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Introduction

Following public consultation on a draft regeneration masterplan last year, this document sets out the Department for Social Development’s (DSD’s) final vision for Queen’s Quay. A summary of responses is available on the DSD website.

The proposals contained within this Masterplan aim to contribute to the economic and social development of Belfast’s riverfront; its city centre; and, adjacent neighbourhoods to the north and east of the site. The figure to the right illustrates the physical boundaries of the Masterplan area.

Queen’s Quay forms a crucial nodal point in regeneration terms, as it provides a key connection between the city centre with developments on the eastern side of the Lagan, including the Odyssey, Titanic Quarter and proposed schemes at Sirocco Quay and Belfast Quays. Redevelopment of Queen’s Quay also has an important role to play in helping to improve access for communities in East Belfast to the city centre. As a prominent and central site, DSD considers it should provide a high quality and shared space for all communities and help facilitate the completion of the Laganside’s regeneration.

This document summarises the extensive analysis of Queen’s Quay, the regeneration principles which have emerged from this process, the key elements of the preferred option and details the proposed next steps for implementation of the Masterplan.

All mapping contained within this document is based upon Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty’s Stationery Office, © Crown copyright and database right 2013 DMOU 209.
This Masterplan constitutes supplementary guidance to ‘The Laganside Corporation Dissolution Order (Northern Ireland) 2006’. It sets out the proposed range, mix and location of uses for the Queen’s Quay area of Laganside to maximise the physical, social and economic regeneration of the area.

The Masterplan will also provide the basis on which DSD may use its regeneration powers (if necessary) to ensure development of the site.

DSD may use the Masterplan as a basis to prepare Development Briefs for appropriate parts of the site, which will provide clear guidance to developers on the type of scheme that would be supported within Queen’s Quay and provide a basis against which any development proposals would be assessed. Further details are provided on page 46.
Significant progress with regeneration projects in Laganside and Belfast City Centre has been made to date. These include, for example, the developments at Donegall Quay and Lanyon Place, and, Victoria Square which opened for trade in March 2008. In light of this progress, and following consideration of the timing and sequencing of development in the city centre, DSD commissioned Deloitte with Benoy and Peter Brett Associates, to prepare a Masterplan for the Queen’s Quay area of Laganside.

The Masterplan is intended to address the specific regeneration needs of this development site, building on previous work by the former Laganside Urban Development Corporation which includes: the Laganside Concept Plan, 1987; the Laganside Eastbank Strategy published in 2000; and, the Laganside Corporate Plan 2004 – 2007, which identified the Queen’s Quay Comprehensive Development Scheme as a development priority to secure the regeneration of the Quays.

While a Development Brief was issued in 2005, both Laganside (and, latterly, DSD) were unable to proceed as planned.
DSD’s policy objective for regeneration, in pursuance of the Department’s statutory authority, is to promote and implement a comprehensive approach to tackling social, economic and physical regeneration and redressing disadvantage in cities and towns across Northern Ireland.

DSD’s statutory regeneration authority derives from: Part VII of the Planning (NI) Order 1991 (as amended by the Planning (Amendment) (Northern Ireland) Order 2003, Article 31), which provides the legislative basis for comprehensive development schemes, land acquisition and disposal of land, and the extinguishment of public rights of way; and the Social Need (NI) Order 1986, which provides the statutory basis for granting financial assistance to projects in areas of special social need and undertaking environmental improvement schemes. The statutory powers referred to above are exercised in the public interest by DSD to assist in the assembly and vesting of lands for the purpose of comprehensive development. The Department’s approach to the regeneration of Queen’s Quay will be in adherence with its statutory authority and having regard to the regeneration policy objectives, priorities and plans set out in this final Adopted Masterplan for the site. In exercising its powers, the Department also has a duty to promote equality of opportunity as required by Section 75 of the Northern Ireland Act 1998 and to give regard to the Northern Ireland Executive’s New Targeting Social Need objectives in relation to combating unemployment and increasing employability. The Department also gives regard to other Northern Ireland Executive policies that are relevant to the exercise of DSD’s statutory authority.

DSD therefore plays a central role in developing and co-ordinating the implementation of urban regeneration programmes throughout Northern Ireland including Belfast City Centre. DSD recognises that Queen’s Quay requires appropriate investment. The Department believes that the area has considerable potential to provide mixed-use development, as recommended by this Regeneration Masterplan.

The Department also notes that the promotion and implementation of any significant comprehensive development in the area is likely to require the Department’s statutory authority.
Equality Statement

In exercising its powers DSD has a duty to promote equality of opportunity as required by Section 75 Northern Ireland Act 1998, and to give regard to the Northern Ireland Executive’s ‘Anti-Poverty and ‘Social Inclusion Strategy’ and ‘A Shared Future – Policy and Strategic Framework for Good Relations’.

The proposals contained in the Queen’s Quay Masterplan aim to contribute to the economic and social development of Belfast’s riverfront; city centre; and adjacent neighbourhoods’ to the north and east of the site. The potential impact of the Masterplan and associated benefits are not considered to have a differential impact on any Section 75 group. The benefits of the Masterplan are not specifically aimed at any one section of the community and will be available to all persons on an equal basis.

There is no need for an EQIA assessment as the Masterplan does not adversely impact or single out any group recognised under Section 75. Indeed, the Masterplan will build on DSD policy of Belfast City Centre regeneration and the work completed so far.

Approach

This Masterplan has been developed by a multi-disciplinary team, led by Deloitte, including Benoy (Urban Designers and Architects) and Peter Brett Associates (Transport Consultants).

The team worked with the DSD’s Belfast City Centre Regeneration Directorate and the ad hoc Queen’s Quay Advisory Group. This Advisory Group comprised representatives from the following statutory and community bodies: Department of the Environment (DOE) Planning Service and Environment and Heritage Service; Department for Regional Development (DRD) Roads Service; Belfast City Council; Police Service of Northern Ireland (PSNI), Belfast Chamber of Trade and Commerce (BCTC); Northern Ireland Tourist Board; Belfast City Centre Management (BCCM); and the East Belfast Partnership Board.

Initial Consultation

The consultant team undertook early consultation with a number of public, private and community stakeholders. This consultation provided a discussion forum to enable these parties to air their views on significant issues before development of the Masterplan options.

Feedback was received from the following groups: Belfast City Council; Belfast City Centre Management; Belfast Harbour Commissioners; the Carvill Group; DRD Roads Service; the Lagan Weir Warden and River Manager; and the Northern Ireland Tourist Board.
The Department wishes to restart the regeneration plans for Queen’s Quay and in recognition of the regeneration that has taken place in the last 5 years, has commissioned an up to date Masterplan. Since the Eastbank Strategy in 2000 and the Development Scheme Brief in 2005, a number of key developments/plans have progressed in and around the Queen’s Quay and Riverfront area including:

- Titanic Quarter;
- Sirocco Quays;
- Lanyon Place;
- Obel Development;
- Boat Development;
- Victoria Square;
- Shatter Zone;
- City Quays.

The key objectives for Queen’s Quay, include:

- Addressing the physical, social, economic and environmental issues impacting on the area;
- Creating the necessary environment to promote mixed-use investment within or around this area of Belfast;
- Improving the physical connectivity of the area with adjacent developments (completed and planned) along the riverfront, the city centre and the neighbourhoods to the east and north of the site;
- Building on the attributes of the riverside to increase active use of the river, creating destination places that will attract people across the river; and
- Facilitating social and economic connections through the creation of an agreed development plan for the defined area.
The Site is located on the eastern bank of the River Lagan. It is in a prominent location, although at present, is under utilised. Land uses immediately to the north of the Site include the Odyssey Arena, the Titanic Quarter and the M3 motorway bridge. To the east of the site, the land use is dominated by transport infrastructure, including the Station Street flyover, which currently impinges upon the ability to redevelop this area. The feasibility of removing the Station Street flyover is discussed further within this Masterplan document. The road network has also resulted in a series of fragmented land parcels to the east of Queen’s Quay, which are currently under utilised. These plots have been collectively described as the “Shatterzone”, within the Strategic Investment Board and East Belfast Partnership commissioned ‘East Belfast Development Strategy’ report (2010).
Site Context

To the south of the site, the existing land use includes low rise private residential units, developed in the early 1990s and the former Howden Sirocco site, which has been cleared in anticipation of redevelopment.

To the west of the site is Donegall Quay, which has been extensively redeveloped over the past 20 years. Donegall Quay includes a number of notable developments, including the Obel Development (residential and office scheme), the Boat (residential and office scheme) and the Lagan Lookout, which forms part of the Lagan Weir.
Urban Design Analysis

Introduction

Queen’s Quay is a section of land bordering the western bank of the River Lagan, opposite the Belfast Custom House. Previously the site housed the southern Belfast docks complex and a major transportation hub for Belfast and Northern Ireland. The site is now under utilised with much of it left derelict. It is part of the Laganside and North Docks Character Area and is identified as a Development Opportunity Site within the draft BMAP. The site is now in public ownership.
The site area of 1.3 hectares is outlined in red on the opposite Site Location Plan. The Queen’s Quay site, together with the other sites in public ownership, if developed to a high standard, could act as a catalyst for the development of East Belfast.

With its location between Titanic Quarter, Sirocco Quay, City Quays, Odyssey and the Shatter Zone; Queen’s Quay is ideally located to contribute to the regeneration of the “Shatterzone“.
Urban Design Analysis
Connections

The site is located on the Lagan Riverside and city crossroads. It should therefore become a substantial link in creating a seamless development on the east bank of the Lagan.

As a development opportunity, the Queen’s Quay site sits at one of the most strategic pedestrian gateways across the Lagan from the city centre to East Belfast. It also sits between four signature development sites: Titanic Quarter; Sirocco Quay; The Odyssey; and The ‘Shatter Zone’ and as the landing point for the eastern side of the Lagan Weir, which serves as a tourist attraction itself.
Urban Design Analysis
Connections

The site is currently part of the existing cycle network through Belfast and will potentially form part of proposed Titanic Quarter Heritage Trail. Given this strategic importance, it will be important to deliver an appropriate scale and density of development.
Urban Design Analysis

Place

Despite its current under-use, the site offers an appealing riverside location and benefits from a south westerly aspect. It is immediately opposite the recently redeveloped Lanyon Place and Donegall Quay on the West Bank and the proposed City Quays development. The site benefits from pedestrian connectivity across the Albert Bridge to Lanyon Place. There are both notable historical buildings and examples of contemporary architecture in the vicinity of the site. Neighbouring architecture and the activity of the River Lagan give the site good opportunities for exciting urban design.
The Queen’s Quay site has historically had links with the Belfast and County Down Railway. It used to be the location of the fine terminus building, now demolished, with services diverted to Belfast Central Station.
While the river and the weir serve as a major asset to the site, they are also constraints adding potential construction cost arising from building next to or into the river. The weir requires access for maintenance as marked on the plan. The weir ramp should also be reshaped for ease in access. The M3, 5 metres above and spanning the river forms a visual barrier looking north and will require sound and air quality considerations. It will be essential to include this area to ensure safe and seamless pedestrian/cycle movement along the river’s edge. The Station Street flyover also forms a barrier between East Belfast and the city centre. Implementing an existing planning approval to remove this flyover, could potentially free up additional land to develop.

Careful consideration of the design of these elements, particularly improving pedestrian connections, is crucial to delivering the potential of the site.
Urban Design Analysis
Scale, Massing & Density

In an ideal urban context, scale, massing and density take their lead from the surrounding building forms and heritage. The Queen’s Quay site is able to set its built parameters based on the existing and proposed developments surrounding the site. The “Obel” a high rise residential tower flanking the M3 on the west side of the river establishes a possible height benchmark. The Titanic Quarter Development could serve to set density and massing as well as the proposed Odyssey development adjacent to the site.
Urban Design Analysis
Landmarks & Views

One of the most valuable assets of this site is the view. Both up and down the river are vistas that will drive the form of the development. Equally, the hills to the west and the city centre each will generate key views while capturing the setting sun. This aspect “catching the setting sun” forms one of the best arguments for ground and possibly upper floor restaurants and bars along the river frontage.

Some of the more notable landmarks and views from the Queen’s Quay site are at high levels.

- Custom House
- City Centre
- River Lagan
- The Obel Tower and The Boat
- The Odyssey Arena
- The Titanic Quarter development
Urban Design Analysis

Precendents

Design influence has come from many different sources. A mixture of exciting architectural design with external areas of public realm will make Belfast Queen’s Quay an innovative entertainment venue.

The opposite images show examples of mixed-use waterside developments that integrate buildings of different uses into one space. The bottom left hand side images show the range of uses possible at the site.
Urban Design Analysis
Planning Policy

There are a number of national and local planning policies relevant to the consideration of the design of these proposals. The consultant team paid particular attention to the following documents when designing the proposals contained in this Masterplan:

- People and Place, Reflections of a City – Public Realm Strategy for Belfast City Centre
- Vision for a Renewed Public Realm. Belfast City Centre Public Realm Masterplan
- The Regional Development Strategy for Northern Ireland to 2025 “Shaping our Future” (the RDS), amended in 2008
- The 10 year review of the Regional development Strategy (Shaping Our Future) (January 2011)
- The Belfast Urban Area Plan 2001 (BUAP);
- The Draft Belfast Metropolitan Area Plan (Draft BMAP) 2004
- The Belfast Metropolitan Transport Plan (BMTP) 2004
Queen’s Quay falls outside of the main retail and office areas, as defined within the Draft Belfast Metropolitan Area Plan 2015 (BMAP), which from a planning perspective, indicates that the site is not envisaged as delivering a significant quantum of either retail or office uses. Land uses in the vicinity predominantly comprise residential and leisure uses, with office use also provided for at Donegall Quay on the west bank of the river Lagan. There is also an extensive development pipeline for additional residential, office and leisure uses at the following sites:

**City Quays**
A mixed use development to include the following elements:
- Residential (120 units)
- Hotel
- Offices (123,170 sq m)
- Café / restaurants
- Ancillary retail

**Odyssey site**
Proposed mixed use development adjacent to the Odyssey Arena to include the following elements:
- Residential (798 units)
- Hotel
- Offices (4,370 sq m)
- Café / restaurants
- Leisure uses

**Titanic Quarter**
One of the largest urban regeneration initiatives in Europe, which aims to develop an entire new city district for Belfast. Once completed, the scheme is anticipated to have delivered
- Residential (5,000 units)
- Two hotels
- Offices (180,000 sq m)
- Light industry / commercial units
- A new campus for Belfast Metropolitan College
- The flagship Titanic Signature Project
Property Market Dynamics

Sirocco Quay
This is a potential proposed mixed use re-development of the former Howden Sirocco Works, to the south of the Queen’s Quay site.

Outline planning permission was granted for a major scheme in 2011, comprising:

- Residential (2,000 units)
- Two hotels
- Offices (6,410 sq m)
- Supermarket
- Café / restaurants

The site’s owner is currently in administration and there are no known immediate plans to implement the consented scheme.

More positively, Belfast remains competitively placed to attract inward investment, benefiting from lower prime rents than other UK regional centres and a young and skilled workforce. If implemented, potential initiatives such as the possible reductions in local corporation tax rates would also help enhance the attractiveness of Belfast as a business location.

Northern Ireland has ambitious targets to grow the number of visitors to 4.5 million by 2020 (DETI Draft Tourism Strategy), with signature projects such as the Titanic Experience in Belfast, having an important role to play in achieving this. As a key gateway to Northern Ireland, the increased visitor numbers should help support further hotel and leisure development within Belfast.

In developing Masterplan options for Queen’s Quay, the consultant team had consideration both to current market dynamics and also the longer term potential for the site, having specific regard to its locational advantages.

Key attributes of Queen’s Quay from a property market perspective, include:

- Less than a 15 minutes drive from Belfast City Airport;
- Highly accessible to the city centre by foot and public transport;
- Close proximity to the Waterfront Hall;
- Natural link between the city centre and the Titanic Quarter; and
- Prime waterfront south westerly aspect.
## SWOT Analysis

<table>
<thead>
<tr>
<th>Strengths</th>
<th>Weaknesses</th>
</tr>
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<tbody>
<tr>
<td>• Proximity to Belfast City Centre, City Airport, Odyssey and Titanic Quarter</td>
<td>• Poor quality environment and image</td>
</tr>
<tr>
<td>• Prominent waterfront location</td>
<td>• Noise and pollution from existing road network</td>
</tr>
<tr>
<td>• South west facing aspect</td>
<td>• Surrounding dereliction creates impression of physical disconnection from the city centre</td>
</tr>
<tr>
<td>• Accessibility</td>
<td>• Dominance of transport infrastructure which accentuates the separation of East Belfast from the City Centre</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Threats / Constraints</th>
</tr>
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<tbody>
<tr>
<td>• Develop both a destination in its own right and also as a key pause point between the city centre and the Titanic Quarter</td>
<td>• Infrastructure costs</td>
</tr>
<tr>
<td>• Encourage increased walking</td>
<td>• Road capacity /ability to remodel existing junction</td>
</tr>
<tr>
<td>• Act as a catalyst for developing the Shatterzone</td>
<td>• Economic downturn reducing demand for sites in the short term</td>
</tr>
<tr>
<td>• Improve connections to and from East Belfast</td>
<td>• Lack of market confidence</td>
</tr>
<tr>
<td>• Enhance tourism &amp; leisure opportunities</td>
<td>• Competition from surrounding sites is likely to restrict proposals for certain uses (i.e. offices)</td>
</tr>
</tbody>
</table>
Design Principles  
Vision Statement

DSD’s vision for Queen’s Quay is to:

- Maximise the potential of the site as a key strategic link between the city centre (via Donegall Quay, the Odyssey, the Titanic Quarter and East Belfast);

- Develop the site in a way which helps to unlock the development potential of the “Shatterzone” and contribute to the development of Sirocco Quays, Odyssey, Belfast Quays and Titanic Quarter;

- Develop the site as a key leisure and visitor destination to contribute to the growth of tourism in the area;

- Build upon the existing Laganside regeneration achievements; and,

- Contribute to the vitality of the area with the potential for 200 homes and 600 jobs.
Design Principles
Scheme Objectives

A: Creating a quality Public Realm

- Enhance the urban environment by providing safe active pedestrian/cycle connections between the city centre and surrounding development

B: Improving Connections

- Link together all of the local development sites along the water’s edge
- More legible routes to the Shatter Zone, Odyssey, Titanic Quarter & Sirocco Quays and City Quays

C: Creating a special place

- Enhance tourism and cultural offerings in the area
- Become a catalyst for a wider regeneration of new architecture
- Develop the site as a key destination on the bank of the River Lagan
Design Principles
Quality of Public Realm

Creating a quality public realm is fundamental to these proposals in order to create an environment that people wish to make a destination, to pause, sit, enjoy the moment and take refreshment. It is imperative that the material quality of the public realm is complementary to a food and beverage offer and designed activities along the boardwalk or promenade. Without active uses the atmosphere of the public realm will remain cold and lifeless. A site feature or landmark should be designed into the public realm to give the development a clear sense of place.

The opposite images show examples of public realm that have a sense of atmosphere, or general ‘life’ about them. If a person has a reason to visit a place, it becomes a destination, a ‘fun’ area to be. People and activity create atmosphere. A mixture of exciting architecture, public art and soft landscaping create vibrant areas of public space.
Design Principles
Improving Connections

It is necessary to provide quality connections that not only provide a practical ‘route’ to and from the site, but that also add to the architectural merit of the design of the Queen’s Quay.

Linking the site to the city centre over the River Lagan is an opportunity to integrate a unique crossing point into the development. The images opposite show examples of connections that not only serve a logistical purpose, but act as a destination or landmark in themselves.

The Lagan River is a tourist attraction that is also a primary connection to the City Centre for all of the developments East of the river. This site is an opportunity to expand this link by widening the pedestrian bridge over to the weir and adding an ‘iconic’ feature celebrating its importance. With this expansion a cycle route could be added by providing a 5m wide bridge surface.
A further approach to improving connections would involve the construction of a new cross-harbour pedestrian and cycle bridge with landing points further down stream between Donegall Quay and Queen’s Quay, located towards the proposed City Quays development on the west bank and Odyssey on the east bank. The rationale for this would be to attract footfall to this area.

Such a bridge is likely to require a swing mechanism, to facilitate river traffic, and would be more expensive to construct compared to the enhancement of the bridge over the Lagan Weir.
Design Principles
‘River Scape’
Creating a Special Place

The images opposite show successful waterfront schemes that create vibrant activity along the water’s edge. Varying scales of building create interest along the riverside and sculptural elements pierce views away from the river and towards the nearby city centre.

The rise and fall of the architectural “river scape” is also important. Any river’s edge needs to allow views through to the river from behind, maintaining visual and pedestrian connectivity to the waterfront. Provision for these vistas or gaps to the rivers edge, along with maximising the potential views from within a development are the two primary “shaping” factors in establishment the “river scape”.

Queen’s Quay, Belfast | Masterplan
Proposed Regeneration
Design Concept - Artists Impression
The following pages present the final proposed regeneration concept for Queen’s Quay. The concept aims to create an animated riverside frontage and significantly improved pedestrian links to surrounding developments. Improving the environmental quality of Queen’s Quay through maximising the pedestrian amenity is key. Additionally, the Lagan River Bridge has been studied to determine how to integrate new landings that are more pedestrian friendly.
Regeneration Masterplan
Concept Overview

The regeneration Masterplan assumes that the Station Street flyover is removed.

A mixed use approach is proposed, incorporating a 4* hotel, residential use and a food and beverage provision along the waterfront.

Central to these proposals is the creation of an animated riverside frontage, enhanced pedestrian links along the east bank of the Lagan and across the bridge into the centre of Belfast.

The Masterplan is structured in 5 distinct phases, to enable it to be implemented in a flexible manner.

<table>
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<tr>
<th>Use</th>
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<th>Area [sqft]</th>
<th>No. Units</th>
<th>Storeys</th>
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<td>Hotel 4*</td>
<td>12,000</td>
<td>129,120</td>
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<td>F&amp;B / Leisure</td>
<td>8,064</td>
<td>86,796</td>
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<td>Residential</td>
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<td>SUB TOTAL</td>
<td>39,904</td>
<td>429,367</td>
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<td>Parking</td>
<td>5,740</td>
<td>61,762</td>
<td>257</td>
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<td>TOTAL</td>
<td>45,644</td>
<td>491,129</td>
<td>-</td>
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Phase One
Public Realm improvements along the waterfront including an upgrade to the weir crossing to provide an integrated cycle route. Connecting to an improved board walk at the river’s edge. The remaining area will be used as simple grassy lawns until further phasing occurs.

Site Area: 2,052sqm
Total Floor Area: 7,399sqm
Total No. Floors: 7
<table>
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<tr>
<th>Phase</th>
<th>Description</th>
<th>Site Area</th>
<th>Total Floor Area</th>
<th>Total No. Floors</th>
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<tbody>
<tr>
<td>Phase Two</td>
<td>Phase one building and associated open space released, public realm reconfigured to allow construction of Phase 2 Building. Phase 2 Building constructed.</td>
<td>2,218sqm</td>
<td>7,399sqm</td>
<td>7</td>
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<td>Phase Three</td>
<td>Phase two building and associated open space released, public realm reconfigured to allow construction of Phase 3 Buildings. Phase 3 Buildings constructed.</td>
<td>958sqm</td>
<td>8,474sqm</td>
<td>7</td>
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<tr>
<td>Phase Four</td>
<td>Phase three buildings and associated open space released, public realm reconfigured to allow construction of Phase 4 Hotel Building. Phase 4 Building constructed.</td>
<td>5,095sqm</td>
<td>18,000sqm</td>
<td>14</td>
</tr>
<tr>
<td>Phase Five</td>
<td>Phase four building and associated open space released, public realm reconfigured to allow construction of Phase 5 High Rise residential Building. Phase 5 Residential Building constructed.</td>
<td>1,228sqm</td>
<td>15,466sqm</td>
<td>19</td>
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Regeneration Masterplan
Concept Overview

The outward convex view of the scheme from Station Street has an appearance derived from the form of the hull of a wooden ship. The architecture picks up on the vernacular of the maritime. The rise and fall of the skyline profile is largely determined by the taller portions being placed up against the motorway and bridges. The taller buildings serve as gateway landmarks to and from the city with the lower sections dipping down as to avoid creating a wall of development at the river’s edge.

The Masterplan is separated into segments of development to provide gaps in the streetscape which respects the movement along Station Street enabling views through to the river.

The separated building segments allow for the development to be phased more easily and delivered as the market provides the demand.
The inward concave design of the Masterplan concept focuses views from the terraced floors to the city centre, river’s edge, and the Lagan Weir. It encourages people to look away from the noisy and harsh environments of the M3 motorway and the busy bridges.
Developing the Public Realm at Queen’s Quay
Initial Public Realm Scheme

The regeneration design concept, splits the Queen’s Quay development site into phases to allow development to respond to market demand. DSD anticipates that in the current market, there could be a slow response from the developer sector. Therefore, in order to progress the regeneration of the site and increase its attractiveness for development and as a public amenity, DSD proposes to implement a public realm development scheme at the site. This involves using the development plots as temporary public realm amenities. The plan opposite illustrates how the public realm of the development plots sites could be used prior to construction.

The plan on page 34 illustrates the public realm phase 1, with the flyover removed. When phase 1 is being constructed, the remaining 4 sites will be available for public use, with only certain areas being formally landscaped, allowing the site to be used by the public, yet preventing unnecessary
Developing the Public Realm at Queen’s Quay
Initial Public Realm Scheme

Monies being spent on landscaping. This will create a sense of animation around the site during construction and will let people know that development is taking place.

The images opposite illustrate different ways in which the Queen’s Quay site could be used in between construction phases. The sites could be released on a ‘set-time’ basis for local artists/students/schools to display artwork or sculpture. This would create a ‘feature’ of the Queen’s Quay and give people a reason to visit.

Specialised apparatus could be installed or loaned, to allow the land to be used as an ‘Urban Gym’. This could be used by schools/individuals/groups for ‘Bootcamp’ sessions and exercise activities.

A feature sculpture could be temporarily installed to generate interest in the area in preparation for its full completion, alongside pop up retail / food and beverage kiosks to help attract visitors.
Developing the Public Realm at Queen’s Quay
Public Realm Objectives

These involve:

- **Permanent Public Realm Improvements** along the length of the river frontage connecting the Titanic Quarter through to the Sirocco Quay Development via a pedestrian boardwalk incorporating soft landscaping and ‘Urban Gym’ apparatus.

- **Urban Park** beneath motorway bridge, incorporating lighting and colour to provide a safe and enticing play area.

- **Upgraded Weir Crossing** enabling cycle and pedestrian movement.

- **‘Crow’s Nest’ Tower** enabling spectacular views of Belfast and a feature attraction of a zip wire across the Lagan to opposite the Custom House.

- **Landscaped Development Plots** providing a setting for temporary art installations and exhibitions, enabling public use as a park whilst not spending unnecessary budget on non-permanent features.

- **Creation of Neutral Space**, for all of Belfast to enjoy.
Developing the Public Realm at Queen’s Quay
Public Realm Objectives

Permanent Features

1. Board Walk along rivers edge
2. Urban Gym Apparatus
3. Upgrade to weir bridge
4. Crow’s Nest Tower + Zip Wire
5. Viewing Platform
6. Refurbished steps to rivers edge
7. Urban Park
8. Vehicle access maintained to water’s edge
9. Crane access maintained for weir maintenance

Temporary Features until further phases developed

1. Temporary Leisure Park (Outdoor Fitness Play Ground)
2. Rough grassy landscaping providing setting for temporary art installations or recreation
3. Car Park retained until Phase 4
Proposed Regeneration at Queen’s Quay
Public Realm Objectives

The Masterplan envisages the area beneath the M3 bridge being enlivened to create an improved environment and more engaging route to the Titanic Quarter. Potential enhancements could include coloured lighting, seating and “urban park” equipment, and a possible amphitheatre to activate the route to the city centre making it safe.

The introduction of vibrant and colourful lighting in both the ground and soffit creates an exciting and safe atmosphere.

Permanent Features

1. Board Walk
2. Urban Park under M3 motorway bridge
3. Restaurants and cafes along waters edge, a destination and focal point.
4. Feature Planting
5. Structural landscaping creating zones of variety and interest.
Proposed Regeneration at Queen’s Quay
Potential Sea Lock

Navigation of the Lagan Weir is currently possible for approximately 2.5 to 3 hours either side of high tide, i.e. for about 10 – 12 hours per 24 hours. This is a restriction to free navigation but it can be passed with a little planning. Such planning for tidal cycles is normal for sea cruising but not for general for river cruising. DSD is aware of preliminary proposals from the Lagan Canal Trust to promote a sea lock at Queen’s Quay.

Whilst these proposals currently lack funding and require further detailed design work, the Queen’s Quay Masterplan has been designed in a manner to potentially accommodate a lock in the future.

This would be subject to further engineering analysis, as well as further optimisation towards the lock’s position and alignment. An indicative zone has been illustrated on the adjacent image.
Proposed Regeneration at Queen’s Quay
Bridge & Landing

Modifications to the bridge are proposed to better integrate the pedestrians landing on either side of the river with the adjacent public realm. By beginning the descent at the last pontoon the length of ramp required is reduced.

1. Shallow gradient and wider gentle radius to landing enabling pedestrians and cycle movement
2. Slope begins at last pontoon
Proposed Regeneration at Queen’s Quay
Bridge & Landing

01 Overview of bridge with crows nest and zip wire.
02 Bridge landing at western bank
03 Bridge landing at eastern bank
04 Viewing platform adjacent to crows nest tower
05 Overview of upgraded western bank
06 View through proposed development to upgraded bridge crossing

Queen’s Quay, Belfast | Masterplan
Implementation of the Queen’s Quay Masterplan is anticipated to be on a phased basis. In part this is in response to prevailing property market conditions and also due to the requirement for various pre-development enabling works.

As the Masterplan has identified, a key impediment to implementing the development is the Station Street flyover. DSD has obtained planning permission for the flyover’s removal to facilitate its replacement with an “at grade” roadway.

DSD also intends to explore options for public realm improvements to the Queen’s Quay area, which will help facilitate a more attractive environment and better pedestrian links between the city centre and the Titanic Quarter. This is consistent with the Masterplan and will be promoted in a manner which does not prejudice the longer term development of the commercial and residential elements.

The Masterplan envisages that the Queen’s Quay development plots could accommodate a variety of “meanwhile” regeneration uses, in advance of commercial development being implemented. Suggested uses within this document include urban artwork; pop up retail and food and beverage units; and outdoor gym facilities. This list is not exhaustive and DSD would expect to consult with relevant stakeholders and the local community in agreeing interim uses for the site.

Implementation of the commercial elements of the Masterplan will be subject to a separate development brief. DSD does not consider it appropriate to promote the site in the current economic climate but will continue to monitor market conditions in advance of launching a brief. Meanwhile, DSD would welcome any informal expressions of interest from developers and potential occupiers wishing to be kept informed.

Full implementation of the Masterplan will be subject to market conditions but DSD currently anticipates completion of the development by 2022. Subject to funding being available, the current timetable is as follows:

<table>
<thead>
<tr>
<th>Start</th>
<th>End</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>August 2013</td>
<td></td>
<td>Final Masterplan document published</td>
</tr>
<tr>
<td>Q3 2013</td>
<td>Q4 2013</td>
<td>Seek funding to undertake public realm works</td>
</tr>
<tr>
<td>2014</td>
<td>2016</td>
<td>Infrastructure works to remove Station Street flyover and undertake public realm works</td>
</tr>
<tr>
<td>2015</td>
<td>2016</td>
<td>Development partner selected</td>
</tr>
<tr>
<td>2017</td>
<td>2022</td>
<td>Phased implementation of the commercial elements of the Masterplan</td>
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Proposed Regeneration at Queen's Quay

Further Information

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