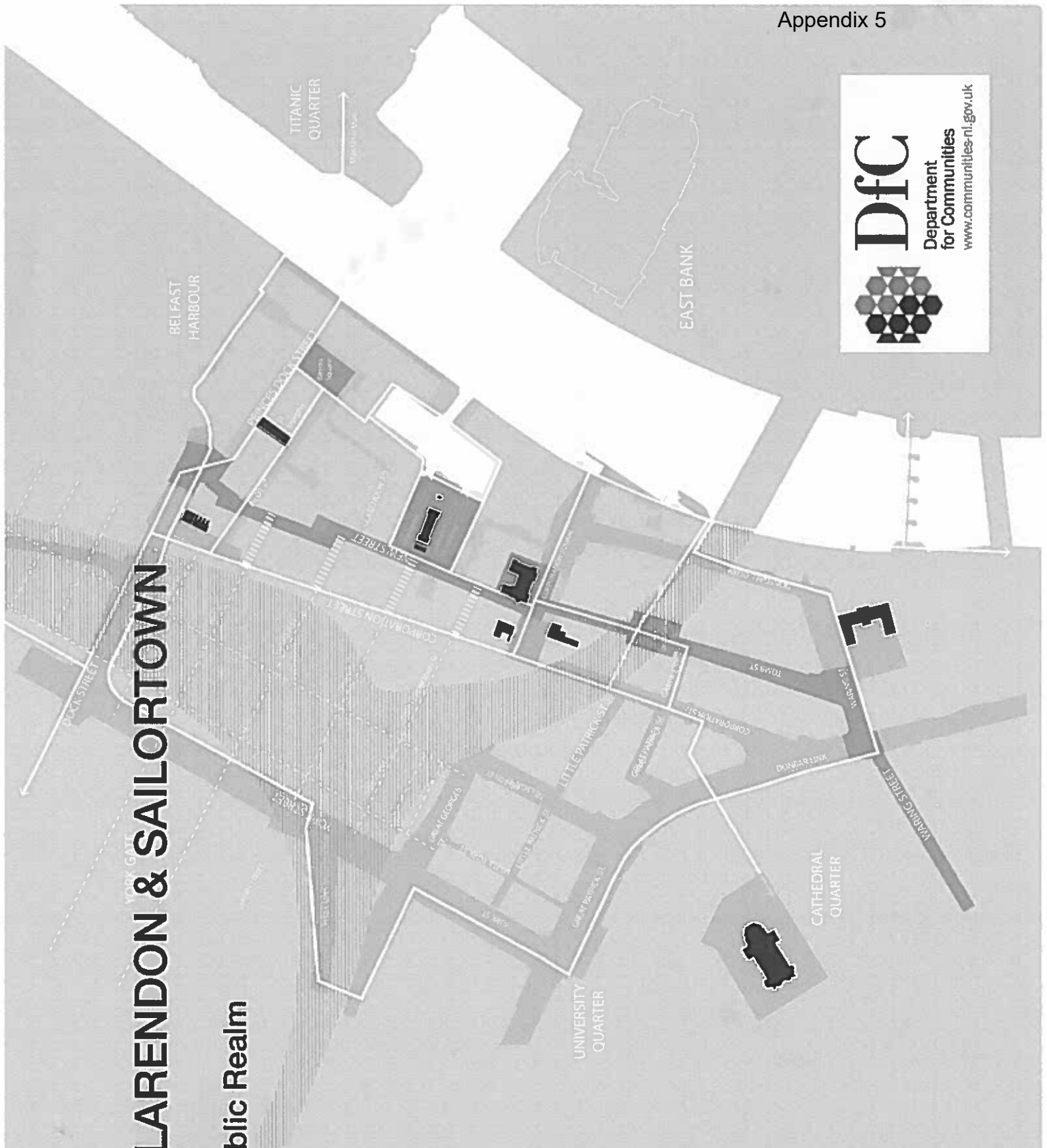


GREATER CLARENDON & SAILORTOWN

Accessibility & Public Realm Design Guide



DfC

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for Communities
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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

In preparing this report we are relying on information contained in reports supplied by the client and third parties, as stated throughout the document. We have relied in particular on the accuracy and completeness of such reports and accept no liability for any error or omission in this statement to the extent the same results from error or omission in the other consultants' reports.

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GREATER CLARENDON & SAILORTOWN

Accessibility & Public Realm Design Guide

PART ONE CONTEXT

BELFAST
HARBOUR

TITANIC
QUARTER

EAST BANK

CATHEDRAL
QUARTER

UNIVERSITY
QUARTER

WARREN STREET

ST. JOHN'S ST.

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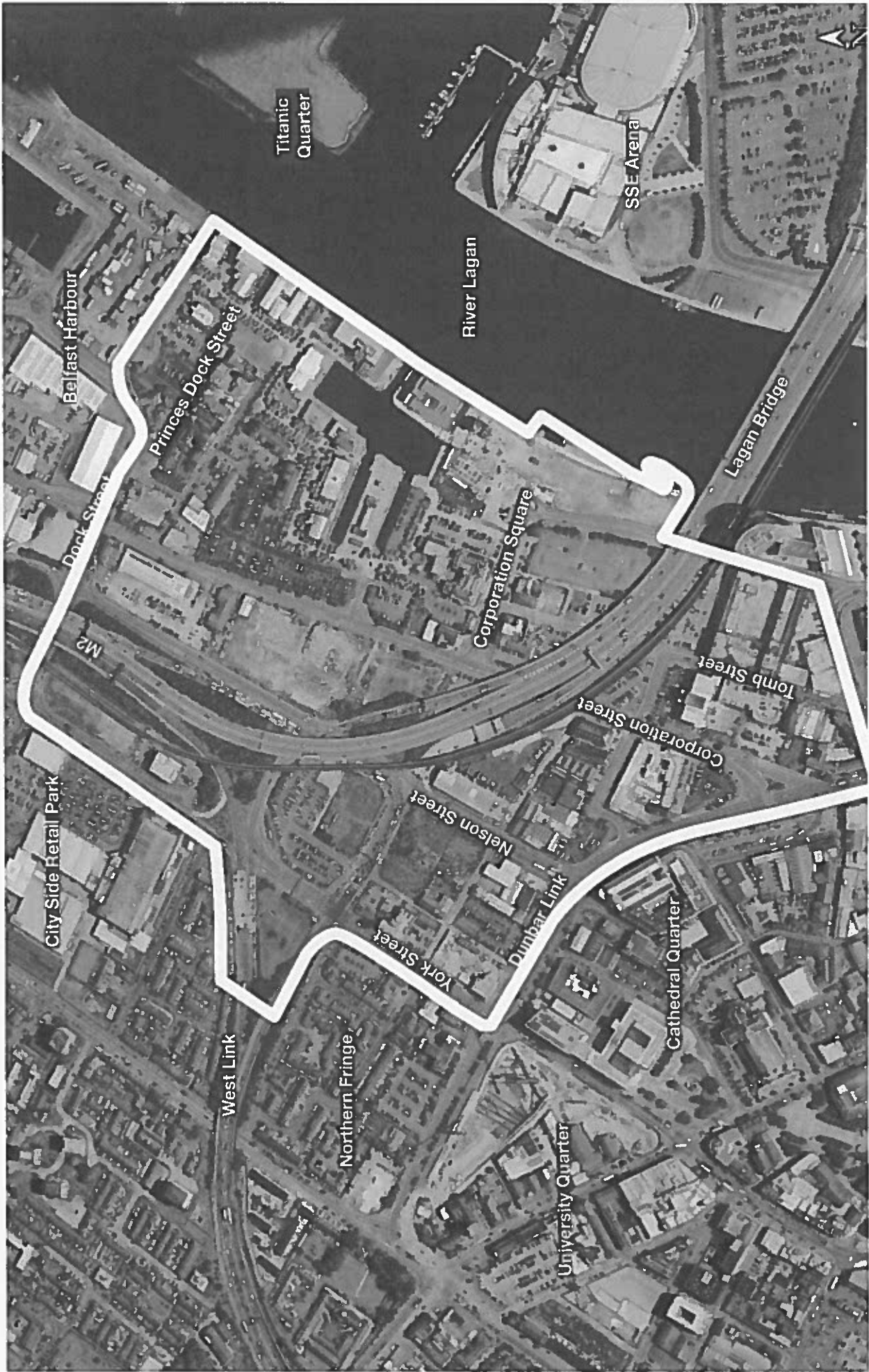
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1 INTRODUCTION

1.1 BACKGROUND

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

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

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

1.2 PURPOSE & SCOPE

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

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

Informed by stakeholder consultation, the document seeks to provide:

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

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

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

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

The Draft Developer Contributions Framework (August 2018) sets out the Council's approach to securing Developer Contributions as part of the planning process, with a key emphasis on the public realm and the benefits upgrading and enhancement of the realm creates.

Belfast City Council should refer to and use this document as a guide to implement how and where developer contributions are used.

1.3 THE STUDY AREA

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

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

1.4 DOCUMENT STRUCTURE

The Design Guide is comprised of two parts:

Part One: The Context

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

Part Two: The Strategy

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



2 CONTEXT

2.1 GREATER CLARENDON & SAILORTOWN

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

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

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

2.2 GREATER CLARENDON (SAILORTOWN) MASTERPLAN

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

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

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

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

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

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

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

This Guide will seek to emulate these principles and identify a strategy for improvement that is grounded in the recommendations and design principles expressed in the Masterplan and genuinely reflects community aspirations.

Figure 1. Greater Clarendon/ Sailortown Masterplan (Proposed Uses)



2.3 POLICY AND GUIDANCE

Overview

Several planning policies, strategies and guidance documents have been considered in the development of this Guide.

The key publication offering guidance relating to good design for public realm within Northern Ireland is the Supplementary Planning Guidance, Living Places (An Urban Design Stewardship and Design Guide for Northern Ireland), 2014. It advocates ten qualities which represent the 'critical ingredients' of successful places which Arup's Planning and Placemaking Team considered throughout this Guide.

Regional Development Strategy 2035

The RDS aims to take account of the economic ambitions and needs of the Region.

The Strategy promotes the Regional Guidance of supporting urban renaissance, emphasising how the creation and revitalisation of quality places attract investment and social activity.

Strategic Planning Policy Framework

Published in 2015, the SPFS sets out the Department's regional planning policies for securing the orderly and consistent development of land in Northern Ireland.

Complementing the RDS, the SPFS makes the key connection that well designed public spaces contribute positively to improving health and wellbeing.

The SPFS places importance on balancing a thriving economy with the protection of our built heritage assets and exhibits how conservation itself can act as a tool for promoting economic prosperity.

Belfast Agenda

The Belfast Agenda sets out Belfast City Council's ambitions for 2035 which includes the commitment to encouraging city centre living and 'creating a vibrant, well-connected environment for people to enjoy'. It is our vision that this Guide can directly contribute to the Agenda by creating a quality living and walking environment through enhancing connections to the City Centre and improving the urban realm environment.

Belfast City Centre Regeneration & Investment Strategy

This Strategy for Belfast City Centre sets out a road map of projects that translate policies into action.

Several topics within the Strategy have influenced the principles of this Guide including the emphasis to 'Connect to the City Around' and 'Create a Green, Walkable and Cyclable Centre' which supports our aim in re-connecting the Study Area to Titanic Quarter, North Belfast and the City Centre.

This Strategy also provides specific project direction for key spaces within our study including the M3 underpass and Dunbar Link streetscape improvements to enhance accessibility

Belfast Green & Blue Infrastructure Plan (draft)

In the first Green and Blue Infrastructure Plan for Belfast, this Plan is an important consideration for the Design Guide due to it's requirement that green (planting) and blue (water) infrastructure is integrated into the urban environment which is well designed and managed.

Tourism Strategy

The Belfast City Council Tourism Strategy (2015-2020) promotes the ambition and aspiration



to make Belfast a world class, must visit, city destination with a key focus on placemaking.

The Tourism Strategy highlights the significance of the famous "Belfast Welcome" due to the city's connection with historical in-migration of people, ideas, inventions and cultures through the city's relationship with the Belfast Harbour and trade. This Guide recognises the rich maritime heritage Sailortown expresses and builds upon these features to reconnect heritage into the public realm for new and existing audiences.

Draft Cycling Strategy

The Bicycle Strategy published in August 2015 sets out a three-pillar approach to developing cycling across the region. The three pillars are to: Build a comprehensive network for the bicycle; Support people who choose to travel by bicycle; and Promote the bicycle as a mode of transport for everyday journeys.

This Guide aims to complement the Cycling Strategy by providing a safe and pleasant environment, specifically in areas of the study area where roads are being reconfigured due to infrastructure proposals.

Titanic Quarter Destination Plan

The Strategy illustrates the importance of creating "A Connected Place" which focuses on improving connections and permeability within Titanic Quarter primarily, however seamless connection with the Study Area is vital to its wider city success.

The Destination Plan also emphasises the "Locally Embraced" nature of the city's historic waterfront and sense of place which this Guide strives to reconnect with. Proposals such as a new pedestrian and cycle bridge which was set out in the Masterplan has been developed in greater detail within this Guide.

Section 75 of the Northern Ireland Act 1998

Section 75 of the Northern Ireland Act aims to change the practice of government and public authorities so that equality of opportunity and good relations are central to policy making and service delivery. The Section 75 statutory duties aim to encourage public authorities to address inequalities and demonstrate measurable positive impact on the lives of people experiencing inequalities. Its effective implementation should improve the quality of life for all of the people of Northern Ireland.

Section 75 requires public authorities to have due regard for the need to promote equality of opportunity between:

- persons of different religious belief, political opinion, racial group, age, marital status or sexual orientation

- men and women generally

- persons with a disability and persons without

- persons with dependants and persons without

In delivering the proposals of this Guide, the Department for Communities, who led this study are fully committed to complying with Section 75 obligations of the Northern Ireland Act 1998.

Section 75 of the Northern Ireland Act 1998 Access and Mobility Study for Belfast City Centre

The key purpose of this study is to provide a broad understanding of the issues faced by people with disabilities in Belfast and to explore how the application of best practice can be used for the benefit of all users in the city centre

The output from this study is a series of recommendations that will assist in improving facilities in the city centre. Although the study area only includes the Greater Patrick Street and not the wider Greater Clarendon area, the opportunities presented for disabled provision and greater accessibility requirements are still relevant and have been considered by this Guide.

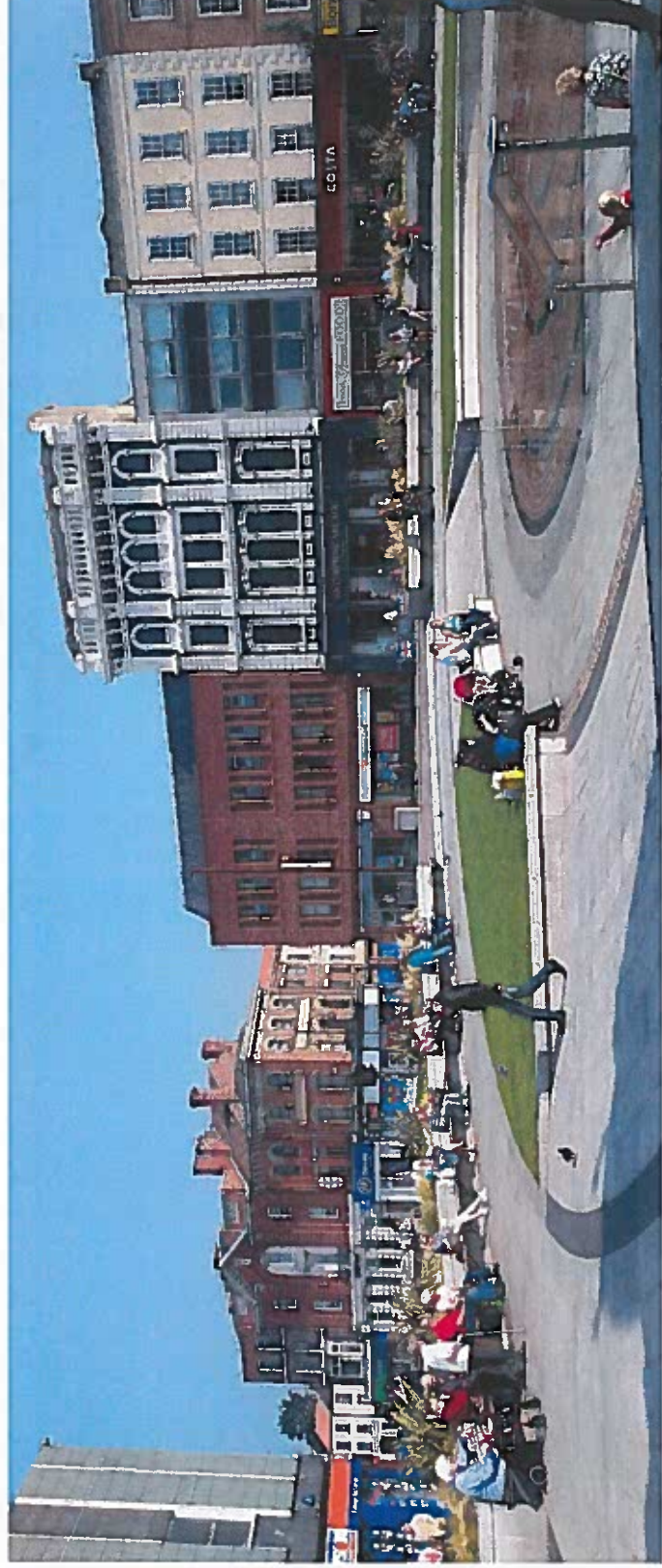


Figure 2. Word cloud of ideas generated during the stakeholder engagement events

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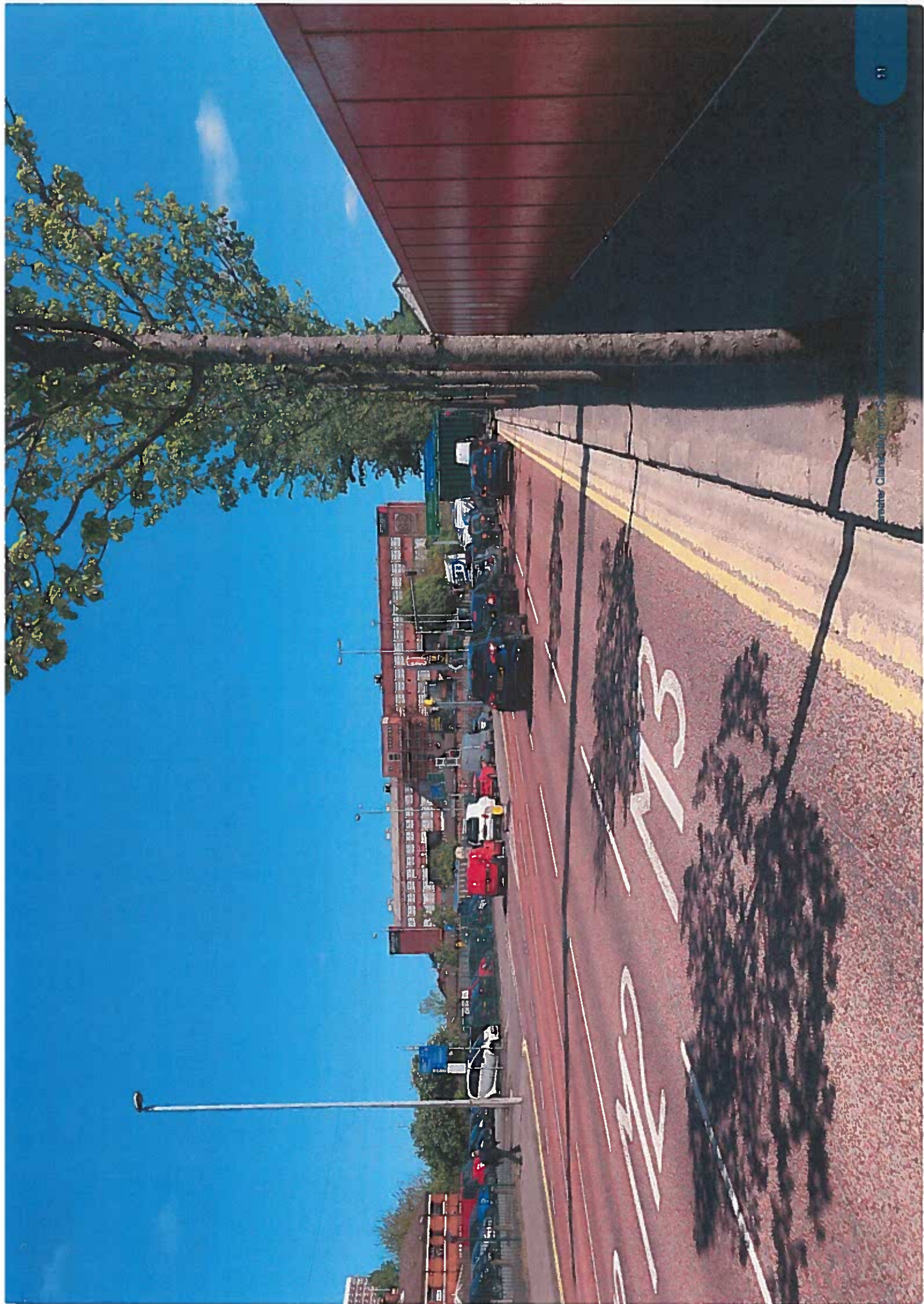
Figure 2. Word cloud of ideas generated during the stakeholder engagement events

Figure 2. Word cloud of ideas generated during the stakeholder engagement events



Figure 2. Word cloud of ideas generated during the stakeholder engagement events





3 PLACE ANALYSIS

3.1 SECTION OVERVIEW

Although the majority of the study area (circa 22 hectares) is contained within the City Centre Boundary as defined in the Draft Belfast Metropolitan Area Plan (2015), much of the area has felt isolated and separated from the city centre and surrounding communities in North Belfast.

The Belfast Harbour Commissioners (BHC) have title to an area of land within the study area that extends south from the vacant Stenaline Terminal to the south and west of the Harbour Office. The area has been designated by BHC as 'City Quays, Belfast'.

This section briefly summarises how Greater Clarendon and Sailortown has developed historically and the impact this has had on the urban structure and accessibility of the place.

A brief overview of the three character areas, existing land uses and street hierarchy is provided, informed by the 2016 Masterplan and site based observations. This section is illustrated with a selection of photographs, further depicting the character and contextual issues facing the study area.

Figure 3. Historic Plan [c. 1880]



Figure 4. Built Form (existing)



Figure 5. Character Areas (as defined by Masterplan)



3.2 HISTORICAL DEVELOPMENT

The historical development of Sailortown has had a substantial impact on the current urban form, community, infrastructure and public realm;

The growth of the area was contingent with the success of the Belfast Docks and hosted at one-time an ethnically and religiously diverse working-class population.

However, as experienced by many Belfast communities founded upon industry, the city has been shaped by lines of territorial boundaries and barriers enforced by large-scale divisive infrastructure. This has fragmented and in places isolated communities due to unharmonious, ad-hoc and car-centred development and infrastructure.

Ultimately, there is a need to re-stitch the city in a way that harnesses a shared and equal yet diverse future through heritage, culture and understanding.

3.3 URBAN GRAIN

Historically Sailortown was characterised by small street blocks with a fine urban grain. The network of streets were mainly composed of terraced workers houses, small factory buildings and mills.

Following the construction of the M2 and M3 motorways, the size, pattern and arrangement of street blocks and plots has irrefutably changed.

Urban blocks have been lost, replaced with heavy road infrastructure which removed the housing core of Sailortown and severed east to west movements. This has resulted in a fragmentation of both the community and the urban grain, giving rise to negative effects on the permeability and legibility of the area.

3.4 CHARACTER AREA

Due to the variety of built form and potential for change within the Study Area, the 2016 Masterplan identified three distinct character areas – City Quays, York Street Interchange and City Fringe.

It was an important aspect of this Design Guide to revisit the character areas and to provide a fresh perspective to the strengths, weaknesses, threats and opportunities they present.

These themes were discussed in the initial stakeholder workshop to provide the Planning and Placemaking Team the opportunity to consider how the past has influenced the built fabric, how people identify and experience the area and specific areas which are lacking investment going forward.

3.5 CHARACTER AREA OVERVIEW

City Fringe

The City Fringe includes the land located in the west of the masterplan area bounded by the A12 to the north, York Street to the west, Great Patrick Street/Dunbar Link to the south and Corporation Street to the east. The character of the area is predominantly defined by commercial use - with a number of office buildings and trade retail units and a relatively high number of derelict and underutilised sites. The proposed land use changes and the areas close proximity to the Cathedral Quarter and University of Ulster means this character area will experience considerable change in the short to medium term.

York Street Interchange

Located to the north of the study area boundary and dissecting the area to the south east, the concrete infrastructure of the existing road network has impacted significantly upon Greater Clarendon/ Sailortown. The area will be significantly impacted by the construction of the YSI which presents both opportunities and threats to accessibility.

The YSI will present a challenge to those living and working in the area during the construction phase. In the long term the scheme will help the flow of traffic in and out of the City Centre.

Sailortown and City Quays

The Sailortown and City Quays Area is located adjacent to the River Lagan and bounded to the west by Corporation Street. This area is in the midst of regeneration through the ongoing implementation of the City Quays Masterplan. The character of the area is influenced by its maritime past, boasting a large body of water, two dry docks, a collection of listed buildings, structures and maritime features.

Further detail on the distinctive characteristics of these areas is provided within the masterplan document.

Baseline summary

Strengths

City Fringe:

- Close proximity to city centre;
- Close proximity to Ulster University Campus;
- Approved purpose-built student accommodation (2,500 students); and
- Existing established businesses including Beggs and Partners Bathrooms and RM Architects.

York Street Interchange:

- Strong north-south axis along York Street and Corporation Street connecting the city centre with the rail station.

Sailortown and City Quays:

- Strong heritage ties to dockers and Belfast industrial past;
- Landmark buildings including St. Joseph's Church, Sinclair Seamens Church and Belfast Harbour Commissioners Offices;
- Established, active community;
- New City Quays development includes active uses along waterfront, including hotel and restaurant;
- Phased upgrade of River Lagan waterfront underway, providing enhanced public realm.

Weaknesses and threats

City Fringe:

- Lack of public space and green space;
- Traffic dominated routes with cycling and walking environment secondary;
- Dunbar Link severs pedestrian flow from city centre;
- Uncoordinated, cluttered street environment;
- Lack of clear connection to the river;
- Lack of connection to Clifton House.

York Street Interchange:

- The phased design and construction of the proposed YSI will delay development and regeneration;
- Existing M2 and M3 motorways and proposed YSI sever the site and form a barrier to movement.

Sailortown and City Quays:

- Disconnection between existing community and City Quays;
- Underutilised public space around Dry Docks, Clarendon Dock and Barrow Square; and
- Further intensification of Corporation Street post YSI.

Opportunities

City Fringe:

- Streets Ahead Phase 3 public realm scheme extends into Great Patrick Street;
- Key gateway development sites;
- Influx of students into Character Area and potential for student residential component;
- Strategic proposals to develop Dunbar Link into a 'boulevard' by planting out a centre reservation;
- Connecting to the strong 'Linenopolis' YSI theme;
- To create an attractive City Centre living environment

York Street Interchange:

- Reconfiguration of YSI will reduce traffic on Nelson Street;
- The YSI proposals will deliver improved bus and cycle lane provision to be accommodated along York Street;
- Inform public realm design changing streets such as Corporation Street and Nelson Street to improve the experience for all users;
- Development sites along Corporation Street;
- New uses under the M3 underpass, and
- 'Linenopolis' design theme.

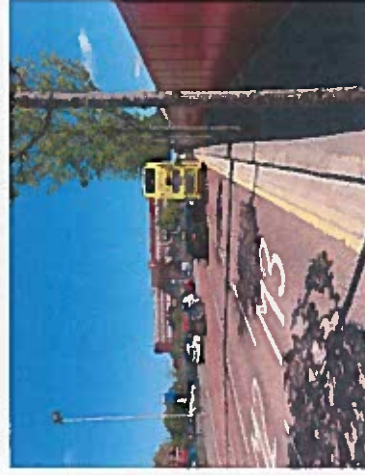
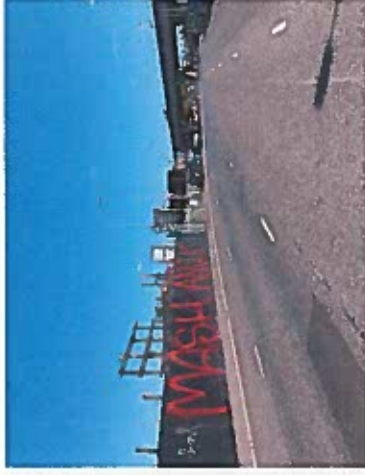
Sailortown and City Quays:

- Pedestrian/ cycle bridge to Titanic Quarter
- Development of City Quays Phase 2 including the new residential element which includes a new internal street;
- Revitalising public spaces to attract and retain those working, studying and living there

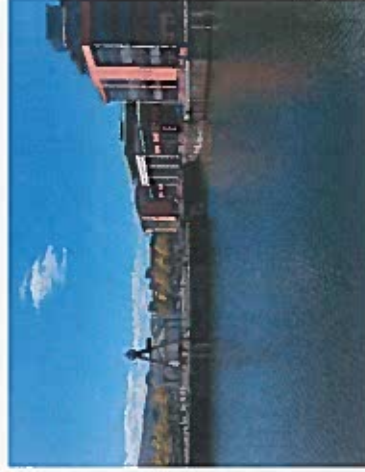
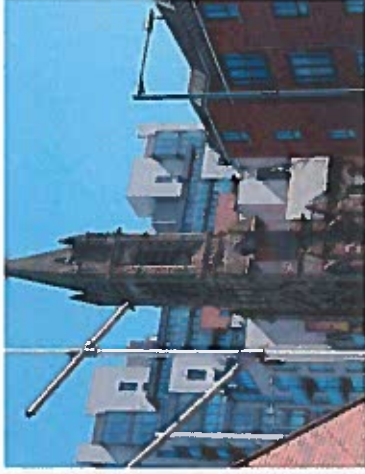
City Fringe



York Street Interchange



Sailortown and City Quays



3.6 EXISTING LAND USES

Greater Clarendon and Sailortown have a diverse mix of businesses, shops and residential uses. However, as Figure 6 depicts, there is substantial surface level car parking, derelict buildings and vacant land.

Residential uses are mainly located in the Sailortown area which has been subject to quite high density development in recent years, particularly the James Clow apartment building.

The area is changing, particularly in the completion of City Quays Phase One and the new purpose-built student accommodation block to the west of the study area.

The map also highlights weaknesses in the mix and spread of land uses. The lack of residential accommodation to the south of the study

area has also contributed to a lack of leisure, community and cultural uses which is noticeably absent. Taking into consideration the Belfast Agenda's drive for City Centre living and the Car Parking Strategy's objective of reducing surface level car parking, further opportunities for residential led development within the study area may become more prevalent.

Figure 6. Existing Land Uses



3.7 EXISTING STREET TYPES

The existing streets in Greater Clarendon and Sailortown have been grouped into four categories based on their level of vehicle access and function.

Regional Connector Street (Major Streets)

- Existing Motorways / York Street Interchange
- Great Patrick Street / Dunbar Link
- York Street
- Dock Street - Cory Road

Strategic Links (Main Streets)

- Corporation Street
- Corporation Square - Donegal Quay
- Waring Street - Albert Square
- Nelson Street

Local Streets (Secondary Streets)

- Clarendon Road
- Princes Dock Street
- Great George Street
- Tomb Street
- Gamble Street

Local Streets (Tertiary Streets)

- Short Street
- Little York Street
- Little Patrick Street

Figure 7. Existing Street Types



3.11 DEVELOPMENT OPPORTUNITY SITES

There are several key undeveloped/ derelict land plots within the study area which present clear opportunities for development. This includes lands at the junction of Corporation Street and Dunbar Link, derelict buildings between Corporation Street and Tomb Street and large plots on Corporation Street after the completion of the YSI.

3.12 RESPONDING TO CHANGE

Due to Greater Clarendon and Sailortown's unique location connecting many of the aforementioned projects, an exciting opportunity exists to capitalise on these developments and the high volume of people they will attract.

There is a unique opportunity to compliment ongoing private sector investment with comprehensive improvements to the public realm as well as creating an accessible space for existing and new communities to interact.

Creating direct linkages across the river from Sailortown to Titanic Quarter is crucial in the longer term to improve accessibility for pedestrian and cyclists.

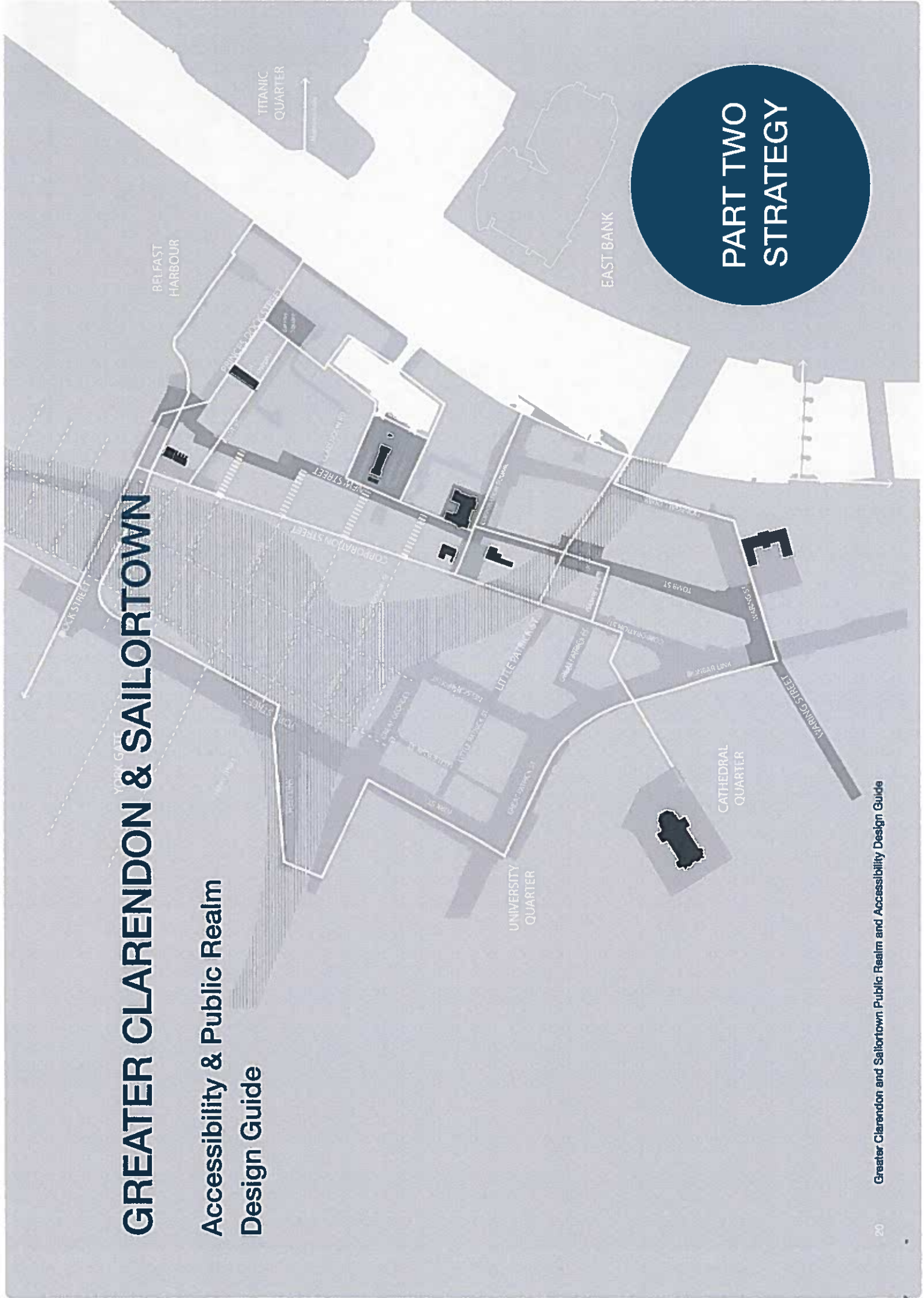


Figure 9. Changing Demographics and Functions

GREATER CLARENDON & SAILORTOWN

Accessibility & Public Realm Design Guide

PART TWO STRATEGY





4 ACCESSIBILITY & PUBLIC REALM FRAMEWORK

4.1 SECTION OVERVIEW

This section sets out an overarching spatial framework for Greater Clarendon and Sailortown and identifies a series of Key Moves and principles that will help guide and shape the future development of a vibrant city neighbourhood. A series of interventions and potential projects are then identified.

Spatial Framework



Key Moves



Principles



Interventions



4.2 SPATIAL FRAMEWORK

An overarching Spatial Framework Plan (Fig. 10) has been prepared to set the context for the regeneration and redevelopment of the Greater Clarendon and Sailortown area, with a focus on access and public realm.

The Plan spatially identifies a clear hierarchy of routes, a network of public spaces and enhancement opportunities.

The Framework Plan will help address barriers to movement, co-ordinate investment and deliver a high quality, sustainable public realm.

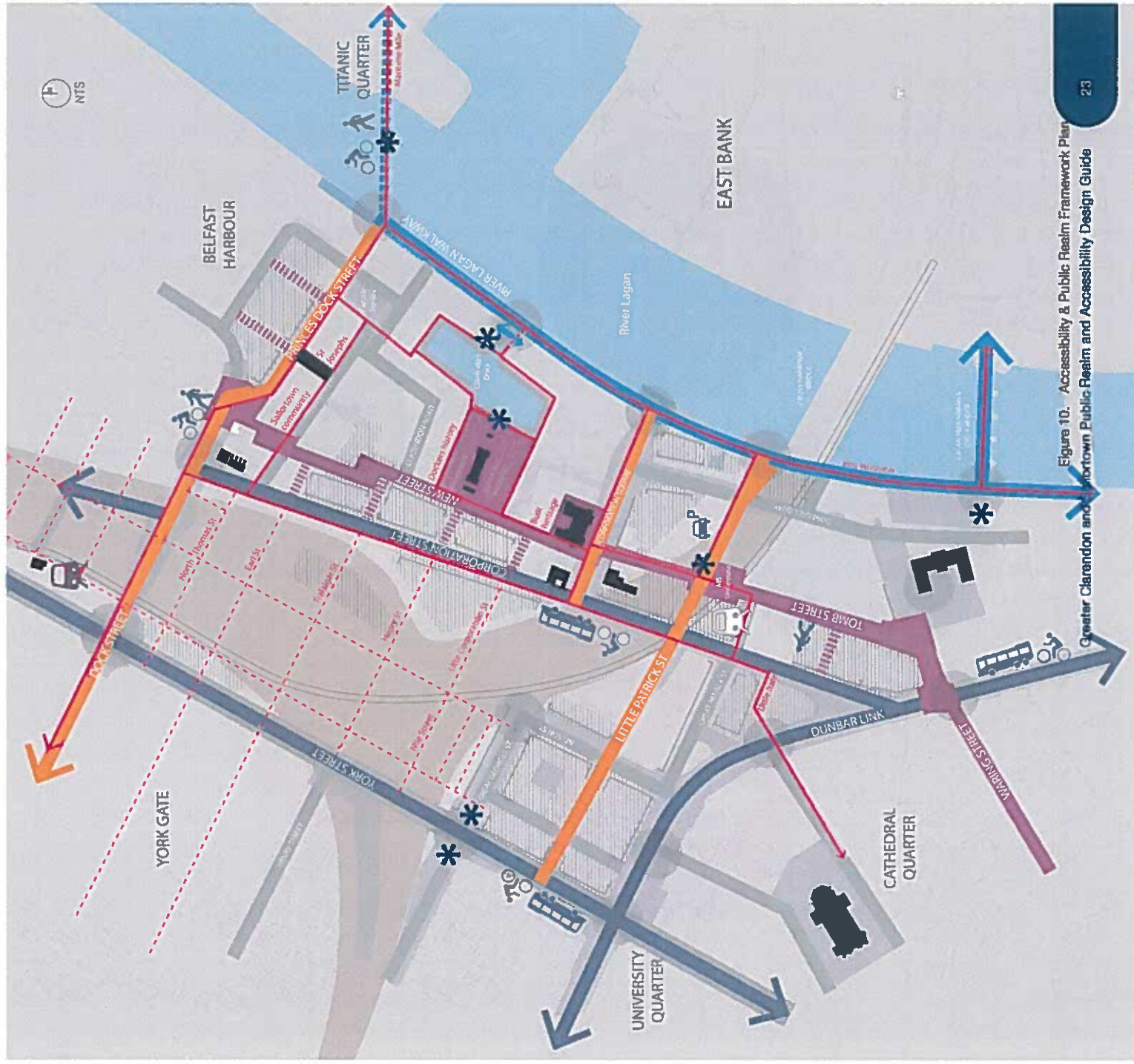
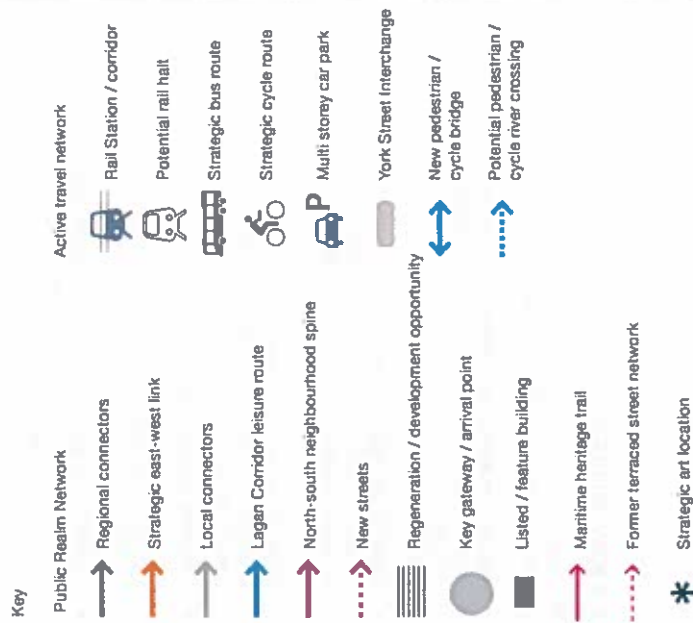


Figure 10. Accessibility & Public Realm Framework Plan
Greater Clarendon and Sailortown Public Realm and Accessibility Design Guide

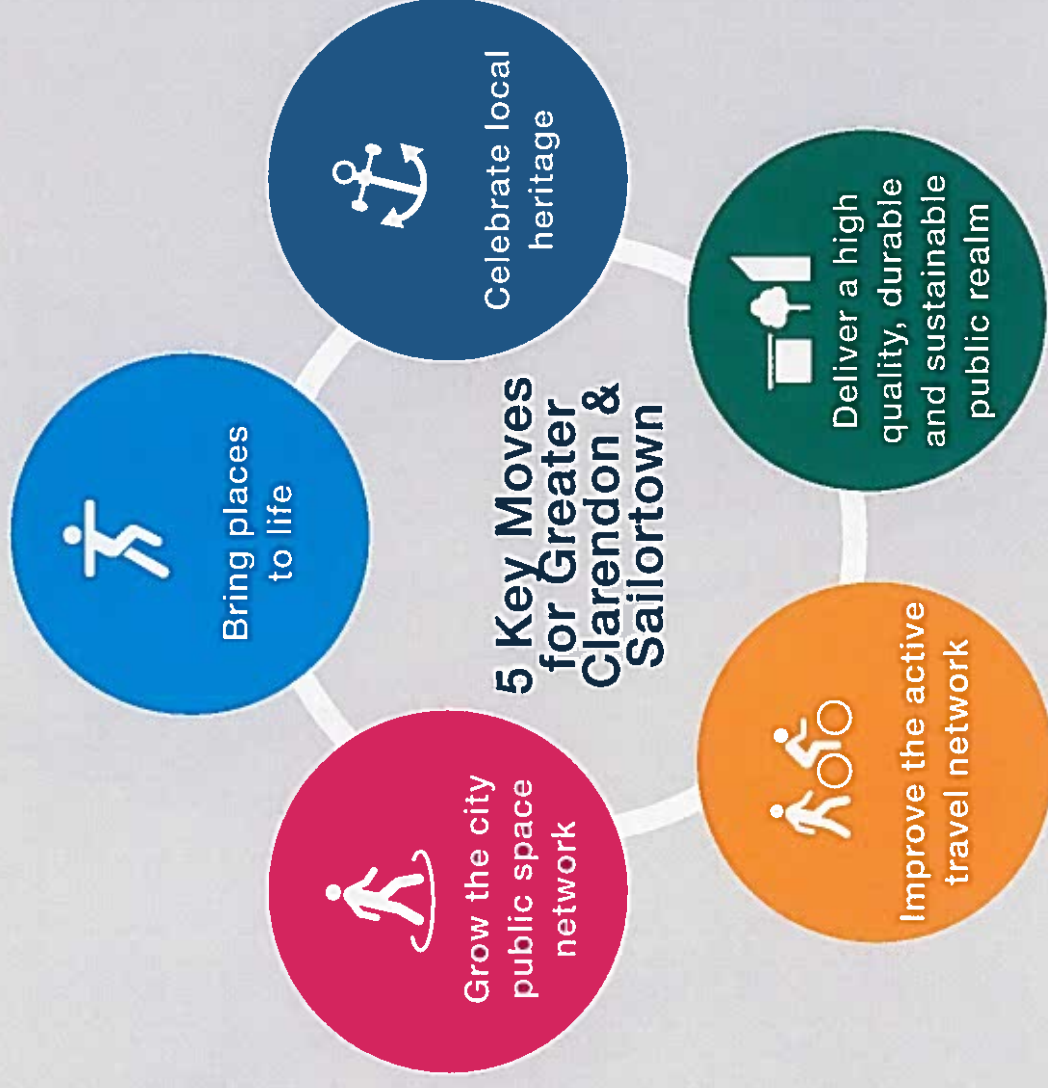
4.3 KEY MOVES

The spatial framework is organised around the execution of five Key Moves that will:

- **Improve the active travel network** providing infrastructure that makes journeys safe and convenient for all, encouraging more people to walk or cycle
- **Grow the city public space network**, adding a legible sequence of attractive, varied and valuable spaces for the wider community to enjoy
- **Bring places to life**, supporting a multitude of day and night activities that celebrate the vibrant culture of the city
- **Celebrate local heritage** by helping communities preserve, manage and engage in activities that explore and enlighten visitors to the areas rich local history
- **Deliver a high quality, durable and sustainable public realm** that is an accessible amenity, reflecting the historic importance of the area and is fit for purpose.

The remainder of this section considers each move in further detail. Summarising some of the key issues and challenges facing the area and presenting a series of guiding principles.

A selection of area specific interventions are explored further in Appendix A.



IMPROVE THE ACTIVE TRAVEL NETWORK



Improve the active travel network providing infrastructure that makes journeys inclusive, safe and convenient, encouraging more people to walk or cycle.

KEY SITE WIDE ISSUES

The existing M2 and M3 motorways form a significant barrier to movement. The York Street Interchange will offer some benefits to movement, for example York Street has been designed with pedestrians and cyclists in mind. However, some movements will be negatively impacted upon due to an increase in traffic and road infrastructure.

The current route between Greater Clarendon, Sailortown and the city centre is poorly defined.

Street clutter, created by uncoordinated street furniture and signs impedes movement particularly those with disabilities.

Concerns have been raised over antisocial behaviour and the poor perception of safety, particularly around the M3 underpass.

The closure of the Greater George Street pedestrian underpass link and the delivery of the proposed new student accommodation, is likely to result in an increase in east-west pedestrian flow through Little Patrick Street.

KEY DESIGN PRINCIPLES

- Design a travel network that incorporates current routes and is matched to current and future patterns of movement.
- Improve the coherence of routes between city centre neighbourhoods, the River Lagan and York Street Station.
- Reduce barriers to movement and enhance wayfinding.
- Ensure foot and cycleways are of sufficient width for the level of use to limit conflict between users.
- Improve safety at crossings and junctions and minimise delays.
- Increase walking and cycling uptake through the promotion of pleasant, well lit routes that enhance the feeling of personal safety.
- Ensure all routes are to a consistent standard and well maintained.
- Provide well located cycle parking.
- Create a safer pedestrian environment for those with visual or hearing impairments.
- Impose 20mph speed restrictions.
- Enhance and extend the cycling network making it more attractive to users.
- Reallocation of road space on the Inner Ring Road (Dunbar Link) to create a segregated cycle superhighway that can perform the same role for cyclists that the ring road currently provides for vehicles.

STREET SPECIFIC INTERVENTIONS

Rebalanced and Upgrade of Key Streets (AT1)

Undertake the systematic upgrade of key routes, rebalancing the streets to meet the needs of pedestrians and cyclists whilst responding to planned changes to the highway network.

Following a review of the existing street hierarchy defined in Section 3.1, a revised street hierarchy has been developed based on future development proposals, transport interventions and modal shifts.

A series of interventions have been identified below, organised by street hierarchy.

1) Regional Connector Streets (major streets)

Recognise Dunbar Link, York Street and Corporation Street as high priority vehicular streets that connect the wider region to the city centre. Ensure public realm interventions respond to the functional requirements of these streets as major urban highways, whilst promoting enhanced pedestrian and cycling routes. Potential street specific interventions have been identified as follows:

- **Re-imagine Dunbar Link** as a grand, green urban boulevard, reducing the perceived barrier that effectively separates Greater

Clarendon and Sailortown from the Cathedral Quarter for pedestrians. Detailed traffic modelling will be necessary to establish whether road space can be reallocated to accommodate dedicated lanes for buses and cyclists and a tree-lined median or linear greenway. Where it is not possible to reallocate space from cars to people then major tree planting and soft landscaping should be considered. Footways should be resurfaced to incorporate high quality natural stone paving and high quality street furniture, emphasising the importance of this radial city centre route. Frontage should be encouraged to further animate the streetscene.

- **Transform Corporation Street** into an urban greenway with avenue planting to enhance the pedestrian experience. Detailed traffic modelling will be necessary to establish the number of lanes required and whether the street could be widened along the western edge to accommodate a generous tree lined footway and cycleway. Frontage development should be encouraged where possible on both sides of the street to increase levels of surveillance.

- **Upgrade York Street.** Current proposals under the YSI scheme include the creation of four north bound vehicular lanes, with a new south bound bus lane and two way cycle route along the eastern side of the street. Interventions should seek to rationalise signage, remove barriers and minimise street furniture to create an inviting and accessible environment.

Figure 12. Potential rebalancing of Corporation Street to create urban greenway



Figure 11. Hierarchy of streets



2) Strategic east-west links (Main streets)

Improve pedestrian accessibility across the remaining east-west links around the York Street Interchange. Provide improved connectivity between York Gate / City Side, Greater Clarendon, Sailortown, the River Lagan and Titanic Quarter.

Potential street specific interventions have been identified as follows:

- Widen and enhance Princes Dock Street.**
 - Accommodate a clearly demarcated walking and National Cycle Network(NCN) route.
 - Implement a materials, lighting and planting strategy to improve the street environment.
 - Reduce the dominance of parked cars and explore opportunities to rationalise and reconfigure the highway layout where Short Street, Dock Street and Princes Dock Street meet. As part of the wider civic space enhancement programme, ensure the route between Dock Street, Princes Dock Street and the River Lagan is legible and prioritises pedestrian movement.
- Enhance Great George Street.** Current proposals outlined as part of the YSI scheme will result in the downgrading of this east-west link. Interventions should seek to rationalise existing road infrastructure and widen footpaths. New pedestrian crossings should be provided to improve access to development plots north of Great George Street. Opportunities to green the streets and vacant sites should be encouraged. Temporary interventions could include green walls and meadow planting
- Enhance Dock Street underpass.** Current proposals outlined as part of the YSI scheme aim to improve the current environment, increase the perception of safety and discourage antisocial behaviours. Interventions should seek to create a safe, well-lit underpass and improve connections to the rail station. Lighting should be balanced to meet both a functional and aesthetic need.
- Enhance Little Patrick Street.** Recognise the importance of this new pedestrian desire line. Implement changes to the street scene that will improve the pedestrian walking environment whilst maintaining the current function of Little Patrick Street as a rear servicing lane. Apply best practice shared space principles to help improve the aesthetics of the street and minimise user conflict through the demarcation of materials. Provide a new pedestrian crossing at the junction with Nelson Street. Resurface crossovers to prioritise pedestrian movement taking vulnerable users into consideration. Undertake targeted enhancement of buildings and boundary treatments edging the street
- Upgrade Corporation Square.** Rationalise the highway to create an appropriate setting and sense of place for the listed Harbour Commissioners Office. Create a boulevard through central reservation planting and new pavement tree planting. Incorporate new raised pedestrian crossings and change surface materials to encourage a reduction in traffic speeds. Implement new wayfinding to direct pedestrians to Cathedral Quarter, Sailortown and Waterfront.

Figure 14. Existing allocation of space along Corporation Square

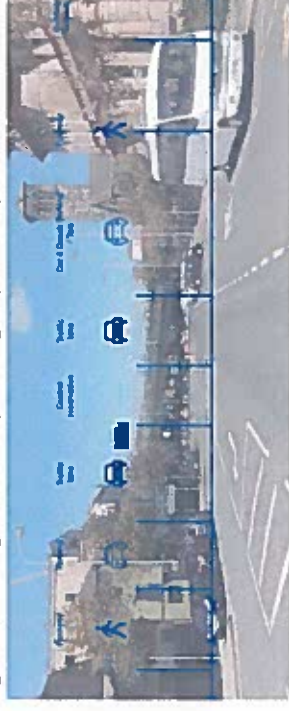


Figure 13. Potential rebalancing of Corporation Square to create



3) Strategic north-south links (Main streets)

Strengthen north-south links, creating a new neighbourhood spine that connects Greater Clarendon and Sailortown with the city centre and enhancing Nelson Street.

- **Create a new neighbourhood spine that strengthens community links and improves access.** Enhance the quality of the public realm along Tomb Street and Waring Street. Retain the closed through route for traffic beneath the 'Cross Harbour' road and rail bridges which dominate the area and create a wide, attractive walking and cycling route. Integrate avenue street planting and activity spaces along the length of the route. Provide improved crossing facilities and wayfinding. Create a new, green internal street within the Sailortown and City Quays area connecting Tomb Street to Princes Dock Street. To help create a high quality public realm, incorporate planting, street trees, child friendly infrastructure and places to sit and dwell.
- **Enhance Nelson Street.** The YSI scheme proposes the 'downgrading' of Nelson Street. Key interventions should seek to widen footpaths, increase street planting and cycle parking provision. A new raised crossing should be proposed to improve links to Little Patrick Street. See also Pavement to Parks initiative.

4) Local connectors (Secondary & tertiary streets)

Undertake the systematic upgrade of secondary and tertiary streets. Where possible increase pavement widths, de-clutter and replace older, uncoordinated paving and street furniture. A series of interventions have been identified below, organised by street hierarchy.

- **Transform Pilot Street.** Creatively accommodate street parking and planting in a way that increases the aesthetic of the street and manages traffic speeds.
- **Pedestrianise Little York Street** to reflect the large student population, with car access only for servicing purposes. Incorporate cycle parking and lighting to promote pedestrian safety during the evening. Promote high quality public realm as an extension of Streets Ahead Phase 3, with an option to incorporate the YSI Linenopolis theme.
- **Great Patrick Street** is recognised as a local connector which will become an important route for university students walking from new campus buildings to the waterfront and Gamble Rail Halt (future proposal).

Figure 16. Existing allocation of space along Nelson Street

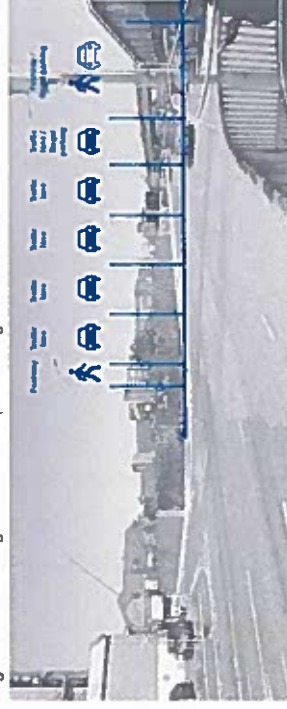


Figure 15. Potential rebalancing of Nelson Street to create green street



PROPOSED SITE WIDE INTERVENTIONS



Improve the walking network (AT2-5)

The following site wide interventions have been identified to improve the walking network

- **Create a new bridge linking Sailortown with the Titanic Quarter (AT2).** Prepare a feasibility study for a bridge crossing over the River Lagan. The potential for a new bridge crossing linking north Belfast with the Titanic Quarter has previously been identified. The study should consider the location and landing concepts, user demand, planning and environmental issues, infrastructure and engineering requirements. A potential crossing point, aligned with Princes Dock Street has been identified.
- **Implement a 'super crossing' at the Dunbar Link/Corporation Street intersection (AT3).** To facilitate safe and convenient pedestrian movement between the city centre and Cathedral Quarter to Greater Clarendon and Sailortown. Prioritise pedestrian movement over road traffic in order to provide a direct route without the need to cross traffic in multiple signalised stages. Detailed traffic modelling will be necessary
- **Remove, rationalise, upgrade and create new pedestrian crossings** to improve accessibility for all and providing new visual/audio technology (AT4).
- **Audit, review and rationalise existing signage (AT5)** to improve accessibility for users and aid navigation. Identify opportunities to improve the clarity of signage and reduce street clutter. New wayfinding should incorporate and extend the existing Belfast wayfinding system.

Temporary measures to improve the streetscape, extend pavement widths and traffic calm



Figure 17. Walking framework



PROPOSED SITE WIDE INTERVENTIONS



Extend and enhance the cycling network (AT6-9)

The following site wide interventions have been identified to improve the cycling network:

- **Realign the NCN route** along the River Lagan and improve connections through Barrow Square and along Princes Dock Street (AT6)
- **Widen Clarendon Dock bridge** to safely accommodate cyclists and pedestrians (AT7).
- **Extend dedicated cycle lane provision** providing two-way dedicated cycle lanes along Regional Connector routes where possible. Key streets include York Street, Corporation Street and Great Patrick Street/ Dunbar Link (AT8).
- **Provide bike hire / safe storage** at key destinations including Nelson Street, York Street Station, M3 underpass and Barrow Square (AT9)



Improve public transport corridors (AT10-13)

- **Undertake a review of bus routing options** (AT10).
- **Provide dedicated bus lanes** along Regional Connector routes where possible. Relocate bus stops to better serve the Greater Clarendon and Sailortown neighbourhood (AT11).
- **Improve bus stop infrastructure**, installing shelters, benches, signage, schedules and next bus countdown systems (AT12).
- **Implement a wayfinding and lighting strategy** improving connections to Yorkgate Station (AT13).

Cycle parking and commercial opportunities integrated under the flyover



Figure 18. Public transport framework





Grow the city public space network, adding a legible sequence of attractive, varied and valuable spaces for the wider community to enjoy.

KEY SITE WIDE ISSUES

Lack of good quality and inviting public and green space within Greater Clarendon and Sailortown.

Existing plots are largely uncoordinated with no natural pedestrian or cycling routes connecting them.

Spaces that do exist such as Barrow Square are unwelcoming and lack vitality

Perception of private spaces rather than public, particularly around Clarendon Docks.

Lack of safe places to play, with little animation or activities in spaces which do exist.

Antisocial behaviour reduces the feeling of safety throughout the study area.

KEY DESIGN PRINCIPLES

- Ensure spaces are connected to the wider movement network.
- Add to the city public space sequence providing a range of safe civic, recreational and community spaces for people of all ages and backgrounds.
- Integrate appropriate wayfinding elements to aid ease of movement.
- Co-ordinate the design of public space including materials, street furniture and public art interventions.
- Bring the rich cultural heritage to life.
- Prepare a site wide maintenance strategy to ensure the continual upkeep of public spaces.

Figure 19. Existing public space network



PROPOSED PUBLIC SPACE INTERVENTIONS

● Improve civic space (CS1-3)

Transform existing and create new public space that enhances the setting for civic and historic buildings and public events. Key civic spaces include:

- Upgrade Barrow Square (CS1)
- Dry Docks / Clarendon Dock area (CS2)

■ Enhance The River Lagan Corridor (CS4-7)

Redesign and create a sequence of spaces along the River Lagan Corridor, linking with the Maritime Mile heritage trail. Key spaces, in addition to the newly created Waterfront Square include:

- Sailortown landing (CS4)
- Clarendon Dock gateway (CS5)
- Waterfront square (CS6)
- Cross Harbour Bridge waterfront space (CS7)

The design of spaces should consider the vision and principles set out in the Draft Belfast Green and Blue Infrastructure Plan.

● Creative, green community space (CS8-14)

Design a range of creative, green community spaces that provide opportunities for heritage, arts, play and cultivation. Uses could be temporary, such as pop up tree parks or permanent such as climbing walls and skate parks. A network of incidental spaces should be incorporated into the general street network. Key spaces include:

- The Neighbourhood Spine (CS8)
- Nelson Street (CS9)
- Corporation Street Greenway (CS10)
- Pilot Street pocket park (CS11)

- Create temporary Dunbar Link plaza (CS12)
- Little Patrick Street pocket park (CS13)
- M3 Underpass (CS14)

Further design considerations for Nelson Street, Barrow Square and the M3 Underpass space and Corporation Square are provided in appendix A.

The River Lagan Corridor

"The River Lagan should be Belfast's recreational spine, bringing the city together with a delightful open space to be shared and enjoyed by everyone. Belfast is and should be celebrated as, a waterfront city. It is time to re-orient the centre towards the river and transform this once negative space into the city's greatest public asset. A major integrated landscape, urban design, redevelopment and programming initiative will recreate the Lagan Corridor as a magnet for locals and tourists alike."

The Lagan Corridor should be radically 'greened' with trees, grass and gardens. The waterfront promenade should be punctuated by larger open spaces which could include parks, sitting docks or plaza space.

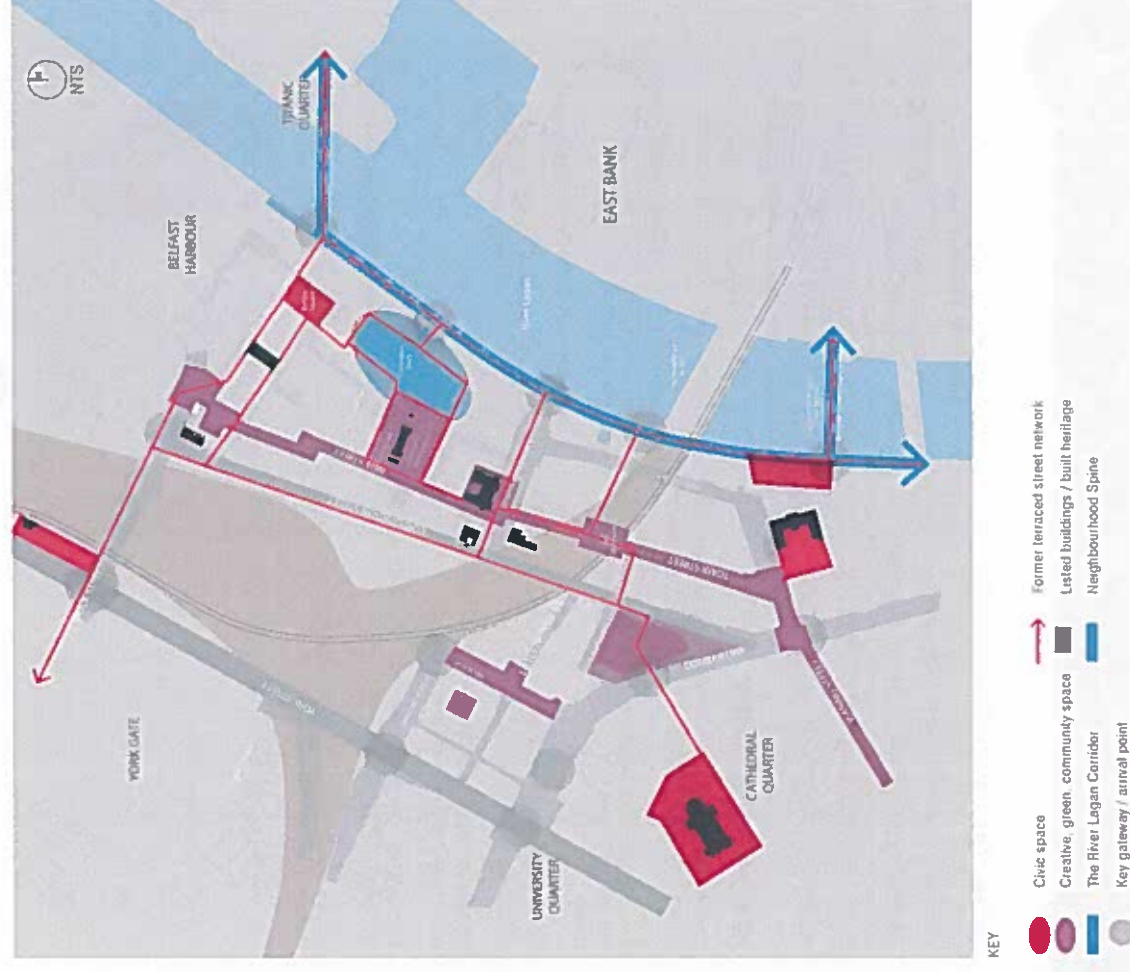
A generous buffer of open space should be provided between development and the river.

Frequent connections should be provided from adjacent streets and neighbourhoods to the river.

Design of public spaces should cater to all age groups, with particular attention to elements for children.

Extract from the Draft Belfast Green Infrastructure Plan, April 2018

Figure 20. Public Spaces Framework





Bring places to life, supporting a multitude of day and night activities that celebrate the vibrant culture of the city.

KEY SITE WIDE ISSUES

The public realm in the area does not encourage those working, living or visiting Greater Clarendon and Sailortown to dwell.

Existing public space lacks animation, quality street furniture to encourage time to be spent or events to promote active participation.

Children do not have formal play areas which also reduces the attraction of the area for families, and limits outdoor entitlement for local residents.

The absence of active frontages within existing public spaces creates an uninviting and unsafe evening environment

KEY DESIGN PRINCIPLES

- Encourage the creation of multi-functional streets and spaces that are intergenerational
- Ensure streets and spaces are overlooked by active ground floors to increase the perception of safety and security. Avoid inactive frontages or servicing areas around public spaces.
- Design adaptable streets and spaces to support a multitude of activities and events throughout the day, week and over the course of the year. Providing connection points for power and water.
- Encourage meanwhile uses to create economic and social value, adding to the vitality of the area during the day and potentially after work, increasing social interaction.
- Encourage the location of active ground floor uses, such as a cafes or restaurants.
- Engage local business operators and community groups in the design and management of streets and spaces to help promote the space and ensure long term usage and success
- Design child friendly streets and space, encouraging playful behaviours and providing the freedom to explore.
- Reclaim streets in favour of the pedestrian, turning streets into safe and green 'citizen spaces'.

PROPOSED SITE WIDE INTERVENTIONS

Meanwhile uses strategy (PL1)

Develop and implement a meanwhile uses strategy that revitalises spaces that are currently perceived as underutilised, left over or vacant spaces awaiting development. Explore opportunities for recreation (climbing walls), events (open cinema), increasing urban biodiversity (e.g. a temporary nursery), arts and commercial opportunities (kiosks).

Key spaces that have the potential to support meanwhile uses are identified in Figure 21 opposite.

The consideration of vacant buildings, in particular around the dry docks should be encouraged, restoring active frontages to the space and increasing vitality. Holding uses could include short leases to commercial enterprises or studio space.

Opportunities to support the inclusion of child friendly infrastructure, encouraging opportunities for children to play, explore and learn should be encouraged. An audit of the existing area could be undertaken to identify opportunities for improving the multifunctionality of space, adapting street furniture and natural objects to encourage interaction

Pop-up Tree Park (PL2)

Consider the temporary transformation of vacant sites into pop-up tree parks (nurseries). Developed as part of a community run initiative, tree seedlings would be planted and nurtured by local people. Once established, trees and plants would be transported to brownfield sites or new public realm enhancement schemes.

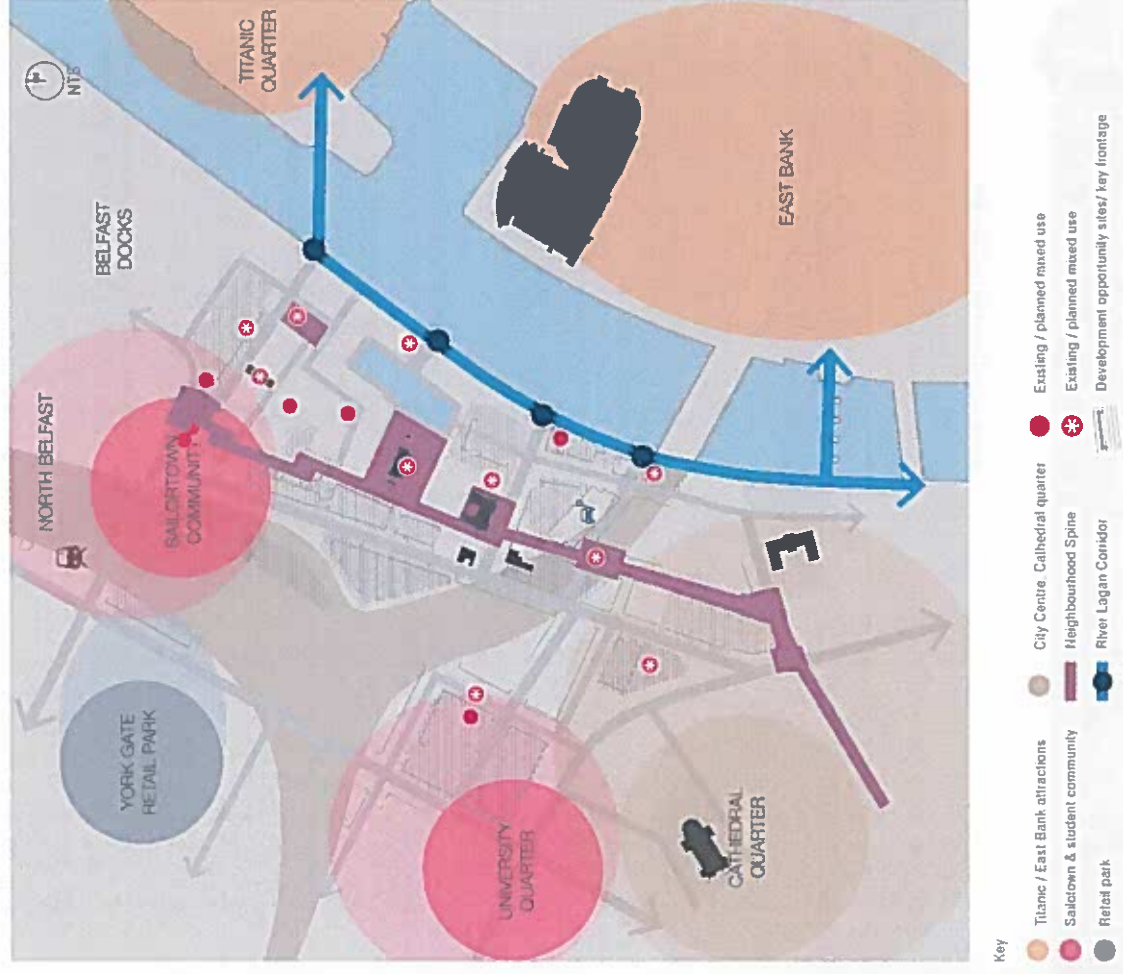
Opportunities for other spin off initiatives such as vegetable gardens, meadows, cut flower gardens and beehives could also be explored

Potential temporary sites that could be cultivated could include

- Brownfield sites bordering the YSI (York Street, Great George Street and Corporation Street)
- Department for Finance site
- Land behind Short Street



Figure 21. Activity Centres and Areas of Opportunity



Meanwhile uses

A range of potential meanwhile uses and events were suggested during the stakeholder engagement exercises

Department for Finance Gateway Site

- Temporary green space, arts space
- Commercial opportunities – e.g. Box Park
- Themed space e.g. Italian Plaza

Waterfront spaces

- Watersports - Clarendon Dock
- Weekend market stalls
- Heritage events
- Interactive art installations
- Mobile library
- Sustrans cycle hub

Clarendon Docks/ Dry Docks

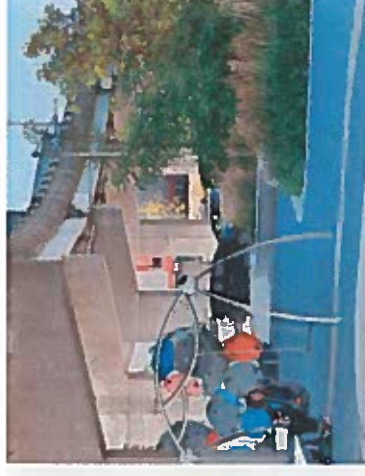
- Open air theatre
- Temporary art installations
- 'Pop up' businesses in Pump House
- Informal seating furniture, e.g. deck chairs, picnic benches

Sailortown

- Shipping containers for artist/ craft spaces
- Community gardens
- Children's interactive play space
- Urban greening – green walls and parklets

M3 underpass

- Food kiosks
- Flax studios
- Sports new skate park, football, basketball courts, climbing walls
- Outdoor cinema
- Artists space
- Music events
- Urban life activities e.g. climbing walls or markets, planted with biodiversity and illuminated



Events calendar (PL3)

Develop and manage an events calendar to activate streets and spaces. Potential events explored during stakeholder engagement exercise included:

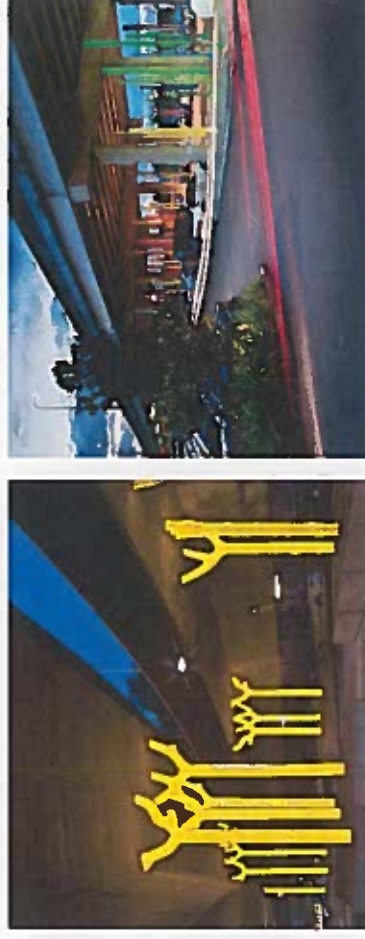
- Extension of the Tall Ships maritime festival into Greater Clarendon
- Ensure the inclusion of Sailortown and Greater Clarendon into Maritime Festival.
- Involvement in Belfast International Arts Festival
- Markets and street fairs (farmers markets, arts and craft etc)
- Seasonal themed events e.g. Christmas craft fair, Children's Easter treat hunt
- Gardening classes
- Local music events
- Cycling tours
- Story telling and community days

Lighting Strategy (PL4)

Review existing lighting installations within the study area. Prepare a site wide/site specific lighting strategies that will ensure the public realm is lit to an appropriate level, encourage the use of streets and spaces during the evening, and help deter potential antisocial behaviour.

Specific areas that may require specialist lighting design services include:

- The M3 Underpass
- Dry dock area
- Clarendon Dock
- Harbour Commissioners building/setting
- St Joseph's Church/setting
- Barrow Square
- Waterfront edge





Celebrate local heritage by helping the community preserve, manage and engage in activities that explore and explain the areas rich local history.

KEY SITE WIDE ISSUES

The devastating impact and blight associated with the Belfast Urban Motorway (Westlink) demolished a vast proportion of the traditional fine urban fabric.

Today very little remains of the original town houses and traditional terraces located around York Street and Corporation Street.

Although a collection of heritage assets remain, there is no consolidated approach to showcasing these assets to the wider public/ tourists.

Potential barriers to conserving and celebrating heritage are constraints on resource and funding.

Some interpretation exists within the area linked to the Belfast Maritime Trail. The trail highlights key Ulster-Scots people and 16 locations connected to Belfast's rich maritime heritage, including Sinclair Seaman's Church and Clarendon Dock. However, this trail is not widely publicised

KEY DESIGN PRINCIPLES

- Preserve existing cultural heritage assets and record memories for the enjoyment of future generations.
- Express the heritage, local character and sense of place in the design of the public realm.
- Connect with the Belfast Maritime Trail and the proposed Maritime Mile Project to create a city wide attraction that educates, delights and inspires visitors.
- Use permanent and temporary high quality public art to tell the story of Sailortown and activate the public realm.
- Engage professional, local built environment artists to work with stakeholders and the community to record and display a diverse range of memories within the public realm.
- Encourage partnership working to celebrate and promote cultural heritage.
- Provide guidance and support for designing procuring and managing permanent public art.
- Celebrate the setting of St. Joseph's Church through streetscape interventions and improved legibility and wayfinding.



PROPOSED SITE WIDE INTERVENTIONS

'Sailortown's hidden histories' destination plan (CH1)

Create a new 'hidden histories' destination plan or trail that records and creatively explores the areas rich maritime and dockers history.

A potential sequence of routes and hotspots through Sailortown are listed and identified in Figure 22. These could form part of a self directed experience.

Visual cues in the public realm and signage could be coordinated with the Belfast Heritage Trail and the proposed Maritime Mile Project, creating a coordinated, city wide experience.

Key points of interest and themes that could be explored along the route include:

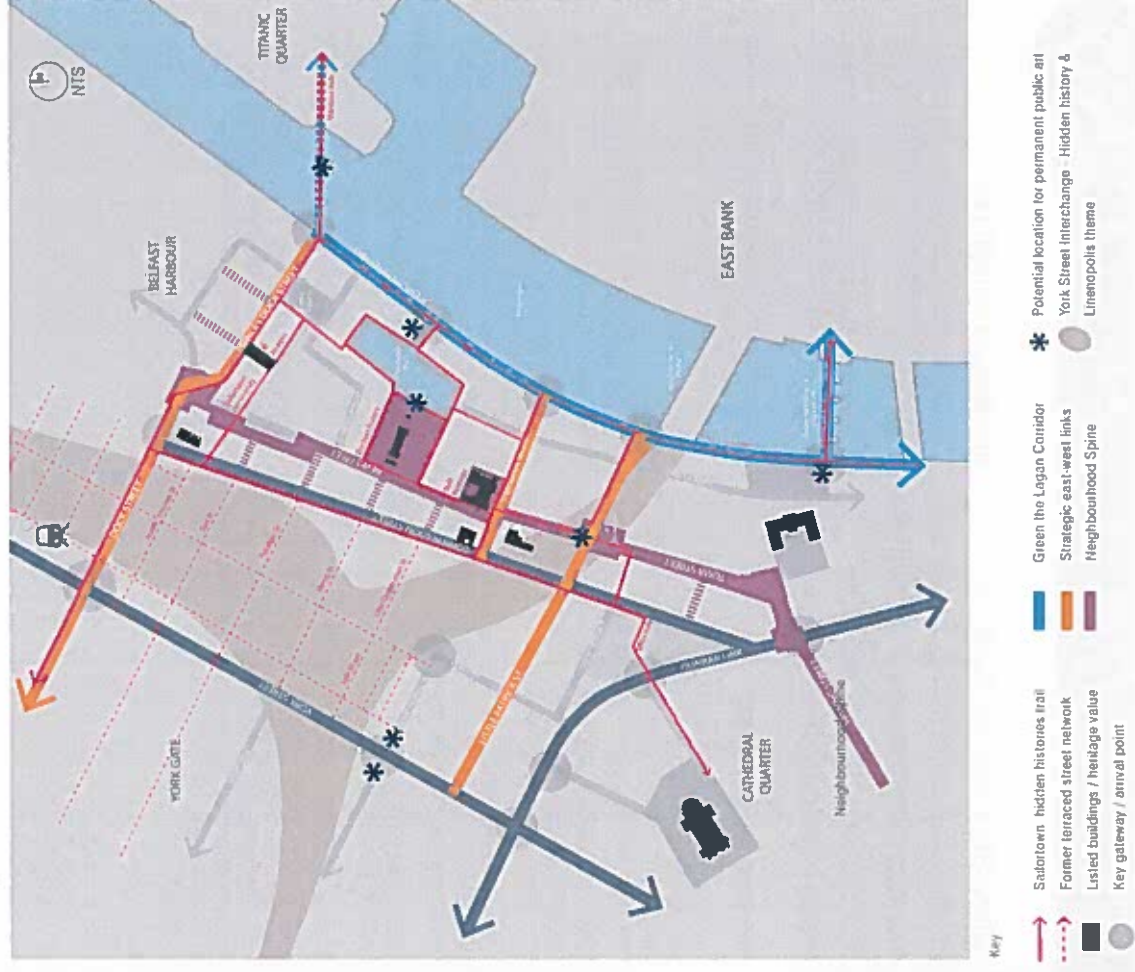
- St Joseph's Church / Digital Interpretation Centre
- The tram lines, Princes Dock Street
- Harbour Commissioners Office
- Sinclair Seamen's Presbyterian Church
- Clarendon Dock (wet dock)
- Graving Docks (dry docks with steep stone stepped sides and woodlock gates)
- Former dock masters and stone turnace house and workshop
- The traditional venues including the American Bar, The Dockers Club and Rotterdam Bar
- The four original terraces houses in Garmoyle Street
- The hidden terraced community displaced by the urban motorways
- Belfast's ship building history, various ropemakers and chandlers

> Below: Sketch ideas recorded during a stakeholder event. Ideas were developed around the idea of identifying a linear sequence of heritage hotspots, that would be experienced as you move through the grid of streets.



Greater Clarendon and Sailortown Public Realm and Accessibility Design Guide

Figure 22. Cultural heritage plan



Sailortown Cultural Heritage Subgroup (CH2)

Establish a sub-group to help champion, celebrate and deliver cultural heritage projects.

Potential members of the group could include Sailortown Regeneration, community groups including the Shared History Interpretation Project (SHIP); St Joseph's Steering Group, residents and business workers (existing or past) with a strong personal connection to the area; Belfast Harbour Commission; and Ulster University.

The group should seek to establish shared goals and objectives on how best to increase the awareness of heritage. Working with officers, the sub-group would be involved in project formulation, prioritisation, funding and delivery of projects including events and activities.

Governance will be a key issue in delivery. The primary challenge is to ensure that the interests of all members are fully taken into account at each stage of project delivery. This could be achieved through the application of the following core principles:

- Identification of clear roles and responsibilities
- Participation of all partners at each stage of the project
- Transparency in the decision making process.
- Accountability of members in the delivery of their component projects;
- Efficiency in the allocation of capital and revenue resources that minimises delay and maximises the impact of private and public finance; and
- Establishment of appropriate dispute resolution mechanisms.

Where possible, opportunities to support paid initiatives such as the artist in residence programme, and vocational training within the employment sector should be encouraged.

Develop and implement a public art plan (CH3)

Develop a temporary and permanent public arts plan to increase the level of professional arts and creativity in projects and events. Encourage community involvement and support the local economy through increased visitor interest. The University of Ulster Art College should be a key stakeholder in this initiative.

Public art should seek to celebrate the cultural history of the area. Ideas generated during the stakeholder engagement process include drawing on dockers and maritime stories, the linen industry and Little Italy

Public art should be considered in the widest sense. It could be physical, such as sculptural installations, printed or painted art such as photographs and murals. It could be interactive, such as street and performance art or digital such as interactive signage and paving.

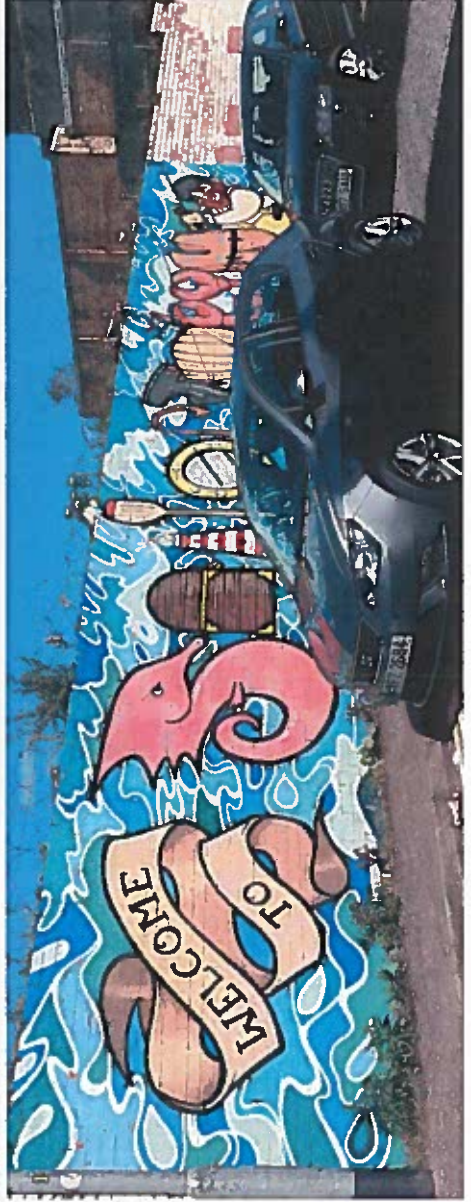
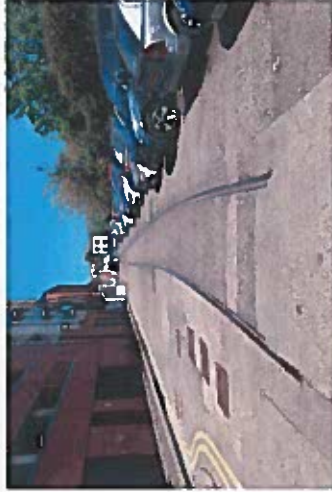
The following destinations could be designed and managed to accommodate regular temporary exhibits and performances:

- Clarendon Dock / Dry docks
- Barrow Square
- Clarendon Dock gateway
- M3 Underpass
- Nelson Street
- The Hidden Histories Trail
- Key gateways
- Along strategic east-west links
- The River Lagan Corridor
- DoF site at Exchange Street

Opportunities to permanently incorporate public art at key gateway locations and nodal points along the proposed heritage trail could also be explored. Potential locations for new public art installations could be aligned with new bridge installations including:

- York Street bridge link (proposed)
- Cycle crossing over Clarendon Dock (enhanced)
- Pedestrian and cycle bridge linking Sailortown with the Titanic Quarter (proposed)
- Clarendon dock and dry docks (existing)
- Cross Harbour Bridge (existing M3 underpass area)





DELIVER A HIGH QUALITY, DURABLE AND SUSTAINABLE PUBLIC REALM



Deliver a high quality, durable and sustainable public realm that is an amenity, reflects the historic importance of the area and is fit for purpose.

KEY SITE WIDE ISSUES

The existing public realm in Greater Clarendon and Sailortown, with the exception of the recently completed City Quays scheme, is generally considered to be low in quality, in need of maintenance or replacement.

Poor and uncoordinated surfaces treatments and street furniture detract from the environment, making the area inaccessible and unpleasant for those with disabilities.

Poor quality streets and places can lower pride in an area and reduce investor confidence.

Existing spaces lack green space and do present an environment which attracts people to dwell.

KEY DESIGN PRINCIPLES

- Implement a palette that compliments existing schemes such as Streets Ahead and public realm in City Quays.
- Green up streets and spaces to create softer landscapes which are more attractive to dwell in.
- Improved signage on key routes and intersections for pedestrians and cyclists.
- Implement street furniture that is durable yet modern in design which reflects the aspirations for the area.
- Improve gateway locations, creating a pleasant first impression of the area.
- Create a streetscape that is accessible for all users.
- Futureproofing key routes and spaces by incorporating e-vehicles charging points and promoting sustainable transport through provision of bicycle parking.



Greater Clarendon and Sailortown Public Realm and Accessibility Design Guide

PROPOSED SITE WIDE INTERVENTIONS

Pavement to Parks Programme (QS1)

Implement a 'pavements to parks' programme that improves the function and amenity of the area. Rationalise roads and transform 'in between' spaces into parklets and rain-gardens. Interventions should seek to 'green the grey', integrate surface water management, enhance biodiversity, provide cycle parking and electric vehicle charging

Street specific interventions could include:

- Re-create Dunbar Link as a tree-lined urban boulevard, complementing a wider strategy to re-imagine the inner ring road.
- Recreate Corporation Street and York Street as tree lined avenues, improving the walking environment and connecting communities.
- Green the Lagan Corridor with trees, plants, grass and rain gardens. Punctuate the Waterfront Promenade with larger open spaces that could include parks or plaza space.
- Green key east-west and north-south links and key spaces including the Neighbourhood Spine, the area around the dry docks and Belfast Harbour Commissioner's offices.
- Where feasible, support initiatives to temporarily green existing open space, vacant land and development opportunity sites such as Barrow Square, Dunbar Link (DIF) site, land edging the YSI and surface car parks. Refer also to Pop-Up Tree Parks initiative (PL2).

Community Stewardship Programme (QS2)

Support the creation of a community stewardship programme. Encourage local residents, neighbourhood groups, schools and local workers to participate in a range of voluntary

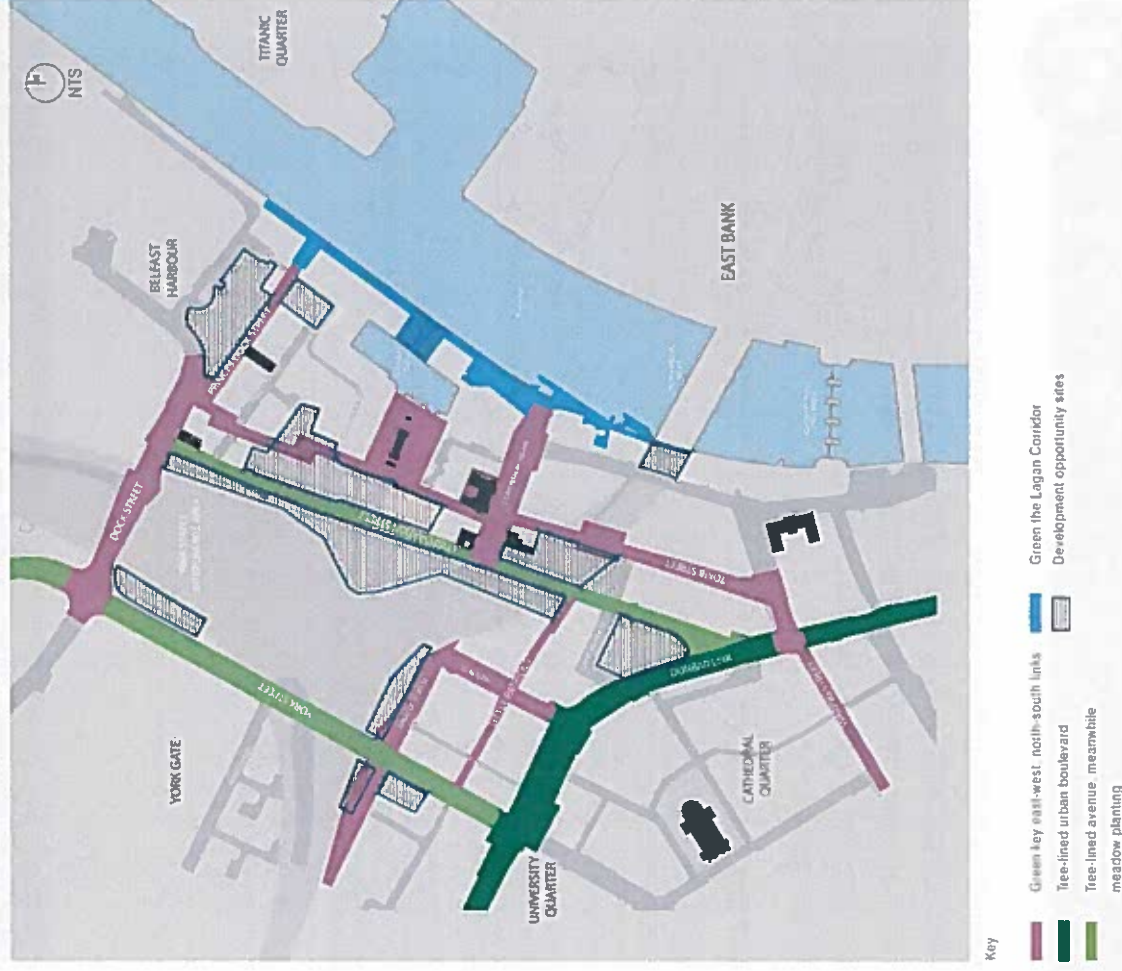
initiatives that help to care for the public realm and deliver a range of activities and events. This could include the Pavement to Parks programme, Pop Up Tree Park, Meanwhile Uses Strategy and Events Calendar.

The opportunity for permanent paid posts should be considered, such as a volunteer coordinator or lead gardener. Potential benefits for volunteers would include new training and skills development, the opportunity to meet new people and network within the community

Materials & Street Furniture Manual (QS3)

Create a materials, paving and furniture manual that presents a complementary palette that is robust, durable and promotes sustainable design and construction. Explore opportunities to incorporate charging points for electric vehicles and cycle. Refer to Section 5 for further guidance

Figure 23. Greening Framework





5 MATERIALS & STREET FURNITURE

5.1 STREETSCAPE CHARACTER

Streetscape design can be used to both unify an area and highlight differences in character, form and function.

This section identifies key streetscape principles and a simplified materials palette that can be used across the Study Area.

The Greater Clarendon Masterplan identifies three character areas, each with their own distinctive identity.

The choice of materials and street furniture can help shape and define the individual character of areas. This section provides specific guidance under the following character areas headings.

For the purpose of this section, two additional character areas have been created.

- City Fringe
- York Street Interchange area
- City Quays & Sailortown
- River Lagan waterfront
- Neighbourhood Spine

Figure 24. Character Area Street and Spaces Plan



5.2 PAVING MATERIAL PALETTE

The development of a materials and street furniture manual is recommended to provide detailed guidance on the palette, design, siting and construction methods

Within the city, a number of high profile public realm enhancement projects are being implemented.

Donegal Quay, City Quays and the proposed Streets Ahead public realm scheme have and are incorporating high quality natural stone materials into the streetscape. Caithness flagstone paving and contrasting silver grey granite banding is used to highlight changes in the city character and add decorative detail

The suggested palette for Greater Clarendon and Sailortown will build on this emerging simple palette as a way to maintain quality standards and help coordinate the sequences of streets and spaces

Paving within Greater Clarendon and Sailortown should complement and extend the city centre palette, with the use of high quality, durable natural stone materials recommended (Granite & Caithness Stone).

This will help improve the pedestrian connection between the city centre and the Study Area whilst uplifting the public realm to help create a sense of place

Within each character area, the application of these materials will remain flexible, allowing for a more tailored response to context and place functions. High level material palette recommendations for each character area are summarised opposite

Where possible, opportunities should be sought to reuse existing materials and brick that need to be removed during construction, particularly to skirt buildings and planting. The use of recycled materials within the City Quay & Sailortown area could provide historical interest and contribute to the sense place and local character

Key design principles

1. Paving materials, design and street furniture should complement the upgraded public realm in the surrounding areas (such as Donegal Quay) and planned interventions as part of the Streets Ahead programme.
2. Simplifying the palette of materials will improve the appearance of the streetscape.
3. High quality streetscape design should be designed with simplicity, marrying aesthetics, craftsmanship, technical durability, ease of access and safety.
4. Older or uncomplimentary materials and street furniture should be phased out to help ensure a high quality and consistent streetscape
5. An assessment of the materials used in the context of listed buildings and architectural vernacular should be undertaken and used to inform the design approach.
6. Clear zones should be created for the appropriate location of street furniture and signage, facilitating ease of movement, removing unnecessary obstacles and reducing street clutter.
7. Redundant street furniture and unnecessary signage and obstacles should be removed to reduce street clutter and create a pleasant and unhindered route for pedestrians.
8. Materials and furniture should be technically robust and resistant to vandalism, ensuring longevity and reduce management, maintenance and reinstatement requirements.
9. Utility boxes should be discretely located and avoid negatively impacting on key spaces, views and vistas.
10. Functional signage should be simplified and appropriately located, considering both safety and aesthetic requirements.
11. The accommodation of temporary and/or seasonal events should be considered at the design stage to ensure the public realm is easily adaptable.
12. Streetscape interventions should be capable of accommodating Sustainable Urban Drainage Systems (SUDS) to minimise the level of surface water run off.
13. Materials locally sourced from suppliers with sustainable practices.
14. Tree planting should be encouraged to enhance the street aesthetic, provide shelter, enhance biodiversity and reduce pollution.
15. Ensure the ease of movement for users is at the forefront of design, including rationalised crossing points, dropped kerbs, tactile paving and lights providing new visual/audio technology where possible.
16. Species selection should be appropriate to the scale and character of the streetscape and be appropriately incorporated into the street design to ensure longevity and ease of maintenance.

Existing paving materials used within Greater Clarendon and the immediate city centre surroundings



5.3 CITY FRINGE

The City Fringe character area is an essential gateway connecting the city centre and Cathedral Quarter to Greater Clarendon and Sailortown.

The extension of Streets Ahead 3 into Great Patrick Street provides an opportunity to continue this high quality material palette into Greater Clarendon, creating a pleasant pedestrian experience, removing the perception as a 'transition zone' between Cathedral Quarter and Greater Clarendon.

York Street Interchange 'Linenopolis' themed proposals will also influence the public art design features in the area.

Key public realm features for City Fringe:

- Footpaths are to be paved in Caithness stone paving band intervals.
- Carriageways to be marked by silver grey granite kerbs.
- Avenue tree planting and boulevard creation (Dunbar Link).
- Bus bays constructed in contemporary dark grey granite setts.

5.4 SAILORTOWN & CITY QUAYS

The City Quays material palette reflects the high quality modern buildings and public realm which should be continued into Clarendon Docks and Sailortown to provide a sense of connection for spaces and streets.

The proposed new City Quays (phase 2) residential street should implement soft and hard landscaping and materials which continue into Pilot Street to create the Neighbourhood Spine concept.

Key public realm features for Sailortown & City Quays:

- Natural stone paving (Granite/ Caithness).
- Avenue tree planting (new residential street and streets within Sailortown).
- Granite setts surrounding buildings.
- Re-use of materials where appropriate to achieve sense of place and for heritage interests

5.5 YORK STREET INTERCHANGE

The York Street Interchange character area should adopt a transitional approach along connecting streets including York Street, taking into consideration the Streets Ahead 3 material palette.

As Corporation Street will be a gateway into Belfast for those in private and public transport, the streetscape should complement the quality of materials implemented in City Fringe and Sailortown character areas.

Key public realm features for York Street Interchange:

- Widening of footpaths where possible (banded in Caithness stone paving intervals).
- Linenopolis themed public art features
- Lighting strategy
- Avenue planting where footpath width permits.

5.6 RIVER LAGAN

City Quays has established a high quality waterfront environment which should be continued across Clarendon Dock bridge to create unity along the waterfront path.

Consideration should be given to existing traditional cobbles and options for a complimentary future palette which ties City

Quays materials (Caithness and Granites)

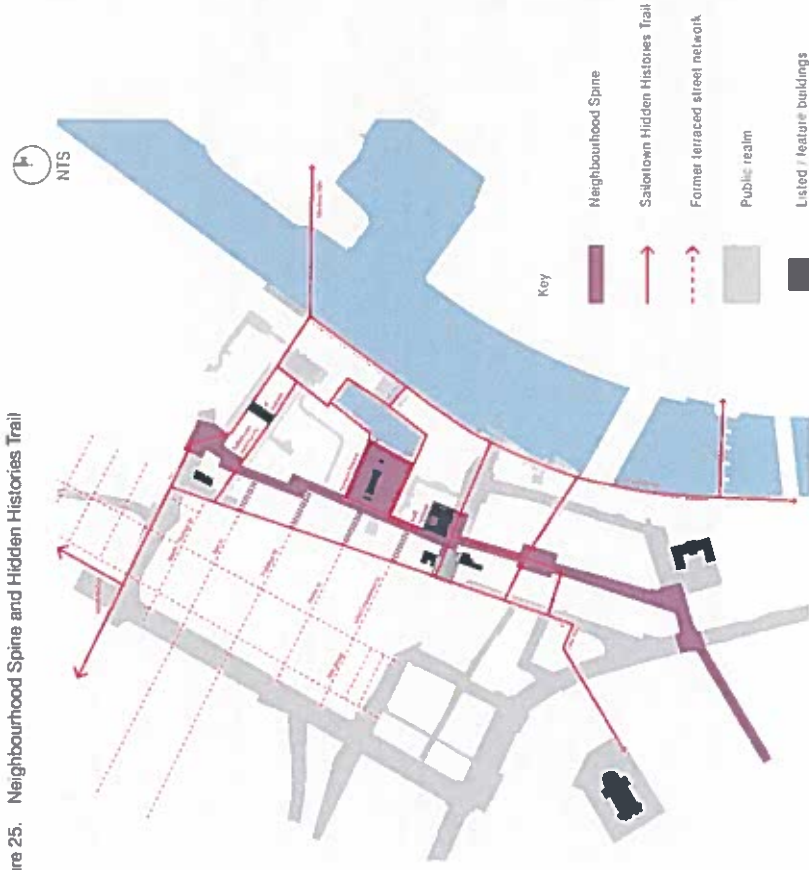
Key public realm features for River Lagan

- Natural stone paving (complimenting existing cobbles where applicable)
- Hard and soft landscaping rolled out for entirety of Lagan waterfront path.
- New feature bridge across Clarendon Dock

5.7 NEIGHBOURHOOD SPINE & HERITAGE TRAIL

There is an opportunity to create a richness of place through variations in the application of public realm treatments. Key areas that could accommodate some variation could include the Neighbourhood Spine and the Hidden Histories Heritage Trail. A strategic approach to street planting, surface treatments and way-finding should however be encouraged to ensure the public realm is co-ordinated

Figure 25. Neighbourhood Spine and Hidden Histories Trail



5.8 APPLICATION OF MATERIALS

Further guidance on the appropriate material palette mix for different categories of use is provided below, drawing reference to the city centre context.



Footways

The primary footway surface material used within and adjacent to the Study Area is natural stone and macadam. Macadam should be used on heavily trafficked, main streets. Paving patterns should be kept simple, avoiding large expanses of uniform block paving. Caithness Stone paving bands will be acceptable. The continued use of setts and cobbles should be used sensitively within the City Quays area and tertiary streets where it does not impact those with mobility limitations. Opportunities to use reconstituted stone and reclaimed brick could be implemented to skirt buildings to retain character.

Summary of materials:

- Macadam
- Natural stone paving at key crossings, nodal points and gateway arrival areas (random gauge and lengths)
- Granite paving/setts to provide an enhanced setting to key architectural buildings.
- Feature granite banding to provide decorative detail and break up large expanses of macadam.
- Setted shared surface streets and flush footways



Cycleways

The primary surface materials for dedicated cycleways within the road network is currently macadam or natural stone. Coloured macadam should be used for cycle lanes within the road corridor. Cycle lanes that form part of a shared footway should share the same paving material, however be separated by a clear contrasting double line of granite setts. Two way cycleways should be delineated with a single line. The shared surface route along the River Lagan waterfront will be natural stone. Granite setts will be used to delineate routes where segregation is proposed.

Summary of materials:

- Coloured macadam.
- Natural stone / granite to match shared footway.
- Granite banding to delineate between routes
- Occasional use of granite at key pedestrian/cycle crossings
- Natural stone along River Lagan Walkway.



Carriageways

The primary surface material used for carriageways is black macadam, with the occasional use of granite setts to encourage pedestrian movement and slow down traffic. Flush, permeable block paving should only be used within the context of pedestrian priority initiatives and within parking courts (e.g. City Quays area). Surface materials should be designed to delivery vehicle or refuse collection vehicle must be able to withstand the weight associated with the vehicles maximum capacity

Summary of materials:

- Macadam
- Occasional use of granite setts (smaller units required to withstand vehicular traffic)
- Limited use of permeable, block paving



Crossings and crossovers

Differentiated paving materials are often used to indicate points of crossing to pedestrians and motorists. The primary surface material for key crossing and crossover will be dark granite setts.

Summary of materials:

- Granite setts (smaller units required to withstand vehicular traffic))
- Tactile, blister and contrasting paving at pedestrian crossing points and within shared surfaces.



Kerbs and channels

The primary surface material for kerbs and channels will be concrete except in areas where footways are paved in natural stone.

Where possible, the alignment of kerbs should be consistent and following smooth lines. Build outs should be avoided.

Consultation is required to ensure compliance with DDA including people with visual impairments.

Summary of materials

- Landmark granite kerbstone, 125mm upstand.
- Standard Conservation kerbstone standard, 125mm upstand
- Granite/concrete kerbs flush at tactile crossing.
- Pre-cast concrete bus boarders
- Radial kerbs to corners
- Channel sett paving



Street furniture zones & tree pits

The primary surface material for delineating street furniture zones will be granite.

Summary of materials

- Granite setts (smaller units)
- Inset natural stone paving for tree pits, with granite sett edge.
- Resin bound tree pits within setted areas (e.g. City Quay courtyards)
- Reclaimed brick



5.9 STREET FURNITURE

Greater Clarendon and Sailortown has a wide range of existing street furniture types which vary in design quality. Within the City Quays area a new, distinctive street furniture palette is being introduced. Examples of the existing street furniture range is shown on the following pages.

Where possible furniture should be reduced and consolidated. It is important that a simple, coordinated and robust range of standard street furniture types, comprising seating, litter bins, bollard, signage and lighting columns is selected and used across the city centre.

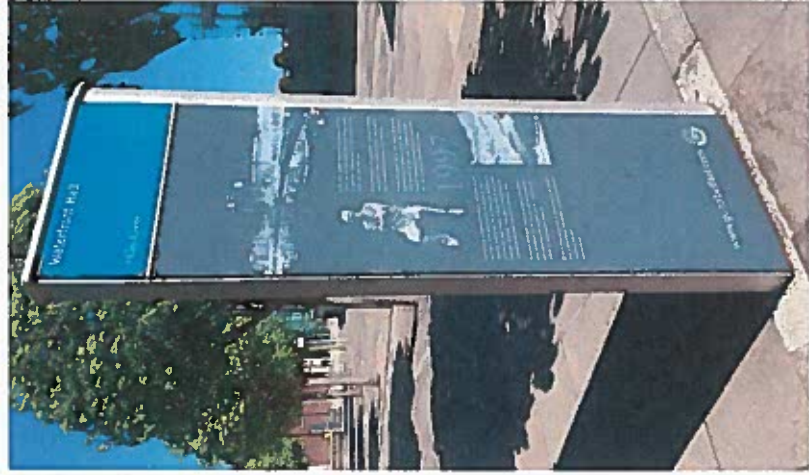
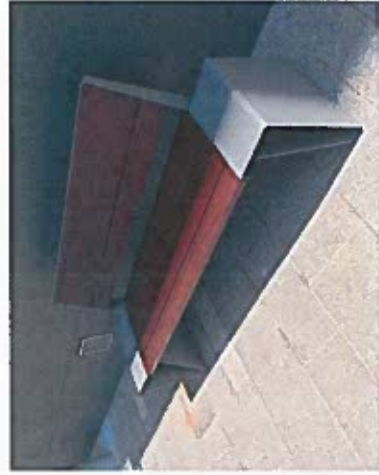
The design and placement of street furniture and trees and plantings must not impede pedestrian flow or sight lines or emergency access

In key spaces or streets there is the opportunity to introduce bespoke street furniture for key urban realm projects, such as new civic spaces and public spaces. There is an opportunity to involve the community and local artists in design process.

Existing uncoordinated street furniture types



Recently installed, coordinated street furniture





6 PUBLIC REALM PROJECTS

6.1 SECTION OVERVIEW

This section summarises the key project interventions identified within the Public Realm and Accessibility Strategy section. For ease of reference they are organised under the five 'Key Moves'.

To provide further guidance on project delivery, projects have been further categorised as follows:

QW Quick win projects are those under the control of the public sector. They are typically small scale interventions that are considered high impact and cost effective to be delivered in the short term (0-3years).

TP Transformational projects are streets and spaces that will deliver major change that will benefit the wider city or act as a catalyst for further regeneration. They are typically medium to large scale projects that can be implemented in the medium to long term.

DP Dependent projects are those interventions dependant on the private sector. They will typically be designed, funded, led and managed by the private sector.

YSI YSI dependent projects delivered as part of the YSI improvements project or dependent on the completion of the scheme.

SP Strategic projects are considered to be wider scale strategies or programmes that could be implemented to deliver site wide improvements.

P Priority projects that could be delivered or progressed in the short term (0-3 years). They will typically be Quick Wins that will have a high impact; meanwhile uses that will offer interim socio, economic or environmental benefits until a permanent solution is achievable; or phased deliverables (e.g. pre-design work, site development briefs).

6.2 DELIVERY ZONES

The ongoing regeneration of Greater Clarendon and Sailortown will result in public realm enhancements being taken forward by several public or private bodies.

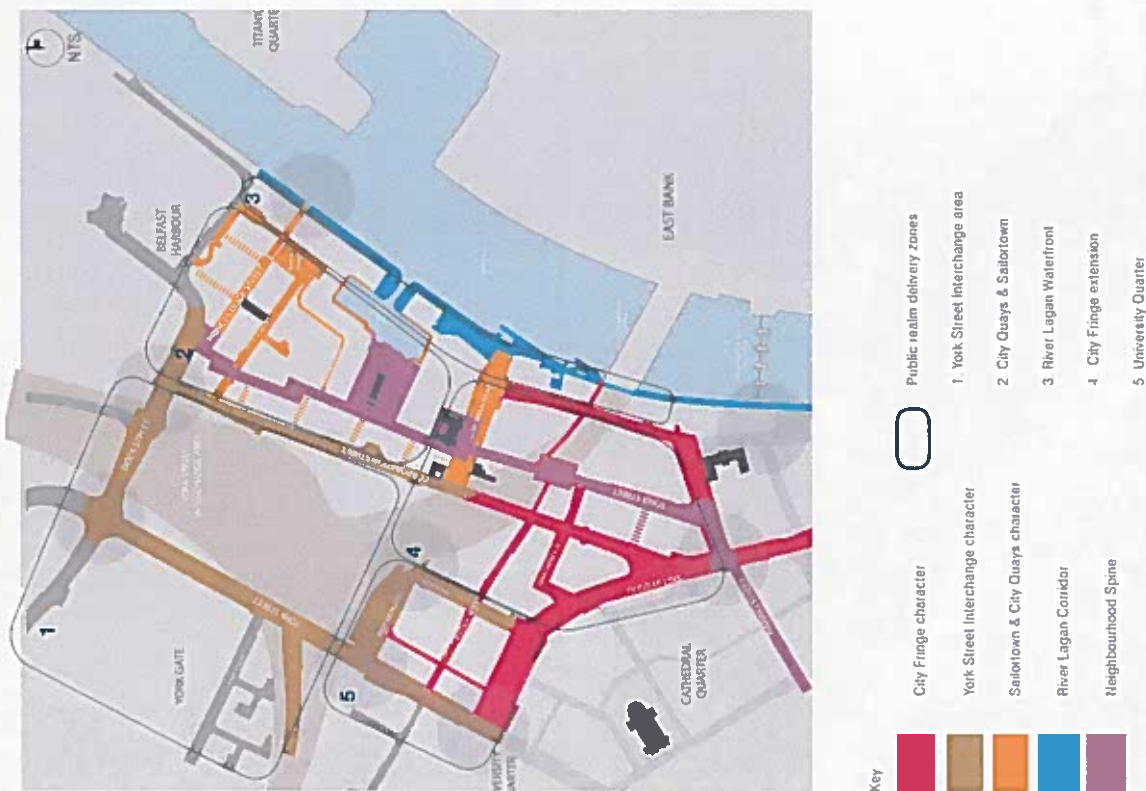
The following five delivery zones have been identified:

1. YSI public realm facilitated by Department for Infrastructure.
2. City Quays public realm enhancements to be implemented by Belfast Harbour Commissioners. Residential Streets within Sailortown led by Department for Communities.
3. River Lagan Waterfront corridor delivered by Belfast Harbour Commissioners and private developers.
4. City Fringe public realm enhancements led by Department for Communities.
5. University Quarter enhancements led by private developers and Department for Infrastructure.

6.3 COMMITMENT TO INCLUSIVE DESIGN

The interventions and projects set out in this Guide will require further detailed design prior to their implementation. Delivery bodies identified should consult with The Inclusive Mobility and Transport Advisory Committee during this detailed design phase to ensure inclusivity is realised throughout public realm improvements.

Figure 27. Public realm delivery zoning plan



6.4 PUBLIC REALM AND ACCESSIBILITY PROJECTS

Extend the active travel network

ID	Project title	Page	Quick wins	Transformational	Developer	YSL dependent	Strategic	Priority
AT1	Rebalance and undertake the systematic upgrade of key streets	20					S	P
AT2	Create a new bridge linking Sailortown with Titanic Quarter			T			S	
AT3	Implement a 'super crossings' at the Dunbar Link/Corporation Street	29		T			S	
AT4	Remove, rationalise, upgrade & create new pedestrian crossings		QW					P
AT5	Rationalise existing signage & extend Belfast wayfinding system							
AT6	Realign MCN	38	QW	T	DD		S	P
AT7	Widen Clarendon Dock bridge				DD			P
AT8	Provide dedicated cycle lanes					YSL		
AT9	Provide bike hire / storage at key destinations	38	QW		DD		S	
AT10	Undertake a review of bus routing options		QW				S	
AT11	Provide dedicated bus lanes			T		YSL	S	
AT12	Improve bus stop infrastructure		QW					
AT13	Implement York Gate Station wayfinding & lighting strategy		QW	T		YSL	S	

Bring places to life

ID	Project title	Page	Quick wins	Transformational	Developer	YSL dependent	Strategic	Priority
PL1	Develop and implement a meanwhile uses strategy	34	QW				S	P
PL2	Pop-up Tree Park programme		QW	T			S	P
PL3	Develop and manage an events calendar	36	QW				S	P
PL4	Implement a lighting strategy			T			S	

Grow the city space network

ID	Project title	Page	Quick wins	Transformational	Developer	YSL dependent	Strategic	Priority
CS1	Upgrade Barrow Square	32			DD			P
CS2	Dry Docks / Clarendon Dock space			T	DD			P
CS4	Sailortown Landing			T	DD		S	
CS5	Clarendon Dock gateway				DD			
CS6	Waterfront square (complete)				DD			
CS7	Cross Harbour Bridge apse		QW					
CS8	The Neighbourhood Spine							
CS9	Nelson Street							
CS10	Corporation Street Greenway			T		YSL		
CS11	Pilot Street Pocket Park		QW					
CS12	Little Patrick Street Pocket Park				DD			P
CS13	Dunbar Link Plaza			T	DD			P
CS14	M3 underpass		QW	T			S	P

Celebrate local heritage

ID	Project title	Page	Quick wins	Transformational	Developer	YSL dependent	Strategic	Priority
AT1	Sailortown's Hidden Histories Trail	39		T	DD			
AT2	Sailortown cultural heritage sub group	39	QW				S	P
AT3	Develop and implement a public art plan			T	DD	YSL	S	

Deliver a high quality, durable and sustainable public realm

ID	Project title	Page	Quick wins	Transformational	Developer	YSL dependent	Strategic	Priority
QS1	Pavements to parks programme	42	QW	T			S	P
QS2	Community Stewardship Programme						S	P
QS3	Materials and street furniture manual		QW	T			S	P

6.5 PRIORITY PROJECTS

The priority projects that could be delivered or progressed in the short term (0-3 years) are summarised below. Where a phased approach is required, key actions are highlighted

AT1	Undertake the systematic upgrade of key streets (phased)	- DfC, DfI, BCC and BHC (where appropriate) to enter into discussions to define boundary of public realm scheme/s and determine funding streams/ budgets. - Commission Integrated Consultancy Team to undertake scheme design. - DfC and BCC to discuss the use of Developer Contributions to clarify input from Section 76 Developer Contributions to date.
AT2	Create a new bridge linking Sailortown with Titanic Quarter. Prepare a feasibility study.	- DfC to commission a feasibility study which consults with stakeholders including DfI, Titanic Ltd and ELHC. - The study should consider the social, economic and environmental benefits of the bridge.
AT4	Remove, rationalise, upgrade & create new pedestrian crossings	- DfC to enter into discussions with DfI to prioritise upgrading existing crossings (AT4 should be progressed with AT1). - DfI, DfC and BHS to review and agree Corporation Square pedestrian crossing upgrade (considering proposals set out in this Guide (p81)). - DfC and BCC to discuss the use of Developer Contributions to clarify input from Section 76 Developer Contributions to date.
AT6	Realign NCN	- Consultation between Sustrans, DfI and BHC to identify constraints to cycling and address how these can be overcome. - Re-align NCN to follow River Lagan. - Wayfinding Signage to be replaced and new locations added for ease of navigation for cyclists
AT7	Widen Clarendon Dock bridge	- DfC to enter into discussions with BHC regarding replacement of current pedestrian bridge that provides greater ease of access for disabled persons and cyclists. - Consider bridge design competition with local architects and engineers (opportunity for design to be new landmark within City Quay).
CS11	Pilot Street Pocket Park	- DfC to enter into discussions with DfI and the local community (link to CS2 and PL2) to review the opportunity to remove car parking space/s and implement pocket park for a temporary period. - DfI to advise process required for temporary removal of spaces. - DfC (in liaison with Community Stewardship Group (CS2)) to identify funding stream for the implementation/removal or relocation of pocket park.
CS14	M3 underpass	- Co-ordinate with PL2 and 3 regarding meanwhile uses strategy and event programme. - Enter into discussions with Universities and local businesses for meanwhile use such as active art installations and convenience food vans/ carts. - Commission Integrated Consultancy Team to prepare detailed design. This may be done as a standalone project or as part of AT1.
PL1	Develop and implement a meanwhile uses strategy	- Where meanwhile use locations have been identified and prioritised in this Guide, engage with the local community and businesses to specify uses they envisage in the space. - Dependent on meanwhile use i.e. if it requires new structures (such as sporting use or pop-up private businesses if additional funding stream is required). - DfC/ BCC to engage with DfI regarding meanwhile use on Dof elite adjacent to Exchange Street car park.
PL2	Pop-up Tree Park programme	- Taking the temporary sites outlined in this Guide, DfC to enter into discussions with land owners, i.e. DfI to agree delivery of this programme. - DfC to engage with BCC Outdoor Recreation team and local communities to establish a community run initiative. - Devise a programme which sets out individuals responsibilities, actions and timeframes (Potential to link to CS2 Community Stewardship Group).

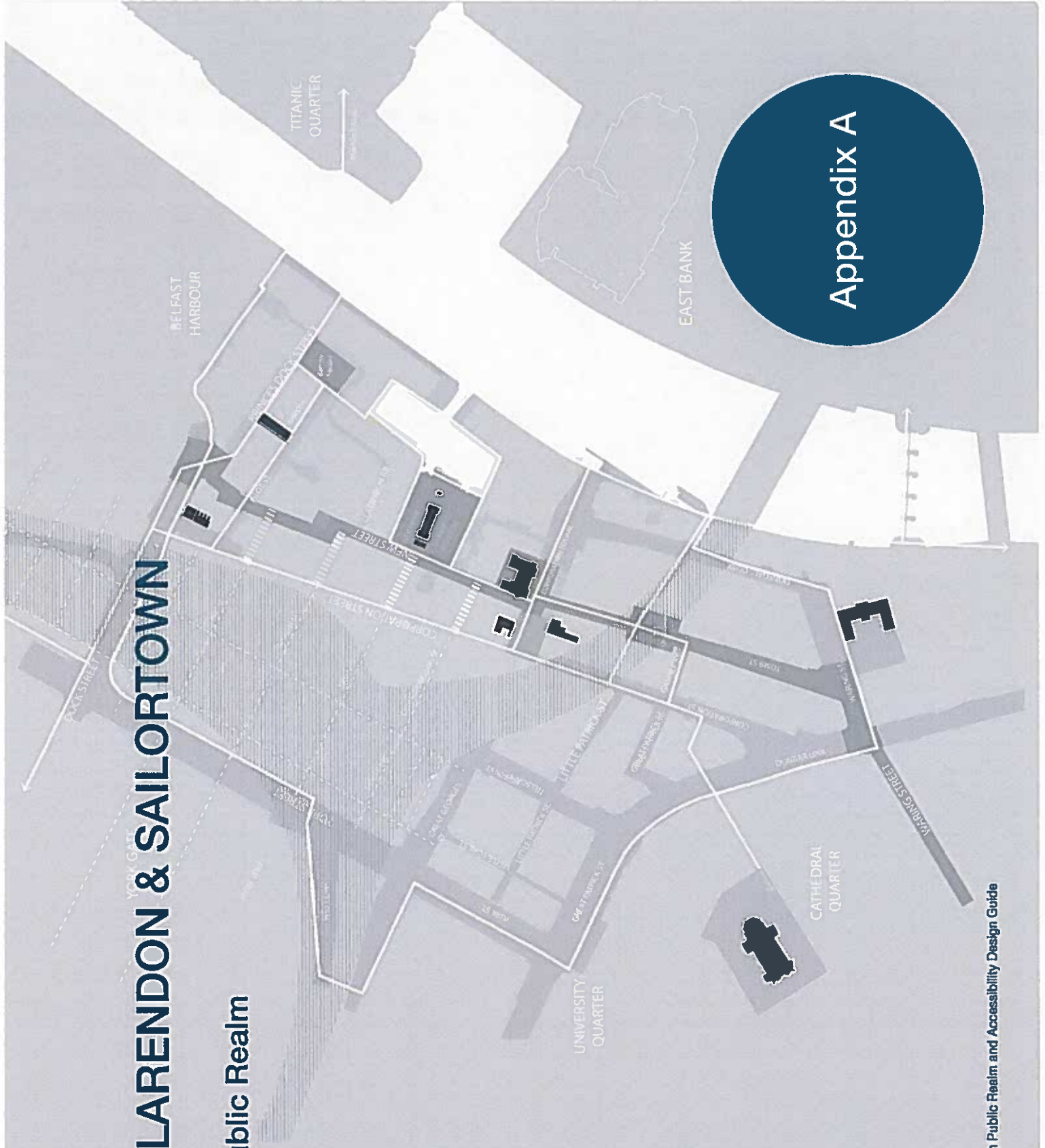
PL3	Develop and manage a programme of events calendar	- Local community stakeholders (Cultural Heritage Subgroup), Titanic Foundation and Tourism NI to meet and set out programme of events. - Input from PL1 appropriate to co-ordinate meanwhile uses and events. - DfC and Stakeholder Forum to explore funding mechanisms. - Event programme published and circulated.
PL4	Develop a Lighting Strategy	- DfI, DfC, BCC and local community stakeholders to prioritise locations where new lighting should be implemented based on the specific areas/ locations proposed in this Guide. - PL4 to be taken forward with AT1 implementation.
CH1	Create a Sailortown Hidden History Trail (phased)	- Community representatives to set vision of Heritage Trail (link with CH2). - Sailortown Community Rego and Titanic Foundation to consult and link with Maritime Mile (input from CH2 sub group during discussions). - Meet with DfC and Tourism NI to discuss funding options for Heritage Trail rollout and implementation. - Final route and information display options presented to Stakeholder Forum.
CH2	Sailortown cultural heritage sub group	- Establish a cultural heritage group including residents, community groups, businesses and those with a strong connection to the area. - Identify clear roles and responsibilities. - Review revenue resources and funding. - As a group prioritise projects identified in this Guide.
CH3	Develop and implement a public art plan	- DfC to liaise with Ulster University arts faculty and identify local professional artists to develop a public art plan. - Stakeholder Forum, CH2 sub group and DfC to review the proposed temporary and permanent installation locations in this Guide. - Identify funding streams with Tourism NI and Arts Council to implement art plan and installations.
OS1	Pavements to parks programme (phased)	- DfC/ BCC to enter into discussions with DfI and where applicable business owners/ developers to identify public realm intervention level (i.e. street trees/ planters, perked). Programme to be implemented alongside AT1. - In the instance building adjacent is to be developed, opportunity for DfI/ BCC to impose Developer Contributions through planning process.
OS2	Community Stewardship Programme	- Support the creation of community stewardship group to include local residents, community groups, schools and local workers to implement programmes under Bringing Places to Life (PL) - Review and identify revenue streams and explore opportunities for paid posts. - BCC liaise with DfC and DfI for rollout of programme and project/ location priority areas.
OS3	Materials and street furniture manual	- DfC to consider and implement a phasing plan, setting out priority locations for the rollout of the material and street furniture palette as identified in this Guide. - Liaise with bodies identified to take forward public realm enhancements in the Delivery Zones to ensure coherent material palette is implemented throughout Study Area. - BCC to use and promote this Guide to ensure a uniform public realm is achieved by developers through 578 contributions or if completing public realm as part of the development package.

For further information please contact:

Arup
Bedford House
16-22 Bedford Street
Belfast
BT2 7FD
United Kingdom

GREATER CLARENDON & SAILORTOWN

Accessibility & Public Realm Design Guide



Appendix A

Barrow Square is public space located within the City Quay & Sailortown area. Built in the 1990s as an event space, it is managed and maintained by the Belfast Harbour Commissioners

Currently the square has a hard landscape, terraced steps and a large sunken performance space with tall lighting columns.

The northern edge of the square is formed on the former Rotterdam/Pat's bar site and the James Clow building to the rear.

A small green amenity space is located to the east of the square, with a well maintained lawn, mature trees and seating providing a peaceful space to dwell.

The southern and western edges of the square are framed by formal planting and 4 storey office buildings.

The site has multiple points of entry. The access points to Pilot Street and Princes Dock Street are gated. It is understood these gates are open during the day but can be locked in the evening for security reasons.

The NCN currently passes through the space, connecting Clarendon Docks with Princes Dock Street. Poor cycle route delineation and signage makes this route unclear.

Overall, the use of this space as an event space has been unsuccessful, hindered by the poor quality of public realm, lack of animation, low occupancy levels and antisocial behaviour.

The regeneration aspirations for the wider City Quay area; the reuse of St Joseph's Church as a community facility; and specifically the proposals for an 18 storey residential block to be situated on the former Rotterdam Bar site, present a great opportunity to activate this space and undertake a comprehensive upgrade

To ensure a high quality public space is created and maintained the following nine steps to creating a successful public space should be considered:

1. Uses & active ground floors

- The space will be defined by the buildings and uses that enclose it. Uses that contribute to activity on the streets surrounding the space during the day and into the evening should be encouraged. These would include a mix of office, residential, café and restaurant uses. Active ground floor uses should be encouraged along the northern aspect, such as a café or restaurant, benefiting from a southerly aspect.
- Avoid inactive frontages or servicing areas around the square
- Ensure entrances to any adjoining development open onto the square
- Meanwhile uses such as a kiosk or pavilion could create economic and social value, adding to the vitality of the area during the day and potentially after work, increasing social interaction

2. Enclosure and scale

- Any new development or redevelopment should ensure that a sense of enclosure is created by forming a clear edge to the space.
- A pavilion building or structure could offer further enclosure within the site.

3. Activity, events and animation

- The space should be considered as a canvas to support a multitude of activities and events throughout the day, week and over the course of the year.
- Develop and manage an events calendar to maximise potential usage

- Utilise areas of the space for temporary uses and art installations, to provide activity, life and commercial opportunities for local businesses.
- Provide for power and water requirements

4. Places to gather

- It will be essential to provide attractive and safe areas for people to gather and dwell.
- Ensure space is attributed in areas that are overlooked by active ground floors to increase the perception of safety and security.
- Retain areas of seating where possible and consider additional, temporary seating during events.

5. Quality

- The design of the space, the materials and street furniture and public art interventions should draw references to the Sailortown community and reflect on the area's maritime heritage.
- The space should be a point of interest on the maritime trail, encouraging people to visit the space and stay.
- Materials should be durable, distinct and form part of a common palette through the surrounding area.
- The opportunity to 'green-up' the space could bring multiple benefits (increased usage, health and wellbeing, environmental, shelter)

6. Climate and comfort

- A comfortable space that responds positively to the local climate will encourage greater usage. For example, areas of seating should be positioned where they benefit from a sunny aspect.
- Consider locating any spill-out space for adjoining cafes, restaurants and bars along

south or west facing edges to maximise potential sun. If and when new development occurs, colonnades should be provided to create sheltered walkways.

7. Lighting

- Lighting will be one of the defining elements of the space after dark.
- A site specific lighting strategy to encourage use of the space during the evening and to deter potential antisocial behaviour should be developed.
- Consider spectacle lighting or art installations to add character and distinctiveness.

8. Maintenance and stewardship

- Prepare a maintenance strategy to ensure the continual upkeep of the space
- Local business operators and community groups can provide ready made 'place champions' to help promote the space and ensure long term usage and success. These key stakeholders should be integrated into any improvement scheme and ensuing management strategy.

9. Connections

- Understanding how the space is connected to wider movement networks (both existing and potential) will be a fundamental consideration.
- Clear, unrestricted pathways should be created where desire lines are anticipated.
- Movement should be supplemented by a clear wayfinding system that directs people to and from the space.



Maintenance & stewardship



Quality



Place to gather



Lighting



Greater Clarendon and Sailortown Public Realm and Accessibility Design Guide

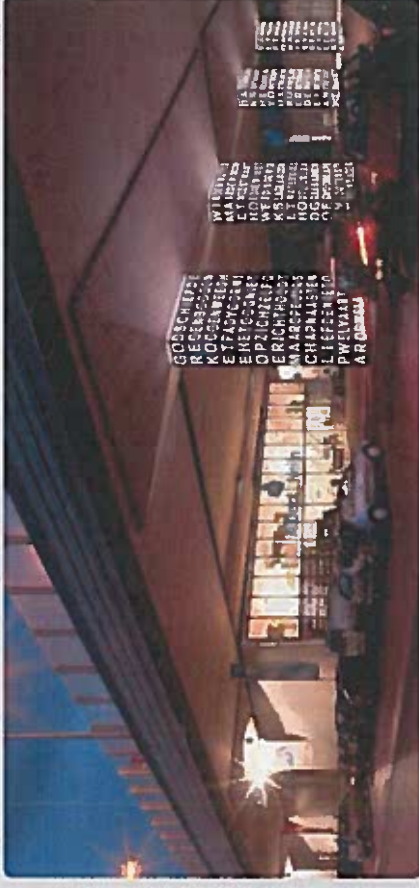
M3 Underpass (CS11)

The creative reuse and adaption of the M3 underpass provides a unique opportunity to transform a negative space into a new destination that:

- Provides a place for new businesses.
- Projects a progressive and creative image of Belfast.
- Maximises use of underutilised space.
- Provides a regenerative effect to the surrounding area.
- Creates a permanent link for pedestrians between Tomb Street and Corporation Square.

Consider measures that:

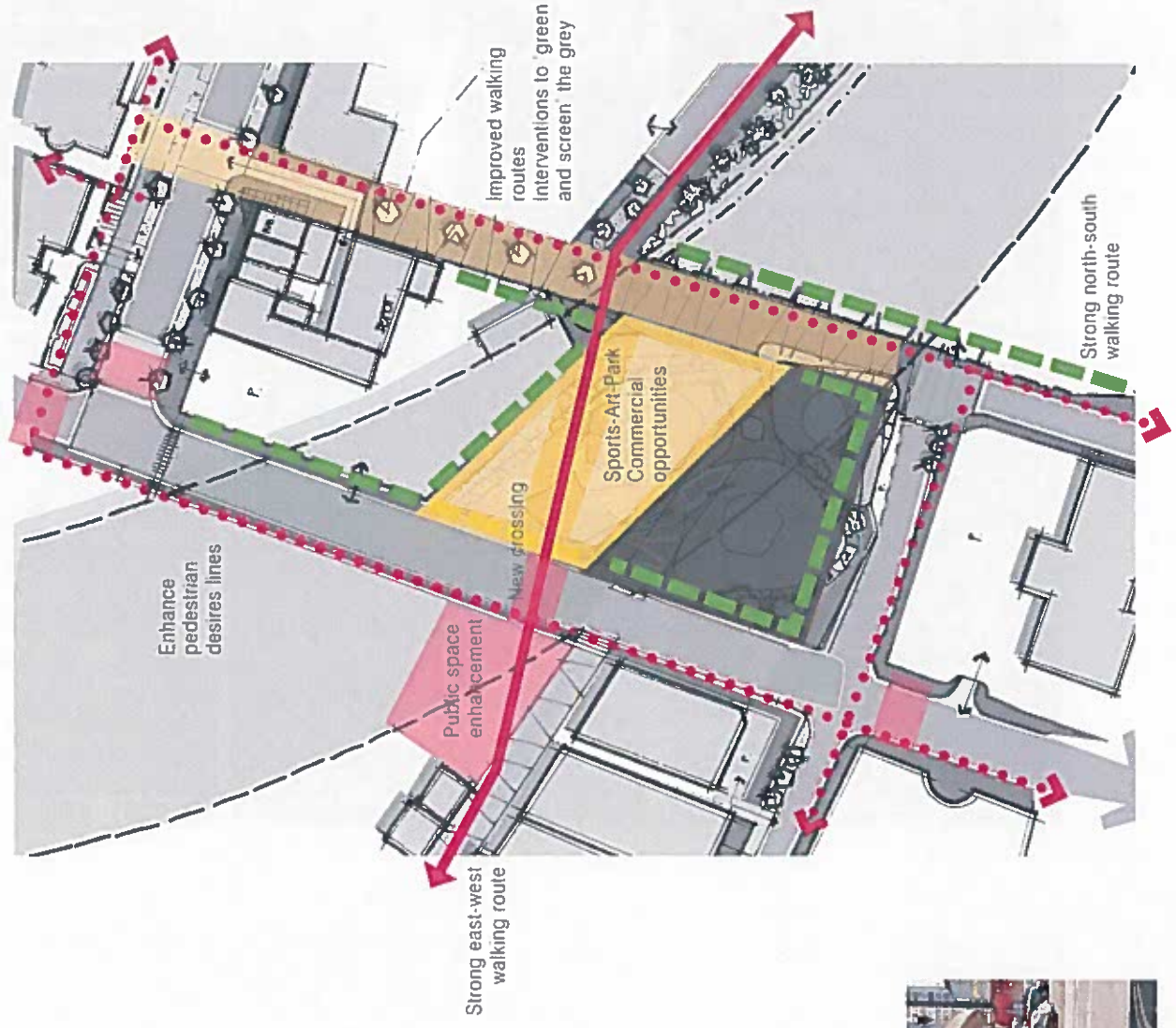
- Improve the visual quality of the space through art installations, bespoke lighting installations.
- Activate the space by encouraging people to visit and take ownership through temporary and meanwhile uses. These could include markets, shipping containers for start-up business and pop-up bars and restaurants that provide a flexible lost cost platform for new and emerging businesses
- Improves the health and well-being of local people by encouraging physical activity through possible climbing walls, skate & rails, outdoor gyms, and running loops.
- Provide opportunities to 'green' the space and provide micro habitat creation.
- Extend existing walking and cycling networks through the space to improve city wide connections and increase the numbers of people using the space.



Early sketch ideas for the comprehensive redevelopment of the area and the creation of an Urban Sports Park

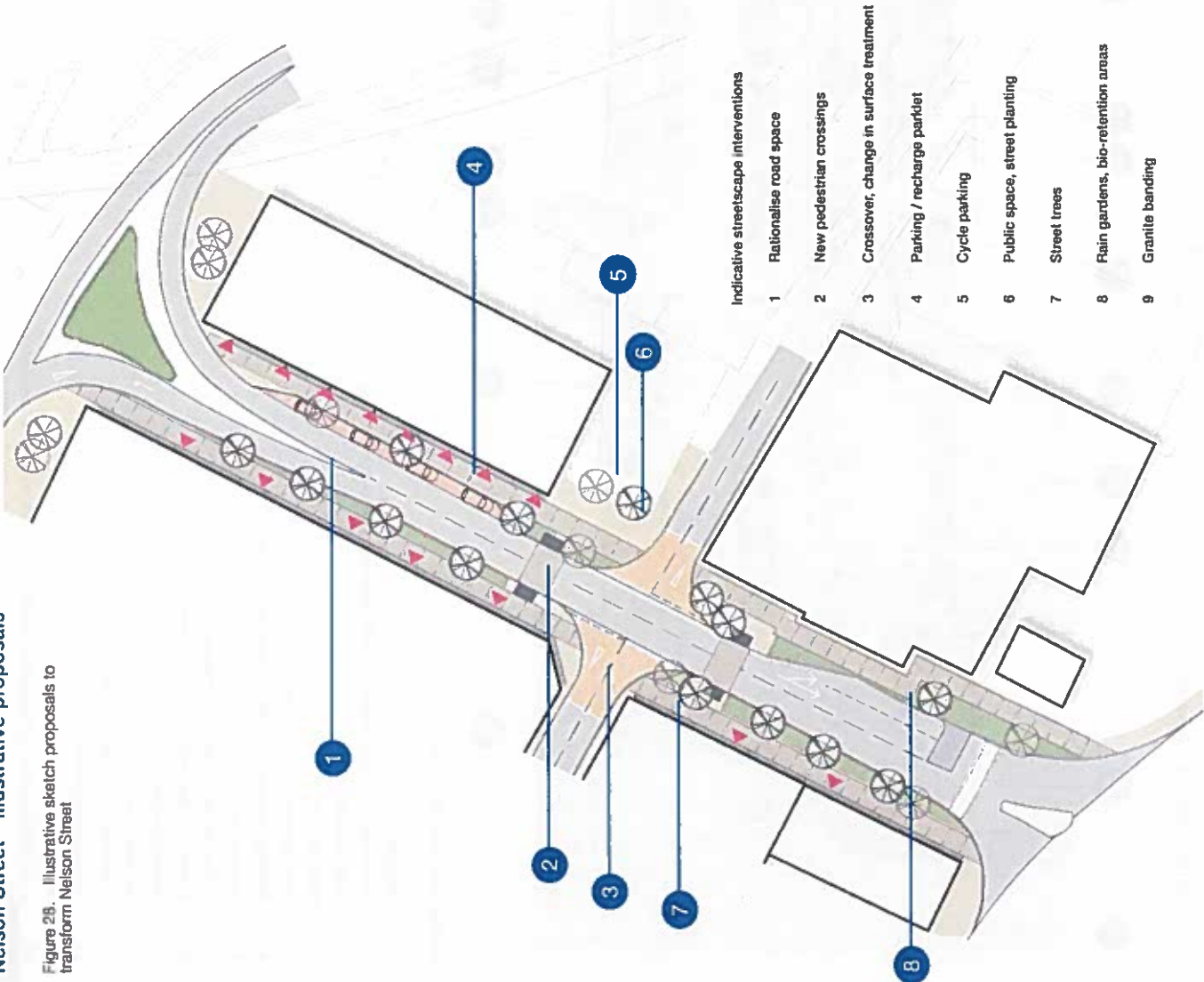


Re-design boundary treatment and public realm around skate park and provide new crossing, improving east-west links towards River Lagan.

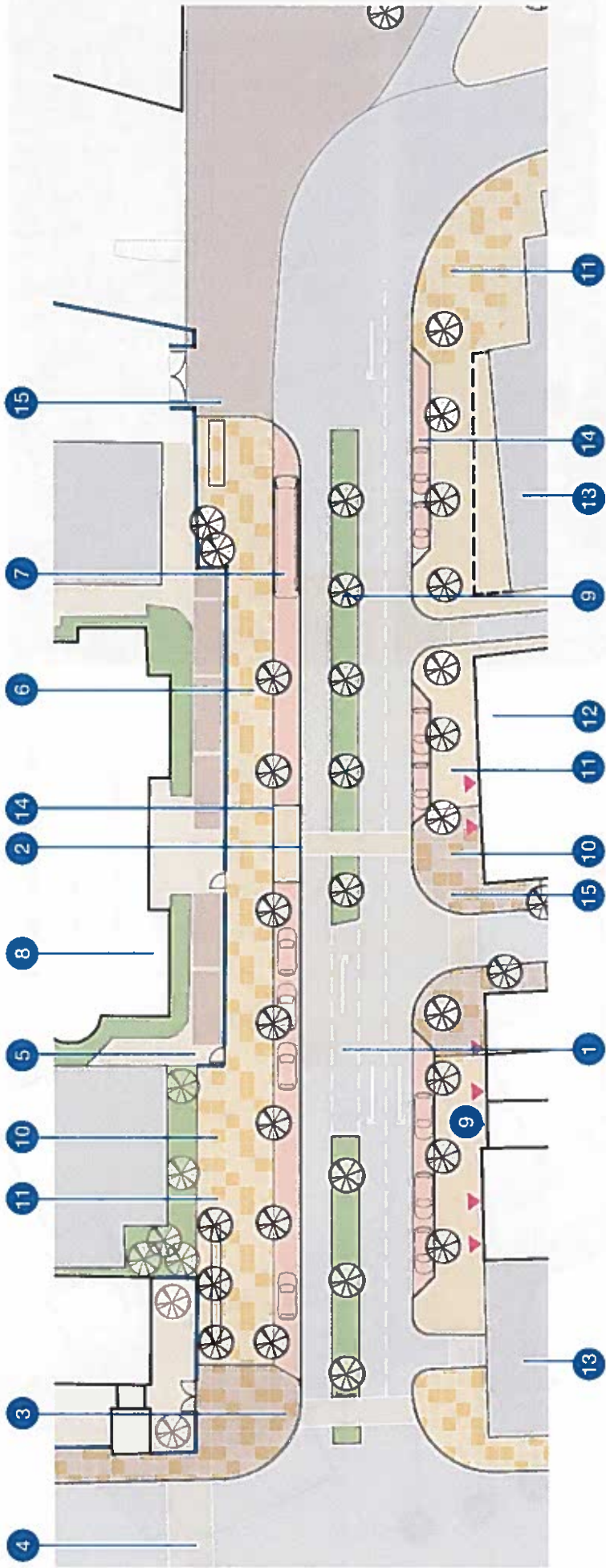


Nelson Street - illustrative proposals

Figure 28. Illustrative sketch proposals to transform Nelson Street



Corporation Square - illustrative proposals



Indicative streetscape interventions

1. Rationalise highway
2. New pedestrian crossing aligned with Tomb Street and entrance to HC building
3. Enhance crossing
4. Pedestrian / cycle crossing
5. New pedestrian link into City Quay
6. Extend off road cycle route along northern side of street
7. Coach parking
8. Improve setting of Harbour Commissioners building
9. Avenue, rainwater gardens, bio-retention areas
10. Targeted resurfacing
11. New street furniture
12. Potential for increased active frontages
13. Development opportunity
14. Recharge parklet
15. Incorporation wayfinding / interpretation guiding visitors from M3 underpass space

