on local communities and enhance connectivity.

The tender process to appoint a contractor to bring the scheme to a construction ready stage was undertaken in 2016. However, the tender was not awarded due to a legal challenge. The hearing to consider the legal challenge took place in the High Court between February and March 2018. The court ruled that the contract award should be set aside and the matter will have to be reconsidered by DfI. The decision was appealed by DfI in November 2018. DfI will provide an update at the Special City Growth and Regeneration Committee on 28th August 2019.

A key Government priority for growing a sustainable economy involves promoting a modal shift from private car usage to cycling and walking. DfI have responsibility for coordinating relevant cycling and walking policy. DfI established a Cycling Unit in 2013, published a Bicycle Strategy for NI in August 2015 and published the draft Belfast Bicycle Network Plan.
for public consultation in January 2017. The consultation report was published in February 2018 however the final Network Plan has yet to be published. Members may recall that a representative from DfI’s Safe and Sustainable Travel Division attended a special City Growth and Regeneration Committee on 28th November 2018 to present and update on the Belfast Bicycle Network Plan.

Residents Parking Zones
DfI Roads has completed one Residents’ Parking Zone in the Rugby Road area, which began operation in April 2018. DfI intend to carry out a project evaluation in due course taking into account the lessons learnt and subsequently a review of the Resident’s Parking Zone Policy will be completed to address how schemes are delivered going forward. DfI are also designing options to progress a Residents’ Parking Zone in the Iveagh Drive area that will be subject to consultation in due course. DfI will provide an update on Residents Parking Zones at the Special City Growth and Regeneration Committee on 28th August 2019. Members may also recall that there was a DfI / Members meeting in May 2018 to discuss problem parking. As a follow up to this and in light of various concerns that Members have raised on the issue of problem parking, including a Notice of Motion from February 2018, DfI has advised that it will facilitate a further meeting on this issue and Members will be notified when DfI confirms a date.

Financial and Resource Implications
There are no additional resource implications associated with this report.

Equality or Good Relations Implications/Rural Needs Assessment
There are no Equality, Good Relations or Rural Needs implications at this stage.

Documents Attached
None
Subject: Update on City Centre Revitalisation Programme

Date: 7th August, 2019

Reporting Officer: Cathy Reynolds, Director of City Regeneration and Development
John Greer, Director of Economic Development

Contact Officer: Sean Dolan, Senior Development Manager
Lisa Toland, Head of Economic Initiatives and International Development

Restricted Reports

Is this report restricted? Yes □ No X □

If Yes, when will the report become unrestricted?
After Committee Decision □
After Council Decision □
Some time in the future □
Never □

Call-in

Is the decision eligible for Call-in? Yes X □ No □

1.0 Purpose of Report/Summary of Main Issues

1.1 The purpose of the report is to provide Members with an update on the ongoing delivery of the City Centre Revitalisation Programme.

2.0 Recommendations

2.1 The Committee is requested to:

i. note the update on the building cordon and the anticipated timescale for the Council to receive a planning application for the next phase of rebuild;

ii. note the work underway to develop concept proposals for additional pop-up parks at locations in the city centre;

iii. note the work underway with DfI and DfC to commission a study to explore options and create a vision for the future development of the city centre enabling both pedestrian enjoyment and public transport access;
iv. note the emerging concept designs for lighting pilots to be brought forward for Castle Street and Castle Arcade;

v. consider and approve funding up to £45,000 towards an enhanced ‘Cultural Night/Day Programme;

vi. consider and approve funding up to £5,000 to support enhanced Taste the Island activity as part of a programme of activity by the Linen Quarter BID;

vii. consider and approve funding up to £4,500 to support a second Belfast Restaurant Week and weekend food market;

viii. consider and approve funding up to £3,000 to support the inaugural Belfast Oyster Festival to take place in the city in October 2019; and

ix. consider and grant a market licence for the Tesco ‘Taste of Northern Ireland’ event to be scheduled for 20th – 22nd September in Custom House Square.

3.0 Main Report

3.1 Background

Since the detailed update provided to the Committee on 5th June, officers continue to engage with key stakeholders to further develop the specific proposals being brought forward as part of the City Revitalisation Programme to enhance the vitality and sustainability of the city centre, in the context of the budget envelopes previously agreed by the SP and R Committee on 22nd February 2019. The work being progressed as part of the City Revitalisation Programme is closely aligned with the existing strategies to enhance and develop the city centre including the Belfast Agenda and Belfast City Centre Regeneration and Investment Strategy.

3.2 Update on the Cordon

As Members will be aware, the building façade retention schemes on Bank Buildings are now in place and the cordon has been reduced which has increased access, albeit that the road width is still significantly reduced at this location Traders continue to raise concerns about the impact this cordon is having on their businesses, particularly those on Royal Avenue. DfI has recently introduced additional railings at Castle Junction and Royal Avenue to improve pedestrian flow and safety. A number of retailers in Royal Avenue have expressed concern over the size of the cordon, the duration of the cordon and its effect on vehicular and pedestrian access to Royal Avenue. Belfast City Council officers continue to echo these concerns from retailers to the DfI, Translink and Primark’s contractor. City Council officers have received assurances from Primark that the cordon in place is as small as it can be given the nature of the work taking place, and
that the current cordon is necessary to ensure the safety of those working on the site. Work is continuing to remove debris from site and it is anticipated that the planning application for the next phase of rebuild will be submitted to Council in late August / early September 2019.

**Footfall figures**

3.3 There continues to be ongoing challenges around footfall in the City centre. In June, footfall continued to decline in the city centre as a whole, down by 11.6% on the previous year to date. Royal Avenue continues to be impacted greatest by reduced footfall compared to the same month in the previous year (-31.0% on June 2018), with Corn Market (-11.3% on June 2019), Donegall Place (-7.3% on June 2018), Fountain Street (-3.4% on June 2019) and Anne Street (-1.8% on June 2019). Across NI, footfall is down by 1.8% on the year to date, and down across the UK as a whole by 1.4%. The wayleave permission is now in place with Gordons Chemist (55 Castle Street) to place the footfall counter on 3rd party premises for the new Castle St footfall counter. The counter is expected to in position in the coming weeks.

3.4 An update on the activity within the strands of work for the City Revitalisation Programme as previously agreed by Members is set out below.

**Physical and Environmental Improvements**

i.  **Pop-Up Park and Pedestrianisation**

3.5 Following the removal of the temporary ‘Pop-Up’ Park from Castle Place on 10th May, work has been ongoing to explore a number of options for the possible provision of further temporary pop-up parks. Members should note that Buoys Park has been identified as one potential location and proposals are currently being drafted up and will be brought back to Committee in the near future for consideration. A National Day of Play event will be held at Buoys Park on 7th August to introduce the concepts of the Pop Up Park and to engage with the public to establish the preferred uses for the space on a temporary basis. Work is also underway to address the operational and safety issues associated with the space and how a temporary intervention could mitigate against these issues. A second potential location in the vicinity of the Lagan Lookout are also being investigated and further information will be provided as the concept develops. The funding to create a ‘Pop-Up’ Park in a new location is contained within the existing City Revitalisation Programme budget.

3.6 As discussed with Members at 5th June Committee meeting, following the removal of the Pop-Up Park on Castle Place and the reopening of Castle Junction enabling traffic flow, there was a significant public lobby and petition calling for greater pedestrianisation of the city centre. As agreed by Committee on 5th June, Council officers are working with DfI and DfC to examine
the models of pedestrianisation and other initiatives which facilitates the development of the city centre enabling both pedestrian enjoyment and public transport access. This recommendation was ratified at full council on 1st July, with an amendment proposed by Cllr Lyons and ratified by council to also “consider fully pedestrianised streets, where access is not shared between vehicles and pedestrians on a 24-hour basis but where vehicular access to businesses for deliveries etc. was allowed for short designated periods”. Additional details on the recommendations are included within the committee report ‘City Centre Regeneration Taskforce Update’ for this committee meeting.

ii. Belfast in Bloom

The enhanced Belfast in Bloom project is currently being rolled-out with additional greenery and colour being introduced across the city centre including the installation of enhanced planters, hanging baskets and flower towers across the city centre. A procurement competition was undertaken and a supplier selected to create a new and creative display garden feature in City Hall. Unfortunately, the supplier did not fulfil the requirements of the contract and officers are currently working towards re-commissioning the work with a feature to be brought forward in early Autumn.

iii. Deep Clean and Graffiti Removal

Whilst initial work commenced on underfoot deep clean (pavements/ granite/ gable walls) and the removal of graffiti from hard services in priority city centre areas affected by the fire, progress has been stalled as a result of technical staffing and HR issues. A new dedicated cleansing squad have now been recruited and are currently undergoing training with an expected commencement date of the 4th of August. Officers are continuing to explore options to address the graffiti on shutters, although there are some issues around liability which need to be considered prior to commencement. Options being explored include the potential for anti-graffiti artistic shutter wrapping in specific streets/ areas as a trial (subject to agreement with property owners).

iv. Bank Square Canopy

Members may be aware that a key project for the City Revitalisation Programme was the exploring of the creation of an outdoor covered space for retailer-led themed events and other animation activity in Bank Square. In order to test the viability of a permanent covered space, two one-month long pilots are being implemented over the Summer (July/August 19) and Autumn (September/October 19) using a temporary canopy to encourage visitors and shoppers to spend time in the area. Appendix 1 includes images of the temporary structure in place for the first of the two pilots.
| 3.10 | Officers are working with local retailers to develop a comprehensive programme of events during the pilot periods with an initial concentration of activity in July/August showcasing a mixture of musical events and family activities. **Appendix 2** provides further details on programme of events scheduled for Bank Square during this period, with engagement ongoing with local traders and artists to further develop and enhance the programme. BCC cleansing team and Safer Neighbourhood Officers (SNOs) as well as the PSNI are present in the area and aware of installation to address any potential issues that may arise. |
| 3.11 | A market research company (CARD) has been appointed to carry out a comprehensive consultation and evaluation of the two pilots, engaging the general public and local traders on experience and recommendations for the longer-term potential of a covered canopy in Bank Square. If the temporary pilot programme is successful, it is intended to bring formalised proposals for a longer term more permanent solution that involves the Council, DfC and traders. |
| v. City Dressing and Lighting Strategy | Members will be aware that work is underway to develop a City Dressing and Lighting Strategy which will inform how new city dressing and lighting schemes may be brought forward in a coherent way. It is envisaged that the draft Strategy will be complete in early Autumn and will be brought into Committee in September for consideration of Members. |
| 3.12 | As previously discussed with Members, a number of initial pilot lighting projects are being developed for Castle Street and Castle Arcade with initial illustrative concepts attached at **Appendix 3**. The Castle Street proposals involve a series of streamlined projectors being positioned in specific locations enabling lighting schemes to be transferred onto buildings and shutters addressing anti-graffiti and safety issues. Initial engagement with local traders has been positive and it is proposed that a pilot display will be erected on 83-87 Castle Street with a further role out of additional displays pending wayleave agreement with landowners. The lighting schemes will be commissioned and themed by council in conjunction with local traders and arts organistaions, and will also have the capacity to be programmed to promote local events and activities. The Castle Arcade proposal will involve the positioning of a large lighting rig which will facilitate the rigging of lighting equipment for programmable lighting displays, and enable the area to be themed and dressed to promote local events and activities. Due to the permanent nature of the structure in Castle Arcade this piece will be designed and installed as a part of the Entries project which also forms an element of this programme. |
| 3.14 | Discussions are also underway with city partners in relation to potential enhanced Christmas lighting including proposals for the Council to fund creative lighting feature(s) at specific locations |
as part of the City Revitalisation Programme. Bid One have committed additional funding to address cross street lighting features within their boundary, and Council currently have a procurement competition ongoing to engage a large feature lighting display within the Royal Avenue/Castle Place area of the city. A further report will be brought back to Committee in September for consideration of Members on completion of the procurement competition.

vi. Entries and Lanes Strategy

3.15 One of the key issues identified in the pre-Christmas Recovery Programme was the connectivity and permeability of the city centre and its impact on wayfinding around the city centre following the fire. To address this, and following research in other cities, there is an opportunity to support and enhance permeability via an Entries and Lanes Strategy to improve the connectivity, resilience, tourism, city character, marketing and alternative uses for the existing entries.

3.16 Stage one procurement competition (PQQ) for design consultants has completed and the second stage (ITT) is underway. It is anticipated that a consultant will be appointed during August 2019 to carry out design works on Phase 1 of the Entries Project which will include Castle Arcade, Crown Entry, Joys Entry, Pottinger’s Entry, Coles Alley, Wellington St and Winecellar Street. Following a period of engagement, it is intended that some capital work could commence before Christmas 2019 with completion of all Phase 1 works by March 2020. Preparatory work for Phase 2 will be progressed during Autumn 2019 and capital works will be subject to funding becoming available. Phase 2 of the Entries Project also incorporates design works at Church Lane and Callendar Street which will be carried out in conjunction with DfC. Capital works will be subject to available budget and additional information will be brought to committee in subsequent reports.

Animation/ Events and Programming

3.17 Members will be aware that as part of the Recovery Programme, the Strategic Policy and Resources Committee, at its meeting on the 22 February, agreed a budget of £200,000 to support animation activity as part of the City Revitalisation Programme.

3.18 A key principle for Council investment was to augment and amplify planned activity, as opposed to developing new activities. As a result, officers have been working with event organisers to consider how these can deliver on the objectives above, with a focus on the areas of the city most negatively impacted by the fire.

3.19 Examples of activities supported to date include:

- **Festival of Fools**: this event takes place on the first May Bank Holiday weekend each year. This year, the organisers programmed a range of activities in Castle Place,
3.20 Focusing on the pop-up park (before it was moved). This attracted a large family audience to this part of the city.

- **City of Music programme:** this programme will run from July to September. It will deliver a series of musical performances and activities across the city centre, with a focus on the stage at Bank Square which is to be installed for two periods over the summer break. Appendix 4 provides details of the planned programme of activities.

- **Big Belfast Tee Off:** this programme of family-friendly activities was focused on the City Hall grounds and involved a NI-themed pitch and putt, a golf simulator and other golf-related activities to appeal to young audiences. The event marked the 148th Open at Royal Portrush, in recognition of the large number of visitors and golf spectators who based themselves in Belfast over the period of the tournament.

- **Belfast Music Summer Season:** Over 50 Music events running across 20 different venues and locations in the city centre from 18 July to 28 September. Highlights for the Bank Square activity include the Golf Open Weekend in partnership with Belfast One showcasing some of Belfast’s best bands, family friendly global music workshops including Dhol drumming, a showcase of the winners of The Great Belfast Busk Off and a 20-piece brass band covering contemporary pop music over Pride weekend.

3.21 A number of additional events are planned over the coming months including:

i. **Enhanced Culture Night/Day programme**

   For the first time this year, the traditional Friday-night Culture Night will also feature a Culture Day on Saturday. The dates for this year’s event are 20th-21st September. In order to maximise the value and impact of the Culture Day programme, and draw footfall and spend into the city centre area, officers have been working with the Cathedral Quarter Trust to put together a programme to facilitate ease of attendance, benefit retailers and encourage movement across the city centre from City Hall to the Cathedral Quarter.

   Culture Day will include a wide range of family-friendly activity across the city including a global music and dance programme at Writer’s Square, a family ‘playground’ at Buoys Park and a Bazaar and Street Food Market at St Anne’s Cathedral. Key elements of the programme – for which additional support is being sought from Belfast City Council – include:

   - **City Hall:** a music stage will be located there. Performances and activities will include “Baby Rave” events; world music stage; dance and street theatre workshops
   - **At other locations (principally Castle Place, Bank Square, Lombard Street and Rosemary Street)** additional activities will include Belfast Busk Off event; pop-up musical performances and family cinema activities.
| 3.23  | The Cathedral Quarter Trust estimates that the impact of these Culture Day activities will include:  
|       | - Audiences/ Footfall: 40,000+  
|       | - Estimated economic impact: £500,000+  
|       | - Estimated additional bednights: 4,000 (as programming on Friday evening & Saturday)  
|       | - Estimated print and broadcast AVE value of £1,000,000  |
| 3.24  | The Trust has been successful in levering financial support from the Department for Communities (DfC), Destination CQ BID and BID One. The financial request from the Council will be £45,000 towards this additional programme of activity on Saturday 21 September.  
| 3.25  | **ii. Taste the Island Activity**  
| 3.26  | Tourism Northern Ireland (TNI) is leading a new initiative called “Taste the Island”. The initiative is an eight-week showcase of the fabulous food and drink offer all across the island of Ireland. It will run from mid-September to mid-November 2019.  
| 3.27  | 2019 will be the first of a three-year commitment, delivered in conjunction with Tourism Ireland and Fáilte Ireland. The timing of the 8 week programme will build on the success of the 2016 Year of Food and Drink and coincides with the celebration of Northern Ireland as the “Best Food Destination” at the International Travel and Tourism Awards 2018/19.  
| 3.28  | Tourism Northern Ireland has put in place a small budget to support and profile local events and a number of local organisations have made applications for support from the fund. Other organisations are levering financial support from alternative sources and are linking in with Tourism NI in order to profile and showcase their event as part of a marketing initiative associated with the programme.  
| 3.29  | There are a number of events taking place in Belfast over that period and the Council has been working with partners to consider how these can be developed to support some of the ambitions and objectives of the Revitalisation Programme. Council officers have also encouraged these partners to programme their events over a number of weekends in September and October in order to encourage economies of scale and improve the experience for visitors to the city.  
|       | Key activities which the Council has been asked to support include:  
|       | - To coincide with Culture Night and Culture Day, partners are planning a series of food-related activities. These include the “Linen Table”. This event is being delivered by the Linen Quarter BID. It will involve organising an evening dining event delivered by a range of hospitality providers in the Linen Quarter area. The event will take place in the City Hall/Bedford Street area. The Linen Table will be a paid-for event, focusing on food |
excellence and local produce. In advance of the evening event, the marquee that is to be used for the event will be used by the Culture Day organisers for some of the activities outlined above. In order to support the engagement activities, it is proposed that the Council makes a financial contribution towards this event of £5,000. The remainder of the costs will be met from ticket income as well as a financial contribution from the Linen Quarter BID.

- Following on from the weekend activities, BID One and Destination CQ are proposing to organise the second Belfast Restaurant Week as well as a weekend food market. The restaurant week event will run from Monday to Thursday (23-26 September) and will involve £10 lunch and £15 evening meal offers by a range of hospitality venues. The weekend event (27-28 September) will include food demos and a producers’ market as well as a Big Belfast Brunch event on the Sunday (28 September). The event organisers are seeking funding from Tourism NI and DfC and both BIDs will also be making a financial contribution. It is proposed that the Council makes a financial contribution of £4,500 towards the costs associated with hosting the event.

- Also taking place on the same weekend as Culture Night/Day, Tesco will be organising their seventh annual Taste of Northern Ireland event in Custom House Square. Members will be aware that anyone wishing to operate a market or car boot sale within Belfast must apply to Belfast City Council for permission to do so – and applications for markets with more than 20 stalls need to be approved by the City Growth and Regeneration Committee. Tesco are seeking a licence to operate this event on 20-22 September 2019. This event is designed to showcase the range of food and drinks available from Tesco produced in Northern Ireland. Some stallholders do have products for sale on the day; however, most will offer free samples and use the event as an opportunity to demonstrate their product range. Numbers are currently being finalised but it is expected that there will be up to 65 stalls at the event. There will be no financial contribution required from the Council for this event – Tesco cover all of the costs. As with all markets, the Council will receive a fee for the licence application (£50) as well as a stallage fee of £5 for each stall at the event. It is proposed that the Committee agrees to grant the markets licence for the organisation of this event, given that it will complement the wider programme of activity.

- Belfast’s inaugural Oyster Festival will take place in Bank Square on Saturday 5th and Sunday 6th October. The event will feature a series of cookery demonstrations and a food market with a variety of seafood stalls alongside family friendly daytime entertainment with workshops and aquarium touch tanks for children. In the evenings, there will be a music showcase featuring local bands and musicians. The organisers will be working closely with the Council to ensure that the animation supports the wider City
Revitalisation objectives. It is proposed that the Council provides a financial allocation up to £3,000 towards the costs associated with event logistics.

**Marketing and Communications**

3.30 Members may be aware that the ‘Make it Belfast’ advertising and marketing campaign went live on Monday 13 May and will run through until the end of August 2019 to support the City Revitalisation Programme. It targets the local day trip market and seeks to uplift the image and attractiveness of Belfast city centre as a premier retail and day trip destination, promoting its unique experiences, great value and access.

3.31 Visit Belfast are commissioned to oversee implementation of campaign in liaison with city stakeholders and Council; with a range of mediums being used including radio advertising, digital, video, social media, national and local press as well as highly visible outdoor promotion on bus T-sides, adshels and 48 sheets. In addition, a ‘Make it Belfast’ campaign toolkit has been developed and shared with city stakeholders and businesses to further strengthen and add value to the campaign. The Council is also supporting the uplift of the campaign, as appropriate, via existing external communications channels. Visit Belfast have provided initial feedback on implementation and successes of the campaign to date as set out below:

- **Press & PR coverage** – reach 210,000 people & 629,000 opportunity to see (OTS)
- **180,000 leaflets distributed** to targeted households, key transport hubs and bus stations
- **Digital channels** – over 1.5m impacts (social media, email marketing, search and campaign website views)
- **Radio Advertising** – over 5.5m impacts (relates to number of opportunities to hear ad by any one person)
- **Outdoor advertising** – 7,970K impacts

Appendix 5 provides further details on the ‘Make it Belfast’ City Recovery Marketing Campaign

**Financial and Resource Implications**

3.32 At the SP and R Committee meeting in October 2018, members were updated on the £5.637m allocated, from a number of sources, to the recovery programme, and the £4.887m allocated directly to council for the City Centre Revitalisation Programme. A breakdown of this funding is provided in Appendix 6 of this report.

3.33 The Strategic Policy and Resources Committee, at its meeting on 22 February 2019, followed by the City Growth and Regeneration Committee at its meeting on 6 March 2019, were updated on the £1.882m spent on Phase 1 of the Revitalisation Programme, and the £500k of funding
allocated by council for direct trader support. The respective committees approved a report setting out an overview of the broad proposals for Phase 2 of the City Revitalisation Programme and associated budget allocations across the identified strands of activity totalling £2.505m. The key strands detailed, and for which updates are provided and approvals requested, in this report are funded from within this Phase 2 budget.

**Equality or Good Relations Implications / Rural Needs Assessment**

None associated with this report.

### 4.0 Documents Attached

- **Appendix 1** - Bank Square temporary canopy images
- **Appendix 2** - Bank Square programme of events (July/August 2019)
- **Appendix 3** - Lighting Pilots (Castle Street and Castle Arcade) illustrative concepts
- **Appendix 4** - Belfast Music summer season programme
- **Appendix 5** – Update on ‘Make it Belfast’ City Recovery marketing campaign
- **Appendix 6** – Programme Funding
Temporary Canopy Structure in Bank Square
Programme of Events @ Bank Square (July/August)

Disco Beard
Bank Square
Thurs 18 July, 6.45pm - 9.00pm

Disco Beard is a dynamic duo based in Belfast. Their love of all genres influences their own funky spin on pop and crowd favourites, from the Spice Girls to Bill Withers.
Free to attend. Just turn up!

Belfast Busking Band
Bank Square
Fri 19 July, 4.30pm - 6.30pm

The Belfast Busking Band share their love of playing a huge mix of music including; soul, funk, jazz, folk, ska, boss nova, reggae, hip hop and r&b.
Free to attend. Just turn up!

No Oil Paintings
Bank Square
Fri 19 July, 7.00pm - 9.00pm

No Oil Paintings is the musical synergy of Chris Kelly (lead vocals, guitar), twin brothers Sean (vocals, guitar, 5-string banjo) and James Doone (vocals, bass guitar) and George Sloan (vocals, drums). With a variety of influences from rock to outlaw country and a bottomless passion for making great music they offer a raucous brand of alternative guitar and banjo-driven folk with an edge of darkness.
Free to attend. Just turn up!

Cap On The Wall
Bank Square
Sat 20 July, 5.00pm - 8.00pm

Cap On The Wall are on a mission to deliver quality entertainment for any occasion. From traditional Irish folk to soft jazz or even the chart hits. Expect traditional ceilidh dancing with a teacher and Irish dance performers. That’s when the party really gets started! We’ll also have a prize winner from the Belfast Busk off to warm up the Bank Square stage!
Free to attend. Just turn up!

String Ninjas
Bank Square
Sun 21 July, 3pm - 5pm

Belfast’s own Gavin Ferris and Mick Conlon have been wowing audiences with their energetic, fresh, live performances filled with their original takes on some of the worlds most loved and best known songs. Expect hard-hitting bass, flashy solos, and grooving rhythm.
Free to attend. Just turn up!
The Unholy Gospel Band
Bank Square
Sun 21 July, 6pm - 8pm

Authentic American gospel music delivered live and straight from the soul via Northern Ireland’s very first (unholy) gospel band. Featuring songs by Mahalia Jackson, the Staple Singers, James Brown and much more. The Unholy Gospel Band, as the name suggests ‘ain’t holy but the music is gospel.’

Free to attend. Just turn up!

--------------------------------------

Sounds from Bank Square – Session 1
Bank Square
Thurs 25 – Sun 28 July, 3pm – 9pm

Relax and unwind with some of the best local music acts in a family friendly setting. Look out for pop-up music school with Artsekta using different percussion instruments from around the world including Japan, Africa and India. Stay tuned to @BelfastMusic on Facebook for more details

Free to attend. Just turn up!

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Sounds from Bank Square – Session 2
Bank Square
Thurs 1 – Tues 6 August

4pm – 9pm

Relax and unwind with some of the best local music acts in a family friendly setting. Look out for pop-up music school with Artsekta using different percussion instruments from around the world including Japan, Africa and India and a special Outernational DJ set. Stay tuned to @BelfastMusic on Facebook for more details

Free to attend. Just turn up!
Illustrative Images of Lighting Pilots (Castle Street & Castle Arcade)

CASTLE STREET - PROPOSED CONCEPT MOCK UPS

Before...

After...
CASTLE STREET - PROPOSED CONCEPT MOCK UPS

Before...

After...
Belfast MUSIC

Summer Season 2019
Programme
July to September

Page 309

www.belfastcity.gov.uk/cityofmusic
Summer Season 2019

Belfast Music’s Summer Season is back! This line-up of music-based events represents the strength and depth of the Belfast scene with some special guest appearances from our extended family across the region!

Last year’s foundation of great events has allowed us to push the artistic and creative boundaries further again!

We’ve got opera and music-theatre in domes, to drone painting workshops inspired by DJ sets! We have pop up choirs who meander across traditional music, dance, and digital art, to pop up cinemas celebrating Belfast’s musical history from the 60s through to the present day. From ceilidhs to Afro-beats, Busk Offs to Brazilian beats, acoustic stages to immersive electronica, we have just about all bases covered for all ages and music tastes, reflecting the vibrant landscape that is Belfast’s music scene.

We’re really excited by and proud of the music scene here in Belfast. Join us this summer to sample and experience what the city has to offer. It’s yours for the taking.
Lunaria - The Belfast Ensemble

The Dome, Victoria Square
Thurs 18 July,
5.30pm - 8.30pm

Free to attend.
Grab your free ticket on Eventbrite.

📢 For tickets go to:
www.eventbrite.co.uk

🔍 For more information go to:
www.thebelfastensemble.com

See Northern Ireland’s capital afresh with the The Belfast Ensemble. Straight from performances at London’s Southbank for the PRS New Music Biennial 2019, this 15 minute new work evokes a furiously vibrant city caught in the crossfire of national identities. The Belfast Ensemble, with their unique blend of music, performance and light, present a unique new work. Join us for a window into new approaches to musical performance and interpretation in the city of Belfast. This is music-theatre for the 21st Century.
Golf Open Weekend

Disco Beard

Bank Square
Thurs 18 July, 6.45pm - 9pm
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No Oil Paintings

Bank Square
Fri 19 July, 7pm - 9pm
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Sun 21 July, 3pm - 5pm
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Glandore Belfast x Mix The City Workshops

Glandore, 41 Arthur Street
Thurs 25 July, 5pm - 8pm
Places are free but limited to six participants per workshop.
To book your place go to: www.eventbrite.co.uk

Glandore do co-working with a difference - they’re opening their doors to Belfast Music this summer, and giving you the opportunity to create your own mix of Belfast. Originally curated by Hannah Peel, now it’s your turn to re-Mix The City. We’ll take you on a step by step guide on how to create your own Belfast mix.

Sounds from Bank Square - Session 1

Bank Square
Thurs 25 - Sun 28 July, 3pm - 9pm
Free to attend. Just turn up!
Relax and unwind with some of the best local music acts in a family friendly setting. Look out for a pop-up music school with Artsekta, using different percussion instruments from around the world, including Japan, Africa and India. Stay tuned to @BelfastMixTheCity on Facebook for more details.

The MAC
Sat 27 July, 4pm
Admission: £5.
Grab your ticket on Eventbrite.
For tickets go to: www.eventbrite.co.uk
For more information go to: www.acsoni.org

African and Caribbean artists fuse their talents to create a show incorporating dance, dub-poetry and visual art, moving away from the traditional concert format. A series of acts within a performance, where collaboration is key.
**Future Sounds**
**Now 1 - Reevah and Malojian**

*Masonic Hall, 15 Rosemary St*  
Sat 27 July, 8pm  
Admission: £5.

翀 For tickets go to:  
www.eventbrite.co.uk

Derry songwriter Reevah’s acclaimed debut EP ‘Hummingbird’ was self released in June 2018 and aired on RTÉ Radio One and BBC Introducing. She has supported Lisa Hannigan, Wyvern Lingo and Duke Special. In 2018 Reevah collaborated on a project with The Ulster Orchestra. An emerging talent not to be missed.

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**Belfast Trad Fest - Trad On The Square**

*Writer’s Square*  
Sun 28 July 2019, 12pm - 5pm  
Free to attend. Just turn up!

翀 For the full programme go to:  
www.belfasttradfest.com

Trad on the Square is a free one-day event celebrating Traditional Music, Dance and Song at Writer’s Square. It will include a Traditional Music stage, outdoor ceilidh, a participatory live session, a drum circle, arts, craft and music stalls, and family-fun activities as part of Belfast TradFest 2019.

Belfast Trad Fest is proudly supported by Belfast City Council, Arts Council of Northern Ireland, Tourism NI, Department for Communities and Destination CQ.
Sounds from Bank Square - Session 2

Bank Square
Thurs 1 - Tues 6 August, 4pm - 9pm
Free to attend. Just turn up!

Relax and unwind with some of the best local music acts in a family friendly setting. Look out for a pop-up music school with Artsekta, using different percussion instruments from around the world, including Japan, Africa, and India, and a special Outernational DJ set. Stay tuned to @BelfastMusic on Facebook for more details.

Mix The City Workshop

University of Atypical
Fri 2 August, 12pm - 1pm, 1.30pm - 2.30pm and 3pm - 4pm
Places are free but limited to six participants per workshop.

To book your place go to: www.eventbrite.co.uk

Originally curated by Hannah Peel, now it’s your turn to re-Mix The City. We’ll take you on a step by step guide on how to create your own mix of Belfast. The best remix videos and productions will be played on Culture Night 2019!

Molto Vivo

The Black Box
Fri 9 August, 8pm - 11pm
Free to attend. Grab your free ticket on Eventbrite.

For tickets go to: www.eventbrite.co.uk

Molto Vivo have earned a reputation as a talented band to look out for. Described as “the Pixies met Green Day and had a baby” they are sure to have you dancing along at this bewitching live show! We’ve also asked them to surround themselves with their wish list of local musicians.

The three piece, made up of Mattie Bell, Jordan Dickson and Rae Sofley, combines grunge, rockabilly, classic rock, punk and theatrical composition to create a well-rounded and distinctive style.

Special support from Don’t Fear the Natives and John Andrews with full band.
HIVE Choir - Word on the Street

City Centre Pop Up Concert
Fri 16 and Sat 17 August
Free to attend. Just turn up!

Whether you’re on a wee dander through town or faffin about, just haul on. You might hear HIVE. They’re a vocal ensemble of artists who work in experimental music, traditional music, dance, digital art, theatre and urban studies. Based in Belfast, HIVE perform new music using found text, verbal notation, graphic scores, improvisation and audio technologies.

Seedhead Arts presents Blue Whale

The Black Box
Thurs 22 August, 8pm
Free to attend. Just turn up!

Blue Whale are a jazz punk quartet from Belfast. Their aim has always been to veer away from the trappings of the traditional guitar-centric four-piece, and in doing this have experimented heavily with unconventional scales and time signatures. Their cadenced, angular and atonal compositions tread fine lines between dance and discord, chaos and intricacy, with the resultant aural tension unique in its capacity to simultaneously provoke mental confusion and physical movement. Their sound has been compared to the likes of Captain Beefheart and the Magic Band, Television, Swans, Sonic Youth and Slint.

GXRL Code

The Berliner
Sat 17 August, 9pm
Admission: £5.

For tickets go to: www.eventbrite.co.uk

For more information go to: www.facebook.com/gxrlcode

A collective of musically minded female artists and creatives, shifting the narrative of female expression through scene shaking parties! Showcasing local artists and designers, setting up stalls to exhibit their art and using the stage to showcase their craft!
Rudimentary Records - Crypticz x Itoa EP Launch

Ulster Sports Club
Fri 9 August, 9pm

Admission: £5.

For tickets go to: www.eventbrite.co.uk

Rudimentary celebrate the new EP from Itoa and Crypticz.

This EP showcases two of the most talented up and coming producers in the bass scene. Expect a blur of Dubstep, Drum n Bass, and Footwork, and for the sound system to be tested!

Cathedral Quarter Caribbean Social

Writer’s Square
Sat 10 August, 12 noon - 5pm

Free to attend. Just turn up!

Expect Carnival vibes courtesy of Steel Drum maestros and Notting Hill stalwarts Tropical Heatwave for one day only! Join us for an afternoon of reggae, dance, and DJs as well as a range of genuine Caribbean Street Food stalls to provide you with a fresh alternative weekend lunch. Hosted by Destination CQ BID, ACONI and Belfast City Council.
Strange Victory Records Presents - Multimedia Music Street Party

Strange Victory Records, 22-24 Berry Street
Sat 10 August, 10am - 5pm
Free to attend. Just turn up!

This family-friendly event includes a mobile cinema showing specially curated musical film content as well as a specially commissioned film showcasing Belfast’s musical history from the 60s through to present day.

There’s also a pop-up art gallery exhibiting a series of professional gig photographs and gig promo posters from Belfast gigs across the decades (60s - present).

Plus street games, ‘musical face painting’ for kids and local food stalls showcasing the best of Belfast while local DJs soundtrack the day in style!
Four Men and a Dog

Ulster Sports Club
Thurs 22 August, 8pm

Admission: £15

For tickets go to:
www.eventbrite.co.uk

For more information go to:
www.androichead.com

Four Men and a Dog are true legends of Irish music. Their fiery tune sets are second to none for passion and precision, while their songs are full of surprise - anything from traditional ballads to American folk songs to acoustic rock n’ roll (in the words of the band “Blame it on the radio”).

Vault Artist Studios

-Courtship

CastleCourt
Fri 23 August, 7pm

Free to attend. Just turn up!

Vault is a collective of individuals. Each different but held together by the need to create - to make something come alive and shape it. Our latest venture into disused space is in a vacant unit in Castlecourt. For one night only, led by our musical members we will collaborate on an evening of music, experimentation and play. Join us to watch. Join us to dance. Join us...

Music Central

Lanyon Place Station
Mon 2 and Thurs 19 September, 12 noon and 4.30pm

Free to attend. Just turn up!

What better way to keep your summer of festivals going than with some live music to set your commute off on the right note, with acoustic sets from some of the best musicians in the city.
Lucent

The Black Box

Thurs 5 September, 8pm
Admission: £5.

For tickets go to: www.eventbrite.co.uk
For more information go to: www.thelucentmoment.com

Lucent is a new, collaborative piece of work curated and directed by Hex Hue (Katie Richardson) alongside many brilliant artists and it’s funded by the Help Musicians UK Fusion fund.

It is a multi-disciplinary project working with music, visual art and dance to produce a collection of new songs inspired by the creative community in Northern Ireland.

Join us for a unique immersive music experience in The Black Box featuring live music from Hex Hue, image, film, visuals and dance, plus some special guests! Neo Neo DJ’s will be setting the musical tone.

Beyond Skin - Mim Suleiman, Orchestre des Réfugiés et Amis

Oh Yeah Music Centre
Fri 6 September, 8pm
Admission: £4

For tickets go to: www.eventbrite.co.uk
For more information go to: www.beyondskin.net

Mim Suleiman has been described as the Mama Africa of the Modern Era revelling in her East African vocals and percussion traditions. Orchestre des Réfugiés et Amis is a music project developed by Beyond Skin creating safe welcoming spaces for musicians in refugee or asylum status to meet, collaborate and socialise with a diverse of professional musicians. This is a double bill not to be missed!
Future Sounds Now 2
- The Lost Connection, Ai Messiah

Masonic Hall,
15 Rosemary Street
Sat 7 September, 8pm
Admission: £7.

For tickets go to: www.eventbrite.co.uk

Artist Locky Morris (Rare) and guitarist John O Neill (The Undertones, That Petrol Emotion) bring a growing pulsating pop appeal to the abandoned Masonic Hall on Rosemary Street. Ai Messiah epitomises the Future Sounds of Now series. Their debut album ‘Sentience and Sapience’, released last November on local outfit Touch Sensitive is a masterpiece of future-leaning soundscapes. We are buzzed to be hosting their live AV show.
Summer Season 2019

**The Lap Off**

**Ulster Sports Club**  
Fri 13 September, 8pm

Free to attend.  
Grab your free ticket on Eventbrite.

For tickets go to:  
www.eventbrite.co.uk

Up from the grave, The Lap Off has awoken from a six year hiatus to pit our best electronic musicians and DJs against each other in gladiatorial knock out rounds of ten minutes each and crowd reaction decides who wins. Think 8 Mile with laptops.

Contestants can use their laptop to produce noises in whatever way they like, and can supplement their electronic sounds with any instrument they can connect-up! Past contestants have been DJs, original musicians, and everything in between. Always diverse and always surprising, expect dancing, shouting and a mess of cables like you’ve never seen.

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**Lady Vendredi**

**Black Box**  
Fri 6 September, 8pm

Part of the Bounce Arts Festival.  
Admission: £5.

For tickets go to:  
www.universityofatypical.org/bounce

Imagine an experience - turbulent yet seductive, surrounded by sound and bathed in love. Cult music icon Lady Vendredi is a mythopoetic super heroine and vodou priestess popstar from another dimension. Enter the space of Neon Dream - an imagined alternate reality of pulsating sensuality. A constellation of Afro-futuristic sound, light and movement. Drawing from sources as wide as Haitian Vodou, Bauhaus costume, and 70s synth pioneers, Lady Vendredi creates and recreates a new world in this mythic ritual gig.
Sounds from Bank Square - Sessions 3 and 4

Bank Square
Fri 13 - Sun 15 September, 4pm - 9pm
Thurs 19, Sat 21 - Sun 22 September, 4pm - 9pm
Free to attend. Just turn up!

Relax and unwind with some of the best local music acts in a family friendly setting. The perfect soundtrack to your summer - make the most of the urban great outdoors! Stay tuned to @BelfastMusic on Facebook for more details.

Drone Patrol

Bank Square
Sat 14 and Sun 15 September, 11:30am - 1pm and 2pm - 4pm
Free to attend. Just turn up!

Artist Robin Price has taught his drone to carry a paintbrush and you’re in control. Enjoy the challenge of piloting a wonky drone over a canvas and letting your creativity loose. We’ll have DJ’s supplying a laid back Outernational soundtrack to inspire your painting.
Mix The City Live x Culture Night

Belfast City Hall
Fri 20 September, 5.30pm - 8pm
Free to attend. Just turn up!

Clap, stomp and shout, together in time! This is your chance to immerse yourself and become the remix! Conor Mitchell (The Belfast Ensemble) will orchestrate a real time remix of Hannah Peel's original score with Mix The City artists, including Katie Richardson (featuring Open House Choir), No Oil Paintings, Kaidi Tatham, and Steven Davis. We’ll be getting you all making music in the grounds of City Hall! We have a feeling this will be a landmark event to remember!

Acoustic Picnic x Culture Day

Oh Yeah Music Centre
Sat 21 September, 11am - 2pm
Free to attend.
Grab your free ticket on Eventbrite.

For tickets go to: www.eventbrite.co.uk

A relaxed afternoon of live music for all ages and activities for children. Little movers and shakers are encouraged to dance and sing along to some heart-warming and well-known songs from the Over The Hill house band.

Warm friendly atmosphere. Bring your own picnic, some light snacks and tea and coffee will be on sale in the Oh Yeah cafe too.
CHANT - Cathedral Quarter Choir + Special Guests

Rosemary Street Presbyterian Church
Thurs 26 September, 8pm

Free to attend.
Grab your free ticket on Eventbrite.

CHANT will be joined by some of Belfast’s finest musicians to perform bespoke choral arrangements of their songs for a one-off gig that promises to live long in the memory.

With a focus on fun and singing contemporary and local music, everyone is welcome. This is the start of something special - come and get involved!

Barrio 54

Ulster Sports Club
Sat 28 September, 9pm

Admission: £4 advance / £6 OTD

Back for one night only, Barrio 54 is calling good people to bring good vibes to a class venue to dance to outstanding music of the tropical electronica kind, with a LIVE soulful twist. Previous guests to share our stage include Reset, Rudimentary, Homespun and Belfast Music Club.

Our gatherings have to be felt to be believed! Do join us.
MIX THE CITY
Belfast
CURATED BY HANNAH PEEL

Make your own mix of Belfast at
www.mixthecity.com/Belfast

LIVE @ CULTURE NIGHT
Take part LIVE at
Belfast City Hall on
Culture Night
(see page 19)
Scan here for our Belfast Music playlist curated by Oh Yeah Music Centre.

The Belfast Music Tour, brought to you by the Oh Yeah Music Centre is a journey across the city celebrating the music, artists, and landscape that have brought character to our city.

To book go to www.visitbelfast.com/tickets
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City Recovery Marketing Campaign Update

9th July 2019
• £300k budget made available by BCC to support city centre marketing campaign

• Campaign brief developed through a stakeholder steering group inc. BCC, Visit Belfast, Belfast Chamber, Belfast One, Destination CQ, Hospitality Ulster, Translink, Retail NI, CastleCourt and Victoria Square

• Design and deliver a fresh new campaign approach targeting the local day trip market up to 60 minutes drive time

• Intensified periods of integrated campaign activity (May/June and July/August)
Campaign Objectives

- Re-engage local consumer interest through positive messages
- Uplift image and attractiveness of Belfast city centre as a premier retail and day trip destination
- Promote unique experiences, great value and access
- Maximise campaign reach and penetration to audience segments and selected geographic locations
- Address perceptions and provide strong reasons to come to Belfast
For a city like no other... make it Belfast.

For shopping trips to treasure with special gifts... Fashion and treats, with a choice of the best shopping experiences... make it Belfast.

For inspired cuisine at award winning restaurants, Delicious street food and vibrant markets... make it Belfast.

For high points on rooftop bars and surprises around every corner... make it Belfast.

For days you don’t want to end... make it Belfast
‘make it Belfast’ campaign tool kit shared with all business to further strengthen and add value to the campaign

Collateral

• A4 and A3 posters (pdf)
• 300x500mm strip advert
• ‘make it Belfast’ lock up in various colours
• Square social posts (utilising campaign photography)
• Email footer
Utilising City shopkeepers. Sales assistants and service providers to show personal engagement and special moments:

For a cut above the rest  Barber Shop
For shopping trips to treasure  Gift Shop
For well-heeled soulmates  Shoe Shopping
For fitting shopping experiences  Bespoke Tailoring
For a day filled with high points  Rooftop bar/Restaurant
For days you don’t want to end  Eating Out
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<th>Channels</th>
<th>Detail</th>
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<tbody>
<tr>
<td>Out of Home</td>
<td>48 sheets</td>
<td>Located roadside targeting commuters within 60-mins journey time</td>
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<td>Bus T sides</td>
<td>Primarily deliver a central, urban-based audience on public transport routes, within 60-mins journey time</td>
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<td>Adshel</td>
<td>Ubiquitous across arterial routes in the Greater Belfast and public transport routes, within 60-min journey time</td>
</tr>
<tr>
<td>Door Drop</td>
<td>Mini leaflet brochure</td>
<td>Ballymena, Antrim, Larne, Carrickfergus, Newtownabbey, Holywood, Bangor, Newtownards, Lisburn, Lurgan, Portadown &amp; Newry</td>
</tr>
<tr>
<td>Radio</td>
<td>30 second radio</td>
<td>CoolFM</td>
</tr>
<tr>
<td></td>
<td>Outside broadcast</td>
<td></td>
</tr>
<tr>
<td>Digital Film</td>
<td>YouTube / Programmatic</td>
<td>Audience profiling and geo-targeting (up to 60-mins journey time)</td>
</tr>
<tr>
<td></td>
<td>Facebook / Instagram</td>
<td></td>
</tr>
<tr>
<td>Digital</td>
<td>Native: Taboola / Gemini</td>
<td>Town targeted, age profile and family status defined audience</td>
</tr>
<tr>
<td>Content</td>
<td>Facebook / Instagram</td>
<td>Town targeted, up-market age and interest profile audience</td>
</tr>
<tr>
<td></td>
<td>May</td>
<td>June</td>
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<td>20 27</td>
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<td>C10 C11 C12 C13 C14 C15 C16 C17 C18</td>
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<tr>
<td>Radio</td>
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<tr>
<td>Radio OB</td>
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<tr>
<td>Digital Film</td>
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<tr>
<td>Direct Mail</td>
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<tr>
<td>Digital Content</td>
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<tr>
<td>Press</td>
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<td>PR</td>
<td>Always on</td>
<td></td>
</tr>
<tr>
<td>Social</td>
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</tbody>
</table>
Out of Home

T-sides

visitBelfast
Press & PR

Advertorial coverage in regional papers across the target geographic market, and 4 NI daily newspapers Combined Advertorial Reach: 210,000 & 629,000 OTS

Belfast Telegraph

Why everyone’s making it Belfast.

Fanned for the warmth of its welcome and vibrant culture, it’s a city that knows how to entertain.

From much-loved high street stores to bustling bars, to new and established restaurants opening their doors to global and local cuisines, there’s something to suit everyone on the city streets. Belfast is buzzing with charm.

There’s a variety of choice for shopping, the abundance of delicious eateries or perhaps it’s the warm welcome from the locals that keeps people coming back for more.

Whatever the reason, everyone’s making it Belfast. Take it from us!

First Person

“I met a couple at the top of a hill in the city centre, I was walking with my son and daughter, and they were stopping to take a photo. They both said ‘I love Belfast’. Their faces were lit up with joy, and I could see the sense of pride they held for their city.”

Nicolene Tarnas, Visit Belfast Director of Marketing

“A friend of mine was on her honeymoon in Belfast and she said ‘I want to come back again next year’.”

Sarah Thomas, local resident

A friend for friends...

“Belfast is a diverse place to live and visit and this is how we want to share it with the world.”

Jerry Fard, Visit Belfast Marketing Director

“Belfast is a place that offers something for everyone, from history and culture to music and food. We are proud of our city and want to share it with the world.”

Mark O’Connell, Visit Belfast Chief Executive

A visit to Belfast...

“Belfast is a great place to visit. It’s a city with a rich history and culture, and there are many places to eat and drink.”

Eleanor Mccabe, Journalist

“Belfast is a great place to visit. It’s a city with a rich history and culture, and there are many places to eat and drink.”

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A visit to Belfast...

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Eleanor Mccabe, Journalist

Getting there couldn’t be easier...

With direct flights from over 100 destinations, and just a short taxi ride from the airport, you can be in the heart of Belfast in minutes.

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Advertorials

Make it Belfast today.

Longer days make Belfast the perfect place to explore.

From shopping trips to the arts, nightlife to city tours, Belfast has it all.

Visit the Titanic Belfast for a fascinating day out, or explore the Ulster Folk and Transport Museum. Take a stroll around the Botanic Gardens or visit the Ulster Museum.

For more information, visit visitBelfast.com.

Belfast in a day.

Compete in size, but uncompromising in choice. Belfast is the perfect place to spend a day.

No matter what you’re looking for, you’ll be spoilt for choice with Belfast’s many luxury stores, its range of high street favourites and unique, independent boutiques. Savor the flavors of Belfast’s burgeoning craft scene and drink in the hospitality of the city’s many pubs and neighborhood bars. What are you waiting for? Make it Belfast today.

No matter what you’re looking for, you’ll be spoilt for choice with Belfast’s many luxury stores, its range of high street favorites and unique, independent boutiques.

Exploring the city’s many pubs and neighborhood bars is one of the best ways to experience Belfast. With bars ranging from traditional to modern, there’s something for everyone.

For more information, visit visitBelfast.com.

Newsletter Irish NewsDaily Mirror Irish News

visitBelfast

visitBelfast.com

For days you don’t want to end.

Experience the warm welcome of Belfast and you’ll be friends with the city forever.

visitBelfast

visitBelfast.com

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visitBelfast

visitBelfast.com

For days you don’t want to end.

Experience the warm welcome of Belfast and you’ll be friends with the city forever.

visitBelfast

visitBelfast.com
180,000 leaflets distributed to geo-targeted households, key transport hubs and bus stations
Campaign heavily profiled on visitbelfast.com & Visit Belfast social media channels:

- **1,518,130 impacts** (page views, impressions, email sent and search)
- **25,346 campaign page views**
Make it Belfast Content:
• Belfast in a Day
• Father’s Day Gift Guide
• Unique Shops in Belfast
• Father’s Day in Belfast
• Independent Shops in Belfast
• The Ultimate Belfast Shopping Guide
• Top Places for Lunch in Belfast
• Date Night Ideas
• Foodie Guide to Belfast
• Catch up with Friends in Belfast
• Belfast Family Friendly Restaurants
• Afternoon Tea in Belfast
• Getting Around Belfast
• Car Parking
Visit Belfast Social Media

Over 1.4m social media impressions:

• 1,276,440 paid impressions
• 113,416 organic impressions
Additional ‘Make it Belfast’ Activity

- Visit Belfast and Belfast City Council utilising #makeitbelfast
- Dedicated e-zine activity to consumer databases
- RoI summer campaign ‘Make it Belfast’ (Radio, Digital and Outdoor)
- Autumn ‘Food, Fashion & Festival’ campaign (in planning)
- Adoption by Translink into campaign activity (Metro campaign)
- The Open: 48-sheet site (Dunluce Road, opposite 3rd hole)
- Belfast Telegraph Top 100 Hospitality Supplement (2-page feature w/ Hospitality Ulster)
- Belfast Live ‘Make it Belfast’ feature
<table>
<thead>
<tr>
<th>Budget Category</th>
<th>Amount</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td>Media</td>
<td>£195,000</td>
<td>65%</td>
</tr>
<tr>
<td>Production</td>
<td>£75,000</td>
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<td>PR, Print &amp; Digital</td>
<td>£30,000</td>
<td>10%</td>
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<tr>
<td><strong>TOTAL</strong></td>
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<tr>
<td>Media Savings</td>
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<tr>
<td><em>negotiated discounts received</em></td>
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<td>£163,355</td>
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<tr>
<td>Added Value Advertising</td>
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<td>£20,000</td>
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</table>
## Campaign Evaluation (to date)

<table>
<thead>
<tr>
<th>Activity</th>
<th>Impacts</th>
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<tbody>
<tr>
<td>Outdoor Advertising</td>
<td>7,970,107</td>
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<tr>
<td>Radio Advertising</td>
<td>5,539,000</td>
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<td>Press Advertising</td>
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<tr>
<td>Digital Display</td>
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<td>Digital Native</td>
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<tr>
<td>Social media, email marketing, search &amp; website</td>
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<tr>
<td>PR</td>
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</tr>
<tr>
<td><strong>TOTAL IMPACTS (May/June)</strong></td>
<td><strong>20.6m</strong></td>
</tr>
<tr>
<td><strong>Overall Target</strong></td>
<td><strong>30m</strong></td>
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## City Recovery and Revitalisation 2018-2020: Programme Funding

<table>
<thead>
<tr>
<th>Funder</th>
<th>Total Amount</th>
<th>Paid to BCC</th>
<th>To Others</th>
</tr>
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<tbody>
<tr>
<td>Primark</td>
<td>£500,000</td>
<td>£500,000</td>
<td></td>
</tr>
<tr>
<td>Treasury</td>
<td>£2,000,000</td>
<td>£2,000,000</td>
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</tr>
<tr>
<td>Department for Communities</td>
<td>£580,000</td>
<td>£430,000</td>
<td>£150,000</td>
</tr>
<tr>
<td>Department for Economy/Tourism NI*</td>
<td>£400,000</td>
<td>£300,000</td>
<td>£100,000</td>
</tr>
<tr>
<td>Department for Infrastructure</td>
<td>£500,000</td>
<td></td>
<td>£500,000</td>
</tr>
<tr>
<td>Belfast City Council</td>
<td>£1,657,000</td>
<td>£1,657,000</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£5,637,000</strong></td>
<td><strong>£4,887,000</strong></td>
<td><strong>£750,000</strong></td>
</tr>
</tbody>
</table>

*Initially paid to Tourism NI, who then provided £300k funding to BCC

---

**Primark Monies**

£500,000
1.0 Purpose of Report/Summary of Main Issues

1.1 The purpose of this report is to update Members on the growth of conference tourism over recent years and the potential for future growth as a key element of tourism development in the City. It also includes a request to extend the eligibility period for the current Conference Subvention Scheme to 2030.

1.2 Belfast City Council and Tourism NI both provide financial support towards a Conference Subvention Scheme which is administered by Visit Belfast. This provides financial incentives to encourage Conference organisers to choose Belfast as a destination for their event.
1.3 The Scheme has been a critical element of Belfast’s ability to attract conferences and boost the City’s growing reputation as a premier conference location. Last year, Visit Belfast reported that Belfast welcomed over 55,000 national and international delegates to the city. This was a 77% increase on the previous year and is estimated to have generated £52million for the local economy. In 2018, Belfast was also named as the Best Events Destination by Conference and Incentive Travel (C&IT) while the International Conference Centre (ICC) won the accolade of Best Events Venue.

1.4 One feature of business and conference tourism is the long lead-in times for attracting new business. As part of the operation of the Conference Subvention Scheme, Visit Belfast have requested that the Council and Tourism NI agrees to a longer timeframe for the scheme. This will allow them to make recommendations for support for events that are planning to come to the city in coming years. It does not involve a request for additional financial support beyond the current commitments.

2.0 Recommendations

2.1 The Committee is requested to:

i. agree to extend the Conference Subvention Scheme end date to 2030, subject to resource availability;

ii. note the importance and economic value of conference tourism to the city and the projected growth of this sector; and

iii. note the importance of support mechanisms such as the Conference Subvention Scheme in attracting events.

3.0 Main Report

3.1 Key Issues

The Conference Support Scheme is administered by Visit Belfast and provides financial support to encourage conference organisers to choose Belfast as a destination for their event. The key objectives of the Conference Support Scheme are:

- to raise the profile of Belfast and Northern Ireland as a leading business and conference destination
- to consolidate existing investment in Belfast and Northern Ireland hotel and conference infrastructure
- to increase the contribution of business and conference tourism to Belfast and Northern Ireland economy
- to change the international perception of Belfast and Northern Ireland
- to encourage investment to Belfast and Northern Ireland
3.2 The Scheme has been a crucial element of Belfast’s ability to attract conferences to the city, particularly given some of the challenges that the city faces around issues such as transport accessibility. It has helped to enhance Belfast’s reputation as a city for conferences and is leading to repeat conferences in the city as well as highlighting the city’s leisure tourism offer.

3.3 The 2015 Integrated Tourism Strategy identified business tourism as a key area of focus and the mid-term review of the strategy undertaken in 2018 emphasised that business tourism in Belfast is growing at an international level which demonstrates the importance of having an effective support scheme in place. Conference and business tourism is a global business so Belfast is competing with cities all across the world and we need to have all the relevant tools at our disposal to make a compelling bid to host relevant events. As part of a 2016 review of the scheme, an assessment of conference support schemes in other cities was undertaken in order to benchmark the Belfast offer and understand what was being presented by competitor cities. This identified that the Belfast budget is still very modest in comparison to other cities. In addition, other locations provide additional incentives on top of the financial offer e.g. access to free public transport for all conference delegates, interest free loans for conference organisers.

3.4 Since its inception in 2011, the Scheme has helped to secure 88 conferences which have been awarded support funding worth £1.55m, generating £97.2m of economic impact. In 2018-19, conference wins were worth approximately £52.1m to the local economy. Furthermore, Visit Belfast presently has a strong pipeline of over £50 million of active leads. In recent years, Belfast has also been able to benefit from the development of the ICC and can now attract large international conferences to the city. Visit Belfast has a Memorandum of Understanding (MOU) with ICC to encourage new business to the city and they have been working to increase awareness of the enhanced facilities as well as the wider positioning of Belfast as a cost-competitive, business-friendly conference location. However, the ICC is not the only venue available, and other locations such as local hotels and the universities have also been successful in attracting conference and business events.
| 3.5 | Conferences taking place later this year that have been secured as part of the Support Scheme include:  
  - CHRO 2019 (Campylobacter, Helicobacter and Related Microorganisms) in September with 2500 bed nights and £965,150 economic impact  
  - European Conference on Mental Health in October with 1590 bed nights and £613,835 economic impact  
  - The Association of Simulated Practice in Healthcare (ASPIH) in November with 1275 bed nights and £623,398 economic impact. |
| 3.6 | The end date for financial commitments as part of the Support Scheme is currently 2025. However Visit Belfast has recently been approached about hosting a major event in the city in 2027. This event is projected to deliver 5200 bed nights and generate £2,542,488 of economic impact. Visit Belfast considers that their engagement with conference organisers is increasingly likely to relate to events beyond the 2025 time period. As a result, they have asked approval from the key funders (Belfast City Council and Tourism NI) to extend the end date for the scheme to 2030. This does not mean that the Council will be making a commitment to maintaining specific levels of resources until this timeframe but that Visit Belfast can bid for new business development opportunities within a wider timeframe, subject to financial resources being in place at that time. Officers have engaged with Tourism NI who have agreed to the revised timescale. |

**Financial and Resource Implications**

| 3.7 | At present Belfast City Council’s annual financial contribution to the Conference Support Scheme is £200,000. This funding was approved by the City Growth and Regeneration Committee on 3rd April 2019, as part of the Tourism Development Action Plan for the 2019/20 period. This is match-funded by resources from Tourism NI. |
| 3.8 | The Council contribution to the scheme will be reviewed on an ongoing basis, in conjunction with Tourism NI and in line with available resources. |

**Equality and Good Relations Implications/Rural Impact Assessment**

| 3.9 | No specific equality or good relations implications. No rural impact assessment. |

<table>
<thead>
<tr>
<th>4.0</th>
<th>Documents Attached</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>None</td>
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</table>
Subject: NILGA Event - Changing Places: Planning, Place-Shaping and Place-Making in Northern Ireland

Date: 7th August 2019

Reporting Officer: Alistair Reid, Strategic Director of Place & Economy

Contact Officer: Alistair Reid, Strategic Director of Place & Economy

### Restricted Reports

<table>
<thead>
<tr>
<th>Is this report restricted?</th>
<th>Yes [ ] No [X]</th>
</tr>
</thead>
</table>

If Yes, when will the report become unrestricted?

<table>
<thead>
<tr>
<th>After Committee Decision</th>
<th>[ ]</th>
</tr>
</thead>
<tbody>
<tr>
<td>After Council Decision</td>
<td>[ ]</td>
</tr>
<tr>
<td>Some time in the future</td>
<td>[ ]</td>
</tr>
<tr>
<td>Never</td>
<td>[ ]</td>
</tr>
</tbody>
</table>

### Call-in

<table>
<thead>
<tr>
<th>Is the decision eligible for Call-in?</th>
<th>Yes [X] No [ ]</th>
</tr>
</thead>
</table>

### Purpose of Report/Summary of Main Issues

1.0 Purpose of Report/Summary of Main Issues

1.1 To make the Committee aware of a forthcoming event, organised by the Northern Ireland Local Government Association (NILGA) titled: Changing Places: Planning, Place-shaping and Place-making in Northern Ireland on 8th November; and to agree that the Council takes up to four places at the event, which is free of charge.

### Recommendation

2.0 Recommendation

2.1 The Committee is requested to approve the attendance at the event of the Chair and Deputy Chair (or their nominees), along with up to two Council officers.

### Main Report

3.0 Main Report

3.1 Key Issues

The NILGA event on Changing Places: Planning, Place-shaping and Place-making in NI has been organised for 8th October between 9.30 am and 4.30 pm in the Killhevelin Hotel, Enniskillen. The event is open to Elected Members and officers.
### 3.2 The event covers a range of themes of interest for this Committee, from sustainable tourism, local job creation and smart cities to housing, infrastructure and connecting places. A draft agenda is attached.

### 3.3 The Committee is asked to agree that two Members, namely, the Chair and Deputy Chair, or their nominees, and up to two officers attend the one day event. The names of those attending will be forwarded to Democratic Services to ensure arrangements are in place with NILGA.

#### Financial and Resource Implications

### 3.4 The event is free of charge; and any expenses incurred will be met within existing departmental budgets.

#### Equality or Good Relations Implications/Rural Needs Assessment

### 3.5 There are no implications attached to this report.

### 4.0 Document attached

Appendix - Draft Agenda – NILGA Changing Places – Planning, Place-shaping and Place-making 8th November 2019
# Draft Agenda

**Changing Places: Planning, Place-shaping and Place-making in Northern Ireland**

**8th October 2019, Killyhevlin Hotel, Enniskillen**

<table>
<thead>
<tr>
<th>Time</th>
<th>Topic</th>
<th>Speaker</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:30 – 10:00</td>
<td>Registration, tea and coffee</td>
<td></td>
</tr>
<tr>
<td>10:00 – 10:05</td>
<td>Welcome to Enniskillen</td>
<td>Fermanagh &amp; Omagh District Council</td>
</tr>
<tr>
<td>10:05 – 10:10</td>
<td>Welcome from NILGA and outline of the day</td>
<td>Cllr Steven Corr, Chairperson - NILGA Place-shaping and Infrastructure Network</td>
</tr>
<tr>
<td>10:10 – 10:40</td>
<td>Keynote Address&lt;br&gt;Shaping NI: The role of the Department of infrastructure in delivering well-being through regional place-shaping activity (planning policy, roads infrastructure, flood mitigation)</td>
<td>Katrina Godfrey, Permanent Secretary DfI</td>
</tr>
<tr>
<td>10:40 – 11:10</td>
<td>Keynote address&lt;br&gt;Planning, Place shaping, Place making&lt;br&gt;New Civic Leadership: The power of place and the co-creation of public innovation</td>
<td>Robin Hambleton, University of the West of England, and Urban Answers</td>
</tr>
<tr>
<td>11:10 – 11:20</td>
<td>A place for questions...</td>
<td></td>
</tr>
<tr>
<td>11:20 – 11:45</td>
<td>Tea, coffee and networking</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Growing Places</strong></td>
<td></td>
</tr>
<tr>
<td>11:45 – 12:00</td>
<td>A place to live – The future of housing in Northern Ireland</td>
<td>Paddy Gray, Emeritus Professor of Housing - Ulster University</td>
</tr>
<tr>
<td>12:00 – 12:15</td>
<td>Thriving places – Local job creation and sustainability</td>
<td>Noelle McAloon, Enniskillen BID Manager</td>
</tr>
<tr>
<td>12:15 – 12:30</td>
<td>Growing places? Addressing the infrastructure deficit</td>
<td>NI Water – Invited</td>
</tr>
<tr>
<td>12:30 – 12:45</td>
<td>A place for questions...</td>
<td></td>
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<tr>
<td>12:45 – 1:30</td>
<td>Lunch and networking</td>
<td></td>
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<tr>
<td></td>
<td><strong>Green Places</strong></td>
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<tr>
<td>1:30 – 1:45</td>
<td>Enjoyable Places – Building social capital/community use of public space</td>
<td>Adam Turkington, Seedhead Arts</td>
</tr>
<tr>
<td>1:45 – 2:00</td>
<td>Beautiful places – Caring for our environment</td>
<td>Ian Humphrey, Keep Northern Ireland Beautiful</td>
</tr>
<tr>
<td>2:00 – 2:15</td>
<td>Adaptable places – Building local resilience in a climate emergency</td>
<td>David Lindsay, Ards and North Down Borough Council</td>
</tr>
<tr>
<td>2:15 – 2:35</td>
<td>Greengrocery Places – Derry City Council Green Infrastructure Plan (video)</td>
<td>Dr Christine Doherty, Derry City and Strabane District Council</td>
</tr>
<tr>
<td>2:35 – 2:45</td>
<td>A place for questions...</td>
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</tr>
<tr>
<td>2:45 – 3:00</td>
<td>Tea, coffee and networking</td>
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</tr>
<tr>
<td></td>
<td><strong>Going Places</strong></td>
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<tr>
<td>3:00 – 3:15</td>
<td>Connecting places - Transport planning</td>
<td>Peter Morrow, Aecom</td>
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<tr>
<td>3:30 – 3:45</td>
<td>Smart places – Smart cities and Innovation</td>
<td>Deborah Colville</td>
</tr>
<tr>
<td>3:45 – 4:00</td>
<td>Places to remember – Developing sustainable tourism infrastructure</td>
<td>David Jackson, Causeway Coast and Glens Borough Council</td>
</tr>
<tr>
<td>4:00 – 4:15</td>
<td>A place for questions...</td>
<td></td>
</tr>
<tr>
<td>4:15 – 4:30</td>
<td>Conference round up and close</td>
<td>Derek McCallan, NILGA CEO</td>
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Table:

<table>
<thead>
<tr>
<th>Subject</th>
<th>Future Arrangements for Committee - Strategic Workshops</th>
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<tr>
<td>Date:</td>
<td>7th August, 2019</td>
</tr>
<tr>
<td>Reporting Officer:</td>
<td>Alistair Reid, Strategic Director of Place and Economy</td>
</tr>
<tr>
<td>Contact Officer:</td>
<td>Cathy Reynolds, Director of City Development and Regeneration John Greer, Director of Economic Development</td>
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Restricted Reports

<table>
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<tr>
<th>Is this report restricted?</th>
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<th>No</th>
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<tbody>
<tr>
<td>If Yes, when will the report become unrestricted?</td>
<td>After Committee Decision</td>
<td>After Council Decision</td>
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Call-in

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1.0 Purpose of Report/Summary of Main Issues

1.1 The Strategic Policy and Resources Committee, on 21st June, agreed to hold a workshop at 5.00 p.m. on 8th August to focus on the priorities for the Council. Following this, there will be a specific workshop for the City Growth and Regeneration Committee to further consider its priorities and the direction of travel for 2019-20 within the corporate context and ongoing commitments, as agreed on 5th June 2019.

1.2 In addition, the City Growth and Regeneration Committee also discussed the need for a series of strategic discussions / workshops to allow for more detailed engagement and to support their role in taking informed decisions on issues of strategic importance for the growth and regeneration of the city.
1.3 This report identifies the initial topics for focused strategic workshops for the Committee. These will be programmed over the next 6 months, to support the decision making process.

2.0 **Recommendations**

2.1 The Committee is requested to:

   i. approve the list of topics that require a focused strategic workshop;

   ii. note that the strategic workshop on City Regeneration and Development, which will include Strategic Site Assessments, will be held on 4th September at 5 pm;

   iii. agree, where possible, to use the scheduled dates for the Special City Growth and Regeneration Committee meetings for these workshops;

   iv. agree to receive a presentation on Belfast Harbour’s Strategy at the Special City Growth and Regeneration Committee meeting on 25th September. The workshop to consider the Committee’s priorities will follow immediately after this item on 25th September.

3.0 **Main Report**

3.1 **Key Issues**

The Committee considered a number of detailed reports on key issues for the city at its initial meeting in June 2019, such as City Centre revitalisation and Strategic Site Assessments. Whilst these reports provided an update on ongoing programmes of work, it is important that the new Committee has ownership of these issues and is in a position to make informed decisions about the future direction of travel. As these issues tend to be complex and have long-term impacts for the city and its communities, it was suggested that specific strategic workshops should be held, which would allow the scheduled Committee meetings to continue to deliver its responsibilities while also managing the need for informed discussion.

3.2 A number of issues were highlighted during the course of the meeting that would benefit from more focused strategic workshops to inform the future direction of work. The issues identified include:

   - City Development and Regeneration, including Strategic Site Assessments - consider the emerging proposals and proposed next steps
- Economic research insights - an overview of the opportunities, strengths and challenges for the city, with a focus on topical issues
- Inclusive growth
- Employability and skills
- City centre recovery/revitalisation
- Transport and car parking
- Engagement with the city centre communities.

3.3 The Committee will note that additional issues may be identified as the work of the Committee progresses; this will be kept under review and updated as required. As Members have a significant number of commitments, the dates scheduled for the Special Committee meetings will, where possible, be used for the strategic workshops.

**Requests to present to Committee**

3.4 In November 2017, the Committee agreed that, in order to deal with the volume of requests from external groups and organisations to present to the Committee, that a maximum of one presentation would be heard at the main monthly meeting and that the Special Committee meeting would be used where two or more presentations were scheduled for any month. Presentations are scheduled for the main monthly Committee meeting when it relates to an item on the agenda or if the nature of the presentation is time critical.

3.5 There are a number of presentations that have been agreed in the previous Council term that remain to be scheduled:

- Nevin Economic Research Institute, Institute of Public Policy Research & Ulster University Economic Policy Centre – to receive economic briefings
- Tourism NI – to consider collaborative opportunities
- Queen’s University of Belfast – to outline the role and issues impacting on Higher Education in the city and region
- Retail NI - to present their policy agenda ‘Regeneration NI, Creating 21st Century Town and City Centres’
- NOW Group - to review the work of the social enterprise.

3.6 In addition, the Council received a request on 24th July from Belfast Harbour to present their strategy to this Committee. The Committee will recall that the Council has signed a Memorandum of Understanding with Belfast Harbour Commissioners, as agreed at the Council’s S P and R Committee on 21st June 2019. This outlines how the Council and Belfast
Harbour will work together, through a strategic partnership arrangement, to realise their shared ambitions for the strong growth, regeneration and prosperity of the City.

3.7 In order to manage the requests for presentations, the Committee is asked to note that officers will provide a recommendation based on the following options to inform the Committee’s decision on the request to present:

- To receive the presentation at a main Committee meeting
- To receive the presentation at a Special Committee meeting
- To receive the presentation as part of a strategic workshop
- That the requestor meets with a named Council Officer for further information and a report is brought back to Committee

3.8 It is proposed that the economic briefings are included in one strategic workshop session ‘Economic/Research Insights’ referenced at paragraph 3.2.

Financial and Resource Implications

3.9 There are no direct financial or resource implications attached to this report.

Equality or Good Relations Implications/Rural Needs Assessment

3.10 There are no direct implications attached to this report. Equality, good relations and rural needs issues will be considered as part of development and delivery of plans, programmes and policies.

4.0 Documents Attached

None
### Purpose of Report/Summary of Main Issues

1.1 This report presents the Quarter 4 financial position for the City Growth and Regeneration Committee. It includes a reporting pack which contains a summary of the financial indicators and an executive summary (attached). It also provides a more detailed explanation of each of the relevant indicators and the forecast outturn for the year.

### Recommendation

2.1 The Committee is requested to note the report and the associated financial reporting pack.

### Main Report

3.1 **Overall Council Financial Position**

In financial terms, it was a difficult year for the Council. The Primark fire and changes to the rules on holiday pay led to an additional funding requirement of £3.7m. In order to protect
general reserves as much as possible, Members agreed not to re-allocate any in-year under spends and to use any year end balances to support the £3.7m funding requirement. The year-end position was that £2.2m of balances were available, arising from overall departmental underspend of £1.1m, capital financing underspend of £1m and specified reserve reallocation of £0.15m less rates clawback of £0.05m. This meant that £1.5m of general reserves had to be used to finance the remaining balance. Given this position, the Strategic Policy and Resources Committee, agreed at its meeting on 21st June 2019, that no further reallocations or cash flow payments be considered until the Quarter 1 2019/20 position is presented to the Committee in August 2019.

**Committee Financial Position 2018/2019**

3.2 The year-end position for the Committee is an under spend of £11k (0.1%), in an annual budget of £17.4m, which is well within the acceptable tolerance which is 3%.

The main reasons for the Committee under spend relate to reduced expenditure on programme costs and premises costs which are offset by increased staffing costs, subscriptions and grants and reduced income.

**Financial and Resource Implications**

3.3 The report sets out the 2018/19 year end position.

**Equality or Good Relations Implications/Rural Needs Assessment**

3.4 There are no equality implications with this report.

4.0 **Documents Attached**

Quarter 4 Performance Report
City Growth and Regeneration Committee

Quarterly Finance Report

Report Period: Quarter 4, 2018/19
# Revenue Section

<table>
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<tr>
<th>Committee</th>
<th>Year End Var £000s</th>
<th>Var %</th>
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<tbody>
<tr>
<td>Economic Initiatives &amp; Internat Devpt</td>
<td>(187)</td>
<td>(2.1)%</td>
</tr>
<tr>
<td>City Events and Venues</td>
<td>3</td>
<td>0.1%</td>
</tr>
<tr>
<td>Place and Economy Directorate</td>
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<td>Zoo</td>
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<td>Parks Estates</td>
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<td>Off-Street Car Parking</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>(11)</strong></td>
<td><strong>(0.1)%</strong></td>
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The City Growth and Regeneration Committee budget is under spent by £10,893 or 0.1% of its net budgeted expenditure of £17.4m at the end of the 2018/2019 Financial Year.

The Committee’s budget is made up of the following profit centres:

- Economic Initiatives (P&E):- Tourism, Culture, Heritage and Arts; Economic Development; Markets; European Unit and International Relations
- City Events and Venues (P&E): City Events; Belfast Waterfront; Ulster Hall
- Place and Economy Directorate (P&E): Belfast Bikes; Business Research and Development; Directorate
- City Regeneration and Development (P&E)
- Estates Management (PKS/CNS): Malone House; Belfast Castle; Stables Restaurant; Adventure Playground
- Zoo (PKS/CNS)
- Off Street Car Parking (H&ES/CNS)

Economic Initiatives & International Development (EIID) is under spent by £187,243 (2.1%); Off Street Car Parking is under budget by £3,800 (0.3%) and Place and Economy Directorate is under spent by £8,600 (0.3%) whilst the Zoo is over budget by £109,585 (12%); Parks Estates Management are over spent by £75,002 (20.6%); City Events & Venues is over spent by £3,092 (0.1%) and City Regeneration and Development is over spent by £1,071 (0.1%) at the end of the 2018/2019 Financial Year.
There are four main areas that give rise to the current overall £11k (0.1%) under spend within the City Growth and Regeneration Committee budget at the end of the 2018/2019 Financial Year. These are as follows:

1. Gross Income was £195k less than budgeted income to the end of March 2019. This variance relates to less income than planned in the Zoo £127k; Directorate £53k and EIID £60k which are offset by more income being received than planned in Off Street Car Parking £22k and Parks Estates £23k.

2. Employee costs are £51k more than budget with additional employee costs in the Zoo £66k; Off Street Car Parking £104k and Parks Estates £36k which are offset by under spends in Place and Economy Directorate £83k and EIID £72k as a result of vacant posts.

3. Premises expenditure was £19k less than budget with under spends in Off Street Car Parking £74k and the Zoo £6k being offset by additional costs in EIID £47k and Parks Estates £13k.

4. Supplies and Services expenditure was £239k under budget. Under spends in EIID £215k, the Zoo £63k and Off Street Car Parking £12k are offset by additional expenditure in Parks Estates £47k and Place and Economy Directorate £4k.

Service Analysis

EIID are under spent by £187,243 at the end of the 2018 / 2019 Financial Year. (Budgeted Net Expenditure: £8,993,902; Actual Net Expenditure: £8,806,658)

Underspends in programme costs in Economic Development £215k; employee costs £72k and subscriptions and grants £7k are offset by increased premises costs £48k (health and safety related) and reduced income £60k.

City Events and Venues are currently overspent by £3,092 at the end of the 2018 / 2019 Financial Year. (Budgeted Net Expenditure: £4,163,479; Actual Net Expenditure: £4,166,571).

City Events are £3k overspent at the end of the 2018/19 year.
The Belfast Waterfront & Ulster Hall is on budget at the end of 2018/19

Directorate are under budget by £8,600 at the end of the 2018-19 financial year. (Budgeted Net Expenditure: £2,675,214; Actual Net Expenditure: £2,666,614)

This is mainly the result of less than expected income for the Belfast Bike Scheme £55k with the loss of sponsorship income as a result of the contract renewal and a reduction in bike hire income year to date and an over spend in supplies and services of £20k off-set by an under spend in employee costs of £83k in relation to vacant posts.
The Zoo is over spent by £109,585 at the end of the 2018 / 2019 Financial Year (Budgeted Net Expenditure: £911,001; Actual Net Expenditure: £1,020,586)

The Zoo is over spent by £110K (12%) at the end of quarter 4 due to income being down £124k due to a poor Easter in 2018. Whilst staff costs are over spent an under spend in supplies and services has offset this.

Parks Estates are over spent by £75,002 at the end of the 2018 / 2019 Financial Year (Budgeted Net Expenditure: £363,562; Actual Net Expenditure: £438,565)

Parks Estates are over spent by £75,002 (20.65%) at the end of quarter 4. This is primarily due to a reduction in income and also expenditure on an essential piece of equipment.

Off Street Parking is under budget by £3,800 at the end of 2018 / 2019 Financial Year (Budgeted Net Expenditure: -£1,098,487; Actual Net Expenditure: -£1,102,287)

Off Street Parking is under budget by £3,800 (0.3%) at the end of Quarter 4.

City Regeneration and Development are over spent by £1,071 at the end of the 2018 / 2019 Financial Year. (Budgeted Net Expenditure: £1,408,671; Actual Net Expenditure: £1,409,742)

City Regeneration and Development are on budget at year end.
### City Growth and Regeneration Committee

#### Section Expenditure Budgetary Analysis

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<th>Actuals YTD £000s</th>
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