

GREATER CLARENDON MASTERPLAN – DELIVERY FRAMEWORK

April 2018



1. INTRODUCTION

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

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

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

2. STRUCTURE OF THE DELIVERY FRAMEWORK

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

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

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

3. KEY PRINCIPLES OF THE DELIVERY FRAMEWORK

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

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

Collaboration and Partnership

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

Future Proofing

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

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

Forward Planning

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

4. STAKEHOLDER FORUM

A Stakeholder Forum has been established to:

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

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

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

5. ALIGNMENT WITH GOVERNMENT POLICY AND OBJECTIVES

Programme for Government

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

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

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

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

Urban regeneration community development (URCD) policy framework

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

The policy framework contains four main policy objectives:

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

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

The City Centre Regeneration and Investment Strategy (CCRIS)

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

1. Increasing the Employment Population

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

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

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

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

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

2. Increasing the Residential Population

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

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

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

What appears to be lacking at present is private residential accommodation, however it is welcoming to note that developers are considering new and revised schemes for residential development within the City Fringe / Sailortown area. It will be important to deliver a variety of residential accommodation or tenures throughout Greater Clarendon / Sailortown.

Greater Clarendon will help achieve the objectives of increasing the city centre residential population, however it is crucial that infrastructure and services are in place to facilitate this growth. It is important that a strong mix of tenures is promoted in the City Centre, which includes an element of social and affordable housing. There is rising demand for private rented sector in Belfast City Centre.

3. Manage the Retail Offer

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

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

4. Maximise the Tourism Opportunity

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

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

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

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

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

5. Create Regional Learning and Innovation Centres

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

6. Create a Green, Walkable, Cyclable Centre

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

"There are however still too many places that feel too far away, notable the east bank of the Lagan, the northern end of the city centre, City Quays, Titanic

Quarter and the surrounding communities, most of which have to be reached after crossing a motorway or rail barrier”

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

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

7. Connect to the City Around

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

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

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

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

8. A Shared Space and Social Impact

The RIS states that:

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

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

- Make public spaces in the city centre friendly for all ages through the design of street furniture, inclusion of playgrounds, etc;
- Locate facilities for informal sports and leisure activities in the city centre;
- In consideration of any project or policy Shared Space will be addressed and promoted to ensure it is a key consideration for all city developments;

- Increase water activity on the River Lagan such as boating, floating restaurants, floating art festivals, etc.

Key Projects identified in the Regeneration Strategy

Continuous Waterfront Promenade

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

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

Pedestrian Bridges

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

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

River Animation

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

Waterfront Residential Development

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

6. CONTEXTUAL UPDATE

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

YORK STREET INTERCHANGE

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

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

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

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

Key Actions:

- Undertake a feasibility study / options appraisal for the YSI development opportunity sites to ensure future development maximises the placemaking potential. To consider options for future site disposal including the potential of community asset transfer.
- Engage with BCC through the Local Development Plan process to influence the land use zonings and key site requirements for the YSI opportunity sites
- Ensure appropriate public realm enhancements are carried out as part of the YSI and integrate with projects in the wider area

UNIVERSITY QUARTER



Update

At present, there are 5 valid planning approvals for purpose built student accommodation with the potential to accommodate 2,676 students, however some property agents would have concerns over the viability. A revised application on Site U8 has recently been submitted.

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

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

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

Site U7 has planning permission for a mixed-use scheme (retail / apartments). The owners of this site have been approached by student housing providers however it is understood that a deal has not been reached.

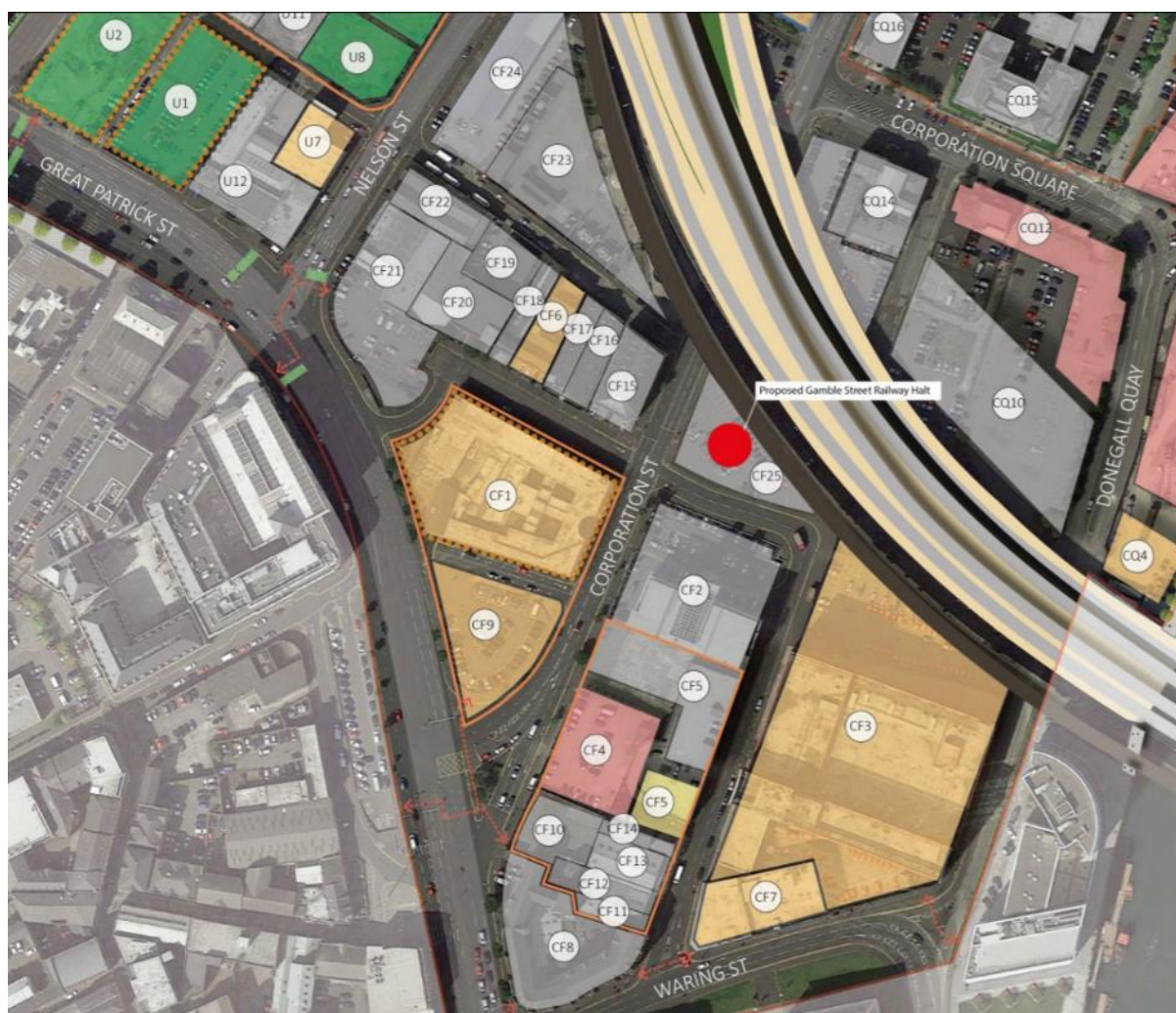
Site U10 is currently for sale, however there remains a plot of land between U10 and U8 which is not on the market and may be a constraint to the full redevelopment of this plot.

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

Key Actions:

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

CITY FRINGE



Nelson Street / Dunbar Link

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

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

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

It is important to be aware of plans which may be in the pipeline for individual buildings including 96-98 Great Patrick Street which received planning permission in February 2017

for the refurbishment of the existing building and demolition and replacement of the rear warehouse building, however this does not appear to be implemented.

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

Corporation Street/ Dunbar Link

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

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

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

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

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

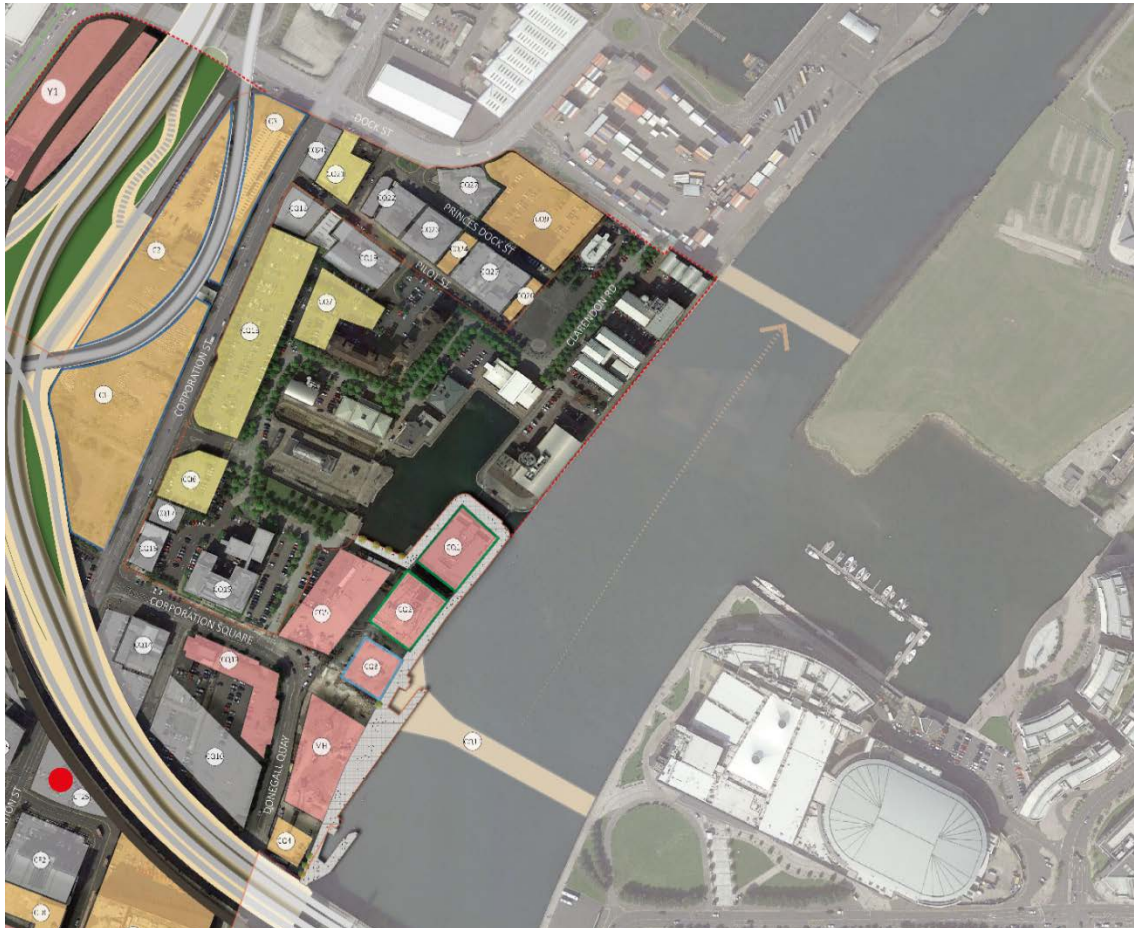
Key Actions:

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

¹ <https://www.independent.ie/business/commercial-property/northern-ireland-awaits-146bn-in-new-property-investment-36261470.html>

CITY QUAYS

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



City Quays Masterplan

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

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

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

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

The residential components on Corporation Street could not advance until the multi-storey car park is functional, as the land for the residential currently provides car parking.

Belfast Harbour Commissioners (BHC) have indicated that the completion of CQ4 will mark the completion of the first phase of City Quays, following that the remainder of the Masterplan will be reviewed taking account of market conditions and other developments in the area.

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

The proposed pedestrian / cycle bridge crossing at City Quays to Titanic Quarter has been mooted for many years, however it is not currently being actively promoted. Due to the passage of time and changing circumstances it would be timely to review the feasibility and location of the proposed bridge. It is important to note that the original proposed location of the bridge (as set out in the draft Belfast Metropolitan Area Plan), may no longer be the most beneficial location. The future location of the bridge should seek to maximise connectivity for the communities in North Belfast.

Corporation Square



101 Corporation Street currently has a valid planning permission for a mixed-use building comprising a gallery at ground floor and 39 no. apartments above. It is understood that the site has recently been sold by Kremlin Associates to an unnamed private developer. They do plan to build the apartment scheme in the short term and possibly submit a revised planning application for a larger scheme.

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

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

During site visits the team witnessed substantial numbers of people travelling though Tomb Street and underneath the flyover as a direct route to the City Centre. Given the various projects that may come forward in this area, including Gamble Street Rail Halt, relocation of the cleansing depot and the desire to enhance the public realm, it is recommended that a scoping report and options appraisal is carried out.

Princes Dock Street



Generally, this zone consists of existing apartment blocks (James Clow), the Seafarers Centre and several commercial units. Two of the development opportunity sites are part of the City Quays Masterplan and will be revised by BHC. There are two other small derelict sites, the former Rotterdam Bar and St Joseph's RC Church.

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

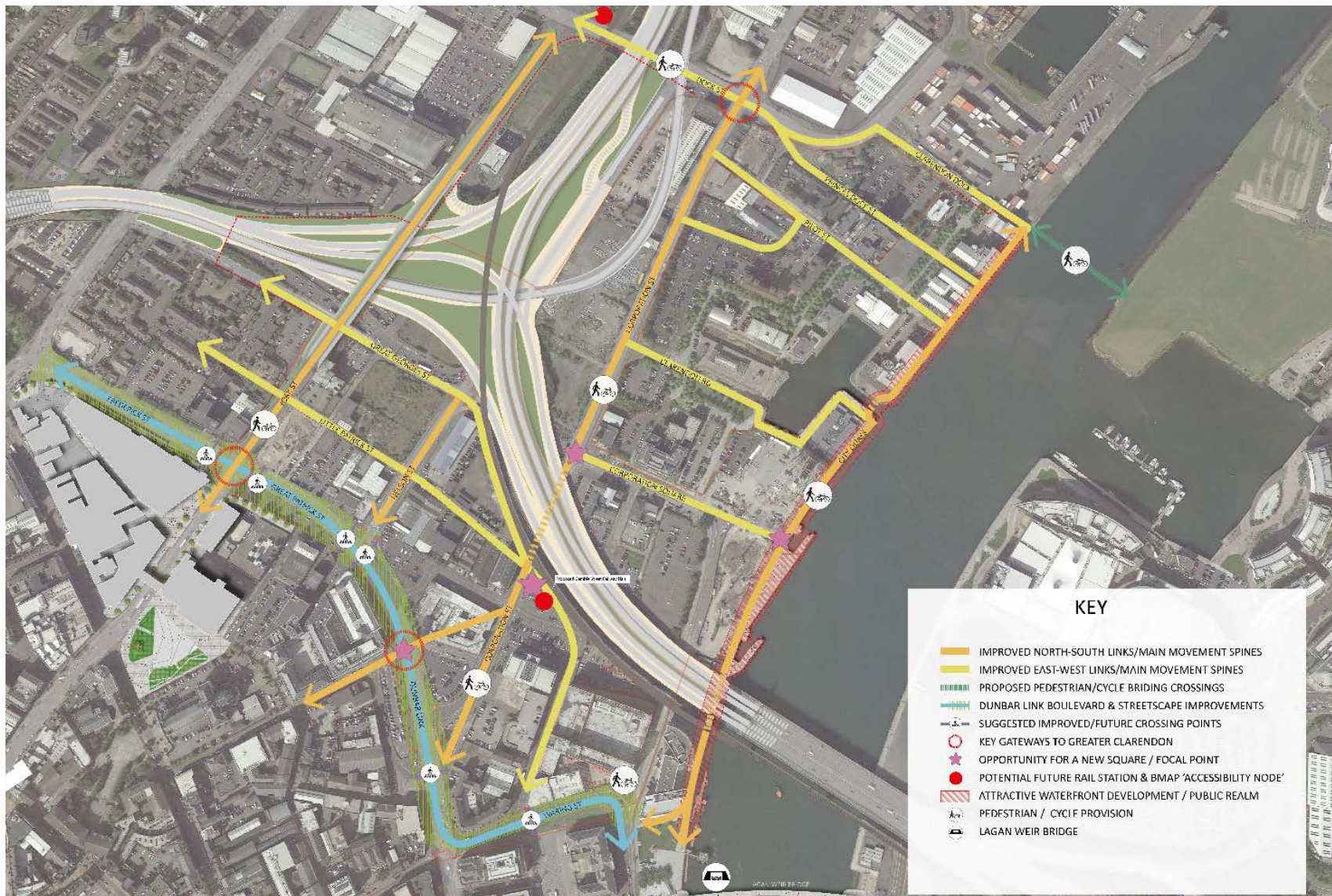
St Joseph's Church was acquired by Sailortown Regeneration Group on 150-year lease from the Diocese of Down and Connor in 2001. In 2016 the group appointed Manor Architects to undertake a condition report which would inform the feasibility study and business plan which were then completed in March 2017.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

Key Actions:

1. BHC to prepare revised plans for the remainder of the City Quays Masterplan in conjunction with key stakeholders to ensure that development comes forward in a co-ordinated way.
2. Consider the feasibility of:
 - a. the relocation the BCC Dunbar Link Cleansing depot to the existing BCC car park beneath the M3 flyover at Corporation Street/Corporation Square

- b. improvements to connectivity between City Quays and Cathedral Quarter to include consideration of the public realm and potential to create a civic square and other innovative uses underneath and around the flyovers.
3. Sailortown Regeneration Group to progress the restoration of St Joseph's Church as a community asset, building on recent funding support provided by DfC / BCC.
4. Engage with BCC through the Local Development Plan process to plan for a variety of residential accommodation in the Greater Clarendon / Sailortown area.

KEY TRANSPORT AND PEDESTRIAN LINKS



Project	Action
<p>Improved North – South links</p> <p>Improved north south transport, pedestrian and cycle links are essential to the integration of the study area into the City Centre, Cathedral Quarter and City Quays. Three main spines:</p> <ol style="list-style-type: none"> 1. York Street 2. Corporation Street 3. Bank of the River Lagan. <p>YSI will deliver improved pedestrian and cycle links on York Street.</p> <p>The BHC promenade will improve pedestrian and cycle links along the river front.</p>	<ol style="list-style-type: none"> 1. DfI through the YSI to provide improve pedestrian and cycle linkages on York Street. 2. DfI to explore the provision of cycle lanes on Corporation Street. 3. All public realm design to consider improved pedestrian / cycle infrastructure. 4. Develop the Public Realm Design Guide to allot a level of hierarchy according to the future roles of various lanes, streets and roads through the area, covering elements such as surface types, lighting arrangements, tree planting, breakout areas, street furniture and landscape treatment. 5. Develop the outline design for the Dunbar Link streetscape improvements. This should explore a range of innovative proposals for the key crossing points. 6. Review the feasibility, including the location of the proposed pedestrian / cycle bridge linking Greater Clarendon / Sailortown to Titanic Quarter.
<p>Improved East – West links</p> <p>Pedestrian and cycle improvements:</p> <ul style="list-style-type: none"> - Little Patrick Street and Lancaster Street which connect York Street to Corporation Street; - Dock Street which connects York street to Corporation Street and Princes Dock Street; - Pilot Street which connects Corporation Street to the waterfront; - Clarendon Road which connects Corporation Street to the waterfront; and - Corporation Square which connects Corporation Street to Donegall Quay and the waterfront and the proposed bridge crossing across the River Lagan (as shown on BMAP). 	
<p>Dunbar Link Boulevard and Improved Crossing Points</p> <p>Includes widened pavements, cycle lanes and tree planting. Proposed crossing point improvements at the following junctions along the Dunbar Link:</p> <ul style="list-style-type: none"> - York Street; - Nelson Street; - Exchange Street / Talbot Street; - Corporation Street and - Tomb Street. 	
<p>Improved Pedestrian and Cycle provision</p> <ul style="list-style-type: none"> - The Masterplan proposals should include the ‘upgrading’ of existing streets to formal pedestrian routes. - The opportunity also exists to provide a new pedestrian and cycling bridge across the Lagan - A potential opportunity is available to introduce a cycle route along the corridor formed along Corporation Street to the Dunbar Link and then Gordon Street leading to the Cathedral Quarter area. - City Quays development is examining the feasibility off adding a docking station as part of their plans. - Opportunities for additional bike docking stations in the study area. 	

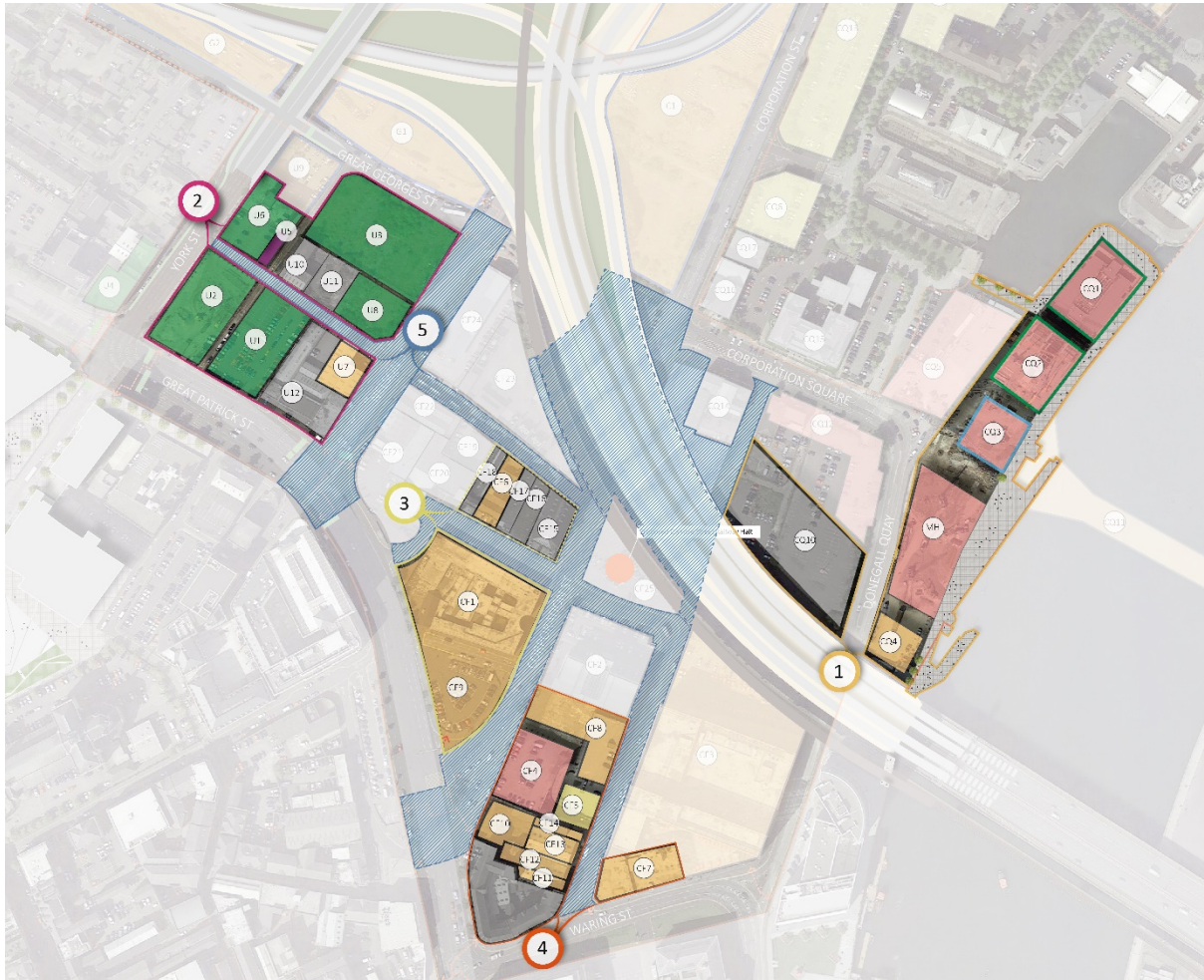
<p>Buses Proposals for YSI will include bus priority measures on York Street and therefore it will be important that pedestrian routes are suitably connected through to the core of the study area.</p> <p>In addition to existing services it is recommended that new routes are introduced directly into the study area, and that some element of bus priority is included where appropriate.</p> <p>It is also suggested that a new ‘Laganlink’ service could connect the site, a new public transport interchange within the study area (Gamble Street halt) and the city centre (and possibly the Gasworks site).</p>	<p>Engage with Translink regarding the potential for additional bus routes through Greater Clarendon</p>
<p>Parking Opportunities Masterplan identifies a need for additional parking – BHC multi storey is important.</p> <p>The Masterplan acknowledges that parking should not be over provided as this potentially weakens the case for the provision of the public transport interchange at Gamble Street which is one of the key proposals (see below). It is suggested that parking is looked at in greater detail e.g. parking standard requirements versus those provided at similar sites, as the need for parking types and numbers needs to be more clearly defined. This can be undertaken in the context of the Council’s Car Parking Strategy.</p>	<p>Consider the current quantum of car parking and potential future needs within Greater Clarendon / Sailortown.</p>
<p>Rail BRT stop proposed at Custom House Square</p> <p>Rail halt at Gamble Street or in this general area is strongly recommended in the Masterplan.</p>	<p>Open discussions with DfI regarding the feasibility of the Gamble Street Rail Halt.</p>

7. SUMMARY

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

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

Short term opportunities (0-5 Years)



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

1. City Quays – Phase 1 which is near completion;
2. The University Quarter;
3. The former social security building, Exchange Street Car Park and 84-104 Great Patrick Street / 44-46 Corporation Street; and
4. Lands at 11-37 Corporation Street, 6-12 Tomb Street, the multi storey car park and Graham House.

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

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

Medium to long term opportunities (5 + years)



York Street Interchange (1)

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

York Street Interchange Public Realm (2)

York Street, Great Georges Street and Great Patrick Street will also be transformed by the YSI and there is the potential to transform the streetscape in this area. Appropriate

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

Dunbar Link Boulevard (3)

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

City Quays – Phase 2 (4)

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

Gamble Street Rail Halt (5)

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

Royal Mail Building (6)

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

8. ACTION PLAN

	Action	Priority	Timescale Short (0-5 years) Medium / Long (5 + years)	Lead Stakeholder	Key Stakeholders
1	YORK STREET INTERCHANGE				
1.1	Undertake a feasibility study / options appraisal for the YSI development opportunity sites to ensure future development maximises the placemaking potential. To consider options for future site disposal including the potential of community asset transfer.	High	Short	DfC	DfI / SRG / BHC
1.2	Engage with BCC through the Local Development Plan process to influence the land use zonings and key site requirements for the YSI opportunity sites	High	Short	DfC	DfI / SRG / BHC / BCC
1.3	Ensure appropriate public realm enhancements are carried out as part of the YSI and integrate with projects in the wider area	High	Ongoing	Through SAG	-
2	UNIVERSITY QUARTER				
2.1	Encourage future planning applications in the area to provide active frontages on to Great Georges Street, Nelson Street, Little Patrick Street and Little York Street.	Medium	Ongoing	BCC	DfC / BCC
2.2	Open discussions with owners of unimplemented planning approvals to encourage revised plans which are integrated, complimentary and fully exploit the potential to create an active and lively 'University Quarter' with potential to complement the Cathedral Quarter. This may include the creation of an urban square / plaza.	High	Short	UUJ	DfC / BCC
2.3	Consider the acquisition and redevelopment of key sites which would support the regeneration objectives of Greater Clarendon Masterplan.	High	Ongoing	DfC	BCC / Private Sector
3	CITY FRINGE				
3.1	BCC and SIB to develop the proposal for Site CF1 and CF9 in tandem to ensure a coordinated approach which maximise this key gateway site. Should this development not come forward in the short term, there may be an opportunity to provide a meanwhile use on the site which generates footfall and enhances the vibrancy of the area	High	Short	BCC / SIB	DfC
3.2	DfC to explore methods of encouraging the regeneration of underutilised sites at 84-104 Great Patrick Street and 44-46 Corporation Street.	Medium	Short	DfC	Private landowners / occupiers / BCC
3.3	BCC to take account of the aspirations of the Greater Clarendon Masterplan and Delivery Framework during pre-application discussions and the determination of determining planning applications in the area.	Medium	Ongoing	BCC	DfC / Landowners

3.4	Consider the acquisition and redevelopment of key sites which would support the regeneration objectives of Greater Clarendon Masterplan.	High	Ongoing	DfC	BCC / Private Sector
4	CITY QUAYS				
4.1	BHC to prepare revised plans for the remainder of the City Quays Masterplan in conjunction with key stakeholders to ensure that development comes forward in a co-ordinated way.	Medium	Short	BHC	DfC / BCC
4.2	Consider the feasibility of the relocation the BCC Dunbar Link Cleansing depot to the existing BCC car park beneath the M3 flyover at Corporation Street/Corporation Square and other potential sites as appropriate	High	Short	BCC	BHC / DfC
4.3	Consider the feasibility of improvements to connectivity between City Quays and Cathedral Quarter to include consideration of the public realm and potential to create a civic square and other innovative uses underneath and around the flyovers.	High	Short	DfC	BHC / BCC
4.4	Sailortown Regeneration Group to progress the restoration of St Joseph's Church as a community asset, building on recent funding support provided by DfC / BCC.	Medium	Short	SRG	DfC / BCC
4.5	Engage with BCC through the Local Development Plan process to plan for a variety of residential accommodation in the Greater Clarendon / Sailortown area.	High	Ongoing	SRG	DfC / BCC
5	KEY TRANSPORT AND PEDESTRIAN LINKS				
5.1	DfI through the YSI to provide improve pedestrian and cycle linkages on York Street.	High	Ongoing	DfI	DfC / BCC
5.2	DfI to explore the provision of cycle lanes on Corporation Street.	High	Ongoing	DfI	DfC / BCC / SRG
5.3	Develop the Public Realm Design Guide to allot a level of hierarchy according to the future roles of various lanes, streets and roads through the area, covering elements such as surface types, lighting arrangements, tree planting, breakout areas, street furniture and landscape treatment. This project should incorporate consideration of potential uses underneath the flyover and linkages to City Quays / Sailortown as set out in Action 4.2 above.	High	Short	DfC	DfI / BCC / BHC
5.4	Develop the outline design for the Dunbar Link streetscape improvements. This should take a comprehensive approach to the Inner Ring Road.	High	Short	DfI	DfC / BCC
5.5	Review the feasibility, including the location of the proposed pedestrian / cycle bridge linking Greater Clarendon / Sailortown to Titanic Quarter, including maximising pedestrian connections to the communities in North Belfast.	High	Short	DfC	DfI / BCC / SRG and other community groups as required.

5.6	Engage with Translink regarding the potential for additional bus routes through Greater Clarendon	Medium	Short	DfI	Translink / DfC
5.7	Consider the current quantum of car parking and potential future needs within Greater Clarendon / Sailortown.	Medium	Ongoing	BCC	DfC / DfI
5.8	Commence discussions regarding the feasibility of the Gamble Street Rail Halt.	High	Short	DfI	DfC / BCC

9. NEXT STEPS

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

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

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

1. **Public Realm Design Guide** – a thorough analysis of appropriate public realm treatment within this area. This would allot a level of hierarchy according to the future roles of various lanes, streets and roads through the area, covering elements such as surface types, lighting arrangements, tree planting, breakout areas, street furniture and landscape treatment. Ideally this would be aligned to and form part of a city wide public realm vision and tie in with ongoing DfI initiatives. Engagement with key stakeholders including Belfast Harbour Commissioners, DfI, BCC and local communities will be crucial to this piece of work.
2. **Streets not Roads** – the inner ring road (including Dunbar Link) should be addressed in a comprehensive manner throughout the City Centre, however it will be important as part of the accessibility strategy for Greater Clarendon to consider how to improve connectivity with the Cathedral Quarter and City Centre core. Historically there has been a large emphasis on vehicular movements and flows through this area the result of which has blighted the area in terms of pedestrian and cyclist connectivity. The opportunity now exists to transform some of these routes so that they incorporate more pedestrian priority measures with improved environmental quality along key routes/desire lines – re-stitching demolished city fabric.
3. **Wayfinding** – consider opportunities to enhance wayfinding throughout the area and linkages to key community projects such as St Joseph’s Church.
4. **Permeability** - through this area is key. This should consider opportunities to enhance public transport, walking and cycling throughout the area. The study will consider those existing routes and potential for new and enhanced routes. Tomb Street has been highlighted as a natural desire line between Custom House Square and Corporation Square (terminated by framed views of the Harbour Office). BCC has emphasised this during recent Pre-Application Discussions with proposed developments in the area. Opportunity exists to trial meanwhile uses along this route in the interim, which special attention paid to the M3 flyover.
5. **Pedestrian / Cycle Bridge:** this is a key piece of infrastructure which complements the new river connection ultimately extending the Lagan Loop (as described in East Bank Development Strategy) associated with Sirocco. Completing this link would allow for a series of looped connections criss-crossing the river and further strengthen and consolidate the city centre on each side of the river. This piece of work will consider potential locations for the bridge to maximise accessibility and connectivity.

6. **Gamble Street Railway Halt:** although a long-term aspiration, due recognition should be given to the potential such a facility could bring to the wider Clarendon/Sailortown area and should be planned for now.
7. Provide **high level costs** for priority projects.

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

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

	Corporation Street/Corporation Square and other potential sites as appropriate;	
4.4	Consider the feasibility of improvements to connectivity between City Quays and Cathedral Quarter to include consideration of the public realm and potential to create a civic square and other innovative uses underneath and around the flyovers.	Project will address this action.
4.5	Sailortown Regeneration Group to progress the restoration of St Joseph's Church as a community asset, building on recent funding support provided by DfC / BCC.	Project will contribute to making St Joseph Church more accessible.
4.6	Engage with BCC through the Local Development Plan process to plan for a variety of residential accommodation in the Greater Clarendon / Sailortown area.	-
5	KEY TRANSPORT AND PEDESTRIAN LINKS	
5.1	Dfl through the YSI to provide improve pedestrian and cycle linkages on York Street.	Project will provide a holistic view of current and proposed pedestrian and cycle infrastructure in the area.
5.2	Dfl to explore the provision of cycle lanes on Corporation Street.	Project will provide a holistic view of current and proposed pedestrian and cycle infrastructure in the area.
5.3	Develop the Public Realm Design Guide to allot a level of hierarchy according to the future roles of various lanes, streets and roads through the area, covering elements such as surface types, lighting arrangements, tree planting, breakout areas, street furniture and landscape treatment. This project should incorporate consideration of potential uses underneath the flyover and linkages to City Quays / Sailortown as set out in Action 4.2 above.	Project will contribute to making St Joseph's Church more accessible.
5.4	Develop the outline design for the Dunbar Link streetscape improvements. This should take a comprehensive approach to the Inner Ring Road.	Project will consider short term interventions to improve connectivity across Dunbar Link
5.5	Review the feasibility, including the location of the proposed pedestrian / cycle bridge linking Greater Clarendon / Sailortown to Titanic Quarter, including maximising pedestrian connections to the communities in North Belfast.	Project will consider the location of the bridge.
5.6	Engage with Translink regarding the potential for additional bus routes through Greater Clarendon	Project will address this action.
5.7	Consider the current quantum of car parking and potential future needs within Greater Clarendon / Sailortown.	This project will consider wider issues around accessibility and connectivity throughout the area.
5.8	Commence discussions regarding the feasibility of the Gamble Street Rail Halt.	Project will address this action.

10. SITE / DEVELOPMENT TRACKER

The detailed site development tracker below has been prepared as a tool to track progress and new information as it arises during the implementation stage. This may include changes in landownership, new planning approvals or commencement of key development sites for example.

Site or Project	Description of masterplan proposal	Current Land use	Planning History	Ownership	Need for Government Intervention	Led by:	Key Partners	Links to other Masterplan proposals	Actions / Timing	Funding	Timescale Short (2017-2020) Medium (2021-2025) Long (2026-2030)	
UNIVERSITY QUARTER												
Residential/Student Accommodation; <ul style="list-style-type: none"> • Science/Business Use (incl. Incubator/Start – up Space); • Retail Use; • Attractive Public Realm; • Social housing within an area of ‘archaeological potential’ as shown on BMAP; • Public Square – Focal Point; • Opportunity to extend uses into adjacent City Fringe Area and York Street Interchange sites; and • Ancillary uses. 												
York Street / St Georges Street (University Quarter)												
SITE 1												
U6	123-137 York Street and adjacent car park	No specific mention in masterplan. Application was pending at the time masterplan was published – now approved.	Site has been extensively cleared – only 2 buildings remaining at the corner of York Street and Great Patrick Street.	Z/2015/0177/F - 12 storey mixed use building with a ground floor retail unit, 407 managed student rooms	York Street No 1 Ltd	Only if there was an issue with viability – no evidence to date as other development coming forward in the area	Private	-	-	Engage with landowner to establish timescales for development. YSI may have a positive impact as removed major traffic to the north. Understood that the site will be developed in the short term.	-	Short
U5	Site adjacent to 14 Little Patrick St. and opposite 23-33 Little York Street	The office application was pending at the time of the masterplan -this has since been approved and the site is on the open market for sale.	Currently surface level car parking	LA04/2015/0141/O - Proposed 9 storey office building including ground floor car parking	Mrs Orla McKernan	Only if there was an issue with viability – no evidence to date as other development coming forward in the area	Private	-	-	Site recently sold – understood that this will form part of a larger student housing scheme.	-	Short
	139 – 153 York Street and vacant lands behind	No specific ref in masterplan and no planning permissions in place.	Occupied by: <ul style="list-style-type: none"> • It’s all about me: Bridal Boutique • Vacant unit • Car parking to rear 	-	We understand these properties have been purchased by TNI as part of the York Street interchange plans.	The market may delivery development on this site following the	Private	-	-	Engage with DfI to establish timescales for development.	-	Long
SITE 2												
U3	Vacant site at Nelson Street bounded by Great Georges Street to north Little York Street to west Nelson Street to east and other lands adjacent to Little Patrick Street to south	No specific ref in masterplan	Vacant site – Demolition contractors currently on site	Z/2011/0737/O - Site for social housing development. Z/2012/0352/O - Apartment development of 217 units	OLYMPIAN HOMES	Only if there was an issue with viability – no evidence to date as other development	Private	-	The setting for the site may be improved following completion of the YSI – possibly less	At the minute, it is believed that will be developed for student housing, however there is the potential to create an oversupply over	-	Short

	Site or Project	Description of masterplan proposal	Current Land use	Planning History	Ownership	Need for Government Intervention	Led by:	Key Partners	Links to other Masterplan proposals	Actions / Timing	Funding	Timescale Short (2017-2020) Medium (2021-2025) Long (2026-2030)
				LA04/2016/1252/F - Purpose built managed student accommodation (774 beds). Maximum height of 12 storeys		coming forward in the area			traffic directly in front of building and potential for development of site G1 opposite.	supply of student housing in the area. Engage with landowner to establish timescales for development.		
U8	26-44 Little Patrick Street	No specific ref in masterplan	Vacant Site	LA04/2015/0716/F - Erection of a 11-storey building for managed 354 student accommodation studios with shared communal areas; external courtyard; other ancillary accommodation including a reception/management suite and communal areas; plants and storage areas; cycle provision (Amended Proposal LA04/2017/2306/F Development of purpose built managed student accommodation comprising up to 430 beds with internal and external communal areas - LACUNA DEVELOPMENTS	UNICITI LLP / ROLLOZ LLP Sold to Lacuna Developments and Watkin Jones Group in July 2017.	Only if there was an issue with viability – no evidence to date as other development coming forward in the area	Private	-	-	Believed that the developer intends to develop in the short term.	Forward funded by institutional investor – once planning is secured.	Short / Medium
	16-20 Little Patrick Street and 23-33 Little York Street	No specific ref in masterplan	Two vacant and derelict buildings	-	Unknown	Currently no evidence that the site will come forward. If 22-24 Little Patrick Street was available then a developer is more likely to take on.				Site currently for sale – POA		
	22-24 Little Patrick Street	No specific ref in masterplan	Vacant site	-	Unknown	Currently no evidence that the site will come forward.				Site not for sale. There may be the potential for a		

	Site or Project	Description of masterplan proposal	Current Land use	Planning History	Ownership	Need for Government Intervention	Led by:	Key Partners	Links to other Masterplan proposals	Actions / Timing	Funding	Timescale Short (2017-2020) Medium (2021-2025) Long (2026-2030)
						If 22-24 Little Patrick Street was available then a developer is more likely to take on.				Comprehensive Development Scheme to		
	SITE 3											
U2	Site 3	Current permission noted in the 2016 Masterplan.	Site cleared and hoarding erected.	LA04/2016/2385/F Amendment to planning permission Z/2015/0138/F to develop purpose built managed student accommodation comprising 717 beds, 2 No. retail units at ground floor level; two landscaped courtyards.	YORK STREET STUDENT PROPERTIES LIMITED	None	Private	-	- Dunbar Link boulevard - Key entrance and gateway	Understood that development will be starting soon.	Private	Short
	SITE 4								-			
U1	28-30 Great Patrick Street	Current permission noted in the 2016 Masterplan.	Under construction – structure erected	Z/2014/1657/F - Erection of 11 storey building (34.5m high) comprising a retail unit at ground floor level, 475 managed student accommodations (with communal living rooms kitchen), associated reception/office facility, other ancillary accommodation including landscaped courtyard, plant and storage areas, car parking and cycle provision.	Patton Developments LLP	None	Private	n/a	-	Development commenced.	Private	Short
	32-34 Great Patrick Street	No specific ref in masterplan	Building currently occupied by Property Lets NI	Z/2011/0201/F - Proposed change of use from storage to provide first floor three bed apartment with alterations and material change to front elevation	T & T Clothing, John Tandon							
	36-42 Great Patrick Street	No specific ref in masterplan	Not clear who is occupying this building.	-	Unknown							

	Site or Project	Description of masterplan proposal	Current Land use	Planning History	Ownership	Need for Government Intervention	Led by:	Key Partners	Links to other Masterplan proposals	Actions / Timing	Funding	Timescale Short (2017-2020) Medium (2021-2025) Long (2026-2030)
	42-44 Great Patrick Street	No specific ref in masterplan	Current occupiers: • Data Electronic Group Limited • Probation Board for Northern Ireland • Flanagan Flooring Distributors	-	Unknown							
U7	37-41 Little Patrick Street	No specific ref in masterplan	Currently occupiers: • Bedworld: The experts • Coffee Deck	Z/2015/0118/F - Demolition of retail unit and construction of 11 storey mixed use development comprising 50 No. apartments, ground floor retail and parking, first floor retail and basement parking (pending)	Dominic and Fred Keating					Numerous approaches by Student Housing developers to the current owners however no deal has been done.		
	27-39 Little Patrick Street	No specific ref in masterplan	Vacant site – rear entrance to warehouse unit.	-	-							
	23-29 Little Patrick Street	No specific ref in masterplan	Orient House – Community / religious hall	-	-							
CITY FRINGE The key land use proposals are: <ul style="list-style-type: none"> • Mixed Use (commercial/leisure) gateway development site; • Hotel / night – time offer; • Interface with University Area to the north; • Landmark development near waterfront; and • Ancillary uses 												
	Nelson Street / Dunbar Link											
	BLOCK A											
	Nelson Trade Centre	No specific ref in masterplan	Well utilised with multiple occupiers.	None	Unknown	Trade Centre is well occupied and provides important space for small businesses.	-	-	- Dunbar Link boulevard - Key entrance and gateway	Unlikely to be redeveloped in the short term. Continue to monitor.	None	Long
	Lands between Little Patrick Street and M3.	No specific ref in masterplan	Electricity substation	None	NIE Strip of land adjacent to and underneath the flyover	Unsure at present – need to establish current use.	-	-	-	Engage with NIE regarding the future need / plans for this site.	-	Long

Site or Project	Description of masterplan proposal	Current Land use	Planning History	Ownership	Need for Government Intervention	Led by:	Key Partners	Links to other Masterplan proposals	Actions / Timing	Funding	Timescale Short (2017-2020) Medium (2021-2025) Long (2026-2030)
				(skatepark) owned by BCC.							
BLOCK B											
60-82 Great Patrick Street	No specific ref in masterplan	Begs and Partners: Bathrooms	None	Unknown	None – currently occupied.	Private	-	- Dunbar Link boulevard - Key entrance and gateway	Continue to monitor building.	-	Long
84-94 Great Patrick Street	No specific ref in masterplan	Architecture Business	None	Unknown				-			Long
96-98 Great Patrick Street	No specific ref in masterplan	Vacant	LA04/2016/2124/F - Refurbishment of existing building to Great Patrick Street and demolition and replacement of existing rear warehouse building.	Unknown				-			Long
100-102 Great Patrick Street	No specific ref in masterplan	Storage and distribution	LA04/2017/1544/F - Refurbishment to existing office & warehouse building, to include new 2 storey front extension, internal layout rearrangements and rear elevation changes. Change of use from warehouse space to facilitate the mixed community spaces & office space on both floors.	Unknown				-			Long
104 Great Patrick Street	No specific ref in masterplan		None	Unknown				-			Long
44-46 Corporation Street Belfast	No specific ref in masterplan	Various businesses, including arts studio.	None	Unknown	Possible need for intervention. Would be on a site-specific basis rather than comprehensive redevelopment.			-	Site recently sold. May come forward as a residential apartment scheme.		Short
BLOCK C											
- Block C			None	Public				- Key entrance and gateway			
Princes Dock Street Area											
BLOCK 1											
Car park adjacent to M3 flyover		Surface level car park	None	Privately owned				Railway Halt			

Site or Project	Description of masterplan proposal	Current Land use	Planning History	Ownership	Need for Government Intervention	Led by:	Key Partners	Links to other Masterplan proposals	Actions / Timing	Funding	Timescale Short (2017-2020) Medium (2021-2025) Long (2026-2030)
BLOCK 2											
The Design centre, 39 Corporation Street	No specific ref in masterplan	Job Centre and other government uses.	LA04/2016/2357/F - Change of use of part of ground floor from office to job centre. Replacement of ramp for DDA access, and new public entrance to front façade.	Wirefox	Not on a site-specific basis – possible if there was need for comprehensive redevelopment.	Private	-	-	Bought as an Investment by Wirefox in 2015/2016. Not aware of any plans to redevelop the building in the short term. Engage with landowner to establish future plans.	Private	Medium
Centenary House 2 Victoria Street	No specific ref in masterplan	Hostel	LA04/2016/1833/F - External refurbishment of an existing hostel with works to include replacement of existing single glazed metal framed windows/doors and curtail walling.	THE SALVATION ARMY	Not on a site-specific basis – possible if there was need for comprehensive redevelopment	Private	-	-	No redevelopment or relocation plans in the short term. They spent circa £1m on the building in the past 12 months. Continue to monitor.	Private	Long
11-19 Corporation Street & 6-8 Tomb Street	No specific ref in masterplan	Vacant site with hoarding erected Tomb Street - Underutilised buildings. Appears to be storage or light industrial use.	None	Conway Group	Not on a site-specific basis – possible if there was need for comprehensive redevelopment	Private	-	-	Owner considering plans for either residential or commercial development Engage with owner and monitor future. Seek contributions towards public realm enhancements to Corporation Street	Private	Short
21-37 Corporation Street and 18-24 Tomb Street Multi Storey Car Park, Tomb Street	Planning permission for hotel noted in the masterplan. Suggested as a potential commercial / residential scheme	Temporary surface level car park	Z/2015/0176/F - construction of basement carpark, 250 bed hotel including; bar, conference facilities and ancillary accommodation, and demolition of 2 storey structure and multi deck carpark (Pending)	McAlear and Rushe Limited	Not on a site-specific basis – possible if there was need for comprehensive redevelopment	Private	-	-	Understood that owners are looking at a revised plan to develop the site for residential use. Engage with owner and monitor future plans. Seek contributions towards public realm enhancements to Corporation Street	Private	Short
Site fronting Waring Street and Tomb Street		Helm Apartment Block – occupied.	None	Helm Housing Association	None – currently providing social housing.	-	-	-	-	-	-
10-14 Tomb Street		Bar / Nightclub	LA04/2017/1152/F - Alterations to front elevation	Energizinn LTD	Not on a site-specific basis – possible if there	Private	-	-	Recently refinanced and reopened as a bar/night club	-	-

Site or Project	Description of masterplan proposal	Current Land use	Planning History	Ownership	Need for Government Intervention	Led by:	Key Partners	Links to other Masterplan proposals	Actions / Timing	Funding	Timescale Short (2017-2020) Medium (2021-2025) Long (2026-2030)
					was need for comprehensive redevelopment						
BLOCK 3											
Royal Mail building and car park to the rear extending under flyover	Identified for a landmark mixed-use scheme near waterfront.	Post Office Depot	None	Royal Mail	None at present.	Public / Private	-	-	No relocation plans at the moment. Monitor status of site.	-	Long
Graham House, Albert Square	No specific mention in masterplan.	On the Square Emporium (vintage furniture shop) with office above.	LA04/2017/1707/F - Erection of 11 storey office building with ground floor restaurant/café, associated works & vehicular access from tomb street. (Pending) – generating 600 people per day (from P1 Form)	Stargime	None at present.	Private	-	-	Grade A Office project. To be developed by Stargime in the short term. Monitor planning application.	-	Short
City Quays											
A. City Quays Masterplan Area			Z/2010/1006/O – City Quays Masterplan								
City Quays 1	City Quays Masterplan referenced.	Built and operating. 5 out of 8 storeys let.	Z/2013/0325/F - Erection of office building, surface car parking and other associated works.	Belfast Harbour Commissioners	None at present.	BHC	DfC / BCC	-	-	-	Completed
City Quays 2	City Quays Masterplan referenced.	Built and operating. 5 out of 8 storeys let.	Z/2013/1508/F - 9 storey office block with coffee shop at ground floor. Surface car park, landscaping, and other associated works	Belfast Harbour Commissioners	None at present.	BHC	DfC / BCC	-	-	-	Completed
Hotel	City Quays Masterplan referenced.	Under construction – to be occupied by the Marriot – due to open May 2018	LA04/2015/1423/RM - Hotel (188 bedroom), access, landscaping and other associated site works	Belfast Harbour Commissioners	None at present.	BHC	DfC / BCC	-	-	-	Short
City Quays 3	City Quays Masterplan referenced.	Vacant site – due to commence early 2018 – completion be Q1 2020.	LA04/2017/1090/RM - City Quays 3 - erection of 16 storey office accommodation (74 metres maximum height) comprising 23,976 sq metres of gross floorspace, associated access, public realm and other ancillary development (pending, decision due soon)	Belfast Harbour Commissioners	None at present.	BHC	DfC / BCC	-	-	-	Short

	Site or Project	Description of masterplan proposal	Current Land use	Planning History	Ownership	Need for Government Intervention	Led by:	Key Partners	Links to other Masterplan proposals	Actions / Timing	Funding	Timescale Short (2017-2020) Medium (2021-2025) Long (2026-2030)
	Multi story car park (CQ4)	City Quays Masterplan referenced	Under construction	LA04/2016/2656/RM - Multi-storey car park (907 spaces) - maximum height of 33.2m, access road, alterations to existing car parking and road layout and associated site works.	Belfast Harbour Commissioners	None	-	-	-	-	-	Short
	City Quays 10	City Quays Masterplan referenced	Vacant	BHC recently appointed architect to undertake the detailed design. Completion of this site will make the culmination of Phase 1 of City Quays.	Belfast Harbour Commissioners	None	-	-	-	-	-	Short
	Promenade at river front	City Quays Masterplan referenced	Partially Completed	Z/2014/1610/F - Public realm works for proposed walkway promenade, comprising; new paving, seating, guarding rails, lighting & tree planting, creating a continuous footpath from Obel buildings leading up to the city quays one building	Belfast Harbour Commissioners	None	-	-	-	-	-	Completed.
	City Quays 5 – 9	City Quays Masterplan referenced	To be revised following market reappraisal.	These sites have outline planning approvals as part of the City Quay Masterplan.	Belfast Harbour Commissioners	Work with BHC commissioners to develop revised plans which complement the Greater Clarendon Masterplan, particularly the development sites at YSI.	BHC	DfC / BCC	-	-	-	Medium
	City Quays Pedestrian Bridge	Pedestrian Bridge referenced in Masterplan.	No longer classified as a priority	Pedestrian Bridge	DfC							Long
B.	Corporation Square											
	Site 1		Surface level car park	None	BCC				Opportunity for new square / focal point	Explore linking with Site 2 for comprehensive development Explore relationship with proposals for under the flyover		

	Site or Project	Description of masterplan proposal	Current Land use	Planning History	Ownership	Need for Government Intervention	Led by:	Key Partners	Links to other Masterplan proposals	Actions / Timing	Funding	Timescale Short (2017-2020) Medium (2021-2025) Long (2026-2030)
-	Site 2		Various buildings (poor condition)	Check	Private – multiple landowners					Explore linking with Site 2 for comprehensive development Explore relationship with proposals for under the flyover		
-	Site 3 – 101 Corporation Street		Vacant site to the rear of Church	Z/2010/0949/F - Erection of a mixed-use building comprising of a gallery at ground floor, 39 no. apartments above and associated car parking.	Unknown private developer.		Private	DfC	New pedestrian / cycle links from the City Centre to Sailortown	The site has recently been sold by Kremlin Associates to an unnamed private developer. They do plan to build the apartment scheme in the short term. Possible revised planning application for a larger scheme.	Private UDG	Short
C.	Princes Dock Street Area											
	Block 1		Mainly residential, McKenna's Bar and vacant plot									
	54 Pilot Street and 19-22 Princes Dock Street		Vacant buildings	Z/2010/0598/F - Erection of 2no replacement restaurant/bars and 112no apartments – granted Aug 2011 LA04/2016/1104/F - Erection of 2 no. replacement restaurants/bars and 112 no. apartments (19 storey) – withdrawn	Blackpearl Property	-	-	-	-	We understand that the current owner is developing new plans for the site.		Short
	Block 2		Mission to Seafarers Building, Car Park (see City Quays M'plan)	-	-	-	-	-	-	-	-	
	Block 3											
York Street Interchange Area												
	A. York Street Interchange	Masterplan had taken account of the YSI scheme and included the surplus lands as Development Opportunity Sites	Highway Interchange	-	Dfl	n/a	Dfl	DfC / BCC / Local Communities	Crucial impact on		Dfl	Earliest commencement Spring 2019 – 3.5 years to build Medium

Site or Project	Description of masterplan proposal	Current Land use	Planning History	Ownership	Need for Government Intervention	Led by:	Key Partners	Links to other Masterplan proposals	Actions / Timing	Funding	Timescale Short (2017-2020) Medium (2021-2025) Long (2026-2030)
B. Development Opportunity Sites											
C1	Land use proposals are for residential, retail and community uses which complement City Quays and Sailortown. Gross land area of 25.3 hectares for future development.	Sites will be formulated by the YSI	None	Dfl	To ensure the best use of these sites.	DfC	Dfl BCC Local Communities		Prepare for the delivery of sites post completion of the YSI: - Options Appraisal - Disposal Strategy		
C2											
C3											
G1	Opportunity for leisure and recreation uses to complement the land use proposals for the University Quarter.	Currently part of the existing road network	None	Dfl		DfC	Dfl BCC				
G2		Currently part of the existing road network	None	Dfl		DfC					
Y1	The York Street sites measures 0.8 hectares and has potential for future retail use to link in with the Yorkgate shopping centre area.	Vacant sites	None	DfC – Map provided by MCC suggests site owned by DfC							
C. Sites below elevated road structure											
				Dfl		DfC	Dfl BCC				

