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TITANIC QUARTER | PHASE II | CONCEPT MASTERPLAN | DECEMBER 2006



PREFACE

This document has been produced as a guide for the overall development of Phase II of Titanic Quarter, within the context of the Development Framework which has been produced for the entire 75 ha Titanic Quarter site and agreed with the Department of the Environment. Phase I has already been granted planning approval for residential uses (450 apartments), an hotel and offices, plus public realm and road infrastructure. Development of this phase has now commenced.

It is proposed to develop Phase II as a new mixed use 'urban village' containing residential units in three distinct neighbourhoods; employment uses; leisure uses; tourism uses; local services; public realm and open space; vehicle parking; roads and ancillary infrastructure works; and the renewal of the scheduled monuments and the listed building. The overall vision is of a city centre waterfront development which will attract a variety of investors and users including tourists. The proposals have been informed by best practice elsewhere in waterfront developments but are firmly rooted in the history, culture and character of the city of Belfast and its world renowned shipbuilding industry.

This Concept Masterplan accompanies the outline planning application for Phase II and sets out an analysis of the site and its context; current site conditions; its heritage significance; the opportunities for and constraints on new development; the proposed land uses and site layout; transportation proposals; and the proposed phasing of the development over the next 10-20 years.

Whilst the design of individual buildings is illustrative only, planning permission is being sought for the principles of the layout – including the road layout; block structure; building heights; open spaces; landscaping and public realm; the treatment of heritage; parking provision; and how the infrastructural services will be provided.

The proposal is being kept as flexible as possible so that the Masterplan is capable of responding to changes in market demand for various land uses over time, recognising the long timeframe for a project such as this. Each individual block of development will be subject to a later reserved matters application or full planning application, based on the principles set out in the Masterplan.

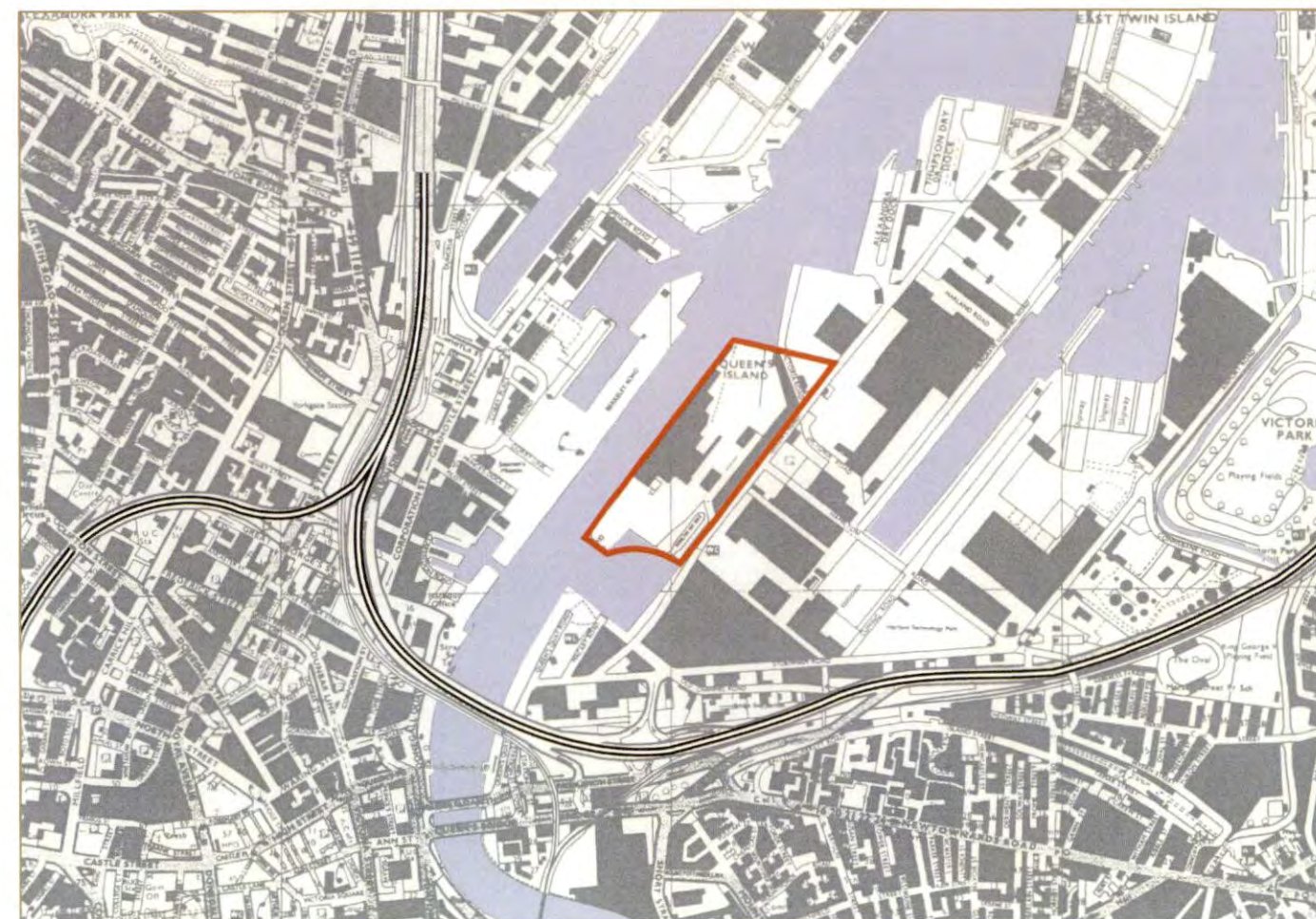
The detailed design of buildings is illustrative

only. It is anticipated that each block within the development will be designed by a different architectural practice of national or international renown, in order to give the development a unique character based on the design parameters set out in this document. The actual development of the site will be private sector led, with the Belfast Harbour Commissioners, as ground landlord, having a role in co-promoting the site. The government will also have a significant role to play in ensuring that the necessary off site infrastructure works come to fruition at the appropriate time.

The proposals in this Concept Masterplan have been subjected to an environmental impact assessment and a separate Environmental Statement (with Non-Technical Summary) accompanies the outline planning application. Other accompanying documents are a Transport Impact Assessment, a Contamination Report, a Travel Plan and a Supporting Statement.

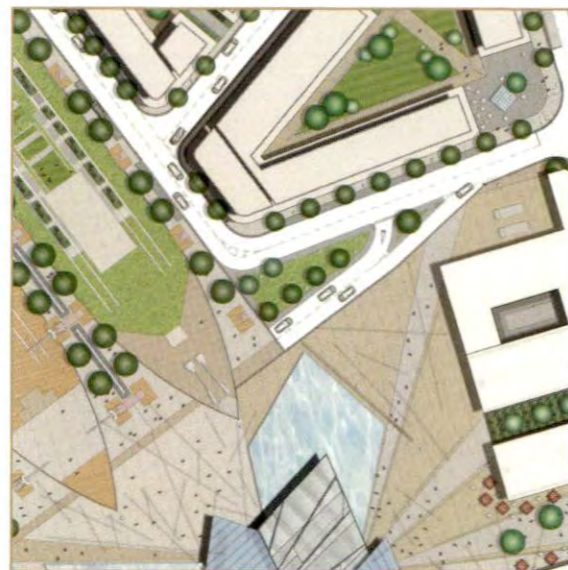
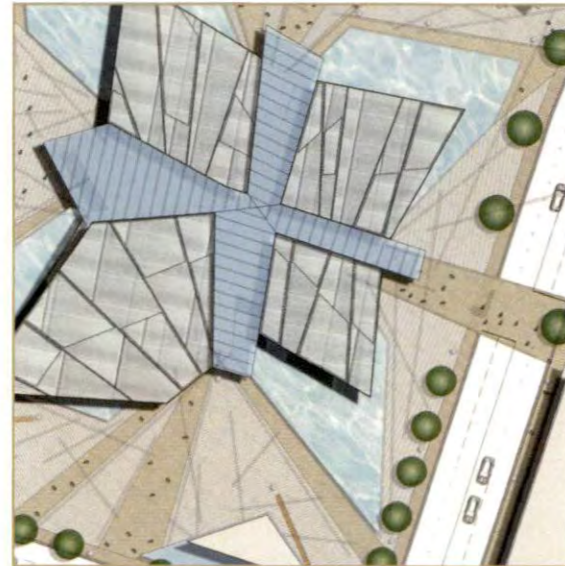
“WE WILL LEAVE THIS CITY NOT LESS BUT GREATER, BETTER AND MORE BEAUTIFUL THAN IT WAS LEFT TO US”

Ancient Athens



Site Location

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EXECUTIVE SUMMARY

This Concept Masterplan (CMP) seeks to establish the general principles for the development of Titanic Quarter Phase II. The application site is c 16.5 ha and lies 0.5 km north of the Belfast City Centre boundary, within the Belfast Harbour Estate. It is bounded to the west by the River Lagan, to the south by the Abercorn Basin, to the east by Queen's Road and to the north by derelict, former industrial land.

Development Framework

The CMP has been drawn up within the context of the Development Framework (2006) prepared on behalf of Titanic Quarter Limited and the Belfast Harbour Commissioners. This Development Framework, which was commenced in 2002, evolved through consultation with all the stakeholders and, after a number of amendments, is now agreed with the Department of the Environment and other statutory consultees. The Development Framework is thus the agreed 'comprehensive masterplan' for Titanic Quarter required by draft Belfast Metropolitan Area plan Zoning BHA 01.

Consultation

The proposals for Phase II have been developed on behalf of Titanic Quarter Limited and the Belfast Harbour Commissioners over a period of two years through extensive consultation with the key statutory decision makers and relevant interest groups, several workshops and a series of bi-monthly Steering Group meetings with DoE Planning Service and other stakeholders including Belfast City Council.

Other Related Documents

An Environmental Statement and an ES Non-Technical Summary, required under the Planning (EIA) Regulations NI 1999, accompanies this outline planning application. In addition, the planning application is accompanied by a Transport Impact Assessment, a Travel Plan, a Contamination Report, a Supporting Statement and this Concept Masterplan.

Site Analysis and Context

In this CMP a detailed analysis of the characteristics of the Phase II site and the wider area has been undertaken in order to inform the design concept and to ensure that the proposed development responds to its context in the appropriate way. The CMP addresses the perceived opportunities and constraints presented through this analysis including the site's history; its cleared brownfield character; its waterfront location close to the city centre; the existing road infrastructure; the proposed further education college on the opposite side of Queen's Road; the residential/

hotel/office development approved to the south in Phase I; and the Odyssey Centre further beyond that to the south.

A study of the wider context was undertaken by the consultant team. This included an analysis of surrounding land uses; an examination of views into and out of the site; an analysis of infrastructure and services provision; a socio economic analysis of the wider area; and a study of local facilities. Additionally, an analysis of the urban form and street character of the centre of Belfast has informed the design thinking.

Within the application site a very thorough assessment has been made of the history and archaeology of the site, both by the applicant's consultants and by Environment and Heritage Service. The site's ecology and hydrology have been examined in detail and a full analysis has been made of topography and ground conditions, with extensive contamination studies undertaken. The site is made land (using the materials dredged up when the Musgrave Channel was dug in 1837) and due to the heavy manufacturing uses over the last century there are pockets of contamination that require treatment. All the buildings bar one have been removed and some of the site tarmaced or concreted over. The rest of the site is largely barren wasteland with some dumping of buildings materials. There is now little of ecological interest on the site.

The archaeological assessment has revealed the complex and constantly changing character of the site through its various stages of development for shipbuilding and the subsequent demise of that industry. There are a number of scheduled monuments on the site (the Titanic and Olympic Slipways and the associated body of water adjoining the slipways; and the Hamilton Graving Dock), and a listed building - the H&W HQ Administration Building and Drawing Office. Other historic features include the large Abercorn Basin and the historic dock walls around the site. In addition there are historical elements of the site which are significant despite there being little trace of them remaining. All these historical elements of the site and the spaces between them have been the starting point of the design process.

Planning Policy

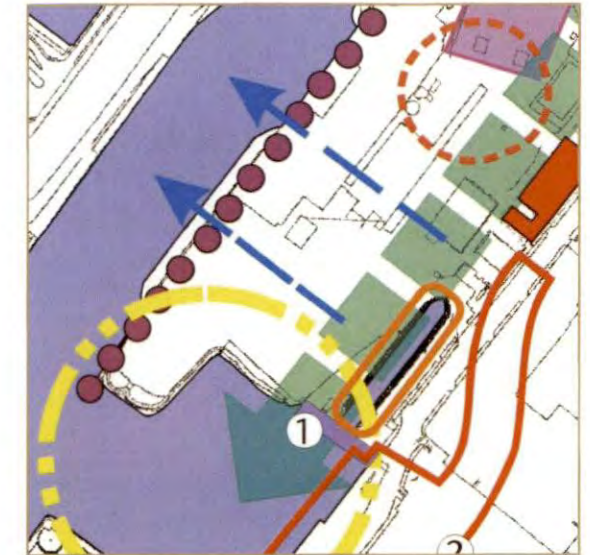
An evaluation has also been made of all the relevant planning policies which will be material considerations in deciding this planning application and the scheme subsequently designed to be in compliance with as

many of these as possible. DoE Planning Service will give weight to the development plan and also the emerging development plan for the area and will also consider all the other relevant planning policies and materials considerations. The team is confident that the proposals will prove acceptable in the round and that planning approval will be granted for this exciting new urban village within Titanic Quarter.

The overall concept for Phase II is that of a mixed use development which is configured in such a way as to create a lively, sustainable and safe environment for residents, visitors and workers alike. The proposed development takes as its starting point retention of the significant industrial heritage of the site. It is then led by the development of three residential neighbourhoods and a village heart of commerce and trade surrounded by local retail/services and tourism/leisure uses. The layout is linked by a high quality public realm that is memorable, informative and legible and which honours the industrial past and gives the site a strong new identity and sense of place.

The Uses Applied For:

- Residential development (2,000 no. dwellings) including affordable housing and live/work units - 200,000 sq m (2,152,800 sq ft);
- Employment including offices (5000 sq m max), high technology, research and development, call centre and light industrial uses - 37,000 sq m (398,278 sq ft);
- Leisure uses including hotels and serviced accommodation, conference facilities, nightclubs, restaurants, bars, cafes, clubs and sports facilities - 23,000 sq m (247,578 sq ft);
- Tourism uses including The Titanic Experience Building (part of the Titanic Signature Project) with ancillary retail, community, leisure, cultural & entertainment uses and public realm thereto - 11,300 sq m (121,636 sq ft);
- Mixed use redevelopment of Listed Heritage Building for tourism, cultural and leisure uses - former Harland and Wolff Headquarters Administration Building and Drawing Offices - 6,500 sq m (69,968 sq ft);
- Renewal of scheduled historic monuments including Hamilton Graving Dock & setting with Pump House; Titanic & Olympic (No. 2 & 3) slipways and portion of Victoria Channel



EXECUTIVE SUMMARY

(launch site) waters - 4.5 hectares (11.2 acres);

- Creation of public realm areas including Hamilton Dock improvement, Abercorn Basin boardwalk, Laganside promenade, Titanic and Olympic Slipways, Titanic Experience Square and 3no. neighbourhood squares - 7.1 hectares (17.5 acres);
- Local services including convenience retail (2,000 sq m max, e.g. groceries, newsagents & pharmacy), food retail (takeaway outlets) health (e.g. doctor/dentist) and education (e.g. crèche, nursery), service type offices (2,000 sq m max, e.g. travel agents and solicitors), banks and building societies - 5,500 sq m (59,203 sq ft);
- Vehicle parking of approximately 3,500 no. spaces (surface & basement) including multi-storey (MS) parking - 15,000 sq m (MS) (161,464 sq ft); and

- Roads and other ancillary infrastructural works (including sewage pumping station).

In total, the proposal comprises of some 298,300 sq m (3,210,979 sq ft) of floorspace.

Layout

The street layout is largely dictated by the retained historic structures and views into the site of these and out of the site to the hills beyond. A key element is the creation of apartments which have either a view of the water or public realm or open space. Each residential neighbourhood is centred on an urban square and each is divided into blocks, with each block having an internal raised courtyard garden. Overall the scheme has 33% open space (not counting the water but counting the streets), which greatly exceeds normal standards, with much of this to be maintained through a Management Plan to be agreed with the developers.

Along the north side of Abercorn Basin the proposal is to extend the approved Phase I apartment development (Abercorn Arc) around this side of

the basin, with building heights increasing towards the north western point and the proposed hotel (Abercorn Tower). There will be a walkway along the edge of the basin linking development with the Phase I walkway and the Laganside walkways into the city centre.

Along the River Lagan waterfront it is intended to create a timber boardwalk along the edge of the water. Along this waterfront walk there will be three nodes of leisure/tourism activity with an hotel/bars/restaurants node at the southern end; a commercial/employment/services/ convenience retailing block in the middle; and an hotel/restaurants/bars node at the northern end. The central commercial building fronting the River Lagan along with the Titanic Experience Building, the listed H&W HQ Administration and Drawing Offices, the surrounding public realm and the Titanic and Olympic Slipways, together form the 'heart' of the new village.

Streets

Within the proposed development there is a hierarchy of streets. These are graded by traffic carrying capacity and the safety of their junctions - from the 7.3 m wide 'shareways' to the 17.2 m wide main feeder road into the scheme from Queen's Road. The street widths help to inform building heights, so that there is always daylight penetration into habitable units.

Block Structure

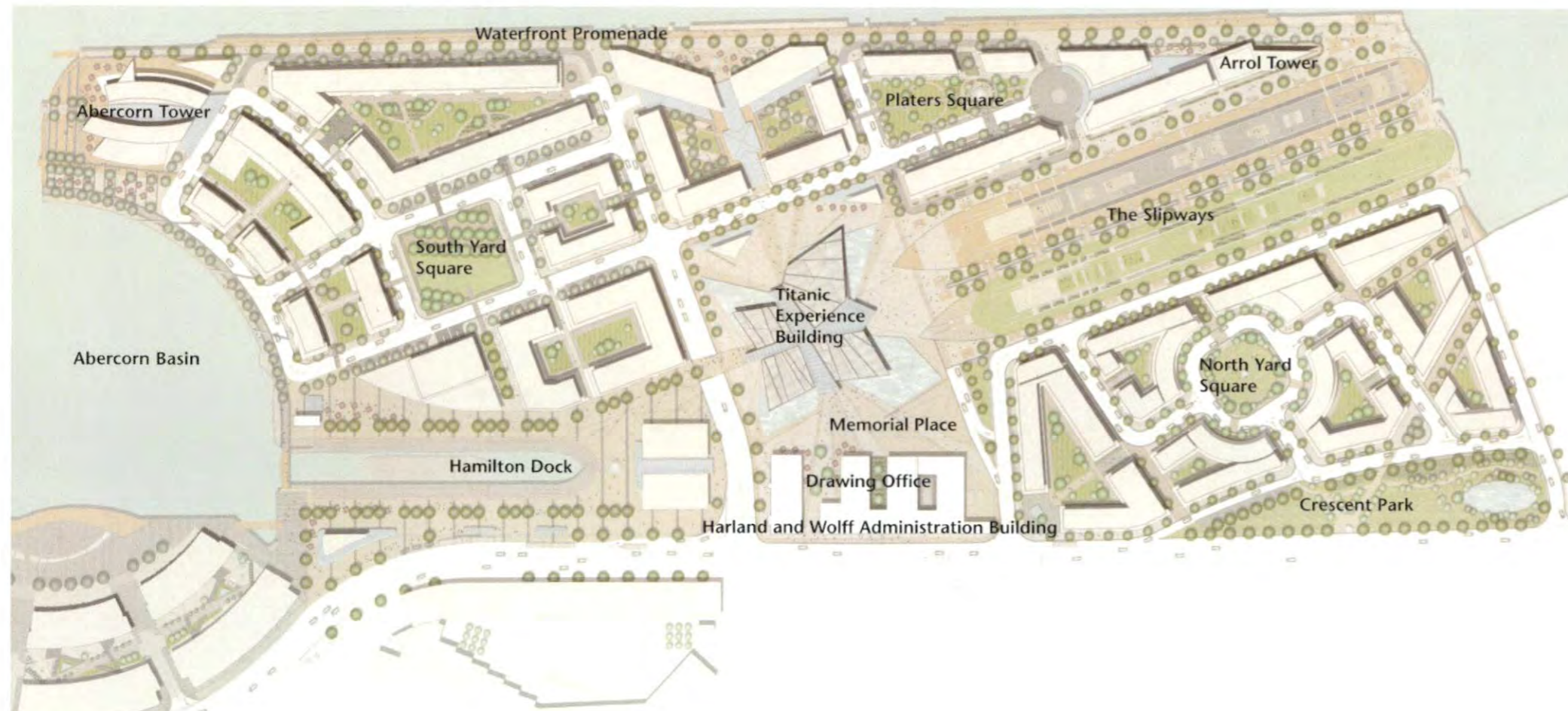
The residential block structure is generally based on a 15m depth of building from street to inner courtyard inclusive of balconies and bays. In terms of building heights, the proposed development takes 6 storeys as the starting point, with some blocks being lower than this and some higher. The 5-6 storey buildings are located along narrower streets and the high buildings are located where there is adjoining open space and/or wider roads. These heights are justifiable on design grounds and the quantum of development required to fund the major investment in quality public realm, public transport, off site road improvements and retention of historic structures.

Parking and Transport

Car parking on the site will be provided at a restrained level of one space per apartment in a semi basement format under the apartment blocks. Elsewhere there will be limited on-street parking and multi storey car parking, giving 3500 spaces overall. All streets within the site provide for cyclists and pedestrians.

Initially, there will be a high quality TQ bus service coming from the City Centre every 5-7 minutes. Dedicated road space will be retained for a rapid transit system, should the government wish to implement such a scheme in the longer term.

The off-site road improvements include a new grade separated junction on the Sydenham Bypass at Connsbank; a new link road from this to the Airport Road; the upgrading of the Airport Road to Dee Street roundabout; and a new bridge over the widened Sydenham Bypass. Some of these will be part funded by the development of the application site.



Concept Masterplan with Areas Named

INTRODUCTION

This Concept Masterplan has been prepared on behalf of Titanic Quarter Limited and the Belfast Harbour Commissioners. It accompanies an outline planning application for a mixed use development of 300,000 sq metres on this 16.5 ha site in the Belfast Harbour Estate, some 1.5 km from the centrally located City Hall in Belfast. The application site is Phase II of the new Titanic Quarter. Phase I, which consists of a 450 apartment development, an hotel, gateway offices, public realm and road infrastructure is currently under construction.

Purpose of document

The fundamental objective of the concept masterplan (CMP) is to demonstrate how the site can be developed in a sustainable manner, providing a high quality living, working and leisure environment and an exciting, grand scale, tourist and visitor destination. It is underpinned by strong urban design principles which have emerged following a careful and considered analysis of the site's location, surrounding context, existing character and history.

The aims of the CMP are to:

- provide a clear explanation of the proposals for Titanic Quarter Phase II to support an outline planning application;
- demonstrate the commitment of Titanic Quarter Limited (as leasee) and the Belfast Harbour Commissioners (as ground landlord) to a high quality, sustainable development;
- establish a clear set of guidelines for the design and layout of the site which may be developed by a single developer or a number of developers;
- provide clarity in relation to land use mix and the potential phasing of the development.

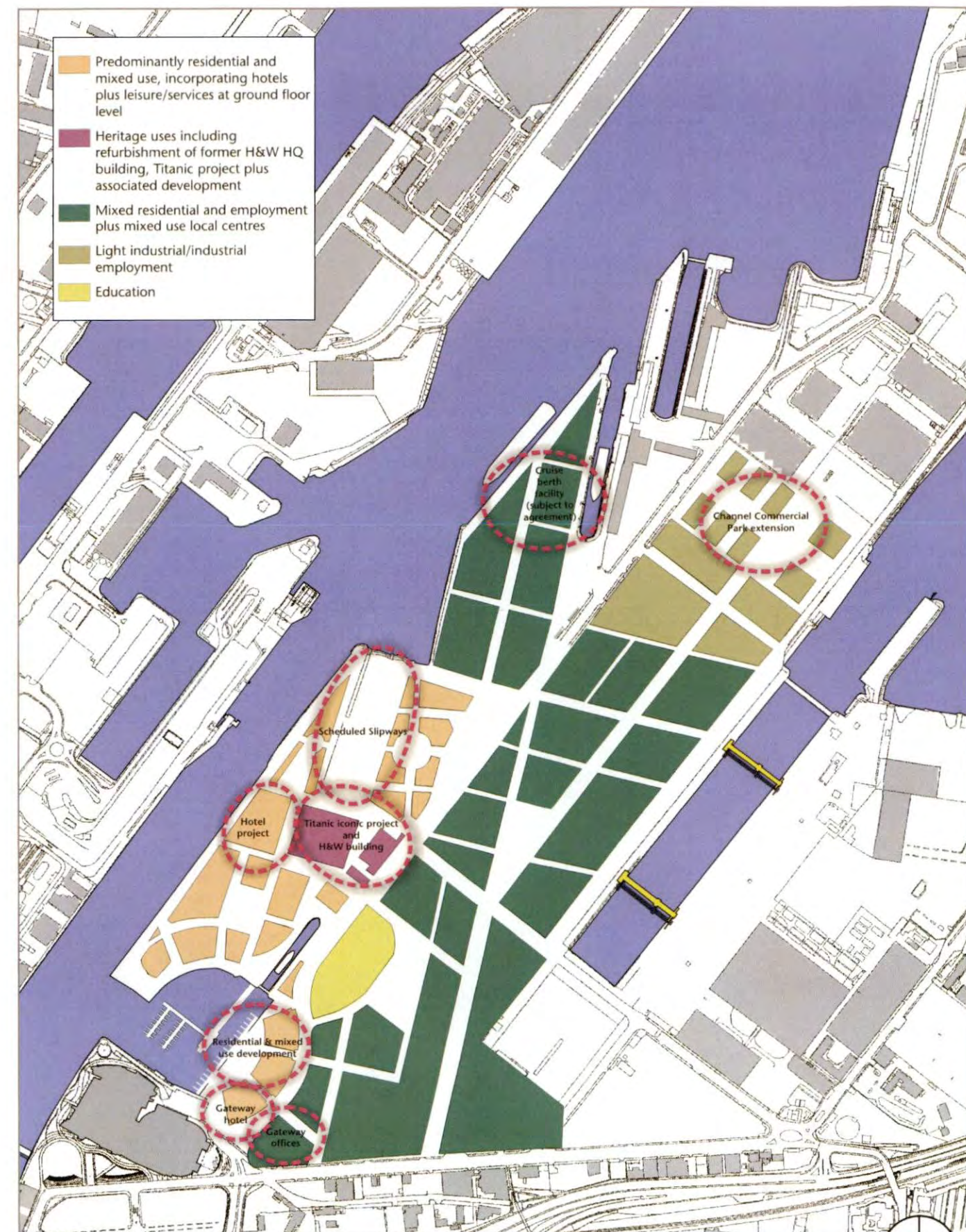
The Titanic Quarter Development Framework

The Phase II CMP is based on the Titanic Quarter Development Framework (Turley Associates 2006) which has been agreed with DoE Planning Service and its statutory consultees following a long period of consultation, beginning in 2002. It is thus the 'agreed masterplan' in accordance with Zoning BHA 01 of the draft Belfast Metropolitan Area Plan 2015. The Development Framework proposes Titanic Quarter as a high profile European waterfront development firmly rooted in the history and character of Belfast, acting as a driver for high quality investment and development in the city. The vision provides for a development scenario that is complementary to the city centre and essential to

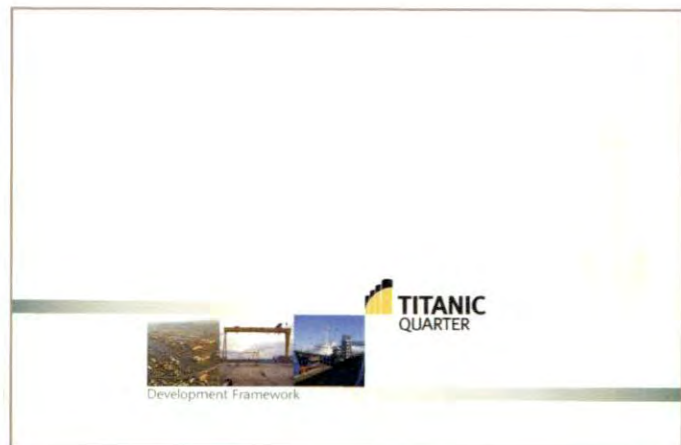
the future prosperity of the city as a whole.

The development principles set out in the Development Framework for Titanic Quarter as a whole are:

- High density and critical mass of new development sufficient to sustain a mixed use city quarter for living, working and recreation;
- Sufficient critical mass of business, industrial, leisure and support facilities;
- High specification, high technology business and office space to build on the catalyst of the Northern Ireland Science Park and business incubation;
- A range of light and general industrial buildings adjacent to Channel Commercial Park at the northern end of TQ;
- High and medium density residential development, potentially in mixed use buildings, apartments and town houses;
- A new water based leisure facility with consideration given to potential cruise liner berthage;
- Strong urban form and scale adjoining the Odyssey Leisure Complex fronting Sydenham Road as a high quality gateway;
- A series of high quality landmark buildings linked by excellence of public realm;
- Imaginative re-use of Titanic and Olympic Slipways and heritage features including the listed building;
- High quality internal walkways/cycleways including a riverside promenade connecting the Odyssey, the NISP and TQ with the Lagside and the City Centre;
- Upgrade of Queens Road and creation of the new Olympic and Titanic Boulevards as principal transport corridors and the Sydenham Road frontage as a main point of arrival. The Musgrave Channel Road is to be retained as an access to the east of Queen's Island;
- Integration of land use and transportation providing ease of access and high quality public transport links;
- Integration and ease of access to 'Eastside', Lagside and the urban area generally.



Land Use Plan Taken from Titanic Quarter Development Framework 2006



Concept masterplan approach for Phase II

This Concept Masterplan statement establishes the parameters of the proposed development of Phase II, within which detailed designs can be brought forward. The outline planning permission will be granted subject to appropriate conditions and potentially an Article 40 Agreement, if that is deemed necessary.

The outline planning application seeks permission for a defined scale of development, the quantum and mix of uses, the road layout, the block structure, building heights, open spaces, landscaping and public realm, the treatment of heritage, parking provision and how the infrastructural services will be provided.

Consultation

The proposals for Phase II have been developed on behalf of Titanic Quarter Limited and the Belfast Harbour Commissioners over a period of two years through extensive consultation with the relevant interest groups, several workshops and a series of bi-monthly Steering Group meetings with DoE Planning Service and other stakeholders including Belfast City Council. The Steering Group approach is a unique form of consultation and has been chaired at the most senior level. These consultations are detailed in the Supporting Statement accompanying this planning application. There have also been a large number of parallel technical meetings between the applicant's specialist consultants (planning, transport, landscape, water, industrial archaeology and heritage etc) and their counterparts in government about specific aspects of the proposed development. A particular focus has been given to the discussions with EHS and Planning Service on heritage aspects.

Environmental Assessment

The environmental impact assessment of the proposals, which was undertaken by a large team of technical specialists employed by the applicants, has influenced the final design and layout of the proposed development. The subsequently produced Environmental Statement (required under the Planning (EIA) Regulations NI 1999), accompanies this outline planning application for Phase II. In addition to this Concept Masterplan, the planning application is also accompanied by a Transport Impact Assessment, a Travel Plan, a Contamination Report and a Supporting Statement.

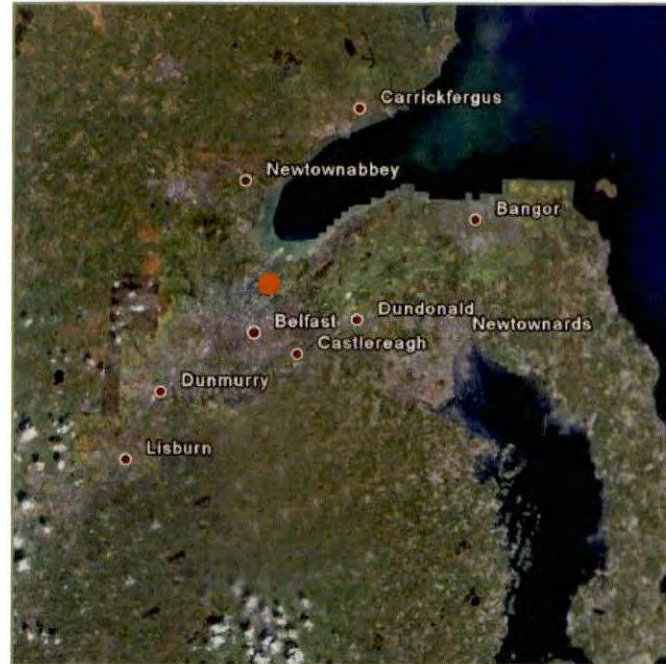


Vision Diagram taken from the Titanic Quarter Development Framework 2006

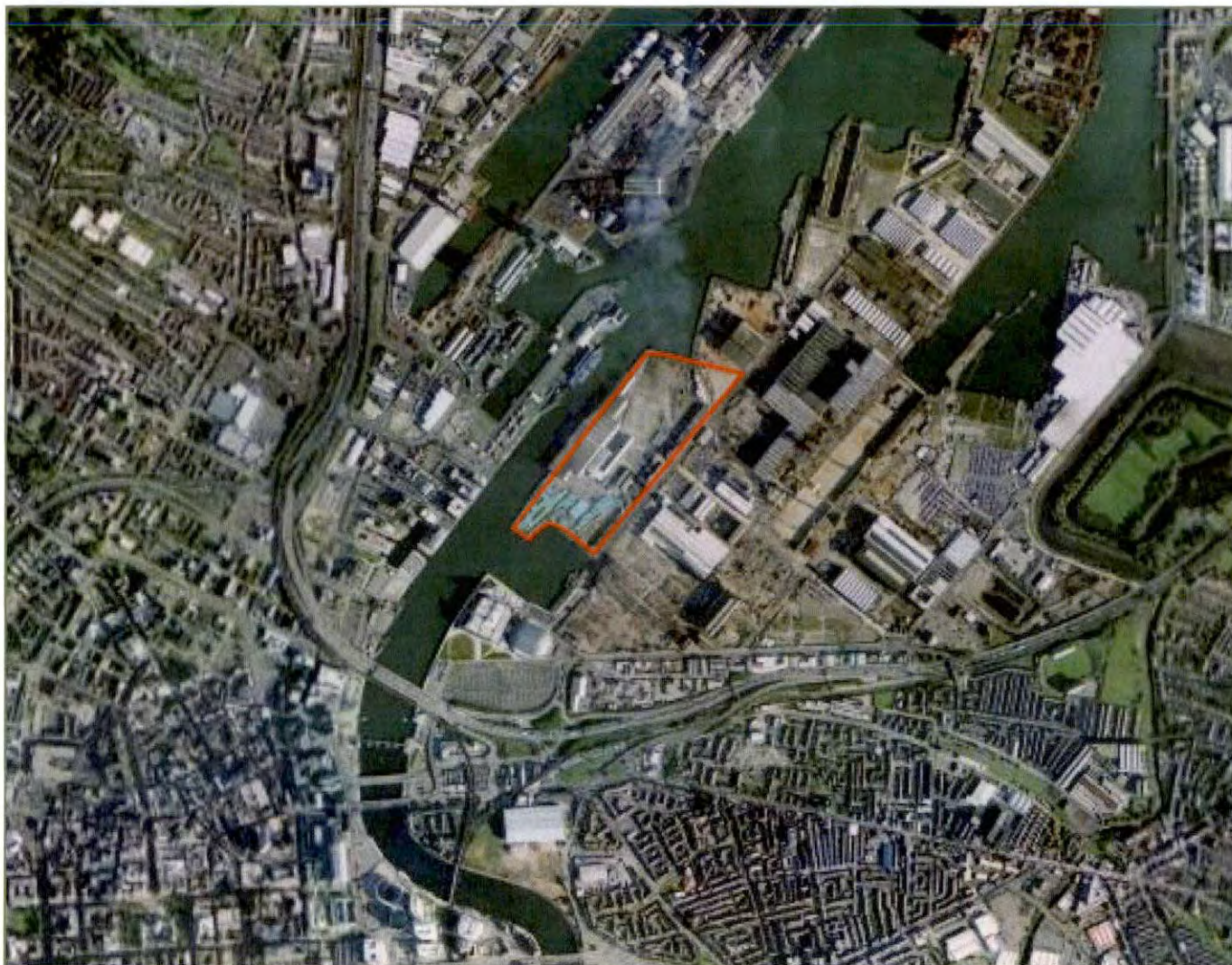
SITE LOCATION AND CONTEXT



Aerial Photographs of site and its context within Belfast



Site Location



Titanic Quarter is a 75ha (185 acre) post-industrial site situated approximately 1.5 km to the north east of Belfast City Centre on the River Lagan. It lies between the City Centre and George Best Belfast City Airport. Titanic Quarter is bounded to the south by Sydenham Road, to the west by the River Lagan (Victoria Channel) and to the north by the Northern Ireland Science Park. The site is owned by the Belfast Harbour Commissioners and leased to Titanic Quarter Limited and Titanic Properties Limited.

Regeneration of the former shipyards commenced in the 1990s with the Northern Ireland Science Park, extending to 10 ha (25 acres) outside the Titanic Quarter boundary. Within Titanic Quarter itself, a number of Phase I developments within Titanic Quarter have already commenced with infrastructural works underway at Abercorn Road, ground works for the Office Gateway scheme (at the corner of Queen's Road/Sydenham Road) commenced and the basement works for 470 apartments at Abercorn Basin to begin shortly. Outline planning permission has also been obtained for an hotel (4,575 sq m) which will integrate with this Phase I "Abercorn Arc" apartment development.

Other than this Abercorn Arc apartment complex which is about to be commenced, the nearest residential properties to the site are the Quaygate Apartments at Queen's Quay to the south and the Clarendon Dock apartments across the Lagan. Non-residential land uses in the vicinity of the application site include active port uses on the

west bank of the River Lagan such as the Stena RO-RO ferry services and the Clarendon Dock office development. Planning approval has been obtained to relocate the Stena Terminal to Victoria Terminal 4 at the northern extent of the Harbour Estate. Proposals also exist to develop that area between Clarendon Dock and the city centre, including the concept of a pedestrian/cycle bridge to connect this area to the east bank and the Odyssey Complex.

The application site for this Phase II of Titanic Quarter, which extends to some 16.5 ha, is bounded to the south by Abercorn Basin, to the east by Queen's Road and to the west by the River Lagan. To the south of the site, on the opposite side of Abercorn Basin, lies the Odyssey Entertainment Complex. Abercorn Basin is a 4.9 ha (12 acres) semi-enclosed body of water formerly used in conjunction with the ship building industry.

Other than the scheduled monuments and listed building, described below, the Phase II site is a vacant derelict site with areas of cobble, tarmac and concrete hardstanding which identify the footprints of now demolished buildings and former parking areas.

TRANSPORTATION INFRASTRUCTURE

The site's proximity to the city centre, road and rail links, the ferry terminal and Belfast City Airport will ensure that Titanic Quarter has the required transport infrastructure for sustainable growth.

Slip roads provide access to the motorway network via the M3; the Sydenham By-Pass provides access to and from North Down; and Sydenham Road is a major route providing access to the site from the south. Access to the city centre is provided by Queen's Quay and the Station Street Flyover.

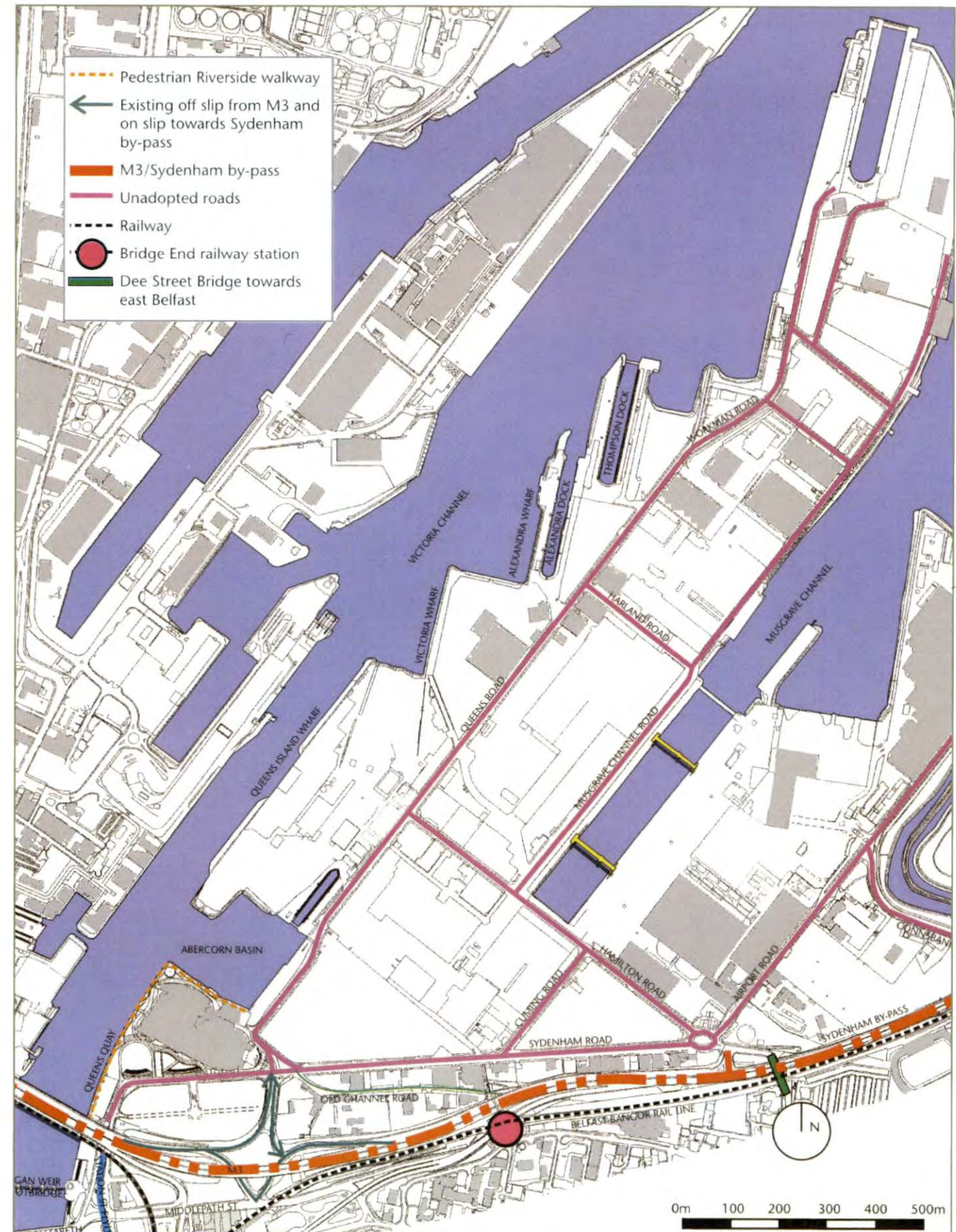
The Lagan Weir footbridge provides the closest dedicated pedestrian link to the City Centre and connects Queen's Island to Customs House Square and Queen's Square. A tourist boat service operates close to the Lagan Weir footbridge and offers guided tours of the city's maritime heritage sites. The shortest pedestrian route to the footbridge is along the outer edge of the Odyssey Complex along the edge of the River Lagan.

Queen's Road is a very wide single lane carriageway that runs the length of Queen's Island and provides access to the development site along its eastern edge. Opportunities exist for Queen's Road to become an attractive and vibrant boulevard that connects the various development phases of Titanic Quarter.

Sydenham Road, together with other roads within the Harbour Estate, are not at present adopted by DRD Roads Service. However, these routes are heavily trafficked, with Airport Road and Sydenham Road used as a rat-run, as an alternative route to the Sydenham Bypass.

Due to limited employment activity within the Harbour Estate, public transport facilities are infrequent. Metro service 94 is the only bus route serving the development site during weekdays, at the peak morning and evening period only (and this only stops at Odyssey Arena and does not extend into the site). A single bus serves the Northern Ireland Science Park and Channel Commercial Park once in the AM peak and once in the PM peak period.

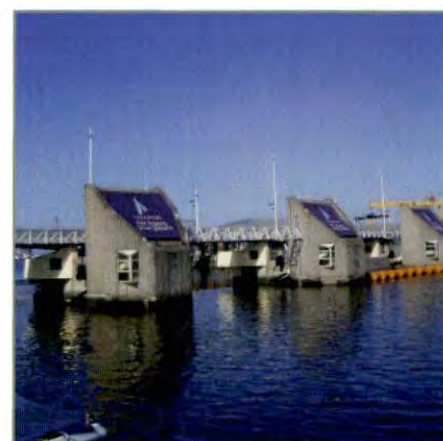
The rail station at Bridge End is located approximately 1km from the development site and it is within acceptable walking distance. Northern Ireland Railways Service 2 operates between Portadown and Bangor and stops at the Bridge End station 32 no. times per day (Monday – Friday) between 0626, and 2327 hours.



View over Belfast at night



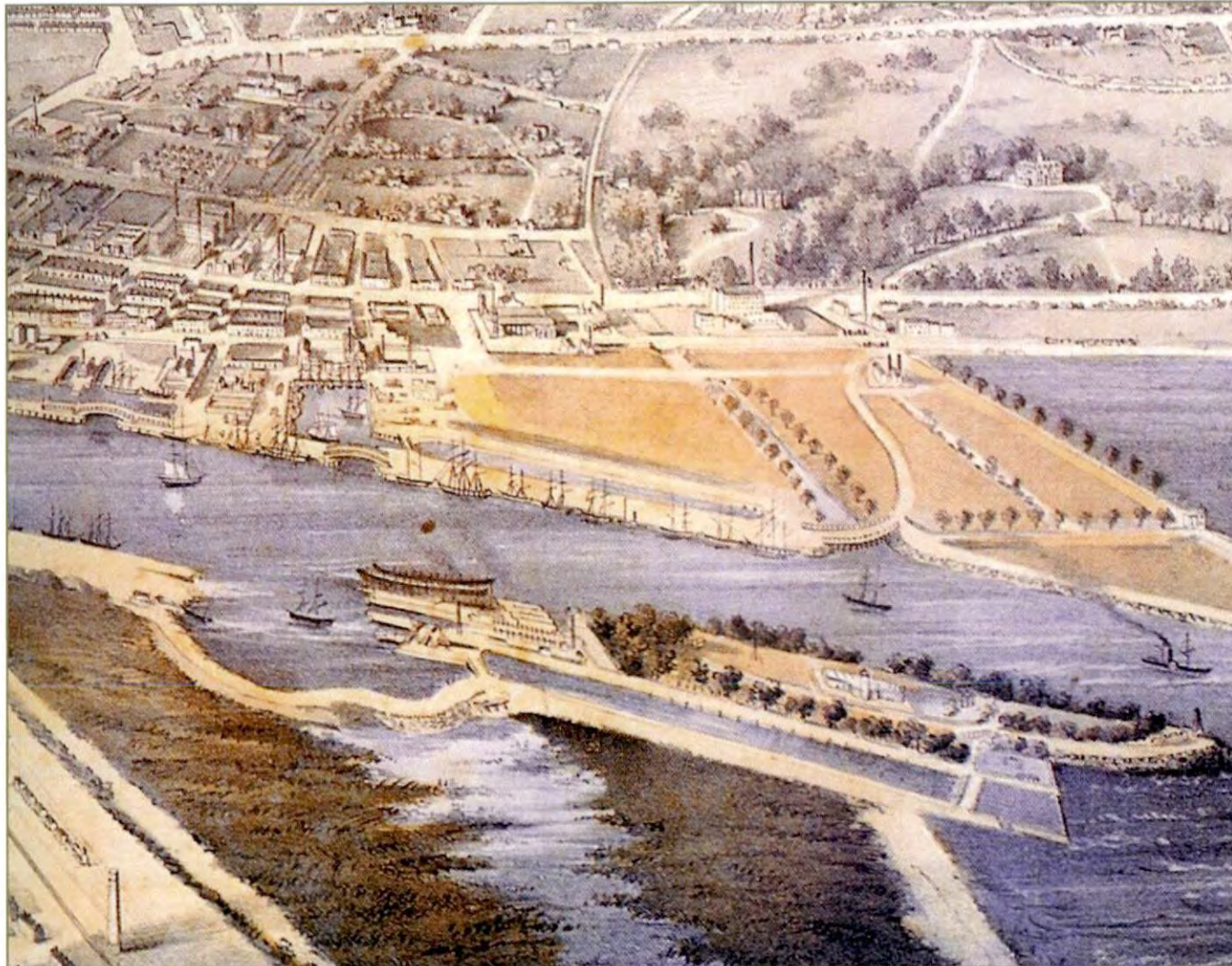
Aerial view over the M3



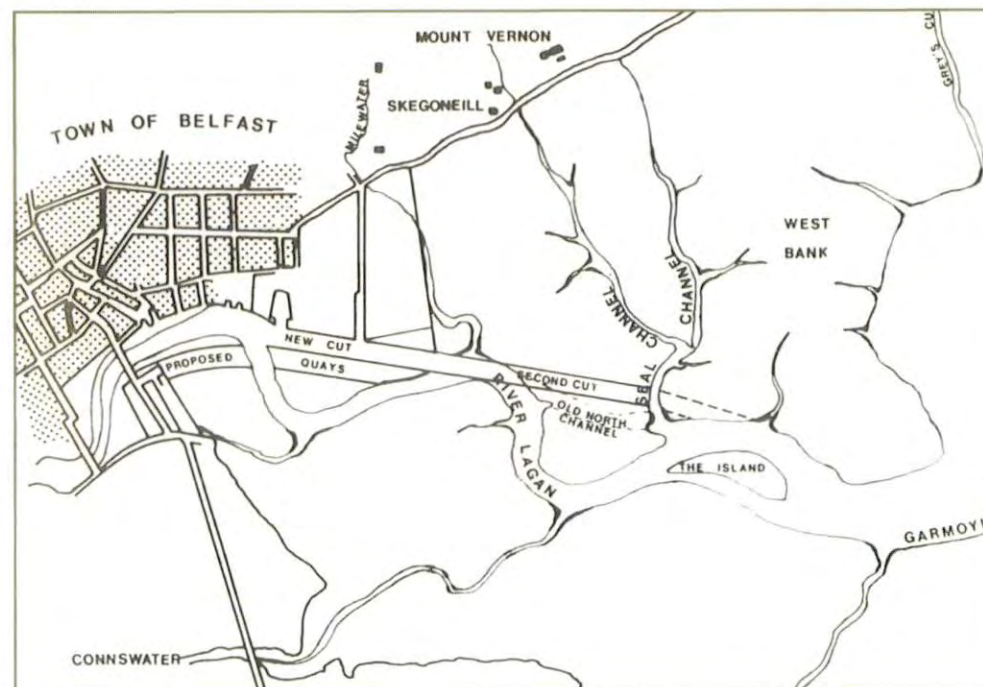
The Lagan Weir

Existing Movement Network near and through the Site

HISTORICAL DEVELOPMENT



Portion Bird's Eye View of Belfast - 1863 Pleasure Gardens



Site Plan of Belfast Harbour Area - 1845

The Early Years

The application site comprises the area created in the mid 19th century and known as Queen's Island. The term Queen's Island has subsequently become synonymous with the wider shipyard area on the County Down side. The development of Queen's Island is integral to the story of how Belfast grew as a city.

In the early 17th century Belfast was a small town with approximately 1,000 people by 1700 the population had increased to 2,500 however by the end of the century the city had grown to about 20,000 inhabitants.

The emergence of the shipbuilding industry on the River Lagan during the opening decade of the nineteenth century was a reflection of the sharp rise in Belfast's trade as the town became an important centre of linen manufacture, exporting worldwide. Between 1800 and 1832 the population had risen from 20,000 to 50,000.

Towards the end of the Napoleonic wars Belfast merchants became concerned about the difficulty of navigating the channel. The Ballast Board, the predecessors of the Harbour Commissioners, most of whom were Belfast merchants, investigated various schemes for improving the waterway. It was not until the contractor William Dargan was employed between 1839 and 1841 that significant development took place. Dargan was a renowned engineer who had constructed the Grand and Ulster canals and several railway lines. The spoil dredged during the cutting of a channel through a meander of the River Lagan created a new 17 acre island on the County Down side and was initially named Dargan's Island.

A second cut was made downstream to the pool of Garmoyle between 1847 and 1849. The new channel was named the Victoria channel after the reigning monarch. It was opened by Captain William Pirrie who was a member of the Ballast Board and responsible for the Lagan improvements by pouring a bottle of whiskey into the water. The new channel enabled boats to avail of Belfast's deep water quay. The new island was renamed Queen's Island to mark the visit of the monarch in August 1849.

The "Pleasure Park"

In 1843 Queen's island was planted with trees and a public park was laid out, a pleasure garden. It became a popular venue for weekend activities including equestrian events, band performances,

"BELFAST, DEVOUT
AND PROFANE AND
HARD
BUILT ON
RECLAIMED MUD,
HAMMERS
PLAYING IN THE
SHIPYARD,
TIME PUNCHED
WITH HOLES LIKE A
STEEL SHEET...THIS
WAS MY MOTHER
CITY"

Louis MacNeice (1937)

and hosted all sorts of entertainment including balloon ascents, magicians and boat races. In September 1851 a 112ft glass pavilion was constructed on the site modelled on London's Crystal Palace and was officially opened with a two-day bazaar. The Queen's Island Crystal Palace later became a winter garden including an aquarium, small zoo and aviary and this became known as the "People's Park". A ferry service also operated from Queen's Island to the Co. Antrim side of the river.

Growth of Shipbuilding

Shipbuilding had centred on the County Antrim side of the river, however as pressures for expansion increased, a timber pond for seasoning shipbuilding timber was staked out on the east side of Queen's Island in 1846. It was also decided to build a patent slip on the south side of the island to replace some of the ship repair facilities that shipbuilders had previously enjoyed on the County Antrim side of the Lagan. By 1849 the Harbour Commissioners had agreed to build a small shipyard for Thompson and Kirwan who moved there in 1851. So began the illustrious history of ship building at Queen's Island.

Early in 1853 the Harbour Commissioners fitted up a new yard for the fabrication of iron hulled boats on Queen's Island for the sum of £1,116.17s.6d. Prior to this all Belfast shipyards produced vessels made of wood. Robert Hickson shipbuilders launched their first ship here in 1854. Edward James Harland was employed as manager to oversee the new yard and in 1858 he was given a controlling interest. Gustav Wolff was brought in to oversee the drawing office. Harland then took over the adjacent Thompson and Kirwan yard and so the partnership flourished.

In 1864-67 the Harbour Commissioners built the Abercorn Basin and Hamilton Dry Dock at the south end of the island. The Hamilton Dock was used for the fitting out of ships once they had been launched and also for inspection and repair. The cassion (hollow lock gate) kept the water out of the dry dock and has the appearance of a miniature hull and is recorded in Harland and Wolff's ship list as hull No. 50.

Harland and Wolff

It was not until 1888 that Belfast was made a city. By 1879 Harland and Wolff had acquired the lease of the entirety of the pleasure grounds in order to expand their shipbuilding activities and also set up an engine works on the other side of Queen's Road.

Harland and Wolff grew to be the largest shipyard in



View over Abercorn Basin to the South Yard and Hamilton Dock - 1903

the world employing 30,000 men at its peak. One of the many reasons for the firm's success was its innovation in design and construction techniques including:

- Move from riveted iron to welded steel
- Flat bottom hulls
- Standardisation of craft components which enabled ships to be mass produced.

The Boom Years

Innovation was also evident in marketing techniques and Lord Pirrie ensured the order books for H & W were full, with the yard's reputation as specialising in luxury passenger ships became known the world over. The "Olympic class" vessels commissioned by the White Star Lines were the pinnacle of luxury passenger design and included the magnificent ships Britannic, Olympic and Titanic.

As the success of the Harland and Wolff enterprise flourished so did the growth of the city of Belfast reaching a population of 349,000 in 1901. The interrelationship of the shipyards and the city is well illustrated in the fact that William Pirrie, grandson of Captain William Pirrie, was chairman of the board of Harland and Wolff and also Lord Mayor of Belfast.

The yards were constantly adapting and modernising; different areas of Queen's Island were used for differing functions as the need arose. A fine example of such was the creation of the huge gantry over the newly created slips 1 and 2 at the North / Queen's Yard, constructed by the Glasgow firm of Sir William Arrol. It was a massive structure weighing more than 6,000 tons, 265m long, 82m wide and almost 70m tall. This structure came to dominate the city skyline for most of the twentieth century when in the early 1970s it was replaced by



Queen's Island workers

the cranes of Samson and Goliath.

The World Wars

During the first world war H & W produced many new vessels and also undertook refitting and repair, also testing of battleships, and replacement of shipping stock lost to submarine attacks. In 1924 Lord Pirrie died and there ensued a dark period for shipbuilding and the city in general suffered mass unemployment in the 1920s and 1930s.

During the second world war there were many navy vessels produced and the success of Queen's Island made it a target for German bombing. In the 1950s and 1960s there was a decline in demand for passenger liners and many shipyards were subsidised by government, including H&W who were nationalised in 1975. In 1985 the yard was bought back from government by a management/employee partnership under the name Harland and Wolff Holdings PLC. The numbers employed in the mid 1980s were approximately 3,000.

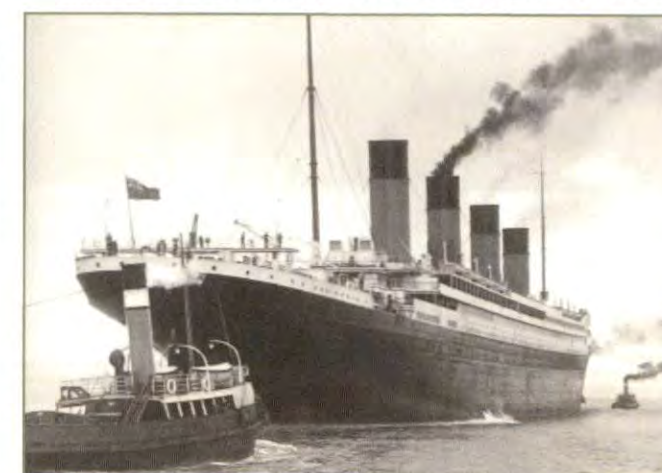
Late 20th Century

Since the 1980s the company has downsized and diversified with a focus on engineering design, ship repair, civil engineering in bridge and turbine construction and vessel conversion.

The legacy

Thousands of ships were produced by Harland and Wolff, from the first in 1859 called the "Venetian" to the MV "Anvil Point", the last ship launched in 2003. A telling example of the change and development of shipbuilding is the tonnage of the vessels produced with early craft around 500 tonnes up to 300,000 tonnes deadweight crude oil carriers produced in the 1970s. As Lord Rochdale said in his forward to the "Ship Builders to the World", Harland

HISTORICAL DEVELOPMENT



The launch of the Titanic on May 31 - 1911

and Wolff have had a remarkable journey and like the great ships they produced encountered frequent rough passages and were likened to a splendid ship "that fearest nor sea rising, nor sky clouding".

A very detailed record of the development of the shipyards and the various range of slips on Queen's Island is set out in the Industrial Heritage section of the Environmental Statement that accompanies the planning application for phase II of the Titanic Quarter Development. The built heritage section of the ES deals with the former H & W administration building, its architectural importance and historical significance in detail. The CMP merely traces in general the origins of the south yard and the north yard, their subsequent change to the Abercorn Yard and the Queen's yard and development of the intrinsic fabric of the yards that were the "Shipbuilders to the World".

The future

Due to the relationship of the application site to the growth of the city, the site is of great historical significance. The application site represents a unique opportunity to bring new life once again to this area of the city and to rebuild the greatness the area once possessed in a different form and in a different era. The city of Belfast had the largest shipyard in the world at one point and there is no reason why this site cannot become the new vibrant urban quarter, once again known throughout the world, in the rebirth of Belfast at the dawn of the twenty first century.

SOILS, INFRASTRUCTURE, LANDSCAPE AND ECOLOGY

Soils

The site is underlain by the following sequence:

- Concrete
- Fill
- Hydraulic Fill/Estuarine Alluvium
- Marine Alluvium
- Glacio-Fluvial Sand
- Glacial Till - Boulder Clay
- Triassic Sherwood Sandstone

A full contamination assessment has been undertaken and determined a number of sensitive receptors - surface water, ground water and human health. The preliminary risk assessment has determined that site conditions are generally good and that any contamination can be treated. Details of the assessment are contained in the Contamination Report accompanying this application.

Infrastructure

DRD Water Service and DARD Rivers Agency have been contacted with respect to existing sewerage infrastructure and watercourses in the vicinity of the site. These agencies have advised that the

application site contains no public sewerage network or designated watercourses.

Landscape

Belfast lies within the River Lagan Corridor which comprises of a wide, relatively flat, low lying valley bottom, between the slaty uplands of North Down and the volcanic basalt of the Antrim Plateau. The surrounding landforms provide a striking landscape setting for the Belfast Urban Area. To the north of the city a sheer basalt escarpment marks the southern limit of the Antrim Plateau. The summits of Cavehill and Divis tower above north and west Belfast, while South Belfast and Castlereagh are dominated by the Castlereagh escarpment, a prominent ridge of the southern side of the Lagan Valley. To the south east, the Craigantlet escarpment on the fringes of the Holywood Hills is also a strong influence on the landscape setting of the urban area. It is from these upper valley slopes that panoramic views of the valley floor can be gained.

The site is currently visible from the River Lagan and the Odyssey Complex and from the docks on the opposite side of the River Lagan.

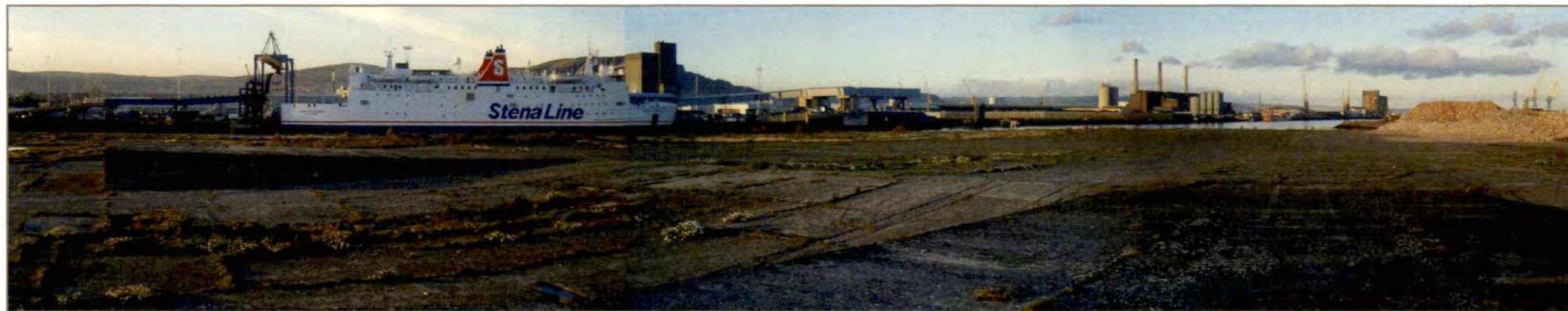
Ecology

The application site consists of an area of demolished industrial buildings, surrounding concrete work yards and bitmac surfaces. The area has been derelict for some time and a substantial number of plant species, including some aliens and exotics have become well-established. The majority of the site is comprised of scrubby regeneration on waste ground composed of rubble and cracked concrete paving. The most prominent component of the flora is the tall and aesthetically attractive butterfly bush *Buddleja davidii*, a garden escape which can commonly be found growing on waste ground and building sites in urban areas.

Many of the species in this area are common ruderals which quickly colonise disturbed habitats. A number of plant species, whilst not particularly rare and in some cases not even native, can provide an abundant food source for birds and invertebrates. There is no evidence of badger or otter activity on the site and no protected bird species. There may be some bat activity on the site.



Dock frontages

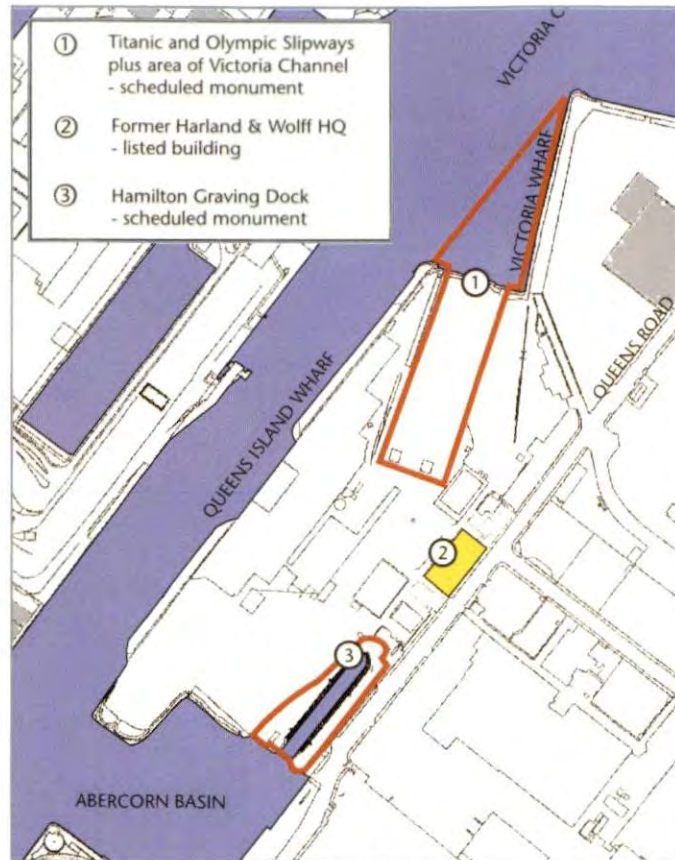


View of current condition of Titanic and Olympic Slipways



Aerial photograph of Titanic Quarter Phase II application site

HERITAGE



The Scheduled Monuments and Listed Building



Current condition of Hamilton Dock

Context

The application site has been largely cleared however there are both protected and unprotected elements of heritage still remaining on the application site, of varying significance. The elements which have protection under statute include the Hamilton Dock, Titanic and Olympic slipways and the former Harland and Wolff administration building.

There is extant fabric consisting of bogey rails, cobbles, former roads and pathways and various remnant maritime fixtures and fittings remaining on site outwith the protected areas. Whilst not statutorily protected, these cumulatively assist in telling the story of Queen's Island as the former industrial power house and home of the "shipbuilders to the world".

Area description

The site has been comprehensively reviewed by Environment and Heritage Service in the "Titanic Quarter" Phase 2 Conservation Statement" (CS) produced in March 2006 as part of the on-going discussions and consultation between EHS, Planning Service and the Titanic Quarter Phase II consultancy team. The CS divides the site up into 8 separate zones and also comments on the site as one entity. This document is an invaluable resource and has formed the basis of much discussion on the CMP. It has also been formally responded to by the consultancy team. Both of these documents are reproduced in full in the Supporting Statement that accompanies this planning application. The evolution of the CMP in light of discussions on heritage is also included within the Supporting Statement which includes 18 postcards of how the scheme has evolved.

Legislative protection

There are two scheduled monuments and one listed building on the site. The scheduled monuments include the Hamilton Graving Dock and the Titanic and Olympic slipways and associated water. These monuments are protected under the Historic Monuments and Archaeological Objects (NI) Order 1995.

Hamilton Dock

The scheduling details state "The Hamilton graving dock was the first graving dock to be built on the Co. Down side of the Lagan and the third dock built by the Harbour Commissioners. The dock was constructed on the site of a timber pond and its service basin, the Abercorn Basin, was created

out of open water facing the Harland and Wolff berths. The opening of the Hamilton Dock and the Abercorn Basin greatly improved the facilities on Queen's Island thus paving the way for the area as a shipbuilding and repair site".

In 1864-67, the Harbour Commissioners built the Abercorn Basin and Hamilton Dry Dock at the south end of the Island. The basin was named after the Marquis of Abercorn and the dock after James Hamilton, chairman of the Commissioners from 1867 to 1875.

The dock was used for the fitting out of ships once they had been launched, and also for the inspection and repair of vessels already in service. It measures 450ft long, 50ft floor wide and 22ft 6in deep. The caisson (hollow lock gate) which is still in situ, which kept the water out of the dock comprises riveted wrought-iron sheets on an iron framework. The associated pumping structure is still intact, however the chimney no longer remains.

Titanic and Olympic slipways and scheduled water

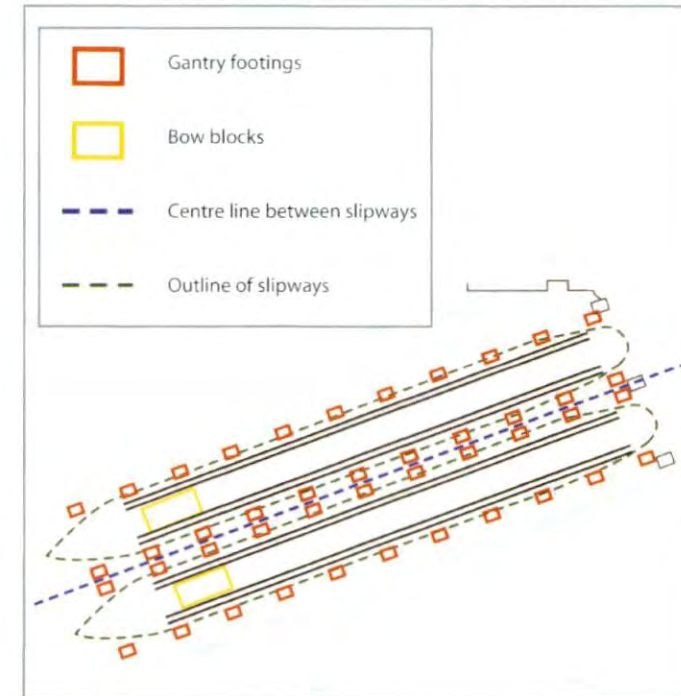
The slips are filled and covered at present. In 1908-09 the north end of the yard was reconfigured once again to take even larger ships. The three slips in this area were renumbered over time and these three slips were collectively known as the North Yard and the existing slips 5-9 at the south end of the yard were known as the South Yard. Slips 1 and 2 now comprise the Titanic and Olympic scheduled monuments.

A massive gantry by Sir William Arrol & Co of Glasgow was erected over the Titanic and Olympic slipways. It measured 840ft long, 270ft wide and 230ft high and comprised three rows of 11 towers on top of which various cranes were mounted.

The Olympic was launched from slip 2 for the White Star Line of Liverpool in 1910. This was followed by the Titanic from slip 3 (No. 1) in 1911. The Britannic, the third of the White Star leviathans, was also launched from slip 2 in 1914.

A survey of the Arrol gantry footings which remain in situ has been undertaken and these features are one of the many influences on the design of the proposal.

An area of water covering part of the Victoria Channel into which boats were launched from slipways 1 and 2 (Titanic and Olympic) is also



The current condition of the Titanic and Olympic Slipways

HERITAGE



Current view of the Listed Building

scheduled for protection. This area is important in historical terms as it was the point at which newly built vessels of the north yard first entered the water and is clearly a critical view from the river Lagan.

The listed building - the Former Harland and Wolff Administration Block

The building was placed on the statutory lists of buildings of 'special architectural or historic interest' in accordance with Article 42 of the Planning (Northern Ireland) Order 1991 in March 2002 and given the grade B2.

The building comprises of four main sections (three of which lie to the front, parallel with Queen's Road), built and altered at various dates between 1885 and 1912.

The listing details the following:

"Long, somewhat Mannerist, three storey office block in sandstone and brick, built in stages between c.1885 and c.1912 use as the administration and drawing office for Harland & Wolff shipyard. The building is

situated within the shipyard complex, on the NW side of the SW end of Queen's Road, with the main works buildings to the SE and the site of a former slipway (from where the Titanic was launched) to the NW. To the SW is the Abercorn Basin and the Hamilton dry dock". The full listing details are recorded in the Supporting Statement accompanying this planning application.

The listing is founded both on architectural quality (in particular the Drawing & Accounting offices), and the historical associations with Harland & Wolff, the largest shipbuilders in the world at the height of the golden era of shipbuilding. Despite being in use until recently and altered on a number of occasions, the Headquarters building retains much of its original character and identity.

The building consists of a long U-shaped three-storey office block in brick and sandstone fronting onto Queen's Road. A later, fourth storey over the main part of the block has been removed. Set between the returns are two tall single-storey buildings, the former Drawing Office and Accounting Office. These are the earliest surviving sections of the building. These impressive open-plan rooms are significant not only for the quality of their interior spaces and historic detailing but for their association with the production of both the concept design and detailed construction drawings for many famous ships including SS Titanic and SS Olympic. The building included the offices of Lord Pirrie and Thomas Andrews. It is likely that the original frontage to Queen's Road was demolished when the entrance block of c. 1911 was constructed.

A number of adjoining structures have been demolished, including a building to the NE constructed in the 1950s, two single-storey additions to the rear of the Drawing and Accounting Offices and a long, narrow single-storey building running SW, which was of late Victorian date.

The principal entrance to this building sits right of centre, with a flat-arched passageway to the left side. This led to the North Yard, later named the Queen's Yard, and the South Yard, later named the Abercorn Yard. Originally an open passageway, a link at first floor level to the SW return was constructed at the same time as the main frontage, c. 1911.

In later years, the ground floor of the SW block housed the payroll enquiries office. Such enquiries were made from the outside, through small

communication hatches fashioned in the lower sashes of the rear ground floor windows and concrete steps built up in front of the windows to enable the shipyard workers to reach up. The sign indicating the appropriate row of windows still hangs on the corner of the building and has recently been removed for safe keeping whilst the interim works are undertaken for the proposed marketing suite which is the subject of a separate application.

Interrelationship of documents

Section 4 of this Concept Masterplan sets out the key role that heritage has played in shaping and forming the masterplan. Sections 12 and 13 of the Environmental statement review in detail the history and significance of the heritage features on the application site and assess the impact of the proposals on them. Issues of setting and the interrelationships between the protected structures and building are all considered in detail in the Environmental Statement.

The Supporting Statement records the extensive discussions between EHS and the consultancy team and all the key documents are included therein.

Non-protected elements

As previously referred to there is extant fabric consisting of bogey rails, cobbles, former roads and pathways and various remnant maritime fixtures and fittings remaining on site. Wherever possible these features will be retained in situ and incorporated into the new fabric of the public realm.

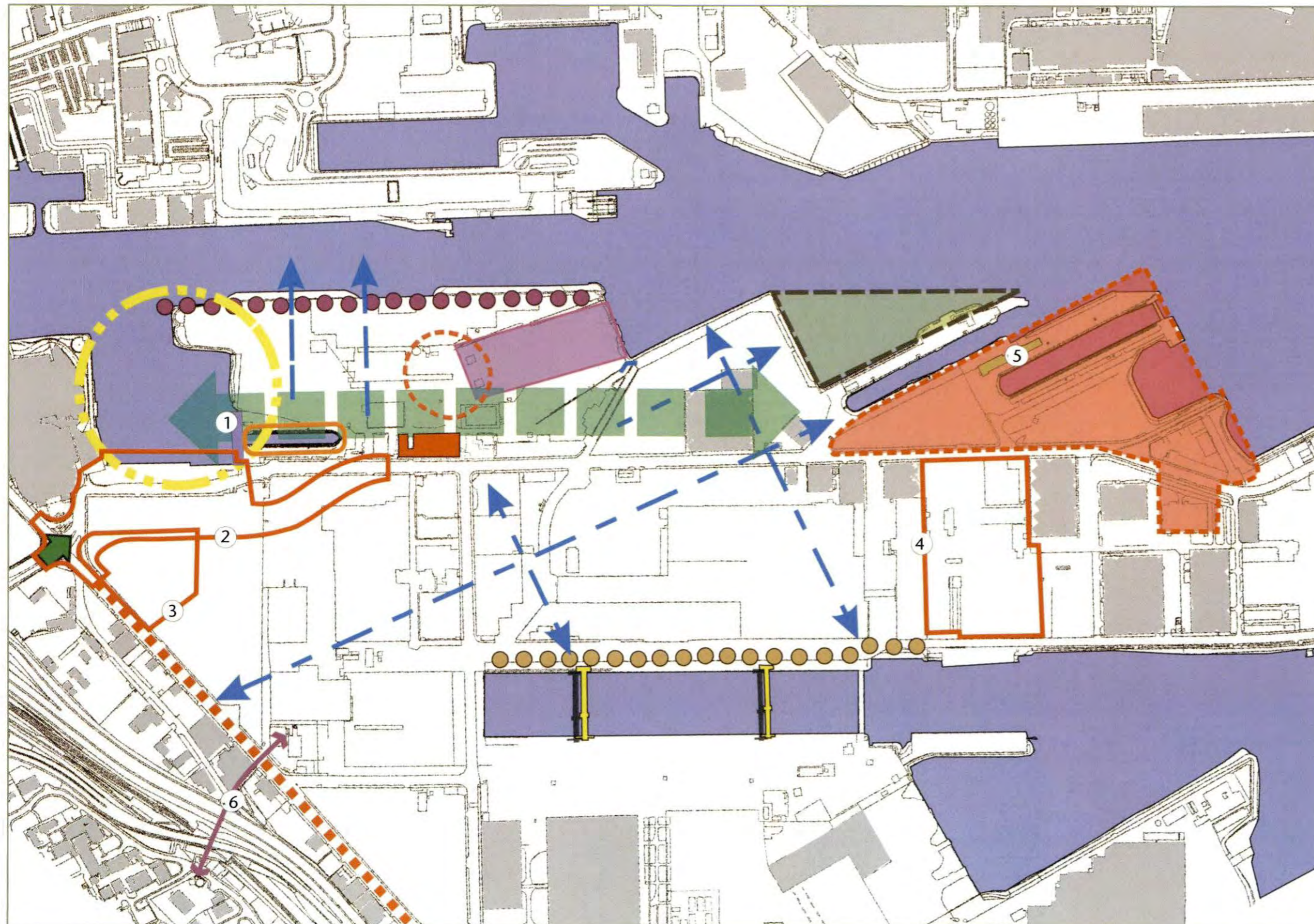
**"SPLENDID THE SHIPS THEY BUILD,
MORE SPLENDID FAR THE HEARTS THAT
DARE TO CONCEIVE SUCH VASTNESS
AND SUCH POWER"**

AODH DE BLACAM (1938)



The Drawing Office

OPPORTUNITIES AND CONSTRAINTS PLAN



- Existing point of access from M3 and Sydenham Road - need for environmental and capacity improvements to this junction; also there will be a need for additional access points into Queen's Island
- Need for high quality frontage to Sydenham Road
- Abercorn Basin - opportunity for high profile waterfront development and marina uses, with associated public realm
- Queen's Island Wharf - need for new edge to river and opportunity for public walkway plus landmark developments
- Existing stone quay wall at entrance to Hamilton Graving Dock
- Hamilton Graving Dock
- Listed Former H&W HQ building - there will be a need to identify a suitable use for this important structure
- Titanic & Olympic Slipways - opportunity to provide high profile area of public realm
- Opportunity for 'Titanic Project', to provide a focus for the heritage of this important area and a landmark visitor attraction
- Area of foul ground - potential for creation of cruise liner berth. (Subject to agreement)
- Northern Ireland Science Park (NISP)
- Full Planning Permission for residential and mixed use at Abercorn Basin, and outline permission for hotel development
- Full Planning Permission for office development
- Planning Permission for light industrial adjacent to Channel Commercial Park
- Listed pump house (within NISP) adjacent to Thompson Graving Dock
- Frontage to active building dock
- View corridors to structures within site and to surrounding hills
- Potential sequence of heritage and visitor attractions, from the Odyssey complex to Abercorn Basin, Hamilton Graving Dock, the former H&W HQ, the scheduled slipways and ultimately Thompson Graving Dock and the listed pump house
- Need for an improved access to Bridge End Station and connection across M3 to east Belfast

PLANNING POLICY

Planning Policy

Planning policy relevant to the consideration of this application is contained in the following documents. These policies are set out in full in Appendix 1 of this CMP and the proposed development tested for compliance with each policy.

Regional

- Regional Development Strategy for Northern Ireland 2025 (2001);
- Regional Development Strategy 5 Year Review Consultation (2006);
- Planning Policy Statement 1 - General Principles (1998);
- The Joint Ministerial Statement (2006);
- Planning Policy Statement 2 – Planning and Nature Conservation (1997);
- Planning Policy Statement 3 – Access, Movement and Parking (2005);
- Planning Policy Statement 4 – Industrial Development (1997);
- Draft Planning Policy Statement 4 – Industry, Business and Distribution (2003);
- Planning Policy Statement 5 – Retailing and Town Centres (1996);
- Draft Planning Policy Statement 5 – Retailing, Town Centres and Commercial Leisure Developments (2006);
- Planning Policy Statement 6 – Planning, Archaeology and the Built Heritage (1999);
- Planning Policy Statement 7 – Quality Residential Environments (2001);
- Planning Policy Statement 8 – Open Space, Sport and Recreation (2004);
- Planning Policy Statement 12 – Housing in Settlements (2005);
- Planning Policy Statement 13 – Transportation and Land Use (2005);
- Planning Policy Statement 15 – Planning and Flood Risk (2006).

Local

- Belfast Urban Area Plan 2001 (1990);
- Belfast Harbour Local Plan 1990-2005 (1991);
- Draft Belfast Metropolitan Area Plan (2004);
- Draft Belfast Area Plan Amendment No 1 (2006).

The Planning Policy Statements (PPS) set out policy for the entire region and these policies are a material

consideration for Planning Service in dealing with this planning application. Draft PPS policies are also a material consideration.

BUAP and BHLP



The Belfast Urban Area Plan 2001 and the Belfast Harbour Local Plan 2005 are still the extant plans affecting the site. These both indicate the site as suitable for redevelopment for commercial, residential, recreational and cultural uses and both refer to the improvements to the A2 Sydenham Bypass and the proposed new Connsbank Interchange.

dBMAP

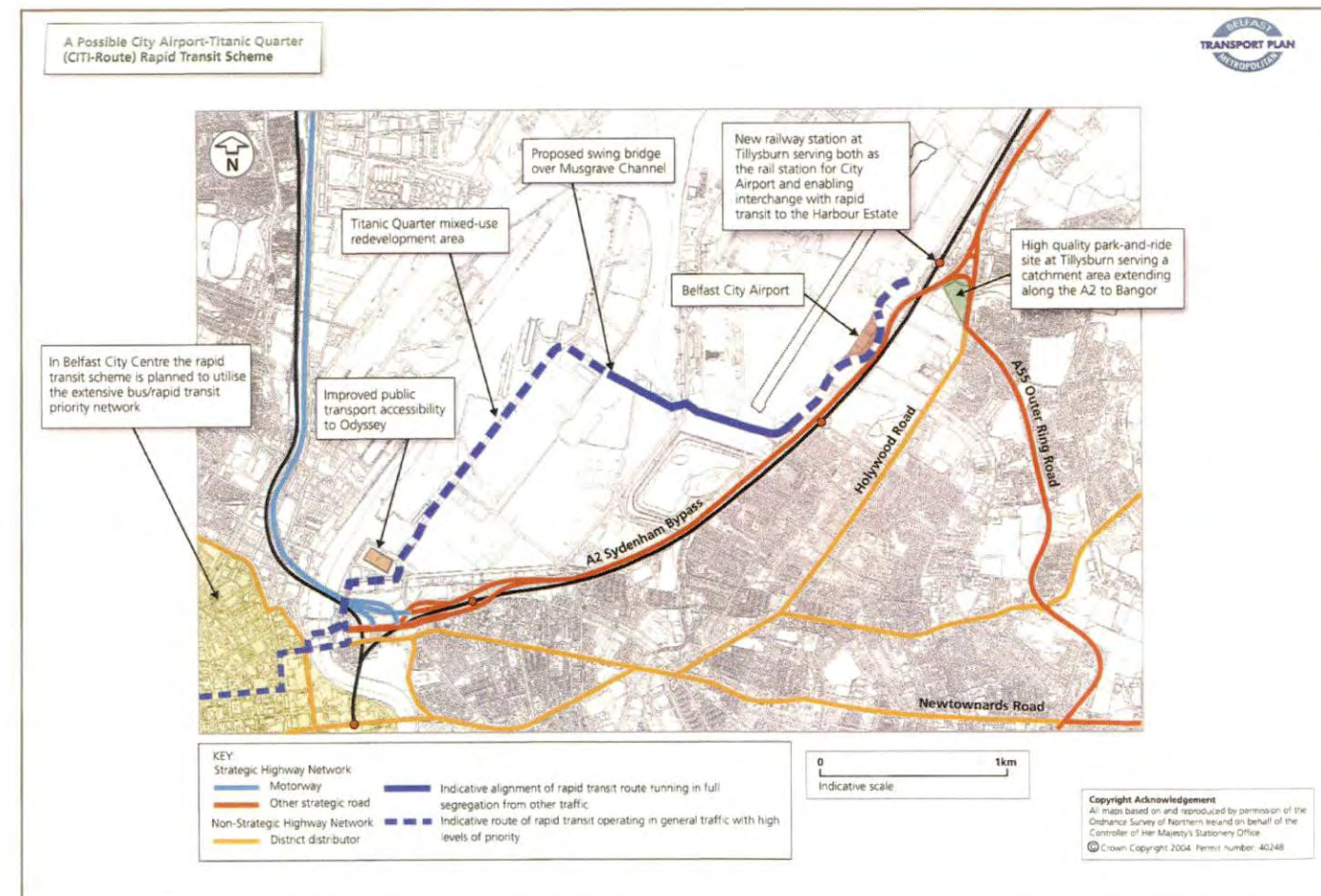
Draft Belfast Metropolitan Area Plan is being given increasing weight in determining planning applications although the public inquiry into objections to the plan is not due to commence until mid April 2007. A number of objections have been made on behalf of the applicants and others to policies in dBMAP which impact on the site. It is unlikely that the plan will be adopted before 2010.



The draft plan identifies Titanic Quarter for mixed use development and sets out a requirement that development is in accordance with a comprehensive masterplan agreed with the Department. The draft plan divides the entire Titanic Quarter area into development zones and the application site falls within Zones C and D. Acceptable land uses and building heights for these zones are set out. The draft plan also has a number of other strategic policies which impact on the application site including retailing; offices; urban environment; natural environment; countryside and coast; open space, sport and recreation; tourism; housing; employment; transportation; public services and utilities; education, health, community and cultural facilities. Draft BMAP's transportation policies cross reference to the draft Belfast Metropolitan Transport Plan 2015 which is non-statutory.

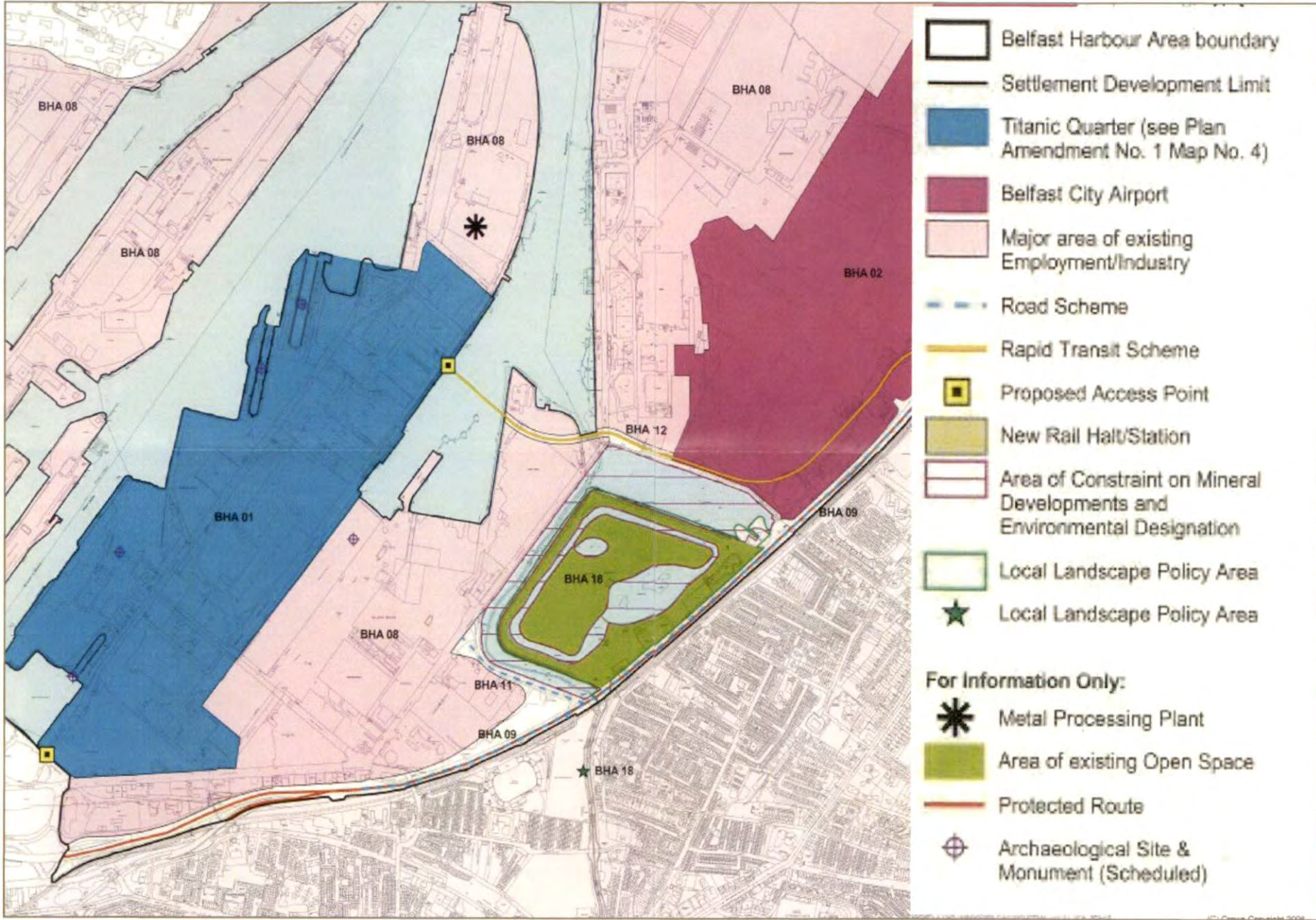
dBMAP Amendment No 1

Draft BMAP Amendment No 1 makes a number of alterations to the key site requirements set out for the site in dBMAP, of which the most significant relate to transportation and building heights and it shows access and egress routes at Titanic Quarter for the proposed rapid transit scheme (CITI Route).

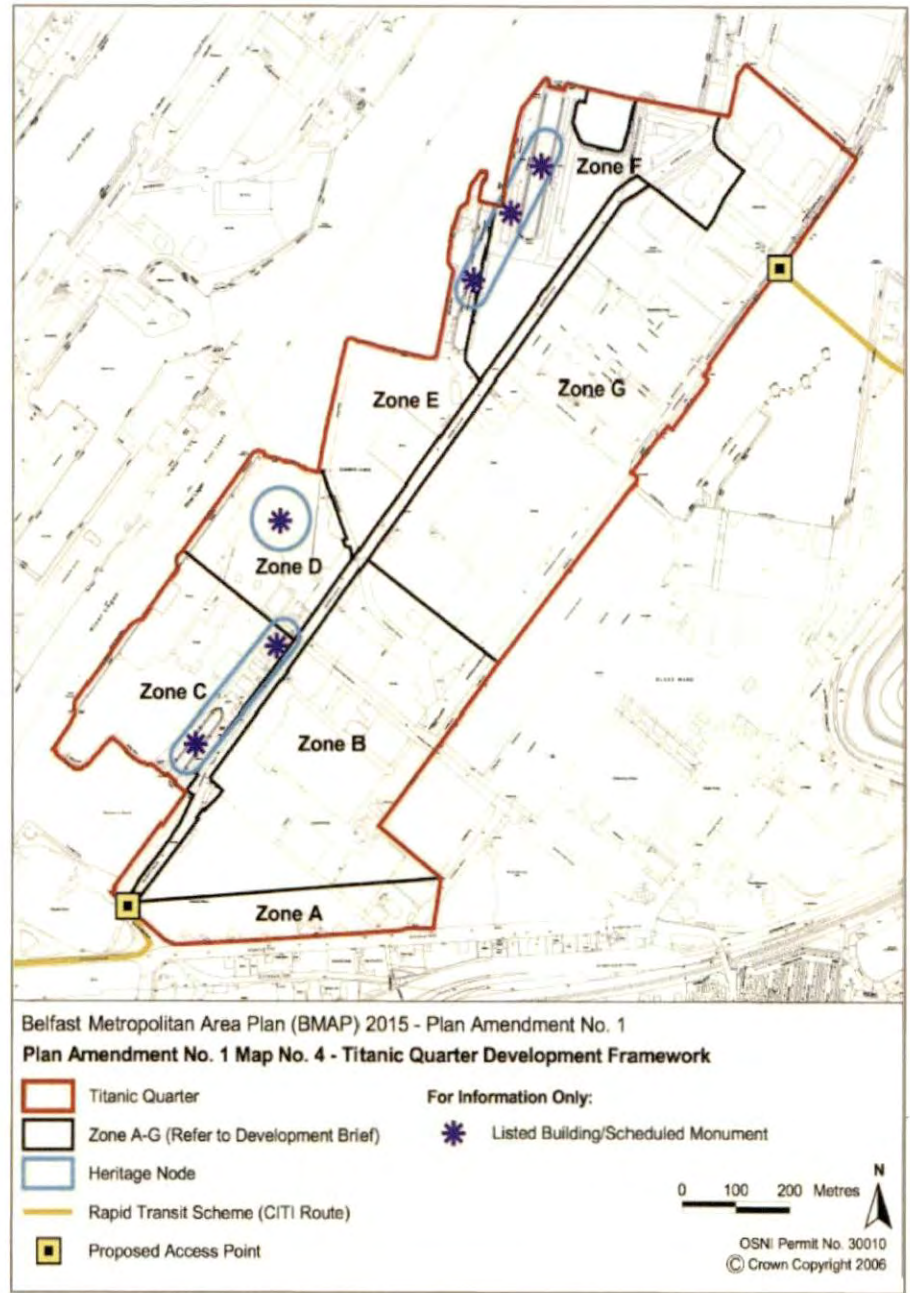


From BMTP 2015 Fig. 5.9

PLANNING POLICY



Map No. 3 of dBMAP Amendment No. 1



Map 3/002 of Draft BMAP Amendment No. 1

DEVELOPMENT CONCEPT - OVERALL APPROACH

The Development Concept informing the Master Plan for Titanic Quarter Phase II falls into three essential parts:

Firstly, to create a blueprint that facilitates the orderly expansion of Belfast and the incremental growth of Titanic Quarter into a world-class waterfront. This is primarily achieved through a robust street grid that recalls the grain and density of inner Belfast and allows for ease of movement within and connectivity back to the city centre.

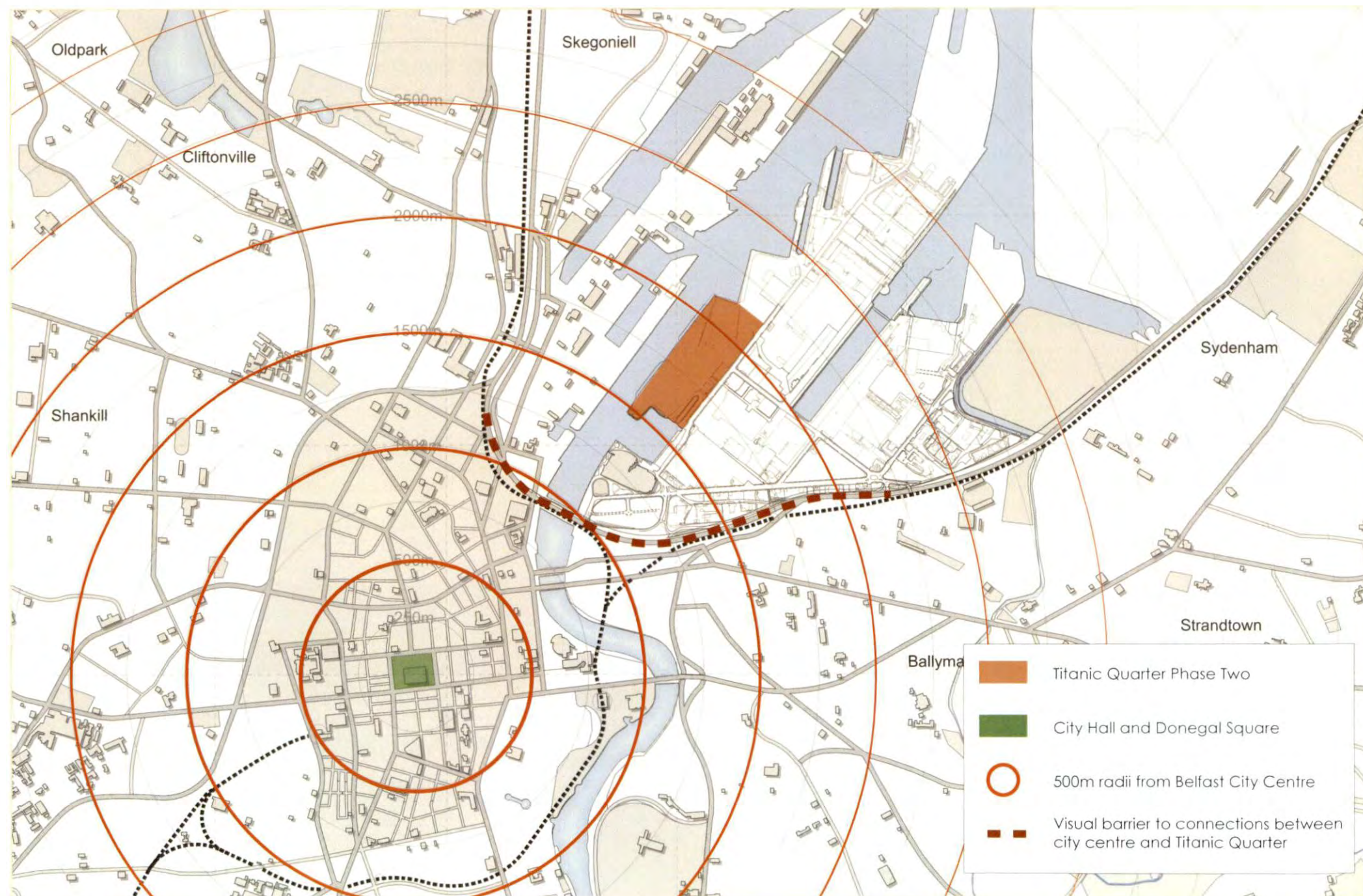
Secondly, to promote a mixed use scheme led by the development of residential neighbourhoods; a heart of commerce and trade surrounded by local retail and hospitality nodes, and the non-commercial cultural, visitor, & leisure pieces that the development facilitates. These are all given urban form in a range of building types that define the edges of a new Urban Village and are configured for a sustainable, lively and safe environment, attracting residents, workers and visitors alike.

Thirdly, to capitalise on the assets of the former shipyards, it seeks through design of the public realm and architecture the creation of memorable, informative, legible and vital public spaces that honour the industrial past and give Titanic Quarter a strong new identity and sense of place.

This Development Concept establishes the design approach and concomitant design guidelines for the orderly detailed development of the site. These guidelines are given form in the Masterplan, thereby setting a framework within which future detailed proposals may come forward.

“A MAP OF THE WORLD THAT DOES NOT INCLUDE UTOPIA IS NOT WORTH EVEN GLANCING AT, FOR IT LEAVES OUT THE ONE COUNTRY AT WHICH HUMANITY IS ALWAYS LANDING”

Oscar Wilde (1912)



The Centrality of the Phase II Application Site

DEVELOPMENT CONCEPT - OVERALL APPROACH

Concept Master Plan

This Concept Masterplan is for a high-density, mixed-use development led by residential uses and informed by the overarching Development Concept. The dwellings are arranged into distinct neighbourhoods, each centred on an urban square. Three such neighbourhoods together make up the Phase II Urban Village of 2,000 dwellings.

The Village aims to be sustainable and to be self-sufficient to an extent, providing the workplaces, cultural and leisure destinations, local amenities and convenience retail for both residents and visitors.

The non-residential uses and services are spread throughout the Village to reduce car dependency. Everything needed for daily life is within a comfortable ten minute walk for all ages (250m). The Village is a thirty minute waterfront walk back to Belfast City Centre via the Lagan Weir footbridge.

At the Heart of the Village is a tripartite suite of heritage/cultural, visitor attraction/leisure and commercial buildings, that will form a world-class destination for visitors. This comprises the former Harland & Wolff HQ Administration Building and Drawing Office (Block 15), the Titanic Experience Building (Block 4) and, the Queen's Island Wharf complex (Block 12). These three elements together run the full east-west depth of the site at the centre of Queen's Island.

Either side of the Village Heart are generous public spaces that contain the principal heritage assets. This open space corridor runs the entire length of Queen's Island and enables vistas that visually link the main heritage assets together and invite exploration. To the south of the Village Heart lie Hamilton Dock (Area 15) and its new setting at Abercorn Basin.

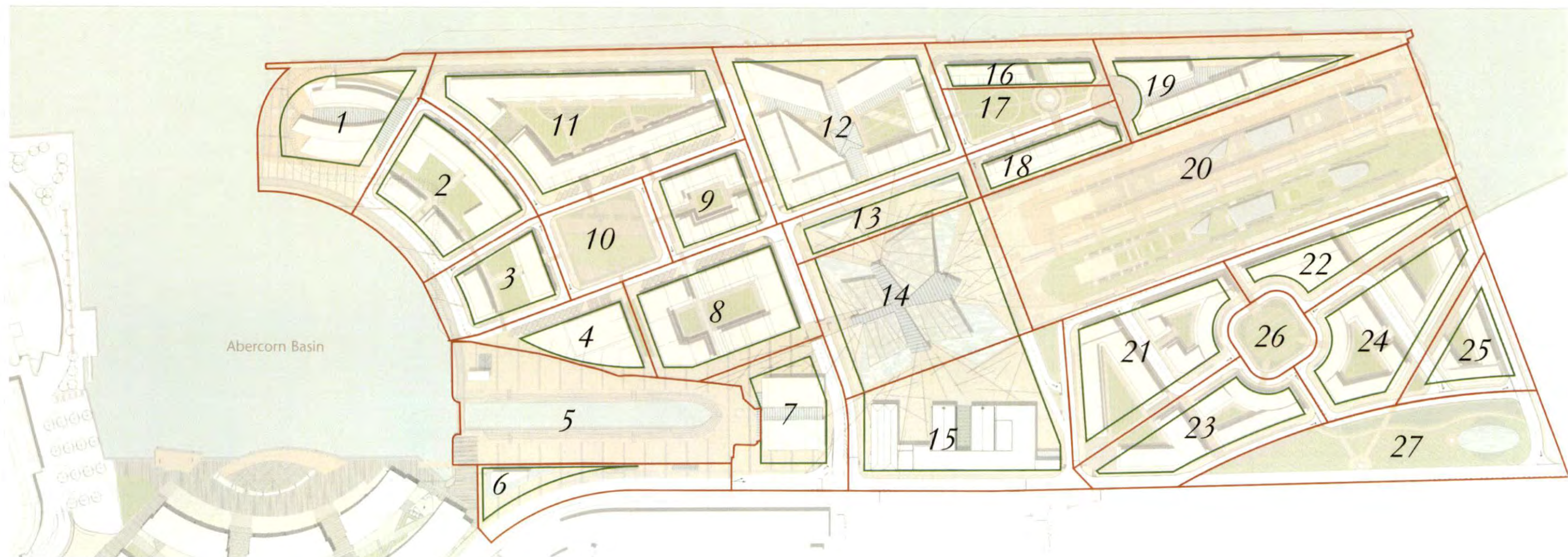
To the north lie the Titanic & Olympic slipways

(Area 20) which extend to the north shoreline. These slipways side by side measure 80 x 300m and together they make a city-scaled, public open space where the vast scale of the former shipyards may be comprehended. This will be a world class events space and also the 'hallowed ground', a place of remembrance to complement the attractions at the Village Heart.

The street grid surrounding the Village Heart responds to both the historic fabric and the adjacent Abercorn Arc project established under Titanic Quarter Phase I (currently under construction). The Abercorn Arc project sees its logical extension in Phase II by the re-shaping and reclamation of land to form an arc that dignifies the north shore of Abercorn Basin. New quay walls will trace this arc from Hamilton Dock to the south-west point of the site. From here springs a new Waterfront Promenade along the entire River Lagan frontage. This pedestrian-priority public space will be

punctuated by active waterfront leisure uses at three nodes (Block 1, 12 and 19), with residential blocks in-between and the new quay walls referencing the historic slipway layout of the Southern Yard.

Finally, the residential neighbourhood streets are sized and spaced according to the urban block types. Each block contains shared private courtyard gardens above concealed basement parking garages. The resulting 'urban grain' of the Concept Masterplan will closely resemble the city centre of Belfast.



Block and Area Structure

DEVELOPMENT CONCEPT - OVERALL APPROACH

The study of Belfast's history and political complexity; the profound maritime heritage of the shipbuilding years; the growth of the city and its environmental planning legacies; an analysis of the site and comparable global precedents; extensive market analysis; and consultation with statutory authorities and other stakeholders, have all led to the following overarching concept for Phase II.

The Phase II brownfield site is almost the same physical size as Belfast city centre. The developed site must be complementary to the centre rather than competing with it. Following the planning approach in the Belfast Harbour Local Plan and the draft Belfast Metropolitan Area Plan to develop Queen's Island as a waterfront regeneration area, the mixing of uses in plan and section are essential to achieve a sustainable development with a life of its own.

The next approach is an emphasis on vital Public Spaces. The study of great cities suggests that the return from this approach will be made tangible in higher footfall, extended duration of stay, repeat visits, high spend, safety and, most of all, a substantial upturn in economic sustainability.

The philosophy is to develop an identifiable, self-contained **Urban Village** that has a rich mixture of residential, community services, office, retail, leisure, dining, and cultural facilities. This 2000 dwelling unit Village may be further managed for the precise experiences of citizens, residents and guests by recognising distinct cluster groupings. It is these **Neighbourhoods**, each with their own complexity of values, beliefs, fears and aspirations that are the building blocks of stable communities.

The next approach is to facilitate a **Residential Mix** across the Village to ensure housing choice within the overall site. Residential developments follow a pattern of shifting the mixture of product type, market segment targeting, and provision of primary community facilities to create balanced neighbourhoods. This allows for phased implementation and managed absorption rates and most importantly, early community character and life.

The creation of **Village Trading Places** is the next plank in the CMP approach. Retail development potential is essential to the success of the public life of this project. Whilst being a complementary retail offer to the City Centre, the mixing and merchandising of this offer is essential to get the heart of the Village

to work as a visitor destination and local shopping offer for the residents and workers within the development. All retail within Phase II is integrated with leisure and catering and managed as either ancillary to the tourism offer or as a local facility for residents.

Centres of Commerce, workplaces and offices, breathe life into city streets. The aim within Phase II is to create a place where business enterprise may occur, bringing life and character to the area.

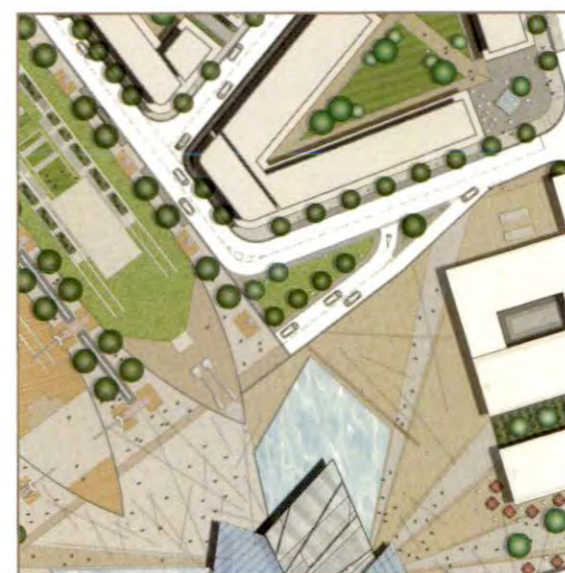
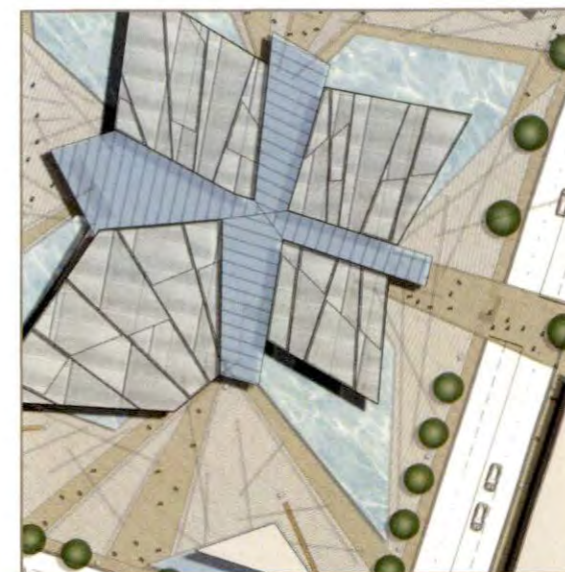
The next approach is to foster **Hospitality Services** in the development of leisure facilities. The hospitality industry establishes standards of customer service, guest amenities and a quality of daily life for the office workers, residents, and retail traders that dramatically lift the quality of experience for the guest to such a project. The synergy between uses expands the public realm as a great place to work, live, visit, and showcase to family, friends, and clients.

Non-Commercial Amenities work best when integrated into the commercial mix of development opportunities. These elements, such as the scheduled monuments, are vital to ensure the authenticity of place, and the approach is to seek a balance between commercial and non-commercial development.

Community Services are becoming an increasingly essential part of regeneration projects. Health care and community amenities work best when physically integrated into the heart of commercial mixed-use centres, for example a primary healthcare facility for the Village.

Education Centres. With a likely resident population of up to 5,000 people within Phase II, the need for school provision that maximises the integration of school services into the public life of the area is essential. Within the site the proposal is to develop a nursery school at an appropriate location, subject to the build up of demand. Outside the site a new further education campus will be situated on Queen's Road (east) directly opposite Hamilton Dock. This is the subject of a separate full planning application, to be submitted in early 2007.

A new **Cultural & Visitor Attraction** precinct will form the Village Heart of Phase II. The ability to integrate a major visitor attraction into the core leisure environment will increase the footfall of these historical artefacts and experiences. The Titanic Experience Building is an iconic, world-class attraction



DEVELOPMENT CONCEPT - OVERALL APPROACH

forming part of the wider Titanic Signature Project. Finally, whilst the **Architectural Character** of Phase II is beyond the scope of this outline planning application, guidelines for its future development are included herein. The aim is to foster the evolution of an architectural character for the site with styles, forms and materials that anchor it to Belfast. Part of the making of an appropriate architectural response is the making of places and buildings that are considerate to the environment in which they are built.

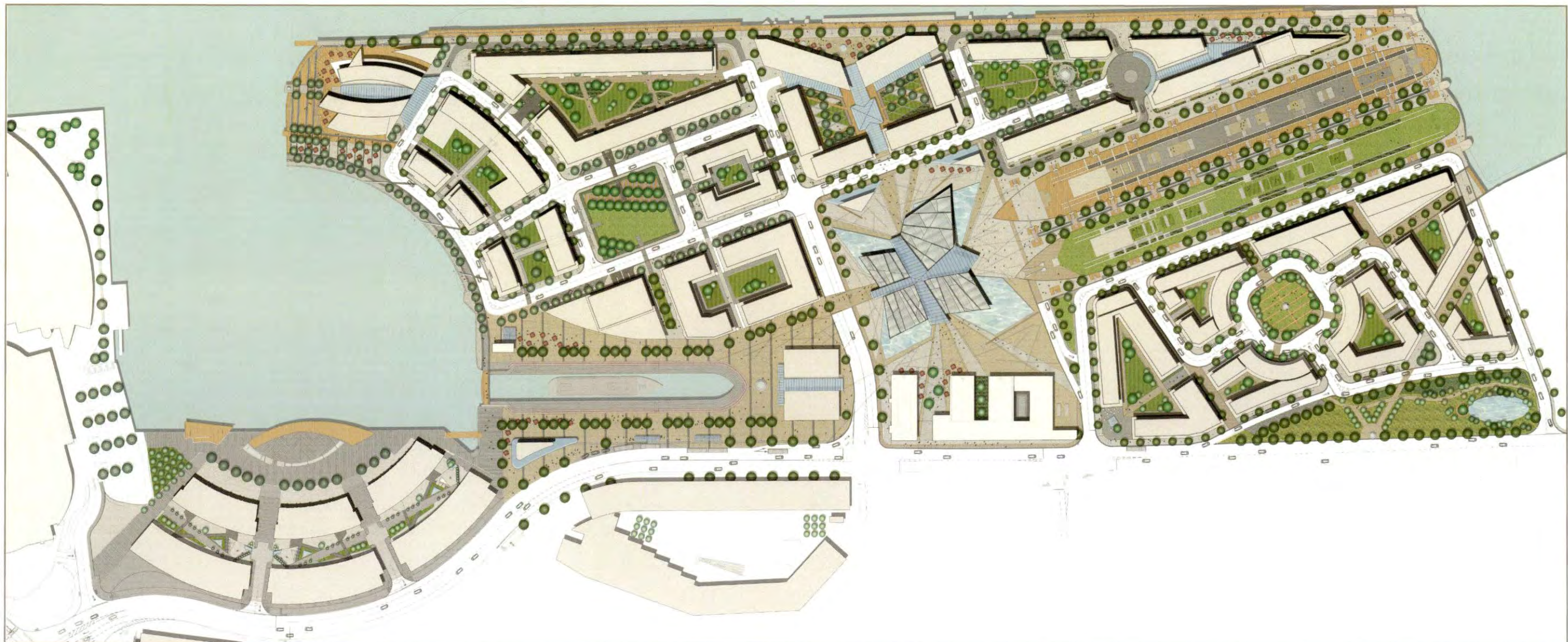
The creation of **Sustainable Communities** may refer, in part, to active choices made in the specification of construction methods and building materials to reduce unnecessary environmental harm. The design of buildings is increasingly focussed on the reduction

of heat loss and overall building efficiency. Sustainable communities encompass a wide range of ages, abilities and social backgrounds. This proposal seeks to encourage diversity through both a mix of uses and building types and through variety in the public realm. A sense of place is fostered in the use of the heritage assets made legible by public space settings that permit sight lines from one to the other and their enjoyment as a group. The layout of streets and building platforms is aligned to the historic fabric and adjacent development. Dense urban block development led by residential uses can support environmental initiatives on a shared basis. Similarly, a compact, high population cluster can sustain a rich mix of supporting and complementary uses that aims at creating a sustainable and liveable community.

SUSTAINABLE COMMUNITIES ARE PLACES WHERE PEOPLE WANT TO LIVE AND WORK, NOW AND IN THE FUTURE. THEY MEET THE DIVERSE NEEDS OF EXISTING AND FUTURE RESIDENTS, ARE SENSITIVE TO THEIR ENVIRONMENT, AND CONTRIBUTE TO A HIGH QUALITY OF LIFE. THEY ARE SAFE AND INCLUSIVE, WELL PLANNED, BUILT AND RUN, AND OFFER EQUALITY OF OPPORTUNITY AND GOOD SERVICES FOR ALL.

OPDM – March 2005.

The following sections explain how the conceptual approach outlined above is given form in the Concept Masterplan. Each section includes a brief analysis of the site conditions, and the opportunities & constraints that informs each concept approach response. The descriptions are to be read in conjunction with supporting illustrations and diagrams.



The Proposed Illustrative Phase II Masterplan

TREATMENT OF HERITAGE

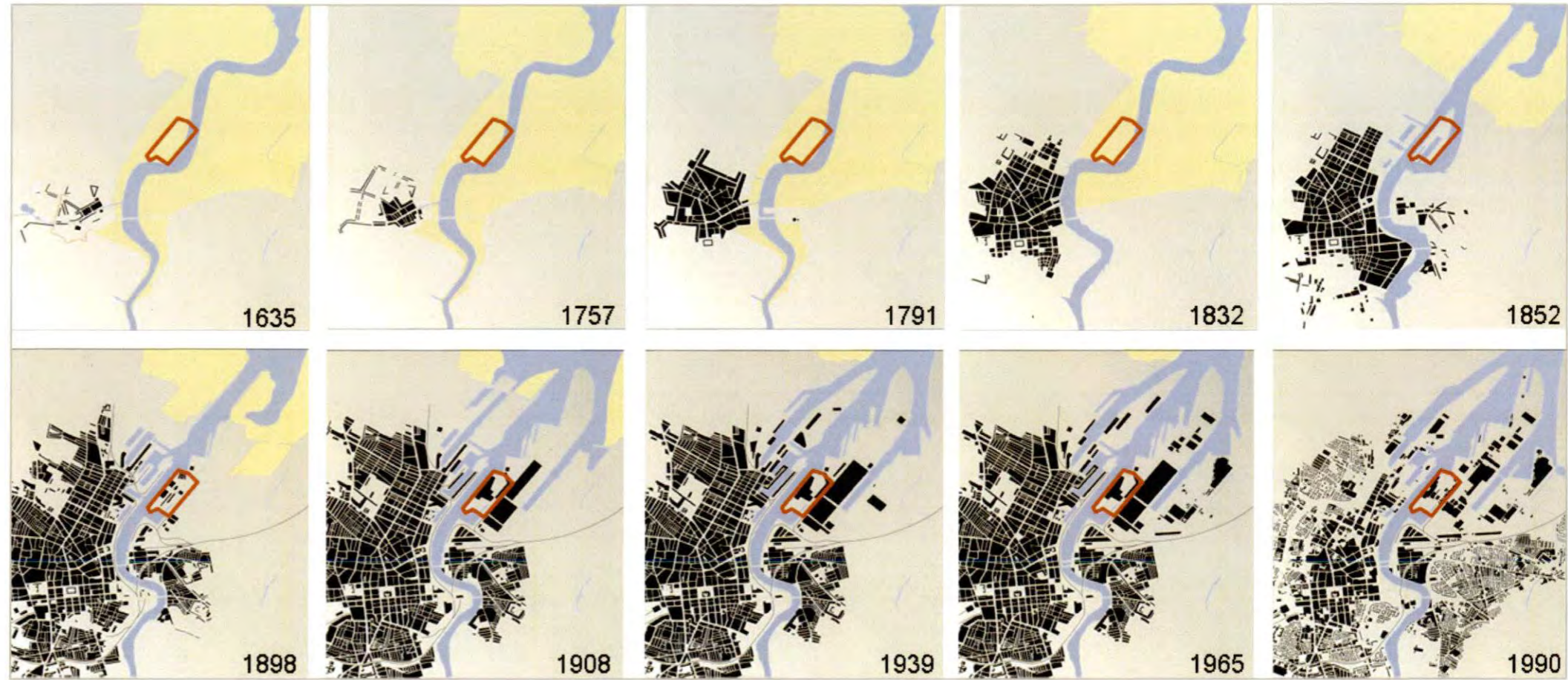
It is well established that Titanic Quarter Phase II is a significant maritime heritage site both in the Belfast and Northern Ireland contexts and this is clearly demonstrated in the EHS Conservation Statement reproduced in the Supporting Statement accompanying this planning application. Indeed, the former shipyards and their ships enjoy a global recognition. Today, most of the physical structures and infrastructure of the former yards within the Phase II site have gone. Those remaining elements of historic interest are referred to here as Heritage Assets.

Change of Use

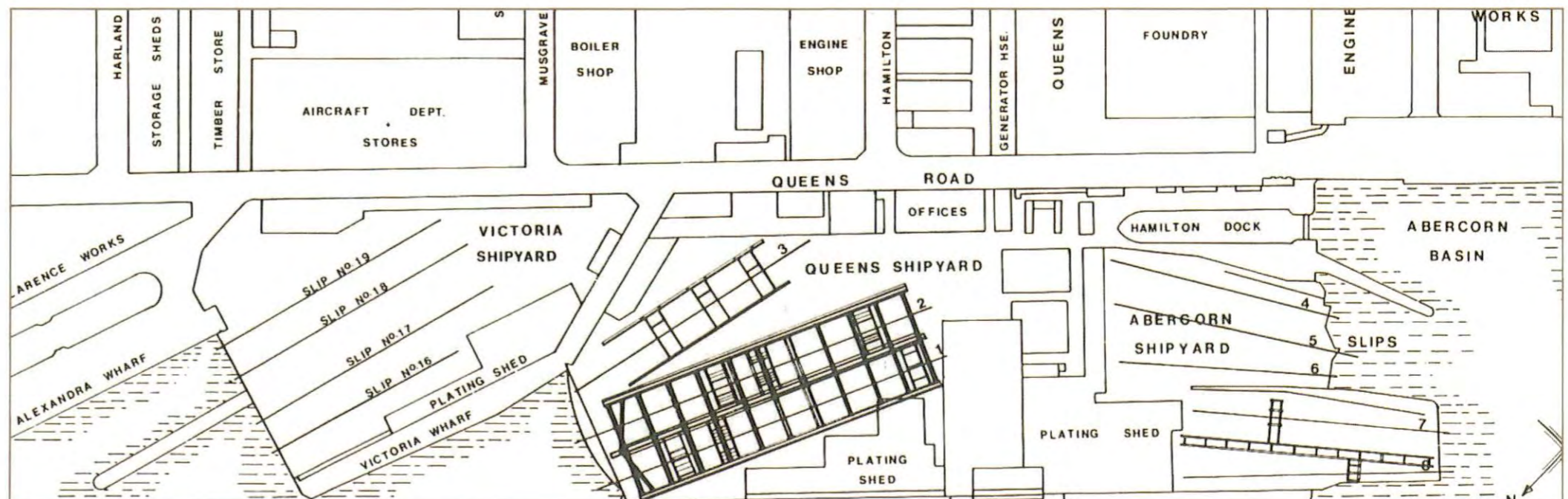
The post-industrial uses proposed for the site are led by residential development (approximately two thirds of the total proposed GFA), with supporting community, retail, employment and leisure uses and visitor attractions. The CMP pre-supposes that not all of the spatial arrangement and urban form of the new uses can be compatible with the layout of the former heavy industrial uses. The remediation and regeneration of this land is an important new engine of growth and investment to the city and accordingly, it must follow its own development logic for success. The approach has been led by the development history of the site and is appropriate to the strategically important development of Titanic Quarter in relation to Belfast as a whole.

"UNDERSTANDING WHAT HAS BEEN MEANS NOT WHAT HAS HAPPENED, BUT WHAT IS CONTINUING TO HAPPEN."

Ernest Block.



Plan Diagram series showing growth of Belfast in relation to Phase II



Map of the H & W Works 1939

TREATMENT OF HERITAGE

Maritime Heritage Assets

The Phase II site has had successive improvements made to it over time. The amenity value, significance and meaning of these improvements to the city has evolved from the 1840s pleasure park, to a shipbuilding centre of excellence producing thousands of ships and employing thousands of Islandmen, to derelict brownfield site; and finally, to the world-class waterfront urban quarter proposed today. This proposal aims to recapture the pre-eminence of Queen's Island to the city of Belfast in the next phase of its development.

It is the shipyards developed by Harland & Wolff that the site is best known for, still within living memory. The site contains historic fabric – the extant fixtures, contents and objects and whole intact structures from this era. Each asset is of importance and significance individually, but together they form places of historic significance. These assets include the scheduled monuments, the listed building and other parts of the historic fabric which have no legal status but are widely held to be significant. Some of the elements lie in a latent state, that is that obscured by unsympathetic improvements or in poor repair, whilst others are buried beneath fill or lie below the water line. All of the assets are in a dilapidated state to a greater or lesser degree as illustrated in the EHS Conservation Statement.

Conservation

The aim of this CMP is to manage the physical condition of, and make legible the most significant places and extant maritime assets. This approach is necessarily selective, as not all the site assets are considered equal, as reflected in their legal status. This is achieved specifically in the treatment of the setting of each asset group in the following ways.



Hamilton Dock



Former H & W Administration Building and Drawing Offices

"IN A BELFAST YARD WHERE MEN WORK HARD
AND THEIR MINDS ARE BENT ON SHIPS.
IN A YARD CALLED QUEENS AND TO MOST THAT
MEANS TITANIC ON HER SLIPS.
JUST SITTING THERE ALL COLD AND BARE,
WAITING ON HER TIME0000 TO SLIDE.
SHE DIDN'T KNOW THAT SHE COULDN'T GO, SHE
HAD TO WAIT FOR THE TIDE"

Wilson (1958)

TREATMENT OF HERITAGE

1. Developments surrounding Abercorn Basin can unite the existing entertainment and leisure offer at the Odyssey Centre with the proposed developments of Titanic Quarter Phases I and II. Potential uses include hotels, cafes, bars and high quality residential units benefiting from the semi-enclosed setting of the basin. This proposal includes removal of the rubble fill at the north shore and reformation of the basin shoreline into an arc derived from the shape of buildings approved under Phase I. The new quay wall will be indented to reflect the location of the former slips associated with the south yard. The Abercorn Arc requires approximately 1 hectare of land reclamation defined by new semi-circular quay walls and revetments that will reinforce the connectivity between land and water, to increase the appeal and attraction of this area as a major leisure destination.



- Key visual / physical connections
- Key views into / out from scheme
- Centreline of historic south yard slipway
- Cantilvered decks marking edges of former slipways
- Line of former slipways marker in landscape
- Line of Queens Island / Lagan River wall
- Potential Kiosk addition responding to historic footprint of pumphouse
- Historic Pumphouse
- Existing stone retaining wall
- Floating dock gate structure

2. The scheduled Hamilton Graving Dock is connected to the north east corner of Abercorn Basin and runs parallel to Queen's Road. The Dock is to be renewed and designed to encourage pedestrian movement into the Village from Odyssey by way of the Phase I waterfront. It is envisaged that the dock will remain 'wet' to showcase historic vessels – possibly the 'nomadic'. The dock fabric includes the pump house, dock furniture and extant cobble paving – all of which will be subject to field survey prior to detailed design.

It is intended to retain the dock furniture and cobbles or supplement the cobbles from elsewhere on site to this area subject to future detailed design. The east side of the dock at the Queen's Road frontage is open public space to permit sight lines across the dock from various vantage points. The intention is to create vistas linking the various heritage assets, such as the vista from Hamilton Dock to the listed building, allowing their reading as a group. Buildings at the other frontages step down in height in deference to the dock. These buildings will respect the boundaries of the scheduled land and contain active edges to enliven Hamilton Dock as a new destination.

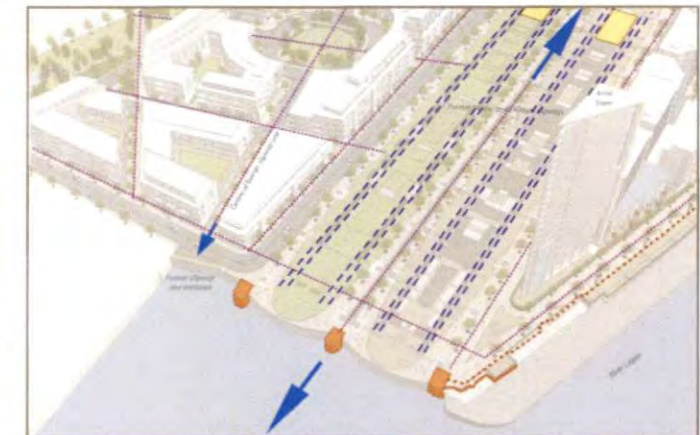


- Key visual / physical connections
- Key views into / out from scheme
- Centreline of historic south yard slipway
- Cantilvered decks marking edges of former slipways
- Line of former slipways marker in landscape
- Line of Queens Island / Lagan River wall
- Potential Kiosk addition responding to historic footprint of pumphouse
- Historic Pumphouse
- Existing stone retaining wall
- Floating dock gate structure

3. The former Harland and Wolff Headquarters Administration Building and Drawing Offices is to be fully restored, for a wide range of potential leisure, cultural and commercial uses. The Grade B2 listed sandstone and brick building includes the impressive drawing offices that will benefit from their alignment and key views to the scheduled slipways. The building is given an enhanced setting by the careful consideration of sight lines from Hamilton Dock, Queen's Road and the Titanic & Olympic Slipways. Adjacent buildings to the north and south also step down in height in deference to it.



4. The slipways formally, known as Slips 1 & 2 of the Harland & Wolff North Yard (also later known as Queen's Yard) are scheduled monuments and include the body of water that ships were launched into. The design approach is to retain the slips as a 'ceremonial' open space, or 'hallowed ground'. Currently the slips are filled at the north end where they once ran down to the water. It is envisaged that the slipways shall remain as a level grade in the first instance. The footings of the great Arrol Gantry are to be made evident by interpretive landscape detail. It is intended to trace out the full size plan of the Titanic and Olympic hulls in the landscape detail for all to see. The great Bow Blocks will be conserved and given prominence in the design of this world class public event space. All of the above detail will be the subject of future detailed planning applications.



- Key visual / physical connections
- Key views into / out from scheme
- Line of former slipway rails
- Cantilvered decks marking edges of former slipways
- Line of former slipways marked in landscape
- Line of Queens Island / Lagan River wall
- Historic Bow Blocks retained
- Existing concrete emplacements retained



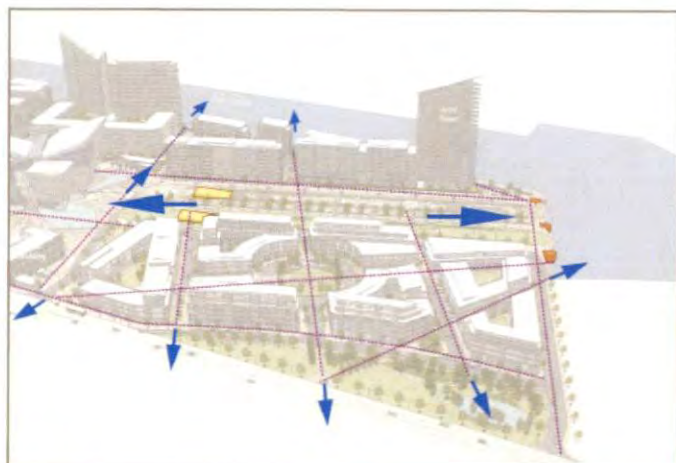
TREATMENT OF HERITAGE

5. The former North Yard immediately adjacent to the prime slips is honoured in the proposed urban form by the alignment of a new street corresponding to the centreline of Slip No 3. This street organises the entire residential neighbourhood in this area (Blocks 21 - 25). A right of way will cut through the new buildings at the north-east corner, tracing the former Victoria Road at the edge of the site leading down to the waterline. The North Yard neighbourhood square (at area 26) will make evident the full width of the slip through interpretive landscaped gardens.

6. Queen's Island Wharf at the centre of the River Lagan frontage is a collection of concrete wharf structures and emplacements with mooring bollards and associated furniture. It will be retained and surveyed for incorporation into detailed proposals. The proposal is for a corresponding widening of the waterfront promenade at this point to make the former wharf a place for waterfront dining and leisure. It is envisaged that the wharf will become a mooring for ferries and water-taxis providing a connection back to the city through the reinstatement of an historic landing stage.

7. The former South Yard is subsumed into the new development fronting Abercorn Basin. The 'Abercorn Arc' project of Phase I is proposed to be continued to the west of Hamilton Dock, continuing the line of Phase I buildings on the south-east side of the dock. This configuration makes the Dock a considerable open space 'gateway' in this urban form, inviting entry to Phase II. These buildings (in Blocks 1, 2 and 3) range from 12 to 16 storeys, making a considerable built edge to this waterfront. This arrangement has an historic resonance as the 'heroic' scale recalls the former large scale gantries built over the former slipways. The position of the former slips is made evident by cuts and traceries in the new urban fabric and in the South Yard public square.

8. Extant fabric consists of the bogey rails, cobbles, former roads and pathways and various remnant maritime fixtures and fittings remaining on site. A detailed survey of these elements is required to establish the true extent and value of such items. Wherever possible, these elements will be retained and incorporated into the new fabric of the public realm.



- Key visual / physical connections
- Key views into / out from scheme
- Centreline of historic south yard slipway
- Cantilvered decks marking edges of former slipways
- Line of former slipways marked in landscape
- Line of Queens Island / Lagan River wall
- Historic Bow Blocks retained
- Existing concrete emplacements retained



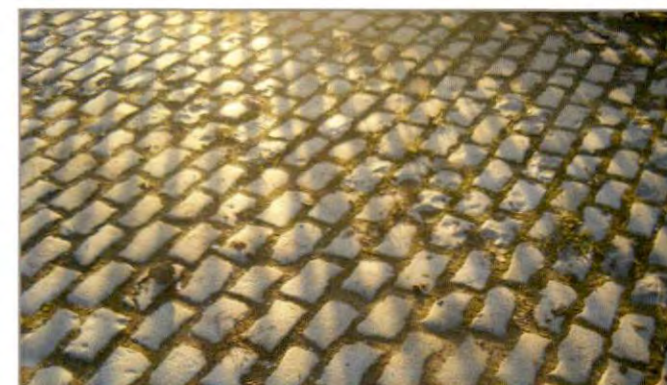
Current condition of the River Lagan Waterfront



Proposals



- Key visual / physical connections
- Key views into / out from scheme
- Centreline of historic south yard slipway
- Cantilvered decks marking edges of former slipways
- Line of former slipways marked in landscape
- Line of Queens Island / Lagan River wall
- Key Pedestrian Connection
- Area for passive recreation
- Area for active recreation
- Private / semi-private courtyard garden



Extant Cobbling



Bollard at Victoria Channel



Bollard at Victoria Channel

STREET NETWORK

The street network proposed for Phase II is an urban grid, comprising a hierarchy of street types. The grid acts as an aid to legibility and orientation in the urban form, and is a proven model for the orderly development of cities. The grid established for Phase II arises from three main site opportunities & constraints:

Historic fabric

The Titanic & Olympic slipways developed by Harland & Wolff are the largest heritage asset within Phase II. The scheduled monument effectively sub-divides the northern part of the Phase II land parcel into two disconnected neighbourhoods. The slipways occupy a land area of approximately 2.2 hectares or roughly 8% of the total site area (excluding the launch waters which form part of the scheduled monument). The surveyed alignment of the slipways and Arrol Gantry footings has been adopted as the orientation of the main street grid. This establishes a consistent 'street wall' frontage to the slipways and reinforces their primacy within the masterplan. The third slipway of the historic North Yard establishes the alignment of the neighbourhood streets surrounding North Yard Square (Area 26). The principal centre street of this neighbourhood is aligned to the centreline of Slip No. 3.

Adjacent Development

The semi-circular arrangement of buildings approved for construction under Phase I is the basis for a new polar street grid at the Abercorn Basin frontage. The Phase I 'Abercorn Arc' buildings set up a radial geometry at the east shore of Abercorn Basin. The proposal to extend this geometry into Phase II (Blocks 1 - 3) make Abercorn Basin a strong focal point in the city fabric and reinforce its sense of place in a new context of uses. Whilst this design requires substantial alterations to the north shoreline of the basin, this improvement is consistent with the shifting shoreline due to the historic waves of slipway improvements made to this part of the site over the course of development of Queen's Island.

Building Typology & Belfast City Grid

The Titanic Quarter Development Framework sets out the street grid found in the centre of Belfast. Blocks are characterised by edge-defining or 'street wall' buildings, typically with zero setback from the pavement. The CMP for Phase II seeks to replicate this 'grain' of development, as befitting the proximity of Titanic Quarter to the city proper. Titanic Quarter, Phase II is also predicated on the European block type with internal courtyards.

Hierarchy

Within the overall layout of the street network lies a hierarchy of street types. These are graded by traffic carrying capacity and the logic of their junctions. The streets vary in width. The narrowest of streets are 7.3m wide and are 'share way' streets that are one-way traffic controlled to prioritise pedestrian movement over vehicles. These are found at the Waterfront Promenade and beside the slipways and exclude the width of the promenade itself.

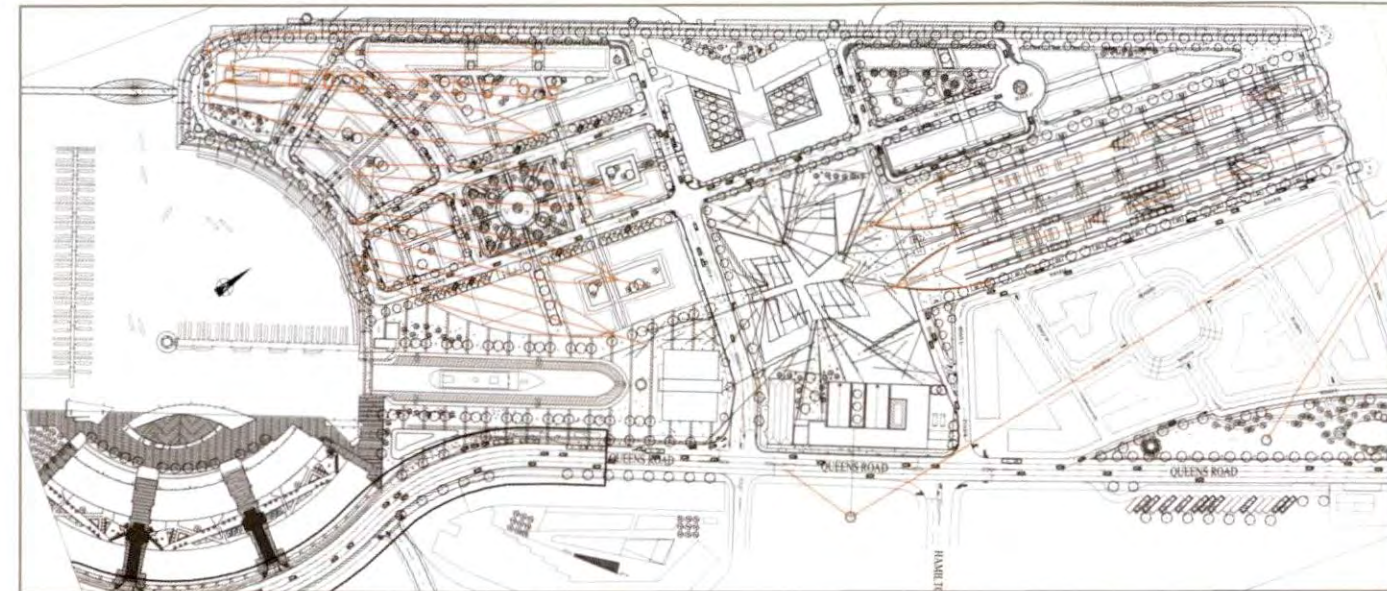
The main feeder street to the Village runs between Hamilton Dock and the listed building. This four lane 17.2m wide street (no parking) is signalised at the Queen's Road junction and it forms the vehicular gateway to the Village. It contains a signalised pedestrian crossing, providing a safe crossing between Hamilton Dock and the Titanic Experience building. It terminates at the main north-south street and has a water view upon entry to the village.

Thereafter, local streets are two lane, many with limited on-street parking (parallel and angled) to enliven the public realm. They vary in width from 10.6m (without parking) to 13.6m (parking two sides or angle parking one side).

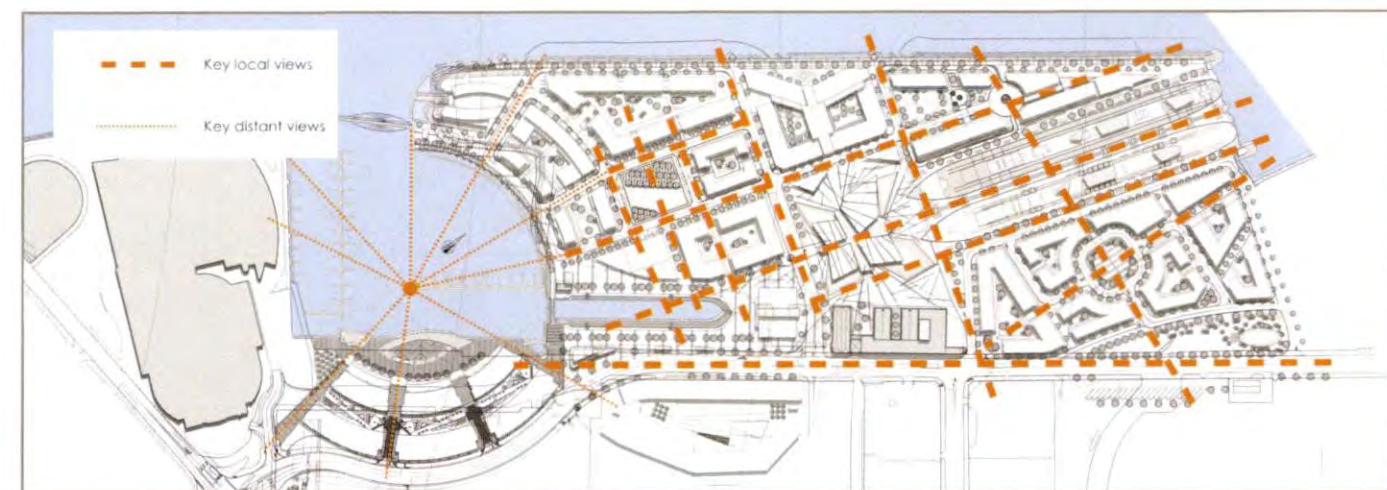
Generally, turning radii are a minimum 6m in local streets, 10m at main junctions within Phase II. This is to calm traffic and also to avoid chamfering blocks at corners and to hold urban form. Speed-controlled bends are proposed near waterfront streets to further enable streets to be shared by other users such as cyclists.

Cycling and Walking

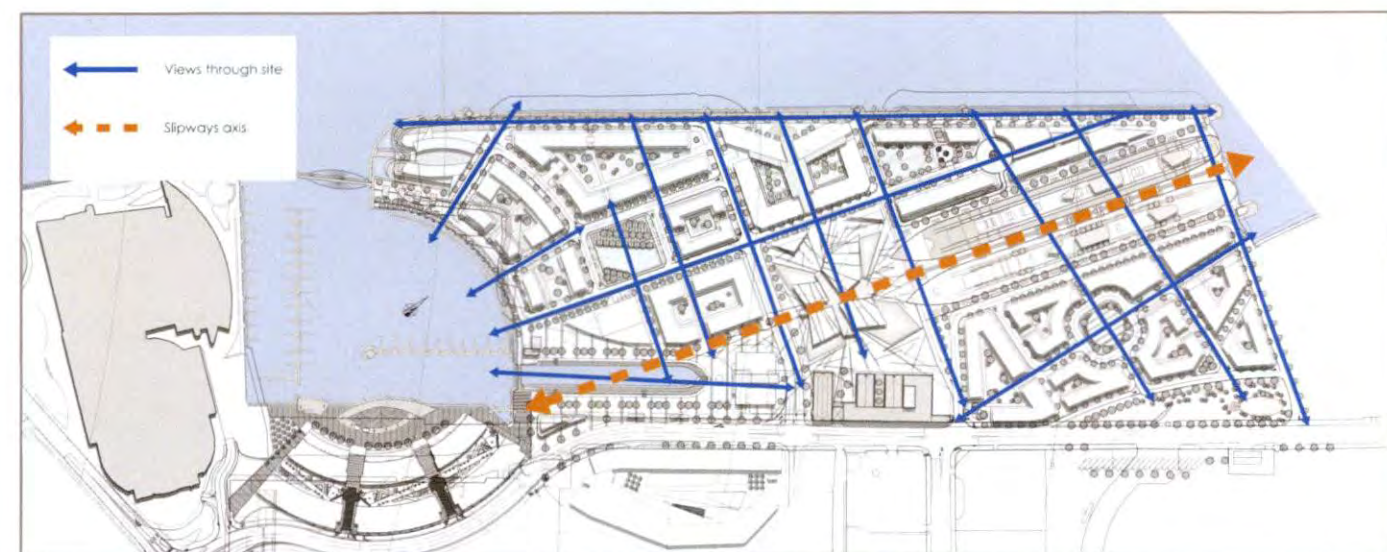
Cycle routes, long and short distance footpaths and well located pedestrian road crossings are designed together with the low speed road system and aim to encourage pedestrian and cycle activity, thereby reducing the number of car trips made.



Proposed Street Network overlaid on Historic Layout of Queen's Island

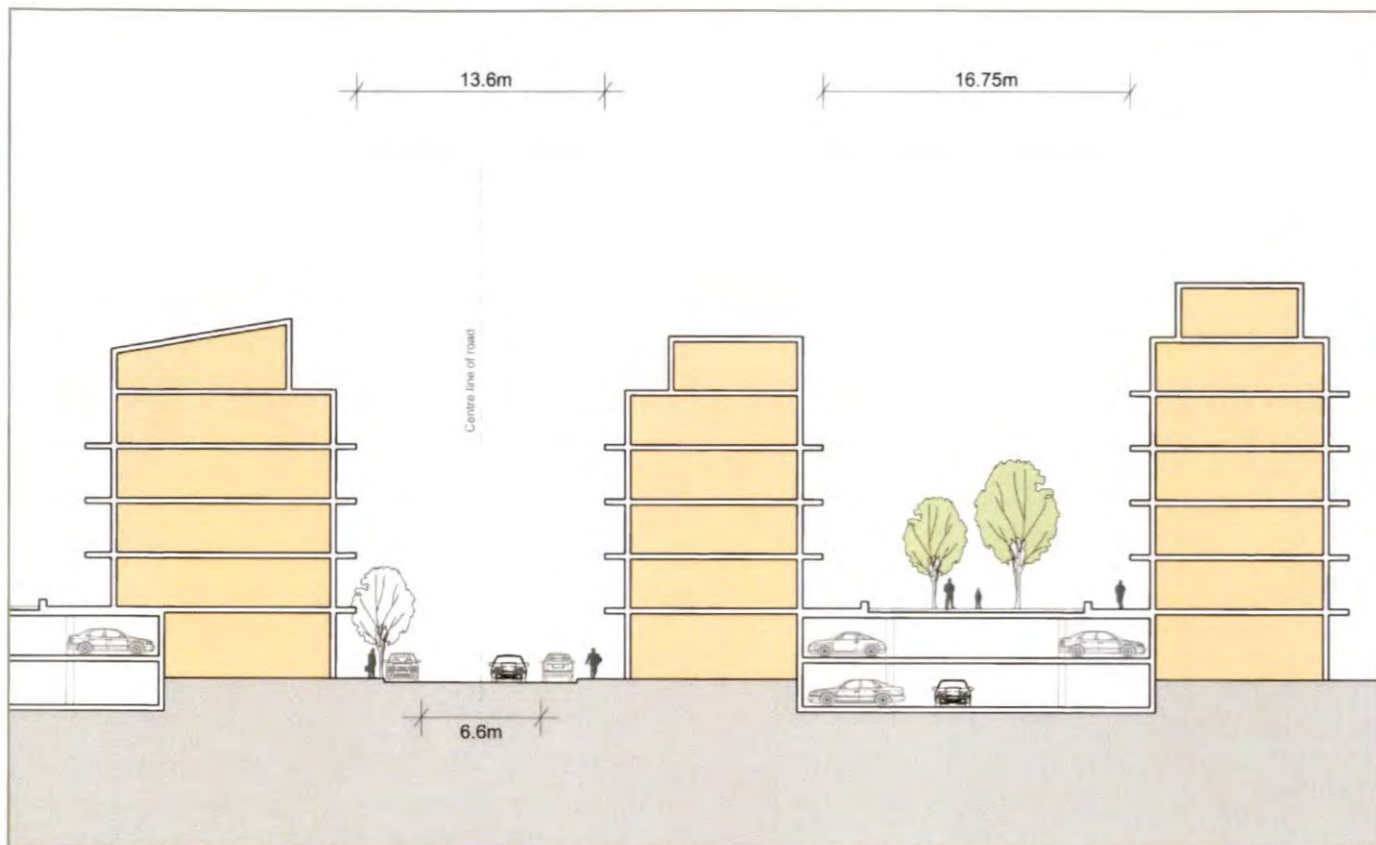


Proposed Grid Axes



Proposed Permeability

BLOCK STRUCTURE



Illustrative Treatment of Car Parking and Proposed Courtyard Heights



Illustrative Housing Section

The Phase II proposal adopts European blocks as the model for development. The quantum of floor space and density assigned to each plot varies according to location but across the Village the blocks follow the same rules. The block model is well suited to the grid network of streets. The blocks are edge-defining buildings that give definition to the urban form.

The blocks themselves are composed of large courtyard buildings with a typical cross section depth measuring 15m from street to inner court. A 1.5m balcony 'articulation zone' fronts both front and back facades, yielding a net building floor plate of 12m window to window. This is about the maximum dimension practical for cross ventilation and daylight penetration into buildings. This cross section permits either deep plan (narrow frontage) double-orientation units or narrow plan (wide frontage) single orientation-units accessed by double-loaded corridors. Further dwelling types are possible, such as multi-level dwellings.

The optimum recommended internal courtyard size is 20m clear between facades, but a range of 10 – 20m is acceptable in limited instances, and unavoidable on irregular shaped plots. Taller blocks containing buildings above 6-8 storeys should have a corresponding increase in internal courtyard size. An optimum urban block size may be deduced by adding these dimensions together. For instance, 2 x 15m deep buildings (six storeys) + a 20m interior courtyard yields a block minimum dimension of 50m on any one boundary [assuming setback from the boundaries]. The internal block courtyards are shared private space, that is, they are secured off from the public realm to provide safety for the residents and building users. These are the safe playgrounds for young families, enjoying passive surveillance from the apartments overlooking the courtyard.

By necessity, the blocks must incorporate car parking – the design guideline for Phase II is the incorporation of multi-level basement structures that are wrapped in active uses at street level. Street level units can be spread over two levels to provide adaptable accommodation suitable for either family dwelling units, live-work units, professional suites, small retail or food service units with supporting mezzanines.



BUILDING HEIGHTS



Proposed Building Heights

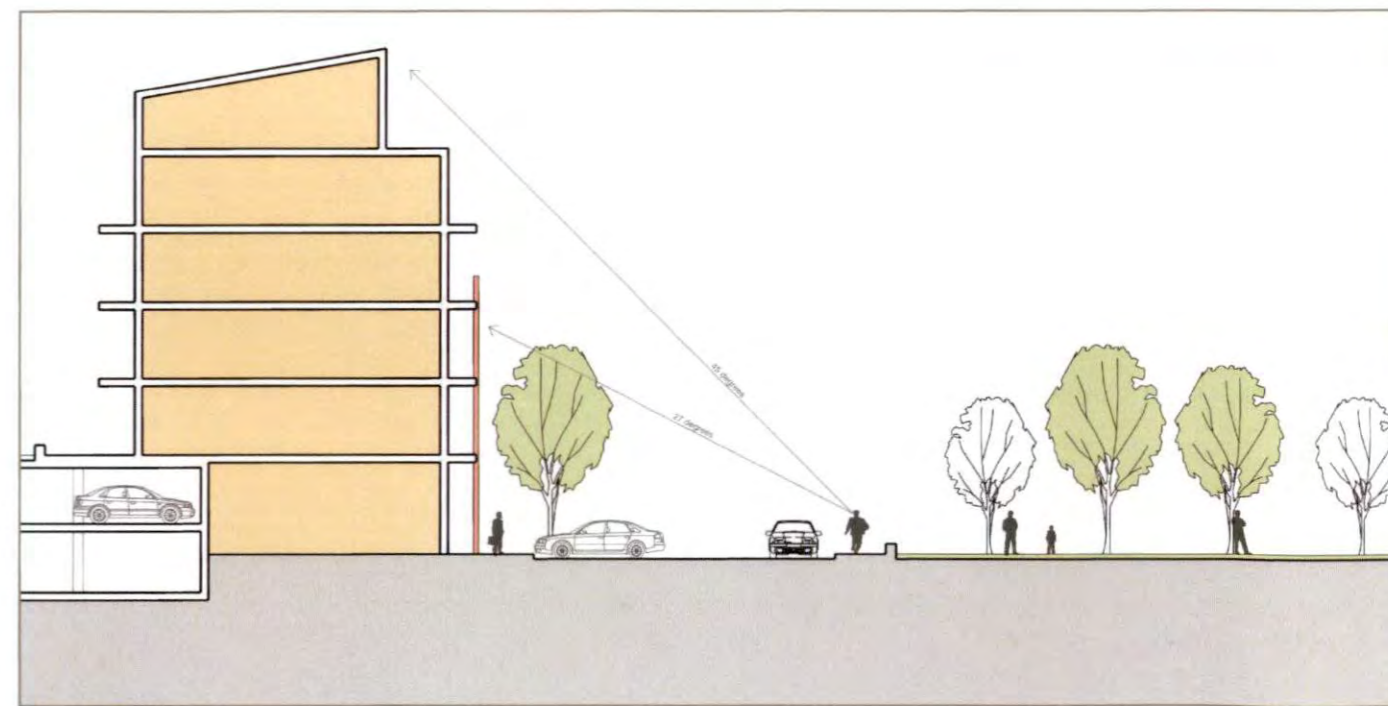
The proposed development height will be at an average starting point of six storeys and ranging from single storey pavilion structures at Hamilton Dock to a 30 storey tower proposed at Abercorn Tower (Block 1).

A number of buildings proposed for Phase II are mid-rise, between six to nine storeys – an economic solution that permits investment in supporting infrastructure and public realm. Across the Phase II site higher buildings are generally found at key points along the River Lagan waterfront. It is here that the three tallest buildings (Blocks 1, 12 and 19) are located, roughly at 300m equidistant along the waterfront promenade. The tower at Abercorn Tower (Block 1) will provide a gateway building equivalent to the Obel Tower which has been approved near the Customs House on the opposite side of the River Lagan. The semi-circular arrangement of buildings fronting Abercorn Basin continues the stepping up in height as established under the Phase I 'Abercorn Arc' project.

The lower buildings which are 3-4 storeys in height are found in the North Yard neighbourhood (Blocks 21 - 25).

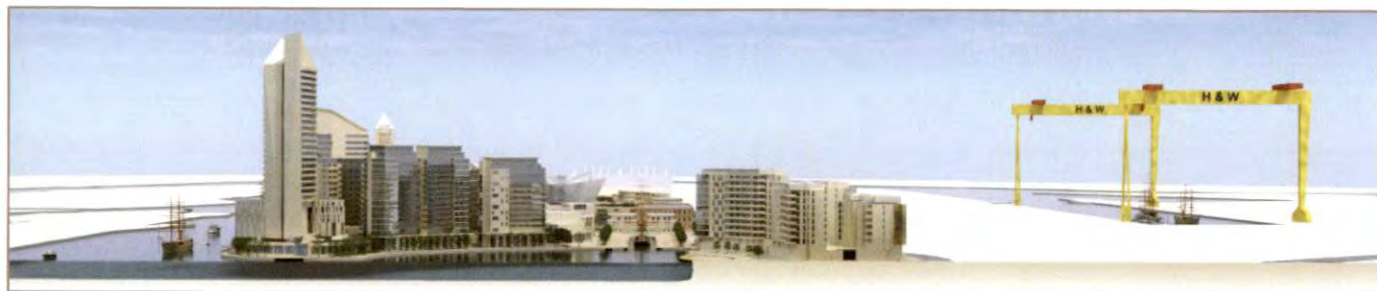
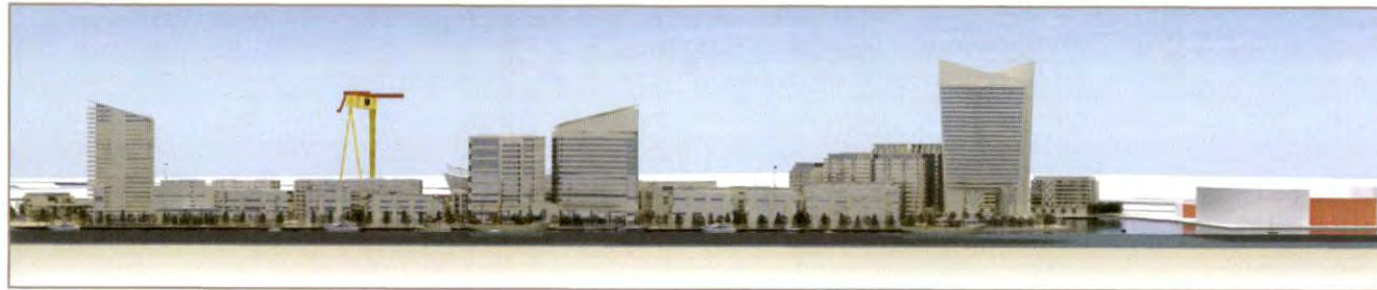
Variety in building heights is desirable in the composition of urban form. The River Lagan waterfront elevations are layered – that is, lower rise (4 to 6 storey) buildings at the frontage with higher (6 to 9 storey) buildings immediately behind them. This will enable a degree of view sharing at the riverfront. The proposed building platforms are articulated and divided to permit view sharing potential. All dwellings in Phase II will enjoy a water view or a park / square view or a private courtyard garden outlook.

The height of buildings is intrinsically linked to the width of streets. Building height is relative to context and is only a part of the perceived scale of a building. The scale of urban space may be finely calibrated to create comfortable environments. The urban form works best when the streets are spatially contained, that is, given definition through consistent, legible edges and façade treatment.



The Relationship between Street Widths and Building Heights

BUILDING HEIGHTS



Photomontage of proposals from the County Antrim side of the River Lagan

Observations on 'natural' viewing angles to achieve a sense of spatial containment are condensed into a recommended 27° viewing angle or 2:1 (width: height) ratio that has been found to result in a non-threatening urban form. When facades of buildings are studied at close proximity, this angle may rise to 45° or a 1:1 ratio. This is not intended as an absolute height control, but rather a guideline to the design of building facades to focus the observer's attention into an articulated virtual space of a more comfortable scale than the actual height of the street.

For example, pre-Hausmann streets in Paris are typically only 7.8m to 9.75m wide, lined both sides by six storey buildings with zero set backs. Today, these streets are frequently free of cars and are used by pedestrians walking in the centre of the street as well as along the edges. At this width, the 27° sightline from the side of the street coincides with the 45° sightline from the centre of the street.

Cornice lines have been designed into the facades at this projected line, to create a comfortable or 'human' scale environment, despite high density development. Shopfronts and merchant signage that decorate and create the character of the street have colonised this zone to claim an effective share of the mind of the passers-by.

In this proposal for Phase II, the uppermost part of buildings is set back from parapets. In the narrower local streets, this would ideally coincide with the 27° sightline projected from opposite footpaths. Those parts of buildings falling within the 45° sightline from same side footpaths should generally be well articulated and contain, for instance, materials of the highest quality.

In other parts of the project, where large open spaces are found, the opposite condition occurs. Viewing angles below 18° or 3:1 ratio tend to result in a loss of urban spatial definition. At the slipways, there is approximately 100m between building facades on opposite sides of the slips. Applying this principle dictates a façade height of between 30m to 50m to achieve definition. The proposed buildings on the western edge of the slipways comply with this guide, but those on the east side in the North Yard neighbourhood do not. In this instance, splitting the Slipways into two distinct places, each with its own spatial definition (via light cranes and trees) helps to calibrate the perceived scale of this place.

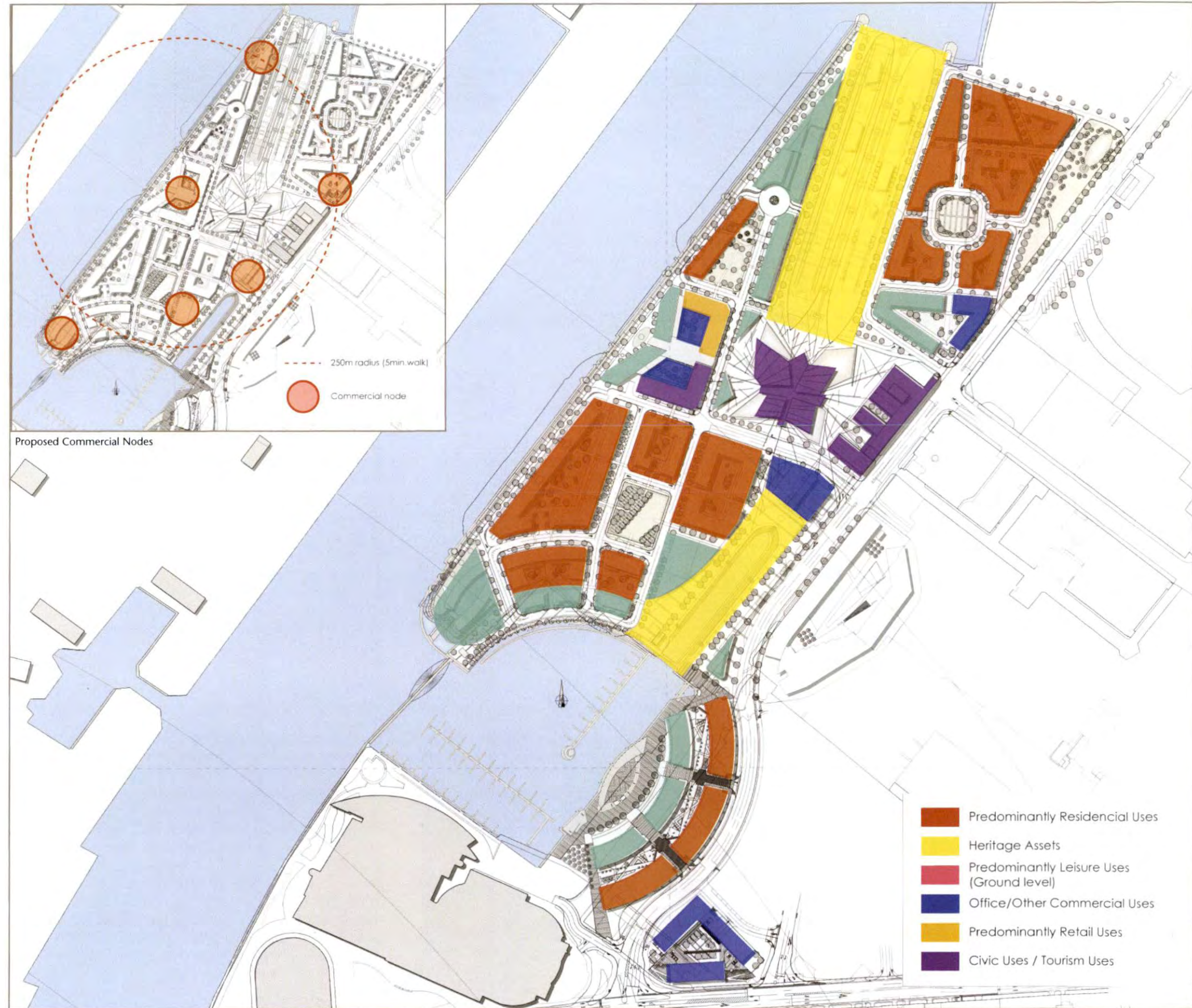
LAND USES

This proposal outlines a mixed-use regeneration scheme of 300,000 sq m as part of the new Titanic Quarter. The scheme is led by residential dwellings at 200,000 sq.m GFA (2000 dwelling units) or approximately two thirds of the total proposed floor space. Other uses for the site are driven by the principles of creating sustainable communities and the unique opportunities afforded by the extant heritage assets. The Phase II Village will have a dual character as both a high density residential community and a visitor destination serving the City of Belfast and Northern Ireland.

The creation of sustainable communities relies on a mix of uses and variety of building types. This proposal offers a linked network of public spaces that includes outdoor places for different activities whilst the residential buildings include a robust mix of studios, one, two and three bed units as well as adaptable double-height ground floor units capable of use as split level dwellings, live/work units or community/retail units. This in-built adaptability within the building types allows the community to develop and grow over time and in response to changing demands.

Non-residential uses proposed for Phase II fall into the following categories: employment uses, leisure, local services, visitor attractions, heritage assets (listed building, scheduled monuments & other heritage assets), public realm, car parking and infrastructure. Complementary uses are grouped together to leverage the experiences of patrons and promote longer dwell times (and average spend) contributing to the vitality of these facilities.

The provision of a diverse mix of uses must be balanced by careful planning that recognises the need to create a sense of place and legibility of place and community. This process begins by organising the residential communities into distinct neighbourhoods connected by the Village Heart as a central focus. Each neighbourhood has a central square and a recognisable character defined by the building massing, intimacy of spaces and range of uses.



Proposed Land Uses

LAND USES

Within each of the neighbourhoods, non-residential uses are either clustered into nodes or scattered along the residential streets, particularly at corners. Where there are nodes, they are generally positioned to take advantage of site heritage assets, transport access and waterfront / public realm amenity value.

They are also informed by the sustainable design principle of limiting car dependency by placing all nodes within a comfortable ten minute walk from residents. The three main locations of non-residential uses are as follows:

Waterfront Promenade

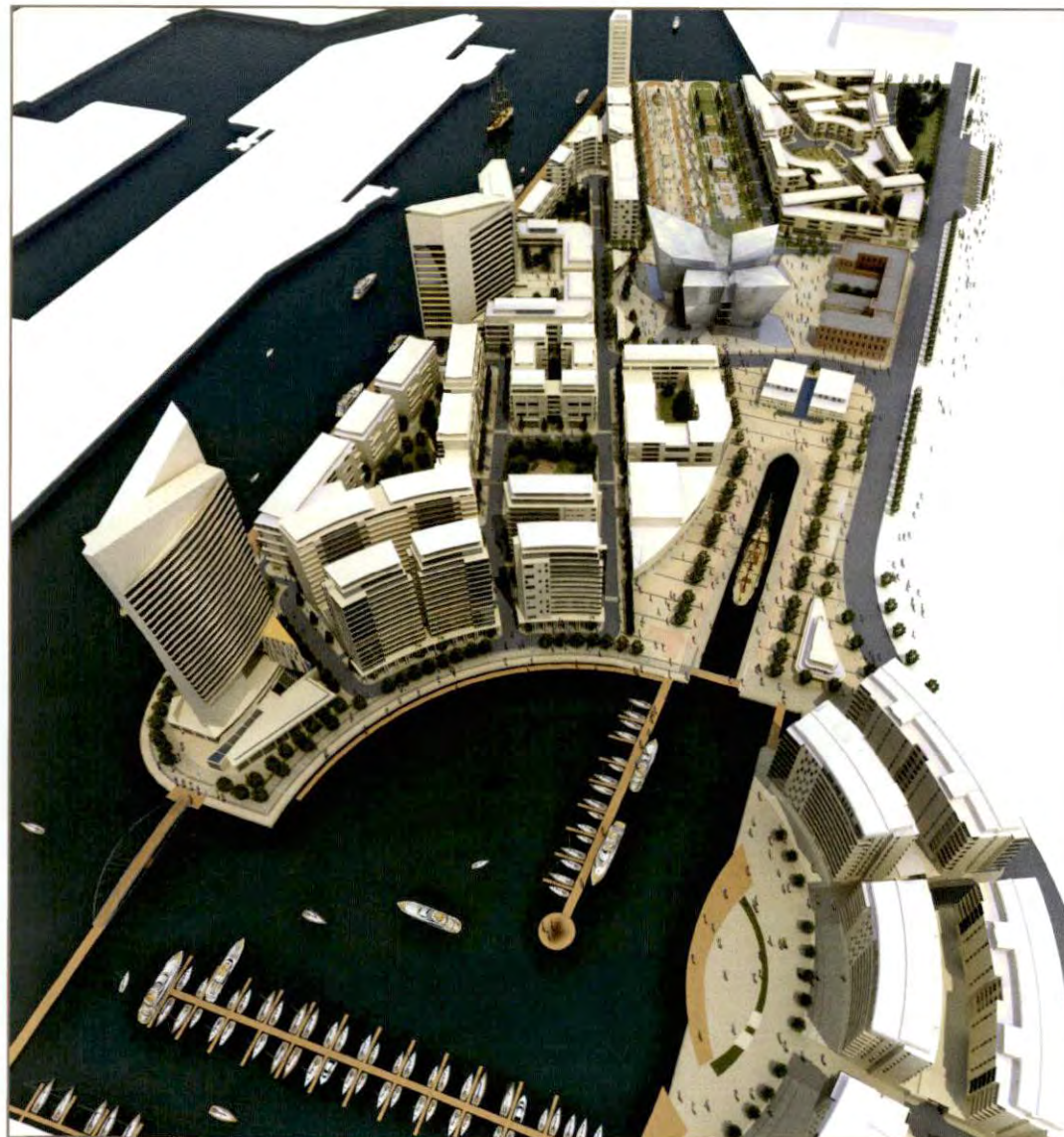
This contains three such mixed-use, high density nodes, as befitting a world-class waterfront redevelopment (Blocks 1, 12 and 19). The length of the Phase II Lagan water frontage is 600m – too long to sustain a continuous commercial strip outside of the city centre. Instead, nodes are proposed at key points of high visibility and proximity to the Titanic and Olympic slipways, the Queen's Island Wharf and the slipways of the former South Yard. These nodes contain complementary non-residential uses centred on leisure and visitor attraction e.g. bars, cafes and restaurants.

The Village Heart

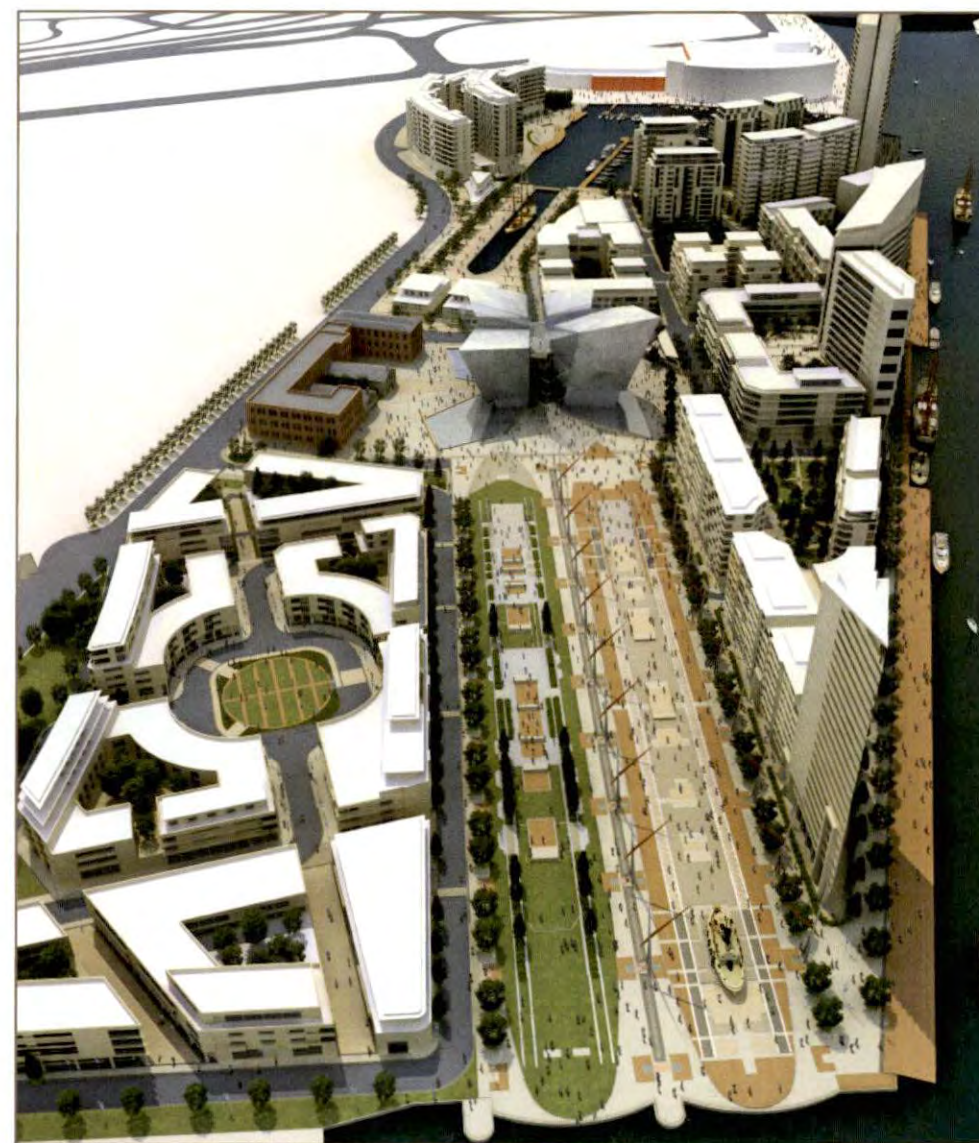
This aims to be a mix of heritage, cultural, leisure and commercial uses that gives the Village a strong identity and sense of place. The Heart will be a new visitor attraction to the Quarter and to the city. The Heart promotes the adaptive re-use of the former Harland & Wolff HQ administration building and drawing office and the new Titanic Experience Building (Block 14). At the waterfront, the Queen's Island Wharf complex (Block 12) will contain the main convenience retail centre for the Village, along with local services and the highest concentration of employment uses (such as R&D and call centres). Car parking shall be provided in multi-level above-ground parking structures at this location.

Hamilton Graving Dock environs

This is proposed to accommodate a leisure-orientated mix of uses that sit outside the scheduled monument boundary but take advantage of this historic asset in an open space setting (Blocks 4, 6, 7 and 8). This site enjoys exposure to both Queen's Road and Abercorn Basin. It is anticipated that a tie-in to the established commercial uses under Phase I will provide continuity and vitality to the public realm encircling Abercorn Basin.

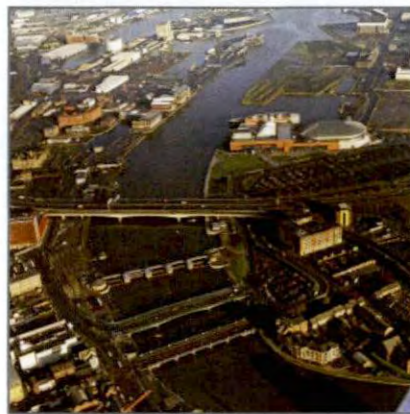


View from South



View from North

TRANSPORTATION



Aerial view of bridges



Queen's Road



Sydenham Road



Sydenham Road

Future transport proposals for Titanic Quarter include a high-frequency bus service to the Belfast Institute College Campus on Queen's Road opposite Phase II, and in the longer term a rapid transit route to City Airport probably via Queen's Road. The present road works at the Abercorn Crescent / Sydenham Road junction are forming a new traffic gateway to Titanic Quarter as approved under Phase I.

The masterplan promotes a reduction in car dependency but acknowledges that private vehicles will be the dominant mode of travel to the site, at least in the initial stages. One private car space for every dwelling is provided, located in concealed sub-basement and multi-storey car parks. Additional parking is provided for commercial and other non-residential users, providing some 3,500 spaces overall. Visitor parking is supplied in limited extent on-street, with higher concentrations at the neighbourhood squares.

The masterplan seeks to establish cycle and pedestrian links back to the city that follows the waterfront promenade and join the Laganside Riverside Walkway currently on the south side of Lagan Weir. The Phase I development will establish this waterfront pathway that will join Phase II to the Odyssey Centre. This is a non-vehicular route away from busy roads. Future waterfront development along this route both within and outside of Phase II will create safe and active public spaces that become a destination in their own right. It is possible that additional transport services such as water taxis will come online once these uses are established and adopted by the city.

The development will have an impact on the surrounding highway network and therefore measures to mitigate against this impact have been considered. A contribution will be made towards the provision of a new grade separated junction on the Sydenham Bypass at Connsbank and this will significantly improve access to the proposed development site from the East Belfast / Bangor direction.

"FORM FOLLOWS FUNCTION - THAT HAS BEEN MISUNDERSTOOD. FORM AND FUNCTION SHOULD BE ONE, JOINED IN A SPIRITUAL UNION"

Frank Lloyd Wright

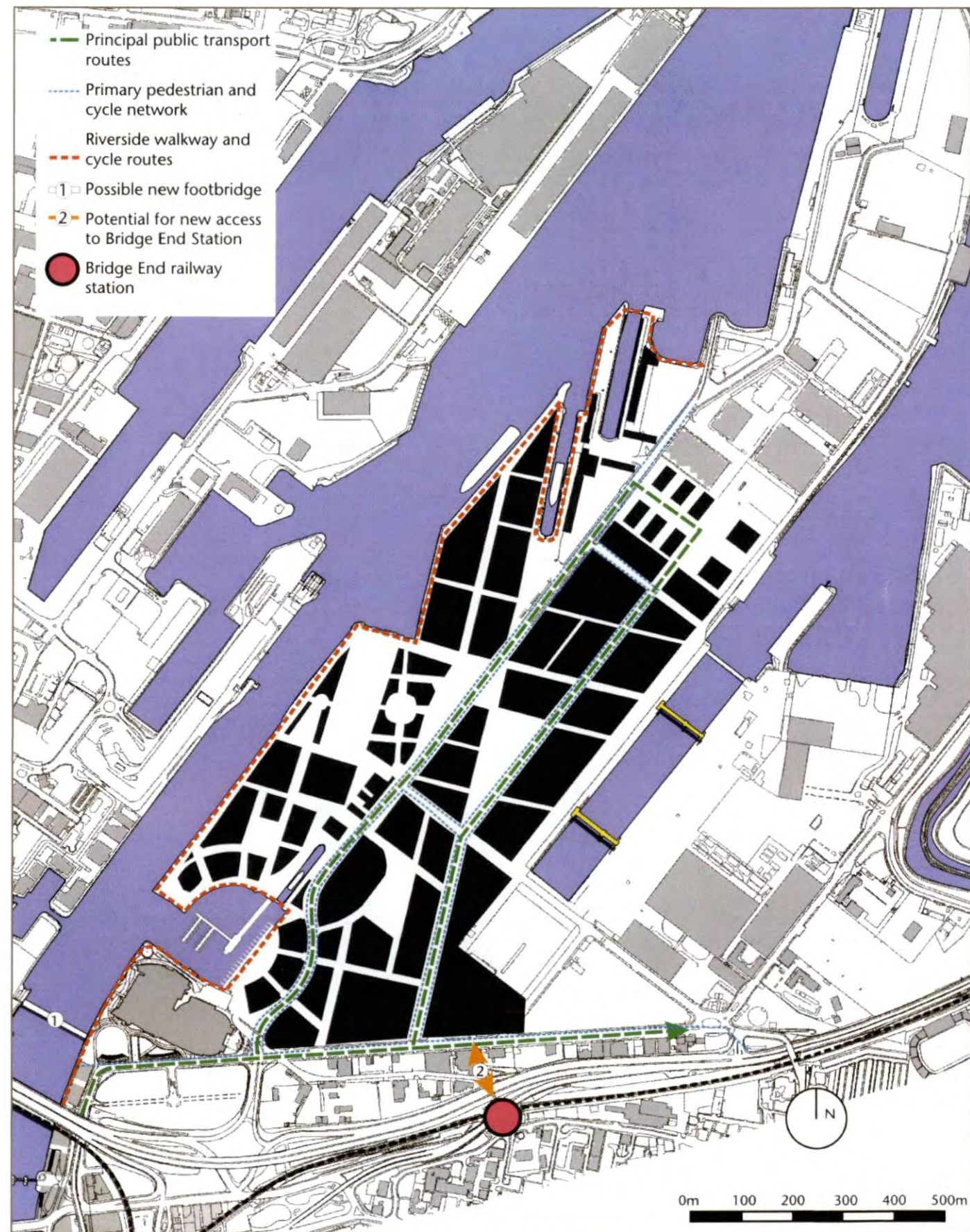


Proposed Car Parking Stations

TRANSPORTATION

A new link road from the proposed grade separated junction to Airport Road will be constructed along with the upgrading of Airport Road to Dee Street roundabout. The existing Dee Street access onto Sydenham Bypass will be closed to facilitate the Department's scheme to widen the Sydenham Bypass to 3 lanes in each direction. A new bridge over Sydenham Bypass will replace the existing Dee Street Bridge, providing a link from East Belfast to the proposed development site, as part of the Department's widening scheme. Queens Road (to be called Abercorn Crescent) and Sydenham Road are currently being upgraded with a new signalled junction constructed.

A new high frequency Metro service from Belfast City Centre to the proposed Belfast Institute of Further & Higher Education (BIFHE) which is to be located across Queen's Road from Hamilton Dock will be introduced as soon as it opens and will also provide public transport services to the Phase II development. Bus shelters with real time information will be provided at strategic points on the highway network to ensure that public transport provides a real alternative to private car usage. Discussions will continue with the Department regarding the possible implementation of Rapid Transit throughout the proposed Titanic Quarter development.



Public Transport, Pedestrian and Cycle Access Plan taken from the Development Framework (2006)

PUBLIC REALM AND OPEN SPACE

Public realm is the non-private urban space between buildings. It facilitates access and movement across the site, provides identity and address to property, and leads to understanding and enjoyment of place. In this proposal, public realm specifically refers to the places that people inhabit and where they may interact freely, such as the street network, pedestrian promenades and walkways, squares, parks, the prime heritage assets and the shared parts of buildings.

The creation of Vital Public Spaces is one of the core planks of the development concept for Phase II. This is achieved through the configuration of urban space into a positive experience for people. This is a multifarious design approach. Firstly, it relies on creating legible 'urban space containers' and boundaries between the public / private realm by the positioning of building walls and other elements.

Secondly, it sets up vistas to make evident the relationships between different parts of the site and pathways to connect them.

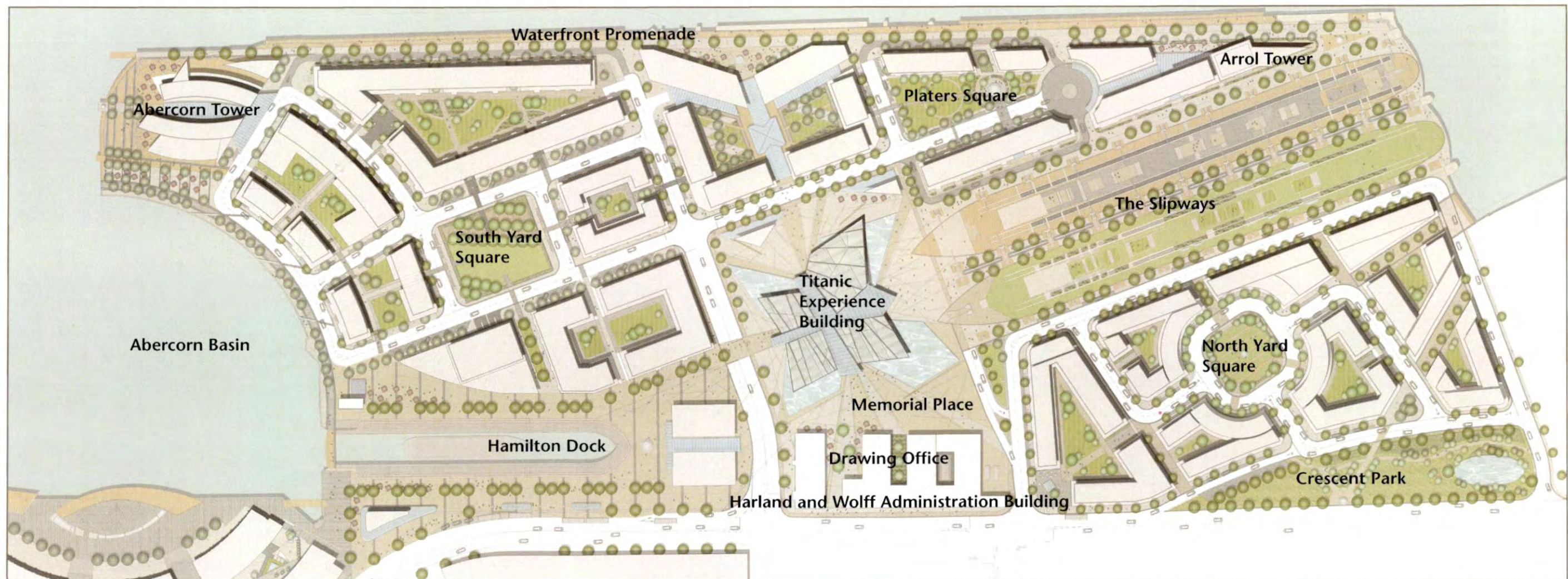
These public spaces each have a unique character offering a range of experiences due to their relative:

- (a) amenity (children's play parks),
- (b) safety (passive surveillance),
- (c) historical resonance (heritage assets and their interpreted meanings) or
- (d) by associated uses (cafes and outdoor dining terraces).

The public spaces defined in the CMP for Phase II are outlined as follows:

"THO' WE ARE NOT NOW THAT STRENGTH WHICH IN OLD DAYS MOVED HEAVEN AND EARTH, THAT WHICH WE ARE, WE ARE, ONE EQUAL TEMPER OF HEROIC HEARTS, MADE WEAK BY TIME AND FATE, BUT STRONG IN WILL, TO STRIVE, TO SEEK, TO FIND, AND NOT TO YIELD"

TENNYSON



The Slipways

The scheduled monument is designed to become a large scale open space dedicated to the memory of the former Harland & Wolff shipyards. Due to the sheer scale of the RMS Titanic & Olympic slipways (300m long x 80m wide) the individual slips are treated in contrasting ways to give human scale of this open space and relate each slip to the adjacent neighbourhood buildings. The slips are united by common elements such as the former Arrol gantry crane grid, bogey rail tracks and ship deck plans outlined in the ground plane. The former Olympic slipway is treated as an urban green park providing a series of interlinked rooms suitable for a wide range of activities. These are smaller, more intimate sub-spaces to accommodate passive recreation and larger spaces to offer more recreation areas. Selected rooms of the ship could be marked out with landscape treatment.

The former Titanic slipway is a hardscape with a variety of paving materials. It retains and enhances the linear views experienced along the slipways to the water and, critically, back to the listed building. The Titanic slipway could provide the site for the installation of salvaged maritime artefacts or, for new interpretive elements such as the proposed light cranes. Design could allow for the inclusion of engraved paving strips to name passengers, workers and people of Belfast, allowing the Slipways to become an extension of the visitor attractions through a narrative walking tour that explains the scale of the slips, their use, the gantries and their construction. The detailed outworking of this proposal is on-going as part of the Titanic Signature Project Lottery application and subsequent full planning application.



The Slipways - indicative treatments (Titanic Slipway above, Olympic Slipway below)

PUBLIC REALM

Memorial Place

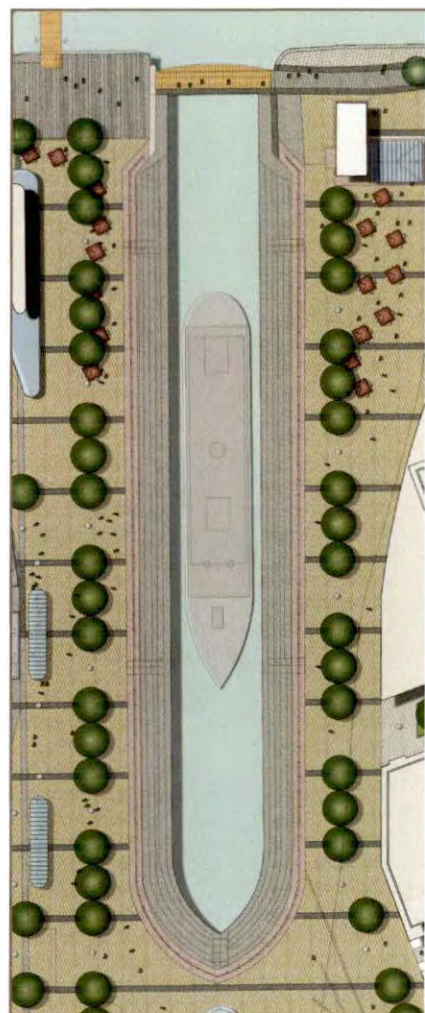
This is located at the head of the Slipways and is the new urban square that is the centrepiece of the Village Heart. It forms the main public setting for the listed Harland & Wolff HQ Administration Building and Drawing Office and also the site of the Titanic Experience Building – a new visitor attraction housed in a dramatic, sculptural building. More details of this are given in the Supporting Statement accompanying this planning application. The listed building is to be given new life, offering a range of commercial and leisure / cultural opportunities for both tourists and local residents. The square provides a setting for both buildings and also a place of reflection on the former maritime heritage uses and the energy of the new buildings. The angular design of the Titanic Experience building should be complemented and enhanced by the landscape design for this square. Linear shards of light (in-ground light strips) and contrasting paving radiating from the building will ensure that the square appears as a striking element to draw people into the public space.



Memorial Place

Hamilton Dock

The former graving dock is proposed as public space that aims to create a maritime recreation atmosphere. An extensive apron will extend to the Queen's Road frontage, providing ample gathering and queuing space for a coach set down point and a public transport stop. The open space character proposed will enhance the setting of the dock and reinforce key vistas to other parts of Phase II. It is envisaged that the dock has potential to be used as a place to showcase historic ships. The landscape proposal for the dock setting is a grid design. The retention of extant dock furniture including the cassion and the railings, cobbles re-laid in paving strips, new seating and signage elements, lighting and street trees aims to create a strong rhythm and enhanced sense of place. A double avenue of trees along Queen's Road will define the edge of the dock whilst still allowing views into and through the area.



Hamilton Dock

Waterfront Promenade

This provides a major leisure destination for Titanic Quarter Phase II. Commencing at Hamilton Dock and providing a continuous route following the proposed hardscape along the proposed semi-circular quay wall to Abercorn Basin before turning riverside on a timber boardwalk that converges with the slipways at the north shore. Configured as a hierarchy of public spaces for perambulation along the river edge, this provides for faster pedestrian and cycle movement in parallel but separated by a row of carefully selected street trees and limited areas of restricted vehicle movement.

At the centre of the promenade lies the former Queen's Island Wharf with extant concrete landing stage, emplacements, mooring bollards and wharf furniture. This is where the Village Heart meets the water and this will be the prime place for waterfront dining and recreation.

The landscape proposal anticipates a palette of materials that help identify key routes, places to linger, and connections to the wider street network. The historic fabric will be restored and made explicit in the landscape design proposal. The existing riverside quay wall coping will be revealed in the new timber boardwalk.

The Abercorn Basin quay wall and pathways will be incised by cuts in the pavement that show the centreline positions of the former slipways of the South Yard.



Waterfront Promenade

Neighbourhood Squares

The proposal is for three neighbourhood garden squares, intended to form inclusive outdoor spaces for people of all ages at well-planned and appropriate locations. Their central locations within local blocks of housing ensure prime position for the provision of high quality, desirable and useable open space. These neighbourhood green spaces share characteristics of small, semi-enclosed garden rooms close to street entrances for safe meeting and sitting, allowing the gardens to be passively monitored. Partial enclosure is achieved by ornamental planting low enough to allow clear views across the gardens but high enough to control access and movement. Larger central spaces within the gardens offer multi-purpose 'kick-about' areas. The promotion of community participation is vital in provision of spaces that are used, maintained, safe and respected. Community involvement tools include stakeholder workshops for local people to get involved in creating designs for garden railings or gateway features informed by the site history and layout of the mature shipyards. Additional formal play areas could be provided to meet demand developed in consultation with these new communities.

North Yard Square

The landscape design for this square takes its cue from the axial alignment of the former North Yard Slipway 3. A strong grid design is intended to both create smaller garden rooms and reinforce the prime vista running through this neighbourhood from the listed building to the waterfront.

South Yard Square

This square reveals in the landscape detail the divergent lines of the patent slip and other slipways, providing a 'window' of how this urban space was once laid out. Formal entry points responding to the new grid layout provide orientation and reinforce key views across the square.

Plater's Square

This commemorates the former shore sheds and workshops of the Harland & Wolff shipyards. The shape of this public space is derived from the angle convergence between the waterfront promenade and the prime slipways. The gardens are composed of hardscape and lawn areas. It has an open character with partial enclosure achieved in restricted areas appropriate to scale and use. There is potential for interpretive landscape elements informed by the former site uses, fabric and layout.



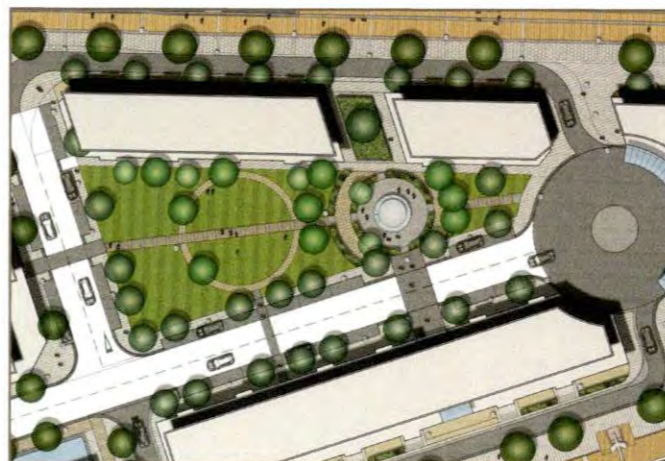
Crescent Park



North Yard Square



South Yard Square



Plater's Square

Crescent Park

This has a less formal design and is green space which forms a buffer between the busy Queen's Road and the residential neighbourhood centred on the North Yard Square. Street tree planting reinforces park boundaries. This park has an informal recreation character and contains larger kick-about spaces which may form part of an education facility.

Street Network

The Phase II streetscape follows the design standards and detail established under Phase I (now under construction) for consistency. The main elements are a palette of high quality and durable materials that clearly define spaces for vehicles and pedestrians respectively. Street lighting standards and furniture will remain consistent. On-street parking bays are typically parallel, with angled parking bays along certain street frontages/squares as shown in the masterplan.

Private Courtyard Gardens

Whilst not strictly forming part of 'public realm', by definition these shared garden spaces are the final sequence of open space between the public and private realm. Situated above concealed basement and above-ground parking garages, these gardens provide outdoor rooms that are overlooked by residential units and made safe by casual surveillance. Typically of less formal designs, they provide space for children's play or quiet contemplation. They are specifically designed for the nurturing of human domestic and social interaction.

Management

It is anticipated that the Phase II courtyard gardens will each be managed by a separate management company and that the rest of the public realm including the neighbourhood squares will be managed by a single management company. The terms of the Landscape Management Plan will be agreed with Planning Service and be the subject of appropriate planning conditions.

TOURISM

Overview

The vision for Titanic Quarter is for 'a high profile European Waterfront development, firmly rooted in the history and character of Belfast'. The proposal involves the transformation of a brown field former industrial site into a world class tourism visitor destination.

One of the overall themes is Maritime Heritage and in particular the Titanic story. The Titanic Quarter Development Framework (2006) links the heritage assets of the site as a sequence of places, events and structures that will draw visitors along the length of Titanic Quarter, creating a world class tourism destination that will appeal to both residents of Belfast and tourists.

The area covered in Phase II incorporates the key heritage assets associated with Belfast's wide maritime heritage specifically; the Olympic and Titanic Slipways; the Harland and Wolff Headquarters Building; and the Hamilton Dock. The plan outlines an area of high quality public realm for the Titanic and Olympic Slipways as well as the Hamilton Dock. At Hamilton Dock there is the potential for the mooring of an historic vessel that would reinforce the heritage of the site whilst serving as part of the visitor experience and attraction.

The focal point will be a dedicated Titanic Experience building, an iconic building located in a public

square in front of the former Harland and Wolff Administration Building. The Harland and Wolff building will be restored, although the exact mix of uses of the building is yet to be agreed. It will provide the opportunity for a wonderful first hand experience with a range of commercial, leisure and tourism uses.

There will be a focus around Abercorn Basin and along the River Lagan waterfront promenade where there will be a mix of commercial uses, providing ample opportunity to develop the appropriate services (cafés, retail outlets) required to facilitate a successful tourism destination. Developments around Abercorn Basin can unite the existing entertainment and leisure provision at the Odyssey centre with the proposed developments at Phases I and II of Titanic Quarter. The plans propose two hotel developments within Phase II (additional to the hotel included in Phase I), which will support Belfast's wider tourism infrastructure if current visitor projections for the future are realised.

Titanic Quarter is a logical extension of the new corridor of regeneration along the east bank of the River Lagan. It is essential, therefore, that the core leisure and tourism elements in the Titanic Quarter are entirely integrated with the existing provision.



Waterfront Hall, Belfast



HSS in Belfast Lough



St. Georges Market, Belfast



View from South across Belfast to TQ



River Lagan Waterfront, Belfast



Custom House Square, Belfast

SIGNATURE PROJECT

Titanic Signature Project

The Titanic Signature Project involves the creation of a world class visitor attraction which brings the story of the Titanic back home to Belfast. The project will unlock the potential of the Titanic Story to communicate with the city's people and its visitors. It will showcase the Titanic story in the place where it was conceived and created and in so doing will celebrate Northern Ireland's shipbuilding and industrial heritage.

The Titanic attraction must be developed by 2012 to maximise the opportunity presented by the centenary of RMS Titanic and the London Olympics. The Northern Ireland Tourist Board and Titanic Quarter Limited have worked in partnership to submit a bid for the iconic attraction to the Big Lottery Fund. The Government, through the Department of Enterprise Trade and Investment is appraising the project in respect of potential public sector funding. This work is ongoing.

The Titanic Signature Project includes both the proposed Titanic Experience Building (Block 14), the Titanic and Olympic Slipways (Area 20) and the open space between them. The application for Big Lottery funding was shortlisted in 2006, with an initial £250,000 grant to develop the detailed proposals. The final outcome will be known in September 2007. This outline planning application for Phase II includes the principle of a Titanic Signature Project, the details of which will be approved through a further reserved matters planning application.

The principal aims of the Titanic Signature Project are :

- to create a world class visitor attraction based on the theme of the Titanic and the wider subject of Belfast's shipbuilding and maritime history;
- to create an attraction of such a scale, originality and innovation that it will become Northern Ireland's largest and most successful visitor attraction, having a significant positive economic, social and cultural impact on Belfast;
- to provide a rich cultural and heritage experience that will stimulate people's interest in their heritage, foster pride and enhance cross community relationships; and
- to make a major contribution to the regeneration of Titanic Quarter by restoring, making accessible and linking together the key

heritage sites on Queen's Island that form part of the Titanic story.

Following detailed research into the Titanic story and the history of shipbuilding in Belfast, the design team decided that the central feature would be a building (the Titanic Experience Building) which will house:

- the Titanic Experience – with an interactive exhibition, a model of the Titanic under construction and the sea bed wreck;
- a Flying Theatre;
- a large community arts and educational facility for temporary exhibitions,

performances and conferences;

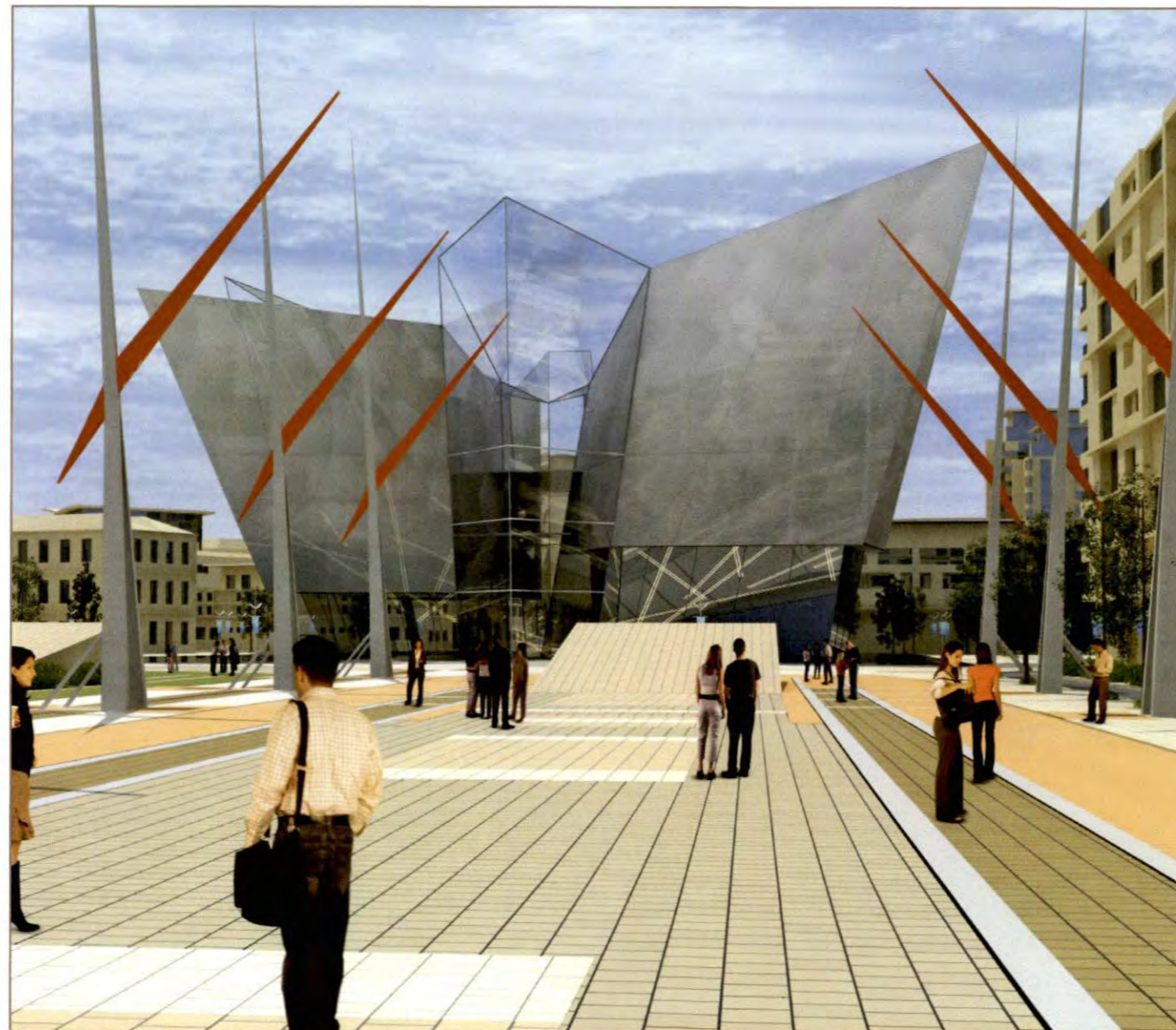
- a Titanic themed banqueting suite; and
- a café, a family restaurant and shop

The initial design thinking is of a modern building in a crystalline form like a piece of quartz, which would have a relatively small floorplate, increasing in width in the upper storeys, thus allowing views through the building at ground floor of the significant adjacent

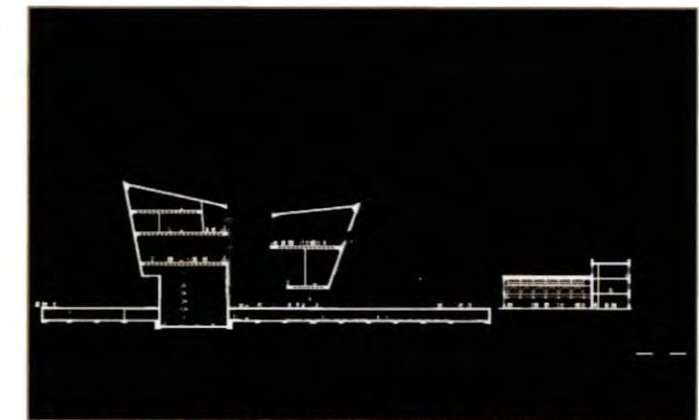
historic structures and buildings. It is located in such a way that it can be seen from the main historic vantage points of the site. The materials will probably be light and modern as illustrated in the masterplan. The building will be set in a hard

landscaped square linked to the Titanic and Olympic Slipways and to the listed Harland and Wolff HQ Administration Building and Drawing Office.

The detailed design of the Titanic and Olympic slipways is explained in full in the Public Realm section of this document.



View across Slipways to the Titanic Experience Building

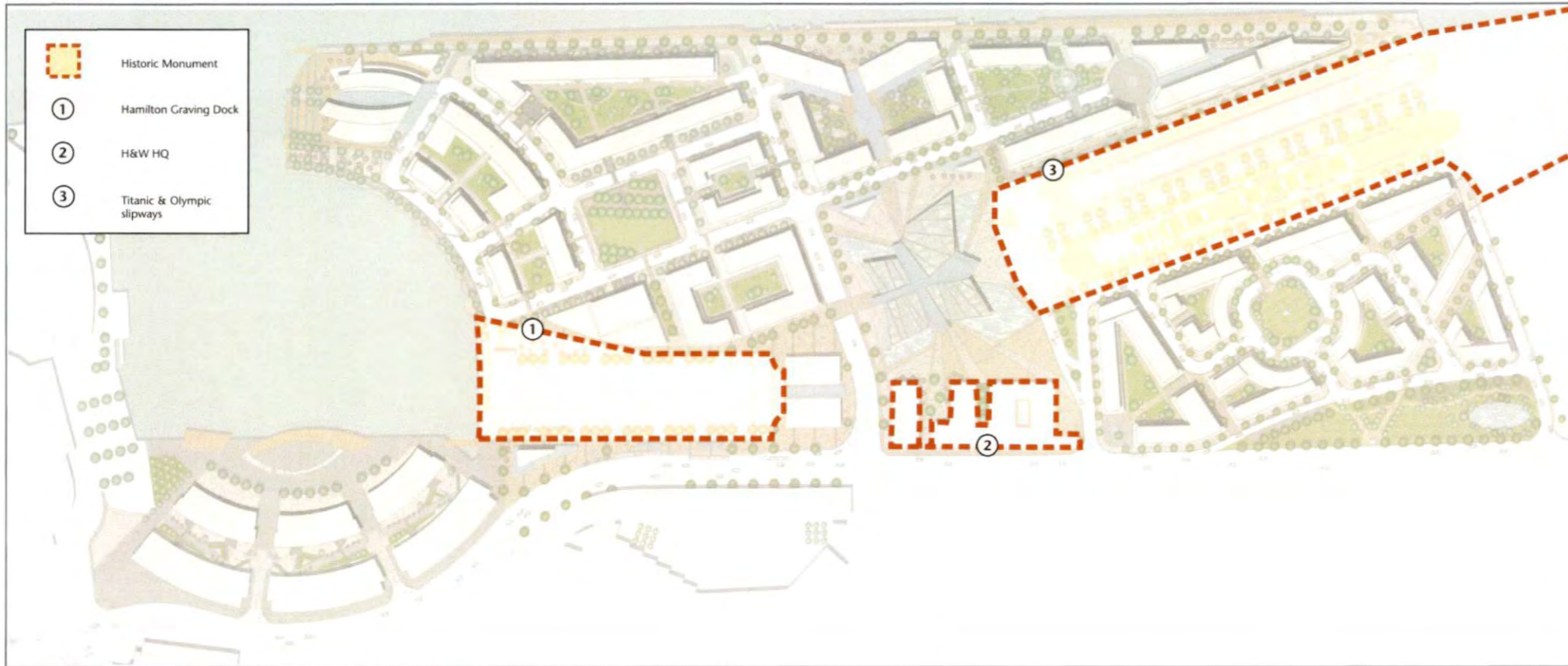


Relationship between the former H & W Administration Office and the Titanic Experience Building



Historic Inspiration

MASTERPLAN PRINCIPLES



Retention and Renewal



Streetnetwork and Public Realm

MASTERPLAN PRINCIPLES



Development Blocks



Car Parking Access

DESIGN GUIDELINES

1. Hamilton Dock Buildings



Density and Scale:

The proposed buildings surrounding Hamilton Dock stand between 4 and 6 storeys tall with pavilion buildings at 1 storey and include a mix of uses including commercial, leisure, local service retail, tourism and parking.

Visual Appearance:

Low rise buildings of four to six storeys and comprising of mixed use to include commercial, leisure, local service retail, tourism and parking. Each building should engage with the adjacent streetscape incorporating active frontages and promoting orientation and movement through the area.

A strong visual link is established through the building that stands at the northern end of Hamilton Dock providing connection between the dock and the former Harland and Wolff administration building.

The buildings are arranged to define the edges of the Hamilton Dock area whilst also promoting key views into and out from the space. The area of scheduled land is respected in the siting of the buildings and heights shown.

2. Abercorn Arc Buildings



Density and Scale:

The proposed Abercorn Arc buildings step up in height from 12 storeys closest to Hamilton Dock, rising to 16 Storeys. The buildings allow for a mix of studio, 1, 2 and 3 bedroom apartments, parking and potential ground / duplex ground floor live-work units.

Visual Appearance:

Abercorn Arc Phase II continues the massing set out in Phase I (under construction) and establishes a stepping in height towards the Abercorn Basin mouth.

The design should complement the architecture of the Phase I scheme and seek to use similar materials.

At street level, strong residential addresses should be created using double height or two storey units to wrap around the concealed inner parking blocks. Activating street frontages is important in creating identity, aiding orientation and promoting movement through the scheme.

Linking street level with the raised internal garden decks, steps, ramps and terraces should be used alongside soft landscape details. There should be an implied hierarchy of space and a transition from public realm to private / semi-private open space.

Colonnades along the base of the buildings could create a striking visual setting along Abercorn Basin and link the three waterside buildings visually and architecturally.

The three waterside buildings also relate to three former slipways. The centre line of each former slipway is marked in the landscape detailing and may also be illustrated in the detailing of the buildings at street level.

3. Abercorn Tower



Density and Scale:

At 27-30 storeys, the proposed Abercorn Tower is a mix of leisure and food related uses at the lower levels with an hotel / serviced apartments opportunity above.

Visual Appearance:

The Abercorn Tower marks the culmination of Abercorn Arc and forms a key landmark building and marker for the neighbourhood when viewed from surrounding areas. The building is to include a large podium base to house a variety of uses that activate the public realm. The building should offer an impressive gateway to the site, helping to animate the building elements of the blocks that run along the River Lagan frontage and around Abercorn Basin.

Standing on two former slipways, the tower is split into two 'wings' centred on the division between each slipway. The alignment of the former slipways is expressed in the building layout and landscape detailing around the base of the structure.

The architecture of this element should be contemporary, responding to the location and heritage of the site and key views into and out from the building. The overall appearance and scale of the building should promote orientation and movement over a larger area with the lower level engaging with the street as part of the immediate neighbourhood.

4. South Yard Neighbourhood Buildings



Density and Scale:
Five to eight storeys, the proposed buildings include a mix of 1, 2, 3 bedroom apartments and town-house / flexible use units at lower levels.

Visual Appearance:
Unity should be expressed in the design of the facades that allows for a range of unit types to be accommodated within each block, whilst retaining an overall consistency of appearance.

A façade that is physically removed from the building can create an interim space that functions as an arcade at ground level where commercial use can be accommodated, and as balconies / winter gardens for the residences above.

Elevations surrounding the South Yard Square should incorporate large openings for windows and balconies to benefit from daylight and solar gain whilst also enjoying views of the open space, thereby assisting with passive surveillance of the amenity.

There are opportunities for ground floor units to be double height or two storeys allowing adaptability of use and increased opportunities for active street uses.

5. Waterfront Promenade Buildings



Density and Scale:
Five to nine storeys, the proposed uses include a mix of studio, 1, 2 and 3 bedroom apartments.

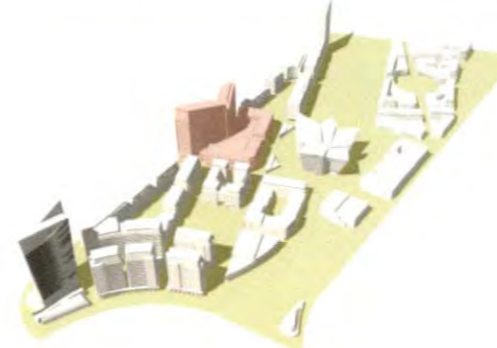
Visual Appearance:
The location allows for the development of high-end residential properties with river views and views to the city centre and hills beyond.

Waterfront elevations should maximise views to and from the buildings and should allow for permeability and movement between blocks and open spaces.

Ground floor apartments should be raised slightly to accommodate basement / semi-basement parking. The level change increases privacy to the lower level units and offers opportunities for the provision of terraces to ground floor units. Opportunities exist for dual aspect units with private access to and from the street and raised inner courtyard gardens. Larger ground floor units offer adaptable spaces suitable for a range of uses including live-work and local service units.

The top two floors of development offer potential for spacious penthouse accommodation with excellent river, city and hill views. These upper floors should be set back from the outermost building line to provide terrace decks as well as allowing sufficient sunlight to penetrate adjacent streets and inner courtyard gardens.

6. Queen's Island Wharf Building



Density and Scale:
A three storey podium, the block also includes two riverside 'wings' of fifteen and twenty-seven storeys and two blocks of three storeys that stand upon the podium to enclose the raised internal courtyards. The Block comprises a mix of employment, commercial, leisure, food and local service retail.

Visual Appearance:
The block has two distinct elevations that respond to the adjacent areas and uses. Alongside the river, the block forms one of the triad of leisure nodes that includes Abercorn Tower to the south (Block 1) and Arrol tower to the north (Block 19) of the Lagan promenade. Each of these three buildings is designed to promote orientation and movement along the length of river frontage through concentrations of activity and density of population. The architecture of the building and the proposed street level uses seek to activate the streetscape.

The two tallest 'wings' maximise views to the west across the river Lagan, Belfast City Centre and to the hills beyond, whilst views to the east benefit from views of the twin Samson and Goliath cranes and hills beyond.

The internal Queen's Island facades of this block respond to the neighbourhood streets on the north and south elevations and to the leisure and tourism elements at the centre of the Phase II development to the east.

An internal street runs through the centre of the block providing visual and physical connections between the river's edge and the central memorial space. Parking is accommodated within the block and is wrapped in active frontage uses.

DESIGN GUIDELINES

7. Arrol Tower



Density and Scale:

Comprising a block of nine storeys and a tower of eighteen storeys, this building contains a proposed mix of studio, 1 and 2 bedroom apartments, hotel opportunities and leisure and food related uses at the lower levels.

There is a critical mass to support street level uses that will establish a node of activity.

Visual Appearance:

There is the opportunity for a prestigious landmark building to complement the tower at Abercorn Tower and to mark the site when approached from the sea.

A striking angular appearance allows for balconies that benefit from excellent views, to wrap around the edges of the building.

8. Slipways Apartments



Density and Scale:

Four to nine storeys, the slipways apartments allow for a mix of studio, 1, 2 and 3 bedroom apartments and double height / two storey street level units.

Visual Appearance:

These buildings form the built edges at the east and west sides of the former Titanic and Olympic slipways. The design of the facades may draw from industrial maritime influences and should also encourage street level movement and active and passive surveillance of the open spaces over which the buildings look.

The upper two floors of each block should be set back to permit the provision of larger, high-end residential accommodation whilst also allowing sufficient sunlight to penetrate inner courtyards and adjacent streets.

9. North Yard Neighbourhood Buildings



Density and Scale:

Three to six storeys, this area includes a mix of 1, 2 and three bedroom residential units and double height / two storey street level units.

Visual Appearance:

The neighbourhood is aligned with the former slipway number one of the Queens Island North Yard. Public realm detailing responds to the heritage of the site. The alignment of Victoria Road is retained as an easement running between the blocks to the north east of the scheme.

Unity should be expressed in the design of the facades that allows for a range of unit types to be accommodated within each block whilst retaining an overall consistency of appearance.

Passive and active surveillance of the streets and open spaces should be promoted through the design of street level facades and inclusion of large windows and building access points that encourage movement and circulation within the area.

Elevations surrounding the North Yard Square (area 26) should incorporate large openings for windows and balconies to benefit from daylight and solar gain whilst also enjoying views of the open space, thereby assisting with passive surveillance of the amenity.

There are opportunities for ground floor units to be double height or two storeys allowing adaptability of use and increased opportunities for active street uses.

10. Titanic Experience Building



Density and Scale:
Potentially four storeys @ 6.5m floor to floor

Visual Appearance:
A world class visitor attraction the building stands at the centre of Phase II as a bold new vision for Titanic Quarter.

An iconic structure of cutting edge technology that stands at the heart of the scheme. The building aims to bring the story of the Titanic home to Belfast, beside the slipway on which it was built.

Four "shard" elements housing the galleries and ancillary spaces, connected by a full height glass atrium "cross" on axis with the slipways. These asymmetric volumes rise over 30 metres at their peaks and are arranged to represent a crystalline "explosion" held together by the transparent and luminous spine. This spine allows uninterrupted views through the museum in both directions and the concrete volumes are visually lifted from the ground plane by full storey glazing at street level.

The Titanic Galleries take the visitor through the building (the main gallery is a massive double height space which houses a 1:10 scale replica of the entire Titanic Ship) up to the second floor and back down to ground level. A 3D Flying Theatre is housed within the largest of the four "shards" and is seen as a major visitor attraction in its own right. A spacious Community Gallery is located above the cinema and on the ground floor there is a Museum Shop and Café area overlooking the slipways. The top floor of the building houses a fine-dining restaurant as well as a 2000 seated banqueting space with spectacular views across Titanic Quarter and down the Slipways. some 300 parking spaces are provided in the basement with discreet stair and lift access to the plaza above.

11. Harland and Wolff Administration Building

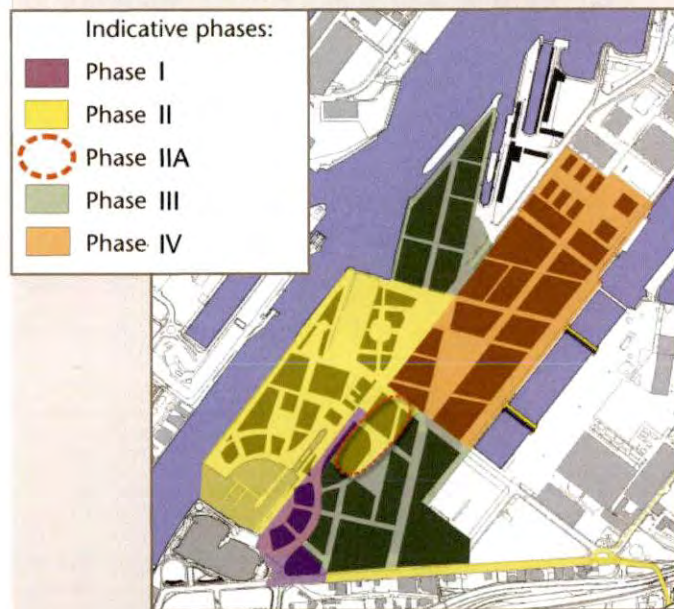


The H&W Administration Building and Drawing Offices will be fully refurbished. It will house a medium sized public museum that complements and enhances the main attraction of the Titanic Experience Building. The building will act as a centre of information on the Titanic Quarter development for the public and also contain a high class function room in one of the former drawing offices. A restaurant/café will open onto the museum plaza and animate the space between the old and new iconic structures.

PHASING

Titanic Quarter Development Framework

This CMP has been drawn up within the context of the Titanic Quarter Development Framework (2006). This document sets out the agreed phasing for the entire 75 ha Titanic Quarter. The application site is Phase II and the proposed further education campus on the other side of Queen's Road is Phase IIA. Under Phase II and Phase IIA, it is stated that there will be various infrastructural and development proposals implemented. The Development Framework accompanies this planning application for Phase II.



Phase II Phasing

Phasing for the proposals in this Masterplan for Phase II are as follows (the block numbers are shown on page 16):

Development:

- Phase A - Blocks 1, 2 and 3 – residential, car parking, hotel, leisure, ancillary retail and services.
- Phase B – refurbishment of listed H&Q HQ Administration Office and Drawing Office (Block 15) and construction of the Titanic Experience Building (Block 14) subject to Lottery funding.
- Phase C – Blocks 9, 11, 12, 16, 18 and 19 - residential, car parking, employment, leisure, ancillary retail and services, community uses.
- Phase D – Blocks 4, 7 and 8 – residential, car parking, ancillary retail and services, employment, community uses.
- Phase E – Blocks 21, 22, 23, 24 and 25



Phasing plan for Phase II

– residential, car parking, ancillary retail and services, community uses.

The proposed infrastructure and open space development is as follows:

Phase A

- Construction of the street network for the first phase of development including the main access road from Queen's Road and associated pedestrian/cycle routes.
- Creation of Abercorn Basin waterfront walkway continued from the Abercorn Arc project which is under construction at present.
- Extension of the improvement works along Queen's Road.
- Road improvements along Sydenham Road.
- Implementation of the first phase of public transport provision ie a high quality, high frequency bus service operating between the City Centre and the site.
- Provision of bus stop off point on Queen's Road to serve Phase II.
- Renewal of the Hamilton Graving Dock subject to funding agreement.
- Construction of below ground off-site foul sewage pumping station.

Phase B

- Development of public realm works on Signature Project areas 13, 18, 14, and 20 subject to Lottery funding.
- Development of public realm around listed building
- Construction of the street network for the second phase of development and associated pedestrian/cycle routes.
- Provision of coach drop off point to serve the Titanic Signature Project and refurbished listed building
- Infrastructure funding contributions by TQ Ltd towards construction of the new grade separated interchange on the Sydenham By-Pass at Connsbank.

Phase C

- Construction of the street network for the third phase of development and associated pedestrian/cycle routes.
- Construction of boardwalk along R Lagan and associated public realm
- Development of areas 10 and 17
- Infrastructure funding contributions by TQ Ltd towards construction of the new grade separated interchange on the Sydenham By-Pass at Connsbank

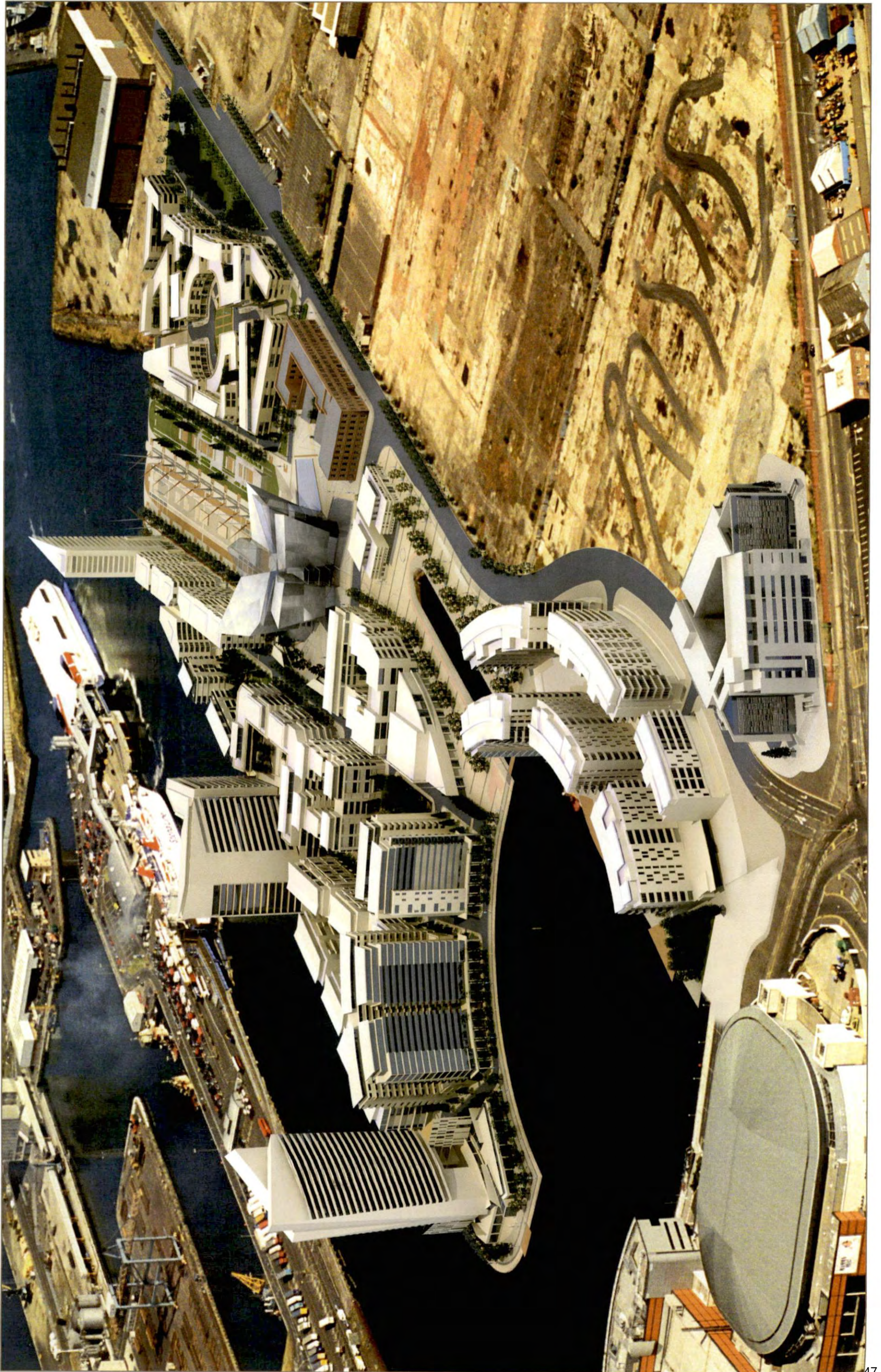
- New link road from the new interchange to Airport Road
- Widening of Sydenham By-Pass and new Dee Street Bridge over By-Pass - by DRD.

Phase D

- Construction of the street network for the fourth phase of development and associated pedestrian/cycle routes.
- Infrastructure funding contributions by TQ Ltd towards construction of the new grade separated interchange on the Sydenham By-Pass at Connsbank
- Development of public realm between the blocks

Phase E

- Construction of the street network for the fifth phase of development and associated pedestrian/cycle routes.
- Infrastructure funding contributions by TQ Ltd towards construction of the new grade separated interchange on the Sydenham By-Pass at Connsbank
- Development of open spaces at areas 26 and 27
- Development of public realm to finish off the entire development.



PLANNING POLICY CONTEXT

Planning policy relevant to the consideration of this application is contained in the following documents:
Regional

- Regional Development Strategy for Northern Ireland 2025 (2001);
- Planning Policy Statement 1 - General Principles (1998);
- Planning Policy Statement 2 – Planning and Nature Conservation (1997);
- Planning Policy Statement 3 – Access, Movement and Parking (2005);
- Planning Policy Statement 5 – Retailing and Town Centres (1996);
- Draft Planning Policy Statement 6 – Retailing, Town centres and Commercial Leisure Developments (2006);
- Planning Policy Statement 6 – Planning, Archaeology and the Built Heritage (1999);
- Planning Policy Statement 7 – Quality Residential Environments (2001);
- Planning Policy Statement 8 – Open Space, Sport and Recreation (2004);
- Planning Policy Statement 12 – Housing in Settlements (2005);
- Planning Policy Statement 13 – Transportation and Land Use (2005);
- Planning Policy Statement 15 – Planning and Flood Risk (2006).

Local

- Belfast Urban Area Plan 2001 (1990);
- Belfast Harbour Local Plan 1990-2005 (1991);
- Draft Belfast Metropolitan Area Plan (2004);
- Draft Belfast metropolitan Area Plan Amendment No 1 (2006).

Regional Development Strategy (RDS)



The RDS was approved by the Northern Ireland Assembly in September 2001. In tandem with this the Family of Settlements Report was published. The RDS provides a strategic and long term perspective on the future development of Northern Ireland to 2025. It provides

a spatial development framework concentrating development on key transport corridors and a network of regional urban hubs based on the Belfast Metropolitan Area and other regional towns. The 5 Year Review of the RDS has commenced (June

2006 Consultation) but at this stage there are no significant changes proposed to the guidance and the 60% brownfield target for new residential development is to be retained.

The RDS's strategy recognises the importance of a healthy heart to the region and identifies the Belfast Metropolitan Area (BMA) as the primary engine for the region's growth. Belfast is described as having a major role in Europe and as the economic engine for the region. The strategic objectives for the BMA seek to strengthen Belfast's role as an international city; reinforce its role as a regional capital; and revitalise it with a strong emphasis on brownfield renewal and supporting city living.

The Spatial Development Framework for the BMA seeks to enhance the role of the city by:

- improving its international image and maintaining Belfast's role as the cultural capital, centre of regional administration and major industrial centre;
- facilitating city tourism;
- continuing riverside renewal adding to the investment at Laganside, Odyssey and the Science Centre WS. The Titanic Quarter is specifically identified as an adjoining scheme for promotion, building on the theme of industrial maritime heritage;



Regional Development Strategy Diagram 5

- promoting the planning and design of a high quality cityscape characterised by:

- quality urban spaces;
- tree lined boulevards;
- imaginative city scale architecture;
- arresting vistas; and
- landmarks and art in public places.

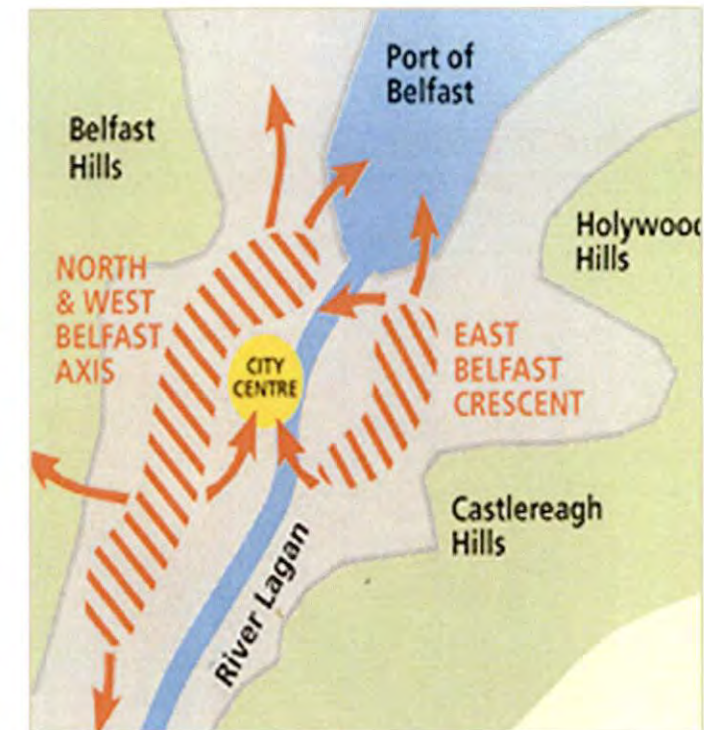
The RDS promotes urban renaissance throughout the BMA and encourages a focus on the regeneration of disadvantaged and deprived areas. This includes the deteriorating areas of Belfast's middle city, particularly those areas shown on Figure 12 of the RDS.

The RDS recognises the importance of continuing riverside renewal and adding to the investment in Odyssey, through promotion of the Titanic Quarter area.

The RDS Housing Strategy places emphasis on balanced and integrated development including the integration of housing with economic development, services, transport and the local environment to achieve more sustainable patterns of development which make better use of resources. The principles that underpin housing planning policy in the RDS include the need to widen opportunity and choice; improve the supply and quality of housing; and promote sustainable development. The RDS estimates that from its base year of December 1998, 160,000 additional dwellings will be required in N Ireland by 2015 and sets a regional target of 60% of new housing to be located within existing urban areas of towns and cities of over 5000 population. This was to apply up until the first review in 2010. However, in 2006 the Review of the RDS's Housing Growth Indicators raised the regional housing need from 160,000 to 210,000. Of the total, ?? are allocated to the Belfast Metropolitan Area.

The Housing Strategy seeks to promote more sustainable patterns of urban development by (inter alia):

- concentrating major housing development in sustainable locations integrating with employment, community service and public transport;
- encouraging mixed use development;
- making efficient use of land by availing of existing infrastructure and maintaining compact urban forms;
- avoiding areas of significant environmental



Regional Development Strategy Page 71



Regional Development Strategy Page 72

- quality for urban extensions;
- placing an emphasis on creating quality places through good design.

The strategy encourages an increase in the density of urban housing appropriate in scale and design to the cities and towns of N Ireland. It encourages higher density housing schemes through imaginative and innovative design.

The economic development strategy of the RDS states that the creation of new jobs is a top regional priority and says that the planning strategy has an important part to play in creating conditions conducive to achieving further sustainable economic growth including the growth of tourism. There is an emphasis on sustainable tourism and the establishment of a world-wide image for Northern Ireland, based on positive images of progress and attractive places to visit. The need to further develop locational and subject themes such as cultural tourism and industrial archaeology is mentioned, with 'Titanic' as one of the examples. One of the aims is to ensure proper integration of the supporting local services and core tourist facilities to increase the capacity to deliver a high quality visitor experience. The need to exploit niche markets and strengthen the regional pull is emphasised. The guidance is to identify 'Major Tourism Development Opportunities' for the private sector to develop destination resort complexes, based on distinctive tourism themes.

The transportation vision of the RDS is in accordance with the Regional Transportation Strategy (see below) and seeks to integrate Land Use and Transportation. The guidance encourages land use patterns which maintain compact urban areas, support neighbourhood centres and reduce the physical separation of key land uses by promoting physical renewal and mixed use developments.

The RDS gives an overview of the significant natural heritage and special landscapes. One of the aims is to safeguard the archaeological resource of N Ireland by identifying and protecting archaeological sites and monuments and their settings and to safeguard buildings of special architectural or historic interest. The guidance is to exercise a presumption in favour of the preservation of listed buildings, including an innovative approach to new uses.

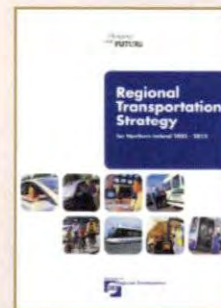
Consistency with the RDS

The proposed development fits comfortably with the

RDS's policy guidance in that it will:

- preserve the important heritage of the area and its scheduled monuments and listed building;
- create a new tourist destination for N Ireland;
- create a mixed use sustainable development on an existing brownfield site within the Belfast urban footprint thereby helping to protect the countryside from urban sprawl;
- provide a high quality cityscape at higher densities;
- have minimal adverse impact on natural heritage;
- provide for public transport, walking and cycling;
- create a sustainable residential community with a mix of uses vital for the creation of a stable community, such as employment, health, leisure, education, retail and other service provision;
- encourage healthy living through the provision of open spaces and walkways;
- help to improve the international image of N Ireland;
- enhance Belfast's role as a cultural capital; and
- provide for a range of job opportunities on the edge of the existing city centre in a way that is complementary to the city centre's defined role.

The Regional Transportation Strategy (RTS)



The RTS reflects the RDS and recent national policies in placing greater emphasis on the integration of transportation and land use planning. The main thrust of the policy is towards developing a more balanced, sustainable and effective transport system which gives greater priority to the movement of people and goods rather than the movement of cars.

The strategy outlines a series of broad initiatives for transportation in N Ireland and sets targets in terms of improvements to the road network, rail and bus travel, and pedestrian and cycle travel.

Consistency with RTS:

The proposed development fits comfortably with the

RTS's policy guidance in that:

- provision is made for high quality public transport;
- provision is made for walking and cycling along all roads; and
- car parking provision is minimised to encourage walking and cycling and in recognition of the site's edge of city centre location.

Planning Policy Statement 1 General Principles (PPS1)



PPS1 contains general policy guidance to encourage new sustainable development, mixed use and high quality standards of design. It outlines the Department of the Environment's approach to planning, including the need for sustainable development, mixed use and quality

development and design.

Consistency with PPS1:

The proposed development is a compact, mixed use scheme providing for a range of residential, employment, tourist, leisure, service, community and open space facilities and with a high standard of urban design. Walking, cycling and the use of public transport are encouraged and the development will be of positive benefit to the city and its citizens.

Planning Policy Statement 2 – Planning and Nature Conservation (PPS2)



This PPS provides strategic planning policy on nature conservation. The Department recognises that the needs of conservation, wildlife and natural features must be balanced against the need for development and economic growth. It lists the statutory framework and special

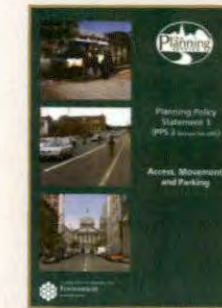
designated areas, and establishes a hierarchy of important sites and their protection.

PLANNING POLICY CONTEXT

Consistency with PPS2:

The proposed development does not impact on any designated sites of nature conservation or landscape value. The site is not part of the BMA Coastal Area in dBMAP, there are no nature conservation designations affecting the site and there are no trees of any significance on the site. Views of the surrounding hills have been taken into account in the proposed layout and open space provision will encourage flora and fauna to return to this former industrialised area. The entire development will be landscaped and this landscape maintained through a Management Plan. The nature conservation value of the site will be enhanced through the proposed development.

Planning Policy Statement 3 - Access, Movement and Parking (PPS3)



This sets out the Department's policy for vehicular and pedestrian access, transport assessment and the protection of transport routes and parking. The main objectives are the promotion of road safety; efficient use of road space; provision of a realistic choice of access, promotion

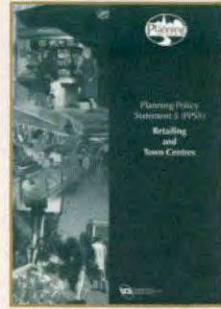
of cycling facilities and a parking policy to reduce reliance on the private car. It states that transport assessments will be required in support of planning applications where appropriate. Flexibility to reduce the car parking standards is available in certain circumstances and the needs of cyclists must be given due consideration in the development process.

Consistency with PPS3:

The proposed internal road layout is traffic calmed and designed with safety in mind. Some of the roads are shareways and there is provision for separate walking and cycling on all roads. Parking standards for the residential element reflect the current edge of city centre location and the excellent accessibility by foot/bicycle. A Transport Impact Assessment accompanies the planning application.

PLANNING POLICY CONTEXT

Planning Policy Statement 5 - Retailing and Town Centres (PPS5)



This PPS sets out the Department's policy for town centres and retail development and seeks to sustain and enhance the vitality and viability of town centres by ensuring the availability of a wide range of shops and facilities to which people have easy access by a choice of

means of transport. It states that major proposals (over 1000 sq m) for comparison or mixed retailing will only be permitted in out-of-centre locations where the Department is satisfied that suitable town centre sites are not available and where the proposed development satisfies a list of ten criteria including those relating to the likely impact on the vitality and viability of existing town centres; impact on amenity and traffic; quality in design and so on. It states that new local centres, of an appropriate scale, within established residential areas may be acceptable where there is a clear deficiency in local provision and where the proposed site is acceptable in terms of environmental and traffic considerations. It also states that associated service and community uses such as libraries, clinics and local offices will normally be acceptable within or adjoining district or local centres. Favourable consideration may be given to proposals for new local shops in neighbourhoods currently deficient in shopping provision and in new housing developments where a number of criteria are met.

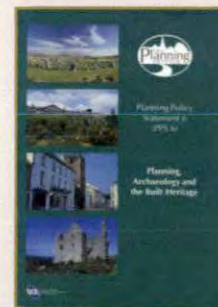
Consistency with PPS5

No major comparison or mixed use retail developments are proposed neither are any food superstores. The proposed retail provision is purely to meet the needs of the new residents and tourists. The provision is largely for the local residents with small scale shops and service uses scattered throughout the scheme or located in the Queens Island Wharf Complex (block ?). Small tourist shops may also be provided, subject to demand, close to the tourist facilities themselves.

Draft Planning Policy Statement 5 - Retailing, Town Centres and Commercial Leisure Developments (dPPS5)

The policy basis of dPPS5 is the requirement to focus future shopping and commercial leisure developments within the hierarchy of existing town centres (exceptions being local shops, factory shops, petrol filling stations, garden centres, farm shops, and rural craft and tourist shops). However, the proper statutory basis of dPPS5 and the respective roles of DRD and DoE are currently the subject of judicial review proceedings. The weight to be given to this document, at the present time, is very limited.

Planning Policy Statement 6 Planning, Archaeology and Built Heritage (PPS6)



This PPS provides criteria that the Department will consider in assessing proposals which may affect archaeology or the built heritage. A hierarchy of archaeologically important sites is listed, from world heritage to regional and locally important sites. Policy requirements for

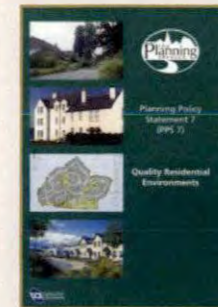
archaeological assessment and archaeological mitigation are set out. Policy is also set out for the change of use of a listed building or extension or alteration of a listed building. The Department will not normally permit development which would adversely affect the setting of a listed building. This does not mean that new buildings have to copy their older neighbours in detail. It is acknowledged that some of the most interesting streets in our towns and villages include a variety of building styles, materials and forms of construction of several different periods, which together form a visually harmonious group. The importance of preserving and recording elements of the industrial heritage is referred to.

Consistency with PPS6

The industrial heritage of the site is respected as much as is possible, with the most significant features of the site's history acknowledged through design and layout. The masterplan has evolved through discussion with Environment and Heritage Service to achieve this high level of respect for heritage. The proposed new development protects

and enhances the scheduled monuments (Hamilton Dock, the Titanic and Olympic Slipways and the associated scheduled water), respecting their respective settings in terms of surrounding building form and retaining views of them from important vantage points. Historical elements of the site which have disappeared and are not statutorily protected, such as the alignment of the north and south yards and Victoria Road, are also respected in the layout. The listed building (the former Harland and Wolff Headquarters Administration Building and Drawing Offices) is to be refurbished for new economically viable uses and its setting is respected through design and layout.

Planning Policy Statement 7 - Quality Residential Environments (PPS7)



PPS7 sets out the Department's planning policy for achieving quality in new residential development. It must be demonstrated that the proposal will create a quality and sustainable residential environment. All proposals for residential development will be expected to conform

to nine criteria. A Concept Masterplan is required for large scale developments and must indicate in graphic form a scheme for the comprehensive development of the whole area. It must include a written statement, detailed appraisal, sketches, plans and other illustrative material to address all of the relevant matters set out in PPS7.

Consistency with PPS7:

This CMP clearly articulates the layout, block structure, massing, landscaping and land uses of the proposed scheme and how this has been arrived at through the design process. The CMP has been drafted in the context of the agreed TQ Development Framework 2006.

Planning Policy Statement 8 – Open Space, Sport and Recreation



This PPS sets out policies for the provision of open space and development of recreational land uses. The policy objectives of PPS 8 relevant to this application are to ensure that areas of open space are provided as an integral part of the new residential development; that appropriate

arrangements are made for their management and maintenance in perpetuity; and that high standards of siting, design and landscaping are used. The expectation is that for larger schemes open space provision will be around 15% of the total site area.

Consistency with PPS8

Considerably more than the required 15% of the site area is devoted to open spaces, both public and private. Provision includes the major areas of public open space such as the former Titanic and Olympic Slipways and the hard landscaped open space linking the slips to the proposed Titanic Experience Building and the former Harland and Wolff Headquarters Administration Building and Drawing Offices. There is also the hard landscaped space surrounding the Hamilton Dock and new soft landscaped public squares. These public open spaces will be accessible to all sections of society including the disabled. Within specific residential blocks there are private soft landscaped open spaces which are overlooked by the apartments surrounding them. These will not be publicly accessible.

Planning Policy Statement 12 – Housing in Settlements



The policy objectives of PPS 12 are to manage housing growth in order to achieve more sustainable patterns of residential development; to promote a drive for more housing within existing urban areas; to encourage an increase in the density of urban housing appropriate

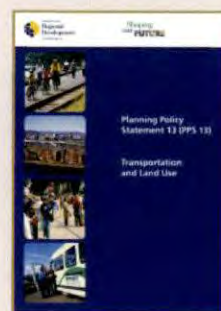
to the scale and design of the cities and towns of N Ireland; and to encourage the development of

balanced local communities. More urban housing should be accommodated through recycled land and be promoted in city and town centres. Major housing development should be concentrated in sustainable locations facilitating a high degree of integration with centres of employment, community services and public transport and taking advantage of existing infrastructure. Local facilities, services and adequate infrastructure should be integrated into new housing development to meet the needs of the community. A clear design concept should be established for all housing schemes or mixed use developments.

Consistency with PPS 12

The proposed development is mixed use and provides for a significant quantum of residential development within the existing urban area on recycled land. The proposal is to create a sustainable community as the housing is immediately accessible to employment, services, community facilities and retailing within the scheme and easily accessible to the same facilities in the adjoining city centre and Harbour Estate. The proposed density reflects the site's unique character close to the city centre but removed from any existing areas of housing. There will be a mix of house types and sizes throughout the scheme (including some family housing) and the aim is to create an economically balanced community through the provision of some affordable housing scattered throughout the development. The aim is also to ensure that the new community is socially and religiously integrated.

Planning Policy Statement 13 Transportation and Land Use (PPS13)



PPS 13 sets out to provide strategic planning policy to assist the implementation of the RDS. The key theme is that there is a need to reduce travelling by the thoughtful consideration of the location and design of development. Transport Assessments and Travel Plans are noted as

useful tools in integrating transport and land use planning and reducing the need to travel. It states that reducing the car parking space available has a significant influence on positive travel patterns. It highlights the importance of investing in public transport, through spatial planning decisions and

notes that walking and cycling are core components of an integrated transport approach.

Consistency with PPS13

The proposed development is designed to be accessible and to reduce the need to travel by car. All the roads are designed to provide for walking and cycling and an integral part of the proposal is a frequent dedicated bus service to the city centre. The car parking provision for the residential units is restrained at a ratio of 1:1. Provision is made in accordance with the agreed Development Framework for the proposed CITI route which will run through Titanic Quarter when public funds are made available.

Planning Policy Statement 15 (PPS 15): Planning and Flood Risk

The relevant objectives of PPS15 are to adopt a precautionary approach by ensuring that both the available scientific evidence and the scientific uncertainties which exist in relation to flood risk are taken into account when determining planning applications and to ensure that new development is not exposed to the direct threat of flooding and that it does not increase flood risk elsewhere.

Consistency with PPS15

The proposed development does not lie within a flood plain identified by Rivers Agency and will be designed to take account of the 1:100 year flood risk.

Belfast Urban Area Plan 2001 (BUAP)



This plan has not yet been superseded by the emerging Belfast Metropolitan Area Plan and it highlights the potential for new waterfront development along the Lagan which it says 'will play a major role in the regeneration and attraction of investment to the urban area as a whole' (page 17). The plan map shows the application site as unzoned land or 'white land' with a line of green triangles running through part of the site, identifying the area around Abercorn Basin as an Inner City Priority Area for Environmental Improvement.

PLANNING POLICY CONTEXT

Consistency with BUAP

The proposed development is compliant with proposals in BUAP for the regeneration of the Lagan Waterfront. The site's 'white land' or 'unzoned' status means that proposals are to be assessed on their merits. It does not have any other zoning requirements that need to be overcome. The proposed development of the site is designed to improve the quality of the urban environment in this inner city location.

Belfast Harbour Local Plan 1990 - 2005 (BHLP)



This is still the statutory development plan for the Belfast Harbour area including all of the Titanic Quarter lands. The entire application site is shown on the proposals map as being within an area zoned for waterfront redevelopment. It states that 'the Department will allow a mixture of commercial,

residential, recreational and cultural land uses on this area in line with the Laganside Concept'. It states that the final mix of uses and form of development will be the subject of more detailed planning schemes which will be required to take into account, and if possible incorporate, features of the area's industrial heritage. The Department will seek to ensure that new development within the Inner Harbour Area is of a scale and design appropriate to its waterfront setting. It further states that new buildings (including housing) should normally be at least three storeys high and preferably five or six so that an imposing waterfront townscape can be created which will be in scale with the expanses of water to be enclosed or overlooked.

The setting of Listed Buildings and Listed Structures are to be protected and enhanced in association with new development and the Department will encourage the incorporation of features of industrial heritage into new developments.

Map 8 and the main Proposals Map identify proposed major road schemes which include the Connsbank Link from the Sydenham Bypass, at a location just south of Victoria Park. It is stated that the proposed grade separated junction is necessary to provide a new vehicular access into the Harbour Estate. 'This new junction would replace the existing

PLANNING POLICY CONTEXT

junction at Dee Street'. The widening of Sydenham Bypass to dual three lane standard is proposed and Map 9 shows the proposed future access points at Connsbank Link and also at the Sydenham Road junction near what is now the Odyssey site.

Consistency with BHLP:

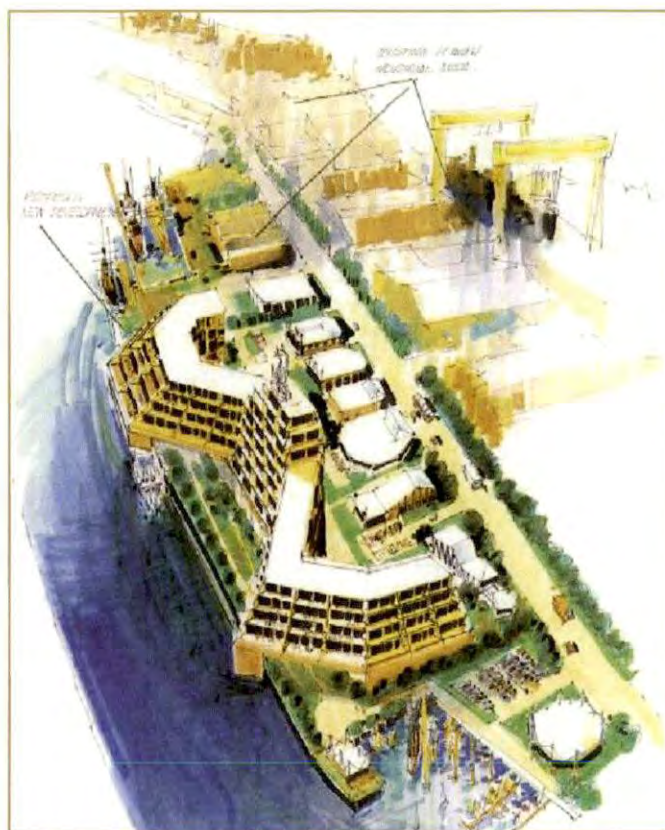
The mix of uses is in accordance with the proposals in the plan for the site, namely commercial, residential, recreational and cultural land uses. The heritage of the site has been respected and the proposal is of a scale and design appropriate to the waterfront setting. The scheme starts from the premise of a 6 storey development although there are higher buildings in specified locations as explained later in this CMP. The wider road infrastructure for the proposed development is in accordance with the BHLP proposals.

Draft Belfast Metropolitan Area Plan (dBMAP)



The Belfast Harbour Area Strategy of dBMAP seeks, inter alia, to promote development of a new City Quarter ('Titanic'), to help enhance the area's gateway role and continue riverside renewal. At page 104 of the Belfast District Proposals it states that the designation of a mixed use area at Titanic Quarter is to promote a range of uses which will continue the high quality regeneration of Laganside areas, including:

- the provision of employment/industry land including the Science Park;
- high density residential development maximising the waterfront location;
- cultural uses including possibilities to take advantage of the unique heritage of the area;
- recreation/leisure facilities;
- limited office development; and
- convenience retail of a scale appropriate to servicing local needs only.



Belfast Harbour Local Plan illustration



Belfast Harbour Local Plan Land Uses

Planning actions also of relevance (page 105) to this application are transportation measures to improve accessibility including a proposed rapid transit route from Belfast City Centre through Titanic Quarter to Belfast City Airport and widening of the A2 Sydenham Bypass.

Draft BMAP identifies a 91.11 ha site (Zoning BHA 01) for mixed use development – Titanic Quarter. There is a requirement that development of the site be permitted in accordance with an overall comprehensive masterplan for Titanic Quarter to be agreed with the Department. It is stated that this masterplan will outline the design concept, objectives and priorities of the site and shall indicate an appropriate mix of specified uses in each zone. The elements of the masterplan are to include land uses; access; hierarchy of routes and spaces; street patterns; block structure; building heights; plot dimensions; open spaces; landscaping; and phasing.

Map 3/002 shows the south western part of the application site lies within Zone C and the north eastern part of the site lies within Zone D. A heritage node is identified between the Hamilton Dock and the former Harland and Wolff Headquarters Administration Building and Drawing Offices and another one at the Titanic and Olympic Slipways.

Within Zone C light industrial uses within Class 4 and dwelling houses within Class 14 of the Planning Use Classes Order NI 1989 (as amended) are acceptable land uses, as are recreational/leisure uses; cultural heritage uses; cafes/restaurants; hotels and small convenience shops. It is stated that building heights shall be a minimum of 4 storeys. It is also stated that a maximum of 6 storeys with a landmark building of up to 10 storeys 'will be appropriate'. It is stated that the former Harland and Wolff Headquarters Administration Building and Drawing Offices and the Hamilton Dock shall be integrated into the development proposals.

Within Zone D the above land uses are also acceptable excluding the light industrial uses. Within this zone building heights shall be a minimum of 3 storeys and a maximum of 6 storeys. It is stated that the Titanic and Olympic Slipways shall be restored and integrated into development proposals.

Draft BMAP sets out a wide range of other policies which are of relevance to the planning application including retailing; offices; urban environment; natural environment; countryside and coast; open space, sport and outdoor recreation; tourism;

housing; employment; transportation; public service and utilities; education, health, community and cultural facilities.

Relevant parts of the BMA Retail Strategy are that outside the city centre the nature and scale of retail development is to be controlled in order to protect the vitality and viability of the City Centre and for retail development to be focused on District Centres, commercial areas and commercial nodes on designated Arterial Routes and in Local Centres. Planning permission will only be granted for local shops where proposals are for less than 200 sq m gross floorspace.

Relevant parts of the BMA Office Strategy are to ensure only limited dispersal of major office development to Major Employment Locations, including Titanic Quarter. It is stated that within the Titanic Quarter Major Employment Location (MEL) there should be a maximum of 5000 sq m of gross floorspace within Class 3 of the Planning (Use Classes) Order 1989. This includes 'offices associated with businesses other than financial, professional and other services as set out in Use Class 2 of the Order'.

Relevant parts of the BMA Urban Environment Strategy refer to designations such as Conservation Areas, Areas of Townscape Character, Historic Parks, Gardens and Demesnes, Air Quality Management Areas, Areas of Archaeological Potential and Urban Landscape Wedges - none of which are designated at the application site. The strategy also promotes good urban design and quality in new non-residential development.

Relevant parts of the BMA Natural Environment Strategy relate to the protection of areas designated for their international or national conservation importance; to priority habitats identified in the NI Biodiversity Strategy; to Sites of Local Nature Conservation Importance and to Local Landscape Policy Areas, none of which lie within Titanic Quarter. The BMA Countryside and Coast Strategy relates, inter alia, to Green Belts, Rural Landscape Wedges, Areas of High Scenic Value and Areas of Constraint on Mineral Workings, none of which lie within Titanic Quarter.

Relevant parts of the BMA Open Space, Sport and Outdoor Recreation Strategy relate to the protection of existing open spaces; the facilitation of Community Greenways and the provision of new open space. New open space development must comply with a number of criteria and planning permission will only

be granted for major non residential development proposals where satisfactory provision is made for the development and maintenance of integral open space.

The Tourism Strategy seeks to provide a range of tourism development opportunities and facilitate tourism infrastructure. It also seeks to promote a sustainable approach to tourism development and enhance the 'first impression' points at major gateways and in city and town centres. It sets out a presumption in favour of tourism development within the metropolitan development limit subject to specific locational criteria.

The Housing Strategy reflects the RDS in seeking to achieve revitalised and compact urban areas by accommodating as much housing as possible within existing urban footprints; securing higher densities; creating balanced communities; and providing housing choice.

The Employment Strategy is to sustain balanced economic growth and job creation by promoting town and city centres as the main foci for retail and office functions; providing a generous and continuous supply of land for employment/industrial uses; and promoting a balanced portfolio of employment/ industrial sites throughout the plan area. The Belfast Harbour Area is allocated as a 39 ha 'Major Employment Location' (including Titanic Quarter). There is to be limited dispersal of office development to the MELs.

The Transportation Strategy refers to the Belfast Metropolitan Transport Plan (BMTP) and relates to walking and cycling; protection of land for proposed transportation schemes including the CITI Route City Airport – Titanic Quarter and the A2 Sydenham By-Pass widening (strategic road scheme) and the Connsbank Link and improved Harbour Estate Access (New Junction on A2) which are described as 'non-strategic'.

Consistency with dBMAP

The proposals are consistent with the majority of the policies contained in dBMAP. A number of these policies have been objected to on behalf of Titanic Quarter Ltd and the Belfast Harbour Commissioners (and others) so that their weight is limited. The proposal complies with the range of uses set out in dBMAP, namely employment, high density residential, cultural, recreation/leisure, office, and

local convenience retail. The proposed development includes only small scale local shops to serve the proposed new residential units and some small shops associated with the tourism function of the application site e.g. souvenir shops. The proposed office offer includes the 5000 sq m quota for TQ MEL plus other employment uses – namely small own door local service type offices, R&D uses and call centres.

The site is not a designed Conservation Area or Area of Townscape Value or any of the other types of urban environment designations in the policies. It has no national or international nature conservation designations. It lies outside the BMA Coastal Area. The proposals are for a significant amount of public and private open space designed in accordance with policy. Some 33% of the site is either green space or public realm, including streets. The site provides a major tourist destination within the urban area, with appropriate accessibility and parking provision. The significant, previously unused, tourism assets are protected and enhanced.

The site also provides for 200,000 sq m of residential development within the existing urban footprint in a new urban village at optimum density for the site's characteristics and provides for 2,987 job opportunities in a variety of workplaces. The proposal does not seek to compete with Belfast City Centre which is the primary retail and office centre for the city. The proposed development complies with proposals for new transportation infrastructure to service the area and other parts of the city.

dBMAP Amendment No 1

Draft BMAP Amendment No 1 makes a number of alterations to the Key Site Requirements for Titanic Quarter, of which the most significant relate to transportation and building heights and it shows access and egress points for the CITI route.

Variance from the stipulated building height requirements, or the number of landmark buildings as set out for zones A to G will only be permitted where this meets all of a number of criteria as follows:

- it is consistent with the BMA Urban Environment Strategy;
- it is consistent with and of fundamental importance to the design concept of the agreed masterplan;
- there is no prejudice to the continued protection of the listed buildings, scheduled

structures, and their settings, within the site; and

- there is no prejudice to the achievement of a massing and scale of development that respects the corresponding massing and scale of development in Belfast City Centre and that reflects the site's edge of centre location.

The rewording on transportation relate mainly to the funding of the proposed access improvements to Titanic Quarter. The actual land take for the proposed Interchange at Connsbank is identified and the Road Protection Corridor for the A2/Sydenham Bypass (between Tillysburn and M3 Lagan Crossing and the new junction on the A2 (Belfast Harbour Estate) is identified.

Consistency with dBMAP Amendment

The proposed development is compliant with most of the proposed amended Key Site Requirements, including the amended building height proposals. The proposal includes part funding of the proposed off site grade separated junction off the Sydenham Bypass at Connswater. The exact proportion of funding to be provided by the developers is a matter for future discussion. A planning application for the proposed interchange is being prepared for TQL and will be submitted when the Environmental Impact Assessment has been completed. This situation has been agreed with Roads and Planning Services.

TURLEY ASSOCIATES



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