

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>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.</p> <p>Recognise the benefits of resolving the intractable issues that have affected this area and prevented seamless integration with the traditional city centre.</p> <p>Welcome:</p> <ul style="list-style-type: none"> <li>• Council commitment to address public realm quality in the East Bank, to create attractive and safe routes to the city centre;</li> <li>• the ambition to drive forward the City Centre Regeneration and Investment Strategy (CCRIS); and</li> <li>• emphasis placed on re-energising the River Lagan Corridor and for a connected and legible East Bank.</li> </ul> <p><b>Sustainable Transport Strategy</b></p> <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.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted. Discussions are underway between BCC and DfI re traffic modelling</p>

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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"> <li>• the impact on already established sustainable transport patterns;</li> <li>• 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</li> <li>• 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.</li> </ul> <p><b>People Centred Approach</b> 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><b>Summary</b> 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>

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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>

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Dfl Rivers	Critical	with us on all matters relating to flood risk management and drainage.	Noted
Dfl 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><b>Proposals should ensure the following:</b></p> <ul style="list-style-type: none"> <li>• The integrity of BRT routes are preserved as a minimum</li> <li>• Other forms of public transport (eg METRO and rail) are improved where practical to take an increase in modal share</li> <li>• Traffic congestion and travel times for strategic traffic movements are assessed and deemed acceptable, including: <ul style="list-style-type: none"> <li>○ Between south Belfast, M3 and onward M1 and M2</li> <li>○ Between City centre, East Belfast and beyond</li> </ul> </li> </ul>	<p>Noted.</p> <p>Accepted. Discussions are underway between BCC and Dfl 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>
Dfl Transport Strategy Division	Non-committal	<p><b>Other important issues to be considered include:</b></p>	

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DfI Transport Strategy Division	Non-committal	<ul style="list-style-type: none"> <li>• The proposals to rationalise Bridge End and Middlepath Street eg a boulevard to accommodate buses, cyclists and local vehicular access are significant.</li> <li>• It is important to note that these streets carry both strategic and local traffic and the proposals will require further detailed study.</li> <li>• The M3 on-off slips are essential strategic links to the motorway network and access to them (including Dalton Street) should be preserved.</li> <li>• Any proposals must be considered at a strategic level i.e. over Belfast as a whole, not simply within the localised development area.</li> <li>• 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.</li> <li>• 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.</li> <li>• Consideration needs to be given to the future development and traffic trips generated by Titanic Quarter</li> <li>• Account needs to be taken of accessible taxis and Central Railway Station, which is a major transport hub on the periphery of the site.</li> <li>• The report ignores the importance of freight movements, Belfast Harbour, City Airport and universities. This needs to be addressed in any modelling.</li> <li>• 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</li> </ul>	<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>

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		<p>option).</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <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.



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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 <sup>th</sup> 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



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		<p>preparing drawings and illustrations. An illustrator was present to take “visual minutes”. Ideas included:</p> <ul style="list-style-type: none"> <li>• Rope bridges from Sirocco across the river;</li> <li>• Clean water swimming pool in the river with diving boards and covered areas to socialise;</li> <li>• Concrete ping-pong tables;</li> <li>• Hammocks;</li> <li>• Bandstands for buskers and bands to play;</li> <li>• Covered activity areas for children and teenagers;</li> <li>• Green spaces;</li> <li>• More boating activity and a boat museum (on a boat);</li> <li>• Boats with small tables to allow people to eat lunch on the river</li> </ul>	<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>

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		<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><b>General Comments</b></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.

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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><b>Detailed Comments</b>            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>

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		<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>

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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"> <li>• Council commitment to address public realm quality in the East Bank, to create attractive and safe routes to the city centre;</li> <li>• the ambition to drive forward the Belfast City Centre Regeneration and Investment Strategy/Belfast Agenda; and</li> <li>• ambitions to re-energise the River Lagan Corridor and for a connected and legible East Bank.</li> </ul> <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>

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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.

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		<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"> <li>1. Accessible transport</li> <li>2. Safe streets</li> <li>3. Accessible information</li> </ol>	Noted.

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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"> <li>• Adequate government funding for community transport</li> <li>• A strategic and consistent approach to community transport provision across Northern Ireland, ending the current postcode lottery</li> <li>• More frequent Translink services in rural areas, particularly during the evenings and weekend</li> <li>• The extension of audio announcement systems across all Translink buses</li> <li>• Fully accessible signage and timetables</li> <li>• Translink to replace all of its high-floored buses as soon as possible</li> </ul>	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.





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RNIB	Supportive	<ul style="list-style-type: none"> <li>• 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;</li> <li>• Wheelie bins left out on the pavement are also a common cause of injury;</li> <li>• 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;</li> <li>• 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;</li> <li>• We recommend the following documents:               <ol style="list-style-type: none"> <li>1. Department for Transport's (DfT) Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (2002)  <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf</a></li> <li>2. DfT's Guidance on the use of tactile paving surfaces  <a href="https://www.gov.uk/government/publications/guidance-on-the-use-of-tactile-paving-">https://www.gov.uk/government/publications/guidance-on-the-use-of-tactile-paving-</a></li> </ol> </li> </ul>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

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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>

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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>

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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>

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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>

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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>

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		<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"> <li>(1) Consult with relevant voluntary/community organisations such as RNIB, Guide Dogs, Disability Action</li> <li>(2) Consult with local blind and partially sighted constituents</li> <li>(3) Procure specialist accessibility design consultants</li> <li>(4) Adhere to relevant government guidance and memoranda</li> </ul>	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.



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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"> <li>1. What are the specific proposals to integrate the area to inner city communities and what are the anticipated representations of these?</li> <li>2. What are the potential interventions proposed? It seems a serious omission not to include existing urban scenarios in future feasibility studies.</li> <li>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.</li> <li>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.</li> <li>5. The funding streams and budgets of project partners appear unlikely to align with the timescales for private sector landowners (see section 4).</li> <li>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.</li> </ol>	<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>

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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>

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		<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>

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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"> <li>1. The Strategy does not take into account both the housing and leisure needs of Short Strand and surrounding communities;</li> <li>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;</li> <li>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</li> </ol>	<p>Noted. Review when preparing finalised Strategy</p> <p>Noted</p> <p>Noted</p>
<p>Swinford (Sirocco) Ltd (submitted by Turley)</p> <p>Swinford (Sirocco) Ltd (submitted by Turley)</p>	<p>Mixed response</p> <p>Mixed response</p>	<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> <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><b>Overarching Priorities</b></p> <p>There is full support for the four overarching priorities for the city.</p> <ol style="list-style-type: none"> <li>1. Growing the economy – creating jobs and investment in the city</li> <li>2. Living here – creating a great city and neighbourhood living experience</li> <li>3. City Development – creating the right infrastructure and regeneration of our city</li> <li>4. Working and learning – Supporting growth and connecting people to opportunities</li> </ol>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

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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><b>Vision &amp; Placemaking Themes</b> 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><b>Maximising the Potential of Development Sites</b> 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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<p>Swinford (Sirocco) Ltd (submitted by Turley)</p>	<p>Mixed response</p>	<p><b>Energising the River Lagan Corridor</b> 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><b>Establishing a Connected and Legible East Bank &amp; Making Streets and Spaces for People</b> 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><b>Masterplanning Sirocco</b> 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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<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><b>Interaction between Planning Applications &amp; Strategy</b> 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>

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		<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>



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Titanic Foundation Ltd	Supportive	<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>

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Titanic Foundation Ltd	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>

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Translink	Supportive	<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 &amp; 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 &amp; 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>

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Translink	Supportive	<p>Fig 6 – BRT routing should be linked North to South between QE2 and Queen’s Bridges.</p> <p>Figs 9 &amp; 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 &amp; R and / or surrounding surface car parking capacity needs to be consistent with planned future changes to rail / bus /BRT network and Park &amp; 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 3<sup>rd</sup> 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>

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Translink	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>
Comments by members of the Public (note: some did not wish their comments to be attributable so individuals are not identified)	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>

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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>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>

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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>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>

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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>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>



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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>Noted.</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>Noted.</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>Noted.</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. The need for traffic monitoring, data collection and detailed highway modelling is identified as a short term</p>

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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>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> <p>Noted.</p>

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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>

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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>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>

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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>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 &amp; 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>

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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>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 &amp; 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>

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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>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>

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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>development? It can be done.                      The Conswater 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 with 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 riverside 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>



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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>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>

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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>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 &amp; 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>

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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>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>

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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.