

Public Document Pack

Democratic Services Section
Chief Executive's Department
Belfast City Council
City Hall
Belfast
BT1 5GS



Belfast
City Council

5th December, 2017

MEETING OF CITY GROWTH AND REGENERATION COMMITTEE

Dear Alderman/Councillor,

The above-named Committee will meet in the Lavery Room - City Hall on Wednesday, 6th December, 2017 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. **Matters Referred Back from Council**

- (a) Notice of Motion - Belfast's Historic Environment (Pages 1 - 4)

3. **Presentation**

- (a) Invest NI Regional Briefing

In accordance with the Committee's decision of 9th August to receive a presentation from Invest NI on the Belfast Regional Briefing 2017.

4. **Restricted Item**

- (a) World Irish Dancing Championships 2022 (Pages 5 - 8)

5. **Requests to Present to Committee**
 - (a) Weaver's Cross/Transport Hub (Pages 9 - 10)
 - (b) South Belfast Partnership Meeting (Pages 11 - 12)
6. **Growing Businesses and the Economy**
 - (a) Special Meeting Update - Potential impact on the economy of the UK leaving the EU (Pages 13 - 18)
7. **Regenerating Places and Improving Infrastructure**
 - (a) Draft East Bank Development Strategy update (Pages 19 - 90)
 - (b) VuCity Update (Pages 91 - 96)
8. **Positioning Belfast to Compete**
 - (a) Visit Belfast (Pages 97 - 102)
 - (b) Nashville (Pages 103 - 106)
9. **Strategic and Operational Issues**
 - (a) European Capital of Culture Update (Pages 107 - 110)
 - (b) Dates for Special Meetings (Pages 111 - 112)
10. **Finance, Procurement and Performance**
 - (a) Quarter 2 Finance Report (Pages 113 - 122)



Subject:	Notice of Motion – Belfast’s Historic Environment
Date:	6th December, 2017
Reporting Officer:	Suzanne Wylie, Chief Executive
Contact Officer:	Louise McLornan, Democratic Services Officer

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
1.1	To consider the Notice of Motion re: Belfast’s Historic Environment which will be considered by the Council at its meeting on 4th December, 2017 and, under Standing Order 13(f), will be referred to the City Growth and Regeneration Committee without discussion.
2.0	Recommendations
2.1	The Committee is asked to: <ul style="list-style-type: none"> Consider the motion and take any such action as may be determined.

3.0	Main report
	<p data-bbox="272 331 432 365"><u>Key Issues</u></p> <p data-bbox="165 383 1430 465">3.1 The Council, at its meeting on 4th December, will consider the following Notice of Motion which will be moved by Councillor McAteer and seconded by Councillor Campbell:</p> <p data-bbox="165 533 1390 819">3.2 “Belfast boasts a rich historic environment that is both distinctive and irreplaceable. The continued care and conservation of these unique assets and their re-use as part of the heritage-led regeneration of Belfast will not only recognise the intrinsic value of the City’s historic built environment but also ensure that these invaluable assets will significantly contribute to prosperity, culture, pride of place, tourist income generation and a general sense of health and wellbeing.</p> <p data-bbox="165 887 1390 1173">3.3 This Council will encourage imaginative and creative approaches to Belfast’s conservation and heritage assets to ensure that they are protected, re-purposed and developed as an important driver for sustainable economic development and job creation, the provision of much needed housing, community and cultural animation and the creation of environments and public spaces that citizens and visitors alike can enjoy.</p> <p data-bbox="165 1240 1390 1424">3.4 This Council will work to inform, shape and embed imaginative and creative approaches to Belfast’s conservation and heritage assets in the outworking of the Belfast Agenda, the Local Development Plan, the European Capital of Culture, Belfast City Deal and the European Year of Cultural Heritage 2018.”</p> <p data-bbox="165 1491 1469 1574">3.5 Under Standing Order 13(f), the motion will be referred to the City Growth and Regeneration Committee without discussion.</p> <p data-bbox="165 1641 1182 1680">3.6 The Committee is asked to consider the motion and agree any action.</p> <p data-bbox="165 1747 719 1830">3.7 <u>Financial & Resource Implications</u> None.</p> <p data-bbox="165 1897 791 1980">3.8 <u>Equality or Good Relations Implications</u> None.</p>

4.0	Appendices – Documents Attached
	None

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Subject:	Request to present: Weavers Cross / Transport Hub
Date:	6 December 2017
Reporting Officer:	Nuala Gallagher – Director of City Centre Development
Contact Officers:	James Collier – Development Manager Sean Dolan – Development Manager

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
1.1	To request that a presentation be received by committee in January from Translink on the subject of the new Transport Hub, now known as 'Weavers Cross'.
2.0	Recommendations
2.1	Members are asked to: <ul style="list-style-type: none"> • Agree to receive a presentation from Translink at the January CGR committee.
3.0	Main report
3.1	Weavers Cross is the most significant transport project in Belfast and one of the largest

	<p>regeneration projects in all of Northern Ireland, with an estimated value of £200m. Currently the planning application for the Transport Hub itself is with DfI for consideration, whilst the Outline Planning Application for the wider site is being prepared by Translink with the intention of submitting this to the Council in Spring 2018 (BCC will be the planning authority for this Outline application).</p>
3.2	<p>Given the above timescales it is considered an appropriate time for Translink to present to the CGR committee to update on their proposals and the overall programme for Weavers Cross. Translink will also be able to advise the committee on certain specific issues that have been of interest to members previously, including:</p> <ul style="list-style-type: none"> • how Translink intend to engage and consult local communities on the Outline Planning application for Weavers Cross; • how the potential social and economic benefits from this scheme, such as jobs, training and skills, will be delivered; • how Translink intend to construct the Transport Hub whilst ensuring ‘business as usual’ for the city and its residents and commuters; • how Translink is working with the council and others to bring forward the development of the wider Weavers Cross scheme; • how Translink and council officers are working together to ensure Weavers Cross and the many other physical developments taking place in south Belfast are being considered holistically in order to minimise disruption to residents and commuters.
3.3	<p>Committee members are invited to identify any further themes or topics they would like the presentation to set out.</p>
3.4	<p><u>Equality & Good Relations implications</u> Translink will be considering equalities as part of their wider programme of work for Weavers Cross.</p>
3.5	<p><u>Financial & Resource implications</u> There are no resource requirements arising from this report.</p>
4.0	Appendices – Documents Attached
	None.



Subject:	Request to present: South Belfast Partnership Board
Date:	6th December, 2017
Reporting Officer:	Louise McLornan, Democratic Services Officer
Contact Officer:	Louise McLornan, Democratic Services Officer

Restricted Reports	
Is this report restricted	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
1.1	The Committee is asked to consider a request from the South Belfast Partnership Board to present at a future City Growth and Regeneration Committee meeting.
2.0	Recommendation
2.1	The Committee is asked to <ul style="list-style-type: none"> decide if it wishes to accede to a request from the South Belfast Partnership Board to present to the February Committee.

3.0	Main report
3.1	A request has been received from Briege Arthurs, Chief Executive of the South Belfast Partnership Board.
3.2	She advises that the Partnership Board wishes to present to a future meeting of the City Growth and Regeneration Committee, to outline the potential for the Partnership to co-design a project for Bankmore Green, with its many community, business and central/local government partners.
3.3	The Partnership Board advises that the project flows from the Belfast Agenda and will connect neighbourhoods to the city using a strength-based community regeneration approach. The project also wants to illustrate the potential to connect and deliver city wide tourism opportunities.
3.4	The Committee is asked to note that, if the Committee accedes to the request, a Special meeting will be held if any further presentations are planned for February, in accordance with its decision of 8 th November.
3.5	<u>Financial and Resource Implications</u> There are no financial or resource implications associated with this report.
3.6	<u>Equality or Good Relations Implications</u> None.
4.0	Apendices – Documents Attached
	None



Subject:	Update on Special Committee Meeting - Potential impact on the economy of the UK leaving the EU
Date:	6 th December 2017
Reporting Officer:	Suzanne Wylie, Chief Executive
Contact Officer:	Donal Durkan, Director of Development

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
1.1	On 21 November 2017, the Committee held a Special meeting on Brexit to enable informed discussion and consideration of the potential economic impact and to consider Belfast's resilience to meet the challenges and take advantage of the opportunities for the future to ensure the economic growth and regeneration of the city.
1.2	The Belfast Agenda and Local Development Plan set a challenging and ambitious vision for the city in 2035 with inclusive growth at the centre. These plans are framed within the current strategic and economic context, acknowledging the uncertainty and challenges and highlighting the importance of tackling the city's systemic social and economic issues such

1.3	<p>as economic inactivity to create sustainable economic growth.</p> <p>Within this context, the Committee received presentations from Neil Gibson (EY) and Eoin Magennis (Ulster University Economic Policy Centre (UUEPC)), Dr Stevie Nolan (Trademark) and Dr Katy Hayward (Queen’s University Belfast). Research prepared by the Nevin Economic Research institute was also circulated.</p>
2.0	Recommendations
2.1	<p>Having considered the presentations and inputs, the Committee is asked to:</p> <ul style="list-style-type: none"> - Note the issues raised and to agree that officers continue to monitor developments and bring further updates to future Committee meetings to ensure delivery of its inclusive growth strategy, the Belfast Agenda.
3.0	Main report
3.1	<p><u>Key Issues</u></p> <p>Negotiations between the UK government and the EU are underway, but it is clear that further clarity and detail will be required to enable a full assessment of the impacts. The impact at a sub-regional level can be more challenging to assess; particularly when considering the issues for Northern Ireland given its unique position as the only part of the UK that shares a land border with an EU member state (Republic of Ireland) and is involved in a range of cross-border cultural, economic and political initiatives.</p>
3.2	<p>The meeting provided an opportunity for the Committee to focus on Brexit to explore some of the issues and opportunities for Belfast with the input from a range of expert perspectives. This input considered issues related to mobility and the movement of people, the role of the local economy and the business perspective as well as broad economic forecasts for Belfast and the city-region dependant on the nature of the deal. It should be noted that the discussion also highlighted issues and opportunities that may go beyond the role of this Committee, such as regulatory, administrative, migration etc.</p>
3.3	<p>There are a number of potential areas of impact of particular relevance to achieving the ambitions for inclusive growth, attracting investment and growing the economy:</p> <ul style="list-style-type: none"> - Attracting and retaining investment (particularly high value growth services such as financial services) - Increasing trade (focusing on high growth services sector) - Movement of people - securing a pipeline of talent and increasing tourism

	<ul style="list-style-type: none"> - Role of social enterprise - EU funding and any replacement funds - European Capital of Culture <p>The potential impacts of Brexit are wide-reaching and there may be other issues that impact more directly on other Committees, such as regulatory and legislative changes.</p>
3.4	<p>The Council's role in continuing to show leadership to drive inclusive economic growth was acknowledged as vital, particularly given the uncertainty in the political, economic and global environment. The importance of focusing effort on continuing to deliver the programmes and plans to progress the ambitions for the city outlined in the Belfast Agenda was reinforced.</p>
3.5	<p>Given the challenges associated with the current uncertainty, the speakers urged the need for caution when relying on economic forecasts and modelling. However, in terms of the employment projections, the critical role of Belfast as the economic driver for the city-region was clear in each of the potential scenarios presented, emphasising the importance of giving specific consideration to Belfast's position and its specific economic eco system.</p>
3.6	<p>Some of the key points raised at the Committee meeting included:</p> <ul style="list-style-type: none"> - The growth and diversification of the Belfast economy is critical to maintain its resilience in order to manage future economic changes, potential shocks and stresses. - The need for clarity on the movement of people in terms of attracting and retaining talent for the city's high growth sectors/knowledge economy as well as cross-border workers, researchers, students etc. and boosting tourism for the region and Republic of Ireland (ROI). - The importance of growing the local business base and accelerating alternative models such as social enterprises, co-operatives etc. - The need to encourage social innovation to promote and secure prosperity across the city. - The importance of harnessing the city's anchor institutions, such as universities, to maximise the local impact of their procurement as well as attracting investment . - Key interests for business lie in terms of potential changes to labour mobility and talent/workforce availability, access to supply chains, regulation and compliance, tax, customs and tariffs. - There are ways in which Belfast may benefit in certain sectors due to its location

	<p>and proximity to Dublin; its competitive cost base may be an advantage.</p> <ul style="list-style-type: none"> - The professional services 'axis' of Belfast – Dublin - London offers a real opportunity to position the city. - Ensuring connectivity (air, road, rail and digital connections) and appropriate infrastructure are crucial for growth. - The Belfast Region City Deal is both a vehicle to improve prosperity and quality of life in the city-region as well as making the city-region more globally competitive.
3.7	<p>There is a wide range of information, views, research and reports on the progress and potential impacts/opportunities that Brexit may bring. During this period of uncertainty it was noted that the Council would continue to engage with business and others to monitor and understand their issues to inform future messaging and support.</p>
3.8	<p>Irrespective of the potential impact of Brexit, the key challenges for the city remain - the need to grow the population, increase the business base and companies exporting, encourage innovation and tackle the levels of economic inactivity in the city. While there may be a need to tailor and adapt approaches, the delivery of the Belfast Agenda ambitions and programmes of work remains key to drive inclusive growth and position the city for the future.</p>
3.9	<p>The Committee has previously noted the progress with a range of programmes and areas of work to drive the city's growth in a sustainable and inclusive way and position the city in the changing international environment. This includes the suite of programmes aimed at encouraging businesses to start up and grow including a range of targeted interventions such as Go Social to support social enterprises, the emerging Enterprise Framework for the city, development of a Social Value Procurement Framework, the plans for an employability & skills pathway model as well as the ongoing efforts to grow tourism, market the city globally and deliver the International Relations Framework. Our approach to delivering these strategies, programmes and plans will continue to develop and refine as the future relationship between the UK and EU becomes clearer. The appointment of Commissioner for Resilience to champion the development and implementation of a Belfast resilience strategy will also have a key role to play in shaping the city's future approach.</p>
3.10	<p>The success of Belfast as the region's key city is crucial in the post-Brexit environment, emphasising the importance of continuing to attract investors, employers and visitors to ensure economic prosperity for the city and the region as a whole.</p>

<p>3.11</p> <p>3.12</p>	<p><u>Financial & Resource Implications</u> There are no specific resource implications attached to this report.</p> <p><u>Equality or Good Relations Implications</u> There are no specific equality or good relations implications attached to this report.</p>
<p>4.0</p>	<p>Appendices – Documents Attached</p>
	<p>None</p>

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Subject:	Draft East Bank Development Strategy - Update
Date:	6 th December 2017
Reporting Officer:	Nuala Gallagher, Director of City Development ext. 3200
Contact Officer:	Sean Dolan, City Centre Development ext. 2543

Restricted Reports	
Is this report restricted	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
1.1	The purpose of this report is to update Members on responses received during the public consultation exercise on the draft East Bank Development Strategy and to advise of the intention to undertake a Strategic Environment Assessment (SEA) and Habitats Regulations Assessment (HRA) on the draft Strategy.
1.2	A summary of the consultation and engagement process undertaken is set out in Appendix 1 . Organisations and individuals who responded are identified in Appendix 2 . Appendix 3 summarises responses from those who completed the consultation questionnaire on-line. Appendix 4 summarised the comments of those who responded by e-mail or letter and includes detailed comments from respondents to the on-line

	questionnaire.
2.0	Recommendations
2.1	<p>Members are asked to:</p> <ul style="list-style-type: none"> • Note comments received through the consultation exercise to date and note that a further report will be brought to committee addressing any comments to responses together with the SEA; • Note the intention to take forward a Strategic Environmental Assessment and Habitats Regulations Assessment for the area; • Note the intention to report back to Committee on a finalised version of the Strategy for approval in late spring/early summer 2018.
3.0	Main Report
3.1	<p><u>Background</u></p> <p>In June 2016 Committee approved the draft East Bank Development Strategy for consultation. The 12-week consultation period commenced on 7th July and ended on 29th September.</p>
3.2	<p>The process is summarised in Appendix 1. A total of 190 responses were received. Organisations and individuals who responded are identified in Appendix 2. There were 22 responses via citizenspace of which the majority are positive or very positive (see Appendix 3).</p>
3.3	<p><u>Statutory Agencies</u></p> <p>In terms of statutory agencies, almost all were supportive. DfI Transport Strategy Division's response was non-committal (Appendix 4, pages 5-8) subject to further traffic modelling being undertaken while DfI Rivers notes that the document needs to say more about how to address present-day flood risk to the proposed development as well as the impact of future climate change and in particular, potential sea level rise due to climate change (Appendix 4, pages 4-5).</p>
3.4	<p>In light of the comments relating to flood risk and others received relating to protected habitats and environmental considerations, the Council conducted an SEA Determination (a "screening" process) in consultation with the Department of Agriculture, Environment</p>

	<p>and Rural Affairs (DAERA) and has concluded that an SEA (Environmental Report) and HRA is required.</p>
3.5	<p>The responses from statutory agencies are summarised below:</p> <ol style="list-style-type: none"> 1. Department for Communities (DfC) is supportive and will use the document to inform its development brief for Queen’s Quay (Appendix 4, pages 3-4); 2. DfI Rivers is critical of the document in terms of its lack of reference to assessment of flood risk (Appendix 4, pages 3-4); 3. DfI Transport Strategy Division has provided qualified support, in that it emphasises the need for more traffic modelling in advance of major infrastructure changes (Appendix 4, pages 5-7); 4. NIHE is also broadly supportive and would support a 20% affordable housing requirement across the Strategy area (Appendix 4, pages 12-13); 5. Translink is also generally supportive but notes that further traffic modelling is required before agreeing to proposals to re-locate the TQ rail halt. (Appendix 4, pages 35-38). <p><i>Community Groups and Members of the Public</i></p>
3.6	<p>Eastside Partnership responded positively, welcoming the inclusion of Sirocco, the ‘shatter zone’ and Odyssey Quays within one plan and supporting the four place-making themes identified as enabling the East Bank to become fully integrated with the city centre, bringing the centre ‘across the river’, and connecting Titanic Quarter to the city centre. The Partnership is keen, however, to retain the existing TQ rail halt and also offered suggestions for inclusion in the finalised document (Appendix 4, pages 8-10).</p>
3.7	<p>84 drawings and illustrations were received from an event described as the Youth Urban Almanac organised by the Eden Project and facilitated by Seed Head Arts which was attended by 60 young people aged 8 to mid 20s. Most of the ideas relate to public realm and use of the river and were innovative and original including permanent and temporary suggestions, for example bandstands for buskers, giant chess sets, concrete table tennis tables, open air swimming pools and boardwalks. (Appendix 4, page10).</p>
3.8	<p>Lagan Currachs support better access points to the Lagan and makes a number of suggestions for activities on the water as well as by the river, including houseboat infrastructure. They disagree with proposals to relocate the railway station on grounds of</p>

3.9	<p>cost. (Appendix 4, pages 10-11).</p> <p>Royal National Institute of Blind People (RNIB) response, which is generally supportive, focuses on accessible transport, safe streets and accessible information. In particular, it emphasises the importance of barrier free access to the pedestrian environment and barrier free access to different modes of transport to support inclusive and independent living for people with sight loss. Of concern, are any proposals for “shared surfaces” in public realm schemes. RNIB does not support the use of flush surfaces and recommends that the memorandum guidance on kerb heights in public realm schemes produced by the Department for Regional Development (issued in May 2015) is adhered to. Within this guidance it states that: “For public realm schemes, and in line with best practice, it is recommended that a ‘standard’ kerb height of 125mm should be generally used.” This response reflects comments which RNIB submitted to the public consultation exercise which the Council undertook on the Linen Quarter Public Realm Vision and Guidance in 2015. (Appendix 4, pages 17-23).</p>
3.10	<p>Titanic Foundation generally agrees with the vision and reiterates the importance of the East Bank being fully woven into the fabric of the city centre to include Titanic Quarter. The Foundation believes it is important to look at the whole of the Lagan with a view to achieving an animated waterfront on the East Bank that continues to include TQ and beyond - as far as HMS Caroline and the Thompson Dock. The concept of a Maritime Mile between Donegal Quay and HMS Caroline has been developed as part of the TQ Destination Plan and Titanic Foundation will be progressing this as a theme which ultimately will link key tourism, heritage and employment hubs. The Foundation generally agrees with proposed interventions other than that to re-locate the rail halt. Further transport modelling is required before agreeing / disagreeing with this move. (Appendix 4, pages 33-35).</p>
3.11	<p>However, 74 letters of objection were received from Short Strand residents on grounds that a land allocation for affordable/social housing has not been identified within the Sirocco site. Two similar letters from St Matthew’s Housing Association and the Short Strand Partnership on the same grounds but also referring to the failure to identify the Translink bus garage on Mountpottinger Street as a development opportunity for housing and leisure uses. The bus garage is outside the Strategy area and the city centre strategy boundary. Both St Matthew’s and the Short Strand Partnership also referred to a deficit of leisure facilities for Short Strand residents and the need to address this in the East Bank Strategy. (Appendix 4, pages 25-29).</p>

3.12	<p>Major Landowners</p> <p>Responses were received from Turley Associates on behalf of the Belfast Harbour Commissioners and Titanic Quarter and Swinford (Sirocco). There were no major points of contention in the first two responses (Appendix 4, pages 1-2 and 14-16). However, Sirocco (Swinford) while supportive of the majority of the draft Strategy and the Sirocco design principles set out in Appendix 3 of the draft Strategy, view the “prescriptive way in which the Strategy moves beyond the high level conceptual diagrams on pages 18 and 19 and imposes the basis of a masterplan to interpret these principles” as “not acceptable, nor is the approach to phasing” (Appendix 4, pages 29-33).</p>
3.13	<p>Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA)</p> <p>The final strategy will be used as a framework for development across the East Bank and accordingly, there may be environmental issues given the previous use of the land. In light of some of the comments received during the public consultation exercise, it was decided to undertake an SEA Determination (a “screening” process) in consultation with DAERA to determine if an SEA (the Environmental Report) and HRA is required and the conclusion is that they are. Work has begun and it is anticipated that the Environmental Report will be available for public consultation by February 2018. The statutory consultation period is 12 weeks enabling a report to be brought back to Committee by June 2018 at the earliest. Any significant issues arising in the course of the SEA will be reported back to Committee and reviewed in the finalised Strategy. A verbal update on the process for dealing with comments to the consultation will be provided at committee.</p>
3.14	<p><u>Equality and Good Relations Implications</u></p> <p>As part of the public consultation undertaken to date, engagement took place with those Section 75 groups listed on the Equalities Unit’s contacts database and the draft Strategy was circulated at the Equality Consultative Forum on 26th September. Further equality and good relations screening will be conducted in parallel with the proposed consultation processes described in paragraph 3.13.</p>
3.15	<p><u>Financial & Resource Implications</u></p> <p>The cost of the SEA and HRA is met from existing and projected budgets for 2017/18.</p>

4.0	Appendices – Documents Attached
	<p>Appendix 1: Summary of the consultation and engagement process</p> <p>Appendix 2: Organisations and individuals who responded</p> <p>Appendix 3: Summary of responses to the Citizen Space consultation</p> <p>Appendix 4: Summary of comments received by e mail or letter and detailed comments from Citizen Space.</p>

APPENDIX 1

East Bank Draft Development Strategy: Summary of Consultation and Engagement

The Council undertook a consultation and engagement exercise on the draft **East Bank Draft Development Strategy** as described below:

Web-based consultation

- The document was made available on the Council's webpage from 7th July 2017 until 29th September 2017 with an on-line questionnaire inviting responses;
- Standard and large print versions of the document and questionnaire were also made available for send-out as hard copies and in Word Format. Availability in Word made the document more accessible for use by screen reader software used by those who have experienced sight loss.

Public Exhibition

- A public exhibition illustrating the proposals was held in the foyer of the Cecil Ward Building at Linenhall Street from 7th July 2017 -29th September 2017;
- Council officers were available to answer questions on the exhibition as and when required

Presentations, Meetings and “drop-in events”

- 8th August: exhibition and drop-in event at East Belfast Community Development Association (EBCDA);
- 17th August: exhibition and drop-in event at EBCDA;
- 23rd August: exhibition and drop-in event at the Lagan Lookout;
- 1st September: presentation and Q&A at EBCDA Community Development Café (networking event for community workers);
- 7th September: exhibition and drop-in event at the Short Strand Community Centre;
- 14th September: exhibition and drop-in event at the Short Strand Community Centre;
- 20th September: presentation and Q&A at eastside Urban Village Steering Group;
- 26th September: presentation circulated at Equality Consultative Forum
- 27th September: public consultation event targeted at children and young people and facilitated by the Eden Project at the Black Box

Consultation with Statutory Agencies

- All relevant statutory consultees were contacted by e mail on 6th July, 5th September and 10th October;
- The consultation was also discussed at the City Centre Joint Regeneration Group on 19th June, 22nd August and 18th September which is attended by DfI, DfC and SIB.

Press Releases and Social media

- Press releases were issued in the first week of July 2017 publicising the document on-line and the exhibition;
- Social media was used throughout the consultation period

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APPENDIX 2

East Bank Draft Development Strategy Consultation Exercise: List of Respondents (who agreed to be identified)

- Eastside Partnership
- DAERA (SEA Division)
- DfC (response received via Citizenspace)
- DfI (Transport Strategy Division)
- DfI (Rivers)
- Lagan Currachs (2 responses via Citizenspace)
- St Matthew's Housing Association
- Short Strand Partnership
- Titanic Foundation Ltd (via Citizenspace)
- Turley Associates on behalf of Odyssey Trust Company Ltd
- Turley Associates on behalf of Swinford (Sirocco) Limited
- Turley Associates on behalf of Belfast Harbour and Titanic Quarter Ltd as co-parties in Titanic Quarter
- RNIB
- Youth Urban Almanac (84 illustrations/drawings/comments)
- 74 letters from Short Strand
- 18 responses from individual members of the public via citizenspace (10 provided their contact details)

22 responses via Citizenspace

74 letters from Short Strand

84 (illustrations/drawings/comments) from Urban Youth Almanac

10 letters/e mails

190 responses in total

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APPENDIX 3

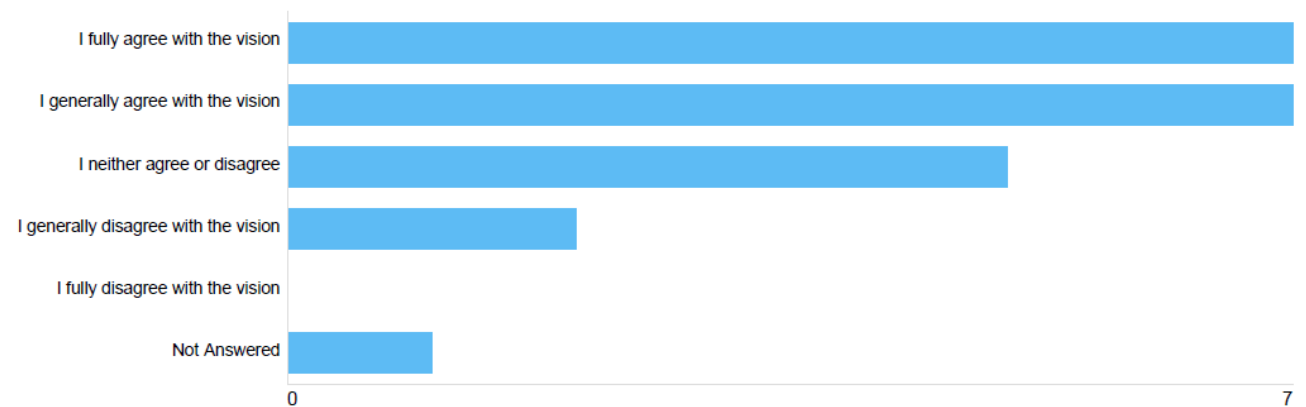
EAST BANK CONSULTATION: SUMMARY OF CITIZENSPACE QUESTIONNAIRE RESPONSES

Vision: Transforming East Bank: Making a new city quarter

By 2030, East Bank will be fully woven into the fabric of the city centre. It will be lively, diverse, accessible and well connected to the city core

(1) Vision - Please indicate how relevant the vision is

Vision - Please indicate how relevant the vision is.



Option	Total	Percent
I fully agree with the vision	7	31.82%
I generally agree with the vision	7	31.82%
I neither agree or disagree	5	22.73%
I generally disagree with the vision	2	9.09%
I fully disagree with the vision	0	0%
Not Answered	1	4.55%

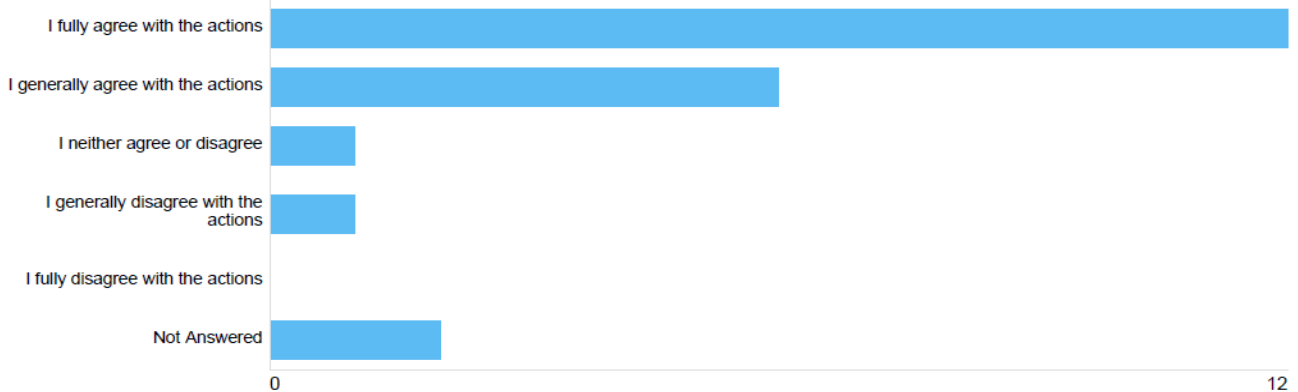
APPENDIX 3

The plan sets out four main themes for regenerating the East Bank area. These are:

- maximising the potential of development sites across the area;
- energizing the River Lagan;
- a connected and legible East Bank; and
- making streets and spaces for people

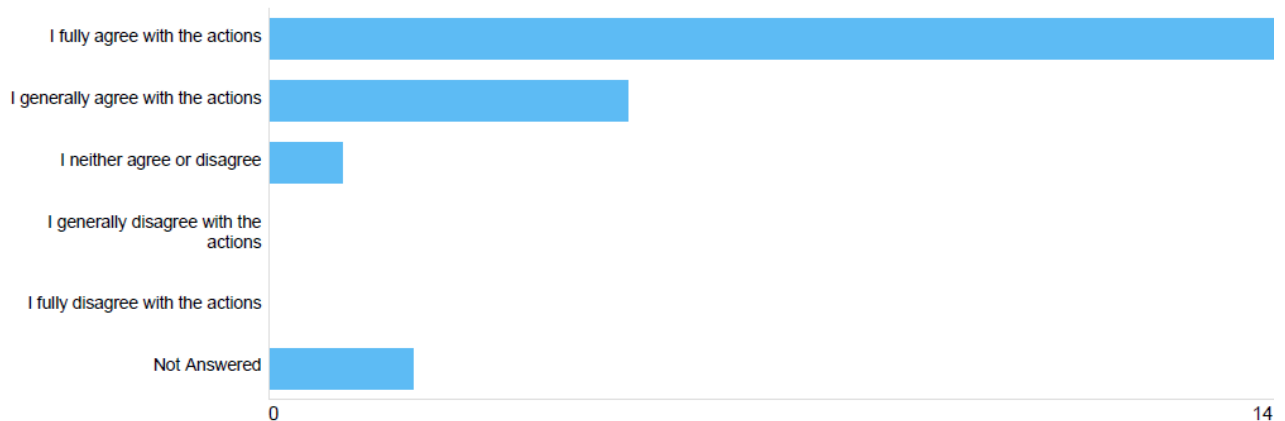
(2) The plan sets out some specific actions for each of the four themes. Please indicate below your overall opinion of each of the four themes.

Placemaking themes opinion - Maximising the potential of sites



Option	Total	Percent
I fully agree with the actions	12	54.55%
I generally agree with the actions	6	27.27%
I neither agree or disagree	1	4.55%
I generally disagree with the actions	1	4.55%
I fully disagree with the actions	0	0%
Not Answered	2	9.09%

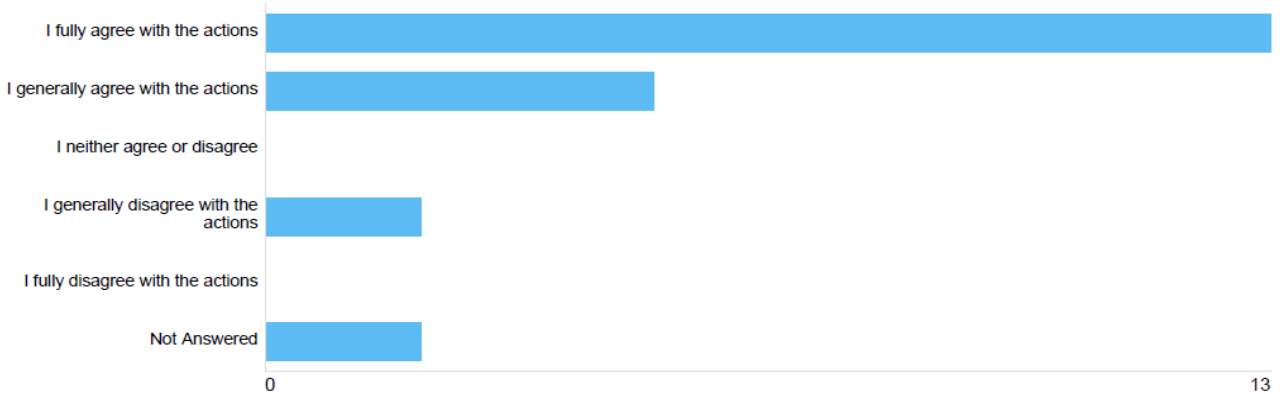
Placemaking themes opinion - Energizing the Lagan



Option	Total	Percent
I fully agree with the actions	14	63.64%
I generally agree with the actions	5	22.73%
I neither agree or disagree	1	4.55%
I generally disagree with the actions	0	0%
I fully disagree with the actions	0	0%
Not Answered	2	9.09%

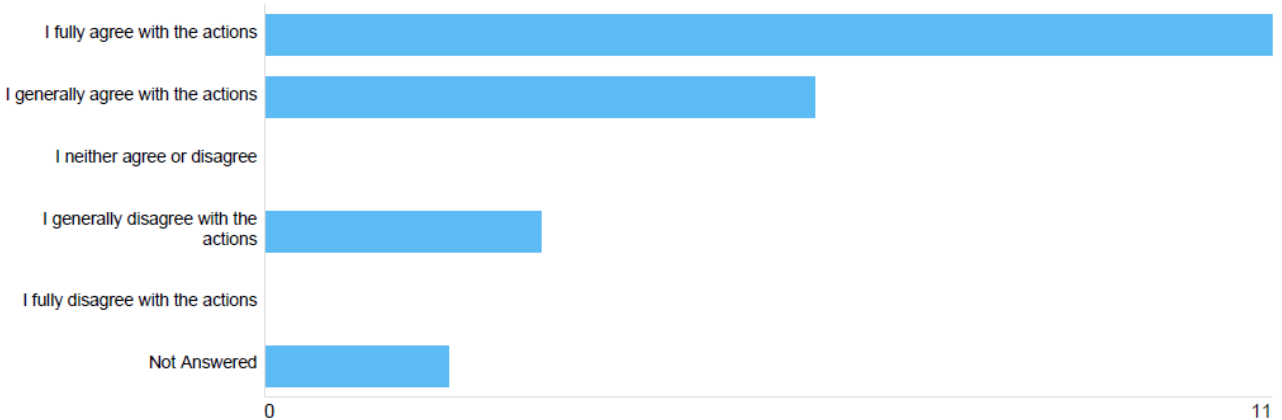
APPENDIX 3

Placemaking themes opinion - A connected East Bank



Option	Total	Percent
I fully agree with the actions	13	59.09%
I generally agree with the actions	5	22.73%
I neither agree or disagree	0	0%
I generally disagree with the actions	2	9.09%
I fully disagree with the actions	0	0%
Not Answered	2	9.09%

Placemaking themes opinion - Streets & spaces for people



Option	Total	Percent
I fully agree with the actions	11	50.00%
I generally agree with the actions	6	27.27%
I neither agree or disagree	0	0%
I generally disagree with the actions	3	13.64%
I fully disagree with the actions	0	0%
Not Answered	2	9.09%

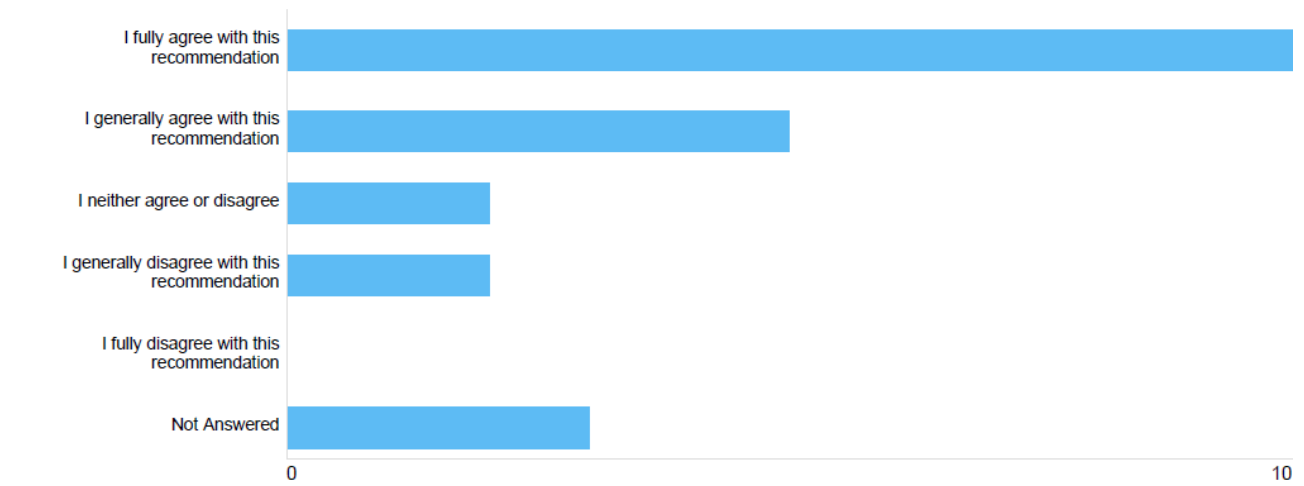
APPENDIX 3

The placemaking plans to reshape the East Bank are based on 6 key and interconnected recommendations that will help unlock the area’s full potential. Underutilised brownfield sites could be transformed into places to live, work and invest, highways could be rebalanced to improve the experiences of pedestrians, cyclists and public transport users, and the River Lagan could be opened up and be much more accessible to residents and visitors to the area. The six key recommendations are:

- a re-imagined central spine;
- a new north-south link;
- a new urban boulevard;
- a River Lagan loop walkway; an activated riverfront; and
- a relocated railway station at the core.

(3) Please indicate below your overall opinion of each of the six recommendations

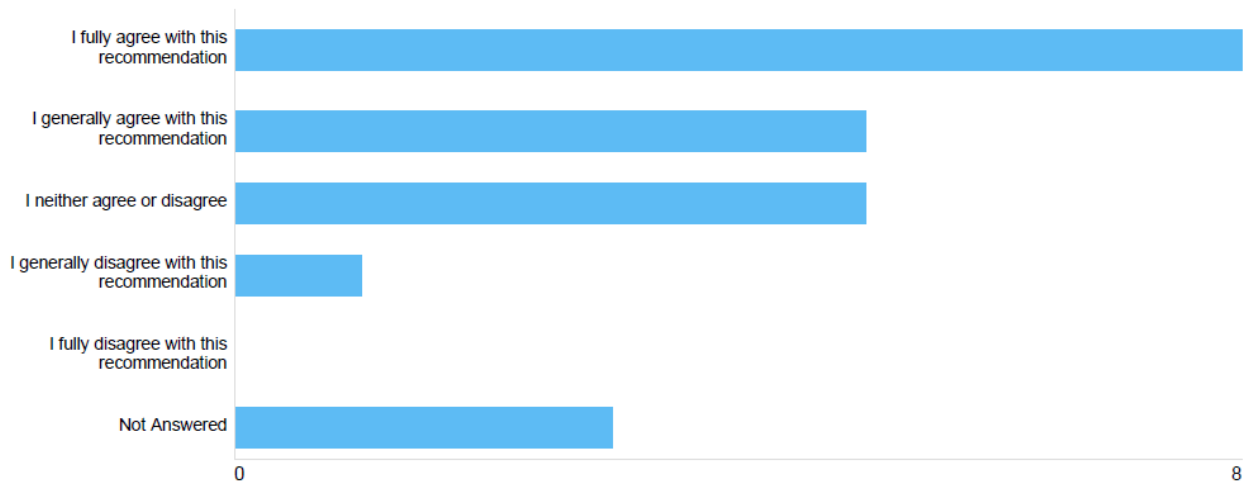
Reshaping 6 key areas - Re-imagined central spine



Option	Total	Percent
I fully agree with this recommendation	10	45.45%
I generally agree with this recommendation	5	22.73%
I neither agree or disagree	2	9.09%
I generally disagree with this recommendation	2	9.09%
I fully disagree with this recommendation	0	0%
Not Answered	3	13.64%

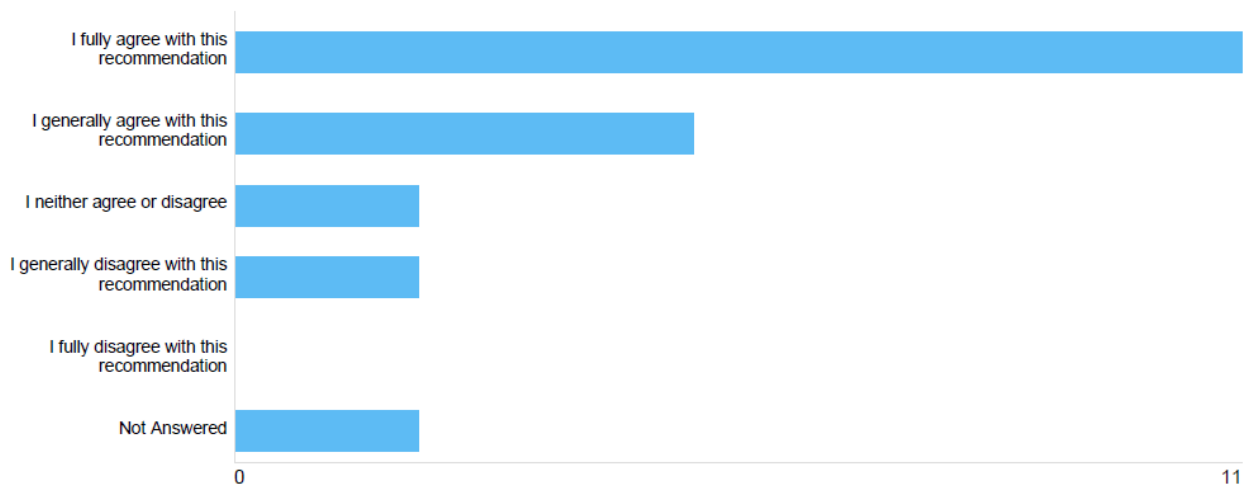
APPENDIX 3

Reshaping 6 key areas - New North-South link



Option	Total	Percent
I fully agree with this recommendation	8	36.36%
I generally agree with this recommendation	5	22.73%
I neither agree or disagree	5	22.73%
I generally disagree with this recommendation	1	4.55%
I fully disagree with this recommendation	0	0%
Not Answered	3	13.64%

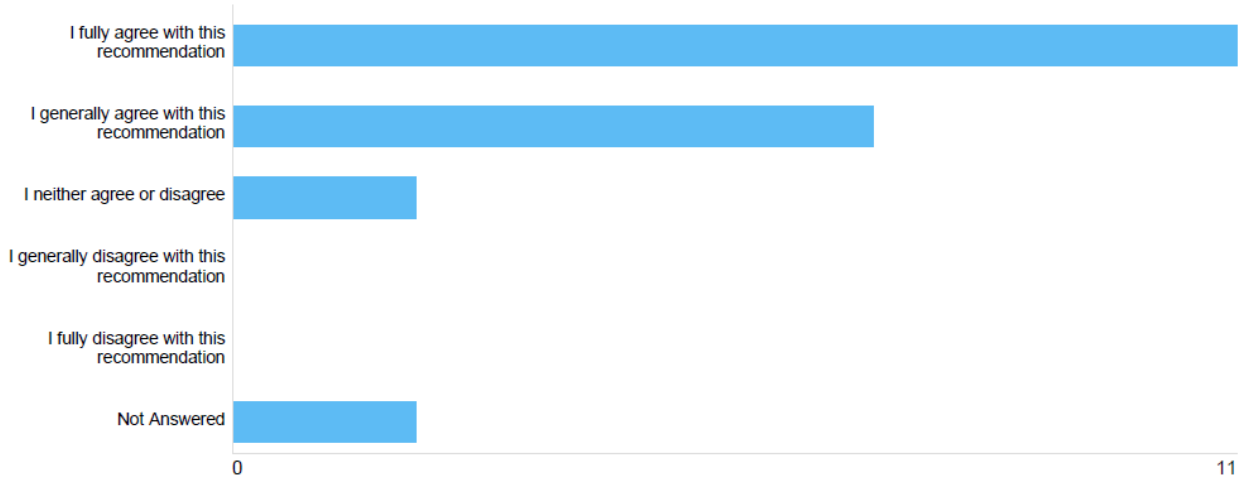
Reshaping 6 key areas - New urban boulevard



Option	Total	Percent
I fully agree with this recommendation	11	50.00%
I generally agree with this recommendation	5	22.73%
I neither agree or disagree	2	9.09%
I generally disagree with this recommendation	2	9.09%
I fully disagree with this recommendation	0	0%
Not Answered	2	9.09%

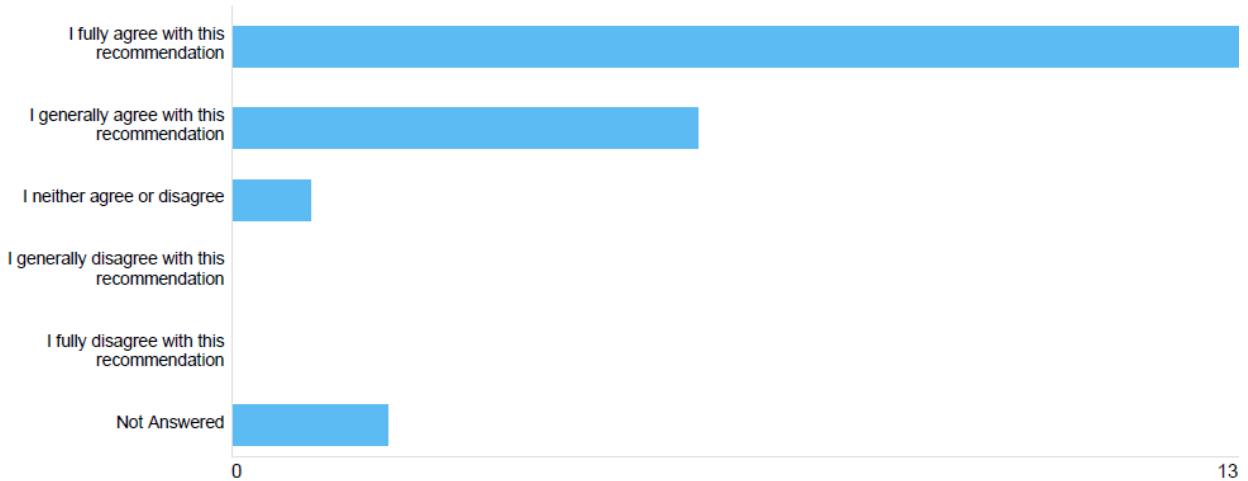
APPENDIX 3

Reshaping 6 key areas - Lagan loop walkway



Option	Total	Percent
I fully agree with this recommendation	11	50.00%
I generally agree with this recommendation	7	31.82%
I neither agree or disagree	2	9.09%
I generally disagree with this recommendation	0	0%
I fully disagree with this recommendation	0	0%
Not Answered	2	9.09%

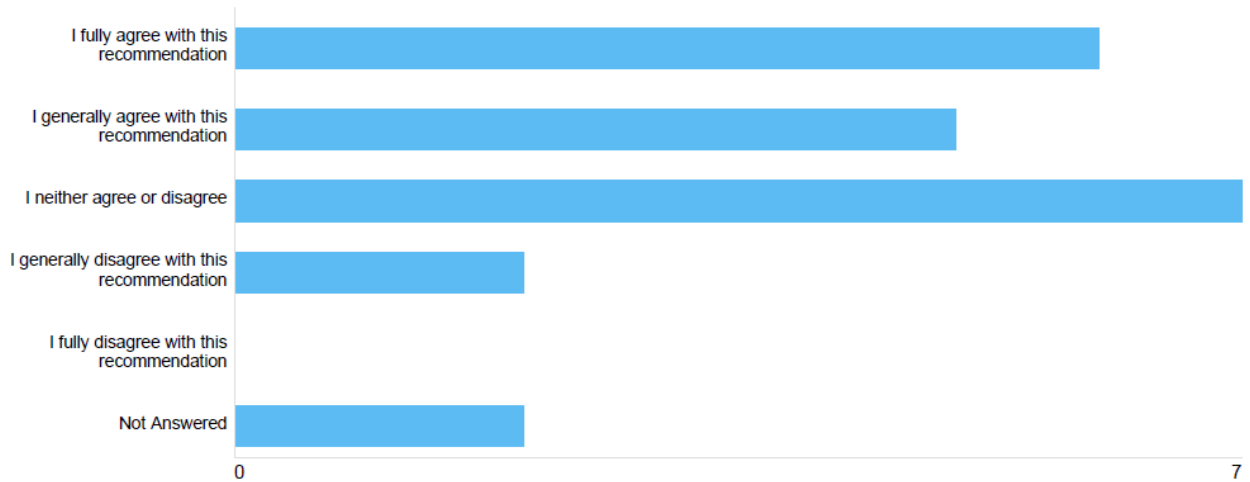
Reshaping 6 key areas - Activated riverfront



Option	Total	Percent
I fully agree with this recommendation	13	59.09%
I generally agree with this recommendation	6	27.27%
I neither agree or disagree	1	4.55%
I generally disagree with this recommendation	0	0%
I fully disagree with this recommendation	0	0%
Not Answered	2	9.09%

APPENDIX 3

Reshaping 6 key areas - Relocating the railway station

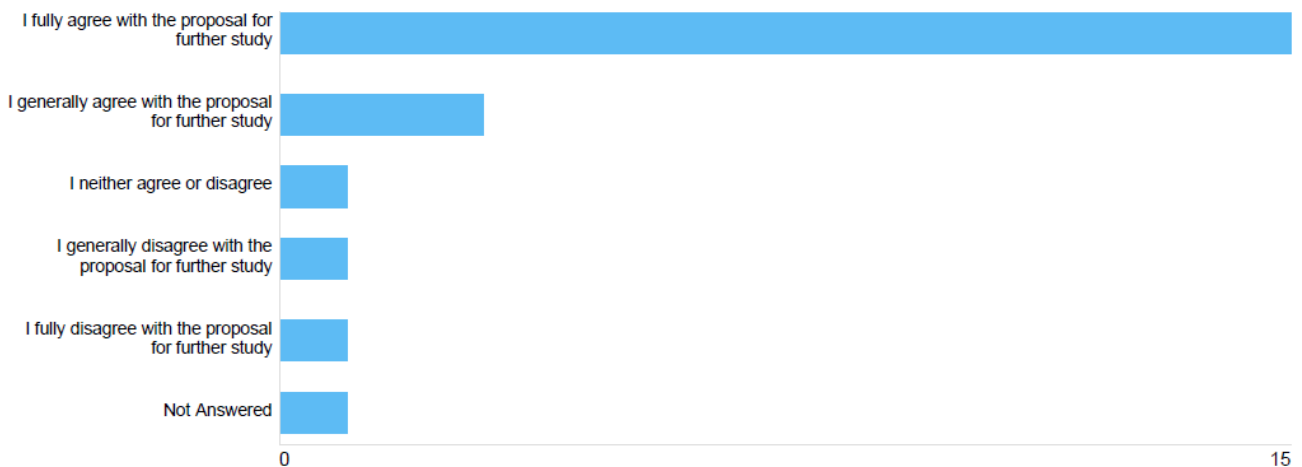


Option	Total	Percent
I fully agree with this recommendation	6	27.27%
I generally agree with this recommendation	5	22.73%
I neither agree or disagree	7	31.82%
I generally disagree with this recommendation	2	9.09%
I fully disagree with this recommendation	0	0%
Not Answered	2	9.09%

Further Modelling

Before finalising and implementing the proposals in the plan, we believe that further modelling is necessary to fully understand the potential impact of traffic and pedestrian flows through East Bank and then in and out of the city.

(4) Please indicate your opinion on the need for a further study of the impact.



Option	Total	Percent
I fully agree with the proposal for further study	15	68.18%
I generally agree with the proposal for further study	3	13.64%
I neither agree or disagree	1	4.55%
I generally disagree with the proposal for further study	1	4.55%
I fully disagree with the proposal for further study	1	4.55%
Not Answered	1	4.55%

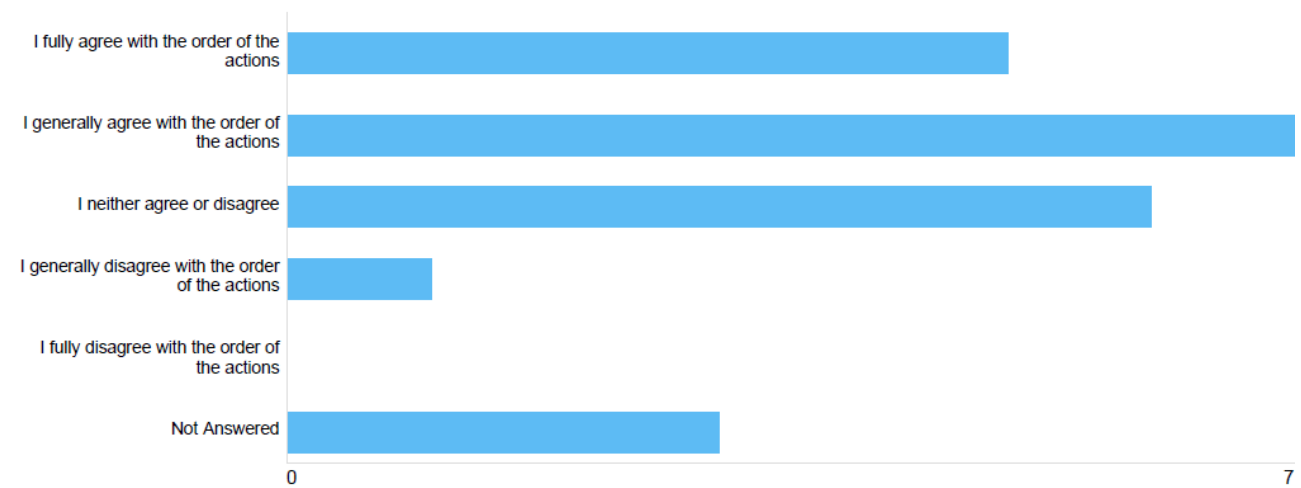
APPENDIX 3

Making it happen

The plan sets out a phased approach to developing the East bank (p29). It has key actions for each of the three main stages: short, medium and long term.

(5) Please indicate your opinion on which key actions should occur in which of the three stages?

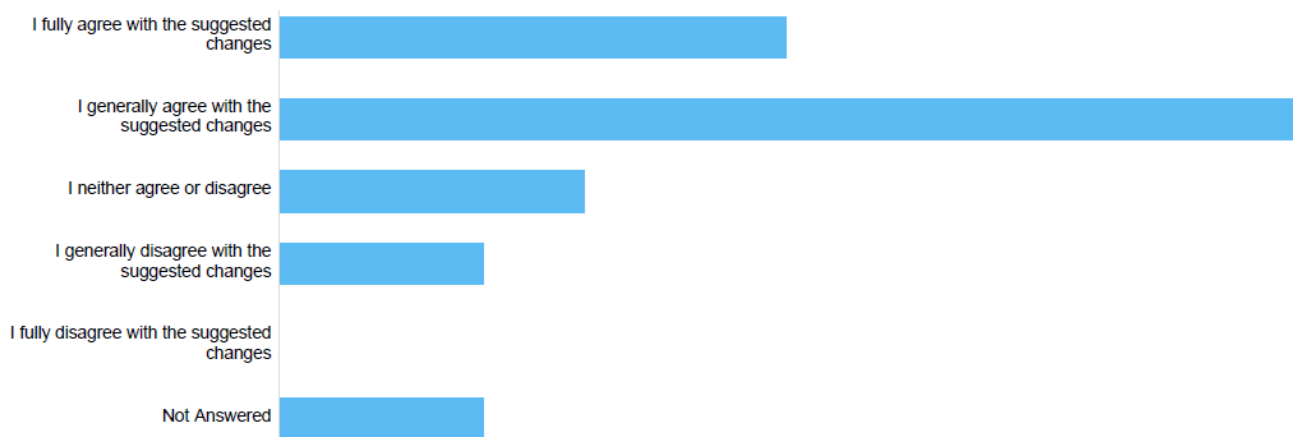
Making it happen - Please indicate your opinion on which key actions should occur in which of the three stages.



Movement of pedestrians, cyclists, cars and public transport

Appendix 1 (p34 to 40) provides additional detail on how we plan to change the movement of pedestrians, cyclists, cars and public transport.

(6) Please indicate your opinion of our suggested changes



Option	Total	Percent
I fully agree with the suggested changes	5	22.73%
I generally agree with the suggested changes	10	45.45%
I neither agree or disagree	3	13.64%
I generally disagree with the suggested changes	2	9.09%
I fully disagree with the suggested changes	0	0%
Not Answered	2	9.09%

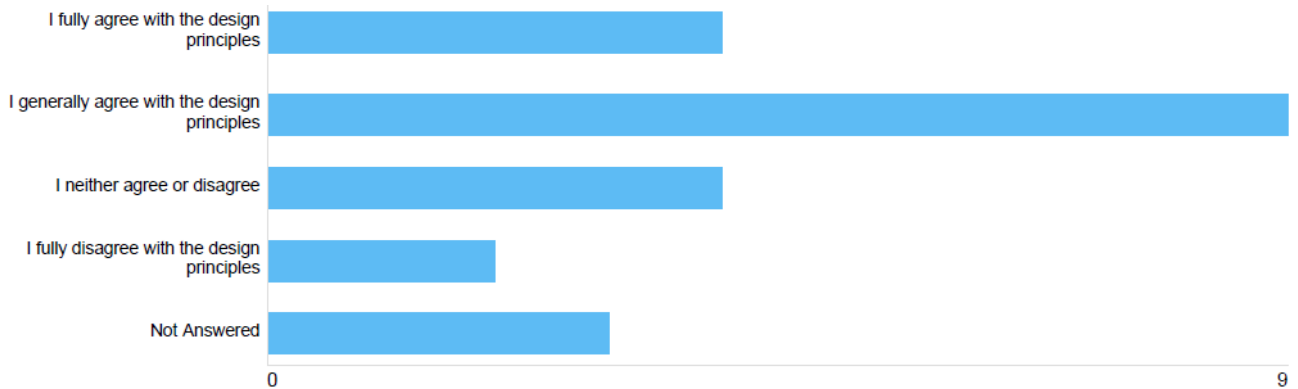
APPENDIX 3

Design Principles

There are three major sites with the East Bank area and we have developed key design principle for each (p48 to 55).

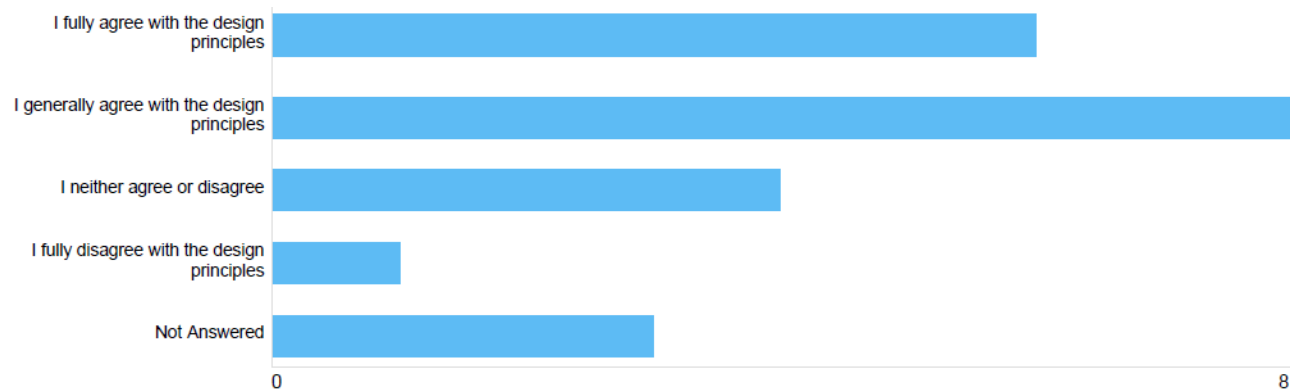
(7) Please indicate on the scale below your opinion of our suggested key design principles.

Key design principles - Sirocco site



Option	Total	Percent
I fully agree with the design principles	4	18.18%
I generally agree with the design principles	9	40.91%
I neither agree or disagree	4	18.18%
I fully disagree with the design principles	2	9.09%
Not Answered	3	13.64%

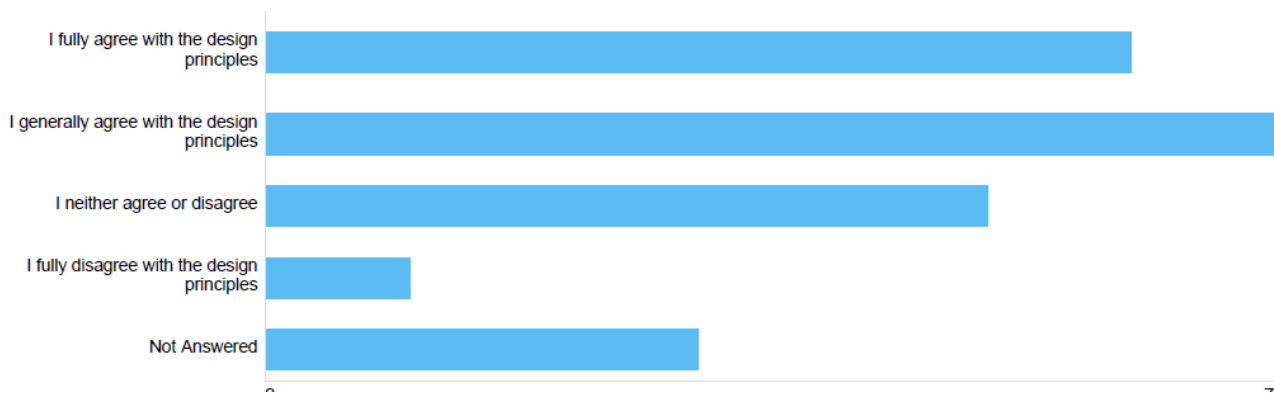
Key design principles - Queens's Quay



Option	Total	Percent
I fully agree with the design principles	6	27.27%
I generally agree with the design principles	8	36.36%
I neither agree or disagree	4	18.18%
I fully disagree with the design principles	1	4.55%
Not Answered	3	13.64%

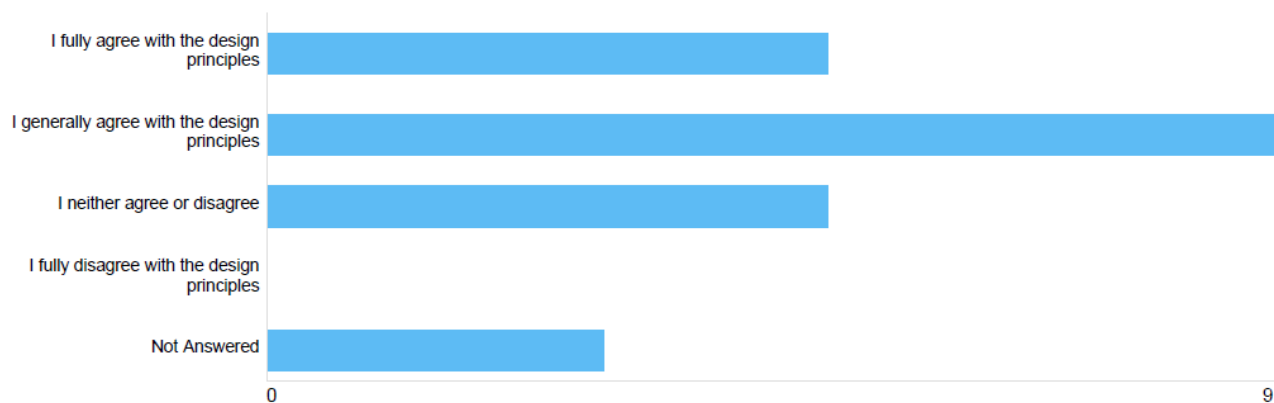
APPENDIX 3

Key design principles - Odyssey Quays



Option	Total	Percent
I fully agree with the design principles	6	27.27%
I generally agree with the design principles	7	31.82%
I neither agree or disagree	5	22.73%
I fully disagree with the design principles	1	4.55%
Not Answered	3	13.64%

Key design principles - Central spine sites



Option	Total	Percent
I fully agree with the design principles	5	22.73%
I generally agree with the design principles	9	40.91%
I neither agree or disagree	5	22.73%
I fully disagree with the design principles	0	0%
Not Answered	3	13.64%

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
Belfast Harbour & Titanic Quarter Ltd (submitted by Turley)	Supportive	We welcome this commission by Belfast City Council to devise a framework that can help address the persistent issues in this special action area, to better integrate Sirocco, the 'Shatter Zone', Odyssey and Titanic Quarter with the City Centre.	Noted
		Recognise the benefits of resolving the intractable issues that have affected this area and prevented seamless integration with the traditional city centre.	Noted
		Welcome: <ul style="list-style-type: none"> • Council commitment to address public realm quality in the East Bank, to create attractive and safe routes to the city centre; 	Noted
		<ul style="list-style-type: none"> • the ambition to drive forward the City Centre Regeneration and Investment Strategy (CCRIS); and 	Noted
		<ul style="list-style-type: none"> • emphasis placed on re-energising the River Lagan Corridor and for a connected and legible East Bank. 	Noted
		<p>Sustainable Transport Strategy</p> Note there is work programmed to develop a better contextual understanding of the study area, including multi-modal transport modelling. The additional studies will elucidate local travel trends and may have a bearing on the aims of the Development Strategy.	Noted. Discussions are underway between BCC and DfI re traffic modelling

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
Belfast Harbour & Titanic Quarter Ltd (submitted by Turley)	Supportive	<p>The sustainable transport strategy has and will continue to underpin the success of investment in the Harbour Zone and Titanic Quarter. We note the proposal to relocate the Titanic rail halt to a more central and accessible location in the East Bank. A range of factors will determine the viability of this proposal, including:</p> <ul style="list-style-type: none"> • the impact on already established sustainable transport patterns; • the relative proximity to the origin/destination of existing and future users (e.g. employees/residents working/residing in the vicinity of Titanic Quarter and Sydenham Road, attendees at major public events, etc.); and • a comprehensive rail passenger strategy for the city centre, appreciating the complementary functions Central Station and Transport Hub perform, achieving integration with BRT and allocating resources to avoid overlap or duplication. <p>People Centred Approach The agreed strategy for the East Bank must be people centred, where desire lines are fully appreciated, the origin and destination and interchanges between transport modes. Concepts for 'Reshaping East Bank', whilst focussing on the study area, must consider the implications of proposals for the wider hinterland. Awareness of policy inducing disadvantage is a consideration.</p> <p>Belfast Harbour is identified in the Belfast Metropolitan Area Plan and Belfast Local Plan (Preferred Options) as a major employment location. Future potential of this zone and of Titanic Quarter relies on successful implementation of a sustainable multi-modal transport strategy.</p> <p>Summary There is an invitation to public bodies and the private sector to commit to a sustained partnership and to work collaboratively. Belfast Harbour and Titanic</p>	<p>Noted. Discussions are underway between BCC and DfI re traffic modelling.</p> <p>Noted</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
Belfast Harbour & Titanic Quarter Ltd (submitted by Turley)	Supportive	<p>Quarter Ltd. are committed to help realise a strategy that better connects the area to the city centre.</p> <p>Emphasis on public realm quality, on delivering the CCRIS and on re-energising the Lagan Corridor is very welcome. Through the ongoing dialogue, together with transport partners at Translink and DfI, we can ensure the East Bank proposals seamlessly integrate with the multi-modal transport strategy for the Harbour Zone/Titanic Quarter.</p>	<p>Noted</p> <p>Noted. Discussions are underway between BCC and DfI re traffic modelling.</p>
Department for Infrastructure (DfI) Rivers	Critical	<p>The Strategy needs say more about how to address present-day flood risk to the proposed development as well as the impact of future climate change and in particular, potential sea level rise due to climate change. Parts of the proposed development site are currently at risk of coastal flooding.</p> <p>DfI Rivers would advise Belfast City Council that when planning such a large landmark development project, flood risk, future climate change and appropriate mitigation measures should be considered at the earliest stage in the design process.</p> <p>The Department for Infrastructure will shortly be issuing new guidance on climate change and how it impacts on flood risk. This guidance will also provide detailed guidance on designing for climate change. Department for Infrastructure. Rivers recommends that this new guidance be used during the design process.</p> <p>Such a large development may have a significant impact on the local storm drainage infrastructure and may require alterations to existing drainage systems. Department for Infrastructure Rivers should be consulted at the earliest opportunity on any proposed alterations to local storm drainage systems.</p> <p>Department for Infrastructure Rivers requests that Belfast City Council liaises closely</p>	<p>Accepted. Review when preparing SEA and finalised Strategy</p> <p>Noted (as above)</p> <p>Noted (as above)</p> <p>Noted (as above)</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
DfI Rivers	Critical	with us on all matters relating to flood risk management and drainage.	Noted
DfI Transport Strategy Division	Non-committal	<p>The general thrust to encourage walking, cycling and public transport is in line with the Department’s transportation principles.</p> <p>The proposals include radical changes to the road network that will affect the strategic road network (M3) and major arterial routes into Belfast, which will impact traffic movements across the City and further afield.</p> <p>Strategic transport modelling is essential to understand the impact of the proposals and to identify remedial or balancing measures across all modes and corridors serving Belfast City Centre.</p> <p>A phased approach to the introduction of modelled and accepted proposals would be essential.</p> <p>Proposals should ensure the following:</p> <ul style="list-style-type: none"> • The integrity of BRT routes are preserved as a minimum • Other forms of public transport (eg METRO and rail) are improved where practical to take an increase in modal share • Traffic congestion and travel times for strategic traffic movements are assessed and deemed acceptable, including: <ul style="list-style-type: none"> ○ Between south Belfast, M3 and onward M1 and M2 ○ Between City centre, East Belfast and beyond <p>Other important issues to be considered include:</p>	<p>Noted.</p> <p>Accepted. Discussions are underway between BCC and DfI re traffic modelling.</p> <p>Noted.</p> <p>Review when preparing finalised Strategy</p> <p>Noted</p> <p>Noted</p> <p>Accepted. See comments above re. traffic modelling</p>
DfI Transport Strategy Division	Non-committal		

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
DfI Transport Strategy Division	Non-committal	<ul style="list-style-type: none"> • The proposals to rationalise Bridge End and Middlepath Street eg a boulevard to accommodate buses, cyclists and local vehicular access are significant. • It is important to note that these streets carry both strategic and local traffic and the proposals will require further detailed study. • The M3 on-off slips are essential strategic links to the motorway network and access to them (including Dalton Street) should be preserved. • Any proposals must be considered at a strategic level i.e. over Belfast as a whole, not simply within the localised development area. • The modal shift required to accommodate these changes to the road network is unlikely to be realised without significant traffic congestion unless additional traffic demand management measures are taken. • The York Street Interchange Scheme and widening of the Sydenham Bypass would help to remove traffic from the local road network but links to them need to be preserved. • Consideration needs to be given to the future development and traffic trips generated by Titanic Quarter • Account needs to be taken of accessible taxis and Central Railway Station, which is a major transport hub on the periphery of the site. • The report ignores the importance of freight movements, Belfast Harbour, City Airport and universities. This needs to be addressed in any modelling. • The report seems to be focused on the City Centre and commuters, with no comments on those with disabilities (e.g. where public transport is not an 	<p>Noted</p> <p>Accepted. See comments above re. traffic modelling See comments above re. traffic modelling</p> <p>As above</p> <p>Noted</p> <p>Noted</p> <p>Accepted. See comments above re. traffic modelling</p> <p>As above</p> <p>As above</p> <p>Noted. Review when</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
		<p>option).</p> <ul style="list-style-type: none"> Car parking should be considered as part of an overall car parking strategy across Belfast, rather than this local development. The car parks mentioned in the report are well used and serve the city centre and the Odyssey. <p>The strategy needs to identify any strategic transport infrastructure changes that are needed to deliver the full build-out in the context of the Titanic Quarter Masterplan, the Belfast Agenda, the Belfast Local Development Plan and the new complementary Belfast Metropolitan Transport Plan. This strategic transport infrastructure may well be required outside the boundary of the East Bank Development site. In addition, phasing the development in this longer-term context will provide the opportunity for well-aligned developer contributions and should ultimately increase deliverability.</p> <p>The Strategy must be tested with the strategic multi-modal transport model of Belfast to assess the impacts more fully. The strategy must be tested in the context of the future development of Belfast City Centre as a whole including all currently planned major new developments. The results of the test could be used to confirm the strategy or to optimise and reconfigure elements of the strategy in order to meet objectives shared by Belfast City Council and the Department as Transport Authority. This would include an assessment of the impact of the removal of the Station Street overbridge.</p>	<p>preparing finalised Strategy</p> <p>Noted</p> <p>Noted</p> <p>Accepted. See comments above re. traffic modelling</p>
EastSide	Supportive	EastSide Partnership welcomes the overall strategy and in particular setting Sirocco,	Noted.

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
Partnership		<p>the ‘shatter zone’ and Odyssey Quays within the one plan.</p> <p>We see it as critical that East Bank becomes fully integrated with the city centre, bringing the centre ‘across the river’, and that it also acts as a way of connecting Titanic Quarter to the city centre. The four placemaking themes identified will enable this to be achieved.</p> <p>We also see the importance of connecting East Bank to the adjoining communities in inner east, but it is important that it is viewed as connecting the city centre to the whole of east Belfast.</p> <p>While welcoming the overall approach, we would make the following comments:</p> <ol style="list-style-type: none"> 1. We agree that the shatter zone needs to be more cycle/ pedestrian friendly and that we need excellent pedestrian / cycle access between existing city centre, East Bank, Titanic Quarter and east Belfast. 2. We recognise the importance of additional housing, particularly within this part of an extended city centre, and that the overall provision should include social and affordable housing. However it is critical that the provision and management of social housing does not identify the area with one specific community. 3. While we understand the value of locating a train halt within the East Bank area as proposed, we would be keen for the existing halt to be retained. If this is not possible then it is critical that the footbridge is retained to ensure pedestrian and cycle access between Titanic Quarter and Newtownards Rd is retained. 4. It is important to ensure that ongoing consultation with the local community includes residents of all areas within inner east Belfast - eg Short Strand, Bridge 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Accepted.</p> <p>Noted. Discussions are underway between BCC and DfI re transport modelling.</p> <p>Accepted. Review</p>
EastSide	Supportive		

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
Partnership		<p>End, lower Newtownards Rd, Woodstock, lower Ravenhill etc, as well as wider east Belfast interests, including EastSide Partnership. The reference to Short Strand within the document, and in future documentation, should be widened to east Belfast.</p> <p>5. We feel there should there be some reference to tourism in the strategy. Extending the city centre to include East Bank will better connect the city centre to both Titanic Quarter and EastSide (eg the EastSide Visitor Centre / CS Lewis Square will be a 1km 15 minute walk from the centre) A ‘seamless’ connection between Titanic Quarter / Titanic Belfast and the city centre is particularly important from a tourism perspective.</p> <p>6. Reference should be made to the existing Comber Greenway as a pedestrian/ cycle link and the plans to link with this via the new Middlepath cycle route (and therefore linking to wider the Connswater Community Greenway network in east Belfast).</p> <p>7. How will this strategy link with the existing EastSide Urban Village plans? How will the various stakeholders communicate?</p> <p>8. Mention is made of meanwhile / pop-up activities and the M3 underpass would seem to be a perfect space for potential animation/ pop up opportunities- it is on the route between existing centre and TQ and is already sheltered.</p>	<p>when preparing finalised Strategy.</p> <p>Noted. Review when preparing finalised Strategy.</p> <p>Noted. Review when preparing finalised Strategy</p> <p>Noted.</p> <p>Noted.</p>
Eden Project Youth Almanac	Supportive	The Eden Project held an event on 26 th September facilitated by Seedhead Arts which comprised a workshop where approximately 60 young people aged 7 years to mid-20’s explored what they need and wanted from open space in the East Bank by	Noted - Review when preparing finalised Strategy

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

Page 47

ID/Name	Object/ Support	Summary	Officer Comments
		<p>preparing drawings and illustrations. An illustrator was present to take “visual minutes”. Ideas included:</p> <ul style="list-style-type: none"> • Rope bridges from Sirocco across the river; • Clean water swimming pool in the river with diving boards and covered areas to socialise; • Concrete ping-pong tables; • Hammocks; • Bandstands for buskers and bands to play; • Covered activity areas for children and teenagers; • Green spaces; • More boating activity and a boat museum (on a boat); • Boats with small tables to allow people to eat lunch on the river 	<p>and identify other opportunities where ideas can be explored further</p>
Lagan Currachs	Supportive	<p>Supports a vibrant community around the river and think that housing and offices without interesting social spaces and innovative infrastructure would be a lost opportunity to build a better future.</p> <p>Supports better access points to the Lagan are needed - areas where the public can enjoy the river instead of being barred away from it. Propose a floating or cantilevered walkway connecting up the entire east bank.</p> <p>New open spaces should have their own innovative elements of interest and each have a unique offering. We do not want a bland or uniform framework of spaces.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>
Lagan Currachs	Supportive	<p>Developments on the East Bank should provide more innovative social areas with artist designed parks for the young people and more houseboat infrastructure - the most important thing is to build infrastructure for a boat dwelling community on the</p>	<p>Noted</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
		<p>river</p> <p>Other proposals include (i) a series of rope bridges crossing river from Sirocco works; (ii) more facilities for entry to the water, encouraging people to socialise by the river in a positive way; (iii) floating walkways; (iv) emphasis on fun, human connection; (v) peace building spaces; (vi) a street food market; (vii) a green park area; (viii) lots of community business cafes.</p> <p>Encouraging bicycle traffic would be a very sensible move for a sustainable and thriving future.</p> <p>The document places too much emphasis on high rise, offices, which are too bland and concrete. Loads of housing and offices will not create anything new. Just more.</p> <p>Be more innovative and make this area really inspirational. It could be a big tourist draw, and could offer so much to Belfast residents,</p> <p>Disagree with proposal to move the railway station on grounds of cost.</p> <p>Would like the document to include more visual illustrations, more engaging layout and video representations or Minecraft models for young people. Also suggests “friendlier language”.</p>	<p>Noted (also parallels with feedback from the Urban Almanac workshop on page 1)</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
NIHE	Supportive	<p>General Comments</p> <p>Supports the Vision, in particular that the area will be accessible and connected to surrounding communities. It is important that regeneration provides benefits and</p>	Noted.

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
NIHE	Supportive	<p>opportunities to existing local communities as well as new residents.</p> <p>Supports place-making approach to an area.</p> <p>Any plans for additional social housing in this area would be seen as part of the city centre waiting list.</p> <p>Supports mixed use development, energising the River Lagan, improving the public realm and promotion of sustainable forms of travel.</p> <p>Strongly welcomes the statement that residential development should provide a diversity of housing tenures and types to attract people to live in the city centre.</p> <p>NIHE’s aim is to promote shared space and shared living. Residential development should ensure a mix of housing tenures including affordable homes to buy or rent and social housing as part of larger developments.</p> <p>Detailed Comments Note that East Bank is part of a larger Oxford Street and Eastern Bank Special Action area. Would like to see linkages between Oxford Street and East Bank better developed and an additional masterplan prepare for the area on the west bank of the Lagan including Oxford Street and Victoria Street.</p> <p>Support proposals for an east/west boulevard linking Short Strand and the city – strongly supportive of visual and physical links between the inner city, the East Bank and the city centre to create an inclusive and cohesive environment.</p> <p>Supports an activated riverfront including new pedestrian access and riverside</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
		<p>walkway – planned high density development along the river should not hinder accessibility.</p> <p>Public space could be increased in the area. Concerned that the key design principles as set out in Appendix 3 do not include green open space which will be important in high density development. BCCRIS referred to the need to radically green the Lagan corridor – this should be included in the East Bank Strategy.</p> <p>Welcome a coherent street structure which promotes legibility and creates safe and active spaces. The Sirocco site could include a space celebrating the industrial history of the site, creating a sense of place.</p> <p>The Strategy should contribute to building a balanced and inclusive neighbourhood by integrating the principles of inclusive design where public realm and buildings are designed to enable disabled people, children and older people to be involved on an equal basis (lifetime neighbourhoods).</p> <p>NIHE supports city centre living and supports the statement that development should incorporate a range of house types and tenures. They believe this should include 20% social and affordable housing, accessible dwellings and wheelchair housing units.</p>	<p>Noted.</p> <p>Noted - Review when preparing finalised Strategy.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted - Review when preparing finalised Strategy</p>
Odyssey Trust Company Ltd (submitted by Turley)	Supportive	<p>OTC Ltd welcome the commission by Belfast City Council to create a framework for the East Bank area, which will assist in improving the quality of the area as a key gateway to the City and seeks to better integrate Sirocco, the ‘Shatter Zone’, Odyssey and Titanic Quarter with the City Centre.</p> <p>The Odyssey Complex was Northern Ireland’s landmark millennium project and is</p>	<p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
Odyssey Trust Company Ltd (submitted by Turley)	Supportive	<p>arguably the UK's most successful, with no additional government funding required. The lands to the south of the Odyssey Complex, which benefits from outline planning permission (application ref: Z/2009/1309/O), is included within the East Bank Development Strategy boundary.</p> <p>The Strategy refers to the Odyssey Quays site which is not a name referred to by OTC Ltd. The Odyssey Masterplan site is located within the area known as Queen's Quay.</p> <p>Welcomes:</p> <ul style="list-style-type: none"> • Council commitment to address public realm quality in the East Bank, to create attractive and safe routes to the city centre; • the ambition to drive forward the Belfast City Centre Regeneration and Investment Strategy/Belfast Agenda; and • ambitions to re-energise the River Lagan Corridor and for a connected and legible East Bank. <p>On the 5 December 2013 DoE Planning granted outline planning permission (application ref: Z/2009/1309/O) for the comprehensive re-development of the existing car park site and lands adjacent to the Lagan waterfront front. The outline planning approval at the site is consistent with the aims of the Strategy and will undoubtedly perform a key role in unlocking the full potential of the area whilst providing economic, social and environmental benefits for the wider city area.</p> <p>The spatial framework sets out four mutually supporting 'place making' themes, one of which is to maximise the potential of development sites across the area. This is a strong message from the Strategy and it is to be welcomed.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
Odyssey Trust Company Ltd (submitted by Turley)	Supportive	<p>Appendix 3 of the Strategy refers to the density and scale of development as ‘considerable’ and notes the inclusion of a 29 storey tower component on the riverfront. Belfast City Council is keen to drive forward ambitious growth targets as set out in the City Centre Regeneration and Investment Strategy (2015) and the Belfast Agenda. In order to achieve their ambitious targets and encourage investment a considerable quantum of development should be considered at suitable locations, such as the Odyssey site.</p>	Noted.
		<p>Appendix 3 also notes that should the opportunity arise the impact of the development on the Lagan riverfront public realm should be reconsidered. We would disagree. The public realm proposals which form part of the Odyssey Masterplan are an integral part of the scheme which flows around and through the development. The retention and enhancement of the Odyssey Plaza respects the setting of the existing Odyssey building and creates a heart to the complex.</p>	Noted.
		<p>The Riverfront Promenade and its relationship with the existing Odyssey and the proposed riverfront development is a key feature. There is a spatial relationship between the raised public viewing area, the Odyssey Plaza and the river beyond. This has been designed to maximise the views through to the river whilst creating a sense of enclosure to the Odyssey Plaza and providing active uses to generate vibrancy and animation to the public realm.</p>	Noted.
		<p>We welcome proposals to promote the ‘Lagan Loop’ to improve pedestrian and cycling linkages along the Lagan Walkways. We would support the operation of these as being complimentary to the existing Belfast Bike stations; the Odyssey/Sydenham Road bike station is one of the most regularly utilised in Belfast City.</p>	Noted.

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
		<p>In the short term we welcome, in partnership with others including the Council, the potential for temporary or pop up uses along the River Lagan to draw visitors into the area. In the short to medium we would also welcome the opportunity for the Strategy to align with the Odyssey Plaza proposals as set out in the Odyssey Masterplan.</p> <p>We note proposals to relocate the Titanic Rail Halt. A range of factors will determine the viability and deliverability of this proposal and a comprehensive approach involving all relevant stakeholders and landowners is required in its consideration.</p> <p>The Framework’s vision for enhanced pedestrian and public transport connectivity between the traditional city core and the East Bank is consistent with the Odyssey masterplan. There is clear alignment between the strategic principles of the emerging Strategy and the future redevelopment of the Odyssey site. OTC Ltd believes the Odyssey site will undoubtedly perform a key role in unlocking the full potential of the area.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
RNIB	Supportive	<p>This response focuses attention on the policy areas where we feel it would be helpful for the project lead in the Council and design team to be aware of the wider RNIB policy context.</p> <p>The policy areas this response focuses on are:</p> <ol style="list-style-type: none"> 1. Accessible transport 2. Safe streets 3. Accessible information 	Noted.

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
RNIB	Supportive	<p>Blind and partially sighted people rely more heavily on transport than sighted people generally. Safe, accessible transport is central to the wellbeing, independence and daily lives of blind and partially sighted people. Barriers to travel remain the most common issue reported by people with sight loss. , in particular, affordability, availability, accessibility and awareness. RNIB recommends:</p> <ul style="list-style-type: none"> • Adequate government funding for community transport • A strategic and consistent approach to community transport provision across Northern Ireland, ending the current postcode lottery • More frequent Translink services in rural areas, particularly during the evenings and weekend • The extension of audio announcement systems across all Translink buses • Fully accessible signage and timetables • Translink to replace all of its high-floored buses as soon as possible 	Noted.
		<p>Of distinct relevance to the East Bank Development Strategy, we encourage all public realm projects to consider the end-to-end journey of the passenger as journeys begin and end in the streetscape. Barrier free access to the pedestrian environment and barrier free access to different modes of transport is required to support inclusive and independent living for people with sight loss.</p>	Noted.
		<p>Designing a built environment which is accessible to blind and partially sighted people is a key area where local government could effect long-lasting, tangible change for its local residents as well as tourists and visitors.</p>	Noted.
		<p>Safe crossings must be included in street design. Accessible crossing points are essential as they enable blind and partially sighted people to cross roads in safety.</p>	Noted.

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
RNIB	Supportive	<p>Shared space schemes that remove kerbing and tactile paving are a growing trend. Shared surfaces rely on eye contact between pedestrians and drivers – so this completely fails to take into account the needs of blind and partially sighted people. Shared surface schemes mean kerbs are removed. The kerb is vital for street orientation for long cane users, whilst guide dogs are trained to navigate by them. Removal of the kerb risks putting people in danger as it is difficult to work out where the safe area stops and the roadway for vehicles begins. RNIB does not support the use of flush surfaces in such areas and recommends that the memorandum guidance on kerb heights in public realm schemes produced by the Department for Regional Development (issued in May 2015) is adhered to. Within this guidance it states that: “For public realm schemes, and in line with best practice, it is recommended that a ‘standard’ kerb height of 125mm should be generally used.”</p> <p>Tactile paving is vital to street navigation and informs people about risks and safe places to cross the road. Without it, another aid to mobility and safety for blind and partially sighted people is lost.</p> <p>Other challenging issues include:</p> <ul style="list-style-type: none"> • Obstruction of pavements by parked vehicles. This is an offence and the law needs to be properly enforced; • Advertising boards left on pavements: This was the number one cause of injury in a recent RNIB survey. Local authorities should review their policy in relation to advertising boards and introduce zero tolerance on their placement across the pavement. Transport NI has the power to remove these obstacles and we want to see firm action if they are not located in a safe space or within an enclosed area; 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
RNIB	Supportive	<ul style="list-style-type: none"> • Street and café furniture: We welcome the Licensing of Pavement Cafés Act 2014; we ask the Department for Communities and local government to continue to work with RNIB and other sector bodies to ensure that the guidance is strong and reflective of all the issues raised; • Wheelie bins left out on the pavement are also a common cause of injury; • Sight loss and cycling: RNIB supports programmes that reduce traffic and make cycling and walking better for people. However, we are becoming increasingly concerned about how new cycling schemes are planned, applied and consulted on with the adoption of designs that encroach into walking areas, create shared use spaces and potentially place people with sight loss at risk; • We would like the Department for Communities and all local councils across Northern Ireland to sign up to the development and the implementation of a Street Charter in partnership with blind and partially sighted residents and RNIB; • We recommend the following documents: <ol style="list-style-type: none"> 1. Department for Transport's (DfT) Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (2002) https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf 2. DfT's Guidance on the use of tactile paving surfaces https://www.gov.uk/government/publications/guidance-on-the-use-of-tactile-paving- 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

Page 57

ID/Name	Object/ Support	Summary	Officer Comments
RNIB	Supportive	<p><u>surfaces</u></p> <p>3. Memorandum on Kerb Heights in Public Realm Schemes RNIB recommends that the Memorandum on kerb heights in public realm schemes produced by the Department for Regional Development (issued in May 2015) is adhered to. Within this guidance it states that: “For public realm schemes, and in line with best practice, it is recommended that a ‘standard’ kerb height of 125mm should be generally used.”</p> <p>RNIB notes statements such as “to tackle the dominance of road infrastructure” and “The draft East Bank Development Strategy promotes a rebalancing of the highway network to transform the pedestrian, cycle and public transport user experience.” How will the needs of pedestrians with sight loss and public transport users with sight loss be taken into consideration and their needs met?</p> <p>We agree that the “scale of the challenge and potential requires an ambitious and integrated approach to urban design and placemaking.” However, the needs of people, including disabled people and people with sight loss, must be at the heart of this approach.</p> <p>We note the use of the word ‘accessible’ throughout the document. What is the meaning of this word in this context? This must mean accessible to disabled people. We seek clarification on the meaning of the word in the East Bank Development Strategy.</p> <p>On page 13, Theme 1: Maximising the potential of development sites across the area, “Designing outdoor streets, walkways and spaces so that they can host a range</p>	<p>Noted.</p> <p>Noted. Review when preparing finalised Strategy</p> <p>Noted.</p> <p>Noted. Review when preparing finalised Strategy.</p> <p>Noted: Review</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
RNIB	Supportive	<p>of activities during the day and into the evening”. This is to be welcomed, however, we look forward to more detail and clarity around how the needs of people with sight loss will be considered.</p> <p>On page 13, Theme 2: Energising the River Lagan corridor, we welcome the promotion of the Lagan Loop - a continuous pedestrian walkway linking east to west banks, new exciting destinations and attractions. We ask for more detail about how cycling will be included and point you towards the section above which gives information about cycling and the impact that it can have on pedestrians with sight loss. We also note the statement “Provide additional pedestrian space via extended board walks, projecting piers, pontoons, moorings and stepped areas to water.” How will the needs to disabled people, including people with sight loss, be taken into consideration in the design of this additional pedestrian space?</p> <p>On page 14, it is noted “Establish a coherent and high quality north-south pedestrian link from Sirocco riverfront to the Titanic Quarter”; and “Improve east – west pedestrian and cycle links to riverside and city centre including new bridge links”. Again, how do the designers and Council plan to ensure the needs of blind and partially sighted pedestrians be taken into consideration and their needs met? We look forward to learning more about the cycle links and how conflict between pedestrians and cyclists will be designed out.</p> <p>On page 14, it states “Extend way-finding and information system provision along primary pedestrian routes, at bus stops and water taxi landing stages.” How will this information be accessible to people with sight loss?</p> <p>On page 14, it further states “Facilitate a creative approach to lighting the public realm, bridges and other structures and buildings to create a more welcoming image</p>	<p>when preparing finalised Strategy.</p> <p>Noted. Review when preparing finalised Strategy.</p> <p>Noted. Review when preparing finalised Strategy.</p> <p>Noted. Review when preparing finalised Strategy.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
RNIB	Supportive	<p>to first time or occasional visitors and help people to find their way around more easily.” Good lighting is essential for the mobility of people with sight loss and we look forward to seeing how this is taken into consideration in the future designs. We welcome the statement “to help people to find their way around more easily” and ask if this will include helping people with sight loss to find their way around more easily.</p> <p>On page 14, Theme 4: Making Streets and spaces for people. We welcome this aim. We note the statement, “Rationalise and rebalance highway infrastructure enabling strategic access but transforming the pedestrian, cycle and public transport experience”. How will the needs of people with sight loss, both as pedestrians and as public transport users, be considered in the outworking of this aim? Additionally, what is a “pedestrian first route”. More details are required here. We seek assurance that this is now a shared space between pedestrians and cyclists/ motor vehicles. We welcome the statement “provide high quality public realm” and we recommend that the needs of people with sight loss are paramount during the design and build to ensure that it is accessible for people with sight loss.</p> <p>It is stated that “Highways could be rebalanced transforming the pedestrian, cyclist and public transport user experience.” on page 17. Again, we ask for more detail about what this will entail. We welcome the statement that “It is an approach which puts people centred place-making and urban design quality at its heart.” We will be looking for more detail in future documents and design to ensure that this aim is evidenced in practice.</p> <p>Page 20 notes, “A significant change will be required in the way people travel on this corridor, in favour of public transport, walking and cycling, to compensate for the reduction in road space”. We ask for more information about how the interfaces of</p>	<p>Noted. Review when preparing finalised Strategy.</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
RNIB	Supportive	<p>public transport, walking and cycling. How will the needs of blind and partially sighted users be considered? What impact will the changes have? What research has been carried out and examined from elsewhere where there have been these “significant changes”?</p> <p>Page 20 further notes that “It will transform the pedestrian, cycle and public transport experience”. How will this happen? How will it transport the experience for people with sight loss? Will it transform for the better, if so, how?</p> <p>Page 20 states that “Alongside the road and cycleway improvements, there needs to be an improved connectivity strategy which addresses the current poor movement in the north-south direction from Short Strand and Sirocco into the Titanic Quarter.” How will the connectivity strategy include the specific needs of users?</p> <p>Page 24 mentions the term, “pedestrian friendly streets”. What is a pedestrian friendly street? Is it shared space or mixed use? Please provide a definition. Please also see the section on accessible streetscapes in this response and RNIB’s position on shared spaces.</p> <p>Page 26, the image of the pavement café is not appropriately screened. Given the power of imagery in visionary documents such as the East Bank Development Strategy, we recommend that an appropriately screened pavement café is illustrated in future documents.</p> <p>Page 28 states that to “achieve this ambitious vision for East Bank, the implementation strategy will focus on collaboration, future proofing and forward planning.” We welcome this ethos and look forward to seeing its evidence. Given the importance of future-proofing and for example, the NISRA population statistics noted above, it is imperative that the growing number of people with sight loss are</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. Review when preparing finalised Strategy.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

Page 61

ID/Name	Object/ Support	Summary	Officer Comments
RNIB	Supportive	<p>considered throughout each stage of this design.</p> <p>Given that data collection regarding “existing cycling and pedestrian movements” is a short term aim to take place between 2017 and 2020, we recommend that this data should include and analyse the needs of disabled people, including people with sight loss.</p> <p>We recommend that the designers take the needs of people with sight loss into consideration when designing “cycleways” (page 38). We refer you to earlier points in this document as well as the attached report, Inclusive Design Belfast High Street Bicycle Scheme. We recommend bespoke analysis and research is conducted for the East Bank regarding these points, given their centrality within the strategy document.</p> <p>On pages 46 and 49, the term “mixed use street” is used. What does this mean? RNIB cannot support any use of the street where it is intended that pedestrians, bikes and motor vehicles will share the space.</p> <p>We note that an ‘East Bank Public Realm Design Guide and Manual’ is to be developed. We recommend that there is a discreet and detailed section contained within this document which outlines the needs of people with sight loss as well as any barriers and outlines how the section 75 equality duties will be met in respect of them. This would be a worthy piece of work which, if carried out early on and adhered to, could result in an accessible East Bank which meets the needs of people with sight loss.</p> <p>RNIB welcomes that there will be improved pedestrian crossings and footway widening noted on page 49. Again, if properly carried out and adhering to</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted. Review when preparing finalised Strategy.</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
		<p>government guidance, these actions have the potential to improve accessibility for people with sight loss.</p> <p>We recommend that the Council and the designers take a four-pronged approach to this project moving forward:</p> <ul style="list-style-type: none"> (1) Consult with relevant voluntary/community organisations such as RNIB, Guide Dogs, Disability Action (2) Consult with local blind and partially sighted constituents (3) Procure specialist accessibility design consultants (4) Adhere to relevant government guidance and memoranda 	Noted.
St Matthew's Housing Association	Critical	<p>The draft Strategy misses an opportunity in not being specific about how it will meet the needs of Short Strand residents for social and affordable housing and appropriate leisure facilities.</p>	Noted. Review when preparing finalised Strategy
St Matthew's Housing Association	Critical	<p>It fails to address the regeneration needs of Short Strand as it is excluded from the Strategy area.</p> <p>The community has produced a Short Strand Visioning document which developed proposals for the Sirocco site and the Translink Bus Garage at Mountpottinger Road. The failure to include the garage in the Strategy is wrong and indefensible.</p>	Noted. However, the City Centre as defined in BMAP and BCCRIS includes Sirocco and areas east of Short Strand but does not include the existing Short Strand community or Translink garage.

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
St Matthew's Housing Association	Critical	<p>There remains an excellent opportunity to attain 20% social and affordable accommodation for the Sirocco site.</p> <p>Specific comments are as follows:</p> <ol style="list-style-type: none"> 1. What are the specific proposals to integrate the area to inner city communities and what are the anticipated representations of these? 2. What are the potential interventions proposed? It seems a serious omission not to include existing urban scenarios in future feasibility studies. 3. When referring to the need to the importance of considering future infrastructure requirements, there is no reference to the urgent need to relocate the existing bus garage. 4. It is not clear how the Strategy meets the targets in the Belfast agenda, for example in terms of how many of the city's target of 70,000 new residents could live on East Bank and on the Sirocco site. 5. The funding streams and budgets of project partners appear unlikely to align with the timescales for private sector landowners (see section 4). 6. Given the aspiration to ensure that "by 2030, the East Bank is fully woven into the fabric of the city centre there needs to be more clarity on timescales for phasing and delivery". Short Strand residents must be involved in this discussion. 	<p>Noted. Review when preparing finalised Strategy</p> <p>Noted. Clarify when preparing finalised Strategy. As above.</p> <p>Noted. The City Centre as defined in BMAP and BCCRIS does not include the existing Short Strand community or Translink garage Noted. Review when preparing finalised Strategy</p> <p>Noted.</p> <p>Noted. Review when preparing finalised Strategy</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
St Matthew's Housing Association	Critical	<p>7. How will the Strategy ensure mixed use development e.g. through the planning controls or partnership agreements? What fiscal models will be developed for delivery?</p> <p>8. Further clarity is sought re. the range of housing tenures and types.</p> <p>9. What might the impact be on the Strategy on the down-grading of central station?</p> <p>10. Will the Council deliver the proposed pedestrian bridge over the Lagan or will this be done in partnership with developers?</p> <p>11. It is suggested that a tree-lined boulevard similar to that proposed at Bridgend be included for Short Strand and along the river.</p> <p>12. It is asked if inlets could be created in the Sirocco site in its bank with the Lagan to provide additional river frontage.</p> <p>13. A potential connection should be created from Short Strand through the bus garage site and across the Sirocco site to link with the proposed pedestrian bridge to the city beyond.</p> <p>14. It is suggested that the diagonal route through the Sirocco site is proposed in order to protect the view line to the Harland and Wolfe cranes. This does not seem logical as the cranes move. It also fails to understand the alternative narratives of the role of the shipyard in the city.</p> <p>15. Questions how the Short Strand community will continue to be engaged in</p>	<p>Noted. Clarify when preparing finalised Strategy.</p> <p>Noted. Clarify when preparing finalised Strategy.</p> <p>As above</p> <p>Noted.</p> <p>Noted</p> <p>Noted.</p> <p>Noted. The City Centre as defined in BMAP and BCCRIS does not include the existing Short Strand community or Translink garage</p> <p>Noted. Clarify when preparing finalised Strategy.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

Page 65

ID/Name	Object/ Support	Summary	Officer Comments
		<p>the delivery of a long-term vision for the site.</p> <p>16. The phased implementation timetable does not make specific reference to housing- this is of concern.</p> <p>17. There is no acknowledgement of environmental appraisals already prepared for Sirocco as part of previous planning consents.</p> <p>18. Diagram 1 which shows existing transport layout does not acknowledge the current vehicle movements associated with the bus garage.</p> <p>19. Questions the timeline delay in Diagram 5, Stage 4a in respect of Sirocco – why is no development shown until 2021-2026? Why does the Council appear to be involved in detail on this privately owned site.</p> <p>20. Appendix 3 refers to design principles suggesting that new buildings be generally between 5-10 storeys in height with potential for tall buildings in key corner sites: what is the typology for social housing and how will this be discussed with Short Strand residents?</p>	<p>Noted</p> <p>Noted. Clarify when preparing finalised Strategy.</p> <p>Noted</p> <p>Noted.</p> <p>Noted. Review when preparing finalise strategy.</p> <p>Noted. Clarify when preparing finalised Strategy.</p>
Short Strand Community Partnership (SSP)	Critical	<p>SSP has been working for some time to address the deficit in social and affordable housing and leisure provision in the Short Strand. They believe the opportunity exists to deliver social/affordable housing within the Sirocco site.</p> <p>The Partnership objects to the draft East Bank Strategy on grounds that it does not adequately take into account the need for social/affordable housing and community leisure provision.</p> <p>The Translink garage has a harmful effect on health and the environment as a result of diesel emissions and should be relocated.</p> <p>The SSP also identified the Short Strand Visioning document which developed</p>	<p>Noted. Review when preparing finalised Strategy</p> <p>Noted</p> <p>Noted</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
		proposals for the Sirocco site and the Translink Bus Garage at Mountpottinger Road. as summarising their aspirations for the area.	Noted
Short Strand residents	Critical	<p>76 letters of objection to the Strategy received from residents on grounds that:</p> <ol style="list-style-type: none"> 1. The Strategy does not take into account both the housing and leisure needs of Short Strand and surrounding communities; 2. There appears to be an attempt to displace inner city communities and populate the city centre and areas immediately surrounding it with large office blocks and commercial sites; 3. The draft Strategy will upset the balance between city centre living and commerce and damage the future of long-established communities around and within the city centre 	<p>Noted. Review when preparing finalised Strategy</p> <p>Noted</p> <p>Noted</p>
Swinford (Sirocco) Ltd (submitted by Turley)	Mixed response	<p>Swinford (Sirocco) Limited are bringing forward a major mixed use redevelopment proposal for the Sirocco site and are pleased to confirm that since July 2017 international masterplanners and architects Henning Larsen have been engaged in a process.</p>	Noted.
Swinford (Sirocco) Ltd (submitted by Turley)	Mixed response	<p>The output from Henning Larsen’s review will be shared with key stakeholders – including the Council -to determine the extent of agreement on the way forward and the extent to which the commitment of all interests and contributions to the East Bank Strategy match up.</p> <p>Overarching Priorities There is full support for the four overarching priorities for the city.</p> <ol style="list-style-type: none"> 1. Growing the economy – creating jobs and investment in the city 2. Living here – creating a great city and neighbourhood living experience 3. City Development – creating the right infrastructure and regeneration of our city 4. Working and learning – Supporting growth and connecting people to opportunities 	Noted.

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
Swinford (Sirocco) Ltd (submitted by Turley)	Mixed response	<p>The recognition that ‘real’ development proposals are coming forward now and recognising the role of the private sector as a collaborator in delivering the city's ambitions is welcomed.</p> <p>Vision & Placemaking Themes We fully support the Framework’s recognition of the strategic importance of the successful development of the Sirocco site, its ability to deliver a mixed range of City Centre land uses and the prospect of delivering a high quality new place within the City.</p> <p>The Strategy’s Vision of transformation – recognising the generational opportunity which presents itself – is entirely consistent with our own thinking about the Sirocco site.</p> <p>The four Placemaking themes – maximising the potential of development sites across the area, energising the river Lagan Corridor, establishing a connected and legible East Bank and Making Streets and Spaces for People are fundamentally shared strategic design objectives which are at the heart of Henning Larsen’s masterplanning philosophy; indeed the extent to which their experience and approach resonates with these principles was central to Swinford’s decision to appoint them to undertake their review.</p> <p>Maximising the Potential of Development Sites This is a strong message from the Strategy and it is to be welcomed. Swinford are as keen as the Council to maximise the development potential of the Sirocco site, recognising it as having the potential to act as a regeneration catalyst for the wider area as an important East Bank destination.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

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ID/Name	Object/ Support	Summary	Officer Comments
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 68</p> <p>Swinford (Sirocco) Ltd (submitted by Turley)</p>	<p>Mixed response</p>	<p>Energising the River Lagan Corridor Sirocco’s lengthy frontage to the Lagan is one of its most significant assets. It demands a response to the waterfront which brings access, activity and vibrancy, in the way in which it delivers its public realm, in how it chooses to arrange its land use/development content and by how its buildings physically line up and physically present to the river. Crafting this type of response is an essential part of the experience and expertise brought by Henning Larsen to their review.</p> <p>Establishing a Connected and Legible East Bank & Making Streets and Spaces for People The Framework’s vision for enhanced pedestrian and public transport connectivity between the traditional city core and the East Bank is consistent with our evolving masterplanning, as demonstrated by the continued plans for a new pedestrian bridge and early and multiple routes through the site for present and future East Bank residents to access the city core.</p> <p>Masterplanning Sirocco Whilst there is evidently clear support from Swinford for the vision and placemaking themes set out in the consultation draft – and the Sirocco design principles set out in Appendix 3 broadly reflect Swinford’s ambition - the prescriptive way in which the Strategy moves beyond the high level conceptual diagrams on pages 18 and 19 and imposes the basis of a masterplan to interpret these principles is not acceptable, nor is the approach to phasing.</p> <p>The Sirocco masterplanners must be free to appreciate the context and interpret and apply the principles freely and without the constraint of a prescriptive pre-existing blueprint for the Sirocco site. Equally the Council from both a planning and</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted. Review when preparing finalised Strategy.</p> <p>Noted. Review</p>

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ID/Name	Object/ Support	Summary	Officer Comments
<p>Swinford (Sirocco) Ltd (submitted by Turley)</p>	<p>Mixed response</p>	<p>regeneration perspective must leave itself the scope to accept that there are alternative ways of achieving the same outcomes besides the schematic for Sirocco which is shown on Figures 6 and 7 (and Appendix 2 Figures 15 and 17).</p> <p>The risk which emerges is that the diagrammatic block structure assumes a certainty against which our forthcoming planning applications will be tested, when in fact the masterplan should instead be measured against the extent to which it responds to the placemaking principles.</p> <p>Swinford are confident that the Sirocco masterplan can deliver the placemaking and regeneration outcomes sought by the draft Strategy and are concerned that slavish adherence to a single spatial view could compromise their ability to deliver the best possible response for the City and for the East Bank. This is because aspects of the fixed blueprint approach – particularly how it affects the shape of office space - will negatively impact upon Swinford’s ability to attract potential corporate occupiers, all of whom are seeking to relocate office jobs to Belfast.</p> <p>Furthermore, the Phasing plans in Appendix 1, which show the Sirocco waterfront developed in 2021-26 (Stage 4A), with the balance of the site being brought forward in 2027-2037, does not accurately portray the intended pace of the Swinford build out and significantly undermines the bold confidence in the City that the Strategy seeks to engender.</p> <p>Interaction between Planning Applications & Strategy Timing is also important in respect of the interaction between the forthcoming planning applications and the process of concluding the Strategy. We are at present working towards a further round of engagement with stakeholders to share the Henning Larsen masterplan before re-engaging with Belfast Planning Service and</p>	<p>when preparing finalised Strategy</p> <p>Noted. Review when preparing finalised Strategy</p> <p>Noted. Review when preparing finalised Strategy</p> <p>Noted. Review when preparing finalised Strategy</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
		<p>making planning applications with the appropriate assessments. Since it is likely that the process towards 'adopting' the East Bank Strategy and the trajectory of the planning applications will be in parallel, we would wish to see the final version of the Strategy being supported by diagrams and figures which are significantly less prescriptive in respect of the Sirocco site to ensure that there is no unnecessary and avoidable impact upon the parallel planning process. We believe a less prescriptive approach would also assist with delivering a Framework that is flexible and remains relevant for informing future development schemes in this area in the medium to long term. With this in mind, it would be extremely helpful if you could provide an update on the Council's intended timeframes for bringing a final version to City Growth and Regeneration Committee.</p>	
Titanic Foundation Ltd	Supportive	<p>Generally agrees with the Vision: whilst it is referenced in the document, reiterates the importance of the East Bank being fully woven into the fabric of the city centre to include Titanic Quarter.</p> <p>Generally agrees with place-making themes: they are similar to the themes for Titanic Quarter, in particular the work that Titanic Foundation has commissioned on a destination plan for TQ.</p> <p>It is important that we look at the whole of the Lagan and ensure that the large scale iconic attractors are taken into consideration, such as Titanic Belfast, when developing place-making initiatives - whilst certainly delivery must be done in stages and phasing, the end result should be an animated waterfront on the East Bank that continues to include TQ and beyond - as far as HMS Caroline and the Thompson Dock. £millions have been invested into these assets.</p> <p>Belfast City Council should show strategic leadership for the development of this</p>	<p>Noted. Review when preparing finalised Strategy</p> <p>Noted</p> <p>Noted</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 71</p> <p>Titanic Foundation Ltd</p>	<p>Supportive</p>	<p>entire linear route and not only the East Bank section. The concept of a Maritime Mile between Donegal Quay and HMS Caroline has been developed as part of the TQ Destination Plan and we will be progressing this as a theme which ultimately will link key tourism, heritage and employment hubs (attracting over 2 million users per annum at least). It is important that plans are aligned strategically, partnerships are established and efficiencies realised where opportunities arise.</p> <p>Generally agree with proposed interventions other than that to re-locate the rail halt. Further transport modelling required before agreeing / disagreeing with this move. Would like more analysis and discussion on railway station and be involved in this decision.</p> <p>Generally, the Foundation reiterates that more work needs to be done on traffic modelling - reinforce point on localised and city wide scale.</p> <p>Ask if more could be captured in the design principles on linking the public realm to the river front and explain how the actual river can be animated. Also the historical influence of the Sirocco Works on the Public Realm is important - from the outset paying homage to the city's industrial heritage which provides continuity with Titanic Quarter and the shipyard.</p> <p>The Foundation are looking at similar actions in terms of Lagan River Pedestrian Walkway, Public Realm Guide and Manual for Titanic Quarter and this should be joined up with any work for East Bank in a coherent manner, for the mutual benefit of all parties and the city. We would like assurances that this will be the case.</p>	<p>Noted. Review when preparing finalised Strategy</p> <p>Noted. The need for traffic monitoring, data collection and detailed highway modelling is identified as a short term implementation action (2017-2020)</p> <p>Noted. As above.</p> <p>Noted. Review when preparing finalised Strategy</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 72</p> <p>Titanic Foundation Ltd</p>	Supportive	<p>Industrial heritage of this site and its significance should be captured within the design principles somewhere. There should be an onus on developers to preserve the story in whatever way possible, even if the physical assets are lost.</p> <p>The Riverside Walkway links into a longer, linear destination including Titanic Quarter and whilst distinctive should be consistent in terms of public realm and experience. I have some reservations about the term 'Lagan Loop' as it does not convey there is anything beyond this section. The Lagan is the linear experience, distinctive loops can be developed along it - reinforcing the need for strategic overview before branding etc is determined. A priority for us emerging from our TQ Destination Plan is connecting TQ through greenways and blueways. The proposals identify a Maritime Mile that will touch upon this area and connect with TQ. Would like further discussion on how this connectivity can be achieved.</p> <p>We would welcome the opportunity to work in partnership, especially on animating the waterfront and the public realm initiatives to ensure continuity with our own ambitions for Titanic Quarter. As a charity committed to preserving Belfast's Industrial and Maritime Heritage, it is important not to lose sight of our industrial heritage and whilst briefly referenced, more could be done to bring this to the fore. There is a significant story to be told across the East Bank, which supports and strengthens the Belfast Story. Stories bring an additional depth to destinations and sense of ownership from the guardians of the stories, i.e. communities and can lead to a much more distinctive offer.</p>	<p>Noted. Review when preparing finalised Strategy</p> <p>Noted. Review when preparing finalised Strategy</p> <p>Noted. Review when preparing finalised Strategy</p> <p>Noted</p>
Translink	Supportive	<p>Recognise and support Belfast City Council's efforts to develop a comprehensive development strategy for the East Bank Area.</p> <p>Any proposals to relocate the Titanic Halt Railway Station will require to be</p>	<p>Noted.</p> <p>Accepted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 73</p> <p>Translink</p>	<p>Supportive</p>	<p>determined early i.e. short term (2017 – 2020) in terms of feasibility and value for money. If it proves to be unachievable, an alternative needs to be examined, for example major improvements to the walking links from Central Station and Titanic Halt to a reconfigured East Bank.</p> <p>The feasibility assessment will require partnership work directly with Translink which should be reflected in Appendix 2 of the report.</p> <p>Page 9 - Figure 16 indicates that the chosen location for the relocated railway halt will require land assembly of “existing employment space” If not possible to acquire by negotiation, a lengthy vesting process may result.</p> <p>Pages 13 & 14 – Better connectivity to the east would be facilitated by re-routing Metro 5 between Middlepath Street/Bridge End through Sirocco Quays to the Mountpottinger Road. Also improvements to the walking links between Central Station / the new BRT Halt on the Albertbridge Road and the East Bank site would be fundamental to improving the general accessibility of the East Bank site as much of it would lie within a 600m to 800m contour map.</p> <p>Page 17 – agree that to properly analyse the impact on the ‘rebalanced / transformed’ surrounding road network it will need to be modelled and, as required, mitigating measures developed</p> <p>Pages 18 & 19 – An early proof of concept re. the relocation of Titanic Halt and use of public spaces needs an early determination – see general comments above.</p>	<p>Noted.</p> <p>Accepted.</p> <p>Noted.</p> <p>Explore further as detailed proposals are developed within the East Bank area.</p> <p>Noted. The need for traffic monitoring, data collection and detailed highway modelling is identified as a short</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
<p>Translink</p>	<p>Supportive</p>	<p>Fig 6 – BRT routing should be linked North to South between QE2 and Queen’s Bridges.</p> <p>Figs 9 & 13 – Review illustrations to clarify how passengers board and alight from buses on Bridge End Boulevard. Check also that the segregated cycling provision on Bridge End as illustrated will comply with Scheme 5 (Middlepath Street) of the Belfast City Centre Cycling Project (described in Appendix 1 Stage 1) which is due to go on site shortly to provide an East to West cycle route across the City Centre.</p> <p>Page 28 – Future collaboration with Translink on operational issues also needs to be allowed for, particularly during the planning determination stages.</p> <p>Page 29 – The consequences of the removal of Eastside P & R and / or surrounding surface car parking capacity needs to be consistent with planned future changes to rail / bus /BRT network and Park & Ride capacity on the various transport corridors that converge on the East Bank Area. This will require investment over and beyond what is allowed for in DfI/Translink’s current capital plans.</p> <p>Page 37 – Currently there is a degree of uncertainty as to whether or not the Citi route will be delivered as part of Phase 1 of BRT due to go live on 3rd September 2018.</p> <p>Fig 42 – To deliver Items 11 and 12, Translink will need to be co-clients. Also engagement with Translink will be required on bus routing / location of stops / shelters / TVMs in connection with items 7 and 8</p>	<p>term implementation action (2017-2020).</p> <p>Noted.</p> <p>Accepted. Review when preparing finalised Strategy</p> <p>Accepted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 75</p> <p>Translink</p>	Supportive	<p>Page 49 – It should be noted that Translink have had previous discussions with the transportation consultants acting for the current developers of the Sirocco site and agreed design goals with respect to improved connectivity by Metro services.</p> <p>Page 52 – Similar to the comments against point above. Translink would agree that a re-assessment should be undertaken of the mixed use development of Odyssey Quays that had previously been granted planning permission.</p> <p>Page 55 – As stated elsewhere, the feasibility / value for money of the proposed relocation of Titanic Halt needs to be undertaken at an early stage to allow the Council’s vision for East Bank to become a reality.</p>	<p>Noted</p> <p>Noted.</p> <p>Noted</p>
<p>Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	Varied	<p>The timescale for implementation is too long. Based on past planned, it's unlikely the economic assumptions underpinning this plan will remain realistic for the duration. I would therefore suggest bringing forward some of the key transformational elements. I disagree for the need with further traffic studies.</p> <p>Diagrams are difficult to understand. Use of CGI in videos for example would make visualising the plans much easier. More illustrative images would also help.</p> <p>20 years before moving train station? Pace here seems very slow, Efforts should be made to accelerate developments for such a key site.</p> <p>New bridge from City Quays to Odyssey should be a priority. This should be pushed ahead prior to 2021-26 as the majority of the City Quays development will be</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted. See comments above re. traffic modelling</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

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<p>Page 76 Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	<p>Varied</p>	<p>complete in 2018.</p> <p>What has happened to the Odyssey Quays proposal for apartments, hotel, office etc? This is clearly a key development for the whole site.</p> <p>Residential developments should be prioritised here and considered throughout the site. While offices, hotels and student accommodation are seeing major investments currently, residential developments have missed out and there is a real shortage in Belfast. The East Bank provides a great opportunity to correct this.</p> <p>Overall plans are promising. Pace of implementation seems slow however and could be accelerated in key areas e.g. station relocation and city quays bridge. As mentioned previously residential developments need to be prioritised here also.</p> <p>I would like to see it from a cyclist, pedestrian and car driver point of view - proposed key changes as a result of the plan.</p> <p>The current river paths are used by a relatively high number of cyclists on their commute - yet the talk is all of a 'walkway'. It is important that either segregated space is made for cyclists or this is acknowledged as a shared space for both pedestrians and cyclists.</p> <p>How will Middlepath cycle lane connect to Alfred Street segregated cycle lane. Will this be main cycle route through town centre?</p> <p>Has consideration been given to a 'Sky Bridges' along the side of the railway viaduct and running alongside the Albert Bridge. The latter is presently a weak point both in</p>	<p>OL planning consent has been granted for this development.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. Clarify in revised strategy.</p> <p>Noted. Clarify in revised strategy.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

Page 77

ID/Name	Object/ Support	Summary	Officer Comments
<p>Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	<p>Varied</p>	<p>terms of cycling, driving and walking.</p> <p>Agree with need for further modelling - Yes, should include cycle flows (both on roads and on existing shared cycle paths - such as those down side of Odyssey and Waterfront Hall, to continue to build on excellent work already taken forward in this area. Please consider how these plans can help to encourage more sustainable transport. While walking is catered for, it appears that cycling has not been given the same focus.</p> <p>This is an amazing opportunity. more focus on existing cycling usage on riverside paths</p> <p>You have an amazing path on Sydenham Road (that connects to Victoria Park and Connswater Greenway) and the okay-ish Island Street cycle path which sort of nearly connects to the Titanic Halt and Middlepath Street (and the Connswater Greenway). Would be useful to join these high usage cycle paths together in a clear way to provide excellent commuter routes right into city centre.</p> <p>The extent to the renewed cycle/pedestrian networks - especially the proposed cycle route(s) across the river. Will they be dedicated to cyclists? How wide will they be?</p> <p>The current cycle infrastructure within the Inner East Belfast area is exceptionally poor (with the exception of the Connswater Greenway, which isn't feasible for the Cregagh/Ravenhill Area) with the congested Queens Bridge the only option - hopefully this scheme will further open options for active travel within my area.</p> <p>I am fully in favour of the mixed use concept, with there needing to be schemes to increase city centre housing within Belfast to create a more vibrant, city centre.</p>	<p>Noted. The need for traffic monitoring, data collection and detailed highway modelling is identified as a short term implementation action (2017-2020). Noted.</p> <p>Noted. Clarify in revised strategy.</p> <p>Noted.</p> <p>Noted</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

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<p>Page 78 Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	<p>Varied</p>	<p>I am pleased to see the city now being developed in a collective, focused manner - as opposed to the ad-hoc, privately developed manner which it has done in recent years (e.g. Central Station area)</p> <p>I am fully in favour of the re-orientation of the road towards that of the pedestrian/cyclist. I hope that this scheme can be the catalyst to change the current dominance of the car within the city center to one that is instead geared towards active travel and walking.</p> <p>Looks like there will be a large reduction in capacity on Bridge End and Middlepath Street. These streets are already busy at rush hour (and other times) and reducing capacity further will result in longer commutes to North Down. They are the main point of access for traffic between North Down and the South / Eastern city centre. These are parts of the city centre where it is not practical to use the M3.</p> <p>I see plans to increase buses, pedestrian and cycling. I don't see any plans to improve infrastructure for cars and trucks. As the economy and population grows, then a forward looking city should be looking to increase capacity for all modes of transport. I see cars appear to be curiously excluded from this. Why?</p> <p>BRT in principle is a good idea if it can be implemented without harming overall traffic flow.</p> <p>I'd like to see more tall buildings on the riverfront to give the city a denser skyline (with the caveat that they should not overshadow existing residential areas)</p> <p>Dividing it up into sections was interesting but then when realising things would be in phases that do not correspond with the drawings in the mind's eye that simply. Also a map of how it is envisaged could have been done but no arrows and confusing lines. It is also unclear how the existing communities would be integrated into a</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted. The need for traffic monitoring, data collection and detailed highway modelling is identified as a short term implementation action (2017-2020).</p> <p>As above.</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

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<p>Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	<p>Varied</p>	<p>more open and pedestrian and cycle friendly east bank. Pedestrians not given sufficient priority. No real explanation how the high volume of traffic from north down can be managed; nor how service vehicles will be able to make supplies and utility vehicles collect rubbish; or how recycling would be facilitated.</p> <p>I see the development as putting pedestrians first, then cyclists; greater efforts needs to be made to get people out of polluting cars; maybe higher locally imposed taxes. The need to think more about why the Titanic quarter has not developed as much as envisaged 10 years ago is essential to ensure that the east bank development is not partially completed, but totally completed. Existing local people would need to live in the new homes or it will become a community with little links to existing residents nearby.</p> <p>Traffic is a major problem for this area. Sometimes I have walked home via Middlepath Street to Newtownards Road and onwards. The Middlepath area is dreadful. Full of traffic, and pollution. Not at all easy to get across. If the area is a mix of businesses homes and shops the high volume of traffic will still be there. Years ago they said the Sydenham bypass would leave very little traffic on the Newtownards Road and Alberbridge Road. That turned out to be untrue.</p> <p>Connecting places is good to read. But the volume of movement is key - in all modes - pedestrian, trains, buses, cars, service lorries etc. The fundamental problem is that traffic from north Down, east Belfast, and parts of south Belfast all converge here.</p> <p>The impact on the residents should take priority over the need to facilitate traffic flows. People should be encouraged to either live nearer to their work or rely more on technology to communicate with work colleagues rather than physically move and impose their vehicles and pollution on others who would love to live on the east</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. The need for traffic monitoring, data collection and detailed highway modelling is identified as a short term</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

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<p>Page 80</p> <p>Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	<p>Varied</p>	<p>bank.</p> <p>This is a good thought provoking effort. I tend not to follow your structure of the report - I see things slightly differently - therefore I do not accept entirely your narrative. I do accept the need to make that part of the east more amenable to human occupation and less accommodating to the car.</p> <p>Cycling at present is fine to Dee Street then if you go over Dee St bridge it can be a bit hairy before getting on the Sydenham Avenue. Moving from where we are to something better will be difficult without really disrupting car traffic.</p> <p>This was a bit unclear - is the boulevard for cars or for people. Hopefully it should be for people.</p> <p>There will need to be political buy in and more importantly the buy in by those living in the adjacent areas.</p> <p>Yes it is clear two different communities live adjacent to the east bank development area. Sensitivity will be required.</p> <p>The area should be mixed use but consist primarily of high density housing.</p> <p>A significant urban park would revitalise the area. Walking, cycling and rail transport modes should be at the core of this plan. Ban cars from the area. how about a zero emissions eco quarter in the city?</p> <p>Focus on making this a car free urban oasis for Belfast citizens and visitors with a strong focus on successful masterplans from Copenhagen, Utrecht and Groningen. its all about the bike :)</p>	<p>implementation action (2017-2020).</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. Clarify in revised strategy.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

Page 81

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<p>Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	<p>Varied</p>	<p>Not enough focus on purpose built cycle infrastructure</p> <p>Do individual residents responses really make any difference? I think that shared space and especially with the Sirocco works site, this needs to be shared space, for all cultural identity</p> <p>Easy to understand because of the plentiful use of maps, photographs and diagrams.</p> <p>Very happy to see it come to fruition. I like the fact that the council is moving from a land-use planning model to a more three-dimensional and integrated planning model.</p> <p>All very relevant, particularly if the East Bank area is to become an integral part of the city centre.</p> <p>Very happy with the idea of transforming Middlepath street into two way traffic and relocating car traffic from Bridge End so that an urban boulevard can be created. This can help improve the connections between East Belfast and the city centre, especially for non-car users and help make Inner East become part of the city centre.</p> <p>- Important to have a mix of functions and high density to create a lively and safe environment. Having a train station at the heart of the new neighbourhood will definitely help achieve this, although I'm not sure if there is a need to have a train station so close to existing Central station stop.</p> <p>- I applaud any new links between the riverfront, Short Strand, Newtownards Rd and Titanic quarter, with a regenerated waterfront having particularly high potential for acting as additional leisure space. New bridges will definitely encourage people to make a stroll along the river.</p> <p>Removing existing flyovers near Queen's Quay and near Newtownards Rd a top</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

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<p>Page 82</p> <p>Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	<p>Varied</p>	<p>priority. They are absolutely not needed.</p> <p>- What about phasing out the exits and entrances to the M3? I think it's absurd that there's a motorway exit situated next to the city centre. If you're serious about making East Bank area part of the city centre then you can't have a Motorway exit next to it!</p> <p>- I particularly welcome a dedicated cycle way in the area and wider pavements with trees in it. The current situation is highly unpleasant for cyclists and pedestrians alike.</p> <p>The proposed development of the site of the current Bridge End viaduct (at the start of the Newtownards Rd) is of crucial importance for connecting existing East Belfast communities with the East Bank area. Mix of uses and high-quality design of public space must be carefully considered here. The removal of the boundary wall around Short Strand must be part of this consideration (although controversial). It's important to transform adjacent communities from inward looking into being part of the wider city.</p> <p>Provision of social housing within the East Bank area might help to create a connection with existing East Belfast as long as any social housing development is pepper potted throughout the site and can't be claimed by adjacent communities as part of their 'territory'. Creation of a new City centre landlord zone might help making the new developments neutral in that sense.</p> <p>Remove Bridgend flyover much sooner and introduce cycle lanes along Bridgend immediately.</p> <p>I think it would all be very good and would like to see it done as soon as possible</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

Page 83

ID/Name	Object/ Support	Summary	Officer Comments
<p>Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	<p>Varied</p>	<p>Maybe an even more summarised version !!</p> <p>Like the vision keep up the good work This is a practical way of helping make our 'shared future' a reality !! Need to ensure whole range of residents and users are involved in project</p> <p>A summary on A4/ booklet version would be great (simplified, addresses illiteracy and less bulky).</p> <p>I attended the drop-in session and am grateful for all the explanations and hard work that has gone into the plans and outreach. Some of my relatives thought the yellow strategy booklet was too much (tmi) for them. The exhibition in C. Ward was brilliant so maybe a pop-up board/s would catch the attention of more locals e.g. in Holywood Arches library, in schools, Church/ playgroups, sandwich shops - like Café CS Lewis Sq./ Eastside cafe opposite Wyse Byse,. I was able to share on Facebook but didn't have time to simplify the main document or attach drawings/ easy graphics. I'm not sure if a radio Ad was made but I may have missed TV and and am aware a lot of youngsters don't watch mainstream channels much. I came across the EBank booklet by accident in Ebcda but was able to ask friends & colleagues about it. Nobody had heard of these plans though!</p>	<p>Noted. The need for traffic monitoring, data collection and detailed highway modelling is identified as a short term implementation action (2017-2020).</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
<p>Page 84</p> <p>Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	<p>Varied</p>	<p>Don't have the document at hand and am using android phone to write all this feedback...but from memory I think it was clear that BCC was drawing on previous findings and re- development plans, to enhance, improve and promote Belfast city and surrounding area, apparently to improve life for everyone. I was concerned about how social deprivation/ housing needs and inequality issues are mentioned at length in many previous BCC consultations but are only glossed over in this East bank strategy where development plans, gentrification and investment could come at a huge incalculable cost to society - especially to myself, a worker in BT2+ BT5, to my child, and relatives, most of whom live by Sirocco and Bridge End.</p> <p>Appreciate that bringing out the East Bank consultation by summer 2017 was well-timed in terms of advancing plans and ideas. I would ideally love to hear these plans from the people most affected by it all - my family, friends etc and involving local schools at this early stage seems crucial - as it is their future and a sense of belonging and talking about the kind of place they hope to see/design/ live in - is important.(I prefer Jane Jacobs' Community-led NYC plans over unrealistic city scapes like in 1960s)</p> <p>Sorry I need to refer to this later, but I recall a lot of regeneration ideas imply total destruction of a community. Maybe reading between the lines there is potential for great development but the cost seems too high, as profits and developments will ignore residents' real needs unless a council /community body is set up with legal & statutory requirements that are unnegotiable.</p> <p>The air quality is a big problem but I don't think it has ever been addressed properly. The local housing association and community centres would be the best (?) people to consult, at all stages of the plans. I agree with the Blvd/ promenade and would put a percentage in place to guarantee social enterprise/ low rates/ no rates to</p>	<p>Noted.</p> <p>Noted</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

Page 85

ID/Name	Object/ Support	Summary	Officer Comments
<p>Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	<p>Varied</p>	<p>encourage real business like stalls or stands, to avoid over- development and banality of Eg. Global companies.</p> <p>It would be nice to see a dolmus, affordable buses and proper cycle super highways, learning from Holland, Denmark even London. I can't refer to the doc. But an access route would have to address the danger and death on NI roads, so it is good to see public transport improving (even if a few of my own bus routes were cancelled over the years). Everyone has had to get a car - in BT5 as far as I see.</p> <p>More outreach please.</p> <p>Need to address inequality unemployment and social, generational deprivation.</p> <p>Must involve school children as they'll grow to live here</p> <p>There seems to be a lack of green space and I'm sure access points in Sirocco/ Queens Quay are yet to be queried/ drawn in further detail.</p> <p>See my previous answers. Please keep up the good work.</p> <p>Hopefully word will get out soon enough to involve locals more. I got blank looks but it's a pity more people aren't informed or aware of such plans - we could hope to meet the real needs of this city - discrimination in education/ housing and lack of funding for health or education and training opportunities for all especially vulnerable households.</p> <p>I see no real links with good relations/ inequality. I read a few words about social inclusion and deprivation but I believe the bigger picture is: How do we address the needs of Belfast citizens whilst enticing new business and</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. Clarify in revised Strategy</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
<p>Page 86 Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	<p>Varied</p>	<p>development? It can be done. The connswater Greenway is successful. It involved communities. The NYC highline and Parisian walkway are partially successful models of urban planning but even the main architect of NY highline lives with huge regrets - about how he never involved local communities more, from the outset. We need to timetable meetings to accommodate volunteers, single parents, all ages not just corporate plans with a nod to one tiny issue. There are a handful of women's centres and non-political / community and voluntary organisations who could lead the way on this.</p> <p>Other cities around the world fill their riverbanks w restaurants, cafes, bars.... We are filling ours with office buildings. It creates a sort of dead zone after office hours when it can feel unsafe to be on it alone. Make the Lagan inviting, and vibrant, and an integral part of the city.</p> <p>The plan is quite dense but I found that over a few sittings I could scan through it and pick up enough information to get excited about it. The diagrams and layout definitely help</p> <p>I currently use the Lagan for recreational rowing. I love that I get to use the river when so many others don't and don't even seem to realise it's there. Belfast is a city built on water and it should be celebrated. I have also wondered for years why there are not the facilities for individuals to live on house boats. Personally I would love this opportunity. I know certain facilities need to be in place such as water and electricity supplies. There is so much river culture potential in Belfast! I like to hear that moor mooring docks, water taxis and rivers side businesses are included in the plan.</p> <p>It's great to see this happening and I am excited about seeing the Lagan being more</p>	<p>Noted. The Strategy will be subject to Equalities Screening</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

Page 87

ID/Name	Object/ Support	Summary	Officer Comments
<p>Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	<p>Varied</p>	<p>celebrated and useful.</p> <p>I didn't see much about the residential vision. I think it is really important that the space be inclusive and diverse. It would be great to see a percentage of social housing, especially mixed social housing. I think if the area is to blend and integrate the city, then this is massively important.</p> <p>Ensuring a sensible cycle network that is cohesive and well joined together</p> <p>As a frequent user of the river most of my comments are concerned with the Lagan. The river is totally under-utilised in comparison to other cities. There should be people living on the river, recreational opportunities, people travelling to work on it. To that end there needs to be public boat slips. Places to moor boats and other facilities. It is really an untapped resource that could benefit the health, wellbeing and quality of life of people in the area. It also represents opportunity for economic growth - riverside cafes, restaurants, etc. Developers might like big glass fronted office blocks but they are not the answer.</p> <p>Please retain the red brick chimney on the sirocco site. It is all that's left of a really important part of our heritage. Its criminal that the whole site was levelled.</p> <p>After googling, I found the document referred to above. It would be much more useful if the documents were readable above each of the questions posed here.</p> <p>I agree that East Bank to City Centre has a disconnect and needs to be more accessible for those walking between city centre and the East of the city. As it stands, I would feel uncomfortable walking there as I'd be walking beside the main road.</p> <p>The vision is very broad and there hasn't been much detailing of exactly HOW this</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments
<p>Page 88 Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	<p>Varied</p>	<p>vision is going to come about. Obviously I agree that more jobs and more vibrancy should be brought into the area but it doesn't say how this will be achieved.</p> <p>I feel that a 20mph speed limit is dangerously slow for cars speeding up to enter the M2 etc. I feel that public art has been overlooked in the plan - there should be sculptures commissioned and art spaces developed to draw tourists to the area. A large art gallery or museum would be key in drawing people to the area as a destination.</p> <p>The conceptual diagrams ARE TERRIBLE. I cannot understand what is being described in them in connection with the reality. I do not understand what a 'reimagined central spine' means.</p> <p>I fully agree with an activated waterfront with reasonably priced moorings. I would love to see houseboats in Belfast.</p> <p>I think there needs to be some way to separate cycle & pedestrian traffic from car traffic but still maintain the quick link onto the M2 and also the Bangor road. possibly a fly-over with more lanes to ease dinnertime congestion on the route.</p> <p>Active ground floor uses in new builds are key in creating a welcoming area. Art galleries or museums will also be key in drawing people to the area. Public art will also be key to define the area.</p> <p>Further study and better explanation of the plan is needed for another round of consultation.</p> <p>Hard to decipher the plan from the diagrams. I'm unsure of the terminology used in</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

Page 89

ID/Name	Object/ Support	Summary	Officer Comments
<p>Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)</p>	<p>Varied</p>	<p>the document.</p> <p>Please allow East Bank to become a hub for houseboats! It will create a vibrant and exciting new culture in Belfast.</p> <p>Pop up shops to include art boutiques, and investment in creative schemes to draw people into the area.</p> <p>I believe a cycle lane will be very dangerous in the roads as they are now.</p> <p>I do, however, agree that the Belfast Rapid Transit system would be brilliant to connect this area to the west of the city and city centre.</p> <p>No public art has been designed into the concept drawings - this needs to be looked at</p> <p>-All of the designs are primarily for corporate space - where are the community hubs, park spaces/green spaces, and family friendly areas? We need to keep the heart of Belfast alive with gathering spaces included in the plans.</p> <p>Good initial ideas but please spend more time to better explain the changes you want to make to the area- especially to the transport system, to alleviate congestion at peak times. Also, please focus on gathering spaces for communities which live near EastBank - include park spaces, trees, grass, welcoming spaces rather than just commercial buildings. Finally - we need to encourage river boats and cheap moorings to have hobbyists and sailors use the river Lagan to its fullest potential.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

APPENDIX 4: Comments received by e mail, letter and on-line questionnaire.

ID/Name	Object/ Support	Summary	Officer Comments

Belfast City Council is committed to the principles of good governance. This ensures that the Council is doing the right things, in the right way, for the right people, in a timely, inclusive, open, honest and accountable manner. It comprises the systems and processes, culture and values, by which the Council is directed and controlled and through which it accounts to, engages with and, where appropriate, leads its community.



Subject:	VUCITY, the 3D model of Belfast update
Date:	6 th December 2017
Reporting Officer:	Nuala Gallagher – Director of City Centre Development
Contact Officer:	Marie Clarke, Marketing Manager, City Centre Development

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Sometime in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
1.1	To provide an update on VUCITY: the 3D model of Belfast
2.0	Recommendations
2.1	The Committee is asked to: <ul style="list-style-type: none"> Note the roll out plans for VUCITY, the 3D model of Belfast Agree that a licence agreement is entered into with VUCITY

3.0	Main report
3.1	Following approval in January 2017, Members will be aware that the Council has been working on developing a 3D model of Belfast, in partnership with VUCITY. The model will be operational from February 2018 and will cover 52 square kilometres of Belfast, (see Appendix 1).
3.2	<p>VUCITY will provide an interactive 3D view of the city and will assist with displaying and exploring:</p> <ul style="list-style-type: none"> • emerging developments • planning applications / approvals • development potential of Council sites and other key city sites • promotion of Belfast as a place to invest and as tourism destination • citizen engagement and consultation and potential community impact and opportunities
3.3	It was initially envisaged that the model would cover the City Core, City Airport, Titanic Quarter, North Foreshore. This has been extended to cover an area of 52sq / km, most of Belfast City Council's boundary. The model is rendered as a minimum in block detail, up to level of detail (LOD) 3. Users can view, zoom and rotate, from a whole area right down to the detail of one building.
3.4	<p>The VuCity model of Belfast includes:</p> <ul style="list-style-type: none"> • A fully interactive 3D model of Belfast city, extending over 52sq/km • An accurate city model including terrain to 15cm. • Street level walk mode • Ability to explore Belfast viewpoints in virtual reality • Ability to integrate protected views • Sunlight / shadowing simulation • The potential to overlay real time transport information • Ability to integrate other relevant council data e.g. flood risk, noise, demographics, traffic and pedestrian modelling • Integration of proposed projects which could inform decision making processes for planning or investment <p>Increased understanding of the development potential of sites</p> <p>It is anticipated that the users of VUCITY will include: elected Members, planners, the</p>

3.5	development community, potential investors, architects, agents, community hubs, transport engineers and decision makers.
3.6	<p>There are wide ranging uses of VUCITY within council including: data visualisation; promotional tool to market the city; and assisting with the planning decision making process. Members should note that while there is no statutory requirement for developers to use VUCITY as part of their planning application process, they will be encouraged to use it as part of the pre-application discussions.</p>
3.7	<p>VUCITY has presented to the Development Community in March 2017 and at the Developers' Forum in June 2017, and previously at the Agents' Forum and Belfast Strategic Issues Group. It has been very positively received. Given the wide-ranging uses of VUCITY, City stakeholders and partners are also being encouraged to use it.</p>
3.8	<p>In January 2017, Committee granted approval for officers to explore establishing an appropriate partnership with VUCITY for the development and roll out of a 3D Model of Belfast.</p>
3.9	<p>VUCITY has proposed a licence agreement with Belfast City Council. This would initially be for one year, with the option to extend. This is the approach other councils have taken and proved very successful.</p>
3.10	<p>This licence agreement is to be agreed with and by the City Solicitor. It will be a licence for 1 year, with an option to extend on an annual basis to a maximum of 3 years.</p>
3.11	<p>VUCITY is currently available as a software package for laptop and desktops, however a web-based platform and i-pad friendly version are currently in development and will be available in 2018. VUCITY also integrates onto interactive touch tables.</p>
3.12	<p><u>Equality and Good Relations implications</u> None.</p>
3.13	<p><u>Finance and Resource Implications</u> The £25,000 cost includes the licence fee, hardware requirements, staff training and data integration.</p>

4.0	Appendices
	Appendix 1 - Map

Appendix 1 – VuCity Map



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Subject:	Visit Belfast – Half Year Performance Report
Date:	6 December 2017
Reporting Officer:	Donal Durkan, Director of Development
Contact Officer:	Clare Mullen, Tourism, Culture, Heritage & Arts Manager

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Sometime in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of Main Issues
1.1	The purpose of this report is to update the Committee on city tourism performance and to provide details of Visit Belfast’s marketing, sales and visitor servicing activity to date.
1.2	The report also seeks authority for Visit Belfast to attend the March 2018 meeting of the City Growth and Regeneration Committee to present their business plan and request for financial support for the financial year 2018/19.
2.0	Recommendations

2.1	<p>The Committee is asked to:</p> <ul style="list-style-type: none"> • Note the contents of the report and the progress to date. • Agree to receive a presentation on Visit Belfast’s 2018-19 Business Plan in March 2018 for the consideration of the Agency’s request for ongoing financial support into 2018/19.
3.0	Main Report
3.1	<p><u>Background</u></p> <p>As Members will be aware, Visit Belfast is the city’s Destination Marketing Management Organisation (DMMO) dedicated to marketing Belfast as a city break, conference, day-trip and cruise ship destination. It also, in its visitor servicing role, manages the operation of three gateway Visitor Information Centres (VICs) including Visit Belfast Welcome Centre, Arrivals George Best Belfast City Airport and Arrivals Belfast International Airport and a range of visitor servicing initiatives on behalf of Belfast City Council.</p> <p>3.2 Visit Belfast represents over 500 tourism businesses and services across the tourism industry and its core purpose is to create and service visitors for Belfast and Northern Ireland in order to generate an economic benefit for the city region, creating jobs and wealth.</p> <p>3.3 The role of Visit Belfast is to drive visitor numbers and increase visitor spend, by providing a mechanism for co-ordinating investment and market engagement. The organisation has a portfolio of marketing, sales and visitor servicing activity across both leisure and business tourism.</p> <p>3.4 2017-18 is the second year of a four-year strategy (2016-20) that aims to deliver a cumulative 1.4m bed nights, 680,000 cruise visitors, 3 million enquiries and £392m into the local economy by 2020. Visit Belfast is on target to achieve the milestones set for 2017-18.</p> <p>3.5 Visit Belfast’s strategy is an essential tool in growing the visitor economy in Belfast and Northern Ireland and, in particular, in achieving the Belfast Agenda commitment to increase the value of out-of-state tourism to £500million by 2021.</p> <p>3.6 Urban tourism continues to drive tourism on a global basis and Belfast continues to increasingly lift Northern Ireland tourism, contributing up to half of the NI visitor economy. Last month, the renowned travel guide Lonely Planet named Belfast (alongside the Causeway Coast) as their No. 1 region to visit in 2018; while earlier in the Autumn, Belfast</p>

	<p>was shortlisted as ‘a leading European City Break destination’ by the World Travel Awards. The city has also been successful in winning the Rising Star category at the National Geographic Traveller Awards in London, another major coup for the city.</p>
3.7	<p>Tourism, and in particular out-of-state tourism, has become a key economic driver for the city region, generating revenue and contributing to job growth. Belfast is central to the region’s tourism ambitions and it is not simply about increasing hotel capacity, though private sector investment in hotel development will see over a thousand hotel rooms come on line by the end of 2018. Titanic Belfast’s enduring popularity, the opening of HMS Caroline, the expansion of the Belfast Waterfront and the development of community-based tourism initiatives such as Failte Feirste Thiar and Eastside Partnership, in tandem with concerted Visit Belfast marketing, contributes to the Belfast Agenda and its stated outputs.</p>
3.8	<p>Belfast has experienced unprecedented tourism numbers to date in this calendar year, and projections from NISRA indicate that the economic impact for the city will exceed that of 2016, which was £334 million.</p>
3.9	<p>Outlined below is a summary of the performance so far this year in relation to hotel performance, sales and marketing, business tourism and cruise tourism. The figures below relate to the period January – September 2017 and performance is compared to the figures for the same period the previous year.</p>
3.10	<p><u>Belfast Hotel Performance (January-September 2017)</u></p> <p>Between January-September, room occupancy stood at 82.3%, which is an increase of 3.5%. Room sales have increased by 3.9% and hotel revenue has increased by 18.6%. It is worth noting that occupancy figures spiked throughout the summer months, with June occupancy being 92% and 93% throughout August. On average, room occupancy during the summer months (April – September) was 87.9%.</p>
3.11	<p><u>Destination Interest and Visitor Servicing (January-September 2017)</u></p> <p>Interest in Belfast as a destination of choice has increased. This is demonstrated by figures from Visit Belfast which show that the Visitor Centre handled 679,337 enquiries and welcomed 264,064 visitors through the doors. Both figures are reported to have increased by 18.4% and 21.3% respectively on the same period last year. The profile of these visitors is broken down as 22% from GB & NI, 14% Spain & Portugal, 9% Germany & France, 5% Asia, 3% ROI and 2% other world. Visitor service support is also provided at core events in the city. This is done through the provision of an information stand/point for delegates. Examples of such provision have been in relation to the Routes Europe Conference, the</p>

	<p>Women's Rugby World Cup, and the UEFA Under 19 Women's Football Championship.</p> <p><u>Cruise Belfast</u></p> <p>3.12 The City welcomed unprecedented numbers of cruise ships this year. 94 ships arrived into Belfast Harbour, carrying an estimated number of 158,000 cruise visitors to the city, again an increase of 10.8% from last year. The economic benefit achieved this year from cruise tourism is estimated to be £6.6million. Planning is already underway for 2018, and it is expected that up to 200,000 cruise visitors will come to Belfast. This will generate an economic return in the region of £8.5million.</p> <p><u>Conferences in Belfast 2017</u></p> <p>3.13 The city will welcome this year a total of 71 conferences, which will generate an estimated 79,315 bed nights, again an increase of 7%. The economic benefit is estimated to be in the region of £34.1million. Given the long lead-in times, Visit Belfast is also working on attracting future events. Visit Belfast has achieved conference wins for the city worth £33million, this is estimated to generate 60,000 bed nights over the next 4 years. In addition to this, an In-Market Sales Manager has been appointed, based in London, whose focus of work is on the UK Association and Corporate conference market. From taking up post on the 1st October, the manager has established seven conference leads for Belfast, worth an estimated £5m.</p> <p><u>Leisure Tourism & Marketing</u></p> <p>3.14 Seven marketing campaigns have been delivered, worth around £303,000. These have targeted Berlin, Republic of Ireland, London, Amsterdam, Manchester and Scotland. The aim of these campaigns is to generate 235,000 leisure bednights. Importantly, these campaigns allow Visit Belfast to lever significant partner income: £2 for every £1 of its investment in out-of-state marketing. Additionally, web and digital marketing has generated 916,000 visits to visitbelfast.com and 631,000 social media engagement so far this year.</p> <p><u>Equality and Good Relations Implications</u></p> <p>3.15 There are no specific equality or good relations implications.</p> <p><u>Financial and Resource Implications</u></p> <p>3.16 There are no financial implications attached to this report. The Council support for Visit Belfast in 2017/18 is £1.8million.</p>
4.0	Appendices – Documents Attached
	None.

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Subject:	Proposal for Nashville in Belfast event
Date:	6 December 2017
Reporting Officer:	Donal Durkan, Director of Development
Contact Officer:	Laura Leonard, European and International Relations Manager

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of Main Issues
1.1	The purpose of this report is to seek Members' approval for a new initiative to promote and celebrate the Nashville Sister City relationship.
2.0	Recommendations
2.1	The Committee is asked to: <ul style="list-style-type: none"> Endorse the development and promotion of the Nashville in Belfast events at a maximum cost of £20,000 from within the International Relations existing budget. This cost will include the hosting of an inward Nashville delegation to coincide with the programme dates.

3.0	Main Report
3.1	<p data-bbox="272 226 421 255"><u>Key Issues</u></p> <p data-bbox="272 275 1471 456">Members will be aware that through the International Relations Framework (2017-2021), the Council's focus of international activity is on the city's Sister Cities of Boston, Nashville and Shenyang. Priority areas of work include business growth and export development, education and learning, and tourism development.</p>
3.2	<p data-bbox="272 530 1471 1010">Partner engagement in this activity is coordinated through Stakeholder Groups. The US Stakeholder Group focuses on opportunities to secure partner buy in to locally-based events aimed at furthering the relevant city-to-city links. One of the opportunities that partners identified was the potential to organise a 'Nashville in Belfast' event. The aim would be to promote the long-standing relationship with Nashville and to act as a platform for further partner engagement. It is anticipated that these events will serve to bring new partners to the Sister City collaborations, expand current collaborations and promote our local product, talent and investment opportunities to the incoming delegation. The programme will also serve to drive footfall and business into the city through the range of events on offer. This economic impact will be assessed upon project completion.</p>
3.3	<p data-bbox="272 1090 1471 1160">Whilst the programming is still a work in progress, the following initiatives are under development:</p> <ul data-bbox="272 1180 1471 1816" style="list-style-type: none"> - Programme launch as part of Lord Mayor's Day – 28 April 2018 - Ulster Hall musical concert – 29 April 2018 – a joint city initiative, this event will be promoted by The Ulster Hall and Nashville are sourcing a performer for the same. Finer details will be advanced upon Nashville's identification of available artist. - Study Abroad event in City Hall – 30 April 2018 – to encourage young people to explore opportunities to broaden their educational experiences through intercalary years or thematic summer camps. Providers of tertiary education in Belfast have agreed to collaborate on the event content and the opportunity to promote their sister city exchanges with Nashville Colleges will be incorporated. - Nashville themed Twilight Market – 1 & 2 May 2018 in St George's Market. - Cathedral Quarter Arts Festival music event – 5 May 2018 - Lunchtime family heritage workshops through the Ulster Historical Foundation – 1-4 May 2018 plus potential Ulster Historical Foundation book launch.
3.4	<p data-bbox="272 1897 1471 1973">Discussions are continuing with interested parties such as Film Hub, the Linenhall Library, the Ulster Orchestra, BID One, Generator NI, the Cathedral Quarter BID and a number of</p>

	arts centres and organisations. These partners are willing to programme activity at their own cost.
3.5	In addition, the BBC are willing to schedule a number of interviews to promote the programme as well as conducting outside broadcasts. Discussions are also ongoing with the Nashville Sister City Committee, who have agreed to investigate the possibility of bringing a Nashville musician to Belfast for a select number of performances. This may also open the opportunity of events being broadcast back in Nashville.
3.6	Work is also ongoing to explore whether a State Department Trade Mission could also link in with the above dates. This would facilitate Nashville businesses to come to Belfast as part of the programme and in conjunction with Invest NI a bespoke trade itinerary will be developed according to market sector participation. The purpose of this will be to promote Belfast as an investment location. Invest NI are also seeking to deliver business workshops for local companies interested in doing business in the United States as part of the overarching Nashville in Belfast programme.
3.7	In addition, an invite will also be issued to the Mayor of Nashville, Mayor Barry, to encourage participation in this inaugural programme. This will lever additional Nashville representation and participation and permit opportunities to be maximised in the fields of education, trade and tourism, in line with the International Relations Framework.
	<u>Equality and Good Relations Implications</u>
3.8	The Council's International Relations Framework has been equality screened and approved.
	<u>Financial and Resource Implications</u>
3.9	Financial support to promote the Nashville in Belfast programme will come within the existing International Relations unit budget and will not exceed £20,000. This resource will be directed towards marketing the initiative and hosting an inward delegation from Nashville.
4.0	Appendices – Documents Attached
	None attached.

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Subject:	European Capital of Culture 2023 – Current status
Date:	6 December 2017
Reporting Officer:	Suzanne Wylie
Contact Officer:	Donal Durkan, Director or Development

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some-time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
1.1	To update Committee on the recent developments in regards to the European Capital of Culture 2023 competition.
2.0	Recommendations
2.1	The Committee is asked to note the contents of this report and that an options report on potential next steps will be brought forward when further information becomes available from Department for Digital, Culture, Media & Sports (DCMS) and European Commission.
3.0	Main report
3.1	<u>Key Issues</u> Members will be aware that the ECOC2023 bid is a two staged process with the initial key milestone recently reached with the stage 1 Bid Book submitted to DCMS on 27 Oct 2017 .

3.2	<p>A formal presentation (pitch) of stage 1 bid submission, followed by a detailed Q&A session with a panel of 12 National and European experts had been scheduled for Tuesday 28 November 2017. This process would have determined which of the five competing cities would be shortlisted to stage 2 of the process.</p>
3.3	<p>As Members will be aware, the European Commission recently announced that the UK will not be eligible to host the European Capital of Culture in 2023 along with a city from Hungary. On this basis, DCMS has written to all five competing cities confirming that the pre-selection presentation has been postponed. DCMS has also confirmed that senior political and official dialogue and negotiations are ongoing with the European Commission to try to put the ECOC competition back on track. The Council is actively involved in supporting these ongoing discussions. Once these negotiations have concluded we will proceed with the publication of the details of the bid.</p>
3.4	<p>On the 28 November, the five competing UK cities met with representatives from DCMS including John Glen MP, Parliamentary Under Secretary of State for Arts, Heritage and Tourism, to discuss the current position and possible next steps. A joint press statement from the 5 cities was released thereafter. In summary, the statement:</p> <ul style="list-style-type: none"> - acknowledged the huge and passionate support received locally, nationally and internationally in response to the surprising announcement by the European Commission; - recognised the commitment given by DCMS to try and resolve this issue and agree a clear way forward for the cities involved; - urged DCMS to continue negotiations with the European Commission on the legitimacy of its decision, particularly in the context that the UK has not yet left the EU and the terms of that departure are not yet agreed; - five cities have collectively requested that DCMS takes further legal advice on the status of the announcement as a matter of urgency; - recognised the urgent need to reach a conclusion in a timescale that allows the momentum created within the cities to be maintained.
3.5	<p>During Prime Minister's Question Time on 29 November, the First Secretary of State, Damian Green confirmed that Ministers are in urgent talks with the European Commission over the decision to exclude UK cities from entering the European Capital of Culture. He further stated that <i>"we are making sure that all those cities who applied can continue with their cultural development because cultural development has been shown to be an extremely good basis for the regeneration of cities and towns across the United Kingdom."</i></p>

3.6	Clearly, the position taken by the European Commission comes as a great disappointment to the city of Belfast, our citizens and wider cultural and business community who have invested significant time, energy and resources in the preparation of our bid. As part of the process the Council engaged directly with over 16,000 people, 120 stakeholder meetings and workshops as well as 5,000 surveys completed.
3.7	The Lord Mayor has recently written to the President of the European Commission Jean-Claude Juncker as well as the three Northern Ireland MEPs seeking urgent meetings to explore what options exist to help reinstate the process. This would allow our citizens, our cultural sector and wide range of partners to realise the ambition, energy and opportunities contained within the bid.
3.8	The Committee will be kept fully informed as further information on a possible way forward becomes available.
4.0	<p><u>Financial & Resource Implications</u></p> <p>All financial and human resource implications attached to emerging options in terms of way forward will be brought to Committee attention.</p>
5.0	<p><u>Equality or Good Relations Implications</u></p> <p>None</p>
6.0	Appendices – Documents Attached
	None

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Subject:	Dates for Special meetings of the City Growth and Regeneration Committee
Date:	6th December, 2017
Reporting Officer:	Suzanne Wylie, Chief Executive
Contact Officer:	Louise McLornan, Democratic Services Officer

Restricted Reports	
Is this report restricted	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
1.1	The Committee is asked to note the dates which have been scheduled for Special meetings of the City Growth and Regeneration Committee in 2018, which will only be held if required, and which will receive presentations only.
2.0	Recommendation
2.1	The Committee is asked to agree the following dates which have been identified for Special meetings of the City Growth and Regeneration Committee in 2018: – Wednesday, 24th January

2.2	<ul style="list-style-type: none"> - Wednesday, 21st February - Wednesday, 28th March - Wednesday, 25th April - Wednesday, 23rd May - Wednesday, 27th June - <i>No meetings in July</i> - Wednesday, 22nd August - Wednesday, 26th September - Wednesday, 24th October - Wednesday, 28th November - Tuesday, 18th December <p>All meetings are scheduled to take place at 5.15pm.</p>
3.0	Main report
3.1	<p>The Committee will recall that at its last meeting, on 8th November, it agreed that, where there is due to be more than one presentation to be heard in any month, to schedule an additional monthly meeting for the City Growth and Regeneration Committee to receive presentations.</p>
3.2	<p>The Special meetings will only be held if required and will be cancelled in a timely manner if not required.</p>
3.3	<p>The Committee also agreed that no other Committee business would be considered at the Special meetings.</p>
3.4	<p><u>Financial and Resource Implications</u></p> <p>There are no financial or resource implications associated with this report.</p>
3.5	<p><u>Equality or Good Relations Implications</u></p> <p>None.</p>
4.0	Appendices – Documents Attached
	None



Subject:	Financial Reporting – Quarter 2 2017/18
Date:	6 December 2017
Reporting Officer:	Ronan Cregan; Director of Finance and Resources
Contact Officer:	David Orr; Business Manager, Development Department

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
1.1	This report presents the quarter 2 financial position for the City Growth Regeneration Committee including a forecast of the year end outturn. It includes a reporting pack which contains a summary of the financial indicators and an executive summary (Appendix 1). It also provides a more detailed explanation of each of the relevant indicators and the forecast outturn for the year.
2.0	Recommendations
2.1	Members are asked to <ul style="list-style-type: none"> • note the report and the associated financial reporting pack.

3.0	Main report
<p data-bbox="164 280 209 309">3.1</p> <p data-bbox="164 548 209 577">3.2</p> <p data-bbox="164 766 209 795">3.3</p>	<p data-bbox="272 219 911 248"><u>Current and Forecast Financial Position 2017/18</u></p> <p data-bbox="272 280 1471 461">The Quarter 2 position for the Committee is an over spend of £44k (0.5%), with the forecast year end position being an under spend of £179k (1.1%) which is within the acceptable tolerance which is 3%. SP&R has already decided that the departmental underspend will not be reallocated at this stage due to the narrow margin.</p> <p data-bbox="272 548 1471 678">The main reasons for the Committee over spend relates to less income received than budgeted and increased spend on supplies and services which is offset by vacant posts across a number of services.</p> <p data-bbox="272 766 1471 1205">Overall Council Financial Position An overall forecast year end position for the Council is an under spend of £662k, which is 0.5% of the budgeted net expenditure. This was reported to the Strategic Policy and Resources Committee at it's meeting on the 24th November 2017. Given that the year- end departmental underspend is within 0.5% of the approved budget it is not proposed that this be considered for re-allocation. However, the LPS forecast rates finalization is a favourable variance of £1,139k, and the forecast capital financing underspend of £2,090k were considered for reallocation at the Strategic Policy and Resources Committee on 24th November 2017.</p>
4.0	Appendices – Documents Attached
	Appendix 1 - Quarter 2 Performance Report



City Growth and Regeneration Committee

Quarterly Finance Report

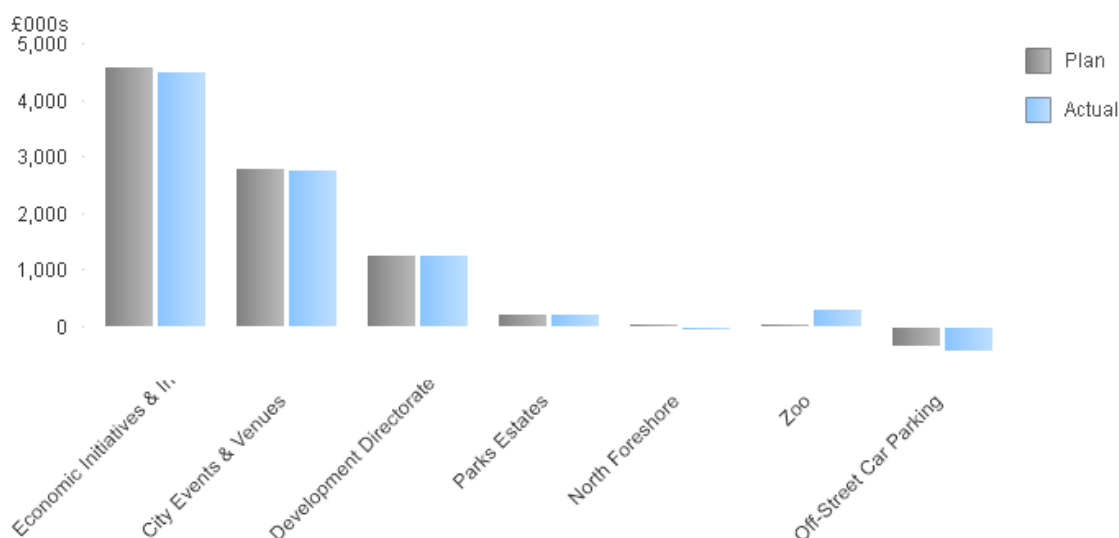
Report Period: Quarter 2, 2017/18

Dashboard

Quarter 2, 2017/18

Revenue Section							Page
Committee	YTD	YTD Var £000s	Var %	Forecast	Forecast Var £000s	Var %	3 - 5
Economic Initiatives & Internat Devpt		(88)	(1.9)%		(270)	(3.0)%	
City Events & Venues		(9)	(0.3)%		(10)	(0.2)%	
Development Directorate		(9)	(0.8)%		(12)	(0.5)%	
Parks Estates		(1)	(0.4)%		30	8.0%	
North Foreshore		(42)	(555.0)%		0	0.0%	
Zoo		272	8,063.0%		200	21.9%	
Off-Street Car Parking		(79)	23.8%		(117)	12.0%	
Total		44	0.5%		(179)	(1.1)%	

Committee Net Revenue Expenditure: Year to Date Position



The **City Growth and Regeneration Committee** budget is over spent by £44k, or 0.5% of its net budgeted expenditure at the end of Quarter 2.

The Committee's budget is made up of the following profit centres:

- ✚ **Economic Initiatives** (DEV):- Tourism, Culture, Heritage and Arts; Economic Development; Markets; European Unit and International Relations
- ✚ **City Events and Venues** (DEV): City Events; Belfast Waterfront; Ulster Hall
- ✚ **Development Directorate** (DEV): Belfast Bikes; Business Research and Development; Directorate
- ✚ **Estates Management** (PKS/CNS): Malone House; Belfast Castle; Stables Restaurant; Adventure Playground
- ✚ **Zoo** (PKS/CNS)
- ✚ **North Foreshore** (PPD)
- ✚ **Off Street Car Parking** (H&ES/CNS)

Economic Initiatives & International Development (EIID) is under spent by £88,051 (1.9%), Development Directorate is under spent by £9,340 (0.8%); Parks Estates Management are under spent by £865 (0.4%) North Foreshore is under budget by £41,627 (555%) Off Street Car Parking is under budget by £78,859 (23.8%) and City Events & Venues is under spent by £9,410 (0.3%) whilst the Zoo is over budget by £272,432 (8,063%) at the end of Quarter 2.

There are six main areas that give rise to the current overall £44k (0.5%) over spend within the City Growth and Regeneration Committee budget at the end of Quarter 2. These are as follows:

1. Gross Income was £113k less than budgeted income to the end of September 2017. This variance relates to more income being received than planned in Directorate (£10k); City Events and Venues (£7k) and Off Street Car Parking (£118k) which are offset by less income than planned in the Parks Estates (£28k), EIID (£56k) and the Zoo (£164k).
2. Employee costs are £243k less than budget with under spends in Development Directorate (£152k) and EIID (£263k) as a result of vacant posts which are offset by additional employee costs in the Zoo (£125k) and Off Street Car Parking (£49k).
3. Premises expenditure was £11k less than budget with under spends in the Parks Estates

(£15k); the Zoo (17k) and Off Street Car Parking (£12k) being offset by additional costs in City Events and Venues (£11k) and EIID (£22k). These are primarily profiling issues that will self correct during the financial year.

4. Supplies and Services expenditure was £150k over budget. Additional expenditure in Directorate (£150k) and EIID (£80k) is offset by an under spends in the Zoo (£17k); North Foreshore (£42k); Parks Estates (£15k) and City Events and Venues (£8k). These are primarily profiling issues which will self correct during the financial year.
5. Miscellaneous costs are £31k over budget. This relates to unbudgeted expenditure in relation to compensation claims in the Zoo (£19k) and EIID (£15k).

Service Analysis

EIID are under spent by £88,051 at the end of Quarter 2.

(Budgeted Net Expenditure: £4,559,969; Actual Net Expenditure: £4,471,918).

EIID is under spent by £88k. This relates to an under spend of £263k within employee costs relating to vacant posts which is offset by additional expenditure in relation to an unbudgeted compensation claim £15k; additional expenditure of supplies and services £80k and additional expenditure in Premises £22k which is a profiling issue and will self correct in this financial year. Income is £56k less than budget as a result of reduced grant income.

City Events and Venues are under spent by £9,410 at the end of Quarter 2.

(Budgeted Net Expenditure: £2,762,770; Actual Net Expenditure: £2,753,361).

Both City Events and City Venues are on budget at the end of Quarter 2

Directorate are under spent by £9,340 at the end of Quarter 2.

(Budgeted Net Expenditure: £1,234,272; Actual Net Expenditure: £1,224,931)

The under spend within Directorate is attributable to decreased spend within employee costs as a result of vacant posts and posts under review which is then offset by additional spend in supplies and services.

The Zoo is over spent by £272,432 at the end of Quarter 2.

(Budgeted Net Expenditure: £3,379; Actual Net Expenditure: £275,811)

Net expenditure at quarter 2 is £272k over budget due primarily to reduced income £164k due to poor weather conditions especially in August affecting visitor numbers and retail sales through the shop. Employee costs are over spent by £125k due to seasonal cover. Savings are being made on Animal Feeds £37k and other Hired and Contract Services of £8k. Compensation Claims are over by £28k

Parks Estates are under spent by £865 at the end of Quarter 2.

(Budgeted Net Expenditure: £196,346; Actual Net Expenditure: £195,481)

Parks Estates are on budget at the end of Quarter 2.

Off Street Parking is under budget by £78,859 at the end of Quarter 2.

(Budgeted Net Expenditure: -£333,458; Actual Net Expenditure: -£410,318)

Off Street Car Parking

Net Expenditure at Quarter Two was £79k below budget due to an additional car park since time

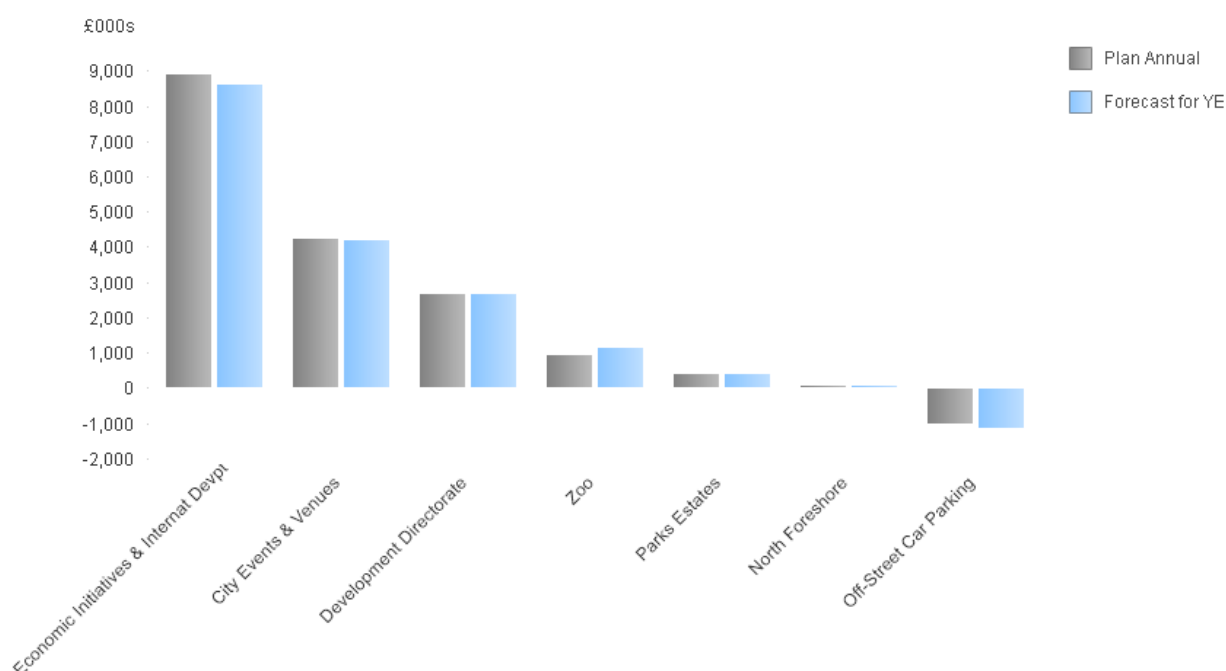
of estimate (Corporation Street)., license agreement for free Car Parks and general increase in income overall.

The North Foreshore is under budget by £41,627 at the end of Quarter 2.

(Budgeted Net Expenditure: £7,500; Actual Net Expenditure: -£34,127)

Net expenditure is £42k less than budget at the end of Quarter 2 and relates to delays regarding roadworks and landscaping of the site

Committee Net Revenue Expenditure: Forecast for Year End



It is forecast that the **City Growth and Regeneration Committee** budget will be under spent by £179k, or 1.1%, of its budgeted net expenditure of £16.1 million at year end.

The Economic Initiatives and International Development service are forecast to be under spent by £270k (3.0%) at year end as a result in delays in filling additional new posts and programme costs as a result in vacant posts and delays in procurement processes.

The City Events and Venues service is forecast to be £10k (0.2%) under spent at year end.

Directorate are forecast to be under spent by £12k (0.5%) at year end as a result mainly of vacant posts.

The **Zoo** is forecast to be £200k (21.9%) over spent at year end due to downturn in income and seasonal employee costs. Savings are being sought in hired and contracted costs. Unexpected compensation claims of £28k have also impacted

Parks Estates is forecast to be over spent by £30k (8.0%) at year end due to the downturn in income across. All expenditure will be tightly managed to mitigate the overspend

North Foreshore is forecast to be on budget at year end.

Off Street Car Parking

It is forecast that Off Street Car parking will be £117k (12.0%) under budget due to additional income in relation to an additional car park since time of estimate(Corporation Street), license agreement for free Car Parks and a general increase in income overall.

City Growth and Regeneration Committee

Section Expenditure Budgetary Analysis & Forecast

	Plan YTD £000s	Actuals YTD £000s	Variance YTD £000s	% Variance	Annual Plan 2017/2018 £000s	Forecast for Y/E at P6 £000s	Forecast Variance £000s	% Variance
Economic Initiatives & Internat Devpt	4,560	4,472	(88)	(1.9)%	8,881	8,611	(270)	(3.0)%
City Events & Venues	2,763	2,753	(9)	(0.3)%	4,209	4,199	(10)	(0.2)%
Development Directorate	1,234	1,225	(9)	(0.8)%	2,663	2,651	(12)	(0.5)%
Parks Estates	196	195	(1)	(0.4)%	374	404	30	8.0%
North Foreshore	7	(34)	(42)	(555.0)%	15	15	0	0.0%
Zoo	3	276	272	8,063.0%	913	1,113	200	21.9%
Off-Street Car Parking	(331)	(410)	(79)	23.8%	(976)	(1,093)	(117)	12.0%
Total	8,433	8,477	44	0.5%	16,078	15,899	(179)	(1.1)%

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