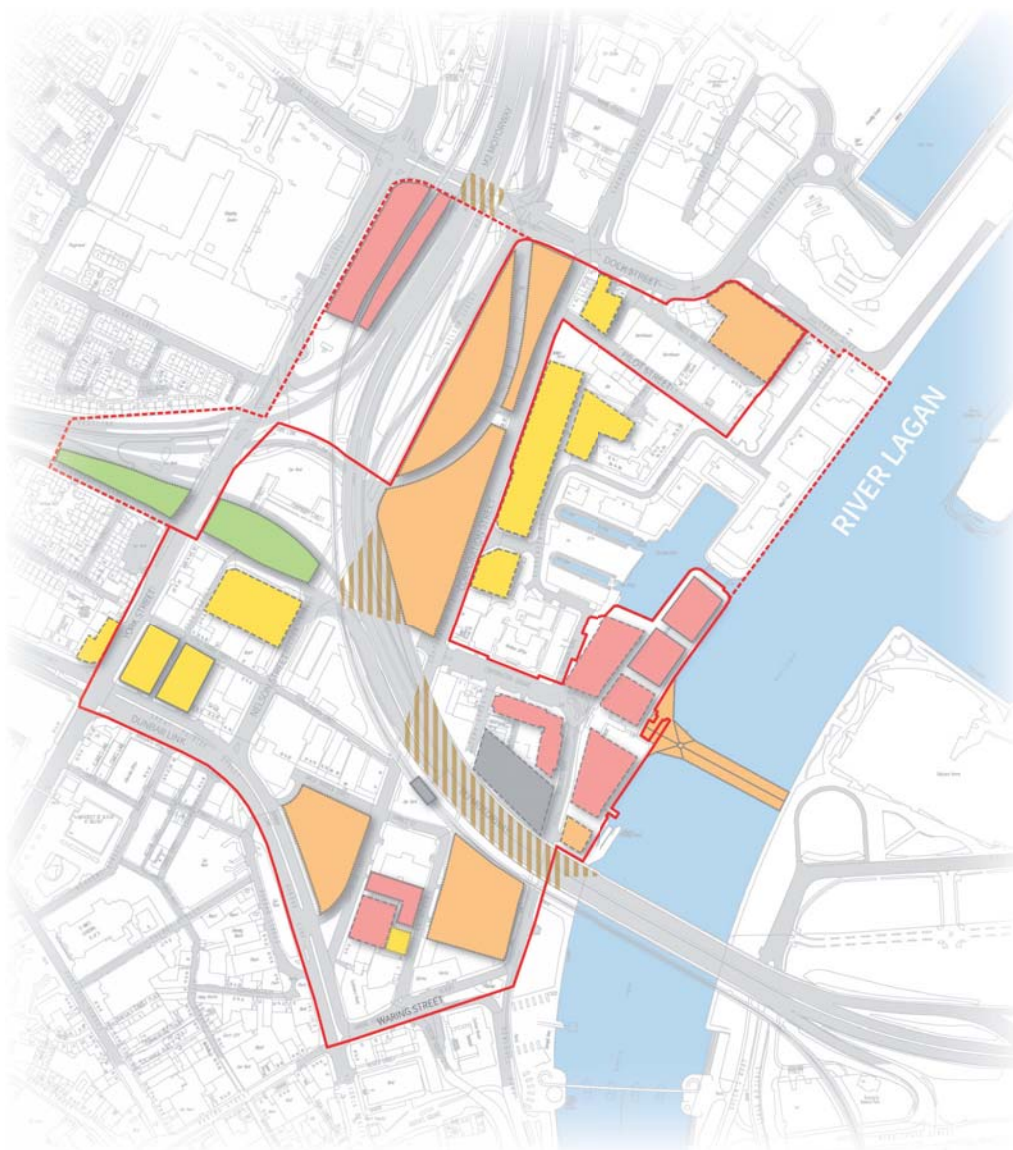




GREATER CLARENDON (SAILORTOWN) MASTERPLAN REPORT

JULY 2016



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Executive Summary

Background

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

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

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

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

Part A: Evidence Base

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

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

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

Part B: Analysis, Option Development and Public Consultation

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

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

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

Part C: Masterplan Recommendations

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

The Masterplan

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

Ulster University Quarter Area: proposed uses include residential / student accommodation, science/business use (including incubator/start up space), retail, evening economy and ancillary uses. Current projects include an 11 storey student residential building with 475 managed student rooms and an 11– 14 storey student residential building with 590 en-suite bedrooms and 92 studio rooms with 2 retail units at ground floor. There are 2 additional schemes with outline planning consent including a social housing scheme within an area of 'archaeological potential' which has been identified as a priority within BMAP.

City Fringe Area: proposed uses include hotel, residential, office, retail, mixed use, evening economy and ancillary uses. There is a 250 bed hotel scheme which includes conference facilities and basement car parking which has outline planning consent and a number of potential projects which include a mixed use (commercial/leisure) gateway development site, a potential new rail station and BMAP Accessibility Node and a landmark development opportunity near the waterfront.

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

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

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

The Transport/Movement Framework

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

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

Improved east – west pedestrian and cycle improvements including Little Patrick Street and Lancaster Street (which connect York Street to Corporation Street), Dock Street (which connects York Street to Corporation Street and Princess Dock Street), Pilot Street (which connects Corporation

Street to the waterfront), Clarendon Road (which connects Corporation Street to the waterfront) and Corporation Square which connects Corporation Street to Donegall Quay and the waterfront and the proposed bridge crossing across the River Lagan (as shown on BMAP).

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

Key Projects

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

Delivery Strategy including Next Steps

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

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

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

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

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

1. Introduction

Background

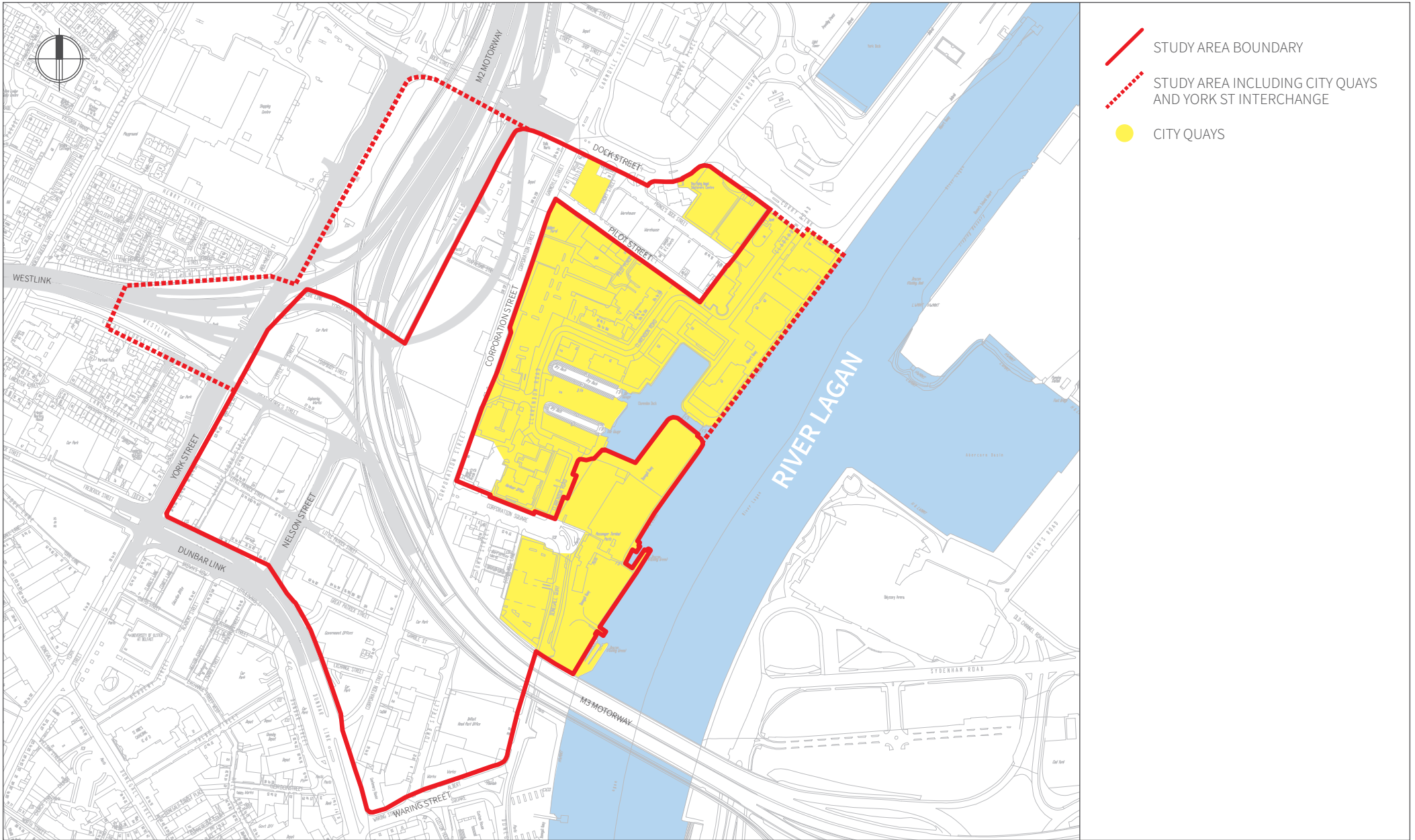
- 1.1 This Masterplan has been commissioned by the Department for Communities and the Strategic Investment Board Northern Ireland (SIB, NI) for the area of Greater Clarendon, known locally as 'Sailortown'.
- 1.2 The Masterplan was originally commissioned in 2008, to provide an overarching framework for the development of the area. An initial draft of the Masterplan was prepared in 2009 but this has subsequently undergone a series of updates to incorporate the on-going transport engineering and environmental work that has been undertaken in relation to the York Street Interchange which is a proposed highway improvement scheme that will have a significant impact on the area.
- 1.3 In addition to the York Street Interchange proposals, the updated Masterplan which is presented in this report has taken into consideration the new developments and planning proposals which have come forward in the area. The Masterplan also addresses the important relationship Sailortown has with the City Centre and other key areas such as Northside and Donegall Quay which have also seen recent changes.
- 1.4 Account has also been taken of a number of wider strategic and policy documents which are relevant to the area. This includes the Belfast Metropolitan Area Plan (BMAP) 2015 which was adopted in September 2014, and provides Plan Proposals for each Council area including Belfast.
- 1.5 This Masterplan has been prepared jointly by Bilfinger GVA and AECOM and was subject to public consultation from the end of March to June 2016, when a Draft Masterplan was made available for comment. This Final Masterplan incorporates the key comments that were received during this exercise.

2016 Update of the Masterplan

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

The Study Area

- 1.7 Figure 1.1 identifies the Masterplan area as defined initially by the Department in the original study brief. The area covers a total of 22.34 hectares, and is bounded by the A2 (Great Patrick Street/Dunbar Link/Albert Square), Donegall Quay, Dock Street, Corporation Street, York Street and the River Lagan.
- 1.8 Although the areas identified within Figure 1.1 define the extent of the Masterplan area, this study has not limited its analysis to the confines of the red line boundary and considers the wider setting of Sailortown within Greater Clarendon and neighbouring districts of the city.
- 1.9 The Masterplan area has also considered the City Quays area which is located directly adjacent to the River Lagan and immediately next to the existing community in the Sailortown area.
- 1.10 This Masterplan also provides guidance for further regeneration which is already well underway in parts of the area, and has addressed decades of under-investment which has put Sailortown back on the map as an area with a strong future which can respond positively to its relationship with the surrounding areas.



GREATER CLARENDON (SAILORTOWN)
FIGURE 1.1: STUDY AREA
 JULY 2016

Aims of the Masterplan

1.11 The following presents the key aims of the Masterplan:

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

Structure of the Report

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

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

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

PART B: GREATER CLARENDON (SAILORTOWN) MASTERPLAN: CHARACTER AREA ANALYSIS AND OPTION DEVELOPMENT

- **Section 5: Approach to the Analysis of Character Areas** – Describes the process which has been undertaken to assess the opportunities for change in the character areas;
- **Section 6: City Fringe Area Analysis** - Describes the area and identifies the main challenges and opportunities. Proposes an overarching “framework” and a series of guiding principles for effectively regenerating the area and reconnecting it to the wider city;
- **Section 7: City Quays Area Analysis** - Describes the area and outlines the main developments and proposals coming forward in the area;
- **Section 8: York Street Interchange Area Analysis** - Describes the Road interchange proposals and the associated opportunities for development;

PART C: GREATER CLARENDON (SAILORTOWN) MASTERPLAN: RECOMMENDATIONS

- **Section 9: Public Consultation and Conceptual Framework** – Outlines the key findings of the public consultation exercise on the Draft Masterplan and incorporates the key findings into a spatial summary, which also draws upon the analysis contained in the preceding sections of the report and identifies key characteristics for each part of the study area.
- **Section 10: Greater Clarendon (Sailortown) Masterplan Proposals** – Presents the land use proposals and key projects, urban design/movement framework and transport proposals; and
- **Section 11: Delivery Strategy and Next Steps** – Presents a framework for delivering the masterplan together with a set of guiding principles and provisional programme. This section also presents the Next Steps.

PART A: GREATER CLARENDON (SAILORTOWN) MASTERPLAN – BASELINE REVIEW

2. Development Context

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

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

Strategic Location and Local Site Context

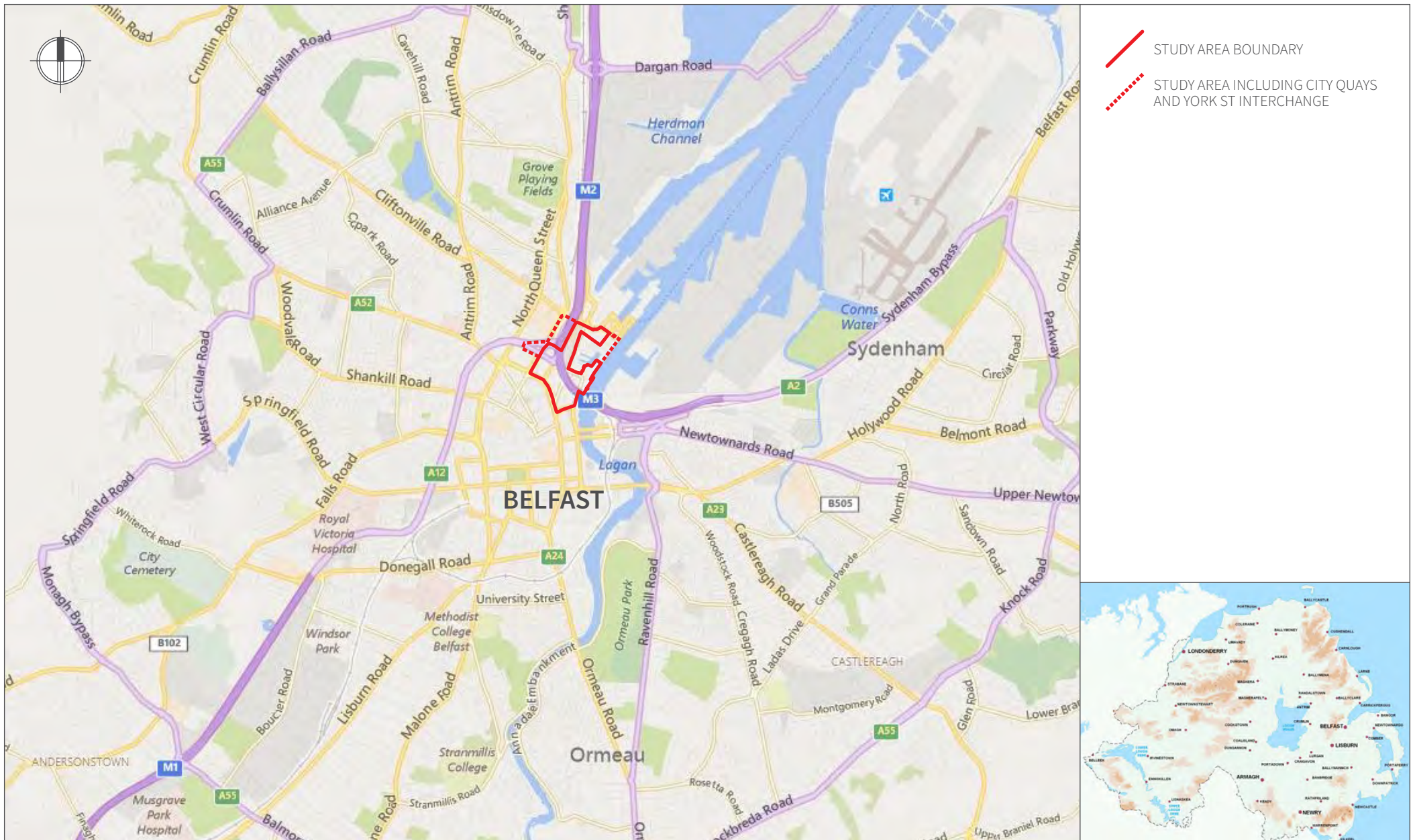
Strategic Location

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

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

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

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



GREATER CLARENDON (SAILORTOWN)
FIGURE 2.1: WIDER STRATEGIC CONTEXT
 JULY 2016

Local Site Context

- 2.6 Figure 2.2 shows the Masterplan area in a more local context, with a number of neighbouring areas and key landmarks identified. As indicated on the map, Sailortown lies within the area identified as City Quays/Clarendon Docks and the City Fringe, as well as partially with the rapidly changing University Quarter.
- 2.7 The Masterplan area (bounded by the red line boundary on Figure 2.2), lies adjacent to the River Lagan, and spans the M3 motorway both at its entrance to the city from the East and where it interchanges with the M2 and A12/M1 at York Street.
- 2.8 Sailortown is located approximately 1 kilometre from the City Hall, marking the middle point of the defined City Centre Retail Area. The nearest landmark to the Masterplan area is the Obel Tower, marking the entrance to the city centre and acting as a way-finding point in the area.
- 2.9 A number of neighbouring areas are identified in Figure 2.2. Whilst Belfast already has a number of existing "quarters" identified for the purposes of urban regeneration and tourism, this Masterplan goes further in identifying the character of all surrounding areas in setting the local context for the study.
- 2.10 Each of these neighbouring areas has their own unique attributes as set out below and this Masterplan must fully understand and respond to the identity of each of these, to ensure that a cohesive strategy that responds positively to its surroundings is put in place.

Neighbouring Areas

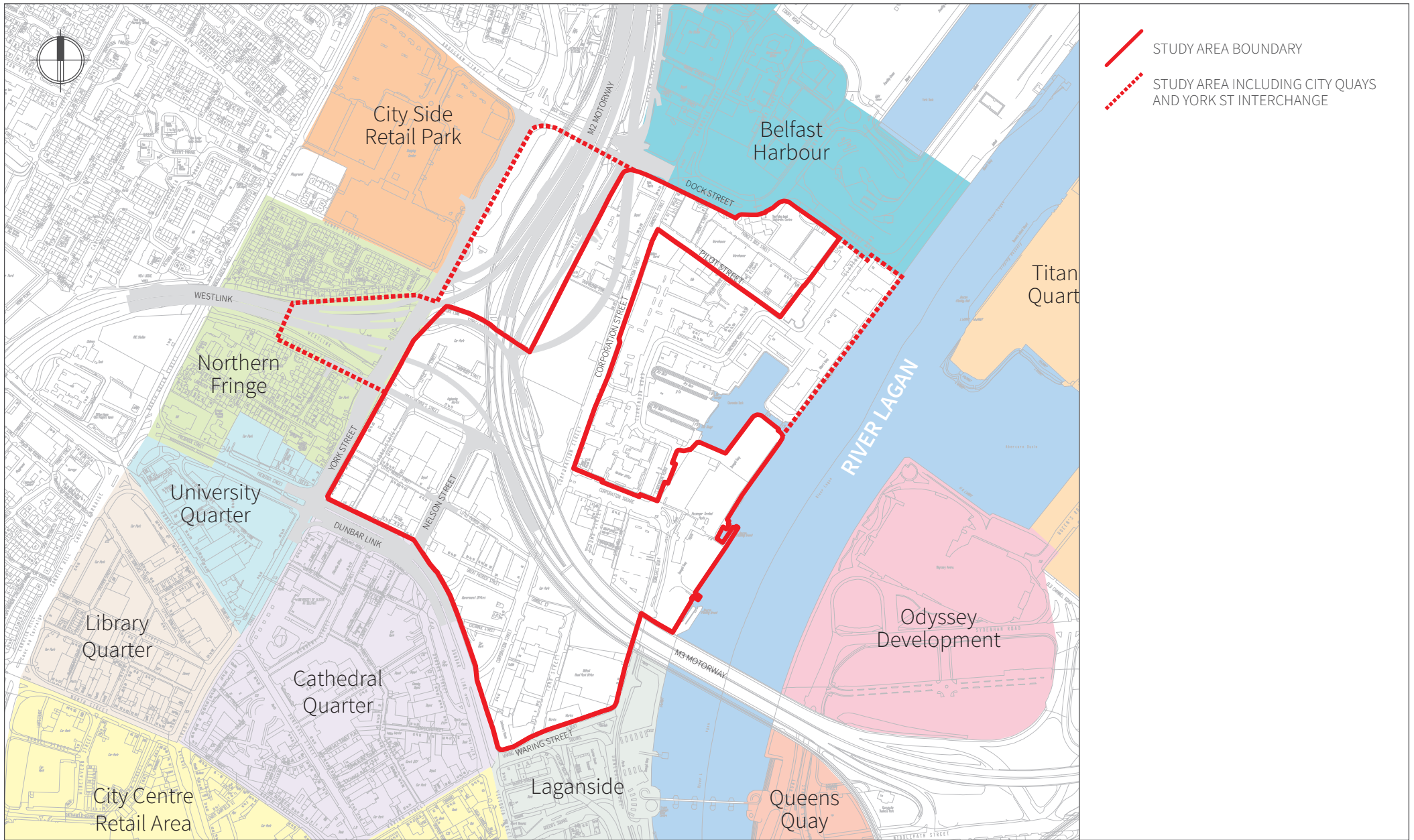
- 2.11 The following provides an overview of each of the key neighbouring areas identified within the local context of Sailortown.

Cathedral Quarter

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

Titanic Quarter

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



GREATER CLARENDON (SAILORTOWN)

FIGURE 2.2: LOCAL CONTEXT

JULY 2016

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

Ulster University Area

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

Queen's Quay

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

Port of Belfast

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

CitySide Retail Park

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

The CitySide retail park is accessed via Dock Street and York Street within the Sailortown area as well as neighbouring residential areas.

City Fringe (Laganside)

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

City Fringe (North Belfast)

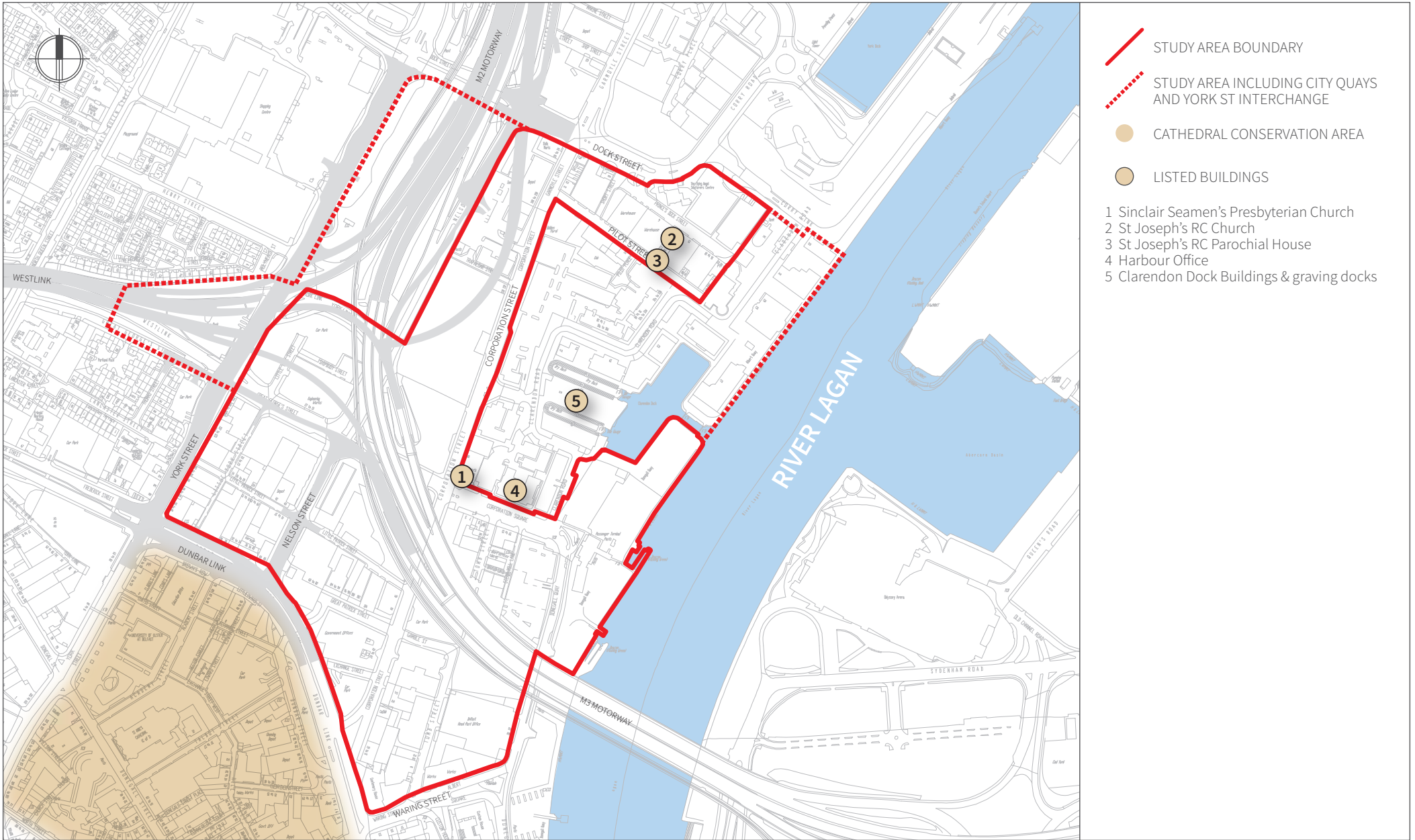
- 2.19 The City Fringe North area is located directly to the west of the proposed York Street interchange, and is characterised by a wide mix of uses and building types. This includes an area of residential development off Great Georges Street; mixed office and retail space fronting York Street and a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

Historical Context

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

Past

- 2.21 In the 19th Century, as Belfast grew and expanded northwards, the Sailortown area was developing to accommodate growing port functions. Located immediately adjacent to the docks, the area was a 'melting pot' of different cultures and influences.



GREATER CLARENDON (SAILORTOWN)
FIGURE 2.3: HISTORICAL CONTEXT
 JULY 2016

- 2.22 During the industrial revolution, the linen industry became an economic driver for the area, and the increasing requirements for labour in the linen mills and the port attracted many workers to the area. A dense network of terraced streets was developed to house the workers that flocked to the area. Many of the houses were overcrowded and living conditions were poor. Despite this, a strong and cohesive community grew up in the area.
- 2.23 The history of the area in the 20th Century has been influenced by the twin forces of radical economic change and town planning. In the 1920s and 1930s, the depression that gripped the world led to the decline of trade and the threat of unemployment. The economic hardship endured by many households in the area forged even stronger ties in the community and led to a culture of mutual dependency for survival. Sailortown remained vulnerable to changes in the world economy with local industry dependent upon the export of goods and products across the world.
- 2.24 In the latter half of the twentieth century, it was widely recognised that the housing conditions in the Greater Clarendon (Sailortown) area were sub-standard and there was a need for significant improvements to bring dwellings up to modern living requirements. At the same time, plans for the motorway network were being formulated, and the route of the motorway was planned to intersect York Street within the area. Most of the community was ultimately relocated into new housing, making way for the new motorway to sweep through the Greater Clarendon (Sailortown) area.






Present

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

Listed Buildings and Industrial Heritage Sites

- 2.27 There are over 1,100 buildings of special architectural or historic interest protected by listing in the Belfast City Council area, with a further number of buildings identified as industrial heritage sites.
- 2.28 As outlined in the historical context above, the area has a rich industrial history which is reflected by a relatively high proportion of listed buildings located within the area. Table 2.1 schedules the 5 listed assets within the Greater Clarendon area. Notably, the majority of listed buildings are concentrated around Clarendon dock.

Table 2.1: Listed Assets within Greater Clarendon

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

Planning Context

National Planning Framework

- 2.29 As set out in Part 1, Section 1 of the Planning Act (Northern Ireland) 2011, the objective of the planning system in Northern Ireland is to secure the orderly and consistent development of land whilst furthering sustainable development and improving well-being. Planning policy, Frameworks and the strategic documents governing development within Northern Ireland are intrinsic to the contextual basis for any masterplan such as this.
- 2.30 As of 1st April 2015, Northern Ireland's planning system was reformed and restructured from a unitary system where all planning powers rested with the Department for Agriculture, Environment and Rural Affairs's Northern Ireland Planning Service (the Department), to a new two-tier model under which the implementation of key planning functions have been handed back to local government. Local authorities are now responsible for:
- Local plan-making;
 - Development management; and
 - Planning enforcement.
- 2.31 Whilst the Department retains responsibility for regional planning policy and a small number of regionally strategic applications, the majority of major applications are now handled at local government level.
- 2.32 As well as this devolution of power, the previous 26 smaller local authorities have been merged into 11 larger units of local government under the two-tier system. Until all these 11 councils have adopted a new Plan Strategy for the whole of their council area, the existing suite of Planning Policy Statements remain in place. During this transitional period, planning authorities will apply existing policy contained within the following documents, together with the Strategic Planning Policy Statement for Northern Ireland (SPPS).
- **PPS 2:** Natural Heritage;
 - **PPS 3:** Access, Movement and Parking;
 - **PPS 4:** Planning and Economic Development;
 - **PPS 6:** Planning, Archaeology and The Built Heritage (Amended);
 - **PPS 7:** Quality Residential Environments/ Safeguarding the Character of Established Residential Areas (Amended);
 - **PPS 8:** Open Space, Sport and Outdoor Recreation;
 - **PPS 10:** Telecommunications (Policy TEL 2 is cancelled);
 - **PPS 11:** Planning and Waste Management;
 - **PPS 12:** Housing in Settlements (Amended);

- **PPS 13:** Transportation and Land Use;
- **PPS 15:** Revised: Planning and Flood Risk;
- **PPS 16:** Tourism;
- **PPS 17:** Control of Outdoor Advertisements;
- **PPS 18:** Renewable Energy;
- **PPS 21:** Sustainable Development in the Countryside;
- **PPS 23:** Enabling Development; and
- Relevant provisions of 'A Planning Strategy for Rural Northern Ireland'

Regional Development Strategy

- 2.33 The Regional Development Strategy for Northern Ireland 2035 (RDS) was published by the Department for Regional Development (The Department for Infrastructure) in March 2012, and sets out a dynamic strategic spatial planning framework for Northern Ireland to guide physical development within the region until 2035 and provides an overarching strategic framework for the preparation of development plans.
- 2.34 The purpose of the RDS is to deliver the spatial aspects of the Programme for Government by setting out the framework for spatial development across the Region up to 2035. It complements the Sustainable Development Strategy and informs the spatial aspects of the strategies of all Government Departments.
- 2.35 The RDS provides an overarching strategic planning framework to facilitate and guide the public and private sectors. It does not redefine other Departments' strategies but complements them with a spatial perspective.

BMAP

- 2.36 Alongside the RDS and PPS's, the recently adopted Belfast Metropolitan Area Plan (BMAP) (adopted in September 2014) sets out the spatial framework and allocations of Belfast and Lisburn and the Borough Council areas of Carrickfergus, Castlereagh, Newtownabbey and North Down.
- 2.37 The Belfast Metropolitan Area Plan 2015 (BMAP 2015) is the statutory development plan which, alongside the Department's Planning Policy Statements and supplementary guidance, provides the land use context for planning and sets out a framework of allocations, site specific designations, policies, proposals and zonings within the Council Area and wider region. Together, these help to positively shape and inform future development within Belfast.
- 2.38 BMAP 2015 helps to 'give effect' to the RDS, providing a framework for guiding investment by public, private and community sectors and giving context to those wishing to develop, and

those affected by development proposals. The plan also establishes a framework for positive co-ordination of public bodies in joined-up Government at regional and local levels.

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

Urban Regeneration and Community Development Framework

- 2.41 The Urban Regeneration and Community Development Policy Framework provide an overarching structure to the Department's urban regeneration and community development activity.
- 2.42 This reflects the major changes in the global economy and the forthcoming reform of local government in 2016 when councils will be given a greater role in regeneration and community development. This policy framework will also shape the way that regeneration and support for the voluntary and community sector are delivered in Northern Ireland in the future.
- 2.43 The policy framework contains four main policy objectives:
- Tackling area-based deprivation;
 - Making towns and cities more competitive;
 - Linking up areas of need and areas of opportunity; and
 - Developing more connected and engaged communities.
- 2.44 The policy framework also contains four supporting actions which will help create a more conducive policy and financial environment in which regeneration and community development will operate.
- 2.45 A logic model is also outlined in the policy framework which has an outcomes-focused approach. The aim is to ensure that plans are made with their ultimate goals in mind and not just the activities that are seeking funding. The model notes that any urban regeneration and community development activity must have clear results and must benefit the community.
- 2.46 A series of documents were prepared to provide the evidence base for the development of urban regeneration and community development policy in Northern Ireland.

Local Planning Framework

- 2.47 As highlighted above, majority of planning powers have been returned to councils. This significantly enhances local democratic accountability and introduces a two-tier planning system that is more responsive to the priorities and needs of local people.
- 2.48 In Belfast itself, the city boundary was expanded to take in around 53,000 additional residents, 21,000 households and 1,000 business premises.

City Centre Regeneration and Investment Strategy (CCRIS)

- 2.49 The Belfast City Centre Regeneration and Investment Strategy was adopted by the Council as a statutory document in September 2015. The strategy outlines a vision to develop a thriving world-class city centre for the future of Belfast, vital to the prosperity of the wider city and region.
- 2.50 The strategy sets out a collective ambition for continued growth and regeneration in the city core and its surrounding areas, including Greater Clarendon, up to the year 2030.
- 2.51 The document contains a number of policies to guide city-centre decision making and key projects for continued economic growth as well as identified social benefits.
- 2.52 These policies are based on several 'core principles' which include;
- Increasing the employment population;
 - Increasing the residential population;
 - Managing the retail offer;
 - Maximising the tourism opportunity;
 - Creating a regional learning and innovation centre;
 - Creating a green centre, accessible to cyclists and walkers;
 - Connecting to the city around; and
 - Enhancing shared space and social impact.
- 2.53 Specific guidance on areas within and adjacent to Greater Clarendon (Sailortown) is provided within the Strategy under 'The North Centre' Projects and Places.
- 2.54 The Strategy provides a 'vision' and 'guidelines' for areas including the Dunbar Link, Gamble Street Rail Halt, Underpass Projects and the York Street Interchange. The Department has recently adopted, in part, the CCRIS as its policy framework for the future regeneration of Belfast City Centre.

- 2.55 The CCRIS also identifies the Lagan Corridor as an important but underutilised part of the city and emphasises the need enhance connectivity to the river. In this context, it is important that the Masterplan not only promotes the movement of people in a north/south direction but also east - west movement to and from the river frontage. The aspirations of the CCRIS and the identified Inner North place and Special Action area are also relevant in this regard. The Council will develop a framework for the East Bank area of the city which will address the River and seek to align with the Greater Clarendon Masterplan.
- 2.56 A detailed list of relevant guidance contained within the Strategy relating to the Greater Clarendon area is contained within Appendix II.

Transport Context

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

Existing Transport Network

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

Public Transport: Bus and Rail

- 2.59 The area is well served by bus services. Bus routes link central stops at City Hall and run along High Street and Chichester Street serving the north and east of the city centre and beyond. For buses travelling east (i.e. those travelling via Queen Elizabeth Bridge and Oxford Street), there is a bus stop located at Queens Square, which is approximately 200m from the Tomb Street site. Yorkgate Shopping Centre bus stop is within 200m of the area. There will be a need to increase the provision of bus stops in the study area as the area is redeveloped.
- 2.60 Laganside Bus Centre is located off Custom House Square, approximately 500m walk from the centre of the Greater Clarendon (Sailortown) area. This serves Antrim, East Down and Mid Ulster area and other towns, which are accessed from the M2 motorway, such as Ballymena, Larne Magherafelt and Coleraine.
- 2.61 There is no rail station within the study area. Yorkgate Station is located approximately 200m from the Greater Clarendon (Sailortown) area but is difficult to access by foot from the study area. It lies on the Belfast – Larne line and the Belfast/Derry-Londonderry line. It has 107 services per day on a weekday.



GREATER CLARENDON (SAILORTOWN)
FIGURE 2.4: TRANSPORT CONTEXT
 JULY 2016

2.62 Central Station is located on East Bridge Street and is approximately 1km from the study area. The station provides services to Dublin, Bangor, Larne Harbour, Londonderry and Portadown. For travel between Central Station and Belfast City Centre, Translink offer passing Metro bus services as well as all Ulsterbus 500 services passing East Bridge Street.

Car Parking - Strategy

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

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

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

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

2.67 There are over 10,000 publicly available off-street parking spaces in and around Belfast City Centre, in addition to extensive on-street parking and numerous private car parks. However the provision of these spaces is fragmented into numerous low capacity surface car parks owned and operated by a range of stakeholders with inconsistent pricing and information. Therefore while occupancy of the total available spaces may be relatively low, parking spaces can be hard to find which can lead to significant volumes of traffic searching between car parks and increasing city centre traffic levels.

- 2.68 Rationalisation of parking into larger capacity multi-storey car parks accessed from the Inner Ring Road would open up development sites, create a much more coherent system and reduce congestion. This is consistent with BMAP Transport Policy (see Appendix I).
- 2.69 The development and implementation of a City Car Parking Strategy will require a time frame of at least five years given the potential requirement for capital investment. The Council are developing an action plan to address the shorter and medium term issues including:
- Engaging with key stakeholders including current parking providers and [The Department for Infrastructure](#) to develop a parking strategy for the city centre;
 - [Developing and implementing a costed improvement plan for city centre parking provision, management and enforcement](#);
 - [Progressing the use and improvement of parking information systems and contribute to the development of a 'city app'](#); and
 - [Delivering the off street car parking functions and reviewing its effectiveness to identify improvements to deliver on the ambitions in the Belfast City Centre Regeneration Strategy and Investment](#).

Car Parking - Spaces

- 2.70 Our analysis indicates that if ground level parking is removed from beneath the motorway, this would remove about 310 spaces. The York Street Interchange proposals remove a further 390 spaces. The removal of the Exchange Street car park would add an additional loss of about 50 spaces. The total loss of car parking spaces is therefore about 750.
- 2.71 With the additional demand for parking arising from the new development, there will be a shortfall of car parking. The Council's current strategy (as indicated above) is to 'gather up' surface parking into multi-storey facilities around the inner ring road (see car parking strategy below) and this is reflected in the Masterplan proposals contained in this report which are to help encourage the use of sustainable transport. As part of this work the Council will be considering how car parking operates within the city and opportunities for rationalisation which could involve a reduction of spaces in some areas and corresponding increases in others, which could in turn, lead to the realisation of development opportunities.
- 2.72 A reserved matters planning application for a 907 space multi-storey car park, proposed under the City Quays Masterplan was submitted to the Council in December 2015. An artist's impression of the proposed car park is shown in Photograph G in Figure 4.2.

Proposed Transport Network – The York Street Interchange

- 2.73 For a number of years, Transport NI has been promoting improvements to the junctions in the York Street area to improve linkage between the M2 and M3 Motorways and the Westlink. Grade separation from York Street and the 'local' road network has been preferred, with the key objective to improve the Strategic Road Network in this key interchange area, which caters for approximately 100,000 vehicle movements daily.
- 2.74 Following the announcement of the Preferred Option in December 2012, Transport NI and its consultants, worked to further refine the layout of the scheme ahead of a Stage 3 Scheme Assessment. The Proposed Scheme Report, including an Environmental Statement and an Engineering, Traffic and Economic Assessment Report was announced by the Minister for Regional Development on 27th January 2015, with a Public Inquiry taking place in November 2015.
- 2.75 The York Street Interchange is designed to improve the trans-European transport network, specifically facilitating better connectivity between Belfast, Dublin, and Cork. This is a high priority strategic project for Transport NI. The York Street Interchange proposals are presented in Figure 2.5.

Key Features of the Transport NI Preferred Option

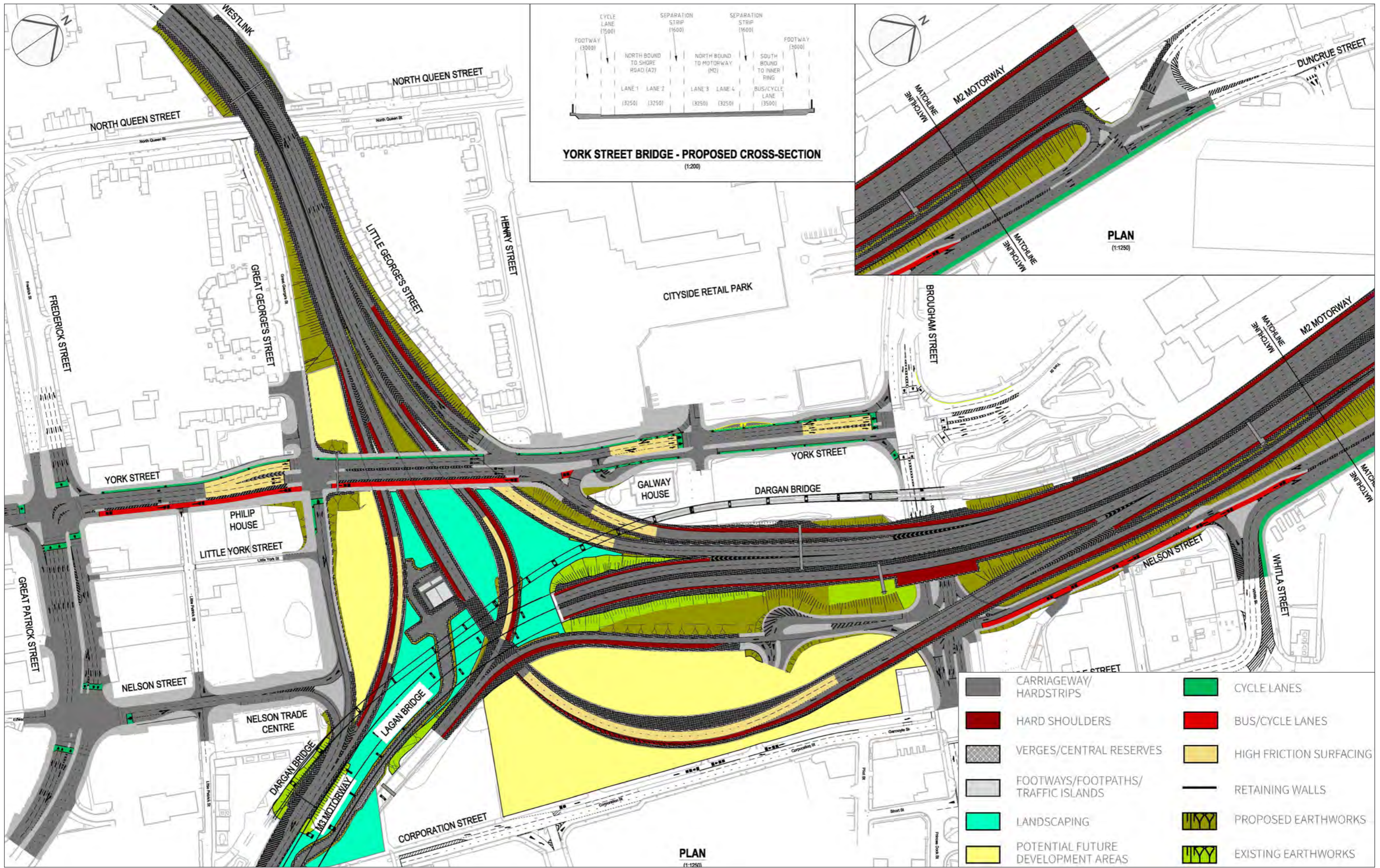
- 2.76 The Department for Infrastructure website describes the key features of the scheme (in terms of strategic traffic movement) as follows. The proposed layout is presented in Figure 2.5.

M2 to Westlink

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

Westlink to M3

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



GREATER CLARENDON (SAILORTOWN)
FIGURE 2.5: YORK STREET INTERCHANGE PROPOSALS
 JULY 2016

M3 to Westlink

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

York Street

- 2.80 York Street would be raised above existing ground level as part of the works to accommodate the proposed underpasses. Two traffic signal controlled junctions would be provided at the intersection between York Street and Great George's Street, and at the intersection of York Street and the diverge from Westlink to York Street. Existing provision for pedestrians and cyclists on York Street would be maintained as a minimum, with an expected improvement for non-motorised users at the junctions from the removal of a significant volume of traffic. Access arrangements from York Street to adjacent properties would be revised to suit its raised level.
- 2.81 It should be noted that the proposed changes to York Street would reintroduce two-way running of a form to provide a new bus/cycle lane in the southbound direction, from Galway House to the Inner Ring. This would be further complemented by the provision of cycle lanes in both northbound and southbound directions between the Inner Ring and Dock Street.

York Street to M2

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

Connections to Local Street Network

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

Potential Development Opportunities

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

Summary Impact of the York Street Interchange

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

- The first one is to the east of the block bounded by Nelson Street and York Street (highlighted in yellow in Figure 2.5). Whilst this is now being put forward for development no access is shown on the YSI plans although it is considered that an access could be provided along the western frontage of the site; and
- The second is the area immediately to the south of the re-aligned Nelson Street (see area highlighted yellow in Figure 2.5) which is now accessible via Nelson Street and the Nelson Street/Dock Street Signalised junction. The YSI scheme has developed an access design for this site along its northern frontage.

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

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

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

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

- Maintain access for pedestrians and cyclists; and
- Improve separation between strategic and local traffic.

Gamble Street Rail Halt

- 2.89 There are proposals to provide a Rail Halt in the Gamble Street area. Although these are not firm proposals, the Masterplan is flexible enough to accommodate its operational footprint. Ulster University has also suggested that development of the Rail Halt would be beneficial in terms of attracting students to live in the area and travel to Ulster University in a sustainable way.
- 2.90 From consultation with Translink it is apparent that the Gamble Street Rail Halt is only likely to come forward once development has occurred, and when passenger demand can be demonstrated. If the Rail Halt proposals are progressed, it would be necessary to improve pedestrian and cycle links from the Rail Halt to the city centre, including enhancements to the treatment of the Dunbar Link in terms of pedestrian permeability. In terms of costs, the rail halt will have to be raised above street level to facilitate access to the overhead rail line. Widening of the viaduct will also be necessary to accommodate any future rail halt at Gamble Street.
- 2.91 Initial estimates are that such a facility would be likely to cost in the range of £4m to £6m to develop.

3. Greater Clarendon Area Analysis

3.1 This section considers the following

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

Land Use

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

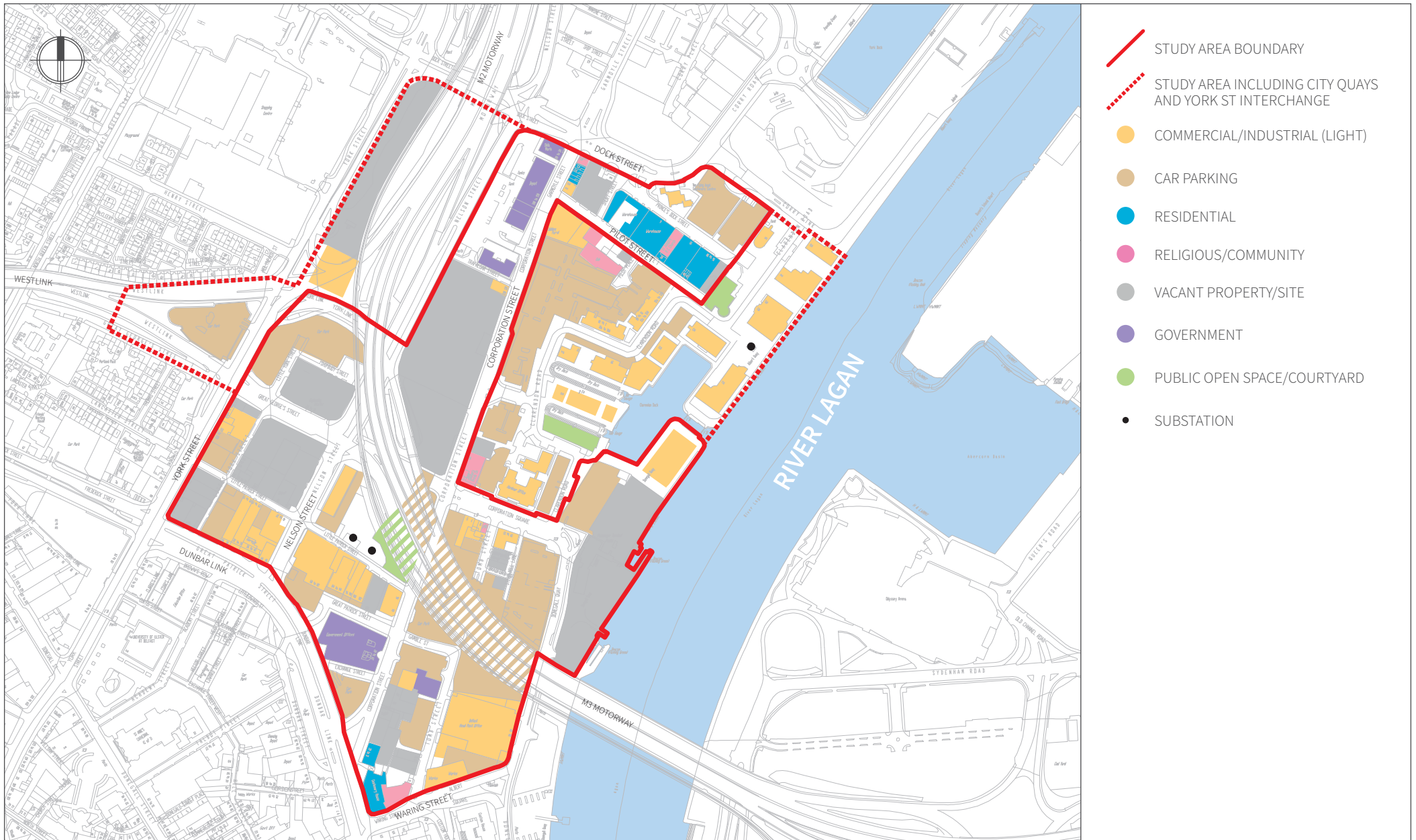
3.3 The overriding impression of the area is one of a poorly defined area. This impression is largely influenced by the vacant sites and extensive surface level car parking that characterise the area. The combined effect of these open voids in the urban fabric is to further dislocate the Sailortown area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

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

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

Land Ownership

3.6 The Department for Infrastructure Northern Ireland owns the majority of public land to be affected by the proposed York Street Interchange Scheme.



GREATER CLARENDON (SAILORTOWN)
FIGURE 3.1: EXISTING LAND USE
 JULY 2016

3.7 The Land Ownership plan presented in Figure 3.2 is taken from The Department for Infrastructure's York Street Interchange land information which identifies the following land owners in the masterplan area:

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

Urban Grain

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

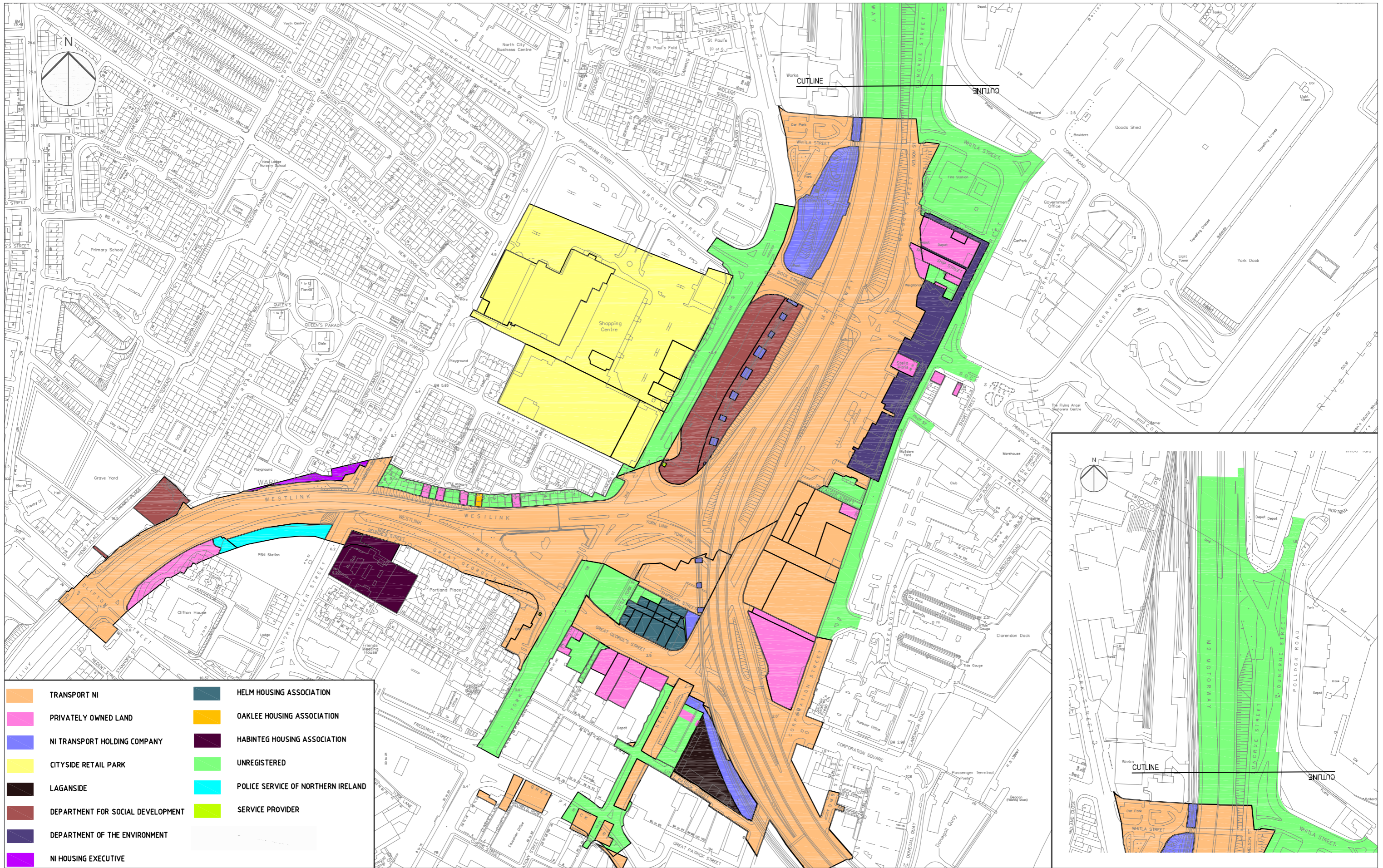
3.9 Sailortown at present illustrates a confluence of buildings in the north and south of the site but not in the centre. This starts to highlight the severe effect the M3 motorway has on the site and how it splits Sailortown in two, accentuating the sites poor north to south connections.

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

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

Transport and Pedestrian Movement

3.12 Figure 2.4 presented the hierarchy of routes within the Greater Clarendon (Sailortown) area. The area is dissected by a host of major roads to the north, south and west of the site, with the M3 motorway being the most dominant road running through the area linking North Belfast and East Belfast across the river.



GREATER CLARENDON (SAILORTOWN)
FIGURE 3.2: LAND OWNERSHIP (taken from Transport N1 York Street Interchange Proposals)
 JULY 2016



GREATER CLARENDON (SAILORTOWN)

FIGURE 3.3: URBAN GRAIN

JULY 2016

- 3.13 Other roads which have a major impact are Nelson Street, York Street and the Dunbar link. All allow good vehicular accessibility within and around the area but inhibits pedestrians from effectively crossing the area. Additionally with the dominance of the vehicle being mainly focussed on the north, south and west, the eastern parts of Greater Clarendon (Sailortown) are only accessible through a series of low quality tertiary roads with poor frontage and definition.
- 3.14 It should also be noted that for the most part, Corporation Street is one way only (southbound) as northbound is a bus lane (also used by cyclists).

Pedestrians and Cyclists

- 3.15 Although pedestrian crossing facilities exist across all major roads the quality of the pedestrian experience is very poor. It is threatening and dominated by heavy traffic which means that getting to Greater Clarendon (Sailortown) from the city centre is not a pleasant experience.
- 3.16 Currently, there is only one major cycle route in Belfast. This is the National Cycling Network (NCN) 93, which starts at Whiteabbey, approximately 3 miles north of the site. It passes through the site at Garmoyle Street, Clarendon Dock and Donegall Quay with connections to the City Centre at High Street. It then follows the River Lagan along the towpath and continues to Lagan Valley Regional Park a few miles east of Lisburn. NCN 93 then joins NCN and continues to Craigavon and Newry.
- 3.17 There is also a network of cycle lanes which link the city centre to the NCN 93. One commences at High Street and continues the length of Queens Square.
- 3.18 There is also a shared cycle and bus lane heading northbound on Corporation Street, which joins the route at Corporation Square.
- 3.19 For cyclists on the NCN wanting to gain access to the city centre, a number of significant barriers are apparent including, the Dunbar Link/Great Patrick Street. These present serious obstacles and, therefore, it is essential that suitable cycle access links be provided into the city centre to enable a quick, safe and direct journey into the city centre.

4. Planning and Development Activity and Market Outlook

4.1 This section considers the following;

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

Notable Developments in the Area

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

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

Royal Mail House and Car Park

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

Corporation Street Social Security Office

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

DSD Design Centre

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

Nelson Street Trade Centre

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

Obel Development

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

Bridges Urban Sports Park (Corporation Street)

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

City Quays 1

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

Clarendon Road Office Buildings

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

Proposals with Planning Permission and/or Under Consideration

- 4.12 As is the case for any major city, an extensive amount of development can be seen to be occurring throughout the city of Belfast. Even during the production of this document, a high number of applications have been submitted to Belfast City Council, including a number of proposals within the Masterplan area. The analysis set out below relates to applications made between May 2010 and February 2016 just prior to the Draft Masterplan being submitted for public consultation.
- 4.13 Table 4.1 presents a planning assessment under the following headings:
- Completed development;
 - On site development; and
 - Pipeline Development outlining the planning applications which have been submitted in the study area between May 2010 and February 2016.
- 4.14 Figure 4.1 illustrates the recently completed developments and pipeline schemes and Figure 4.2 presents illustrations of the key pipeline projects to February 2016.
- 4.15 One of the key planning considerations is the need to ensure that the right mix of appropriate uses is established in with respect for the extant planning context.

Market Outlook

Land and Development Market

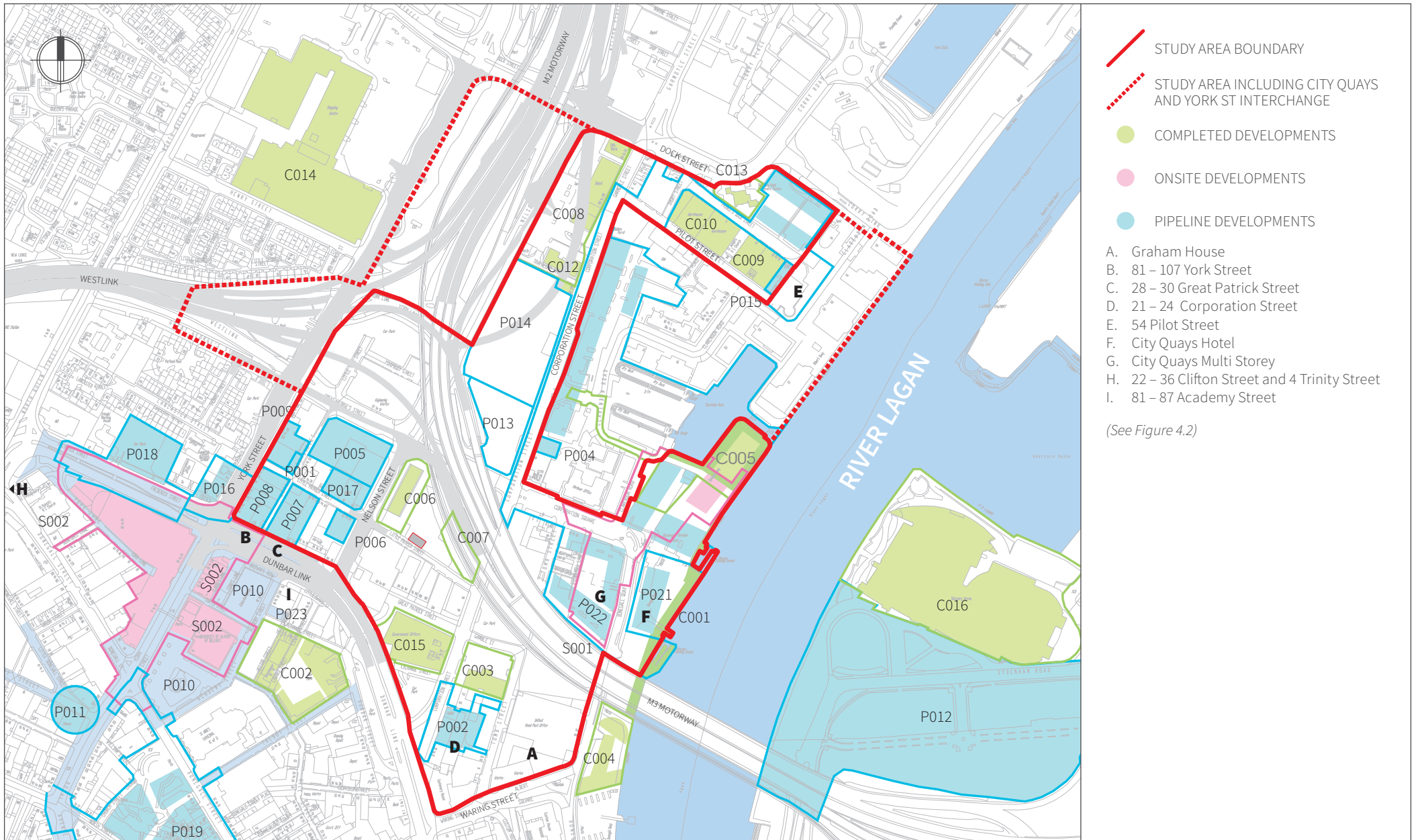
- 4.16 The U.K. residential development market is currently performing strongly with increasing levels of investment in U.K. urban areas in residential development schemes, and strong levels of traditional house building. The strength of the development activity in this sector has resulted in an upward movement of residential development land values across the U.K. In Q2 2015, U.K. urban land values increased by 3.7% in Q2 2015 (an annual growth of 10.7%) and U.K. greenfield land values increased by 0.9% (an annual growth at 4.0%)¹.
- 4.17 The U.K. commercial development market is continuing to grow, albeit at an increasingly slower rate. The slower increases in commercial development activity are a common trend across all U.K regions but were nevertheless robust.²

Residential Property Market

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

¹ Savills Market In Minutes UK Residential Development Land February 2015

² Savills Commercial Development Activity August 2015



GREATER CLARENDON (SAILORTOWN)

FIGURE 4.1: RECENTLY COMPLETED DEVELOPMENTS AND PIPELINE SCHEMES

JULY 2016

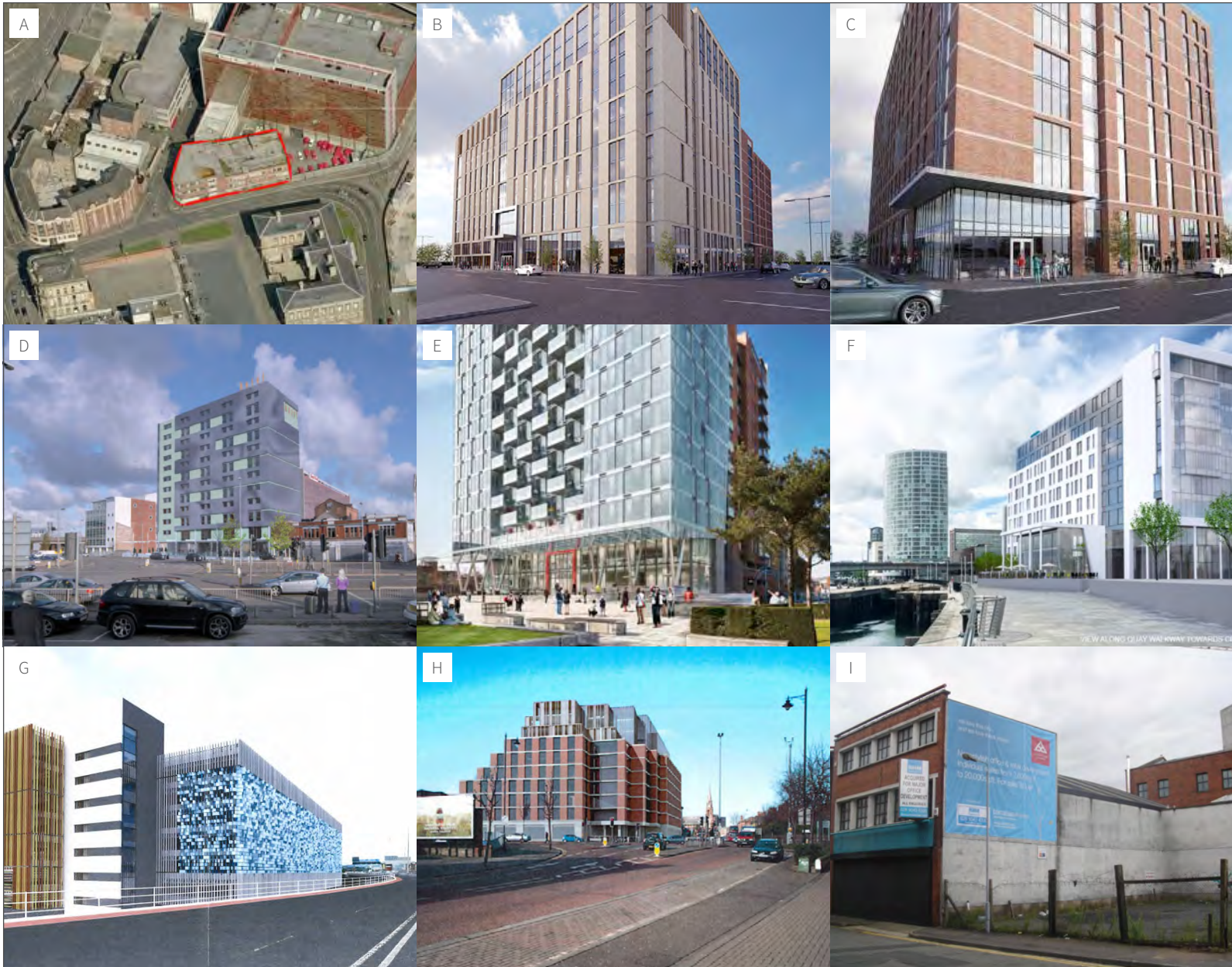
Table 4.1: Greater Clarendon (Sailortown) Planning Assessment

Completed Development										
Site Ref.	Site Name	Ownership	Description of development	Planning Consent					Use Class	Total Units
				App Ref.	Approved/Refused	Type	Date Issued	Date Expires		
C001	Footpath from Donegal Quay to Clarendon Dock, BT1 3AL	Eugene McBride (Private)	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	Z/2014/1610/F	Approved	Full	01/01/2015	N/A	Sui Generis	N/A
C002	Lands to rear of St. Anne's Cathedral bound by Exchange Street West, Talbot Street and Dunbar Link (St. Anne's Square), Belfast.	Turnus LTD (Private)	Mixed use development comprising 169 bedroom hotel, office units, 132 apartments, multi-storey carpark, retail units, cafe and restaurant units, public open space, landscaping and associated site works (Amendments to previous approval Z/2004/2961/F).	Z/2007/1324/F	Approved	Full	21/04/2008	N/A	C1, B1, C3, A1, A3	169 bed hotel, 132 apartments
C003	35-37 Corporation Street/ 18-24 Tomb Street	McAleer & Rushe Ltd (Private)	Construction of 9 storey office block with integral car parking at lower ground floor and mezzanine levels (Amended Scheme).	Z/2002/0222/F	Approved	Full	31/03/2003	N/A	B1	Offices (Unknown Number)
C004	Donegall Quay, Belfast. BT01 3EE.	Donegall Quay Ltd (Private)	28 storey commercial and residential development, 282 apartments, 4500 m sq office space with 1228 m sq commercial at ground floor, 267 car parking spaces, external works and associated accommodation.	Z/2008/1619/F	Approved	Full	30/09/2008	N/A	Mixed Use	282 apartments, 4500 m sq office space with 1228 m sq commercial at ground floor, 267 car parking spaces, external works and associated accommodation.
C005	Vacant land at Clarendon Dock 35m southwest from 27 Albert Quay and 140m northwest of the Harbour Office	Belfast Harbour Commissioners	Erection of office building, surface car parking and other associated works. (Verification Report Received)	Z/2013/0325/F	Approved	Full	13/09/2013	N/A	B1	Offices (Unknown Number)
C006	52-56 Little Patrick Street	Unknown	Construction of trade centre with eight wholesale units and show room space	Z/1985/2352	Approved	Full	1986	N/A	A1	Eight wholesale retail units
C007	Land adjoining Little Patrick Street and Corporation Street, Belfast	Belfast City Council	Provision of Urban Sports Park with Part replacement of 2.4m high palisade perimeter fencing	Z/2009/0571/F	Approved	Full	09/12/2009	N/A	D2	Skate Park
C008	Road Service Maintenance Depot, 148-158 Corporation Street, Belfast	Unknown	Provision of Two Storey Office accommodation and external alterations to 3 bays of existing garage (1994) and Proposed Depot and Stores Complex (1985)	Z/1994/2668 and Z/1985/2103	Approved	Full	1994	N/A	B1	Offices (Unknown Number)
C009	James Clow Mill Site between St Josephs and Short Street	AWG Developments Ltd. (Private)	Proposed housing development comprising of 111 no. apartments, 1 no. concierge apartment with associated carparking with 148.69 sq m fitness suite and 325.27 sq m commercial at ground levels.	Z/2001/2954/F	Approved	Full	24/06/2003	N/A	Mixed Use	111 no. apartments, 1 no. concierge apartment with associated carparking with 148.69 sq m fitness suite and 325.27 sq m commercial at ground
C010	James Clow Mill Site between St Josephs and Short Street	AWG Developments Ltd. (Private)	Erection of 18 No dwellings comprising 6 No. 4 bedroom and 12 No. 3 bedroom dwellings and erection of 52 No. 2 bedroom apartments. All to life time home standard for social housing.	Z/2004/2222/F and Z/2006/0168/F (Amended Scheme following refusal of Z/2006/0898/F)	Approved	Full	22/12/2005	N/A	Mixed Use	18 No dwellings comprising 6 No. 4 bedroom and 12 No. 3 bedroom dwellings and erection of 52 No. 2 bedroom apartments.
C011	Donegal Quay, Belfast	Department For Social Development	Remove existing pedestrian footbridge and replace with a shared pedestrian and cycle bridge (amended description and plans)	Z/2013/1369/F	Approved	Full	12/06/2014	N/A	Sui Generis	N/A
C012	102 106, Corporation Street, Town Parks, Belfast, Northern Ireland, BT01 3DG	Mr & Mrs Eamon & Eileen Diamond (Private)	Office development with incurtilage parking and formation of access	Z/2005/0963/F	Approved	Full	20/05/2006	N/A	B1	Offices (Unknown Number)
C013	Prince's Dock Street, Adjacent to Dock Street Harbour Entrance, Belfast	Private	Proposed Missions to Seamen Centre	Z/1987/0668	Approved	Full	1987	N/A	Unknown	Unknown Use
C014	Shopping centre to north of M2	Unknown	Rebuild part of complex to include 4 retail units, new access to food superstore with 8 retail units in mall and alterations to car park layout	Z/1995/2354	Approved	Full	1995	N/A	Mixed Use	Large Retail Centre
C015	Social Security Agency 24-42 Corporation Street	Department For Social Development	Social Security Agency Building	Z/2007/1826/F	Approved	Full	2007	N/A	Unknown	N/A
C016	Queen's Quay Abercorn Basin, Belfast	Unknown	Landmark Millennium Project comprising Science Centre, iMAX theatre, and pavillion to provide associated leisure and entertainment facilities	Z/1997/0648/O / Z/1997/0648/R	Approved	Outline/Reserved Matters	2000	N/A	Mixed Use	N/A

On Site Development										
Site Ref.	Site Address	Ownership	Description of development	Planning Consent					Use Class	Total Units
				App Ref.	Approved/Refused	Type	Date Issued	Date Expires		
S001	Vacant Land and car parking at the corner of Corporation Square and Donegall Quay, BT1 3AJ	Belfast Harbour Commissioners	City Quays 2 - 9 storey office block with coffee shop at ground floor. Surface car park, landscaping, and other associated works	Z/2013/1508/F	Approved	Full	17/10/2014	N/A	B1, A2	11,553 sqm gross
S002	Metropole, Orpheus, Interpoint, York House, Playboard and Block 82, York Street/Frederick Street/Great Patrick Street Belfast	Ulcester University	New university campus in Belfast City Centre. Development of 3 no. new buildings (Block A, Block B and Block C) with total floor area (gross external) of 85736 sqm. The maximum height of the buildings is 12 storeys at corner of Frederick Street and York Street. The development will be characterised by 2 no. lantern features at the corners of York Street and Donegall Street and York Street and Great Patrick Street. Public realm improvements to York Lane and in proximity to university buildings. Demolition of existing footbridge and development of new footbridge over York Street. Minor works to the existing Block 82 external facades. (Further Environmental Information received)	Z/2012/0361/F	Approved	Full	16/05/2013	N/A	Sui Generis	3 University Buildings (Total 85,736 sqm)

Pipeline Development										
Site Ref.	Site Name	Ownership	Description of development	Planning Consent					Use Class	Total Units
				App Ref.	Approved/Refused	Type	Date Issued	Date Expires		
P001	Site adjacent to 14 Little Patrick St. and opposite 23-33 Little York Street, Belfast	Orla McKernan (Private)	Proposed 9 storey office building including ground floor car parking.	LA04/2015/0141/O	Pending Decision - Application submitted 21/04/2015	Outline	Pending	N/A	B1	9 Storey Office Building 1,621 sqm
P002	21-29 Corporation Street and 18-24 Tomb Street, Belfast, BT1 3BA	Unknown (Private)	Construction of basement carpark, 250 bed hotel including; bar, conference facilities and ancillary accommodation, and demolition of 2 storey structure and multi deck carpark	Z/2015/0176/F	Pending Decision - Application submitted 23/03/2015	Full	Pending	N/A	C1	250 Bed Hotel including bar, conference facilities and ancillary accommodation 10,500 sq m
P003	Lands bounded by the River Lagan to the east Corporation Street to the west Dock Street and Corry Link to the north and the elevated M3 Cross Harbour Bridge/Motorway to the south City Quays Clarendon Dock Belfast BT1 3AL	Belfast Harbour Commissioners	Proposed major mixed use development comprising offices; small scale retail and retail services; cafes/restaurants; a hotel; residential development and associated amenity space; basement, multi storey and surface level car parking; open space, service areas and related infrastructure improvements.	Z/2010/1006/O	Approved	Outline	22/07/2014	21/07/2017	Mixed Use	Retail 950 sqm, Hotel 26,850 sqm, Offices 123,170 sqm, Café/Restaurant 1,003 sqm, Ancillary Uses 40,720sqm
P004	101 Corporation Street, Belfast, BT1 3BD	TLC Enterprises (Private)	Erection of a mixed-use building comprising of a gallery at ground floor, 39 no. apartments above and associated car parking. (Amended description and plans)	Z/2010/0949/F	Approved	Full	26/11/2014	25/11/2019	Mixed Use	Gallery at ground floor level, 39, apartments and associated car parking
P005	Site bounded by Little York Street, St. George's Street and Nelson Street, Belfast	Olympian Homes	Purpose built managed student accommodation (774 beds). Maximum height of 12 storeys	LA04/2016/1252/F	Pending Decision - Application Submitted 20/06/2016	Full	Pending	N/A	C3	774 beds, 12 storeys in height.
P006	37-41 Little Patrick Street, Belfast BT15 1BA	Dominic & Fred Keating (Private)	Demolition of existing retail unit and construction of 11-storey mixed use development comprising of 50no apartments, ground floor retail and parking, first floor retail and basement parking. (Revised Scheme)	Original Z/2007/2672/F - Revised - Z/2015/0118/F	2007 application approved - 2015 application pending decision	Full	04/02/2010 - Pending	04/02/2015 - Pending	Mixed Use	50 Apartments, Retail Units
P007	28-30 Great Patrick Street, Belfast	Patton Developments LLP (Private)	Erection of 11 storey building (34.5m high) comprising a retail unit and coffee shop at ground floor level, 475 (amended from 529) managed student accommodation (with communal living rooms kitchen). The proposal also includes an associated reception/office facility, other ancillary accommodation, landscaped courtyard, plant and storage areas, car parking and cycle provision.	Original - Z/2007/0052/F - Revised - Z/2014/1657/F	2007 application approved - 2014 application approved January 2016	Full	19/01/2016	19/01/2019	Mixed Use	11 Storey Building comprising retail unit and coffee shop at ground floor with 475 (amended from 529) apartments, ancillary accommodation, car parking and cycle provision
P008	81-107 York Street, BT15 1AB	Limux LLP (Uniciti LLP) (Private)	Demolition of existing buildings and erection of a building ranging in height from 11 to 14 No. storeys (37m X 43m) for managed student accommodation, comprising 590 No. ensuite bedrooms with shared communal areas and kitchens and 92 studios; 2 No. retail units at ground floor level; two landscaped courtyards; other ancillary accommodation including a reception/management suite and communal areas; plant and storage areas, and car parking and cycle provision	Z/2015/0138/F	Approved	Full	19/01/2016	19/01/2019	C3	Student Accommodation comprising 509 ensuite bedrooms with shared communal areas, 92 studio apartments, 2 retail units at ground level
P009	123 - 137 York Street, Belfast, BT15 1AB	York Street No. 1 Ltd. (Private)	Demolition of the existing building and erection of a 12 storey mixed use building with a ground floor retail unit, 407 managed student accommodation rooms (with communal living rooms, kitchens), associated reception/office facility, gym other ancillary accommodation above, the development also includes a landscaped courtyard, plant and storage areas, car parking, cycle provision and solar PV array	Z/2015/0177/F	Pending	Full	Pending	Pending	C3	Ground Floor retail unit, 407 managed student rooms
P010	Royal Avenue, York Street, Frederick Street, Great Patrick Street, York Lane, Library Street, Little Donegall Street, Academy Street, Talbot Street, Curtis Street, Clarkes Lane, Exchange Street West & Cathedral Gardens	Department for Social Development	Belfast Streets ahead-phase 3. Public realm/ environmental improvement project to improve streetscape and create flexible public spaces through the provision of high quality natural stone paving, street furniture, trees, lighting and soft landscaping. Stopping up of a section of Library Street to create Library Square. Stopping up of a section of Academy Street to extend Cathedral Gardens	LA04/2015/0184/F	Approved	Full	19/11/2015	18/11/2020	Sui Generis	Construction to begin Summer 2016
P011	Library Square, Public Realm Development Scheme	Northern Ireland Libraries	No Planning application submitted yet but there are many discussions ongoing over the development of the library and links to the 'Library Square' as proposed under app ref. LA04/2015/0184/F Belfast Streets ahead Phase 3	N/A	N/A	N/A	N/A	N/A	N/A	N/A
P012	Odyssey Development	Odyssey Millennium Limited (Private)	Mixed-use development including a maximum of 798 residential units (up to 73,420 sqm) with associated amenity space, two hotels (up to 22,438 sqm), offices (up to 4,370 sqm), retail and retail services (up to 905 sqm), leisure facilities (up to 1303 sqm), community and cultural uses (up to 1,570 sqm), cafes/bars/restaurants (up to 2,824 sqm), public open space, multi-storey car parking (up to 55,612 sqm) and associated works including related infrastructure improvements	Z/2009/1309/O	Approved	Outline	05/12/2013	04/12/2016	Mixed Use	798 residential units (up to 73,420 sqm), two hotels (up to 22,438 sqm), offices (up to 4370), retail (up to 905 sqm), leisure facilities (1303 sqm), cafes bars and restaurants (up to 2,824 sqm), public open space, car parking (up to 55,612 sqm)
P013	Lands adjacent to Corporation Street, Belfast	Lavery Diamond Partnership (Private)	Erection of 15 Storey apartment blocks comprising 183 dwellings and basement car parking. (Amended Scheme)	Z/2007/1370/F	Approved	Full	13/02/2009	13/02/2014	C3	183 dwelling apartment block
P014	102-106 Corporation Street and Little Corporation Street, Belfast	E Diamond & P Lavery (Private)	Redevelopment of former mill site to provide 38,909 sqm of gross office space, carparking and landscaping. Reinstatement of Little Corporation Street (currently "stopped up")	Z/2000/0721/O (withdrawn) and resubmitted Z/2001/0549/F	Approved	Full	28/02/2002	28/02/2007	B1	38,909 sqm Office Space

P015	54 Pilot Street & 19 - 22 Princes Dock Street, Belfast	BDO Stoy Hayward (Private)	Erection of 2no replacement restaurant/bars and 112no apartments.	Z/2010/0598/F	Approved	Full	31/08/2011	01/09/2016	Mixed Use	112 apartments / 9,800sq ft. commercial space. BDO NI and Michael Burroughs Associates are preparing to submit a new planning application to renew the previously approved proposal.
P016	48 - 52 York Street, Belfast	McNeill (Properties) Ltd (Private)	Demolition of existing building and construction of new multi storey building with retail units at ground floor and purpose built student accommodation	Z/2014/0479/O	Approved	Outline	24/03/2015	23/03/2018	Mixed Use	200 student rooms. Site purchased in Autumn 2015 by same developer as site P009
P017	26-44 Little Patrick Street, Belfast	Uniciti LLP/ Rolloz LLP	Erection of a 11 storey building for managed 380 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	LA04/2015/0716/F	Pending - Submitted 30/06/2015	Full	Pending	N/A	C3	380 student rooms
P018	Land at existing DRD surface car park at Frederick Street Belfast, BT1 2LW	University Of Ulster	Mixed use regeneration scheme comprising 487 no. space multi storey car park, 707 square metre retail unit, landscaping and development of loading bay and signalised pedestrian crossing on Frederick Street. (Further Environmental Information received)	Z/2012/1034/F	Permission Refused 07/08/2013 - Appeal Upheld 06/02/2014	Full	06/02/2014	06/08/2018	Mixed Use	707 sq m retail unit, 355 (amended from 487) no. space multi storey car park
P019	Land Bounded by Royal Avenue, Church Street, William Street, Writers Square, Donegall Street, Waring Street, Bridge Street	Leaside Investments Ltd	Demolition, redevelopment and part change of use of existing buildings to create mixed use development comprising retail, offices, café/bar use, 2 no. retail pavilions, 205 apartments including 6 no. live/work units, with associated energy centre, service areas and above ground car parking, cultural/arts centre, hotel, 2-level basement car park and associated access and circulation, creation of new streets and public spaces, reconfiguration of Writers Square, public realm works, landscaping and associated site and road works. Application also comprises works to restore, alter and extend listed buildings and facades and partial demolition of North Street Arcade retaining its facades, partial reconstruction of end blocks and reconstruction of rotunda on original location	Z/2010/1532/F	Approved	Full	11/10/2012	10/10/2017	Mixed Use	Retail, Offices, Café/bar, 205 apartments including 6 live/work units, energy centre, cultural/arts centre, hotel, car park
P020	Northside Regeneration Project	Northside Regeneration LTD	Application for a mixed use regeneration project comprising community, residential, commercial, local retail, leisure and managed student accommodation uses and areas of public realm. AND Purpose built managed student accommodation comprising 710 no. units with associated amenity and ancillary support accommodation with 54 no. lower ground floor parking spaces	LA04/2015/0577/O and LA04/2015/0609/F	To be resubmitted with Environmental Statement	Outline and Full Planning (Student Accomodation)	Pending	N/A	Mixed Use	710 student residential units, associated amenity and ancillary support accommodation and 54 lower ground floor parking spaces.
P021	City Quays Hotel	Belfast Harbour Commissioners	Reserved Matters application for the hotel element of the approved outline scheme only. 9 Storey upper midscale (4 star) hotel with 188 bedrooms proposed.	LA04/2015/1423/RM	Pending	Reserved Matters	Pending	N/A	C1	Hotel
P022	City Quays Multi-Storey Car Park	Belfast Harbour Commissioners	Multi storey car park (17 storeys / 907 spaces), access road, alterations to existing car parking and road layouts and associated site works	LA04/2016/0028/RM	Pending Decision	Reserved Matters	Pending Decision	N/A	Sui Generis	907 parking spaces
P023	81 - 87 Academy Street, Belfast	Intern Europe	Managed intern accommodation building with associated offices, car parking and ground floor retail unit	N/A	N/A	N/A	N/A	N/A	N/A	Planning applictaion expected to be submitted 2016, following public consultation in February 2016.



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

GREATER CLARENDON (SAILORTOWN)
FIGURE 4.2: KEY PIPELINE DEVELOPMENT
 JULY 2016



rents increasing. Over the next 5 years rents are anticipated to rise around 4.5% per annum on a U.K. wide basis.

- 4.19 The RICS Residential Market Survey August 2015 states that the strongest house price growth in the U.K. has taken place in Northern Ireland.
- 4.20 The Land and Property Service's Northern Ireland Residential Property Price Index Q2 2015 states that between Q1 and Q2 2015 the residential property price index increased by 3% and by 6% from Q2 2014 and Q2 2015. The average house price in Northern Ireland was £113,245 in Q2 2015.

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

		Detached	Semi Detached	Terraced	Flat	Total
Northern Ireland	Average Sales Value*	£171,857	£111,317	£76,431	£92,355	£113,245
	Number of Sales	1,433	1,397	1,384	433	4,647
		31%	30%	30%	9%	100%

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

*Q2 2015 Standardised Price (RPPI)

- 4.21 Detached sales comprise the majority of transactions in Q2 2015 at 31%, with detached properties also commanding the highest average sales value at £171,857. However detached properties values are increasing slightly slower than other house types, increasing 5% over the past 12 months compared to an average of 6%.
- 4.22 Flat sales comprise just 9% of transactions in Northern Ireland in Q2 2015; however this property type has shown the fastest average price growth increasing 6% over the past 12 months and 5% over the quarter (compared to an average of 3%). The average flat sales value in Q2 2015 was £92,335.

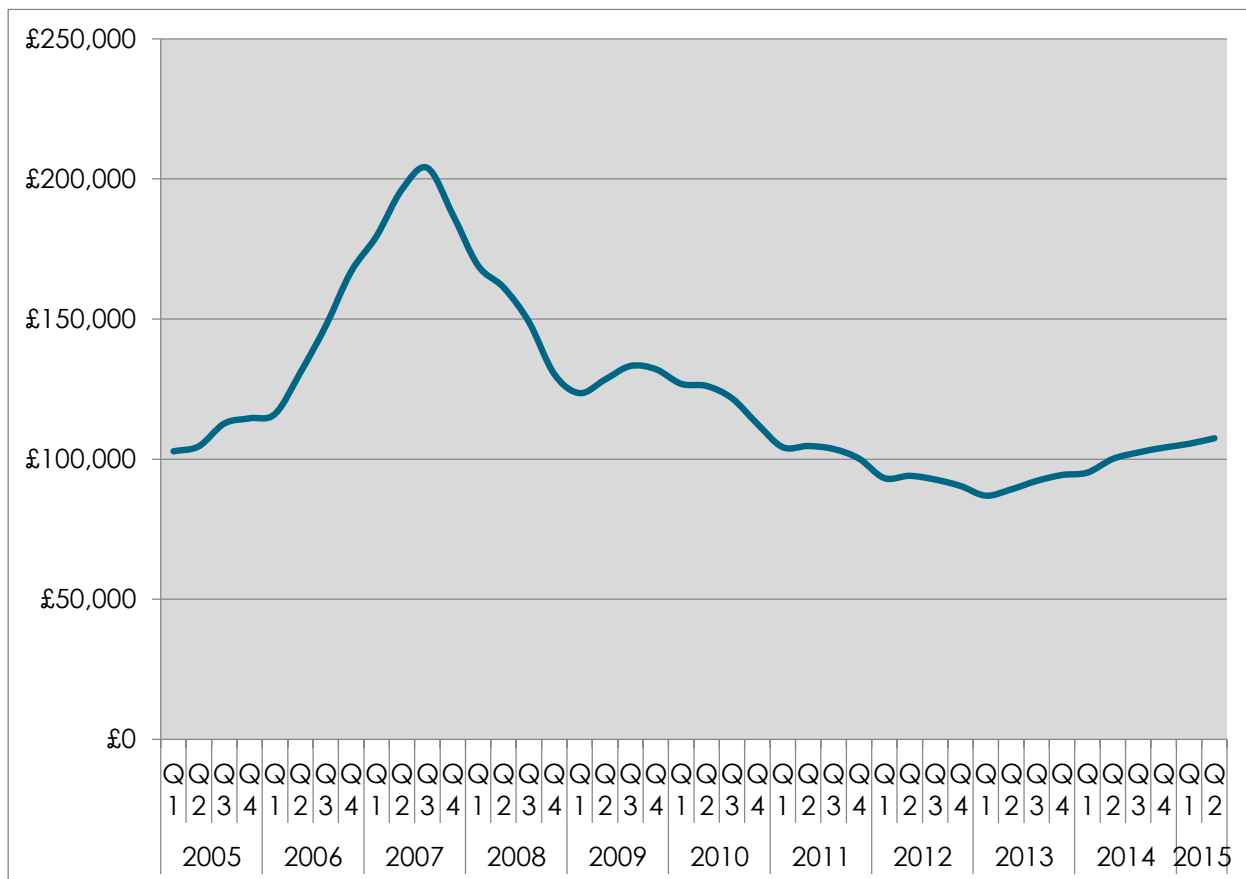
House Price Change by Property Type, Quarterly and Annual, Northern Ireland, Q2 2015

Property Type	Percentage Change On Previous Quarter	Percentage Change Over 12 Months
Detached	3%	5%
Semi-Detached	4%	6%
Terrace	2%	6%
Apartment	5%	6%
All	3%	6%

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

- 4.23 In Belfast City Council area, the standardised residential property price (RPPI) grew steadily to a peak of £203,951 in Q3 2007, with a subsequent collapse in the market. The RPPI fell to £86,958 in Q1 2013. Prices have begun to rally through 2013/ 2015 and in Q2 2015 the RPPI in Belfast City Council was £107,442 (1,040 transactions), 47.3% below the 2007 peak.

Standardised Residential Property Price, Belfast City Council, Q1 2015 – Q2 2015



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

4.24 The average sales price in Belfast from July 2014 to June 2015 was £100,000. Detached properties achieved the highest average sales value at £250,000, with terraced properties achieving the lowest at £75,000.

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

		Detached	Semi Detached	Terraced	Flat	Total
Belfast	Average Sales Value**	£250,000	£128,500	£75,000	£100,000	£100,000

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

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

Commercial Property Market

4.25 The RICS UK Commercial Market Survey Q2 2015 states that the commercial property market is performing well, with strong demand from investors and occupiers which is pushing out capital and rental values. Occupier demand is increasing across all sectors (office, retail and industrial) which coupled with a restricted supply of commercial property has resulted in rental value growth and decreases in the value of landlord incentive packages.

- 4.26 The RICS UK Commercial Market Survey Q2 2015 states that in Northern Ireland prime space across all sectors is becoming severely restricted and rental levels are rising accordingly. Belfast is experiencing particularly strong growth.
- 4.27 90,000 sq. ft. of office space lettings completed in Northern Ireland in H1 2015, with significantly more transactions anticipated for H2 2015. Prime office rents in Belfast currently stand at £172 per sq. m (£16 per sq. ft.). The lack of office space in Belfast will continue to put an upward pressure on rents until new stock is delivered.³

³ CBRE Northern Ireland Bi- Monthly Research Report September 2015

PART B: GREATER CLARENDON (SAILORTOWN) MASTERPLAN – CHARACTER AREA ANALYSIS AND OPTION DEVELOPMENT

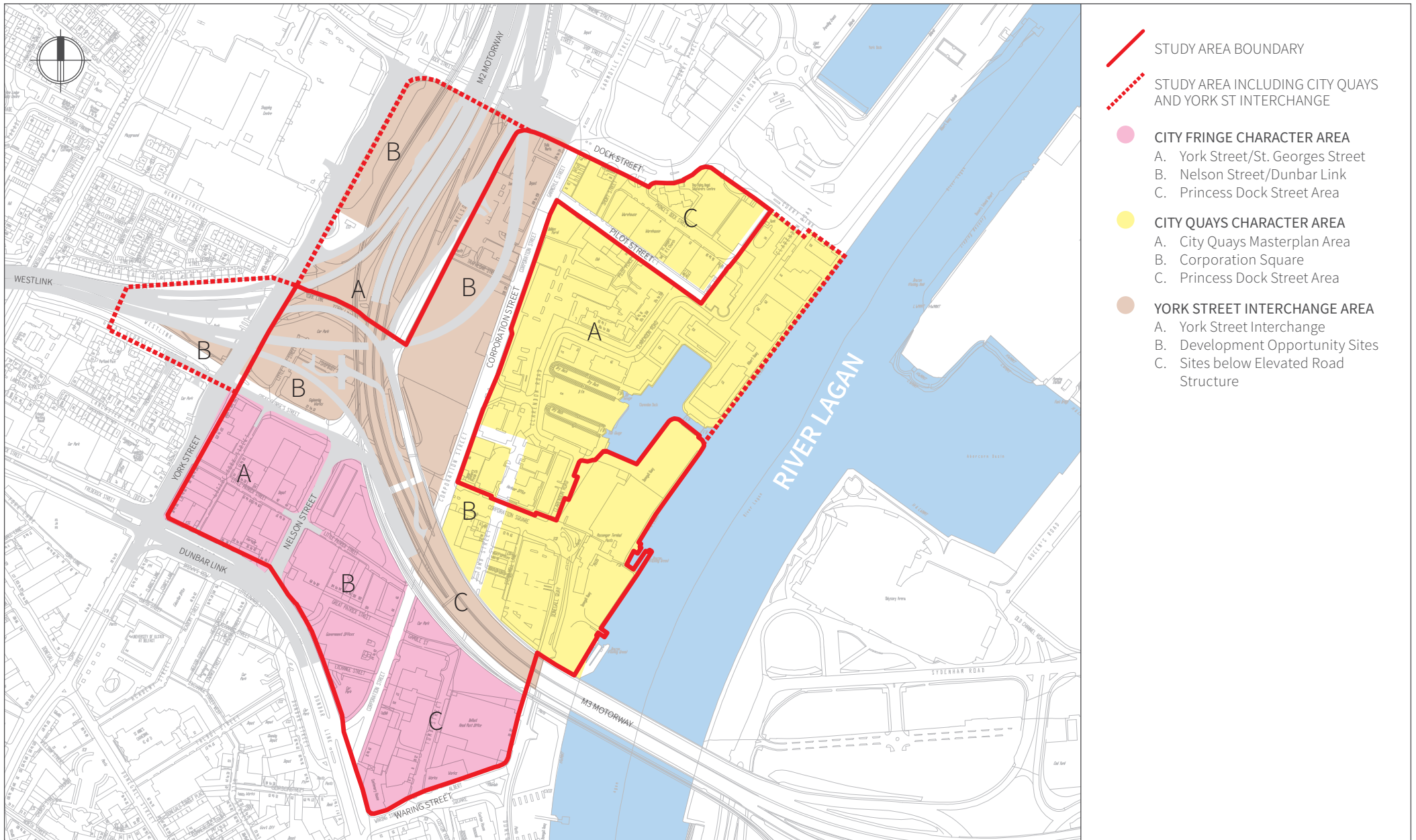
5. Approach to the Analysis of Character Areas

Broad Approach

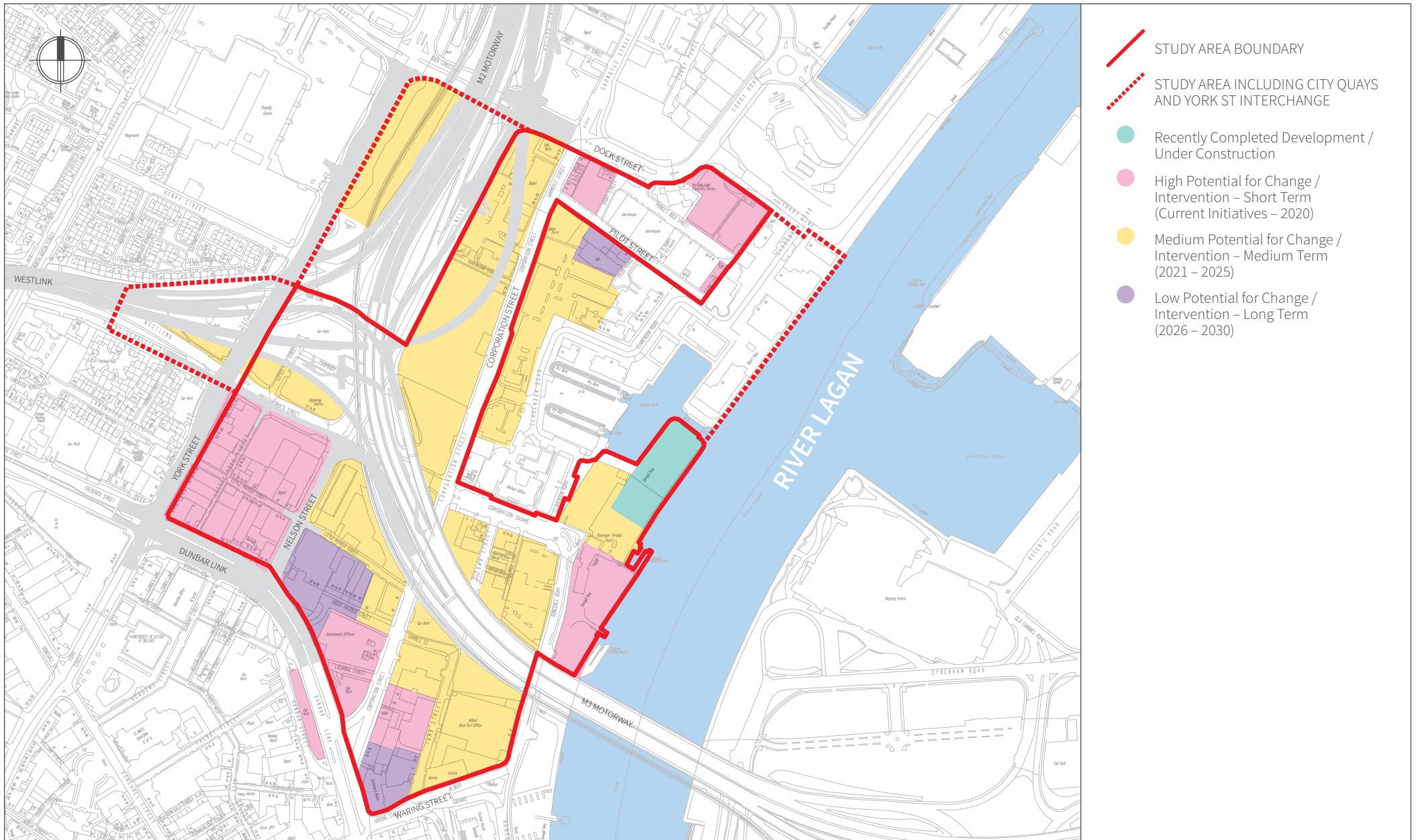
- 5.1 This part of the report presents our approach to the analysis of the character areas within the Study Area. The following tasks have been undertaken for each character area.
- 5.2 Firstly, a high level analysis of the **character, opportunities, constraints, key issues and ideas regarding future options for change** has been undertaken in each respective character area.
- 5.3 Secondly, and on the basis of the above, **each character area has been categorised according to their Potential for Change and prospective Scope of Intervention**. This categorisation is derived from the analysis which is contained in the following sections (6 – 8) of the Report, which addresses each character area in turn, to inform the master plan and delivery strategy for the area.

Character Areas

- 5.4 The character Areas are presented in Figure 5.1 and the potential for change/intervention in each character area is shown in Figure 5.2.
- 5.5 The M3 motorway and Dorgan Bridge (Railway) split Sailor town into almost two halves, resulting in a clear physical division between the area which is located to the North East and conversely, the South West of the M3 carriageway. With the introduction of the proposed York Street Interchange and the associated land use opportunities that this brings, this creates 3 separate character areas within the master plan area as follows:
- York Street / St. George Street;
 - The City Quays Area and
 - The York Street Interchange.



GREATER CLARENDON (SAILORTOWN)
FIGURE 5.1: CHARACTER AREAS
 JULY 2016



GREATER CLARENDON (SAILORTOWN)
FIGURE 5.2: POTENTIAL FOR CHANGE/INTERVENTION
 JULY 2016

6. City Fringe Area Analysis

Overview

- 6.1 The City Fringe includes the land located in the west of the Masterplan area bounded by the A12 to the north, York Street to the west, Great Patrick Street/Dunbar Link to the south and Corporation Street to the east. The character of the area is predominantly defined by commercial use - with a number of office buildings and trade retail units - and a relatively high number of derelict and underutilised sites.
- 6.2 The City Fringe character area can be sub-divided into the following 3 street blocks for more detailed analysis;
- York Street/St. Georges Street;
 - Nelson Street/Dunbar Link ; and
 - Corporation Street/Dunbar Link.

York Street/St. Georges Street

Character

- 6.3 Figure 6.1 presents a plan which shows the location of the area. The area can be further sub-divided into 4 land parcels which show the following key characteristics:
- A high proportion of derelict and vacant sites;
 - The sites are bounded by busy roads including York Street and Great Patrick Street;
 - The sites are located adjacent to new Ulster University Campus;
 - There are a large number of disused sites of reasonable standard for sale or to let; and
 - A number of existing light industrial/retail units are in use in the area.

Opportunities/Constraints and Key Issues

- 6.4 The 4 land parcels are presented in Figure 6.1. A total of 7 planning applications have been submitted in the area between 2012 and present. The areas shaded on the plan illustrate the sites which are subject to planning. The applications provide for the following:
- 2,022 Units - Residential/Student accommodation (217 approved in outline at appeal, remainder pending);
 - 1,621 m² - Office Space (outline application for 9 storey building pending approval) and
 - 2,181 m² - Retail Space (all pending approval).



1. 3,005m²
2. 6,837m²
3. 2,449m²
4. 5,283m²

7 planning applications (shaded areas) submitted 2012 – present totalling:

- 2,579 Units - Residential/Student
- 1,621 m² - Office Space
- 2,181 m² - Retail Space

GREATER CLARENDON (SAILORTOWN)
FIGURE 6.1: YORK STREET/ST. GEORGES STREET CHARACTER AREA ANALYSIS
 JULY 2016

Ideas and Possible Future Options for Change

- 6.5 There is a significant pipeline of development if the above full and outline proposals are approved.
- 6.6 The private sector is clearly bringing development forward in this area, and a close proximity to the Ulster University campus is providing the stimulus to market interest.

Proposed Strategy

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

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

Nelson Street/Dunbar Link

Character

- 6.8 Figure 6.2 presents a plan which shows the location of the area. The area can be further subdivided into 3 land parcels which have the following key characteristics:
- **Block A** comprises the existing Nelson Trade Centre which includes a derelict/ empty adjacent site & electricity substation;
 - **Block B** is characterised by 2 – 3 storey light industrial/office uses which includes some vacant uses and properties which are available for sale and/or to let;



- A. 6,125m²
- B. 7,595m²
- C. 5,790m²

GREATER CLARENDON (SAILORTOWN)

FIGURE 6.2: NELSON STREET/DUNBAR LINK CHARACTER AREA ANALYSIS

JULY 2016

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

Opportunities/Constraints and Key Issues

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

- Block A: 6,125 m²;
- Block B: 7,595 m² and
- Block C: 5,790 m²;

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

Ideas and Possible Future Options for Change

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

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

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

Proposed Strategy

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

- Assist in expanding development opportunities from the City Centre along a central spine into the Sailortown area;
- Create a 'Green Infrastructure corridor' through the creation of a pedestrian walk/cycle way thereby improving pedestrian access to the area;
- Potential for a mix of uses to complement (but not compete) with the City Centre;
- Build Upon the New Ulster University Campus Anchor;
- Manage the Evening Economy (Land Use and Environment);

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

Corporation Street/Dunbar Link

Character

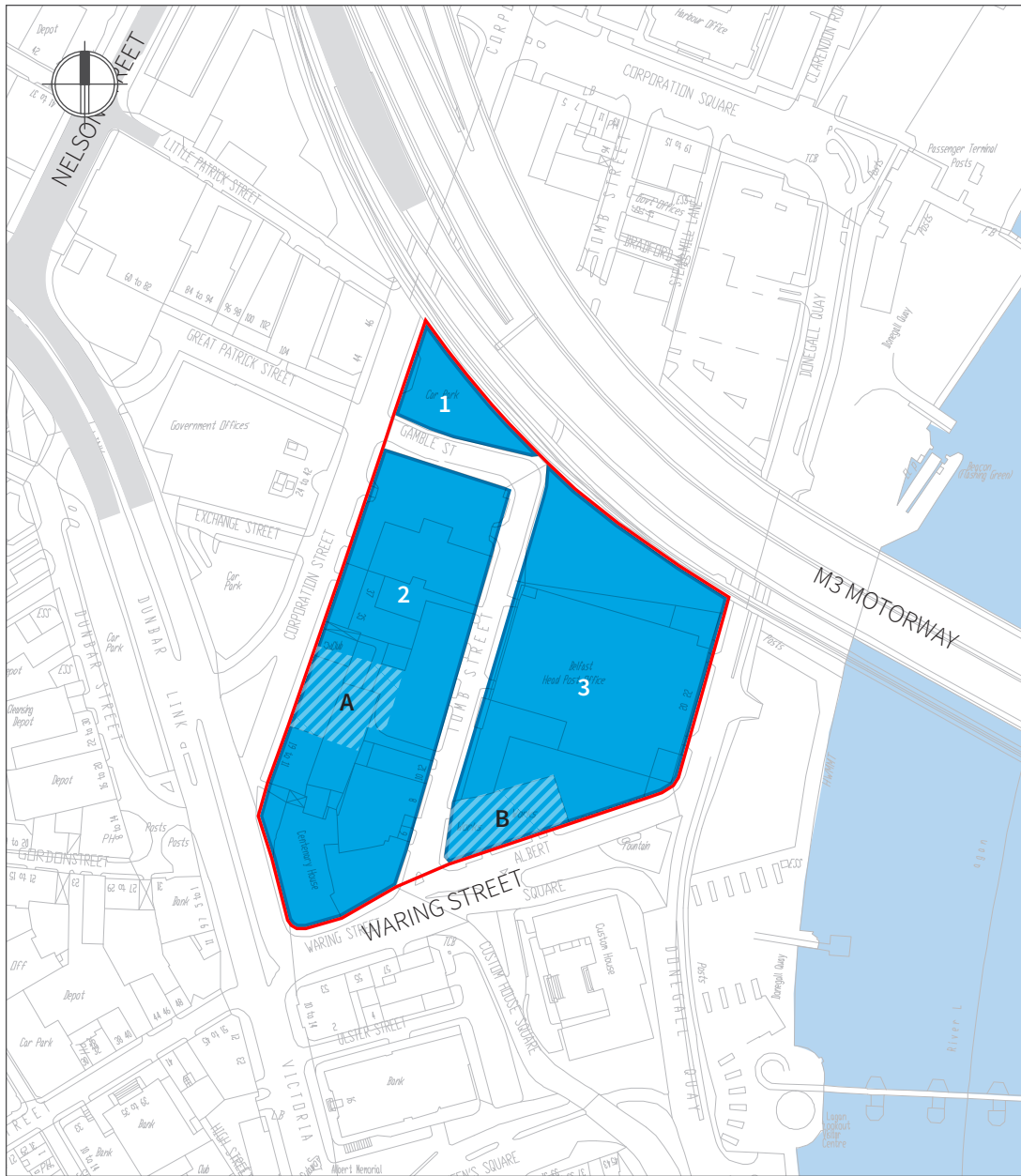
6.16 Figure 6.3 presents a plan which shows the location of the area. The area can be further sub-divided into 3 land parcels with the following key characteristics:

- **Block 1** comprises a privately owned car park and the potential site of the proposed Gamble Street Rail Halt;
- **Block 2** comprises the Design Centre, a Salvation Army residential building, multi-storey car park and the site of a proposed hotel development fronting Corporation Street; and
- **Block 3** comprises the Belfast Post Office Depot and associated car park, Graham House and auction Room.

Opportunities/Constraints and Key Issues

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

6.18 The area fronts Custom House and Custom House Square to the south, a public open space utilised for a wide range of outdoor events by the city, as well as the river Lagan waterfront connecting the city centre to the wider developments of Queens Quay and the Titanic Quarter.



1. 1,277m²
 2. 11,175m²
 3. 10,615m²
- A. Planning application submitted March 2015 for 250 bed Hotel scheme
- B. Site brought to market 2015.

GREATER CLARENDON (SAILORTOWN)
FIGURE 6.3: CORPORATION STREET/DUNBAR LINK CHARACTER AREA ANALYSIS
 JULY 2016

- 6.19 The area connects to the City Quays site via Corporation Street and Donegall Quay, with further pedestrian routes along the waterfront next to the Obel Tower.
- 6.20 The area also sits adjacent to the 'gateway area' of Corporation Street and the Dunbar Street car park as mentioned previously; maximising the potential for the area to act as a link between the waterfront, the Cathedral Quarter and other neighbouring developments within the Masterplan area.

Ideas and Possible Future Options for Change

- 6.21 The hotel scheme will provide a development impetus to the area if approved as well as a more founded pedestrian thoroughfare along Corporation Street.
- 6.22 We also understand that the DSD owned Design Centre which has recently been on the market was sold last year for £4.8 million.
- 6.23 There could be some potential for future redevelopment given the proximity of the area to the waterfront. In this context, consideration could possibly be given to the possible future relocation of the Post Office Depot to a secondary location which could make way for the redevelopment of the site.
- 6.24 The Dunbar Street Car Park is likely to be included in future redevelopment by BCC incorporating the adjoining cleansing depot.
- 6.25 The proximity to the waterfront, public open space, Albert Square and Custom House make this a prime area for redevelopment / improvement during the timeframe of the plan.
- 6.26 It is envisaged that the private sector would provide the catalyst for bringing development forward in the area.

Proposed Strategy

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

- Promote the expansion of the City's Green Infrastructure network through the creation of an attractive riverside walk/cycle way (being implemented);
- Increase Pedestrian/Cycle Permeability and Accessibility;
- Potential for a mix of uses to complement (but not compete) with the City Centre;

- Improve Public Realm – Gateway from the west;
- Manage the Evening Economy (Land Use and Environment) and
- Manage Parking Capacity.

7. City Quays Area Analysis

Overview

- 7.1 The City Quays area includes land located to the east of the masterplan area bounded by Dock Street to the North, Corporation Street to the west, the M3 motorway to the south and River Lagan to the east. The area is undergoing significant transformation as part of the City Quays Masterplan which is bringing a range of new commercial, hotel, residential and leisure uses to the area to replace existing derelict and underutilised sites. The area also includes two street blocks which are outside the City Quays Masterplan area namely Corporation Square and Princess Dock Street.
- 7.2 The City Quays character area can therefore be sub-divided into the following 3 sub areas for more detailed analysis;
- City Quays Masterplan Area;
 - Corporation Square; and
 - Princess Dock Street.

City Quays Masterplan Area

- 7.3 Figure 7.1 presents the masterplan for the City Quays area which illustrates the following key land uses and activities:
- Commercial waterfront tower;
 - Commercial buildings;
 - Hotel building;
 - Commercial buildings around a raised courtyard and multi-storey car-park;
 - Town house residential;
 - Town house residential and live-work units;
 - Residential buildings; and
 - Mixed-use commercial, community and residential around raised courtyard.
- 7.4 The Masterplan was first approved under outline permission ref. Z/2010/1006/O in July 2014. Since this time, a number of developments have been initiated in the area under planning applications, including:



BUILDING ARRANGEMENT MAP

- (a) Commercial waterfront tower
- (b) Commercial buildings
- (c) Hotel building
- (d) Commercial buildings around a raised courtyard and multi-storey car-park
- (e) Town house residential
- (f) Town house residential and live-work units
- (g) Residential buildings
- (h) Mixed-use commercial, community and residential around raised courtyard

GREATER CLARENDON (SAILORTOWN)
FIGURE 7.1: CITY QUAYS MASTERPLAN
 JULY 2016



- City Quays 1 an office building approved under full planning application ref. Z/2013/0325/F and completed in 2015,
- City Quays 2, another office building approved but not yet built under full planning application ref. Z/2013/1508/F
- City Quays Hotel, a 190 bedroom hotel applied for in November 2015 under a reserved matters application ref. LA04/2015/1423/RM.

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

Corporation Square

Character

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

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

Opportunities/Constraints and Key Issues

- 7.7 The area is underutilised and could therefore easily be developed for a number of potential future uses.
- 7.8 Area 3 has a lapsed permission for 39 residential apartments and gallery space at ground floor which sets the precedent for potential development in the area.
- 7.9 The site is located off Corporation Street, an arterial thoroughfare used by mainly local residents for access both in and out of the city and providing one of only three highway access points across the motorways. i.e. future access routes guaranteed.
- 7.10 The Sinclair Seamen's Presbyterian Church and Belfast Harbour Commissioner's Office buildings are listed assets and could limit development in the area, however do add to the character of the area.



1. 1,416m²
2. 1,139m²
3. 487m²

GREATER CLARENDON (SAILORTOWN)
FIGURE 7.2: CORPORATION SQUARE CHARACTER AREA ANALYSIS
 JULY 2016

- 7.11 There is a clear focal point down towards the waterfront along Corporation Square and views across to the Odyssey development across the river Lagan can be utilised.
- 7.12 Potential for a pedestrian footbridge to be installed at the end of Corporation Square as highlighted in the BMAP 2015, this would further connect the area and cement Corporation Square as a focal point from three directions.
- 7.13 The relationship between this area and the development sites to the east of Corporation Street must be considered in the context of the York Street Interchange. There is potential for the impact of the York Street Interchange to further isolate the area.
- 7.14 The relationship between this area and the 'gateway area' of Nelson Street/Dunbar Link and the areas of Corporation Street /Dunbar Link need to be further considered, especially in the context of facilitating movement beneath the flyover on Corporation Street.

Ideas and Possible Future Options for Change

- 7.15 The area could be utilised for a number of different uses, however it is paramount that any future development at the junction of the two roads (Corporation Street, Corporation Square) should be maximised to attract movement between the north and south sides of the M3.
- 7.16 The existing development identified in Area 2 on Figure 7.2 is in a relatively poor condition, and should be considered in the wider context of the area for any potential future use. This may involve the renovation or redevelopment of the site.
- 7.17 Area 1, currently used as an open air car park extending under the Corporation Street Flyover, could be developed to front Corporation Street and/or Tomb Street. Located adjacent to the M3, development on this plot could be of relatively high form.
- 7.18 Little change can occur within the development envelope of the Sinclair Seamen's Presbyterian Church, though land between the church and the Belfast Harbour Commissioner's Office could be further utilised than at present.

Proposed Strategy

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

- Promote the expansion of the City's Green Infrastructure network through the creation of an attractive riverside walk/cycle way (which is completed between Donegall Quay and Clarendon Dock to help facilitate the construction of City Quays);

- Increase Pedestrian/Cycle Permeability and Accessibility to the area, especially under the Corporation Street Flyover;
- Potential for a mix of uses to complement (but not compete) with the City Centre to attract pedestrian movement through from the River's edge and along Corporation Street;
- To improve the Public Realm in linking with the potential 'gateway area' to the west;
- Manage the Evening Economy (Land Use and Environment);
- Manage Parking Capacity.
- Encourage inward private investment and
- Respond to the impacts of the York Street Interchange.

Princess Dock Street Area

Character

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

- **Block 1:** Mainly residential fronting Garmoyle Street, McKenna's Bar and a vacant plot
- **Block 2:** The Mission to Seafarers Building and Open Car Park earmarked for development under the City Quays Masterplan;
- **Block 3:** Residential apartment buildings and St. Joseph's Catholic Church.

Opportunities/Constraints and Key Issues

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

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

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



1. 1,553m²
2. 5,237m²
3. 6,342m²

GREATER CLARENDON (SAILORTOWN)
FIGURE 7.3: PRINCESS DOCK STREET CHARACTER AREA ANALYSIS
 JULY 2016

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

Ideas and Possible Future Options for Change

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

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

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

Proposed Strategy

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

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

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

8. York Street Area Analysis

Overview

- 8.1 The area will be significantly impacted by the construction of the proposed York Street Interchange as outlined in Part 1 of the Report. This area is currently characterised by the existing elevated motorway structures and supporting columns and a range of ground level uses that mainly include surface car parks, temporary uses, depots and vacant sites, which are separated by a number of heavily trafficked local roads. The elevated road structures and pattern of disparate land uses combine to create a fairly bleak and poor quality environment which has very little connectivity with the surrounding areas.
- 8.2 For the purpose of this assessment, the character of the York Street area is defined by:
- The proposed York Street Interchange;
 - The proposed development opportunity sites adjacent to the new interchange; and
 - The sites which will remain below the elevated road structure.

The Proposed York Street Interchange

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

Development Opportunity Sites adjacent to the Interchange

- 8.4 Due to changes in the proposed road layout additional areas of land are now available for future development and form a key component of revised Masterplan. The development opportunity sites created by the Interchange are illustrated in Figure 2.5 and summarised as:
- Site 1: located to the south of the proposed interchange in the City Fringe area to the west of the proposed York Street flyover;
 - Site2: located to the south of the proposed interchange in the City Fringe area to the east of the proposed York Street flyover;
 - Site 3: Located immediately to the east of the proposed Interchange and the proposed new slip road which accommodated north - south traffic movements, and
 - Site 4: Located adjacent to Corporation Street and the slip road outlined in the bullet point above.
- 8.5 These sites will be available for development upon completion of the Interchange and will provide the opportunity for a range of potential future uses.

- 8.6 The sites to the south of the interchange will need to be integrated into the Masterplan proposals for the City Fringe area and could provide an opportunity for future uses associated with the University Campus in the area. The sites to the east of the interchange will need to be integrated into the land use proposals for the City Quays Masterplan and consider the important interface with the Sailortown community in that area.

Sites below the Elevated Road Structure

- 8.7 The proposed landscaping and ground works required by the scheme will partially 'soften the environmental impact' of the scheme as illustrated in Figure 2.5.
- 8.8 There is an opportunity to reconsider the land uses and activities that are provided beneath the Interchange as part of the Masterplan proposals. Initial ideas for further discussion are presented in Section 9 and draw upon exemplar projects around Europe and focus on creating a better physical and pedestrian friendly environment.
- 8.9 Clarity on the future car parking strategy for the area will be required in this context, if sites are to become available for re-use.
- 8.10 The proposed Interchange does however restrict east – West pedestrian movement. The only links across the interchange are via York St. Bridge and Corporation Street (Figure 2.5) and it is essential that these links are designed as key pedestrian corridors between the city centre and the City Quays area as part of the Masterplan.

Proposed Strategy

- 8.11 The York Street Interchange will bring significant physical change to the area. The proposed strategy must ensure that the development opportunities associated with the interchange bring forward schemes which enhance the character and attractiveness of the area, improve the environment and create stronger pedestrian and cycle connections between the city centre and the City Quays area. These are addressed in more detail in Section 10.

PART C: GREATER CLARENDON (SAILORTOWN) MASTERPLAN - RECOMMENDATIONS

9. Greater Clarendon (Sailortown) Public Consultation and Conceptual Framework for the Masterplan

Public Consultation on the Draft Masterplan

Overview

- 9.1 Consultation on the information presented in the Draft Greater Clarendon Draft Masterplan took place between 29 March 2016 and 30 June 2016. The Department of Communities invited views from interested parties on the Draft Masterplan for the Greater Clarendon (Sailortown) area. Respondents could either express their views on the Draft Masterplan via a dedicated email address or they could attend one of the four public consultation events hosted at Belfast Central Library.
- 9.2 Responses were received from the following organisations:
- Belfast Harbour;
 - Sailortown Regeneration Group;
 - Council for Nature Conservation and the Countryside (CNCC);
 - Belfast City Council, who were part of the Greater Clarendon (Sailortown) Masterplan Project Board and provided input throughout the study process;
 - Clanmil Housing Group and
 - Olympian Homes.
- 9.3 Consultation responses to the Draft Greater Clarendon Masterplan have been largely positive, with key stakeholders expressing support for the principles established within the Masterplan.

Key Points Highlighted in the Consultation

- 9.4 The following highlights some of the key points that have been raised during the consultation.
- **Collaborative Approach to Delivery** - Belfast Harbour, Sailortown Regeneration Group, CNCC, Belfast City Council and Clanmil Housing Group all support the collaborative approach to delivery being advocated by the Department (Section 11 of the Report) and, as key stakeholders in the Greater Clarendon Masterplan area, these organisations are all keen to be part of the Stakeholder Advisory Group going forward;
 - **Inclusion of Social Housing** - Some respondents highlighted the importance of social housing and expressed the view that this should be included in any residential development that is delivered in the Greater Clarendon area. Clanmil Housing Group are providing social housing in the area and welcomed the opportunity to be involved in these discussions in the future;

- **Flooding** - Concerns were raised by CNCC in relation to the possible risk of flooding if the Belfast coastal defences are overtopped as a result of anticipated rising sea levels associated with climate change in the future. These concerns were expressed in relation to the provision of new housing in the area. This is an issue that will need to be monitored and more detailed plans for the area are prepared;
- **Impact on development opportunities if the YSI is delayed** – The Council noted that development opportunities coming forward in the city fringe area to the south of the YSI are less impacted by any delays the construction of the YSI and are likely to be delivered in advance of sites which will only come available once the YSI has been completed;
- **Gamble Street Rail Halt** – some respondents expressed the view that this station should be strongly promoted, particularly given the anticipated growth in people accessing this part of the city as part of the Ulster University, City Quays and other planned developments;
- **Guiding Development of Private Sector Land** - There have been suggestions that the Greater Clarendon Masterplan should provide a strong framework for guiding development on private sector land. Some respondents believe that the Masterplan should set out the preferred uses for each site in private sector ownership including guidance on the design and massing of the buildings. Our view is that the Masterplan should provide a framework to guide future development with an appropriate level of design guidance in the form of broad planning and design principles. We do not consider that its function is to provide a blueprint for the development of sites in the area. We state in Section 10 that the Masterplan complements and reinforces the BMAP proposals;
- **York Street Interchange** – Concerns were expressed by some respondents that the Masterplan should provide better connectivity across the York Street Interchange which forms a significant movement and ecological barrier within the Masterplan area. We would respond by saying that this is one of the Masterplan's key objectives and improved connectivity – pedestrian and cycle routes are a key feature of the plan (we note some residents don't have access to cars) and movement is promoted in both a north-south and an east – west direction and from the river frontage;
- **Make clear that illustrations are indicative** – This has been emphasised in Section 10 of the Report;
- **Heritage Assets** – Respondents encourage the retention of the historical buildings within the Masterplan area. We have made this a key priority;
- **Greenspace and Public Realm** – Respondents are keen to integrate public realm improvements and greenspace into future development in the Masterplan area. The existing community lack greenspace and children's play facilities and respondents would like to see these amenities integrated into the Masterplan, particularly the underpass. These points are acknowledged in Section 10 of the report.

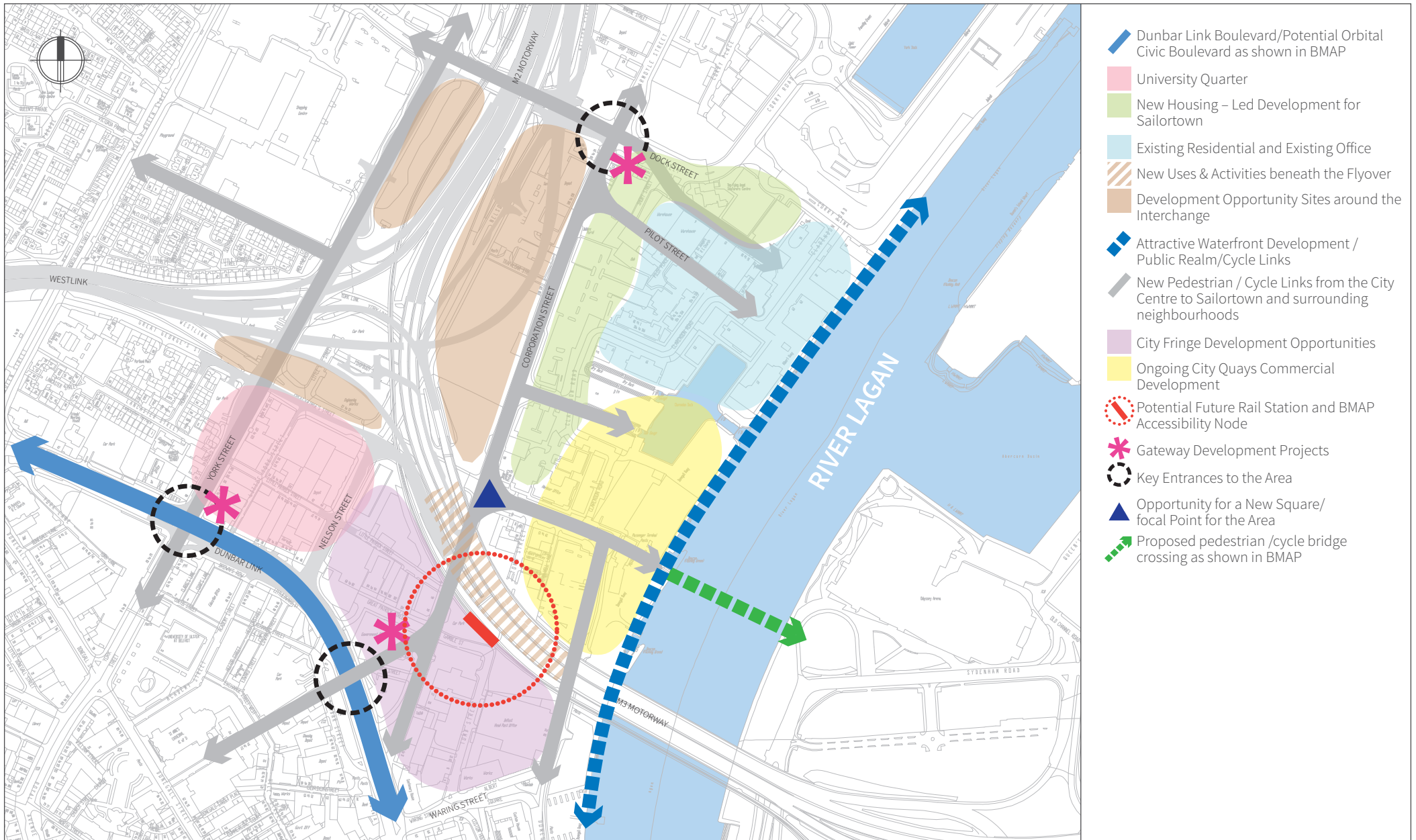
Conceptual Framework for the Masterplan

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

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

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

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



GREATER CLARENDON (SAILORTOWN)
FIGURE 9.1: CONCEPTUAL FRAMEWORK
 JULY 2016

10. Greater Clarendon (Sailortown) Masterplan

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

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

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

Status of the Masterplan

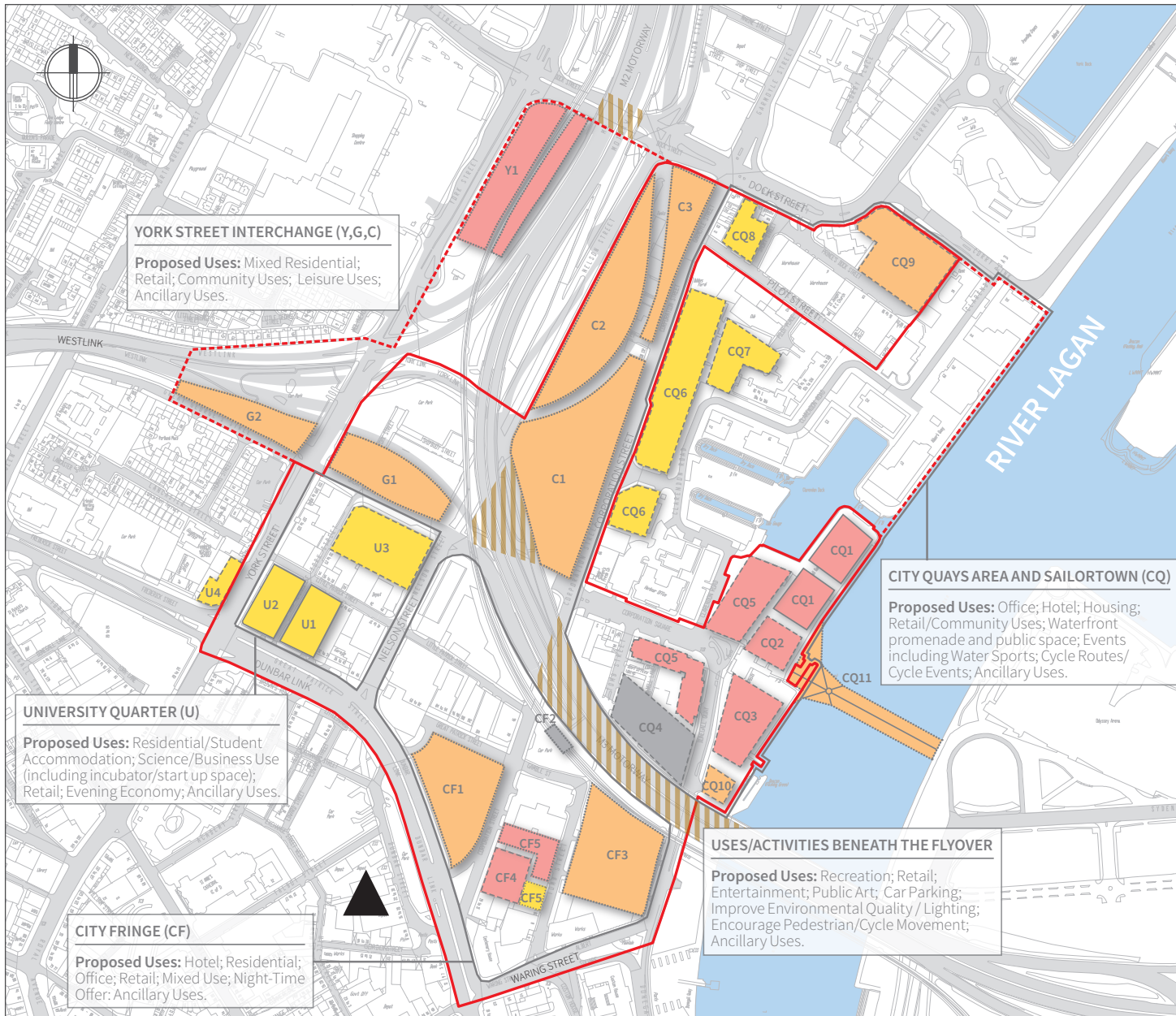
10.3 The Masterplan aims to complement the existing suite of statutory plans and policies including the Council's recently published City Centre Regeneration and Investment Strategy and help positively shape / inform future development in this location.

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

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

The Masterplan – Land Use Proposals

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



- STUDY AREA BOUNDARY
 - STUDY AREA INCLUDING CITY QUAYS AND YORK ST INTERCHANGE
 - COMMERCIAL USE
 - RESIDENTIAL
 - MIXED USE
 - POTENTIAL GATEWAY DEVELOPMENT PROJECTS
 - OTHER USE (CAR PARK/POTENTIAL RAIL STATION)
 - CURRENT PROJECT
 - SCHEME WITH OUTLINE PLANNING CONSENT
 - POTENTIAL PROJECTS
- U1** 11 storey student residential building (475 managed student rooms);
U2 11 – 14 storey student residential building (590 en-suite bedrooms and 92 studio rooms, with 2 no. retail units at ground floor).
U3 48 four storey and 18 three storey terraced houses totalling 217 rooms; and social housing within an area of 'archaeological potential' (BMAP)
U4 Multi-storey student residential building (200 student rooms and retail units).
- CF1** Mixed Use (commercial/leisure) gateway development site;
CF2 Potential new Rail station and BMAP Accessibility Node
CF3 Landmark development near waterfront
CF4 Basement car park and 250 bed hotel including bar and conference facilities.
- CQ1** City Quays 1 (developed) & City Quays 2 (approved and on-site) Commercial;
CQ2 Commercial Waterfront Tower;
CQ3 City Quays Hotel with adjacent Public Realm;
CQ4 City Quays Multi Storey Car park;
CQ5 Commercial buildings;
CQ6 Town House Residential;
CQ7 Town House Residential; and Live - Work Units;
CQ8 Residential Development;
CQ9 Mixed use commercial, community and residential around raised courtyard;
CQ10 Future City Quays development site
CQ11 Opportunity for a new pedestrian bridge across River Lagan as shown in BMAP.
- Y1** York Street Site: Retail to link in with the Yorkgate shopping centre area;
C1/C2/C3 Corporation Street Sites: Mixed Residential, Retail and Community Uses; and
G1/G2 Great Georges Street Sites: Leisure and Recreation & links to University Quarter.

GREATER CLARENDON (SAILORTOWN)
FIGURE 10.1: MASTERPLAN
 JULY 2016



10.7 The following considers the Masterplan proposals under the following headings:

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

University Quarter Area

10.8 The key land use proposals are:

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

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

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

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

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

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

City Fringe Area

10.12 The key land use proposals are:

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

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

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

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

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

City Quays Area / Sailortown Area

10.16 The key land use proposals are:

- Office development;
- Hotel;
- Housing;
- Retail/Community Uses;
- Waterfront promenade and public space;
- Events including water sports;
- Important cycle route and cycle events;

- Opportunity for a new pedestrian bridge across River Lagan.
- Environmental improvement;
- Links to the waterfront; and
- Ancillary uses.

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

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

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

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

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

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

York Street Interchange Development Opportunity Sites

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

York Street Site

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

Site	Gross Sites Area
Y1	8210 m. sq.

Corporation Street Sites

- 10.23 The land use proposals are for residential, retail and community uses which complement the land use proposals for City Quays and Sailortown. There are three interconnected sites which comprise this development opportunity. The land parcels together provide a gross land area of 25.3 hectares for future development.
- 10.24 Retail uses must be of an appropriate scale and nature for these locations. The sites sit outside the City Centre and the scale of development must be carefully considered and be acceptable in planning terms, to ensure densities are appropriate and not compete unduly with the city centre.

Site	Gross Site Area
C1	12,610 m. sq.
C2	9,110 m. sq.
C3	3,550 m. sq.
Total	25,270 m. sq.

- 10.25 The Council is currently working closely with The Department for Infrastructure to identify the potential impact of the York Street Interchange on the sites in their ownership.
- 10.26 The Potential for new housing in Sailortown is considered as a key project later in this section.

Great Georges Street Sites

- 10.27 There are two sites located to the south of the interchange which provide the opportunity for leisure and recreation uses to complement the land use proposals for the University Quarter.
- 10.28 There are two sites located either side of York Street which provide a total land area of 0.8 hectares for future uses.

Site	Gross Site Area (ha.)
G1	5,180 m. sq.
G2	3,190 m. sq.
Total	8,370 m. sq.

Uses/Activities beneath the Flyover

- 10.29 The key land use/activities which are proposed include:
- Public Art;
 - Improve Environmental Quality and Lighting;
 - Encourage Pedestrian/Cycle Movement;
 - Utilise Space (Recreation, Retail, Entertainment);
 - Car parking and
 - Possible Link with University.
- 10.30 Due consideration will be given to retaining sites which are currently being utilised as a surface level car parks in their current use, including temporary use, pending the outcome of car parking studies currently being undertaken by the Council (referenced earlier in the report).
- 10.31 The use of land beneath the flyover is considered as a key project later in this section.
- 10.32 The Masterplan also identifies the opportunity for a new station at Gamble Street which is also considered as a key project later in this section.

The Masterplan – Broad Urban Design Principles

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

materials and design of buildings and taking an integrated approach to other emerging development activity;

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

10.34 These are considered further in the paragraphs below.

The Masterplan – Transport, Pedestrian and Cycle Links

The York Street Interchange

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

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

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

Improved North – South links

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

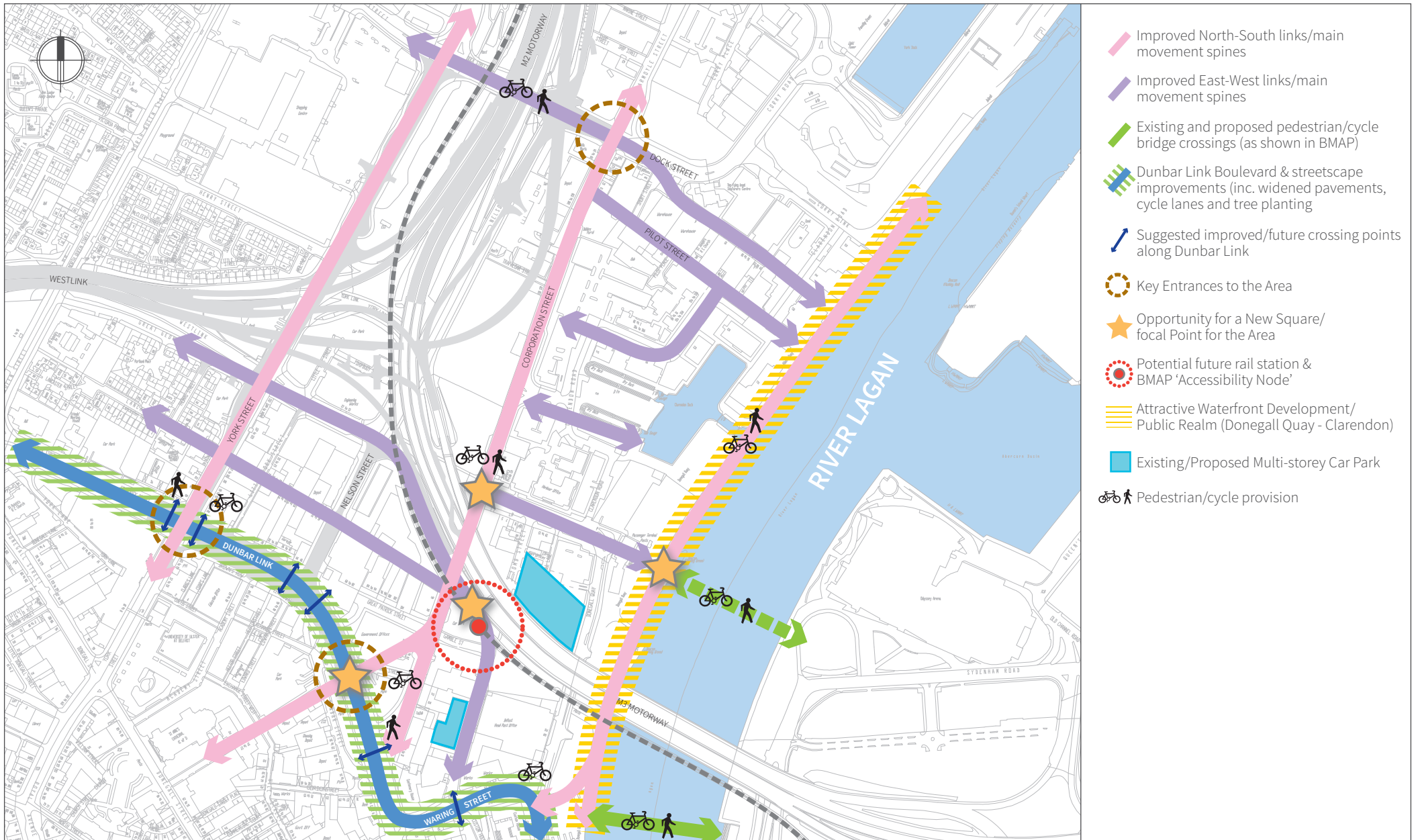
10.39 There are three main movement spines that will help facilitate this:

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

Improved East – West links

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

- Little Patrick Street and Lancaster Street which connect York Street to Corporation Street;
- Dock Street which connects York street to Corporation Street and Princess Dock Street;
- Pilot Street which connects Corporation Street to the waterfront;



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FIGURE 10.2: KEY TRANSPORT AND PEDESTRIAN LINKS
 JULY 2016

- Clarendon Road which connects Corporation Street to the waterfront; and
- Corporation Square which connects Corporation Street to Donegall Quay and the waterfront and the proposed bridge crossing across the River Lagan (as shown on BMAP).

Dunbar Link Boulevard and Improved Crossing Points

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

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

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

Improved Pedestrian and Cycle provision

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

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

10.45 The Masterplan proposals should include the 'upgrading' of existing streets to formal pedestrian routes. In addition, a new pedestrian facility could be created with the proposals for Dunbar Link. The opportunity also exists to provide a new pedestrian and cycling bridge across the Lagan providing increased accessibility between the study area and the Odyssey complex, and beyond into Titanic Quarter.

- 10.46 In terms of cycling, the existing NCN runs north south through the study area. It is important that as part of the development of the Greater Clarendon (Sailortown) area that facilities are provided to enable access (and act as feeder routes) to the national cycle network.
- 10.47 A potential opportunity is available to introduce a cycle route along the corridor formed along Corporation Street to the Dunbar Link and then Gordon Street leading to the Cathedral Quarter area. This route would be almost a straight line and form a very direct cycle access to the city centre.
- 10.48 The provision of a high quality cycle link from the north east of the city will open up a key cycling corridor, especially for commuters, but also for other users of the NCN.
- 10.49 The Belfast Public Bike Share Scheme has currently only one docking station within the study area (in Corporation Square). There are other docking stations on the periphery of the study area at Dunbar Link / Gordon Street and Donegall Quay. In addition the City Quays development is examining the feasibility of adding a docking station as part of their plans. It is therefore likely that as part of the Masterplan proposals there are opportunities for additional bike docking stations in the study area.
- 10.50 It is anticipated that these docking stations would be located close to key generators / attractors and also the three cycling spines associated with the masterplan i.e. a western spine along York Street, a central spine along Corporation Street and an eastern spine along the River Lagan. These would connect radially onto Cathedral Quarter and on to the city centre but also orbitally via Dunbar Link and Fredrick Street.
- 10.51 Given the likely developments within the masterplan study area along with those proposals currently envisaged for City Quays there is the potential for a new cycle / pedestrian bridge across the River Lagan (taking cognisance of navigational issues). This would link the study area direct to the Odyssey Complex and Titanic Quarter beyond as well as integrating into dedicated cycle facilities such as those along Sydenham Road.

Buses

- 10.52 Improved public transport provision is crucial to facilitating the regeneration of the Masterplan area and there are a number of specific bus opportunities. Proposals for York Street Interchange will include bus priority measures on York Street and therefore it will be important that pedestrian routes are suitably connected through to the core of the study area. At these locations, bus stops could be improved further, with new bus shelters and real time travel information.
- 10.53 In addition to existing services it is recommended that new routes are introduced directly into the study area, and that some element of bus priority is included where appropriate.

- 10.54 It is also suggested that a new 'Laganlink' service could connect the site, a new public transport interchange within the study area (Gamble Street halt) and the city centre (and possibly the Gasworks site). Further discussions will be undertaken with Translink as part of the consultation exercise.

Parking Opportunities

- 10.55 As indicated in our earlier analysis, a multi-storey car park is required within the study area to accommodate parking associated with the development proposals in the area and to accommodate parking 'displaced' by the developing sites, which currently contain car parking. The proposed Harbour Commissioner's MSCP at Corporation Square is important in this context.
- 10.56 The Masterplan acknowledges that parking should not be over provided as this potentially weakens the case for the provision of the public transport interchange at Gamble Street which is one of the key proposals (see below). The Gasworks site in Belfast is a case in point where restrictive parking provision has resulted in 22% of staff employed at the site travelling by public transport and with improvements to public transport this can be expected to increase. It is suggested that parking is looked at in greater detail e.g. parking standard requirements versus those provided at similar sites, as the need for parking types and numbers needs to be more clearly defined. This can be undertaken in the context of the Council's Car Parking Strategy.

Rail

- 10.57 Belfast Rapid Transit (BRT) skirts the southern edge of the study area with proposals for a stop at Custom House Square and would help facilitate some public transport journeys to the study area. The study area and its environs have currently planned on number of significant developments at Ulster University and City Quay. This presents the opportunity of a significant potential public transport catchment that would allow a new rail halt at Gamble Street to be more viable than previously envisaged.
- 10.58 A rail halt at Gamble Street or in this general area is strongly recommended to address the anticipated growth in people accessing this part of the city as part of the Ulster University, City Quays and other planned developments.

The Masterplan – Key Projects

10.59 The Masterplan highlights the following key projects in

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

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

Key Projects - The Ulster University Area

- 10.61 Ulster University is making a major investment in a new City Centre Campus which will be located adjacent to the Masterplan area. This campus will accommodate an additional 10,000 students creating a significant increase in footfall and activity within the area. The plans for the university campus include accommodation for academic departments. The Masterplan provides new opportunities to locate complementary land uses close to the university campus. These include a range of contemporary student housing options, additional car parking for the university departments, convenience retailing and a high quality public realm.
- 10.62 Artist's impressions and images of potential projects that could be provided in the area are presented in Figure 10.3. Key features of the Ulster University campus are:
- The new campus takes in the existing campus as well as the York House, Playboard, Metropole House and Interpoint Buildings and has a 75,000 square metres footprint which is equivalent to the size of Victoria Square;
 - There will be public access to the new building on the basement, ground and first floors, with the University reopening York Lane and facilitating public access to the library, eateries on the Frederick Street side of the building and public use of exhibition space and meeting rooms;
 - The new campus has two landmark lantern buildings – one at the corner of York Street and Dunbar Link and one at the corner of Donegall Street and York Street;
 - Under the University's plan, the bulk of activity will move from Jordanstown to the Belfast City Campus by 2018 and a total of 12,450 students (6,600 full-time undergraduates and 5,850 part-time) and 1,300 staff will relocate;
 - It is envisaged work on most of the development will be completed by 2018;
 - The University believes there is the potential for 5,000-8,000 jobs across construction and other sectors that support major capital works; and
 - The University has been working with partners in government on a Campus Regeneration Plan which will capture these benefits for the advantage of the surrounding communities.



1. City Labs, Manchester - a 100,000 sq ft biomedical centre of excellence with purpose-built laboratory and office facilities for life science companies.
2. Biocity, Nottingham – a 116,000 sq ft bioscience incubator offering state-of-the-art laboratories and commercial office space to let/rent, alongside business support and services to early stage companies in the life sciences sector.
3. The Innovation Centre, Derry-Londonderry - 50,000 square foot of flexible workspace and provides flexibility for start-ups and companies of any size
4. Future Ulster University, Belfast City Centre Campus
5. Regents Place Plaza, London
6. Exhibition Road, South Kensington
7. Queens Square and North Dee, Aberdeen
8. Sadlers Yard, Manchester

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FIGURE 10.3: KEY PROJECTS (ILLUSTRATION ONLY) - ULSTER UNIVERSITY AREA

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Key Projects - A New Neighbourhood for Sailortown

- 10.63 *The Northern Ireland Housing Market Review and Perspective (2015-2018)* published by the Housing Executive indicates that there is an unmet demand and need for housing across Belfast and affordability concerns are growing. The document states that during the next 3 years, the number of new homes being completed for the private sector is likely to remain well below the recent historic trend. It also states that the private rented sector will play an increasingly important role in meeting the needs of younger households on lower incomes as opportunities for the construction of new social housing and investing in existing stock will be more limited given the constraints imposed on the public purse. Of particular note for this study is the importance that is placed in the document on the maximisation of scarce resources in the drive to meet the ongoing need for new social and affordable housing. The study area has land, in public ownership, that could be brought forward for residential development including social and/or low cost housing.
- 10.64 Greater Clarendon (Sailortown) once was a neighbourhood that housed hundreds of families and households. The Masterplan proposes to re-establish the residential function of the area.
- 10.65 The Masterplan identifies the opportunity for a mixed tenure neighbourhood in which there are opportunities for owner occupation, affordable rent and shared ownership products. The homes in this location could be planned to complement those already developed and in the pipeline. Emphasis on connections to the river front could be achieved through complimentary investment in the public realm. It is important that residential developments aim to provide balanced neighbourhoods that are well connected to the city centre and have access to important amenities.
- 10.66 Artist's impressions and images of potential projects are presented in Figure 10.4 and show:
- Medium density apartment schemes that could be considered between Corporation Street and the York Street Interchange;
 - A range of 2/3 storey housing schemes which have been built in other areas of Belfast which may be suitable for sites within the Sailortown area;
 - A range of low rise apartment schemes from South Belfast, Limerick and Dublin which may be suitable for sites along the eastern frontage of Corporation Street.



1. Timberyard by O'Donnell + Tuomey Architects, Dublin
2. New social housing at New Islington, Manchester
3. Galbally, Limerick
4. The Iceberg Project, Aarhus Denmark
5. MMAS – Dunmurry Village , South Belfast
6. TODD Architects - Ballymagarry Lane, Belfast
7. Newington Housing Association - Parkside, Belfast
8. Hagan Homes - Kinross Ave, Dundonald

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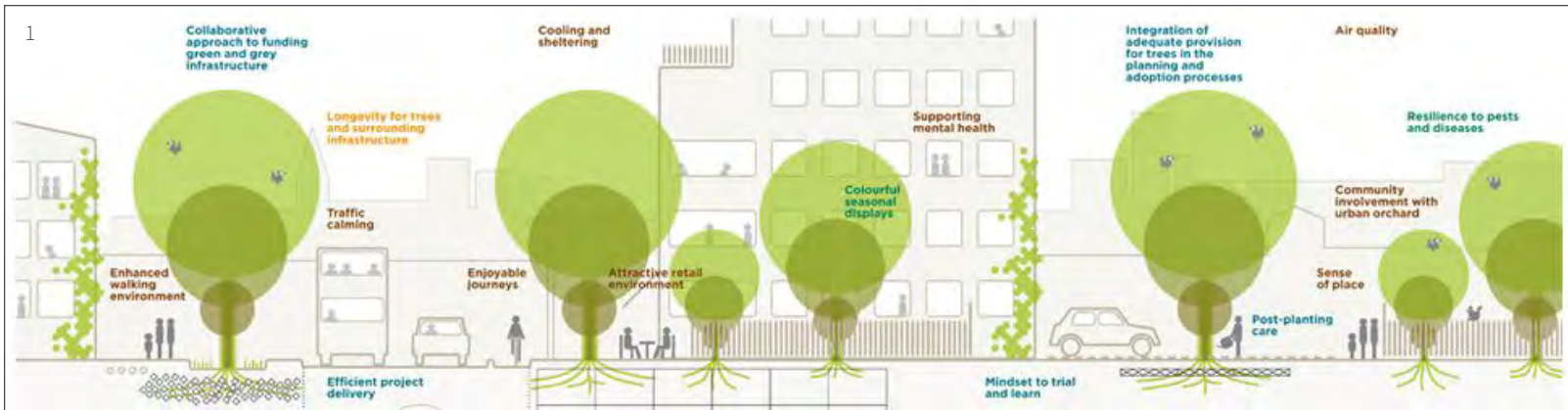
FIGURE 10.4: KEY PROJECTS (ILLUSTRATION ONLY) - POSSIBLE NEW HOUSING IN SAILORTOWN

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Key Projects - Improving the Dunbar Link

- 10.67 The Dunbar Link is currently a barrier to north-south movement. The Masterplan proposes a pedestrian friendly, safer and more attractive connection through the area. Over time and with the major investment planned by Ulster University in its adjacent city centre campus, the Dunbar Link will attain even more significance. Investment in the quality of this link is therefore of great importance.
- 10.68 The above would also include the rationalisation of Corporation Street / Dunbar Link junction making it significantly easier for pedestrians and cyclists to cross to Corporation Street. This is important as Corporation Street would act as a central movement spine through the study area. In order to help facilitate this, a further reallocation of roads space to improve landscaping/public realm/footway/cycle provision is proposed. This would also include making Corporation Street 'two - way' along its entire length (including Garmoyle Street) in order to better facilitate access to development sites.
- 10.69 Improvements to the Dunbar Link should provide the opportunity to:
- Introduce active uses at ground level in buildings. The onus will be on land owners/developers to bring proposals forward in the knowledge that in principle, favourable consideration will be given by the authorities;
 - Step-up building heights at the intersection of the Dunbar Link and Corporation Street which is a key entrance into the study area from the town centre and potential site for a new gateway project. This will also assist with orientation and route finding;
 - Provide pedestrian priority walkways and the incorporation of formal crossing points and cycle lanes across the Dunbar Link to improve connections to the city centre;
 - Introduce trees to define the route, create an attractive environment and provide relief to the adjacent buildings and the opportunity to investment in a high quality public realm and street furniture; and
 - Accentuate the route with attractive lighting that can also improve surveillance and personal safety for users at night-time.
- 10.70 Artist's impressions and images of potential projects are presented in Figure 10.5. This includes a cross section of a similar scheme in Salford and photographs illustrating the opportunities identified above.
- 10.71 The Council has indicated that it is keen to work with the Department and Transport NI to help explore any opportunities that might arise to implement these improvements and help minimise the severance impact that is prevalent in certain locations along the inner ring road.



1. Salford University 'Gateway Project', Manchester
2. Adria Goula Paaseig de St. Joan Boulevard



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FIGURE 10.5: KEY PROJECTS (ILLUSTRATION ONLY) - IMPROVING THE DUNBAR LINK

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Key Projects – The Gamble Street Rail Halt

- 10.72 The Masterplan illustrates the opportunity for a possible new rail halt at Gamble Street to meet the increased demand for public transport at in the future.
- 10.73 A rail halt at Gamble Street is strongly recommended, particularly given the anticipated growth in people accessing this part of the city as part of the Ulster University, City Quays and other planned developments.
- 10.74 Figure 10.6 provides examples of similar elevated rail station projects.



1. Salford Central Train Station
2. Deansgate – Castlefield Metro Station
3. Artists impression of elevated rail station

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FIGURE 10.6: KEY PROJECTS (ILLUSTRATION ONLY) - THE GAMBLE STREET RAIL HALT

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Key Projects - Addressing the Motorway Flyover

- 10.75 One of the key aims of the Masterplan is to reducing the negative impact of the motorway flyover in the study area and to create an attractive and permeable environment.
- 10.76 Currently the large expanses of open land, as well as the poor public realm and lack of lighting, create an environment which is not welcoming to pedestrians. The lack of a legible thoroughfare does not encourage pedestrians to travel under the flyover, towards Clarendon Dock, and as such Clarendon Dock remains remote from the city centre.
- 10.77 This can be achieved through a variety of measures illustrated in Figure 10.7 including:
- Building a critical mass of development adjacent to and / or up to the edge of the motorway, ensuring densities do not inappropriately compete with the city centre and are acceptable in planning terms;
 - Improving the landscape and public realm near to the public realm;
 - Introducing new lighting.
- 10.78 Similarly, careful attention needs to be given to the land use, activities and environment beneath the motorway flyover. Figure 10.8 illustrates a range of project ideas for consideration as part of the Masterplan proposals for Sailortown. These include:
- Encouraging activity, such as multi-use games areas (MUGA) underneath the motorway to provide a recreational amenity for the local community. Uses such as the proposed MUGA will be linked to the provision and uptake of new housing;
 - A park including attractive public realm;
 - Public art, including painted images on the road structure to make it more visually appealing;
 - Outdoor seating / events area; and
 - A skate-park / specialist games area.
- 10.79 Measures of this type which will encourage people to cross under the flyover and to occupy the space during the day and evening. This will help to encourage north – south movement between the city centre and Sailortown and improve perceptions of personal safety. It will also reduce the barrier effect of the flyover by making productive use of the land which is situated beneath it.



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

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1. Lowlane Park, New York
2. Wuppertal, Flyover Public Art, Germany
3. All weather football pitches
4. Burnside SkatePark, Portland
5. Folly for a Flyover, Underpass Cinema, London

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FIGURE 10.8: KEY PROJECTS (ILLUSTRATION ONLY) - FLYOVER UNDERPASS TREATMENT

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Key Projects - Attractive Public Squares and Spaces

- 10.80 One of the key aims of the Masterplan is to encourage the creation of attractive public squares and spaces that will enhance the attractiveness of the area.
- 10.81 This will be linked to projects such as the Dunbar Link which will introduce environmental improvement measures to the area and some of the projects which are in the pipeline such as the new public space at Donegall Quay and the proposed pedestrian footbridge across the River Lagan which would link the study area direct to the Odyssey Complex and Titanic Quarter beyond as shown in Figure 10.9.
- 10.82 Figure 10.10 presents a number of exemplar projects which show how the public squares and spaces can be introduced to enhance the quality of the environment. These include:
- The introduction of coloured paving to differentiate areas for pedestrian and vehicular movement along key routes;
 - Tree planting and outdoor seating at key focal points in the area – for example at key crossing points; and
 - Signage to assist in way finding and movement around the area.
- 10.83 The Masterplan provides guidance for provision of these public squares and spaces to highlight the possible need for public funding or developer contributions in the granting of planning permissions to ensure a comprehensive approach to the provision of these amenities throughout the area.



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

GREATER CLARENDON (SAILORTOWN)

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

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11. Delivery Strategy and Next Steps

Delivery Strategy

Development is Underway

- 11.1 This Masterplan sets out a framework for a sustainable edge of centre development strategy. The recent developments in City Quays and the market interest that has been shown in developing sites to the south of the York Street Interchange illustrate that there is considerable momentum to drive the regeneration of the area forward. The progress made in bringing forward development in neighbouring areas is also significant.
- 11.2 The delivery of the Masterplan is however, not without its challenges, and careful consideration needs to be given to creating an appropriate implementation framework to ensure that the wider benefits are realised. Importantly, future development will need to be delivered in conjunction with the development of a sustainable transport, public realm and economic infrastructure solutions and considered in the context of other priorities.

Public – Private Partnering

- 11.3 There is also a considerable public sector land holding in the area and it is recommended that joint public-private sector delivery arrangements are explored, particularly in redeveloping any possible surplus public sector sites and the future development sites around the York Street Interchange. The focus should be on minimising risks to delivery and maximising opportunities for investment, which might otherwise be lost if proposals are considered in isolation.
- 11.4 The traditional approach that lets the market dictate the pace of delivery, through releasing publicly owned sites on an individual basis, presents a number of risks. In particular:
- An uncoordinated approach often fails to achieve the overriding objectives and vision that are preferred by key stakeholders, the local community and supported by wider research;
 - Prime development sites, which may be land locked or contingent on infrastructure, may fail to come forward;
 - Risks are posed to development viability, and opportunities to capture value from the development to fund infrastructure are lost; and
 - Failure to bring expertise and finance to support the early, and often critical, stages of the delivery programme.

Delivery Co-ordination Framework

- 11.5 The Masterplan creates an opportunity to better align development opportunities through a 'delivery coordination framework'.
- 11.6 The following objectives should be seen as 'guiding principles' for the delivery co-ordination framework:

- Encouraging comprehensive rather than piecemeal development which is in line with the guiding principles and proposals which are set out in the Masterplan;
 - Achieving value for money and maximising private sector investment; and
 - Delivering early development on sites to demonstrate delivery and build confidence.
- 11.7 Going forward, important considerations include how best the public sector can manage the co-ordinated delivery of the Greater Clarendon (Sailortown) Masterplan and public sector assets, but also how funding and general powers can be used together with potential developer contributions to secure the development. In this context, we understand that SIB may be seeking contributions to a range of infrastructure requirements using the release of public land as a lever and this would need to be considered at the next stage.
- 11.8 From a Housing perspective we understand that the Department for Communities intends to announce the outcomes of an economic research exercise on developer contributions for housing before the end of the financial year. This is particularly important for the study area given the significance which is placed on the opportunity for more housing in the area in the future. We also understand that the Building Successful Communities initiative is currently taking forward an action planning process in the nearby Tiger's Bay/Mountcollyer area which would be relevant in this context.
- 11.9 The delivery of the Masterplan is intrinsically linked to the completion of the York Street interchange. The new highway connections affect a number of the key opportunity sites and therefore realising full development potential will only be achievable once the infrastructure works are complete.
- 11.10 Current estimates from The Department for Infrastructure suggest that construction of the scheme is unlikely to commence prior to 2017, however this timetable is still contingent upon appropriate funding and permissions being secured.
- 11.11 This period of 'inactivity' in development terms provides an important opportunity to organise the delivery of development post-completion. More detailed 'upfront' planning can be undertaken for the sites most affected by the scheme to ensure that the future opportunities they present are maximised.
- 11.12 It will be important to ensure that post-completion sites are left 'development ready', providing clear sites that can quickly be delivered rather than requiring further preparation.
- 11.13 It is worth recognising that not all sites are directly impacted by the new road proposals. Therefore it is still possible to deliver some of the key proposals of the Masterplan in the short to medium term. Focussing attention and intervention on these sites will enable a new tone to be set for Greater Clarendon (Sailortown) that future (larger) site opportunities can build from.
- 11.14 Key early development opportunities to the south of the Masterplan area along the Dunbar Link will be brought forward by the private sector. It is essential that development in this area is however co-ordinated rather than piecemeal to ensure that a high quality area is established, to integrate the Greater Clarendon (Sailortown) area with the Cathedral Quarter and city beyond.

11.15 To the north of the York Street interchange, the City Quays development is being progressed and this will add considerable impetus to the regeneration of the area.

Building on Success

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

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

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

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

Next Steps

- 11.20 This study has highlighted the significant potential associated with the development of the Greater Clarendon (Sailortown) area. Given the potential of the area, delivering this vision should be a priority for the Department as lead agency and other public sector stakeholders. It will also clearly require the leveraging in of significant levels of private sector investment, and therefore working to gain confidence and support by maintaining momentum for the development will be critical.
- 11.21 The Department for Infrastructure lands will be declared surplus and disposed of in accordance with Government procedures on completion of the York Street Interchange scheme. The Department for Communities is likely to have a lead role in this process. There may be merit in the Department acquiring some of the sites in future to control redevelopment in accordance with the Masterplan objectives.

Continued Stakeholder Engagement

- 11.22 A critical next step will be the wider engagement of landowners, the community and political interests who will ultimately be key stakeholders in the development of Greater Clarendon (Sailortown) Masterplan. Secure on-going landowner, community and political support is essential to the successful delivery of the proposals contained within this Report.
- 11.23 Given this context one of the next steps is defining a comprehensive list of stakeholders. This would need to be confirmed but may include representation from the following agencies:
- The Department for Communities;
 - Northern Ireland Housing Executive;
 - Transport NI;
 - The Department for Infrastructure Transport Projects Division;
 - The Department for Infrastructure (Governance, Policy and Resources);
 - Belfast City Council;
 - Strategic Investment Board;
 - Sailortown Regeneration Group;
 - Belfast Harbour Commissioners;
 - Ulster University;
 - Council for Nature Conservation and the Countryside (CNCC);
 - Clanmil Housing Group;
 - Representatives of major private sector land holdings; and
 - Representatives of local communities and neighbouring residential areas.

- 11.24 The Council in particular will welcome continued engagement with the Department for Communities and other city stakeholders including involvement in the preparation of any future development framework or action plan for this area including consideration of how to best maximise the benefit of the high levels of development activity planned in this area.
- 11.25 This group would be responsible for the co-ordination of the preparation of the detailed development framework and delivery plan for the area, building on the existing Masterplan proposals and community aspirations. It is recommended that responsibility for the political engagement process should also fall to this group.

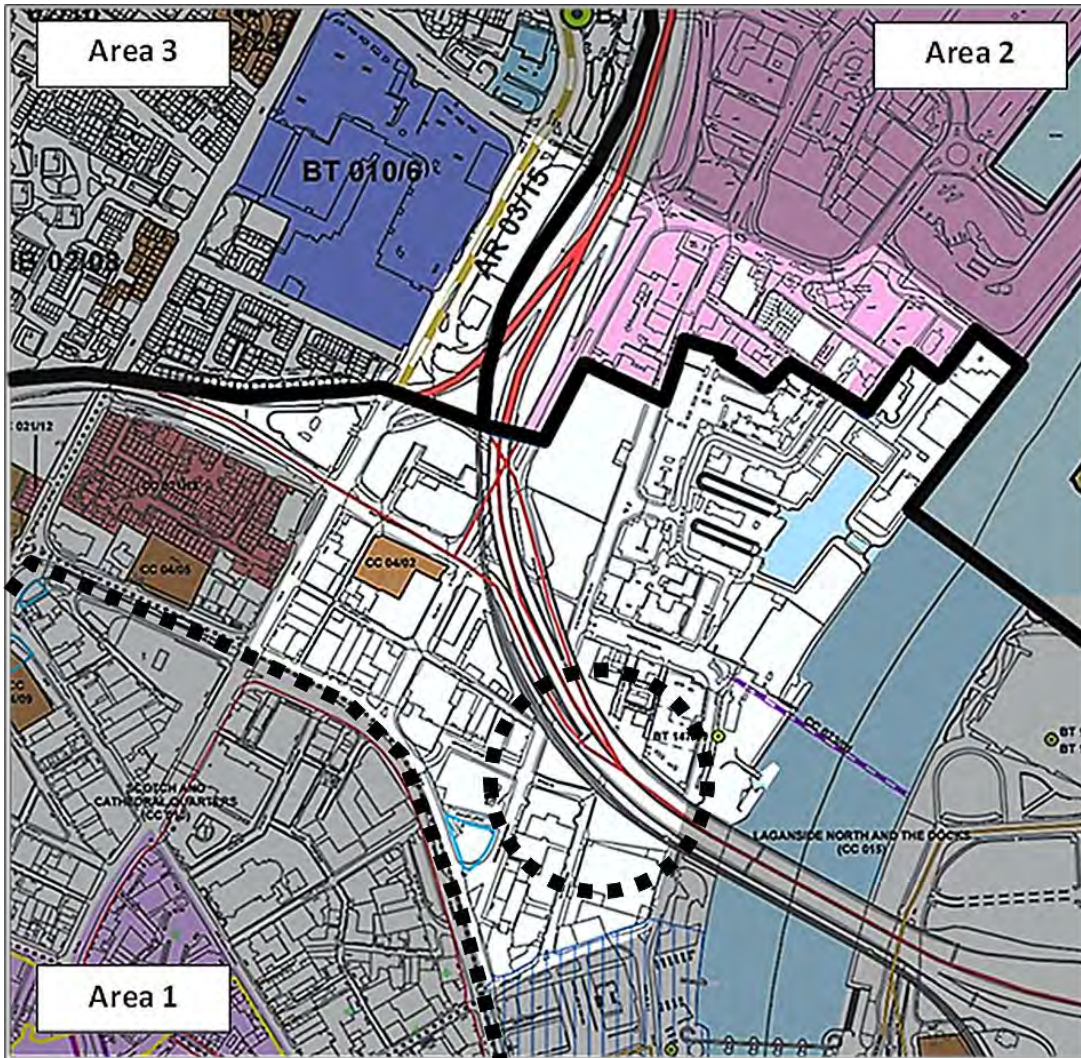
Equality Impact Assessment

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



Appendix I







BMAP 2015 Policies
Relevant to
Greater Clarendon
(Sailortown)



Consolidated Belfast BMAP Allocations Plan relevant to Greater Clarendon (Sailortown)







BMAP Parking Areas Map

Area	Policy Designation	Key	Description
1 - Belfast City Centre	CC 001	Area 1	The majority of the study area is located within Belfast City Centre Boundary as identified in BMAP Map No.2/001 (Area 1 on the map above). The City Centre boundary is designated to encompass the traditional concentration of retailing and other city centre functions including entertainment, leisure, cultural, civic, residential and office uses.
	General Guidance (Accessibility Nodes)		BMAP Part 4, Volume 2, Diagram 1 (Belfast City Centre Conceptual Framework) specifically identifies an Accessibility Node within the study area, relating to long term aspirations (outside of the plan period) for an additional public transport interchange to be established in the northern part of the city centre.
	General Guidance (Orbital Boulevard)		BMAP Part 4, Volume 2, Diagram 1 (Belfast City Centre Conceptual Framework) specifically identifies the existing Inner Ring Road as an Orbital Boulevard, with the potential to form a Civic Boulevard circling the City Centre with a consistent approach to streetscape design, strong build street edges and linear definition through a distinctive landscape structure of close-set lines of trees. The proposal will give higher priority to public transport, pedestrians and cyclists, in line with DRD's "Belfast on the Move" project aims.
	CC 04/02:		BMAP site allocation CC 04/02 relates to the site at Nelson Street, Great George's Street and Little York Street. This 0.34 hectare site is zoned for Social Housing, within an area of 'Archaeological Potential'.
	CC 023/01: Pedestrian/Cycle Bridge Crossing – Corporation Square to Queen's Quay		Two new pedestrian/cycle bridge crossings are proposed to serve key activity spines between the east and west sides of the River Lagan. These will improve the connection between the extension of existing riverside walkways and the more strategic sections of the pedestrian network, whilst facilitating better access to and from the City Centre. Indicative lines for the bridge crossings are shown on Map No. 2/001 – Belfast City Centre. The precise locations will be confirmed after further study and consultation.
	City Centre Gateway		On the key gateway site at the intersection of Corporation Street and Dunbar Link, as identified on Map No. 2/001- Belfast City Centre, building height shall be a minimum of 6 storeys and a maximum of 8 storeys.
	Conservation Area		Where a Character Area also contains, in full or in part, a Conservation Area (as in the case of CC010), development proposals within the Conservation Area will, in the first instance, be assessed in accordance with prevailing regional planning policy as currently

			set out in PPS 6: Planning, Archaeology and the Built Heritage and supplementary planning guidance contained in the relevant Conservation Area designation documents and design guides.
	CC 010 – Character Area: Scotch and Cathedral Quarters	■ ■ ■ ■	<p>Although not relating to land allocated specifically within the study area, BMAP Policy CC 010 provides guidance on the development of street frontages within the Cathedral Quarter Character Area located to the South of the study area.</p> <p>The policy advises that part of any development which fronts the onto Carrick Hill, Frederick Street, Great Patrick Street or Dunbar Link should be a minimum height of 4 storeys, or 12 metres to building shoulder height, and a maximum height of 6 storeys.</p> <p>Development which fronts onto Carrick Hill, Frederick Street, Great Patrick Street or Dunbar Link shall be set back 1.5 metres from the footway to allow for a privacy zone for residential development.</p>
	CC 015 – Character Area: Laganside North and Docks	■ ■ ■ ■	<p>BMAP Policy CC 015 relates to most land specifically within Area 1 defined as 'Laganside North and Docks'.</p> <p>Policy CC 015 sets the following Urban Design Criteria relevant to the study area:</p> <ul style="list-style-type: none"> - The density of development in the area shall be maintained and increased where appropriate, including around the transport nodes, through high site coverage and high plot ratio; - Development proposals shall take account of the height of adjoining buildings; - Part of any development which fronts onto York Street shall be a minimum building height of 5 storeys, or 17 metres to building shoulder height, and a maximum height of 7 storeys; - Part of any development which fronts onto Frederick Street, Great Patrick Street or Dunbar Link shall be a minimum building height of 4 storeys, or 12 metres to building shoulder height, and a maximum height of 6 storeys; - Development which fronts onto Frederick Street, Great Patrick Street or Dunbar Link shall be set back 1.5 metres from the footway to allow for a privacy zone for residential development; - On the key gateway site at the intersection of Corporation Street and Dunbar Link, as identified on Map No. 2/001- Belfast City Centre, building height shall be a

			<p>minimum of 6 storeys and a maximum of 8 storeys;</p> <ul style="list-style-type: none"> - New development shall respect the established building line. Exceptions may only be permitted where development creates significant public open space; - In the area bounded by York Street, M3 Bridge, Queen's Square and Dunbar Link, building heights shall be a minimum of 3 storeys and a maximum of 5 or 6 storeys with a setback upper floor. Development proposals shall provide for a landmark building up to 10 storeys in height on the north of Great Patrick Street, east of Nelson Street. New development shall be positioned with development of quarter to half block scale; - Large block coarse grain shall be permitted along the river. In other locations, development shall be fine grain in nature, and aim to reflect traditional plot widths. <p>A network of public spaces will be encouraged along the west and east banks of the River Lagan, capitalising on views of and from the river's edge.</p>																										
	<p>CC 025: Area of Parking Restraint and BT 009</p>	<p>See Additional Parking Area Map</p>	<p>The study area straddles both Belfast City Core Area of Parking Restraint (Designation CC 025) and Belfast City Fringe Area of Parking Restraint (Designation BT 009).</p> <p>As highlighted in BMAP Policy TRAN I, the following parking standards apply within each area:</p> <table border="1" data-bbox="772 917 2016 1399"> <thead> <tr> <th colspan="4">Parking Standards within Areas of Parking Restraint</th> </tr> <tr> <td colspan="4">Within designated Areas of Parking Restraint the following parking standards will be applied:-</td> </tr> <tr> <th rowspan="2">AREA</th> <th colspan="3">Car Parking Standards</th> </tr> <tr> <th>RESIDENTIAL</th> <th>NON RESIDENTIAL</th> <th>NON RESIDENTIAL</th> </tr> <tr> <td></td> <td>No. of spaces per dwelling</td> <td>No. of non-operational spaces per m² of floorspace</td> <td>No. of operational spaces per m² of floorspace</td> </tr> </thead> <tbody> <tr> <td>Belfast City Centre Core</td> <td>1.0</td> <td>1 / 300</td> <td rowspan="2">1 / 930</td> </tr> <tr> <td>Belfast City Centre Fringe</td> <td>1.0</td> <td>1 / 100</td> </tr> </tbody> </table>	Parking Standards within Areas of Parking Restraint				Within designated Areas of Parking Restraint the following parking standards will be applied:-				AREA	Car Parking Standards			RESIDENTIAL	NON RESIDENTIAL	NON RESIDENTIAL		No. of spaces per dwelling	No. of non-operational spaces per m ² of floorspace	No. of operational spaces per m ² of floorspace	Belfast City Centre Core	1.0	1 / 300	1 / 930	Belfast City Centre Fringe	1.0	1 / 100
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			<p>Reductions in the above standards will be considered in appropriate circumstances where evidence of alternative transport arrangements can be clearly demonstrated, or other material considerations exist that justify an exception to the policy. Proposals involving car parking in excess of the standards will only be permitted in exceptional circumstances.</p>
2 – Belfast Harbour Area	BHA 06: Existing Employment Belfast Harbour		<p>The majority of land within Area 2 is zoned as existing employment. Key Site Requirements within this designation are as follows:</p> <ul style="list-style-type: none"> - Acceptable uses include Class B1: Business (a) offices other than a use within Class A2, (b) call centres and (c) research and development as currently specified in Class B1 of the Planning (Use Classes) Order (Northern Ireland) 2004; - Class B1 (a) offices shall be restricted to lands at Sydenham Business Park; and - The total amount of floorspace for Class B1 (a) offices shall not exceed 5000m2 in total.
	BT 147/09: North Belfast / South Belfast / LVRP Community Greenway		<p>Designated Community Greenways also link into the Newtownabbey, Castlereagh and Metropolitan Lisburn network of Community Greenways as detailed in the relevant District Volumes. The National Cycle Network along the Belfast Lough shore also forms a component part of the Community Greenway network in the area.</p> <p>BMAP Policy OS I states that planning permission will not be granted for development either within or adjacent to a designated Community Greenway which would prejudice the retention, enhancement or further development of an identified route. Where appropriate, development proposals shall include open space linkages to designated Community Greenways.</p> <p>Development proposals involving amendments to the identified route will be acceptable, provided that the alternative arrangements maintain the overall integrity of the route.</p>

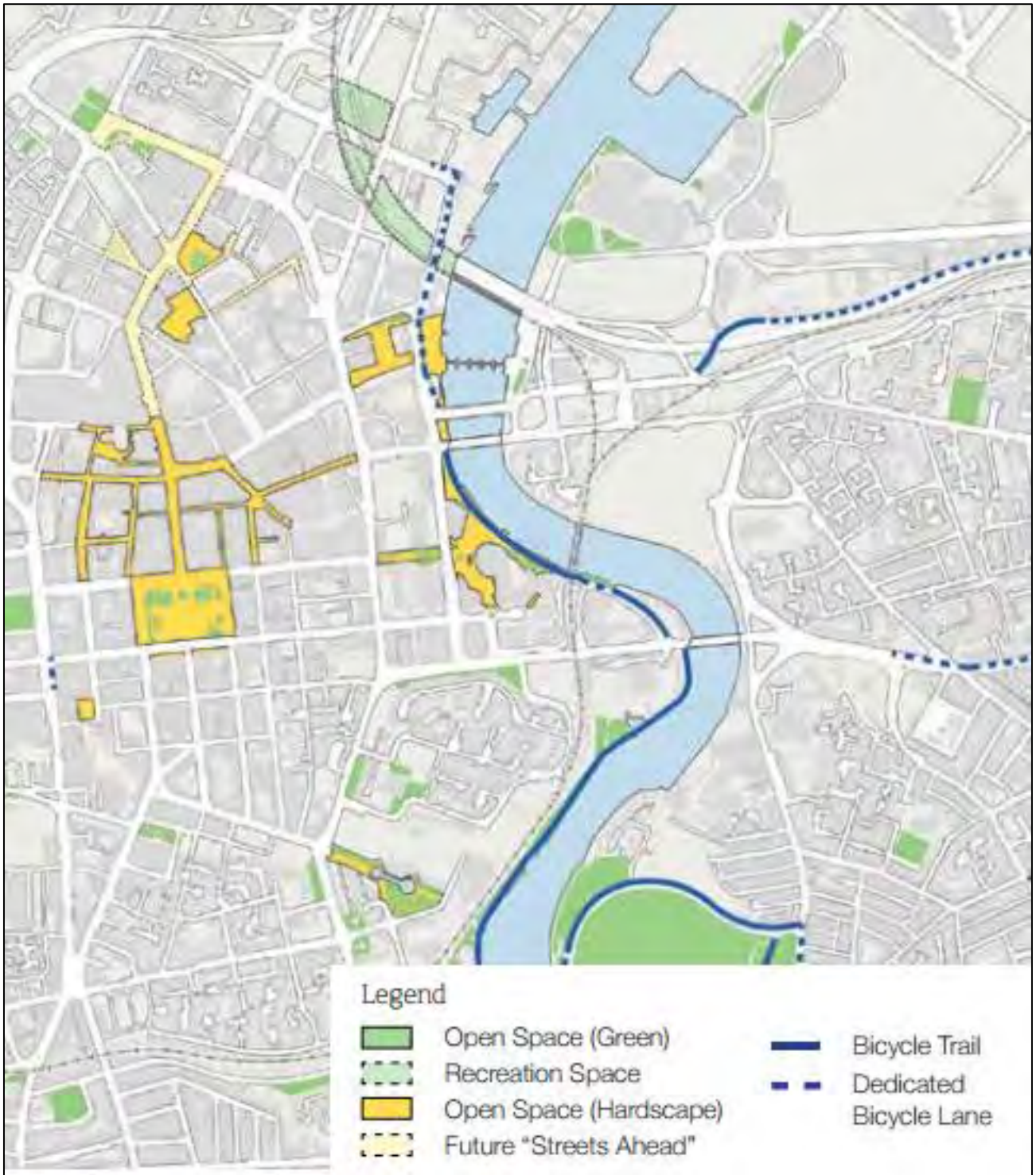
3 – Outer Belfast City (North)	AR 03/15: Arterial Route York Street/York Road/Shore Road		<p>The Department wishes to encourage restoration of the built frontage along Arterial Routes through the development of vacant gap sites.</p> <p>In general terms, new development along these roads should be based on the following principles:</p> <ul style="list-style-type: none"> - There should be continuous frontages which maximise the opportunities to animate the street. Development should form an edge with the street and follow a common building line without major setbacks; - There should be a robust and adaptable urban form. To help achieve this there should be a fine grain of development whereby large development parcels are broken down into smaller units; - Building height and massing should be appropriate to the scale of the street. Higher densities of development may be required within designated commercial nodes along these routes, particularly for sites well-served by public transport; and - The routes should be clearly identifiable with a distinctive image, which responds to the particular contextual characteristics.
General	Protected Routes		<p>PPS 3 contains regional planning policy in relation to the designated Protected Routes Network, which is to restrict access onto selected roads. Protected routes within the Plan Area are shown on Map No. 1 – Overview and the relevant settlement maps.</p>



Appendix II

Belfast City Centre
Regeneration and
Investment
Strategy Guidance
relevant to
Greater Clarendon
(Sailortown)







Not to scale. For illustrative purposes only.

Planned/Proposed Interventions

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



Not to scale. For illustrative purposes only.

Legend

Dunbar Link streetscape improvements, (including widened pavement, cycle lanes, and tree-planting)

1

Underpass improvements

2

Improved pedestrian junction crossing

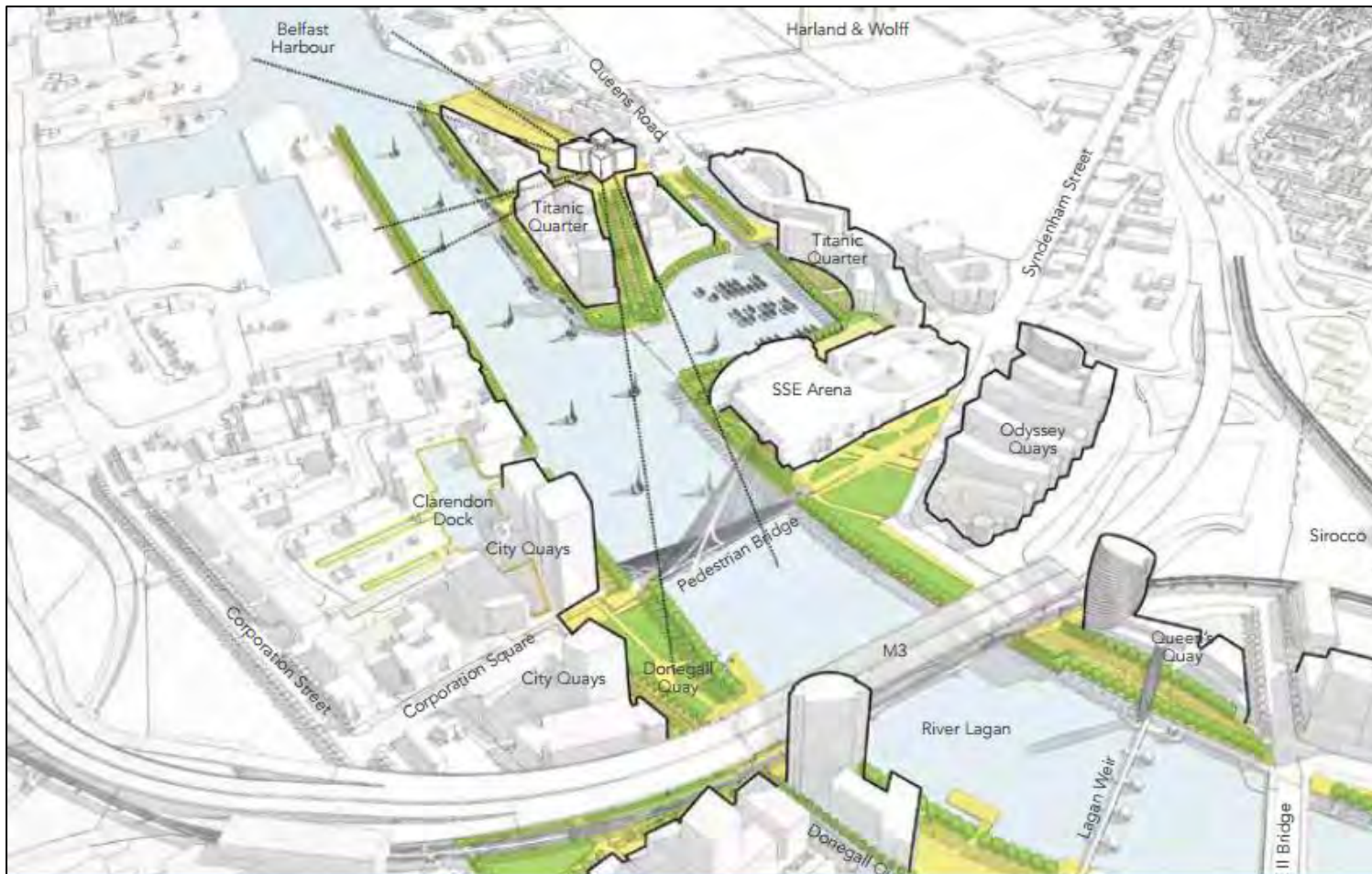




Not to scale. For illustrative purposes only.


Planned/Proposed Interventions

- | | | | |
|---|---|---|--|
| 1 | Potential Oxford Street improvements | 5 | Residential Waterfront Development Opportunities |
| 2 | Continuous Waterfront Promenade | 6 | Central Station |
| 3 | Proposed Gasworks-Ormeau Park Pedestrian Bridge | 7 | Expanded Waterfront Hall Conference Centre |
| 4 | Potential City Quays-Odyssey Pedestrian Bridge | | |



Not to scale. For illustrative purposes only.

Legend

New Space 

View Corridor 

