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TITANIC QUARTER PHASE II

DESIGN PRINCIPLES
April 2008

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Team 26

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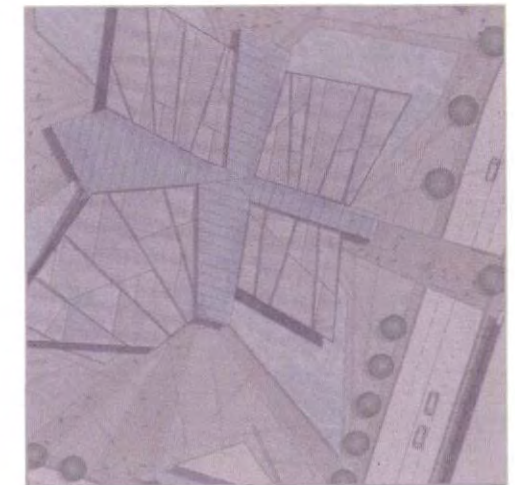
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INTRODUCTION

1.1 EXECUTIVE SUMMARY

This document has been prepared in response to a request from the Department of the Environment Planning Service in March 2007. It is a statement of the design principles which will be adhered to during the course of development of Phase 2 of Titanic Quarter and accompanies the outline planning application (Ref 2/2006/2864/0) which was submitted in December 2006 along with a Concept Masterplan, an Environmental Impact Assessment and a Supporting Statement.

The objective of the document is to ensure that the quality of Phase 2 of Titanic Quarter is maintained throughout all of its phases of development. As the current planning application is an outline planning application and the detailed design of blocks will only take place at reserved matters stage, this document gives illustrations of how the approved scheme might look and sets minimum standards of design, landscaping and materials. In the future, reserved matters planning applications or full planning applications for individual blocks or groups of blocks will be in broad compliance with these design principles, although it is likely that over time new materials and new architectural solutions may come forward which are even more appropriate than those illustrated in this document.

The site extends to approximately 16.5 ha and is bounded to the south by Abercorn Basin (4.9 ha of semi enclosed water); to the east by Queen's Road; to the north by derelict land and the large former paint hall; and to the west by the River Lagan. It contains a listed building (the former Harland and Wolff HQ Administrative Building and Drawing Office), the scheduled slipways (the former Titanic and Olympic Slipways), and the scheduled Hamilton Graving Dock. The rest of the site is vacant and derelict.

The planning application is for a total of some 298,300 sq m (3,210,979 sq ft) of floorspace in Phase 2 of Titanic Quarter as follows:

- Residential development (2000 no. dwellings) including affordable housing and live work units (5% of total) – 200,000 sq m (2,152,800 sq ft);
- Employment uses 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 Titanic Experience Building (part of the Titanic Signature Project) with ancillary retail, community, leisure, cultural and entertainment uses and public realm thereto – 11,300 sq m (121,636 sq ft);
- Renewal of scheduled historic monuments including Hamilton Graving Dock and setting with pump house; Titanic and Olympic (No 2 & 3) slipways and portion of Victoria Channel (launch site waters) – 4.5 ha (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 3 no neighbourhood squares - 7.1 ha (17.5 acres);
- Local services including convenience retail (200 sq m max e.g. groceries, newsagents, pharmacy); food retail (takeaway units); health (e.g. doctor/dentist) and education (creche and 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) in total;
- Vehicle parking of approximately 3,500 no. spaces (surface and basement) including multi storey (MS) parking – 15,000 sq m (MS) (161,464 sq ft);
- Reclamation of land at Abercorn Basin with associated construction of new quay wall; and
- Roads and other ancillary infrastructural works (including sewage treatment pumping station).

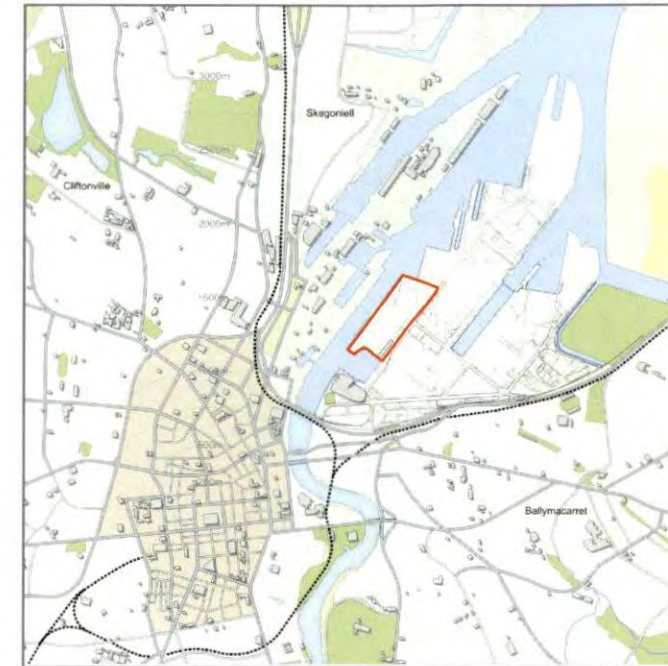


Fig 1.0 Titanic Quarter Phase II Site location

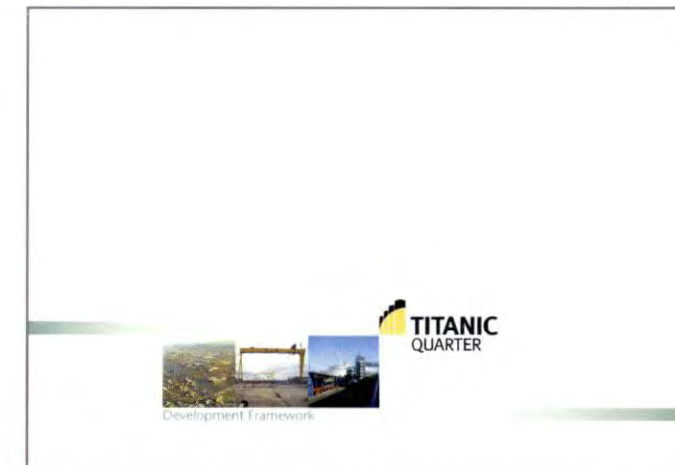


Fig 1.1 Development Framework



Fig 1.2 Concept Masterplan

The Concept Masterplan submitted in December 2006 analyses in detail the site and its context; the physical, landscape and ecological characteristics of the site; the site's history and existing heritage features; the site's planning policy context; and the opportunities and constraints which informed the masterplan. It is not intended to repeat this analysis in the current document but to explain the development concept that emerged and add more detail to the principles set out in the Concept Masterplan.



Fig 1.3 Aerial view of the Titanic Quarter Phase II

INTRODUCTION

1.2 OVERALL DESIGN APPROACH

1.5 The design approach has been informed by the following:

- An analysis of the city's built form and history and the place of the site within the city
- An analysis and understanding of the site's existing heritage assets – the listed building and the scheduled monuments
- An analysis of the site's shipbuilding history and the need to respond to that history
- An analysis of site conditions
- An ambition to create a world class mixed use waterfront quarter, to attract visitors and tourists in addition to providing for a safe and liveable environment for the new residential population.

The approach is based on:

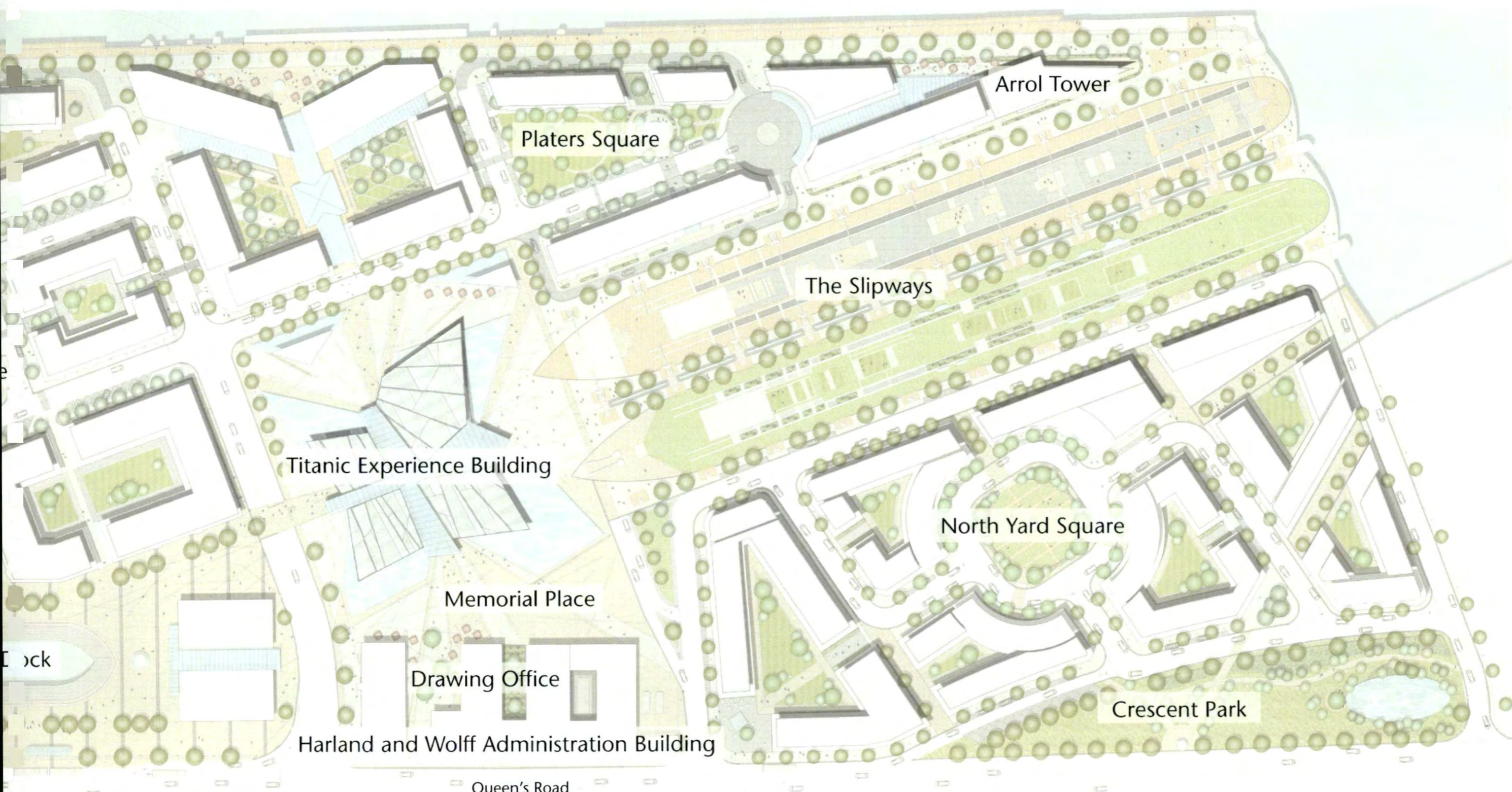
- Retention of the site's heritage assets and respect for their settings.
- The creation of memorable places within the development, through the design and layout of the public realm.
- Design of the street layout to respond to the site's heritage assets, reflect the city's traditional street grid pattern and take account of the limited possibilities for access to the existing Queen's Road due to the location of historic structures.
- Creation of a window to the past history of the site through the design and layout of the public realm.
- Establishing the waterfront as a significant new public space for the city with streets along the waterfront that are pedestrian priority.
- Creation of three neighbourhoods and a village core in areas clearly defined by the subdivision of the site by the heritage assets.
- Design of the core of the village as a clustering of non-residential uses, including a waterfront block to provide for employment and services plus the Signature Project to provide a tourist/visitor attraction. This core ties all the heritage assets of the site together and is also the centre of the village, within easy walking distance of all the residential

properties.

- Creation of a public square at the centre of each neighbourhood to give each neighbourhood a clearly identifiable character.
- Design of blocks to define the urban form by aligning with streets and giving them definition; reflect the typical Belfast city centre block structure with 15 m deep buildings and a private garden space in the centre of the block, allowing for solar access and ventilation.
- Design of the curved block along Abercorn Basin to respond to and compete the established built form of Phase 1 around the eastern edge of the basin, creating additional land through reshaping of the basin.
- The careful grading of building heights to respect the existing heritage assets and to create a memorable waterfront skyline and activate the waterfront public realm.
- Development of mixed uses throughout the scheme and within individual blocks, with active streets frontages and adaptable buildings.
- Creation of an identifiable character for the site through both the architecture and the public realm, by establishing quality standards that will be complied with throughout the development process.



Fig 1.4 The Titanic Quarter Phase II Masterplan



INTRODUCTION

1.3 SUSTAINABILITY

The developer recognises the importance of establishing a sustainable approach to the Phase II development and this aspect has been carefully considered and addressed throughout the masterplanning process. A description of the multidisciplinary approach to sustainability is detailed as follows.

The development involves decontamination of the land which has resulted from its previous uses and proposals to create a new urban village will bring derelict and vacant land back to life. The development will maximise the potential of this key waterfront site within the city, bringing jobs and homes to the city centre in line with regional and local planning policies.

The retention of scheduled structures and the listed building within a layout design which respects these structures will ensure the history of the site is retained for future generations to appreciate. The development will create a heritage trail and new tourism buildings to allow future generations to respect and learn from the unique ship building history of the site.

This is a truly mixed use development both throughout the site and within individual blocks. The aim is to provide for the day to day needs of those living within the site in terms of leisure, education, health and community facilities, local services, convenience retail, transport, a variety of jobs in the expanding services and business sectors of the economy and a mix of residential tenures to ensure a mixed income community. The proposed live work units may come within the 'affordable housing' band and will allow for new enterprises to develop, reduce commuting, as well as creating a day time economy on streets where residents may be elsewhere at work.

Although there is a high proportion of the site with no built development, mainly to protect the setting of heritage features, the areas of built development respond to regional policy requirements for increased density, in order to protect our cities from urban sprawl. Because of the site's location as a key gateway to the city and on a site with former industrial structures that were of an enormous scale, there is ample justification for a scale and massing that would not be appropriate elsewhere in the Victorian city core. Heights of buildings and widths of streets in the proposed layout are intrinsically linked to ensure that human scale comfortable environments are

created. The urban form is to be optimised with spatial containment of streets and consistent, legible edges and façade treatment.

The proposed development is located within a short walking distance of the city centre, and the internal layout encourages walking and cycling as opposed to use of the private car (cycleways on all roads and shareway streets). The proposals for limited car parking provision plus a frequent bus service in the initial phase of the development followed by a rapid transit scheme, will promote low car ownership and the use of non-car transportation. This will reduce the carbon footprint of the scheme compared to other residential areas in the suburbs and will promote healthier living in accordance with regional policy.

The following elements will be carefully considered at the reserved matters stage to enhance the overall approach to creating a sustainable development:

1. **Waste:** within the proposed development the most up to date methods of eco friendly waste disposal are to be used, the form of which to be decided at the time that each block is developed. This is to include separation of waste at source in compliance with standards which will be set by the City Council.
2. **Biodiversity:** the proposed development to improve the biodiversity of the site; the creation of significant new public open spaces and the provision of private open spaces within blocks; by new planting of appropriate species including native berry and nectar producing trees and shrubs to attract insects and birds; increased tree and shrub cover generally and along roads and streets to reduce noise and glare; and the erection of bird boxes.
3. **Energy efficiency:** a number of methods exist to assess performance of buildings against established targets, including the BREEAM, EcoHomes and Code for Sustainable Homes methods. The proposed buildings will aim to conform to whatever building regulations and best practice codes in energy efficiency which exist at the time of building control approval.



Alternative/renewable energy



Rapid transit



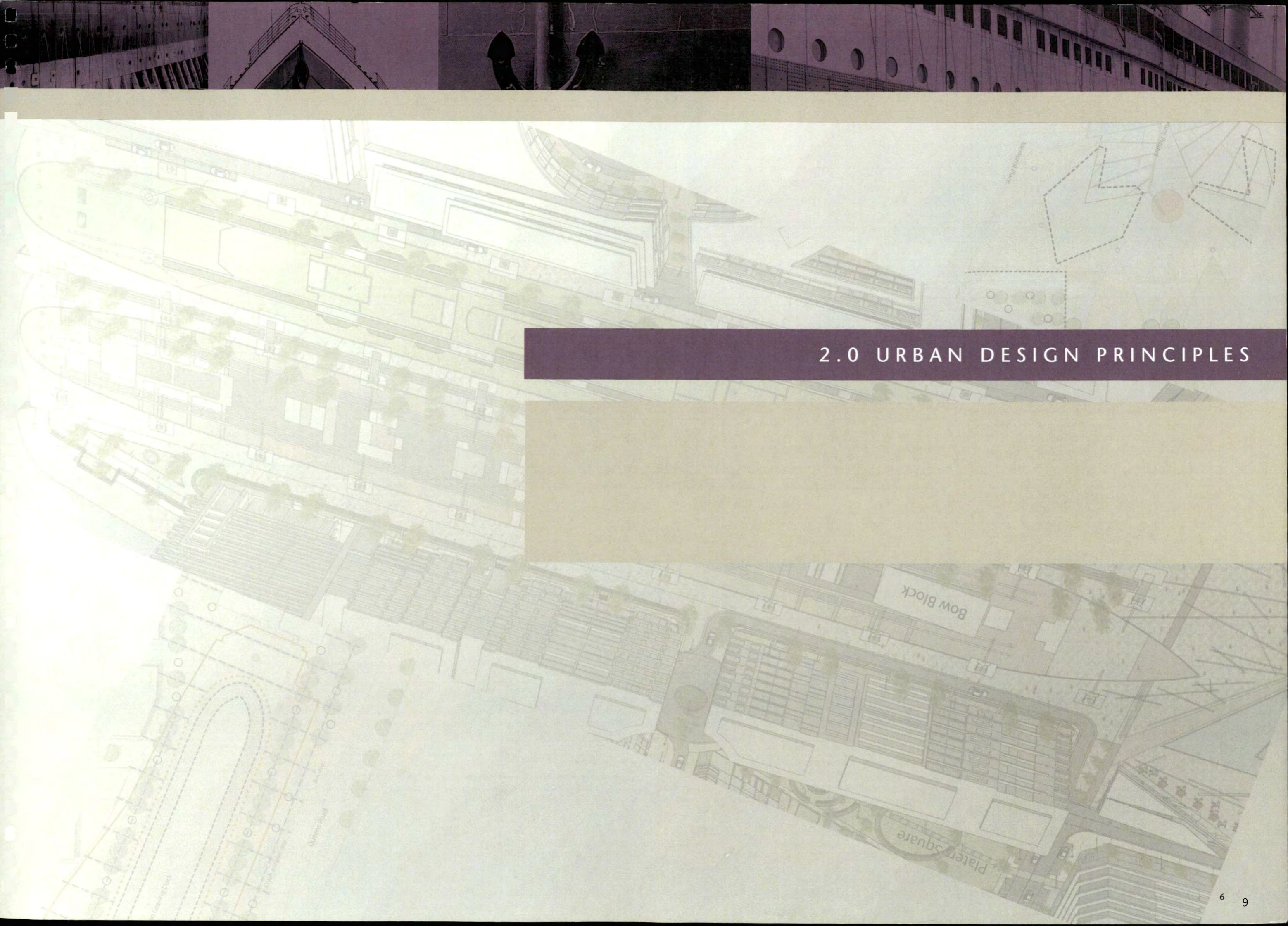
Recycling



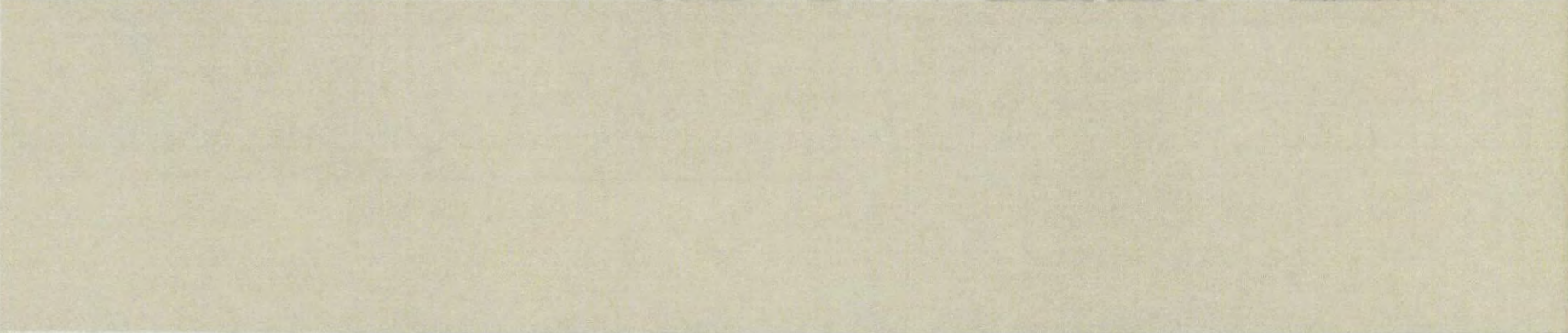
Cycleways



Bus stop with real time information display



2.0 URBAN DESIGN PRINCIPLES



URBAN DESIGN PRINCIPLES

2.1 PLACEMAKING AND HERITAGE

The public realm of Phase II may be classified into the following components:

1. Civic Spaces
2. Public Parks
3. Networks of Streets

In addition there are private courtyards spaces that form part of the neighbourhood composition strategy and activity nodes within the masterplan that promote circulation and movement throughout the masterplan area.

The civic spaces connect various elements of significant heritage value and form a spine of public space running through the Phase II area. The public parks form smaller community focused spaces that sit embedded within predominantly residential areas.

Fig 2.2 Historic Shipyards



Fig 2.3 Public Squares / places to reference historic layout



Fig 2.4 Buildings edges to give figure to squares / places



Fig 2.5 Masterplan

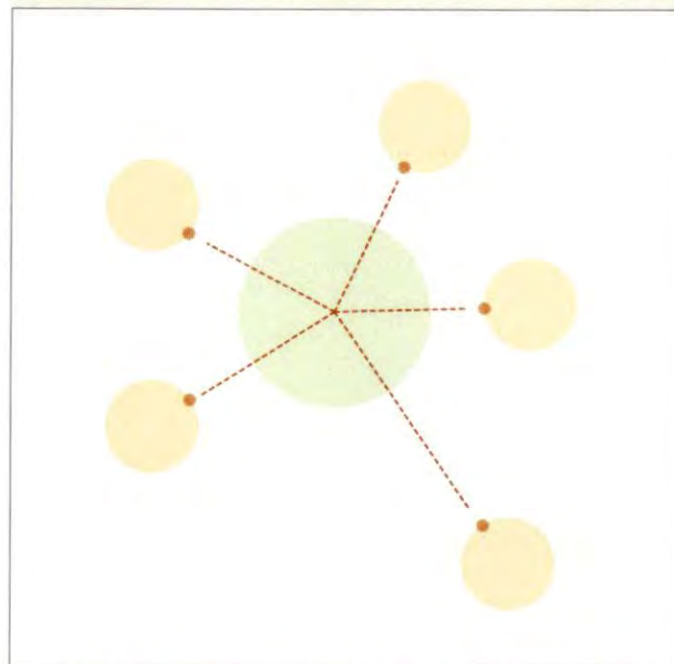


Fig 2.0 Distribution of private courtyards around central public community park

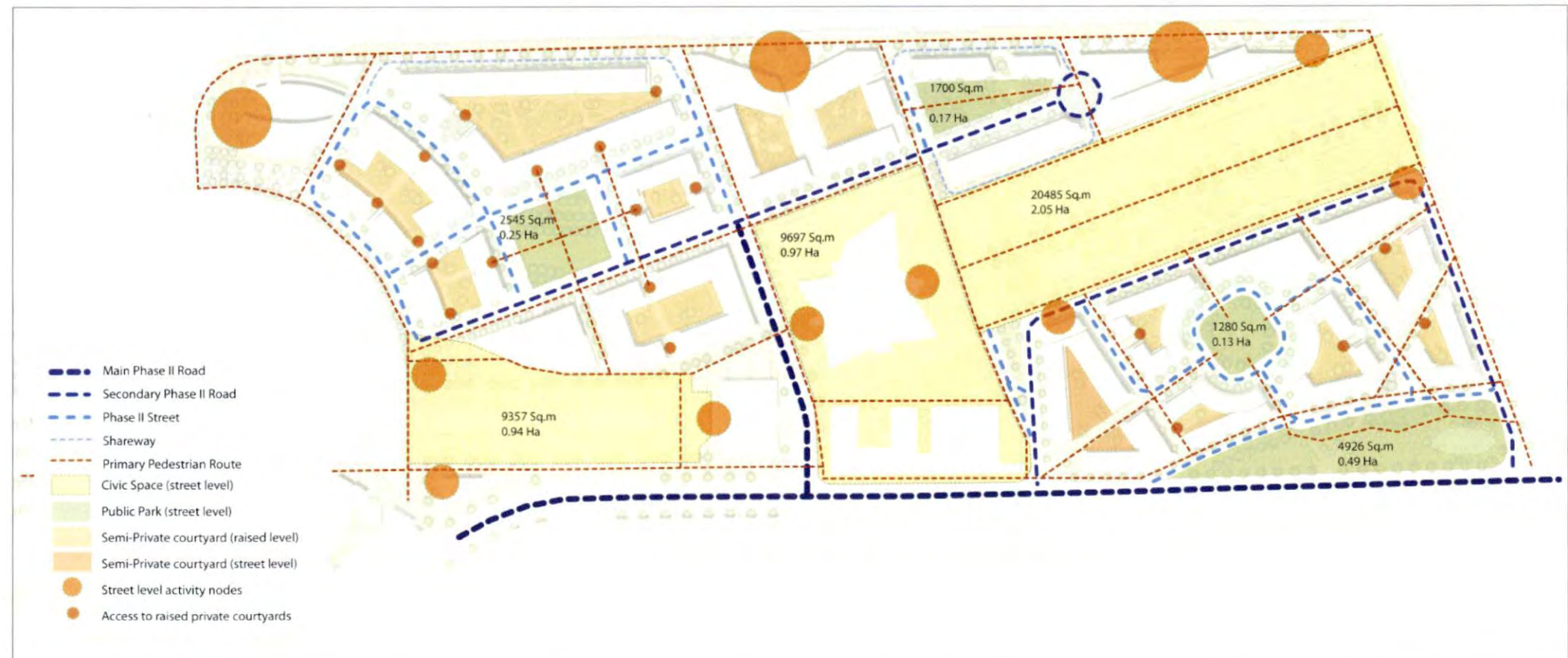


Fig 2.1 Street and spatial hierarchy

2.2 DESIGN PRINCIPLES

The first organising principle is the use of 'street-wall' buildings to define streets, squares & places within the public realm. Public realm that is configured spatially into 'outdoor rooms' is more comfortable for people. For example;

- Emphasis given to shaping the public squares, with 'infill' building blocks in-between. The infill buildings are to be organised by a grid layout as found in traditional city plans. The relationship between the width of streets and the height of the street wall to be carefully considered.
- Important civic buildings such as the Titanic Signature Project and the historic Drawing Office are 'object buildings' to be sited within their own open space setting.
- Well formed streets create vistas and memorable experiences. A central street of the North Yard Neighbourhood will create a strong vista following the axis of the former slipway towards the water.
- The Slipway buildings – the buildings flanking either side of the titanic and Olympic slipsto be designed to evoke the 'negative imprint' of the former Arrol Gantry.

The second principle is to vary building heights across the site. This generally results in a more pleasing urban form than a uniform (i.e. the maximum permissible) building height. The reasons for variance are context driven, for example;

- The Hamilton Dock buildings will generally be kept low-rise to respect the significance and setting of the scheduled monument. The 1-3 level buildings approximate the scale of the former outbuildings at this part of the shipyards.
- As a consequence of the above, taller buildings will be grouped at the waterfront. This gives the overall urban form an upward 'sweep' to the water. Refer to the elevation studies opposite.
- The Abercorn Arc buildings will follow the edges established in Phase I and form a robust semi-circular wall of tall buildings stepping down to Hamilton Dock. Hamilton Dock becomes conspicuous as a 'gateway' in this overall composition. The Abercorn Tower building at the south-east point forms a 'book-end' to this wall, and becomes a marker

- building for the whole site. The Laganside buildings are arranged with lower buildings at the waterfront, and taller buildings behind. This would not only permit a degree of view sharing, but would provide a layered waterfront skyline.
- The Arrol Tower and Queen's Island Wharf buildings further vary the skyline by increasing density at the nodes of greatest activity.

Finally, the articulation of the buildings via the composition of their architectural elements will finely calibrate the human scale experience of the development. The articulation will respond to building uses. Some suggestions to achieve this end;

- The South Yard Neighbourhood buildings to contain a mix of uses and to be adaptable over time. The ground two levels to contain either live-work, family or 'shop-top' units. The middle section to be stacked residential units with balconies. A strong horizontal element should separate these two parts of the building and provide a 'cornice, or dado line' in the street. The top level penthouse units to be set back from the main street façade to alter the apparent building height.
- The Abercorn Arc buildings to contain arcades, loggias and terraces running continuously across their frontages, to unite the leisure uses at the ground plane and unify the facades.

The following sections 3-8 demonstrate examples of how these design principles can be applied.

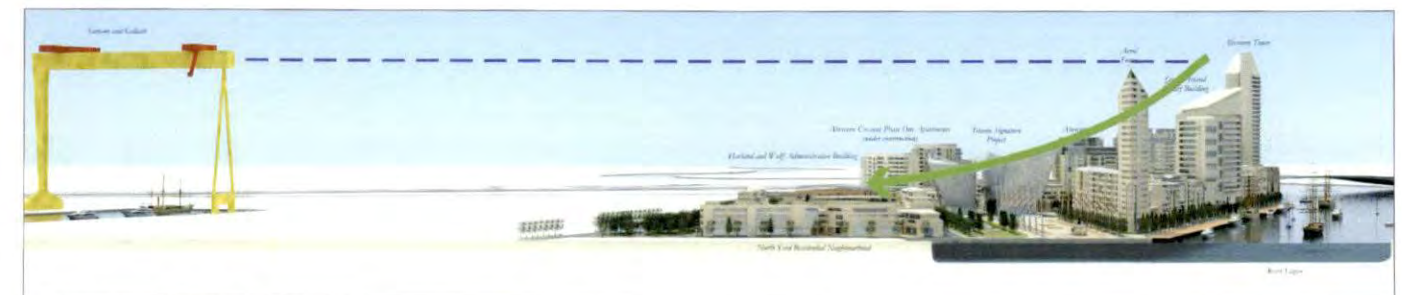


Fig 2.6 High density at Waterfront



Fig 2.7 Varied heights to Waterfront Skyline

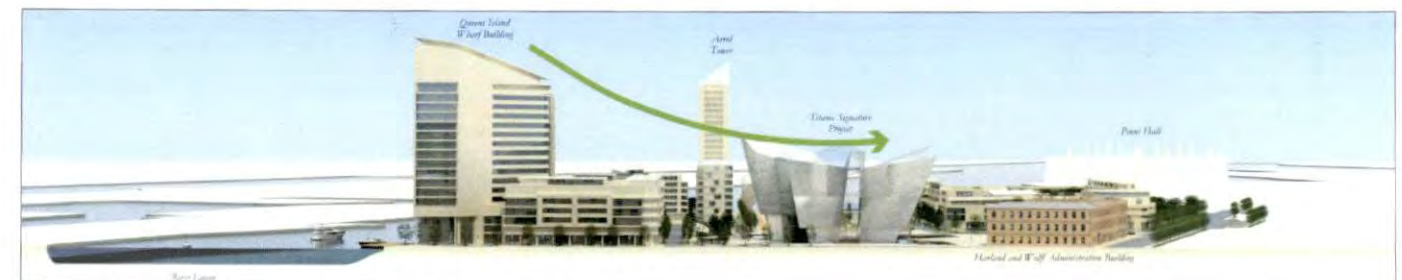


Fig 2.8 Building heights graded down to Drawing Office



3.0 ARCHITECTURAL PRINCIPLES



ARCHITECTURAL PRINCIPLES

3.1 ARCHITECTURAL DESIGN PRINCIPLES

The architectural design should be of the highest quality. Individual buildings must demonstrate how they meet these principles for the built form of the area as established under this, and complementary documents. The aim is to foster the evolution of an architectural character for Titanic Quarter with styles, forms and materials that anchor it to Belfast.

3.2 PUBLIC REALM INTERFACE

The public realm interface creates a clear distinction between public and private space and facilitates building access for all users. It should be designed to relate to the wider streetscape public realm.

- Building levels – establish ground floor and basement levels in accordance with site flood risk mitigation recommendations;
- Level access – as far as practicable, provide street level 'on-grade' access to buildings, particularly at Retail and Commercial uses frontages;
- Interface zone – provide a 1.5m wide (maximum) zone at the façade line to the pavement along streets. This zone may accommodate level changes between street grade and building levels;
- Landscape – assure continuity between the established public realm landscape detail into the Interface Zone, with thresholds carefully graded from public, to shared-private, to private spaces.

3.3 ACTIVE FRONTAGES

The base of buildings typically receive the most attention from passers-by. Likewise, occupants of the lower levels of buildings tend to feel a connection to the streets they overlook. Wrap non-habitable uses at ground level with active uses at the street front. This will assist to increase activity and improve surveillance on the street.

- Frontage types – vary by location in the Concept Master Plan, from high civic prominence (waterfront or public squares) to residential streetscapes;
- Basement car-parks – and like areas must not be visible from the street as far as possible. Conceal sub-floor ventilation and services openings within Interface Zones;
- Ground floors – the street levels of buildings should be clearly expressed and have a higher floor to floor dimension than the storeys above;
- Entrances – Maximise the number of private door entries at the street. Space shared entries and residential lobbies at no more than 15-20 metres apart;
- Shared spaces - Design the common areas, circulation cores and 'shared-private' spaces of buildings to promote a controllable degree of interaction between occupants. Minimise the number of dwellings served by stair cores to give occupants more privacy and control.



Fig 3.0 Promenade detail



Fig 3.1 Example of retail facade

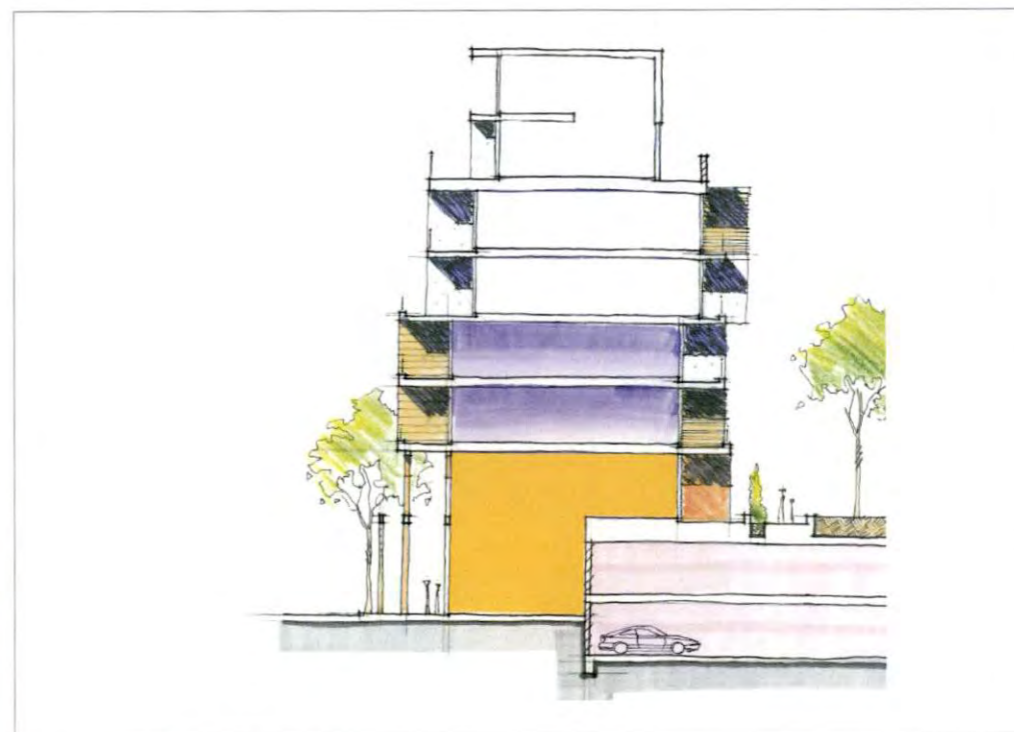


Fig 3.2 Section through retail building



Fig 3.3 Courtyard façade

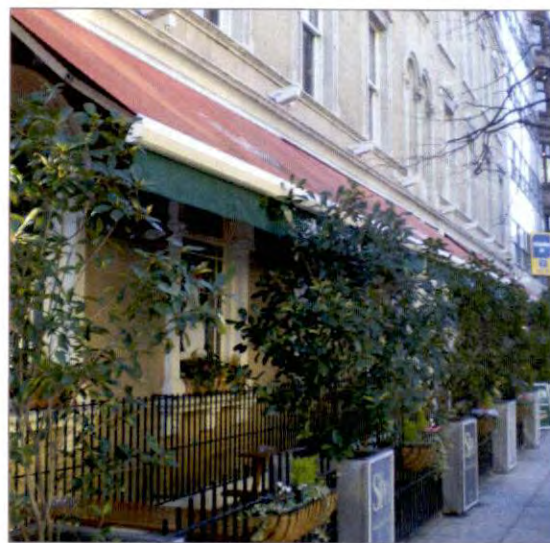
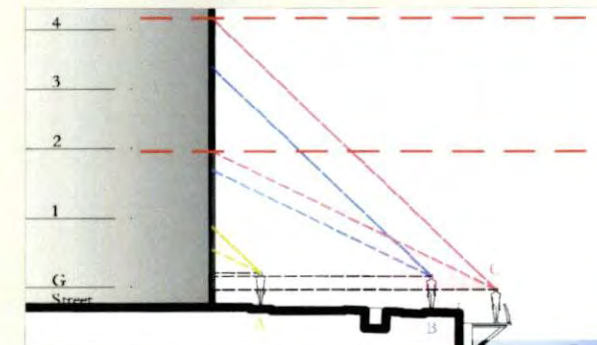


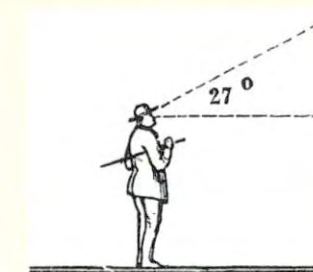
Fig 3.4 Ten Square, Belfast.



Fig 3.5 Illustrative view of Promenade



Optical guidelines for human scale:
 Building elements defining public space are legible if they are as high as half the distance from the observers eye (i.e. not above 27 degrees). Geometry can be used to ameliorate the height by positioning cornices, continuous balconies or other devices to capture the base of the building within the 27-degree cone of vision. Richer materials and detail below this line would hold the observers attention within a scale more in tune with the street level experience.



ARCHITECTURAL PRINCIPLES

3.4 FAÇADE ELEMENTS

Façade elements lend a place identity and positively contribute to the public realm experience. The use of 'thick walls' should be considered to reveal the inner arrangement of buildings and to allow buildings to respond to their urban context and setting.

- Entrances – building entries should be reflected in both scale and form to establish a clear identity for the building. This may be achieved with either vertical elements that project into the Interface Zone, or by different façade treatments, or larger scaled façade openings;
- Bays – use vertical 'breakfronts' or elements to divide long facades up into bays;
- Balconies & stepped walls – a 1.5m deep (maximum) articulation zone to each façade is assumed in the Concept Master Plan;
- Corner elements – these provide markers in the public realm, additional building height at prominent corners is acceptable;
- Cornices – develop clear 'break lines' between various parts of buildings such as base, façade zone and Roofscape. Relate these elements to adjoining buildings where appropriate.

3.5 MATERIALS

An important factor in the creation of enduring and successful urban environments is the use of high quality materials. Designers must consider the materials palette in context. A degree of uniformity in materials is desirable for visual harmony in the formation of streetscapes, particularly at the bases of buildings where buildings are perceived at close range.

- General palette – Materials used should include stone, 'Belfast brick', render, timber, steel and glass. Landmark buildings may contain a different palette of cladding materials to suit their context.
- Public realm – A high degree of consistency is required - with the landscape materials palette established in TQ Phase I. At the Base of buildings, & extending up to the first three storeys, a predominant use of 'Belfast Brick' is encouraged to promote a consistent TQ image experienced by the pedestrian via the public realm.

3.6 ROOFSCAPE

Variety in Roofscape contributes to the visual quality of streets and urban spaces, especially as seen from a distance. The Concept Master Plan establishes the overall height parameters and pattern for the Phase II skyline. A degree of uniformity to the Roofscape between non-landmark buildings is required to reinforce the urban structure proposed at Titanic Quarter.

- Varied roofline – avoid large, monolithic, or extruded roof forms generally unless broken-up by Architectural features;
- Setback floors – set-back the walls of uppermost floors a minimum of 1.5m from both street and inner courtyard façades;
- Architectural features – circulation cores, roof lights, lanterns, artworks and the like should be considered in terms of their contribution in the wider context of the public realm, i.e. reinforcing a prominent urban corner.



Fig 3.6 Façade studies



Fig 3.7 Façade studies

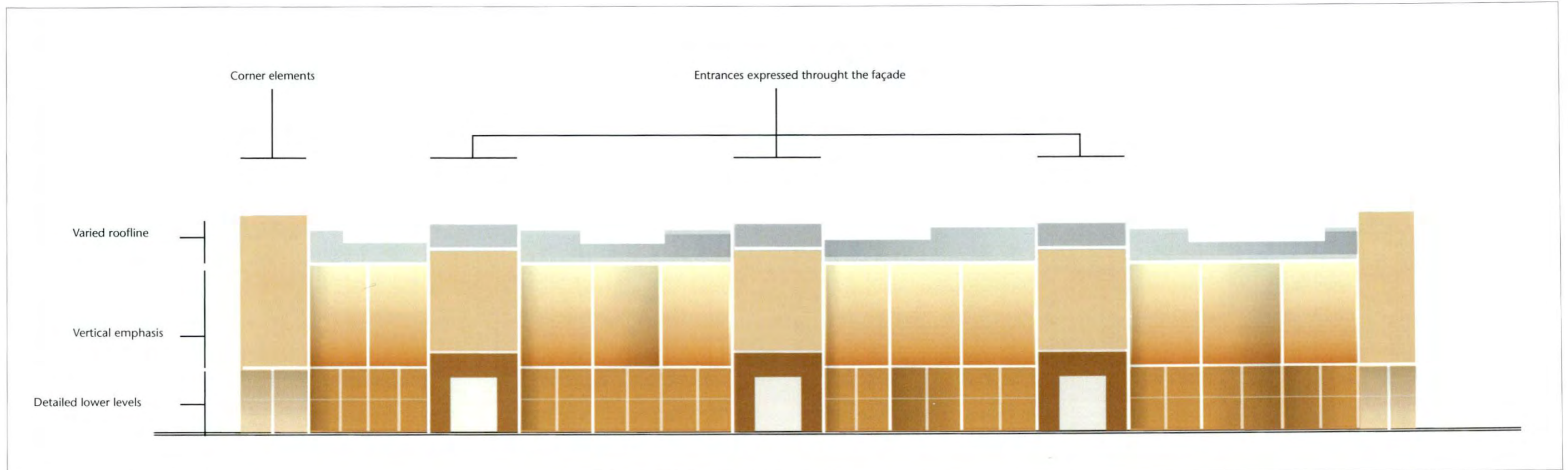


Fig 3.8 Façade composition studies



Adelaide Street



Victoria Street



Corner of Royal Avenue/Donagall Square North



Radisson Hotel, the Gasworks

Safety:
Eyes on the street provide security; placing windows facing the street and entrances to residences so the visitor knows where to enter and neighbours can see what is going on, increases activity while promoting surveillance on the street.

ARCHITECTURAL PRINCIPLES

3.2 TYPOLOGY AND CONTEXT

A mix of building types & land uses catering for the widest range of occupants is essential for creating a robust, and sustainable built fabric. Consider the needs & amenity of future users to facilitate a more sustainable environment.

- Context – The Concept Master Plan anticipates a range of building and façade types with a wide range of urban spaces and settings;
- Unit types – Provide a mix of unit types that respond to economic, social, and market needs;
- Adaptability - Ideally buildings are to be designed in a manner which would permit them to be adapted for other uses or unit types over time;
- Environmental design – incorporate appropriate design measures to insure long term sustainability.
- Frontage types – vary by location in the Concept Master Plan, from high civic prominence (waterfront or public squares) to residential streetscapes;

Building Communities:
The urban perimeter block structure provides scope for a range of building types. Accommodation from affordable studios & small flats, to comfortable family maisonettes, live/work units, commercial units and full retail units is possible at select locations. Mixed tenures and affordable housing units to be dispersed throughout the scheme. The aim is to develop a mix of uses and occupants that promotes human interaction and sense of community. Well designed dwellings such as double-orientation units promote long term occupation leading to stable communities.

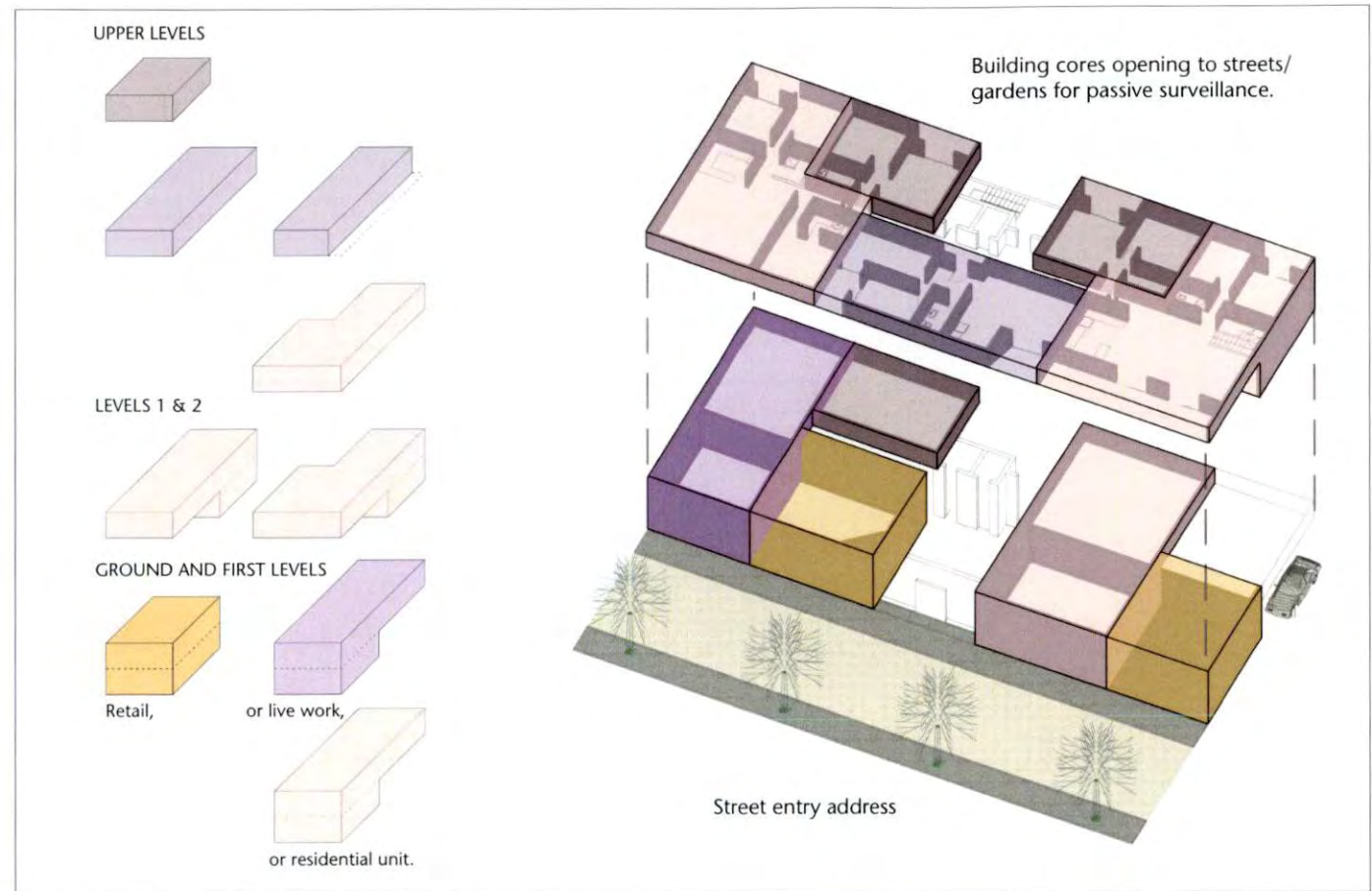


Fig 3.9 Combination of units sets a pattern in building facades

FACADE VARIATIONS	
WATERSIDE	
W1	Lagan River
W2	Abercorn Basin
STREETSCAPES	
H	High exposure facades (ie civic)
S2	Main distributor roads
S3	Secondary distributor roads
S4	Neighbourhood roads (adjacent to open green space)
S5	Shareways
R	Retail/Commercial Mix
O	Office Mix
L	Leisure
PEDESTRIAN CONNECTIONS	
P1	Main vehicle/pedestrian
P2	Pedestrian only
P3	Adjacent to courtyards
COURTYARD	
C1	Immediate courtyard
C2	Adjacent to pedestrian connections

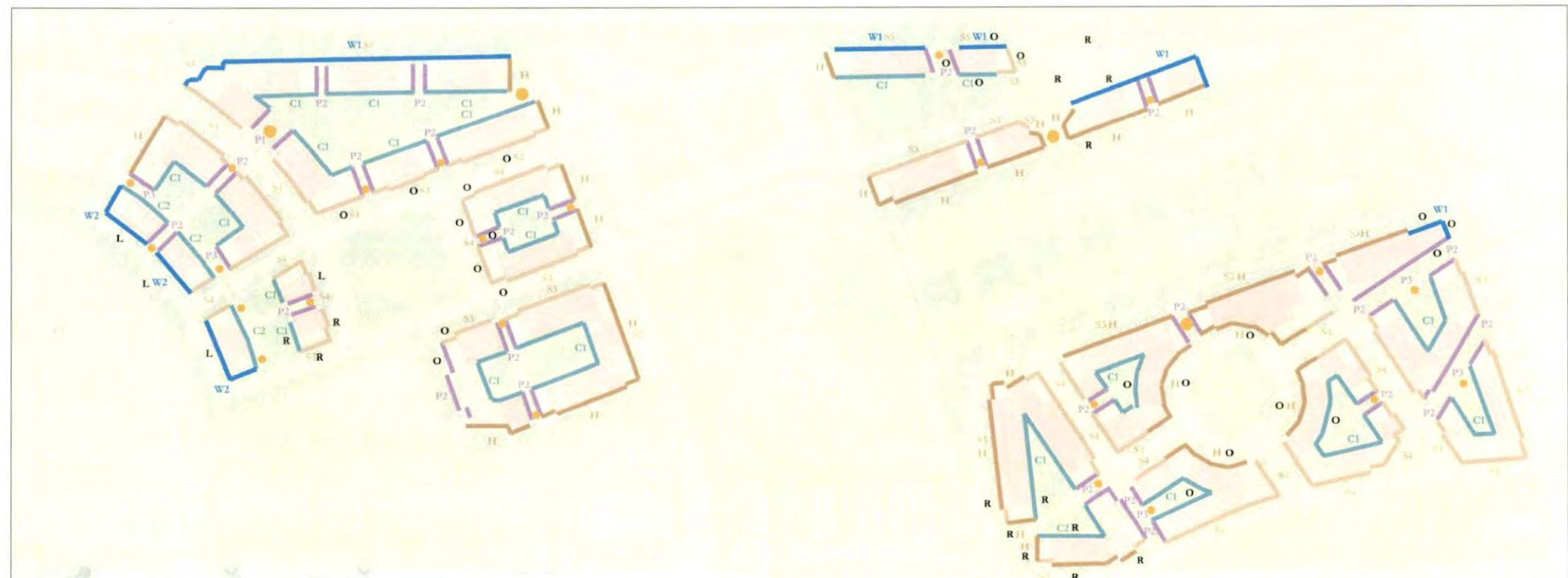
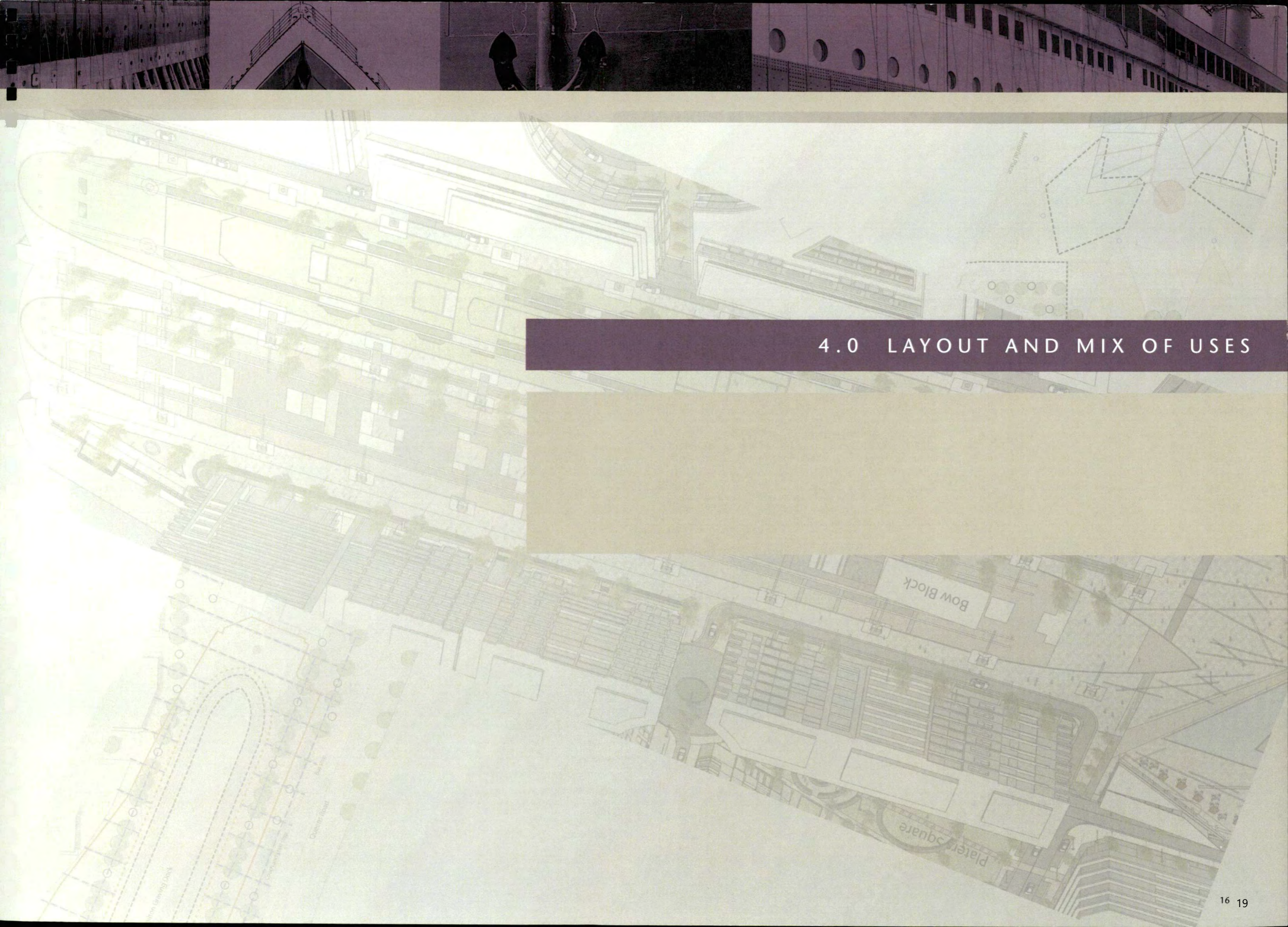
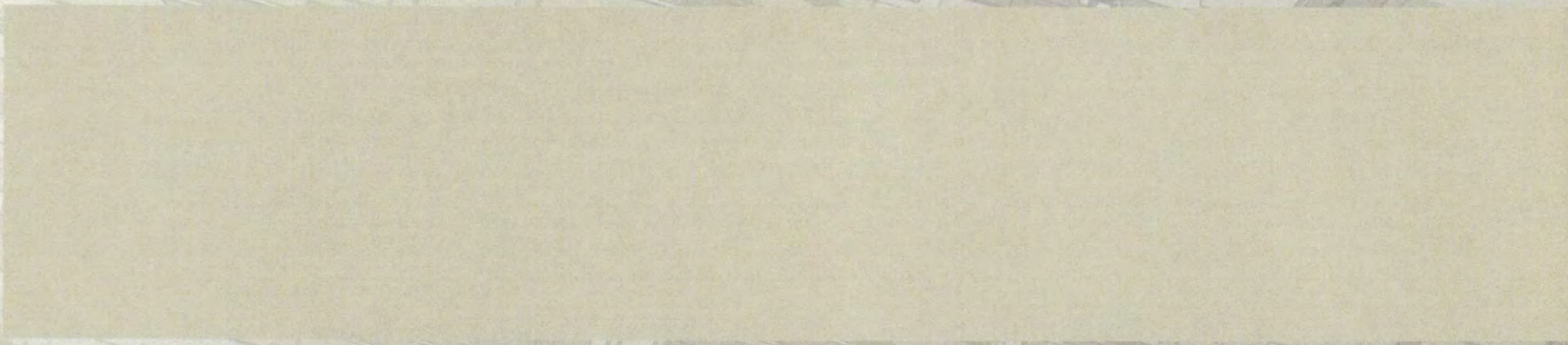


Fig 3.10 Phase II Residential façade types (non-landmark buildings)



4.0 LAYOUT AND MIX OF USES



LAYOUT AND MIX OF USES

4.1 VILLAGE CORE

At the core of Phase II Urban village lies the main non-residential uses within easy walking distance of each neighbourhood. Memorial Place lies at the centre, forming an open-air square for the Titanic Signature project, and connects the listed building, slipways, waterfront landing stage and Hamilton dock landmarks.

Safe pedestrian crossing points are to enter Memorial Place at the mid point of the north and west sides. As configured, it would be possible to walk the entire length of Phase II public realm with only one road crossing (the signalised crossing at the north side of the square).

The non-residential uses all to face the square, providing an identifiable centre with an active public realm.

Diagram 2
Non-residential uses to include a major visitor attraction, leisure, café/restaurant, work and retail, plus community services. The mix and concentration of uses to promote this part of Phase II as a city wide destination.

Gateways into the Heart to be defined by the main streets and edge-defining buildings that frame views into the centre and provide identity.

Sight lines across Memorial Place and the adjoining public realm to heritage features, local and distant landmarks to provide orientation and invite exploration.

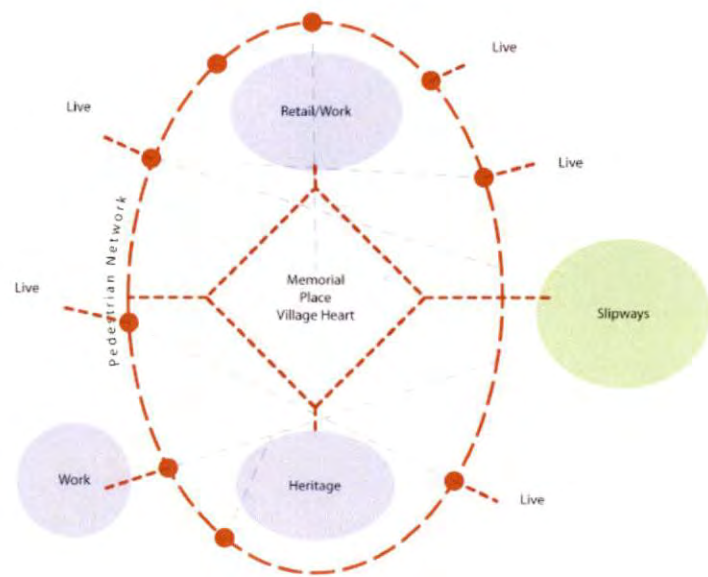


Fig 4.0 Village core connectivity diagram



Fig 4.1 Access to public and private space

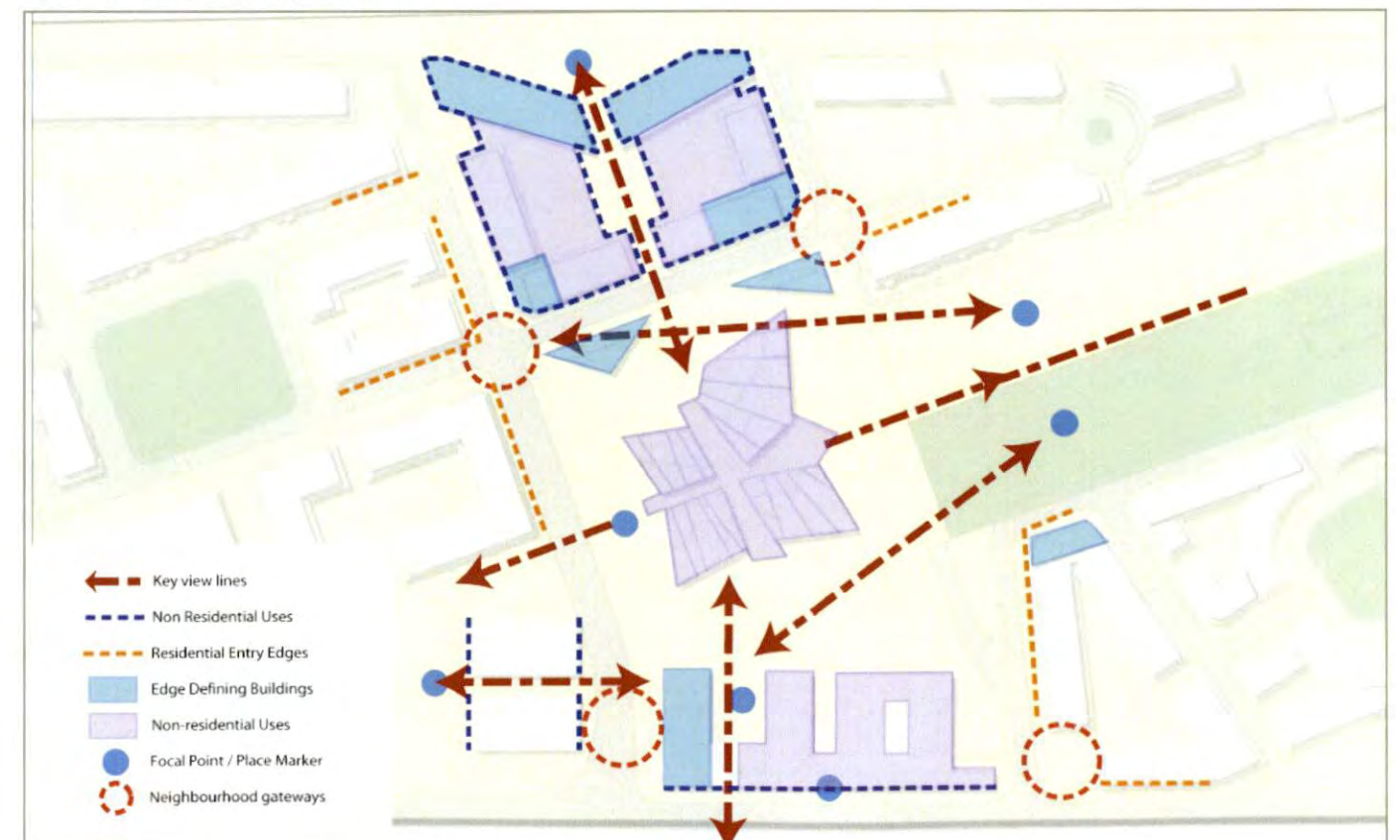


Fig 4.2 Gateway neighbourhood anchors and focal points

4.2 SOUTH YARD SQUARE NEIGHBOURHOOD

South Yard Square to be placed as the community heart onto which ground floor live-work units front.

Safe pedestrian crossing points to enter the square at the mid point of the four sides and connect into residential courtyard access points, adjacent pavements and footpath networks.

The main residential addresses and access points to face the square bringing life to the streets and encouraging use of the space.

Non-residential uses including leisure, cafe/restaurant, work and retail, to be located at the edges of the neighbourhood promoting movement and circulation around the area and enhancing the connectivity with adjacent areas of Phase II.

Gateways to the neighbourhood to be marked through corner buildings that identify the area and help to develop the character of the South Yard neighbourhood.

Carefully positioned placemarkers and sight lines to local and distant landmarks to further aid orientation and promote circulation within and around the neighbourhood.



Fig 4.3 South Yard Square connectivity diagram



Fig 4.4 Access to public and private space

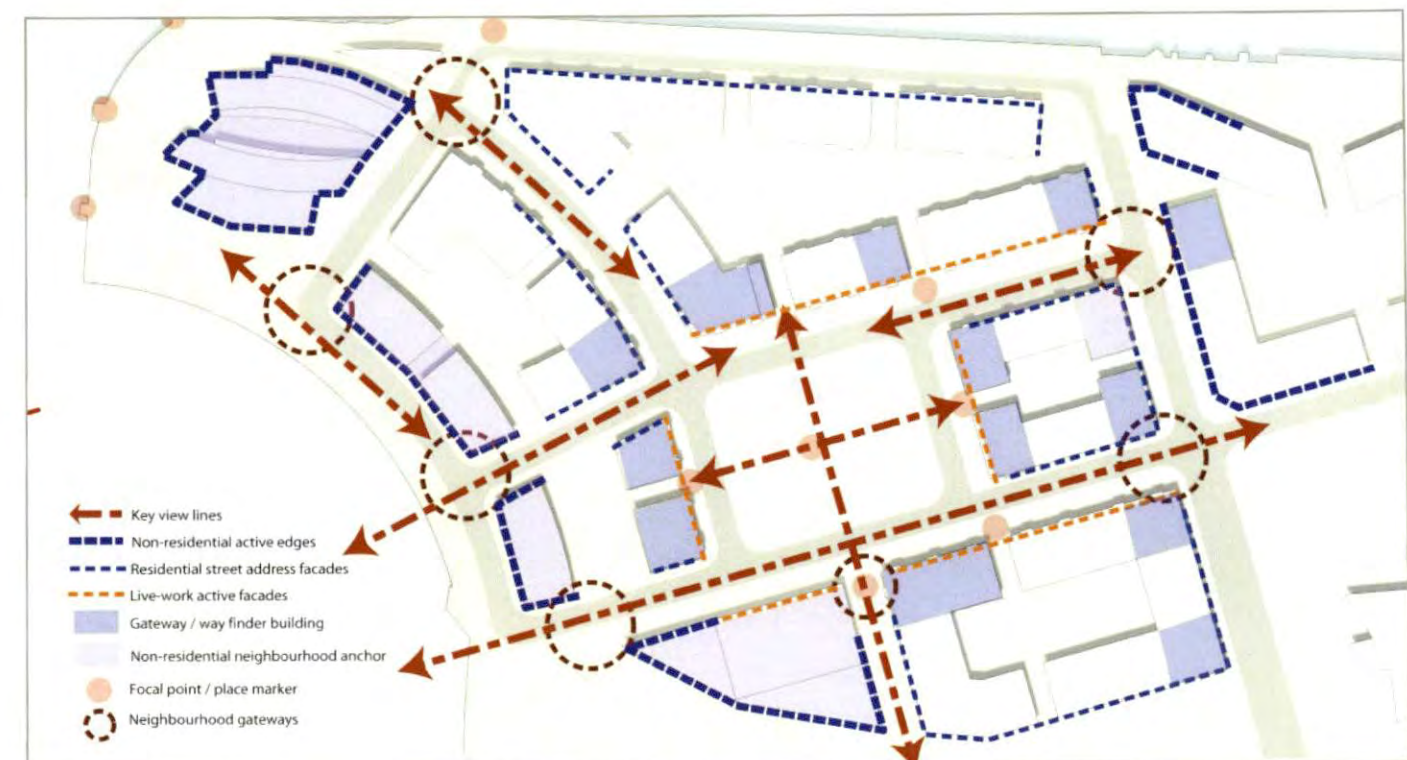


Fig 4.5 Gateway neighbourhood anchors and focal points

LAYOUT AND MIX OF USES

4.3 NORTH YARD SQUARE NEIGHBOURHOOD

The neighbourhood is to be well served by pedestrian connections within, into and out of the area. Main pedestrian routes to be located along key sight lines with safe crossing points provided to access parks and pedestrian streets.

Vehicular access points to internal parking and service areas to be located sensitively within the building facades and located away from key sight lines.

Pedestrian access to and from the private courtyard gardens to be located so as to further promote movement through the public realm.

The four corners of the neighbourhood to be identified through the location of non-residential uses that include community, retail, leisure and cafe. These corner elements to help aid orientation and promote movement through the neighbourhood.

A series of gateway / corner buildings further to aid permeability and orientation and the design of these should aim to develop the character of the area.

The internal public park to be flanked by live-work facades that encourage a range of mixed-use residential activities and a vibrant street life bringing life, animation and increased perceived security to the public realm.

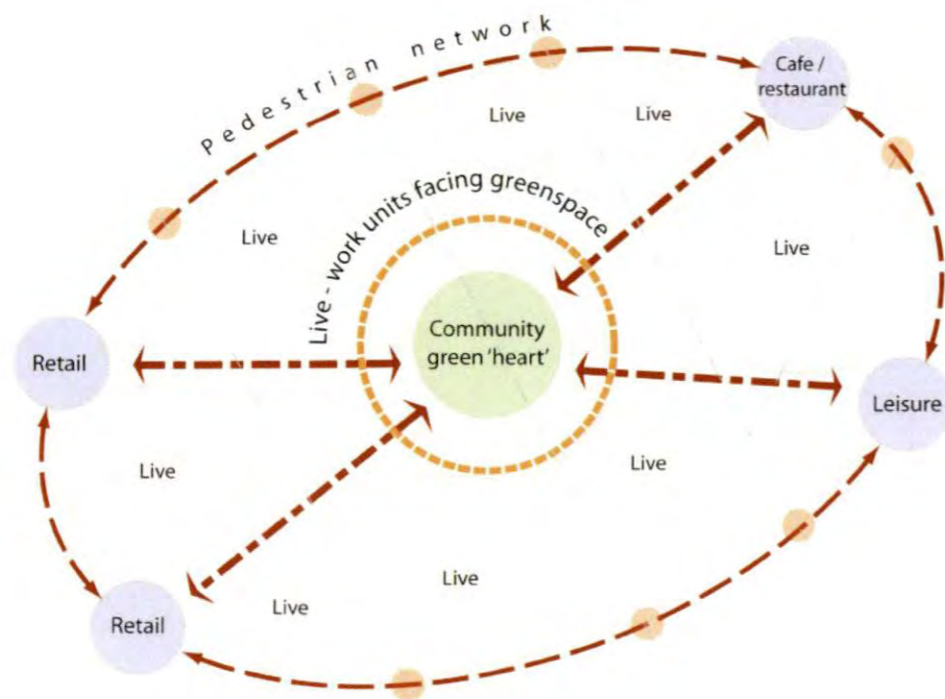


Fig 4.6 North Yard Square connectivity diagram

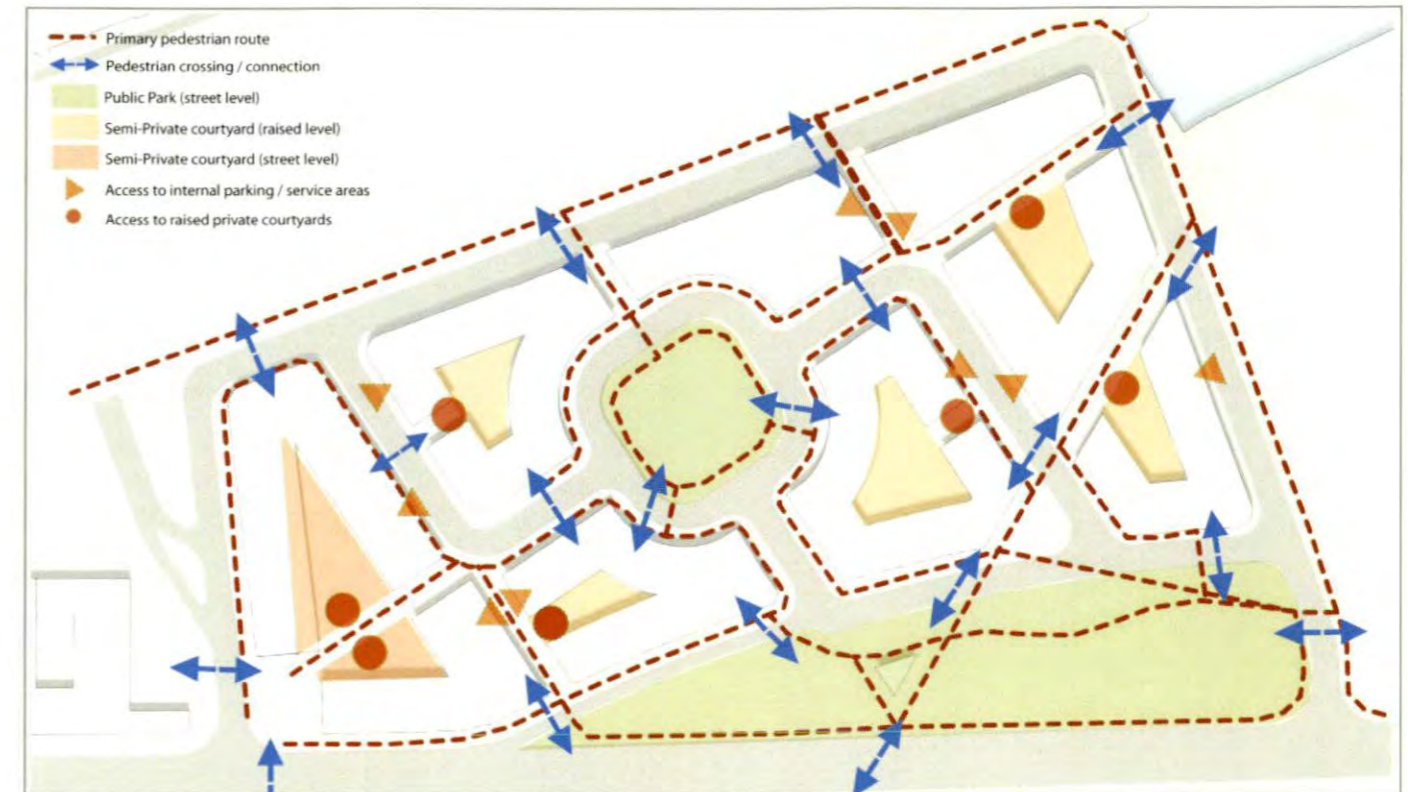


Fig 4.7 Access to public and private space

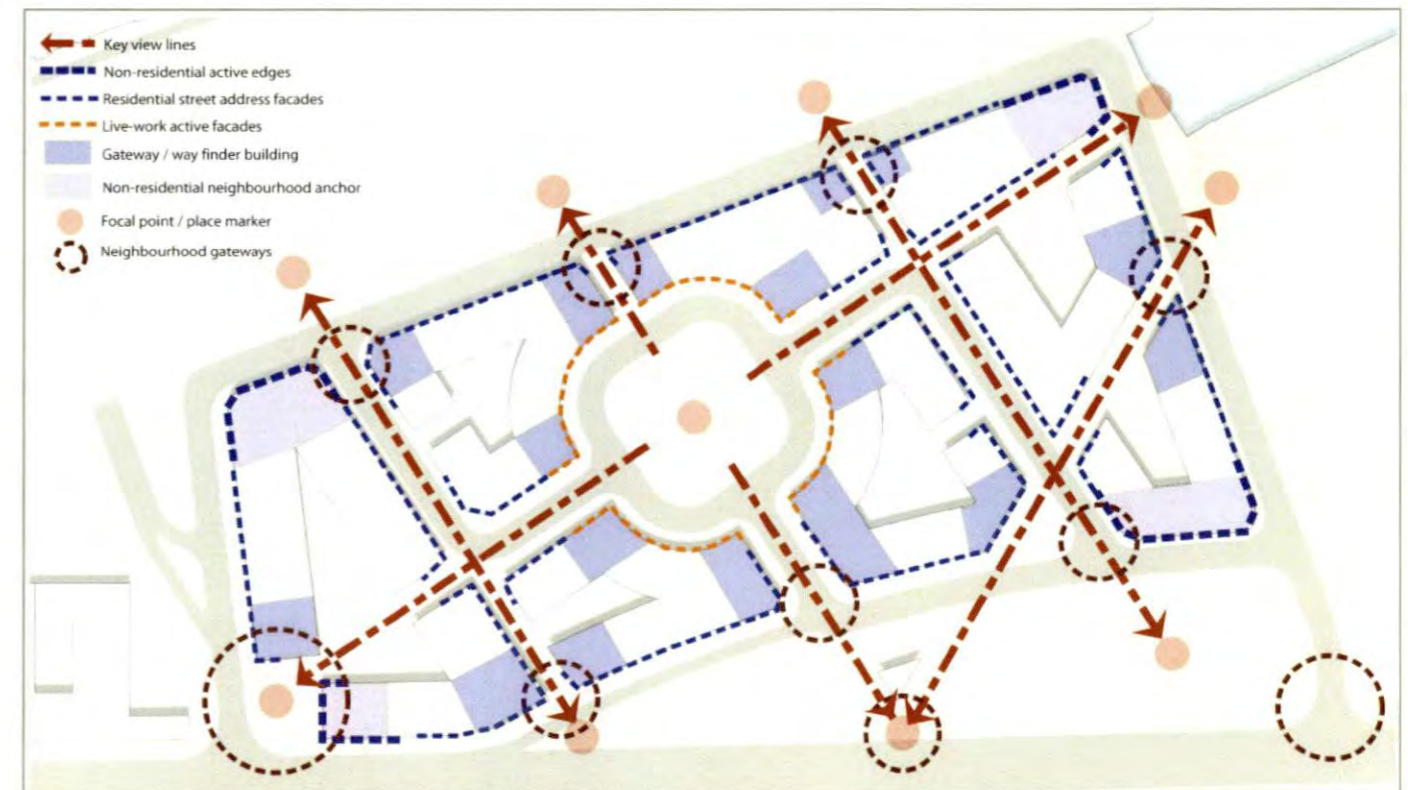


Fig 4.8 Gateway neighbourhood anchors and focal points

4.4 PLATERS SQUARE NEIGHBOURHOOD

The neighbourhood of Platers Square to be a mixed-use neighbourhood with three quarters of the uses non-residential. The neighbourhood focus to remain the centrally located greenspace.

Located at the furthest point of Phase II, this neighbourhood is to become a leisure destination with the residential component appealing more to couples and singles rather than families. The central greenspace to become a lunchtime breakout and an evening meeting space.

Vehicular access to the blocks to be located away from key sight lines, with pedestrian access located so as to promote street life and circulation around the neighbourhood.

Architectural detailing of building corners to enhance the sense of arrival into the neighbourhood whilst also aiding orientation.

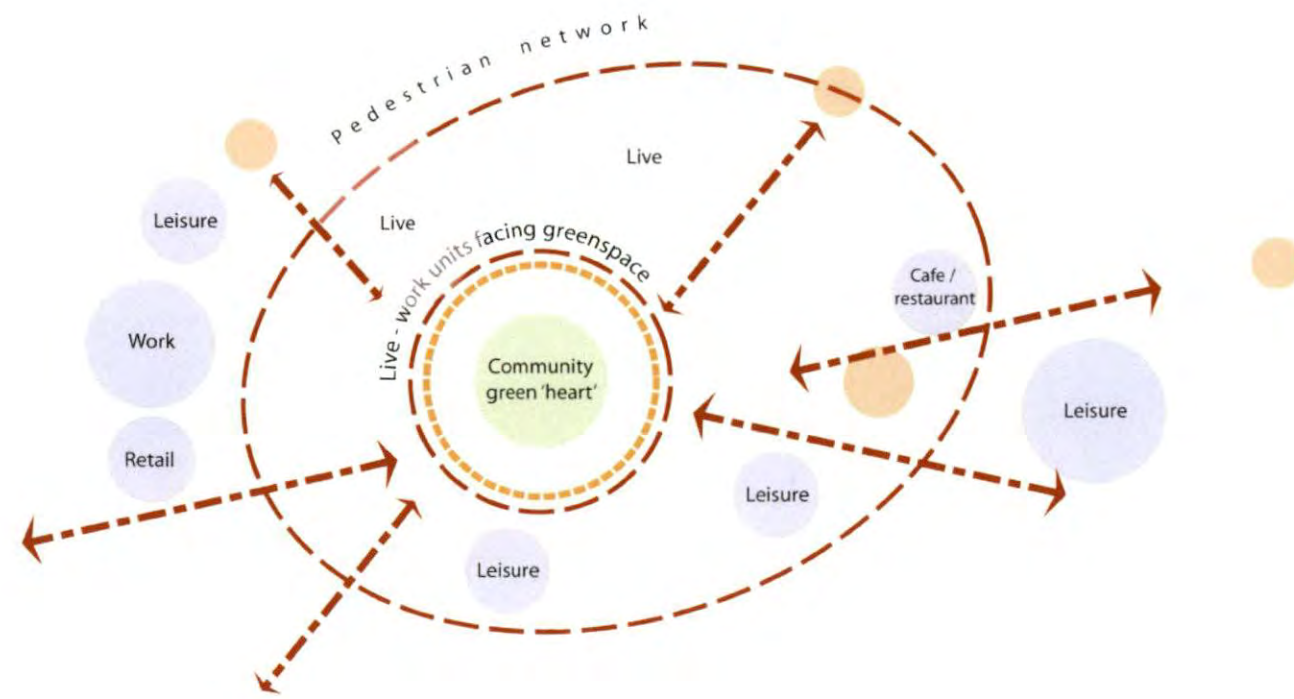


Fig 4.9 Platers Square connectivity diagram

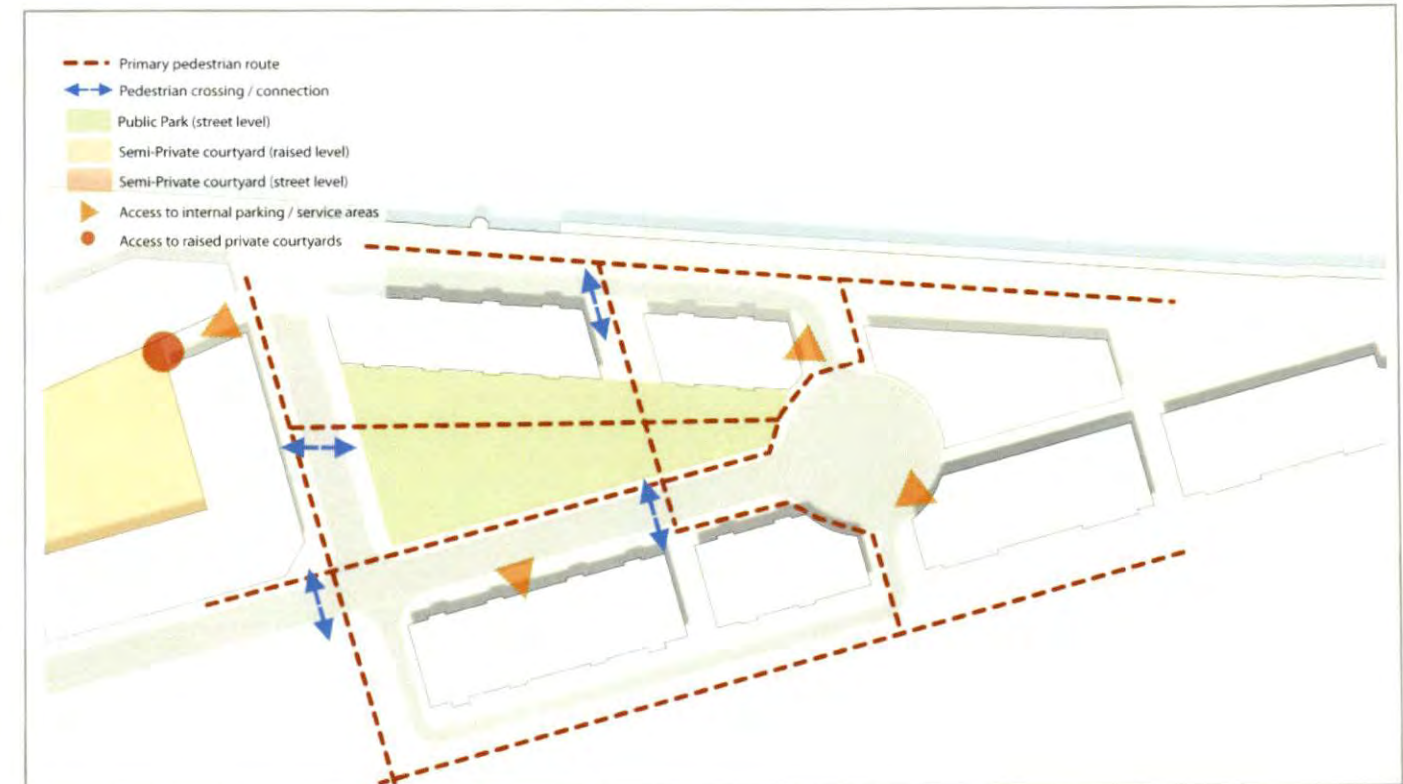


Fig 4.10 Access to public and private space

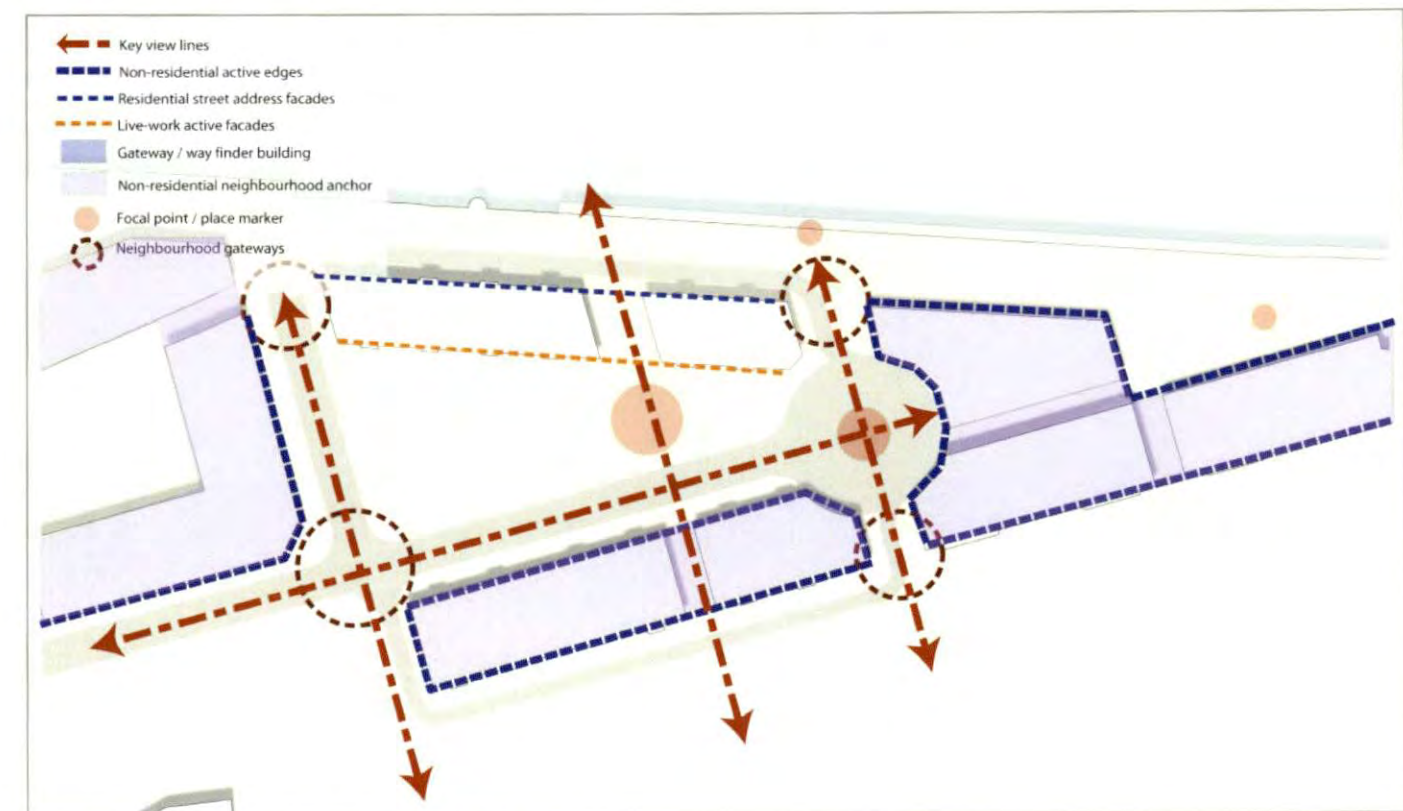


Fig 4.11 Gateway neighbourhood anchors and focal points

LAYOUT AND MIX OF USES

4.5 ABERCORN CRESCENT

A palette of materials to help identify key routes, places to linger, and connections to the wider street network.

The historic fabric to be restored and made explicit in the landscape design proposal. The existing riverside quay wall coping to be revealed in the new timber boardwalk.

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

The Waterfront promenade to provide a major leisure destination for Titanic Quarter Phase II. The walk to commence at Hamilton Dock providing a continuous route 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. A hierarchy of public spaces to be configured along the river edge routes for faster pedestrian and cycle movement. These are to run in parallel but separated by a row of carefully selected street trees with restricted areas of vehicle movement.

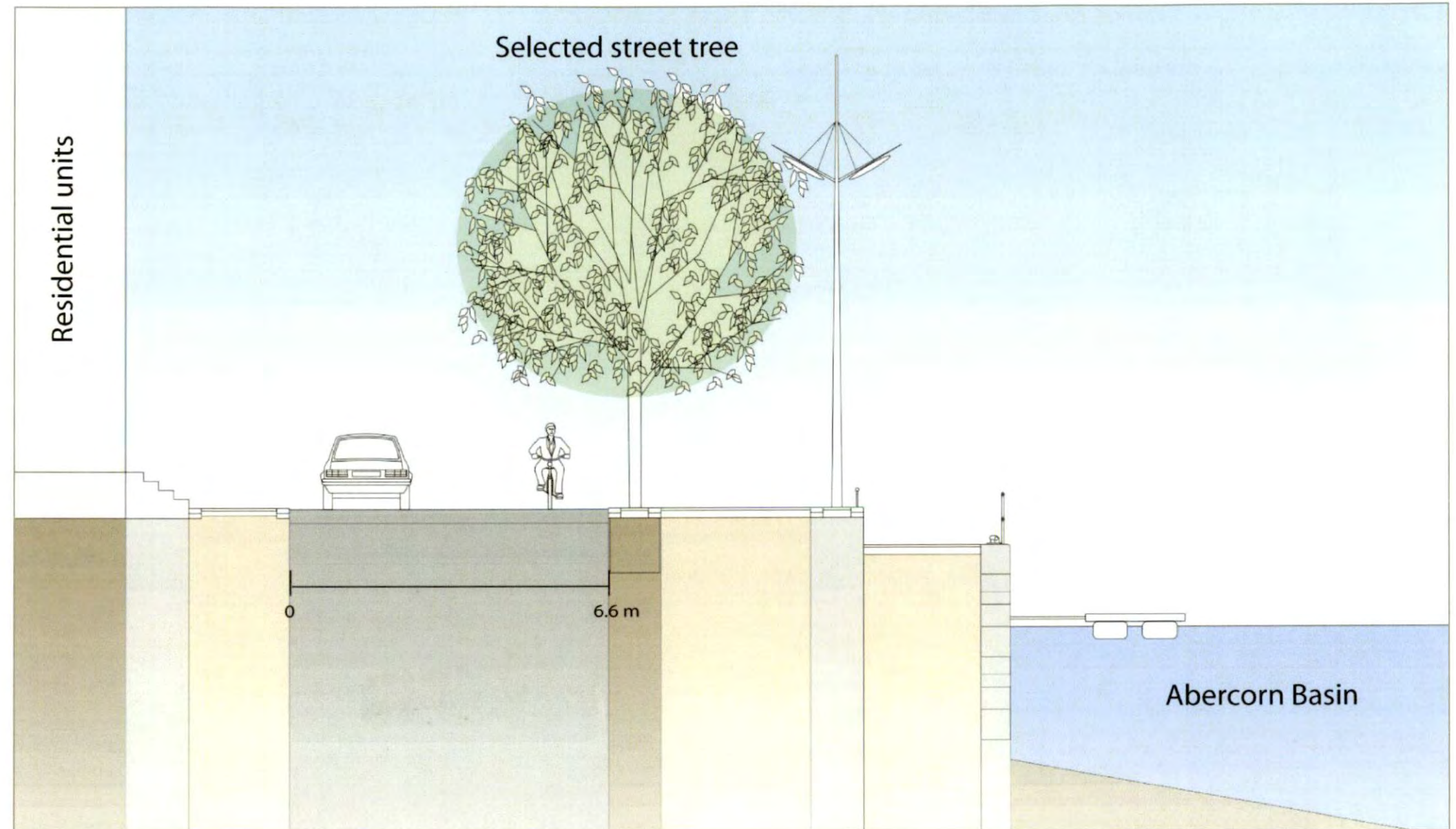


Fig 4.12 Illustrative cross section

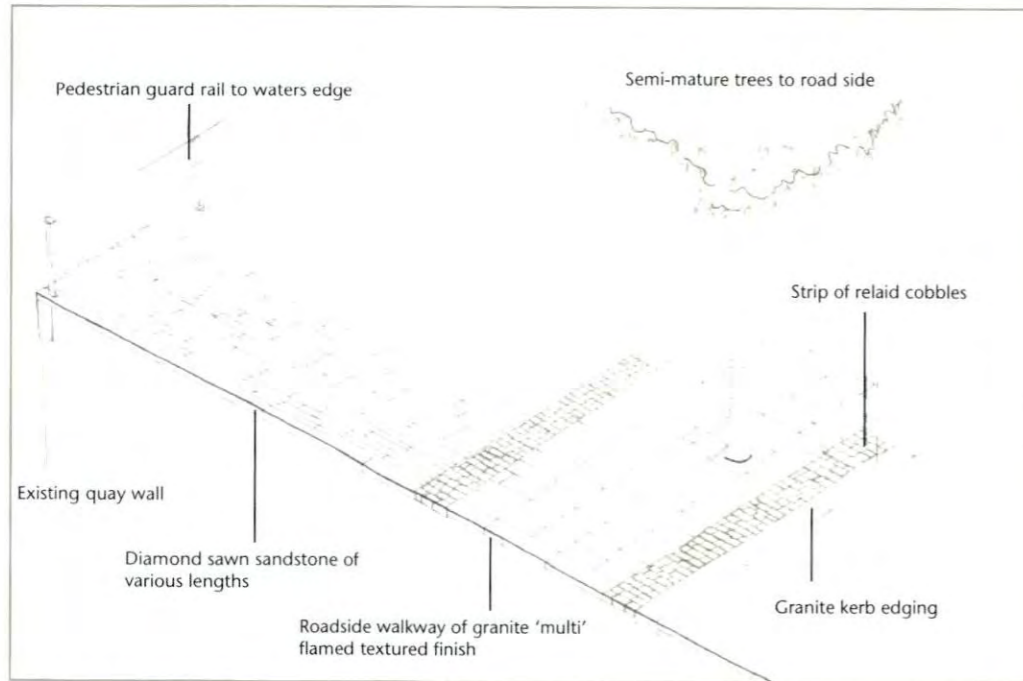


Fig 4.13 Indicative details

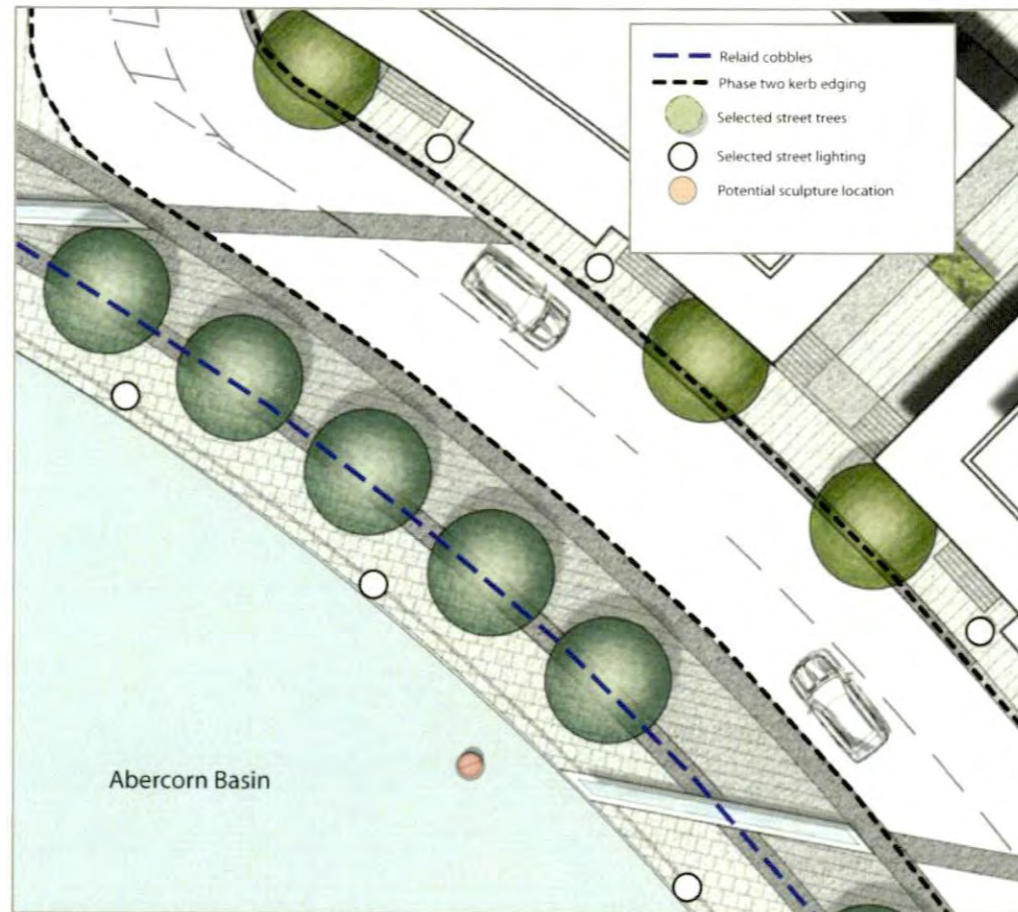


Fig 4.15 Illustrative plan detail



River edge promenade detail



Fig 4.14 Pedestrian view looking west



Dock edge detailing

LAYOUT AND MIX OF USES

4.6 LAGAN WATERFRONT PROMENADE

To be configured as a hierarchy of public spaces for movement along the river edge, faster pedestrian and cycle routes to run 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. The Village Heart to meet the water and to be the prime place for waterfront dining and recreation.

Leisure uses or 'nodes' to be clustered at Abercorn Point, and at the most northerly point.

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

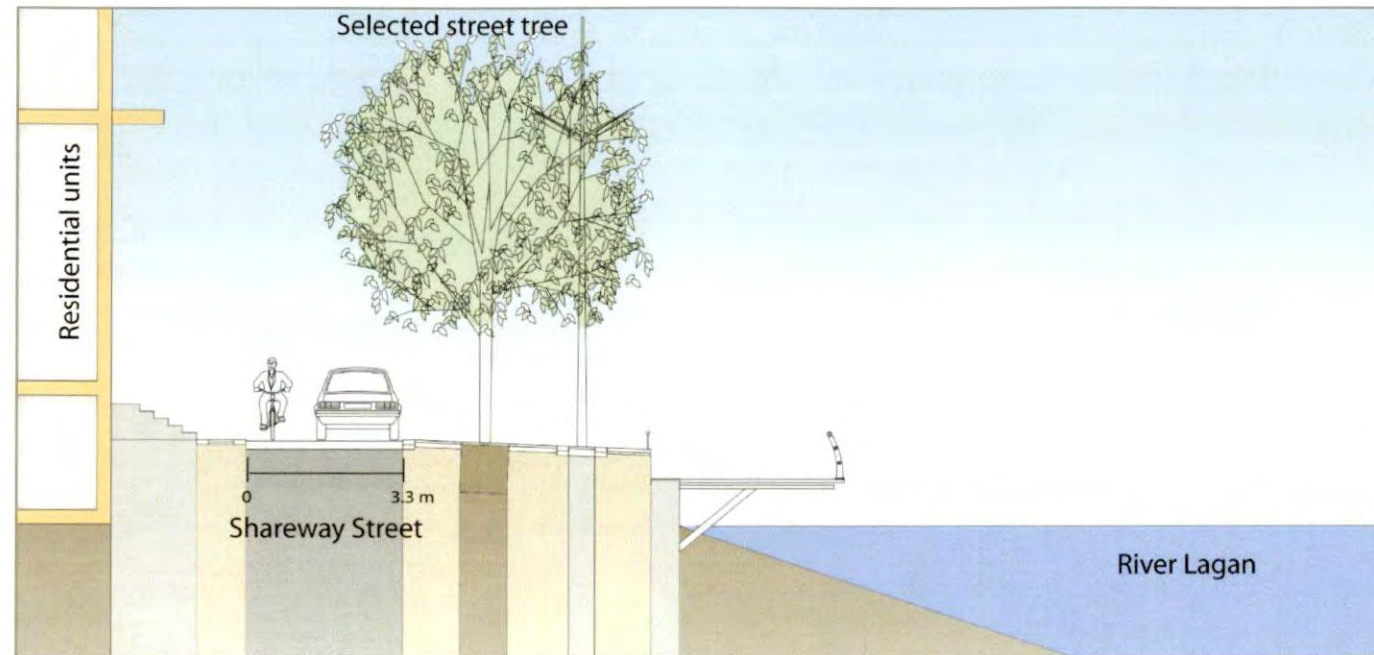


Fig 4.17 Illustrative cross section of promenade

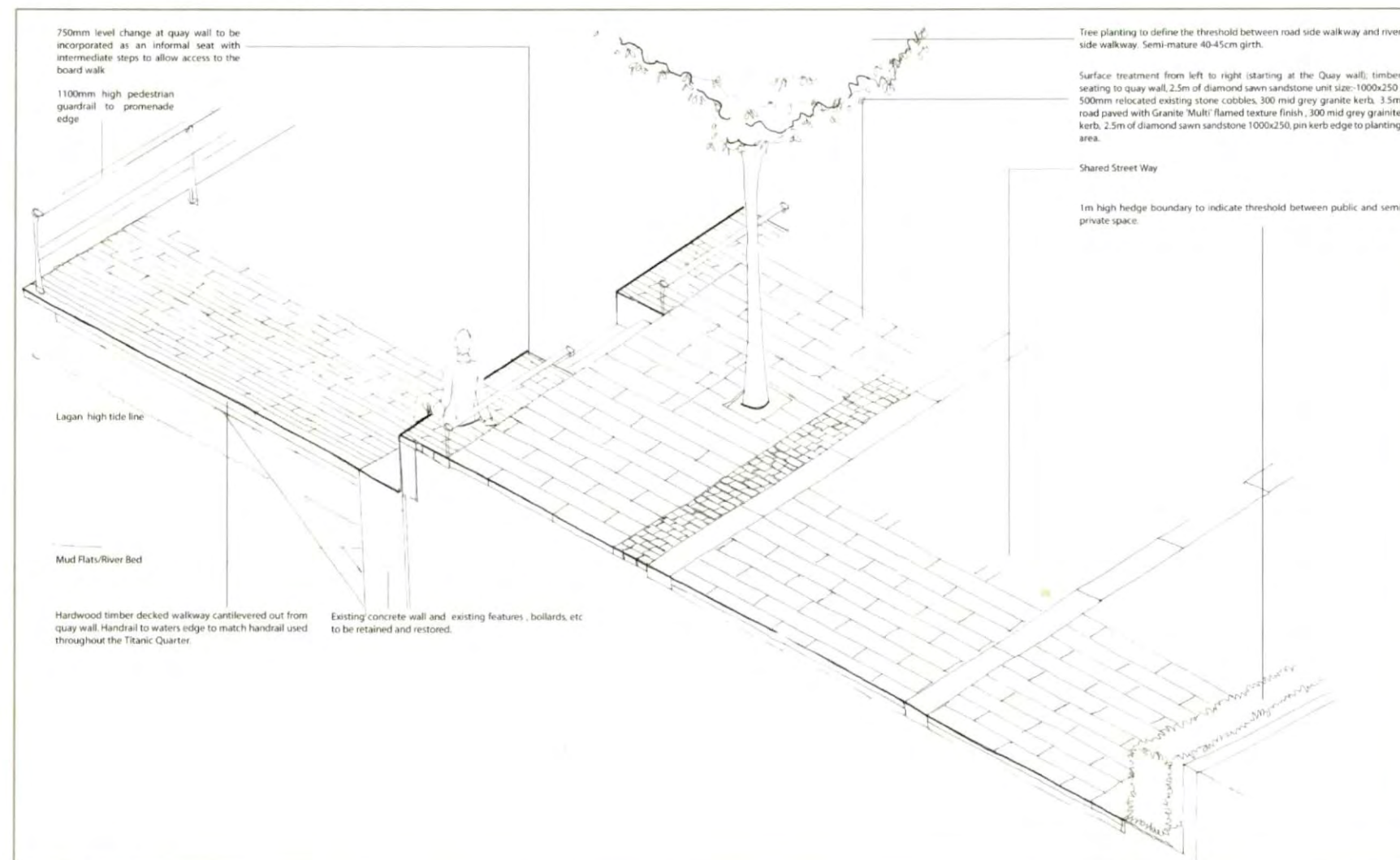


Fig 4.18 Indicative detail

LAYOUT AND MIX OF USES



Fig 4.19 Illustrative section of Lagan frontage

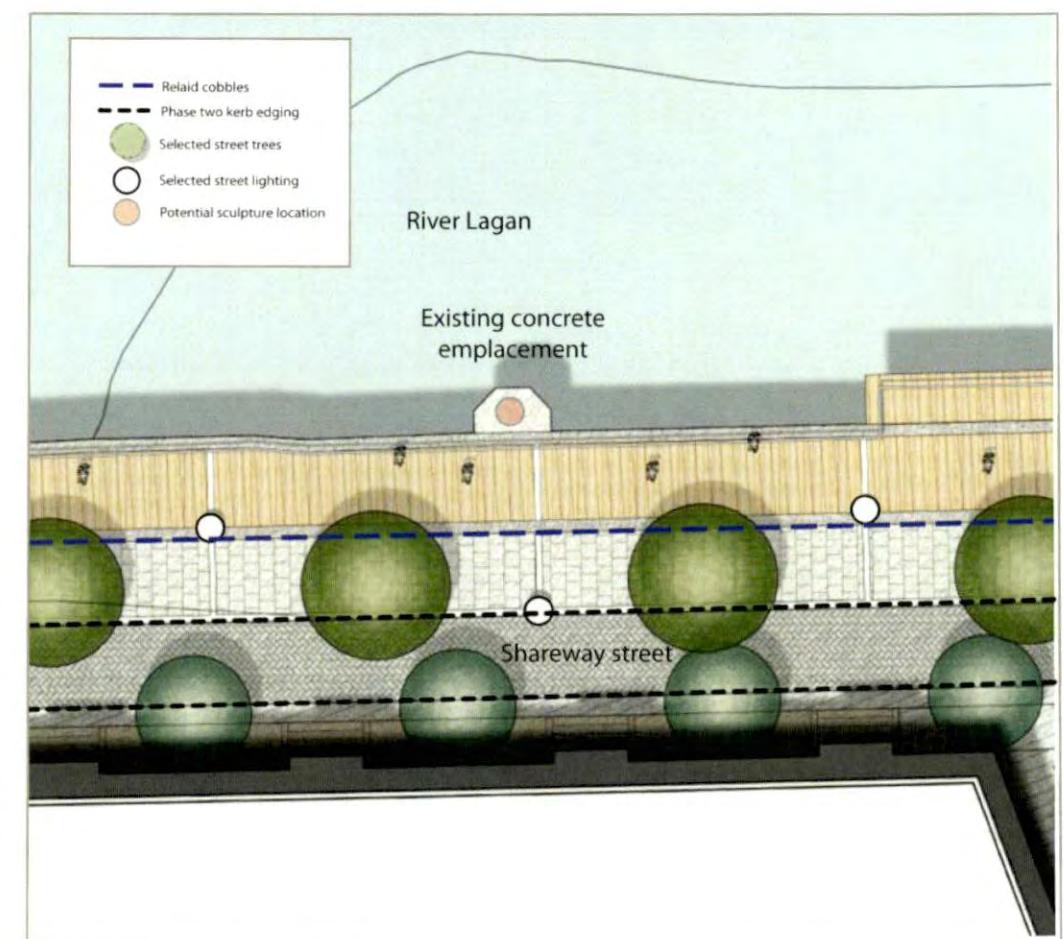


Fig 4.20 Indicative plan of Lagan front

LAYOUT AND MIX OF USES

4.7 NORTH YARD SLIPWAYS

The treatment of the entry points of the North Yard Slipways is extremely important as these are scheduled and remain a significant point of heritage reference. The scheduled land associated with the former Titanic and Olympic slipways extends out into the water adjoining the end of the slipways.

The intention of the design is therefore that there must be a strong visual connection between the end of the land and the water free from obtrusive physical barriers.

Currently the edge of the slipways here consists of tipped aggregate and driven steel piles in between the historic concrete emplacements. The intention is to leave this as is and to construct a cantilivered landscape over the top of the tipped aggregate that reinforces the connectivity between land and water as the tide rises and laps beneath the overhanging platform.

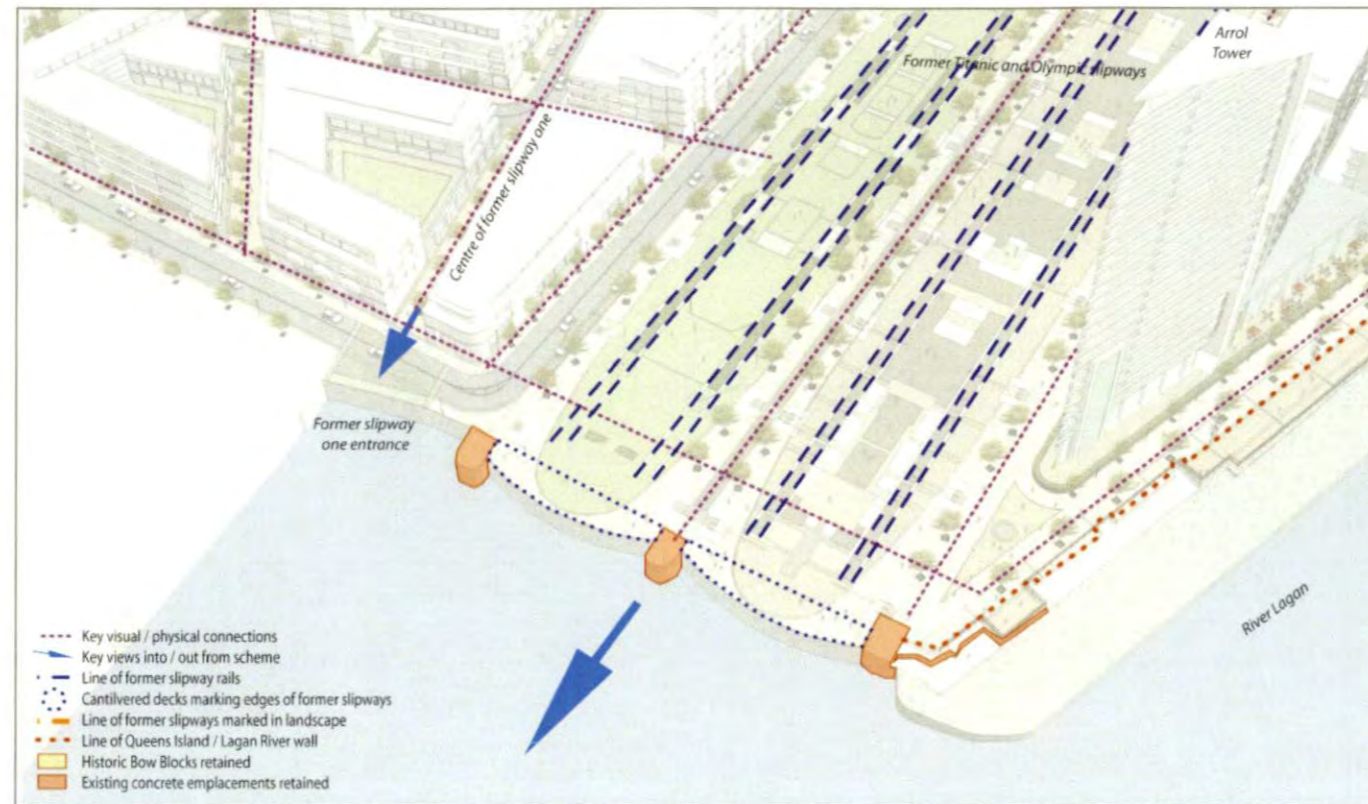


Fig 4.21 Slipways North end

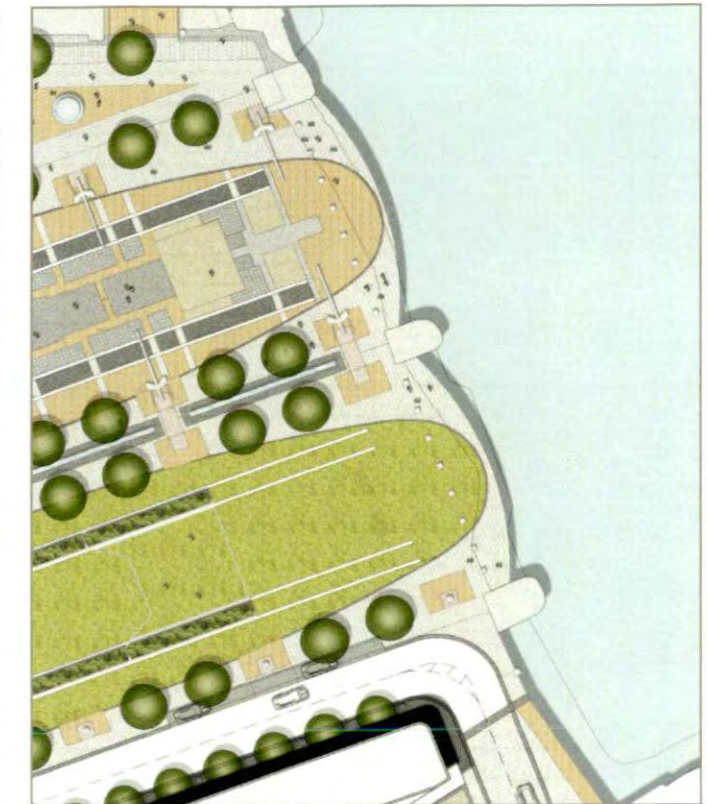


Fig 4.22 Indicative plan of waters edge

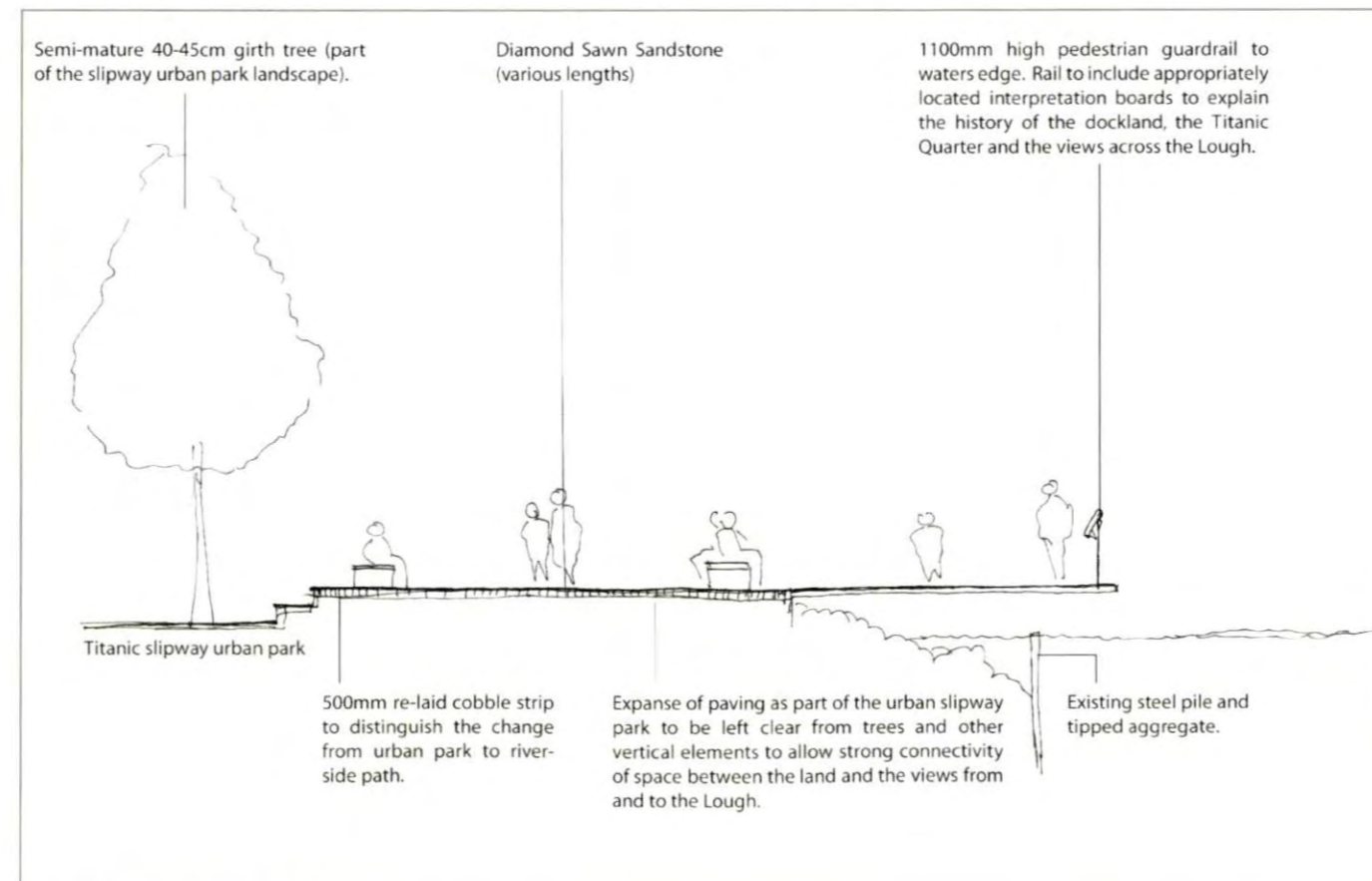
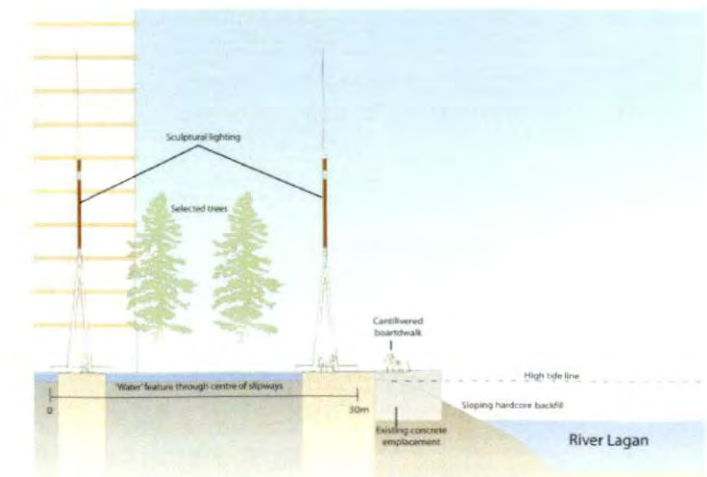


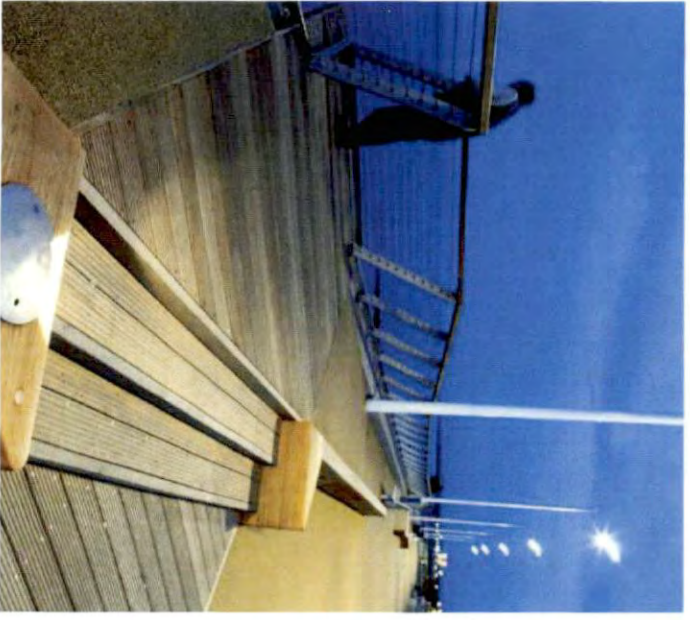
Fig 4.23 Indicative detail of water edge



4.24 Indicative section of slipways



LAYOUT AND MIX OF USES



LAYOUT AND MIX OF USES

4.8 MIX OF USES



Fig 4.26 Residential



Fig 4.27 Leisure

- Food and beverage
- Bars and dining
- Leisure
- Hotel

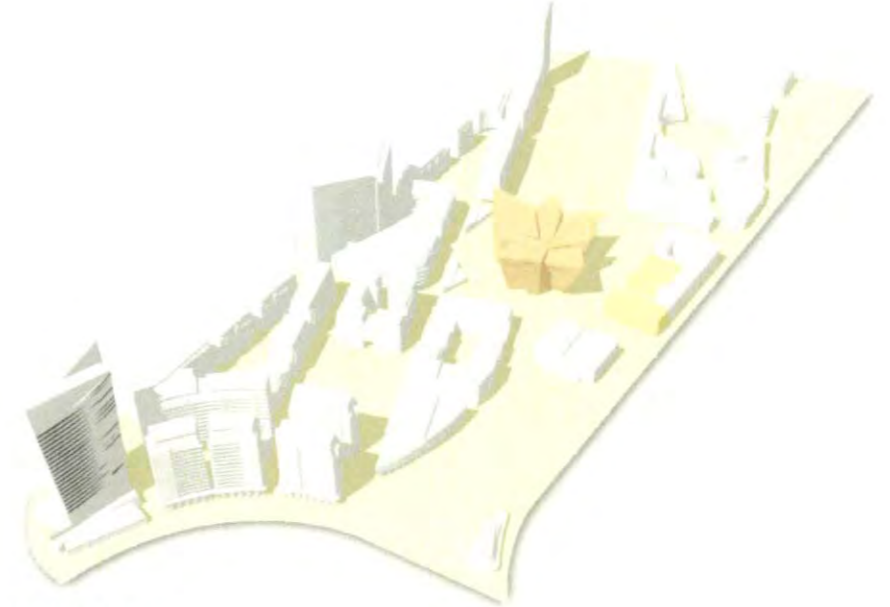
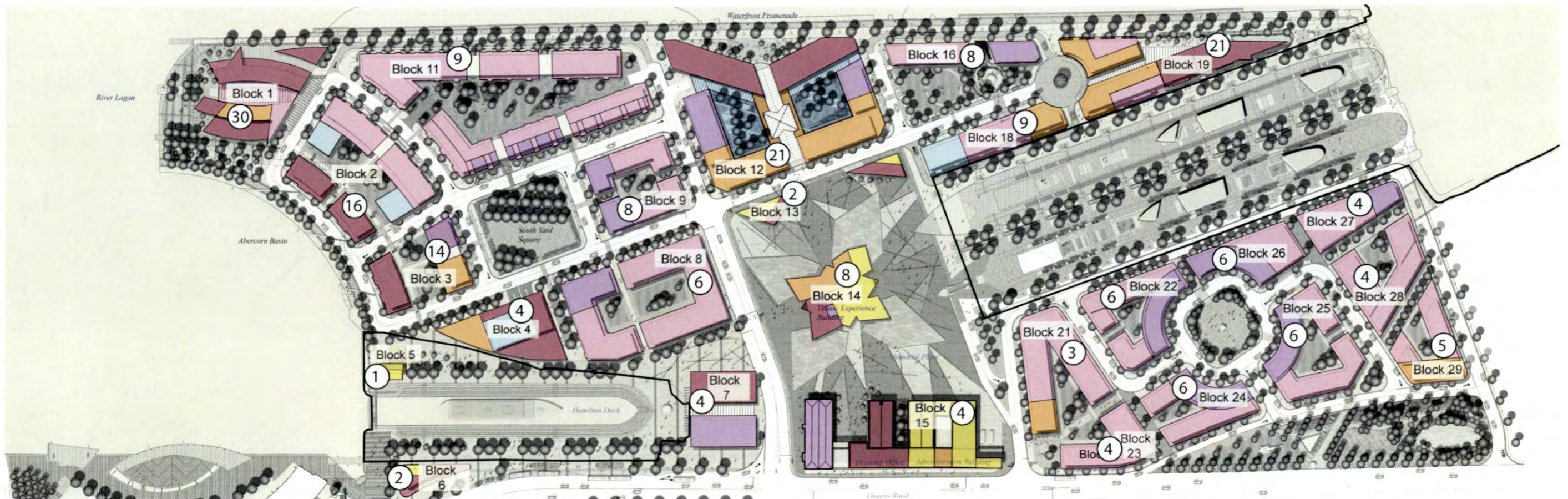


Fig 4.28 Tourism



4.25 Indicative uses plan

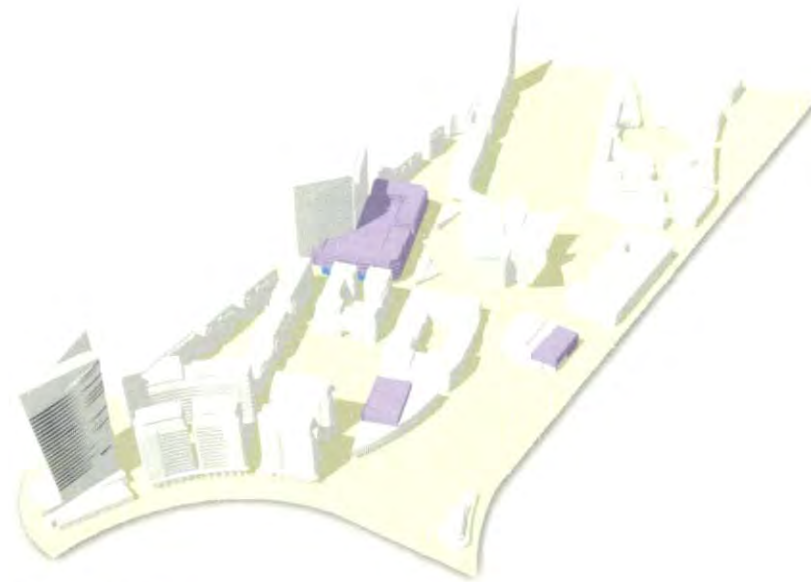


Fig 4.29 Employment

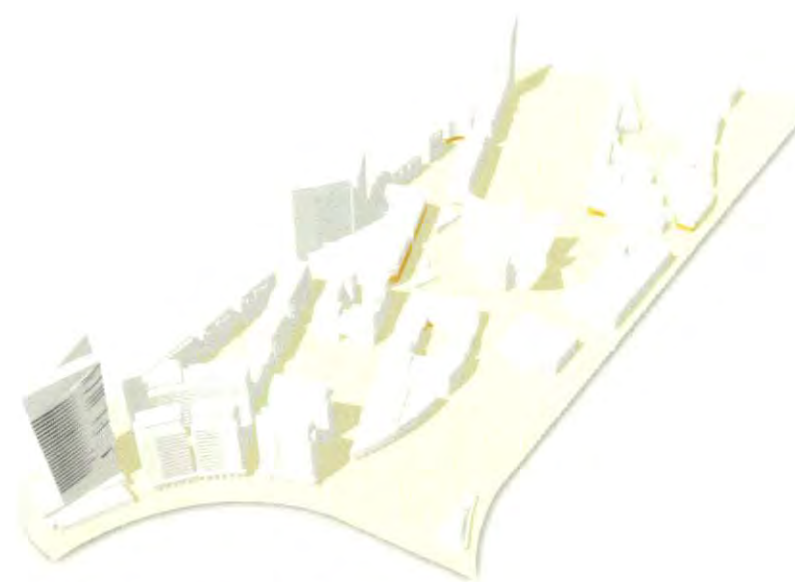


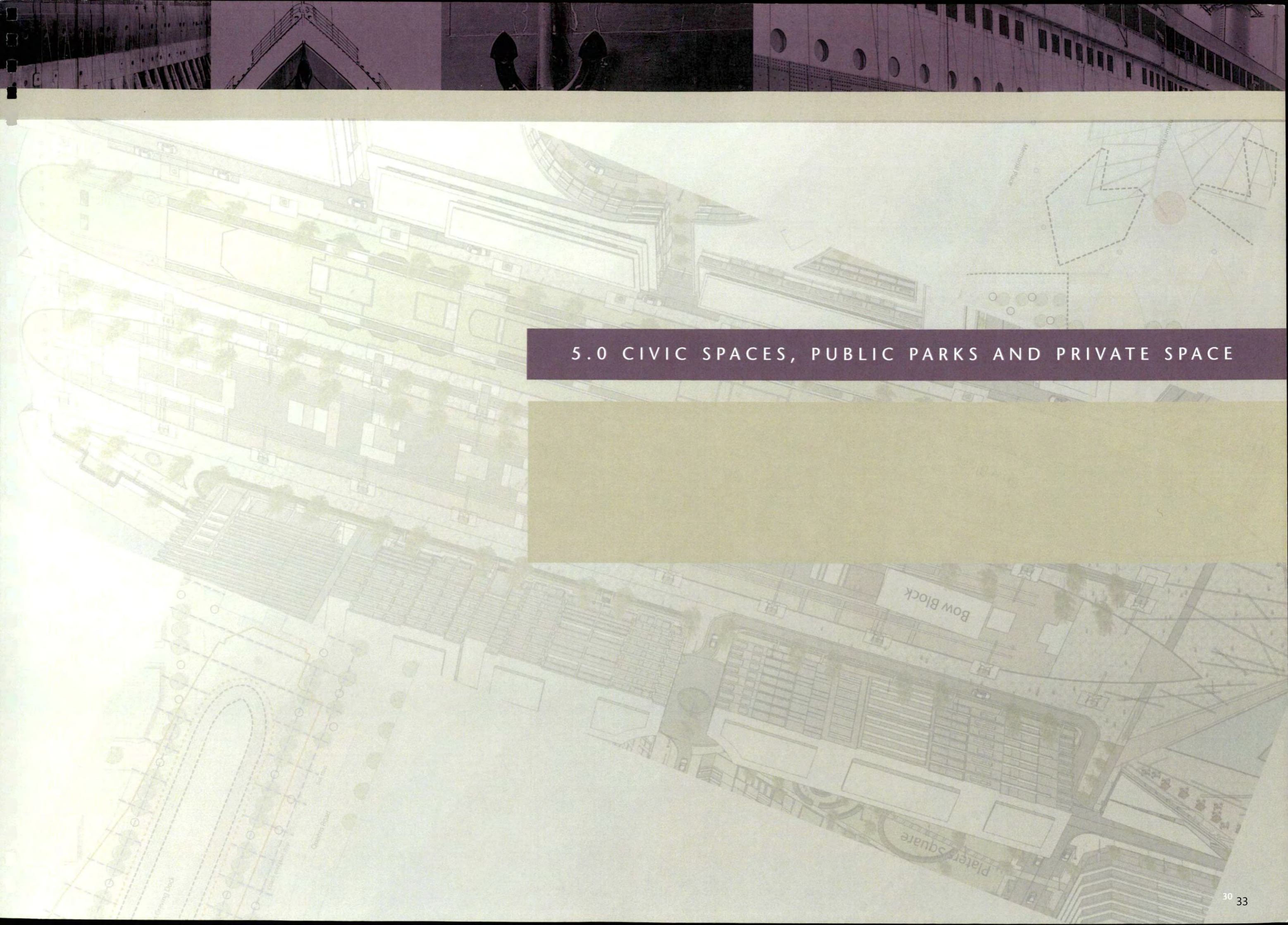
Fig 4.30 Local services/Community uses

TITANIC QUARTER BELFAST PHASE II - LAGAN VILLAGE DEVELOPMENT MATRIX																																	
PHASE	PHASE A			PHASE D			PHASE C				PHASE B			PHASE E				B	PHASE E							TOTALS							
	ABERCORN ARC			HAMILTON DOCK			SOUTH YARD SQUARE				VILLAGE HEART			PLATER'S SQUARE				SLIPS	NORTH YARD SQUARE								PARK						
	PLOT 1	PLOT 2	PLOT 3	PLOT 4	PLOT 5	PLOT 6	PLOT 7	PLOT 8	PLOT 9	PLOT 10	PLOT 11	PLOT 12	PLOT 13	PLOT 14	PLOT 15	PLOT 16	PLOT 17	PLOT 18	PLOT 19	PLOT 20	PLOT 21	PLOT 22	PLOT 23	PLOT 24	PLOT 25		PLOT 26	PLOT 27	PLOT 28	PLOT 29	PLOT 30	PLOT 31	
LAND AREA Sq.m / Acres	6,313 1.58	5,924 1.48	3,380 0.85	2,915 0.73	9,357 2.34	3,137 0.78	4,740 1.18	6,558 1.64	3,314 0.83	3,251 0.81	11,690 2.92	10,117 2.53	2,884 0.72	9,181 2.30	9,730 2.43	2,543 0.64	2,230 0.56	2,346 0.59	5,878 1.47	20,946 5.24	3,636 0.91	3,250 0.81	2,382 0.60	2,810 0.70	4,089 1.02	2,268 0.57	1,875 0.47	2,823 0.71	2,871 0.72	1,743 0.44	7,428 1.86	15.42 38.55	
PLOT AREA Sq.m / Acres	2,867 0.72	3,458 0.86	1,685 0.42	1,450 0.36	7,191 1.80	840 0.21	2,074 0.52	3,970 0.99	1,878 0.47	1,911 0.48	7,060 1.77	7,169 1.79	1,411 0.35	7,639 1.91	6,413 1.60	978 0.24	1,339 0.33	1,159 0.29	2,696 0.67	18,848 4.71	2,284 0.57	1,928 0.48	1,201 0.30	1,511 0.38	2,205 0.55	1,189 0.30	974 0.24	1,693 0.42	1,321 0.33	1,031 0.26	4,058 1.01	10 24.34	
GROSS FLOOR SPACE Sq.m / Sq.ft	38,520 414,629	28,544 307,248	11,796 126,972	4,460 48,007	28 301	702 7,556	3,829 41,215	15,272 164,388	10,044 108,114		28,468 306,430	44,823 482,475	1,112 11,970	9,174 98,749	6,500 69,966	5,576 60,020		8,999 267,442	24,846	5,025 54,089	9,420 101,397	3,968 42,712	7,770 83,636	9,780 105,272	7,140 76,855	3,900 41,980	5,192 55,887	5,150 55,435			286,300 3,210,901	100%	
STOREYS (max)	30	16	14	4	1	2	4	6	8		9	21	2	8	4	8		9	21		3	6	4	6	6	6	4	4	5			7	Median
HEIGHT (m) Excluding roof plant	94.5	51.5	45.5	16.0	6.5	12.5	16.0	21.5	27.5		30.5	66.5	9.0	35.0		27.5		30.5	66.5		12.5	21.5	16.0	21.5	21.5	21.5	16.0	16.0	19.5			26.1	Median
RESIDENTIAL Units Nett Density (dw/ha)	34,950 350 554	27,100 271 457	10,250 103 303					14,515 145 191	9,525 95 218		27,200 232 213					5,210 52 160		4,965 50 162	14,500 145 220	4,650 47 107	9,300 93 235	3,230 32 104	7,850 79 223	9,550 96 199	7,288 73 245	4,050 41 157	5,150 52 146	4,695 47 131			203,978 2,000 Residential	68%	
EMPLOYMENT			480 Live/Work				2,558 Office	450 Live/Work	450 Live/Work		1,500 Live/Work	27,180 Office		182 Office	1,500 TQ Office	450 Live/Work		450 Live/Work			450 Live/Work		450 Live/Work	450 Live/Work	450 Live/Work	450 Live/Work						37,000 Employment	12%
LOCAL SERVICES	500 Spa / Gym		150 Shop	150 Shop					150 Shop			2,335 Shops		460 Comm'ty	150 Comm'ty			150 Shop	650 mixed		350 Shops								455 Creche			5,500 Local Services	3%
LEISURE	2,500 Mix	450 F & B	450 F & B	779 F & B		400 Boat Club	1,271 F & B					7,000 Hotel	200 F & B		600 Mix			9,200 Hotel									150 F & B					23,000 Leisure	8%
HERITAGE / TOURISM					28 Kiosk	300 HMaster								784 Tourist	8,532 Attraction	4,150 Attraction					28 I-Centre											13,822 Tourism	5%

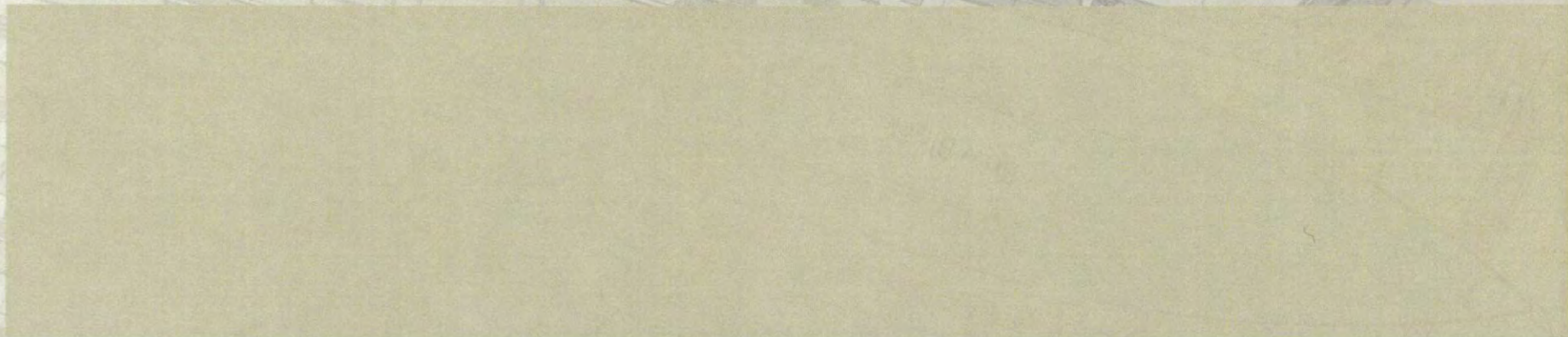
Phase II to operate as an area of parking restraint with city centre fringe parking standards applied to all development blocks.

* Notwithstanding the need for listed building consent the figures in regard to the former Harland and Wolff Administration building have been included for contextual purposes



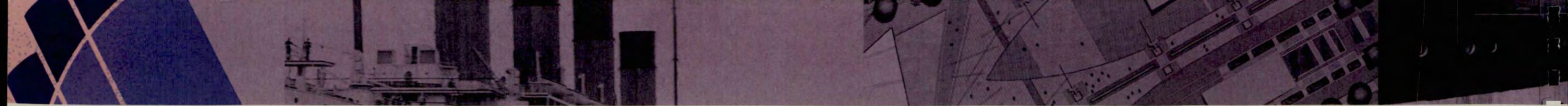


5.0 CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE

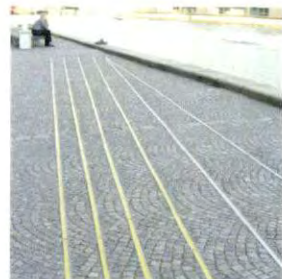


Bow Block

Plater Square



5.1 MATERIALS AND PLANTING



Area	Street Areas	Street Furniture	Hardscape	Lighting
CIVIC SPACES	Grand species, planted at semi-mature Simple palette of 3-4 species Unite civic spaces	Respond to heritage with contemporary-classic designs Not pastiche, replica furnishings Avoid over-sanitising space	Compliment historic materials Unite civic spaces Capable of light service vehicle traffic	Ensure sufficient night time lighting to promote evening use of spaces Light fittings to reinforce character High columns that also allow for banners
PUBLIC PARKS	Species with distinct seasonal character Palette of 2-3 species per park with 1 dominant Tree sizes (planted and ultimate) consistent across parks Should allow for clear views beneath base of crown	Achieve consistency in materials and style across parks Allow for individuality within each park Respond to industrial heritage in design	Allow access for all Consider ease of maintenance Safety and security	Ensure sufficient night time lighting to promote evening use of spaces Light fittings to reinforce character Height of columns to aid intimacy of space
WATERSIDE	Simple palette of 2-3 species tolerant of exposed location Should offer shelter and help define view corridors Trees should be planted from same stock to ensure consistency of size, shape, quality etc.	Uniform palette of elements for use around waterside Robust and considerate of exposed location Promote use of waterfront and social interaction	Consistent pallet around waterside Reinforce sense of connectivity with water Acknowledge industrial heritage	Ensure sufficient night time lighting to promote evening use of spaces Use 1 style of lighting unique to waterfront
MAIN ROADS	Broad crown, large robust species Establish a character that identifies type of road Planted at semi-mature size from same stock to ensure consistency of size, shape, quality etc.	Limited use Combine signage, lighting elements to minimise clutter	Consistent kerb edges 2m pavement strip consistent throughout	Ensure sufficient night time lighting to promote evening use of spaces High columns that also allow for banners Use 1 style of light fitting unique to road type
SECONDARY ROADS	Compact crown, medium sized species planted at semi-mature Palette of 2-3 species Plant from same stock to ensure consistency of size, shape, quality etc.	Limited use Combine signage, lighting elements to minimise clutter	Consistent kerb edges All Phase II parking bays to be paved in same material	Ensure sufficient night time lighting Use 1 style of light fitting unique to road type
STREETS AND SHAREWAYS	Small-medium sized species with compact-fastigate crowns Palette of 2-3 species Plant from same stock to ensure consistency of size, shape, quality etc	Combine signage, lighting elements to minimise clutter Provide bins, cycle racks and benches at appropriate locations	Consistent kerb edges Paving materials to complement adjacent areas, unit sizes to respond to smaller scale streets and quieter residential setting	Ensure sufficient night time lighting Use 1 style of light fitting unique to road type Height of columns to aid intimacy of space

CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE

5.2 CIVIC SPACE - AREA 5 HAMILTON DOCK

The former graving dock is proposed as public space that should aim to create a maritime recreation atmosphere. An extensive apron to extend to the Queen's Road frontage, providing ample gathering / queuing space for a transport interchange. The open space character to enhance the setting of the dock and reinforce key vistas to other parts of Phase II. It is envisaged 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 upon the overall street network. The retention of extant dock furniture, cobbles re-laid in paving strips, new seating & 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 to define the edge of the dock whilst still allowing views into and through the area.

At present the area around Hamilton Dock comprises a mixture of cobblestone surfacing in various degrees of repair, loose compacted aggregate, concrete and tarmac surfacing and broken ground.

As scheduled land and an area of historic significance, it is the intention to enhance the setting of the dock through the careful use of appropriate hardscape materials. Cobble stones to be retained in the area and relaid to ensure even finishes with adjacent new materials.



Fig 5.0 Aerial view looking north-west



Fig 5.1 Hamilton Dock indicative section

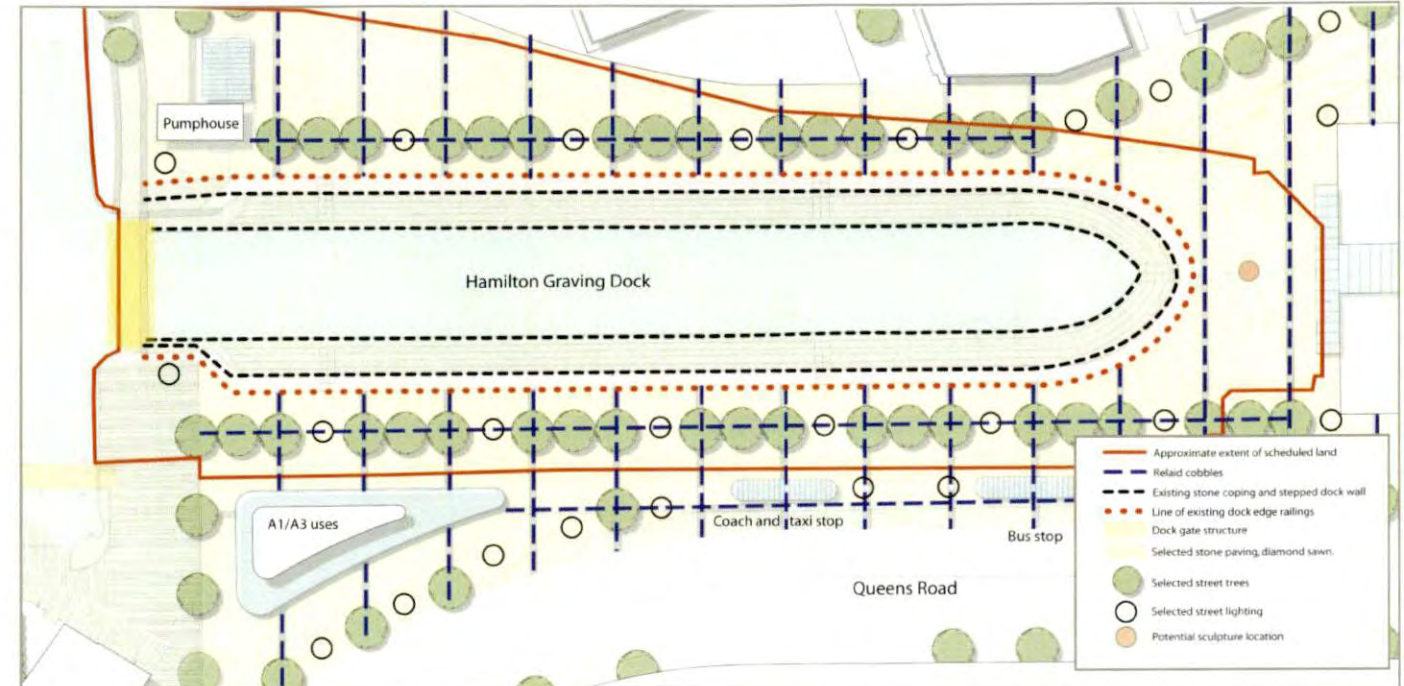


Fig 5.2 Landscape structure plan

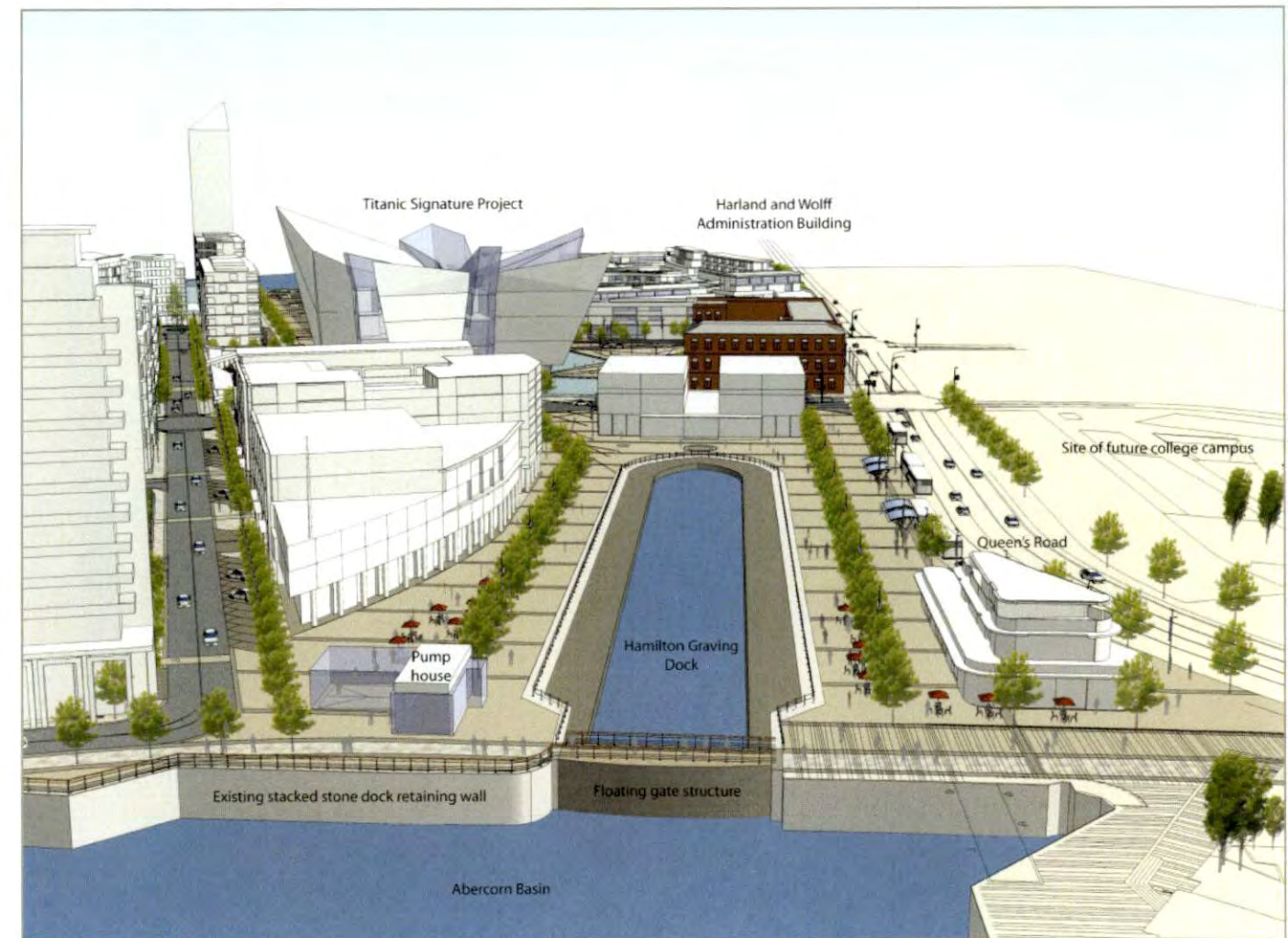


Fig 5.3 Aerial view looking north

CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE

Street furniture will be selected to complement the historic fabric.

The dock is approximately 30m from the outside edge of coping stones and extends to approximately 160m long. The surrounding public realm to include strips approximately 20m wide between the dock edge and Queen's Road, and between 10-25m on the opposite side.

All existing historic fabric is intended to be retained and reused within this area subject to a full survey and consideration of statutory guidance on Health and Safety legislation.

The historic footprint of the pumphouse is intended to be marked out in paving and may also include a simple structure to accommodate seasonal cafe / kiosk uses.

Alongside Queen's Road, the double line of trees serve to focus views to the south east corner of the former Harland and Wolff administration building.

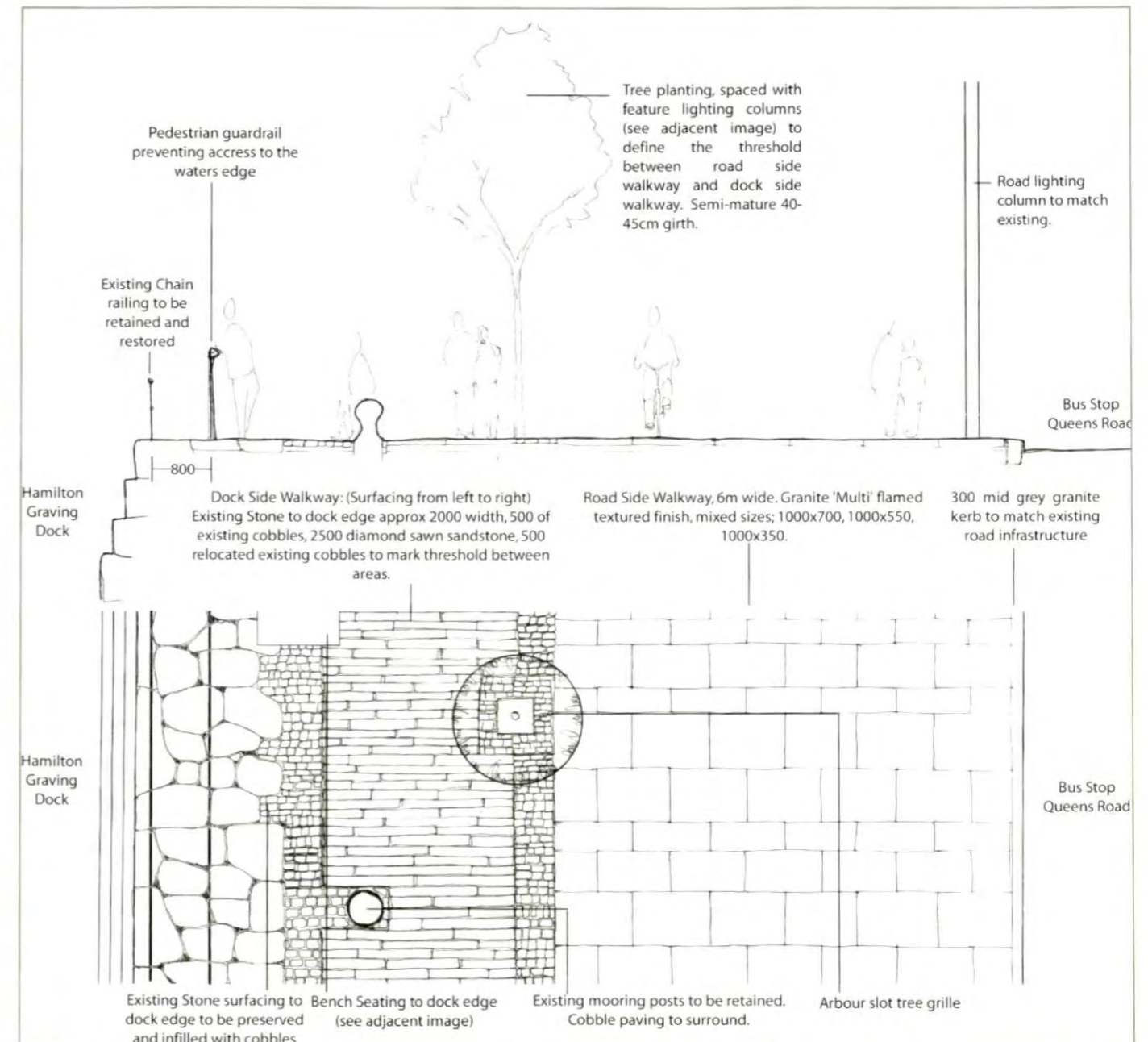


Fig 5.5 Indicative details

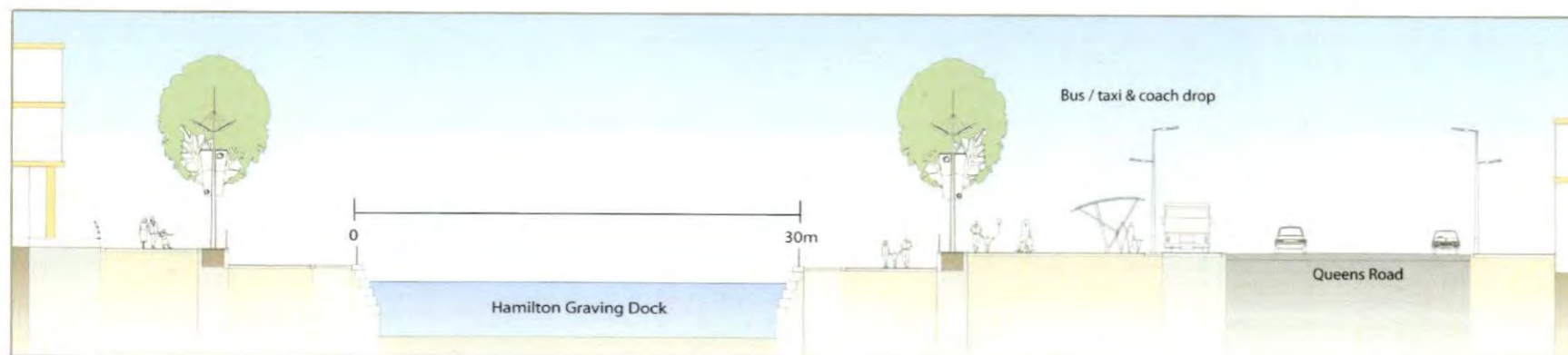


Fig 5.4 Indicative Dock section



5.3 CIVIC SPACE - AREA 14/15 MEMORIAL PLACE

Located at the head of the Slipways the new urban square to become the centrepiece of the Village Heart. It forms the main public setting for the listed Harland & Wolff Administration building and also the site of the Titanic Experience Building – a new visitor attraction housed in a dramatic, sculptural (iconic) building. The listed building to be given new life offering a range of commercial and leisure / cultural opportunities. This iconic building proposal to incorporate a number of uses for both residents and visitors. The square to provide a setting for this building, but also a place of reflection on the former maritime heritage uses and the energy of the new buildings. The angular design of the iconic building to be complemented and enhanced by the landscape design for this place. With linear shards of light (in-ground light strips) and contrasting paving radiating from the building, the square should appear as a striking element to draw people into the public space.

The public realm surrounding the Titanic Signature project is intended to complement the dramatic forms of the building whilst also providing opportunities for memorial elements to be incorporated into the design.

The plaza to be hardscape environment using linear strips of paving, in-ground lighting and reflecting pools.

Radiating strips of steel paving and in-ground LED strips add energy to the space and both are capable of including etched writing with names of former shipyard workers, Titanic passengers, crew etc.

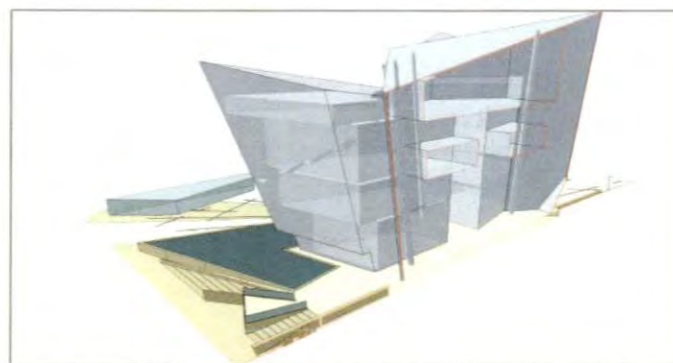


Fig 5.6 Indicative building section

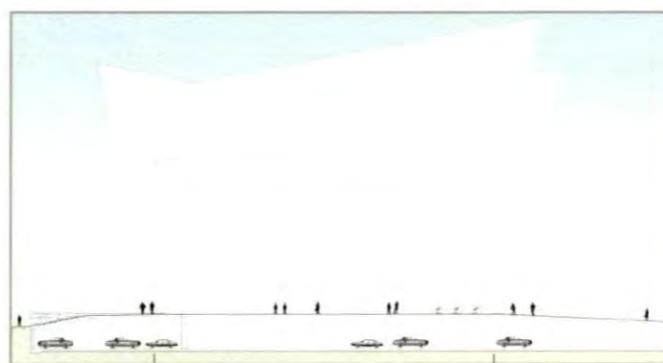


Fig 5.7 Indicative site section

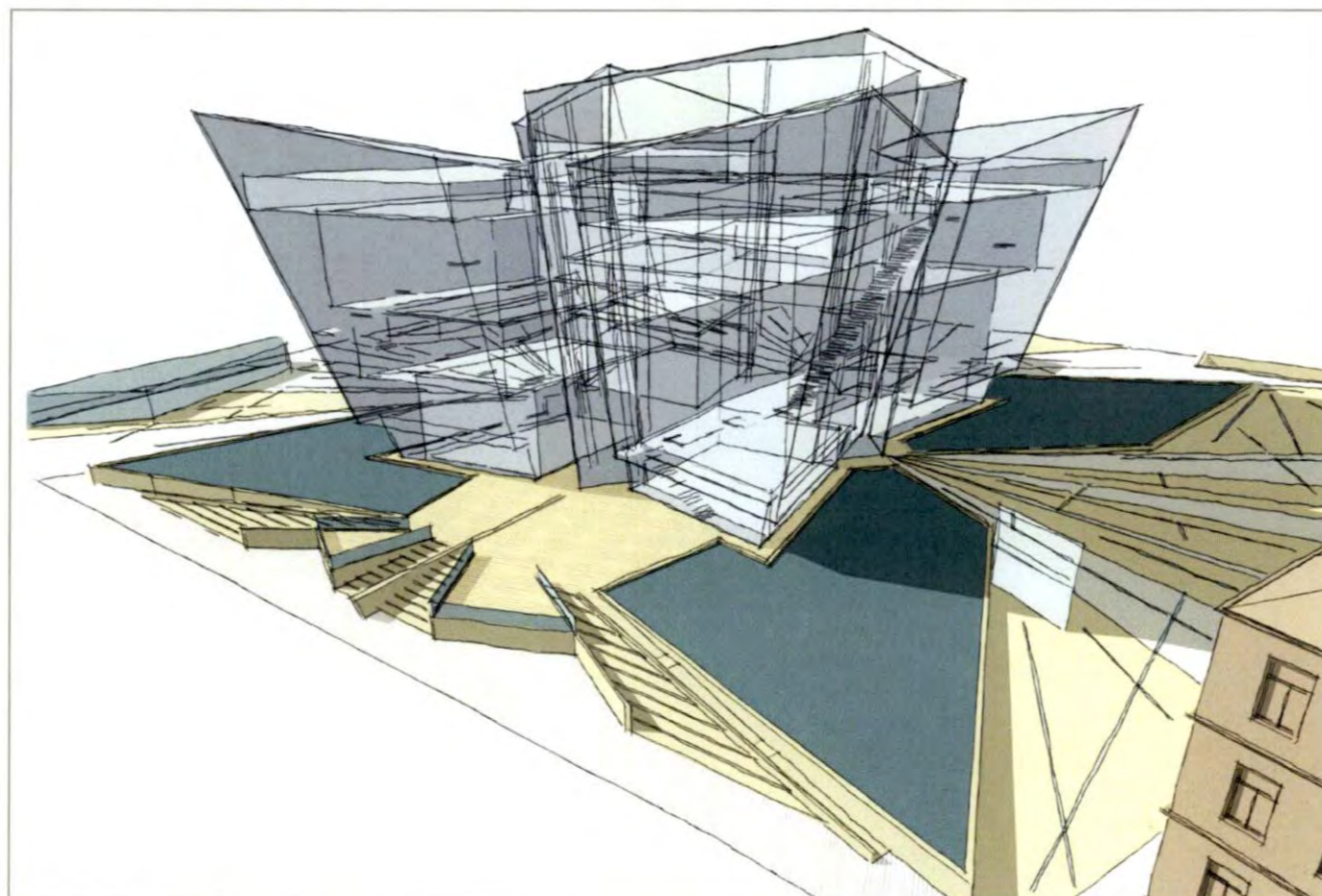


Fig 5.8 3D Massing study

The finished ground floor level of the building to be 1.5m higher than the land immediately surrounding the H+W building. The paving slopes gently up to the signature project with the reflecting pools appearing to rise out of the paving as it falls away.

Memorial Place to be approximately 100 x 100m and to sit at the heart of the civic spine of public realm elements.

The reflecting pools subdivide Memorial Place into a series of smaller spaces that can be inhabited for a range of different uses.

The materials palette to be kept simple with few vertical element used within the area. Memorial Place to provide a setting for the Titanic Signature Project and also the impressive facade of the former Harland and Wolff Administration Building.

CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE



Fig 5.9 Aerial view looking south

Fig 5.10 Landscape structure plan

CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE

5.4 CIVIC SPACE - AREA 20 THE SLIPWAYS

The scheduled monument is 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 to be treated in contrasting ways to give human scale of this open space and relate each slip to the adjacent neighbourhood buildings. The slips to be 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 to be treated as an urban green park providing a series of interlinked rooms suitable for a wide range of activities. Smaller, more intimate sub-spaces accommodate passive recreation and larger spaces offer more recreation areas. Selected rooms of the ship could be marked out with landscape treatment.

The former Titanic slipway to be a hardscape with a variety of paving materials. To retain and enhances the linear views experienced along the slipways to the water, and back to the listed building. Titanic slip to provide the site for the installation of salvaged maritime artefacts or, for new interpretive elements such as the light cranes suggested in this proposal. Design to 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, their construction etc.

The Slipways represent perhaps the most significant element of the former shipyards of Queens Island. They offer the opportunity to appreciate the scale of the ships that were once constructed here.

The western slipway (Titanic) to be treated as a predominantly hardscape plaza that includes engraved panels of text within the paving. To form an extension of the visitor experience on Queens Island including interpretive boards and information about the former shipyards.

The eastern slipway (Olympic) to be treated as a predominantly softscape environment that includes a series of connected outdoor rooms. For both slipways the intention is to retain the strength of linearity

and views along the slipways. It is also desirable to subdivide each slipway into a sequence of spaces that may be inhabited by groups of different sizes for a range of activities.

The overall length of the Slipways is approximately 270m. Each slipway is approximately 30m wide and the former gantry footings have a spacing of approximately 24m.

The bow blocks to stand as significant memorial pieces to be flanked by interpretative bogey rails that run along each slipway in pairs. Outlines of the ships decks to be provided on each slipway by means of reference of scale.

The hardscape slipway to be more interpretative and to be seen as an extension of the museum experience from the Titanic Signature Project. The softscape slipway to respond more directly to the residential developments alongside the slipways and offer a range of spaces for active and passive recreation within a linear strip to benefit from overlooking and residential frontage along its length.



Fig 5.11 Aerial view looking west

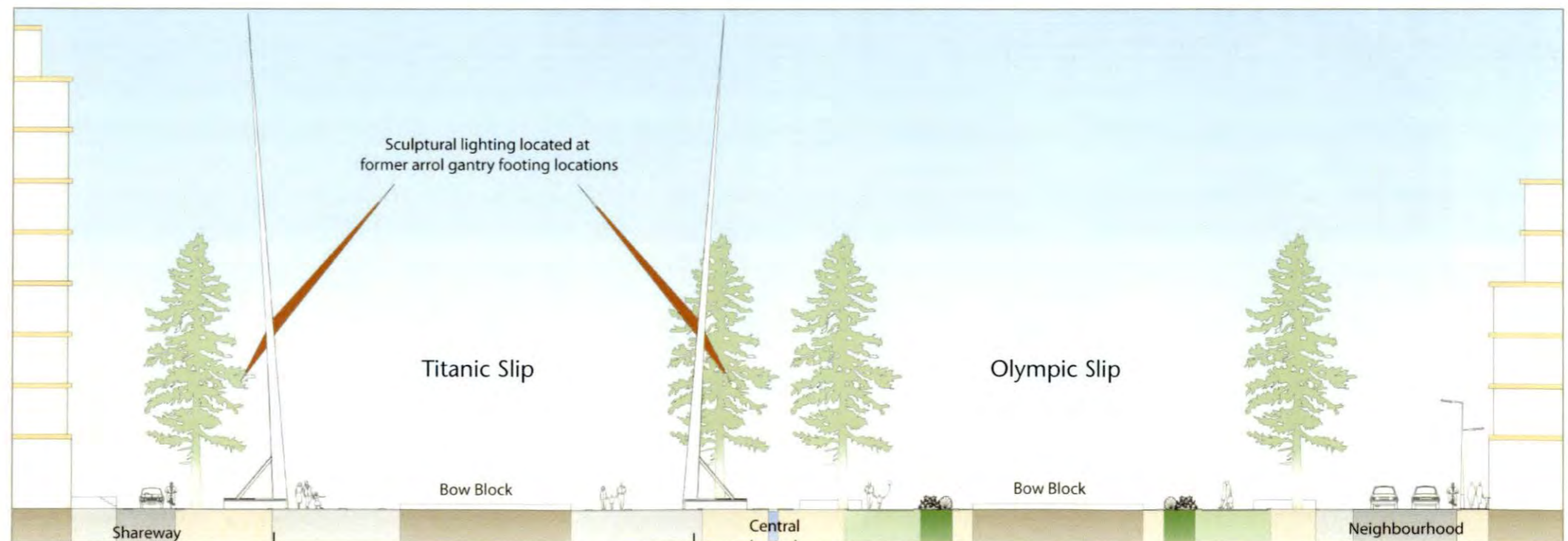


Fig 5.12 Indicative slipways section

CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE



Fig 5.13 Aerial view looking south

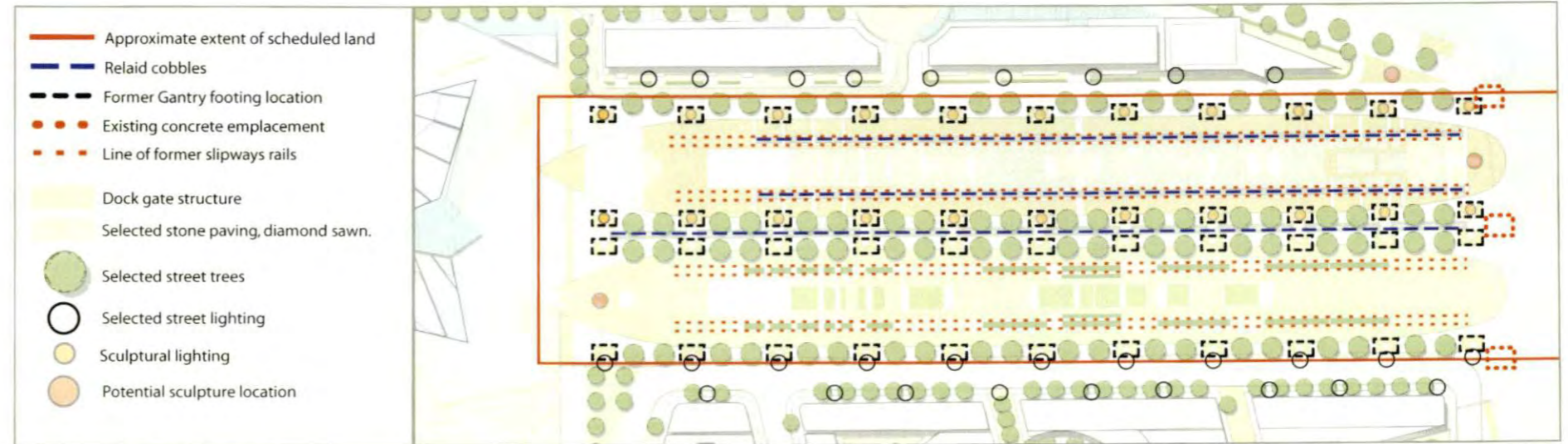


Fig 5.14 Landscape structure plan

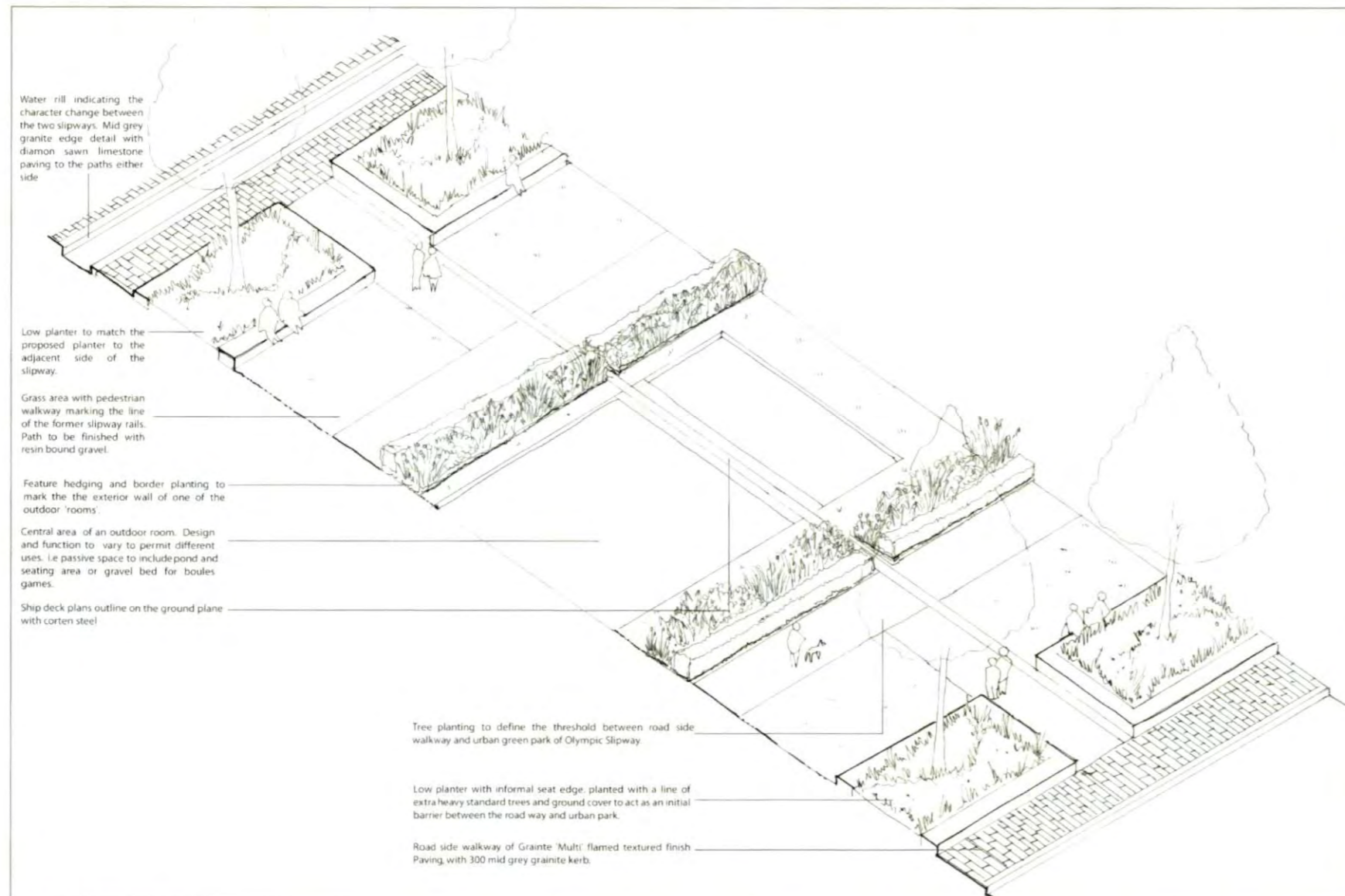
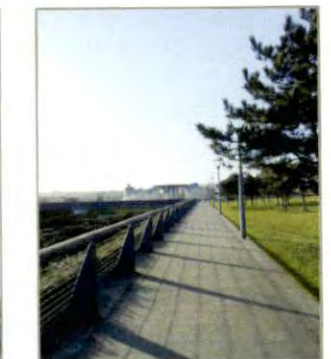


Fig 5.15 Indicative details



CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE

5.5 PUBLIC PARK - AREA 10 SOUTH YARD SQUARE

This public space refers to the former South Yard slipways that once ringed Abercorn Basin. This square to reveal in the landscape detail the divergent lines of 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.

The park to be centrally located within the SouthYard neighbourhood community and although this layout establishes the broad principles of arrangement, the design should be developed in response to community requirements.

The park to be approximately 45x55m bounded by neighbourhood streets with mixed-use residential facades on all sides.

Pedestrian crossing points to enter and exit the park connecting with adjacent parcels and public realm areas.

The park to accommodate passive recreation space to the edges with active greenspace located centrally.

The surrounding pavement to be consistent with that of the wider phase II area and parking bays should be block paved.

By extending the pedestrian crossing paving strips into the park, this space to be tied into the streetscape rather than appearing as a traffic island.

South Yard Square to offer a range of spaces for active and passive recreation with seating and gathering spaces located to the edges of the park allowing observation of the central space.

The informal activity space in the centre to be a sunken lawn bounded by terraced steps.

Light canopy semi-mature trees to reinforce the lines of the former slipways but also allow sufficient light to filter through and provide a comfortable space beneath the canopy.

Boundary planting to be robust, medium height to allow clear views into and out of the park.



Fig 5.16 Aerial view looking north-west



Fig 5.17 Aerial view looking south-west

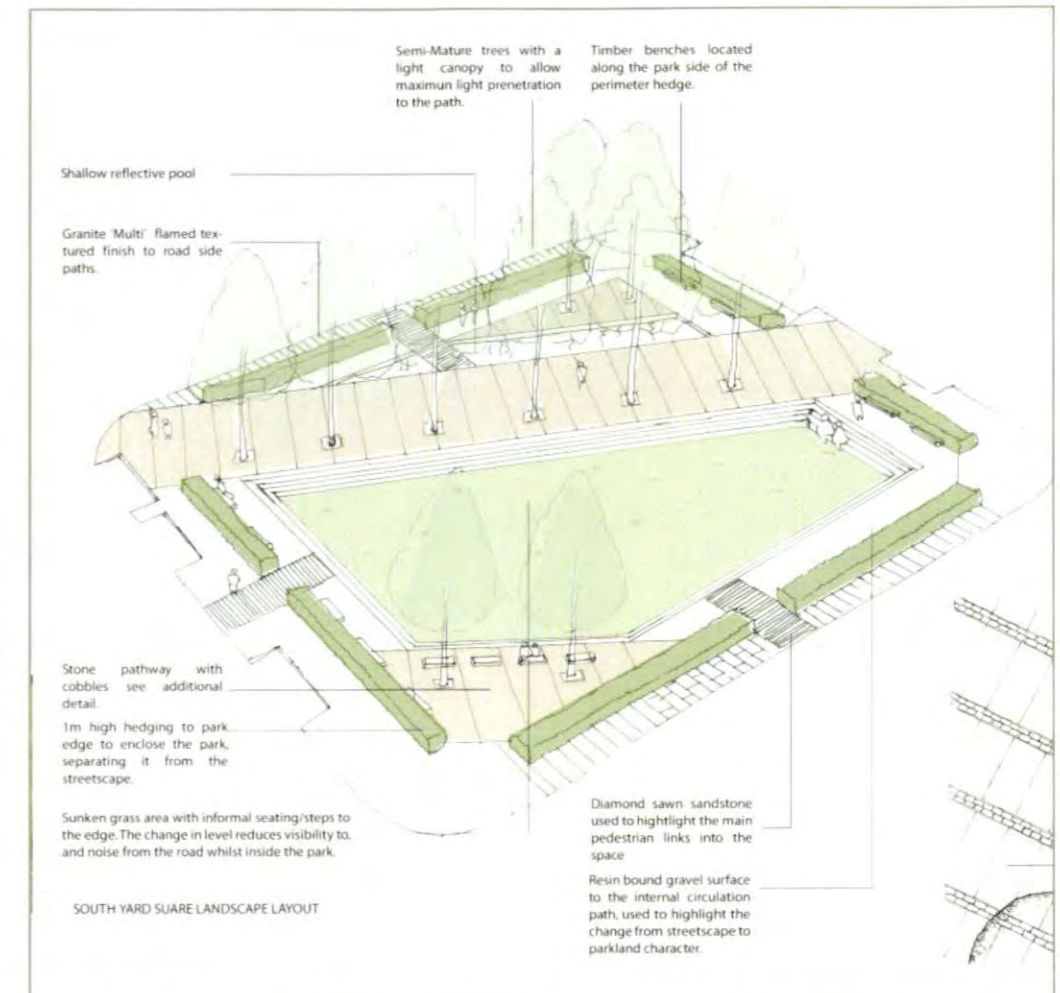


Fig 5.18 South Yard Square landscape layout

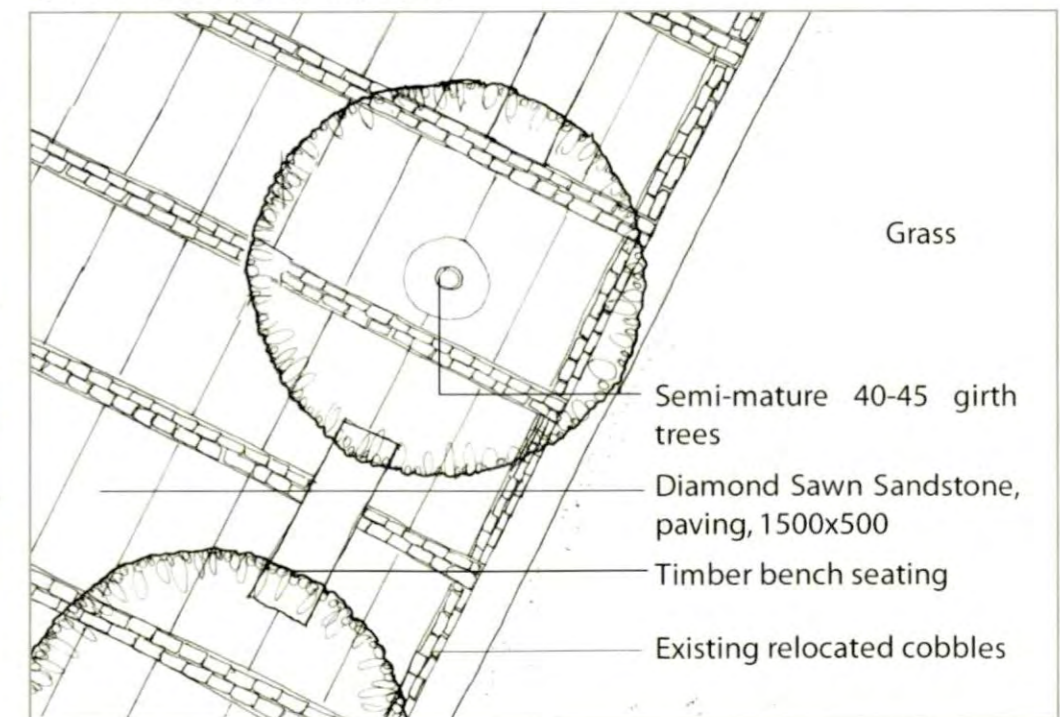


Fig 5.19 Indicative detail

CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE



Fig 5.20 Landscape structure plan

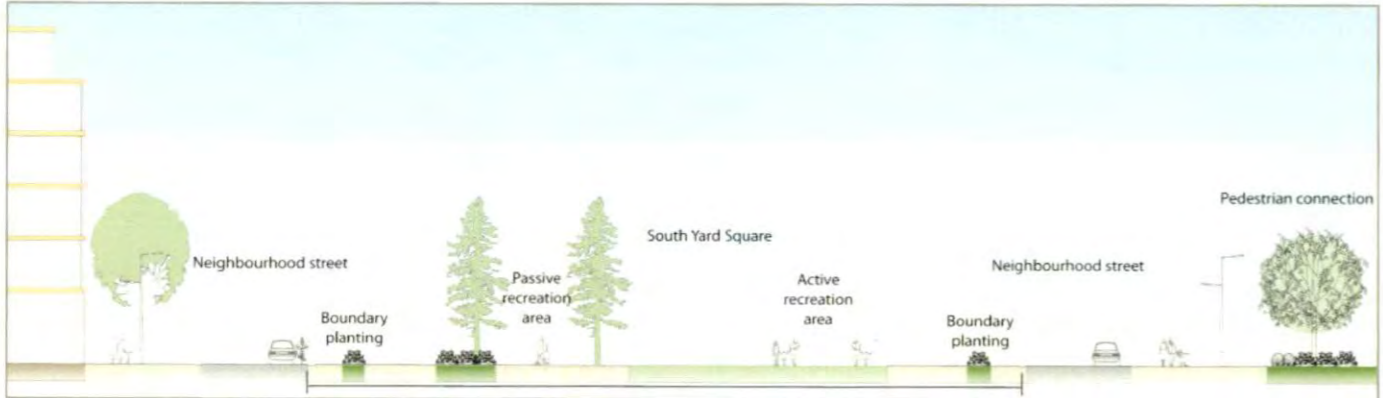


Fig 5.21 Indicative section



CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE

5.6 PUBLIC PARK - AREA 17 PLATERS SQUARE

This park to commemorate the former shore sheds and workshops of the Harland & Wolff shipyards. The shape of this public space to be derived from the angle convergence between the waterfront promenade and the prime slipways.

The gardens to be composed of hardscape and lawn areas. To have an open character with partial enclosure achieved in restricted areas appropriate to scale and use. Potential for interpretive landscape elements exists, informed by former site uses, fabric and layout.

This pocket park to be approximately 60m long and tapers from 10 to 30m wide.

The park to be subdivided into a series of linked spaces for active and passive activity. There is the opportunity for sculptural elements to be included and for formalised play areas to be established.

The central pathway may utilise a combination of timber, core ten and stone, with the core ten referring to the historical past of the site.

The character of Platers Square to come from the paving accent materials (corten and timber) and the selection of trees.

Semi-mature cherries to bring colour, scent and seasonal interest to the space whilst the sculpted lawns also to offer informal, passive recreation opportunities.

Kerb edgings and adjacent paving materials to be consistent with the overall Phase II streetscape palette and tie the space into the network of streets and spaces.

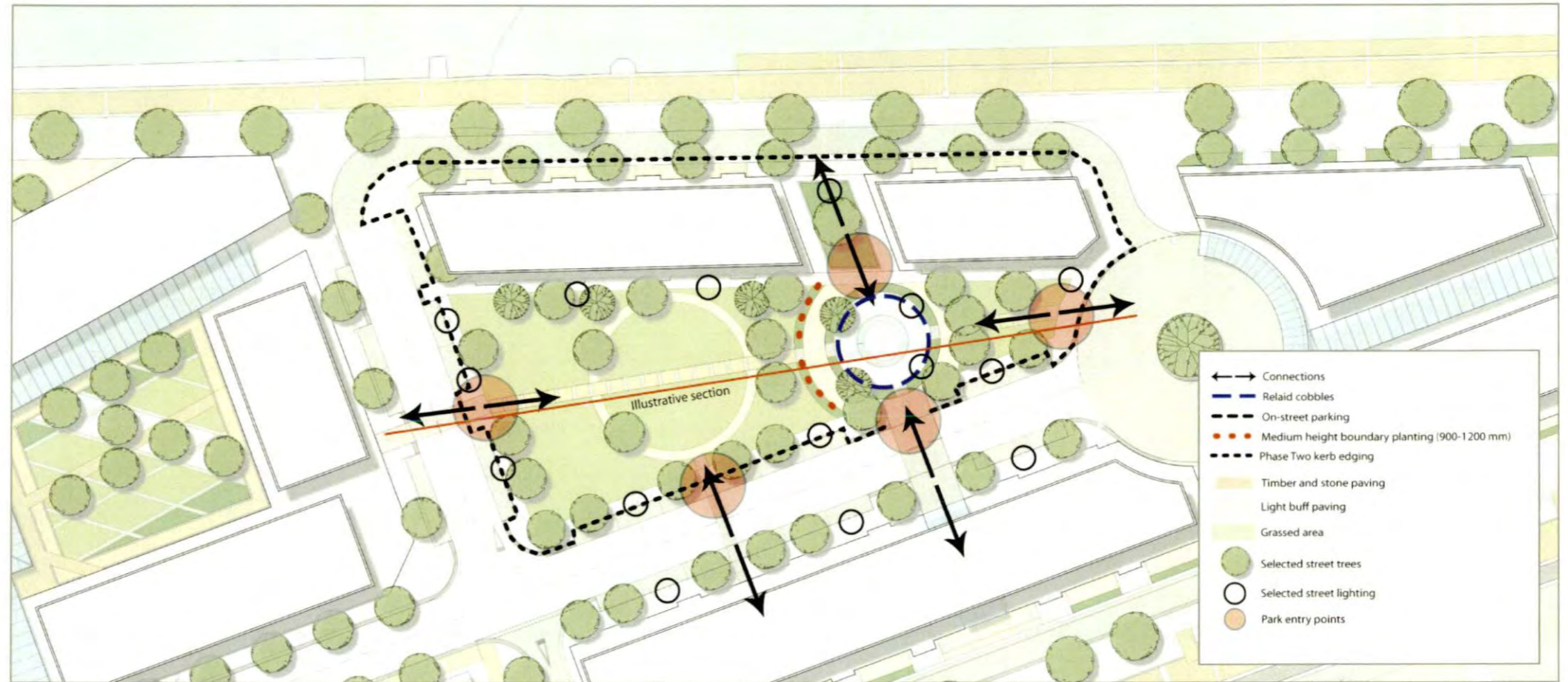


Fig 5.22 Landscape structure plan

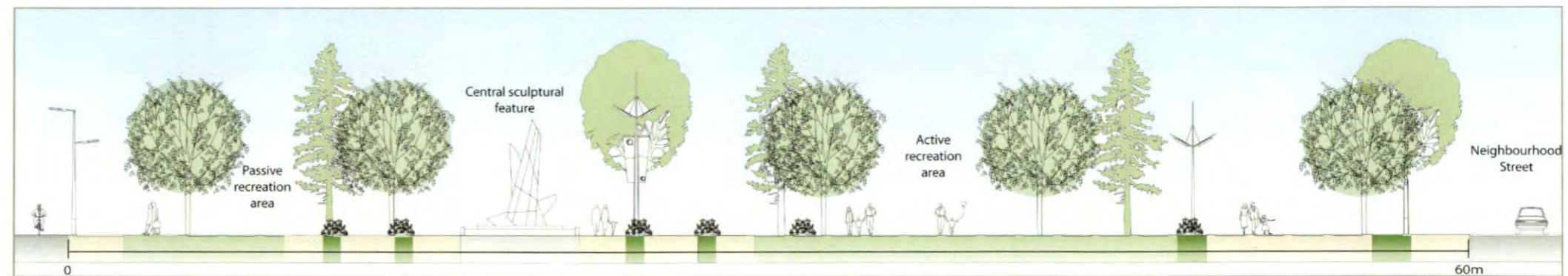


Fig 5.23 Indicative section

CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE

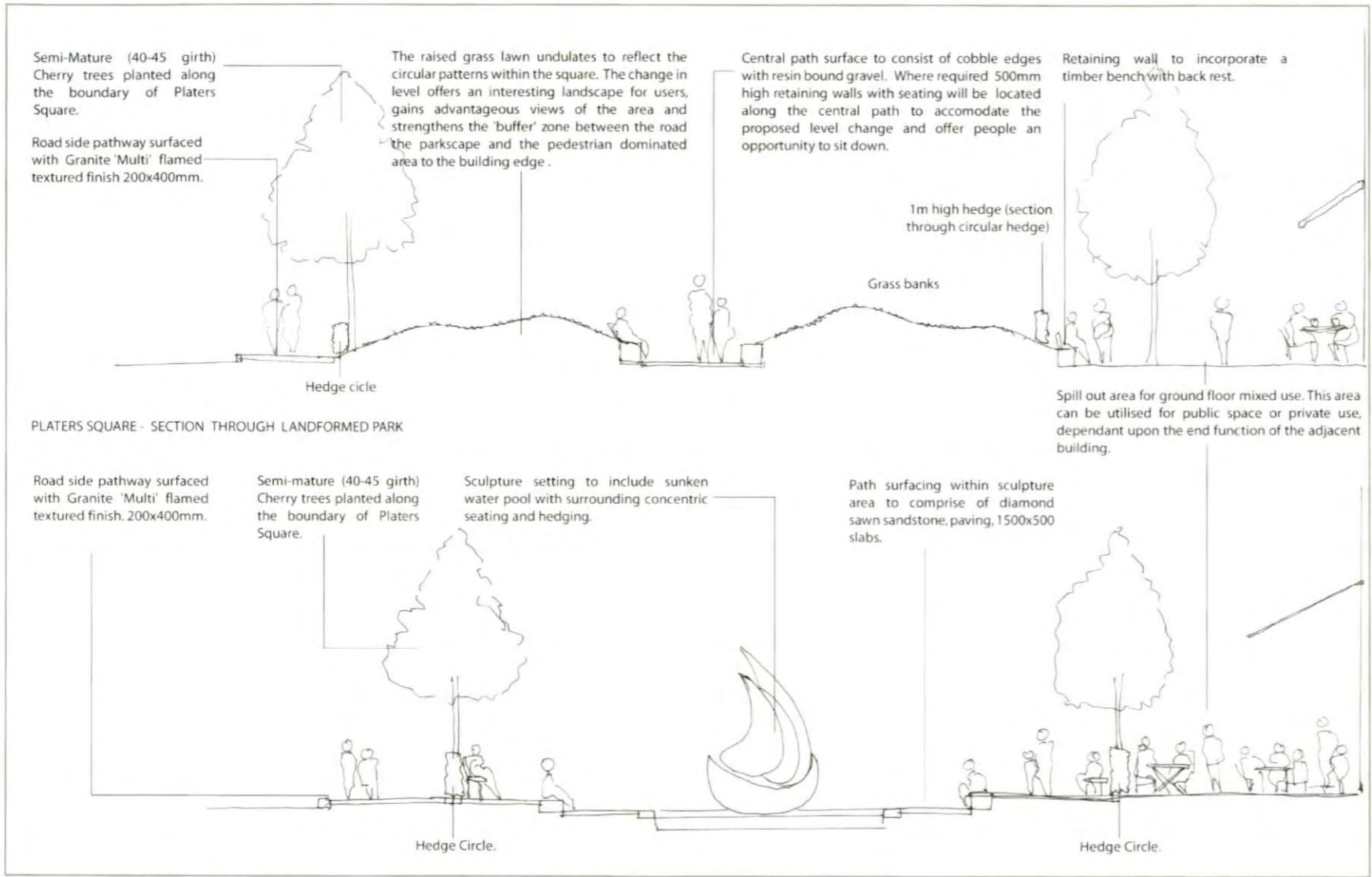


Fig 5.24 Indicative details



Fig 5.25 Aerial view looking south-west



CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE

5.7 PUBLIC PARK - AREA 30 NORTH YARD SQUARE

Named after the former North Yard of the Harland & Wolff shipyards. The landscape design for this square to take its cue from the axial alignment of the former slipway 1.

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.

The park to be approximately 35x35m. To be bounded by neighbourhood streets and is accessed via pedestrian crossing points that link directly to residential blocks or pedestrian areas.

Medium height shrub planting around the perimeter of the park to control movement into and out of the park whilst allowing good clear views.

Seating around the edges of the park to overlook the central informal play space.

The character of the public parks is to be complementary yet distinct. Each Square to develop an identifiable character and North Yard Square to achieve this through the planting of semi-mature Cherry trees that offer excellent spring and autumn colour.

Corten steel edging to the paths to add an industrial character to the space and to be a material used elsewhere within the Phase II site.

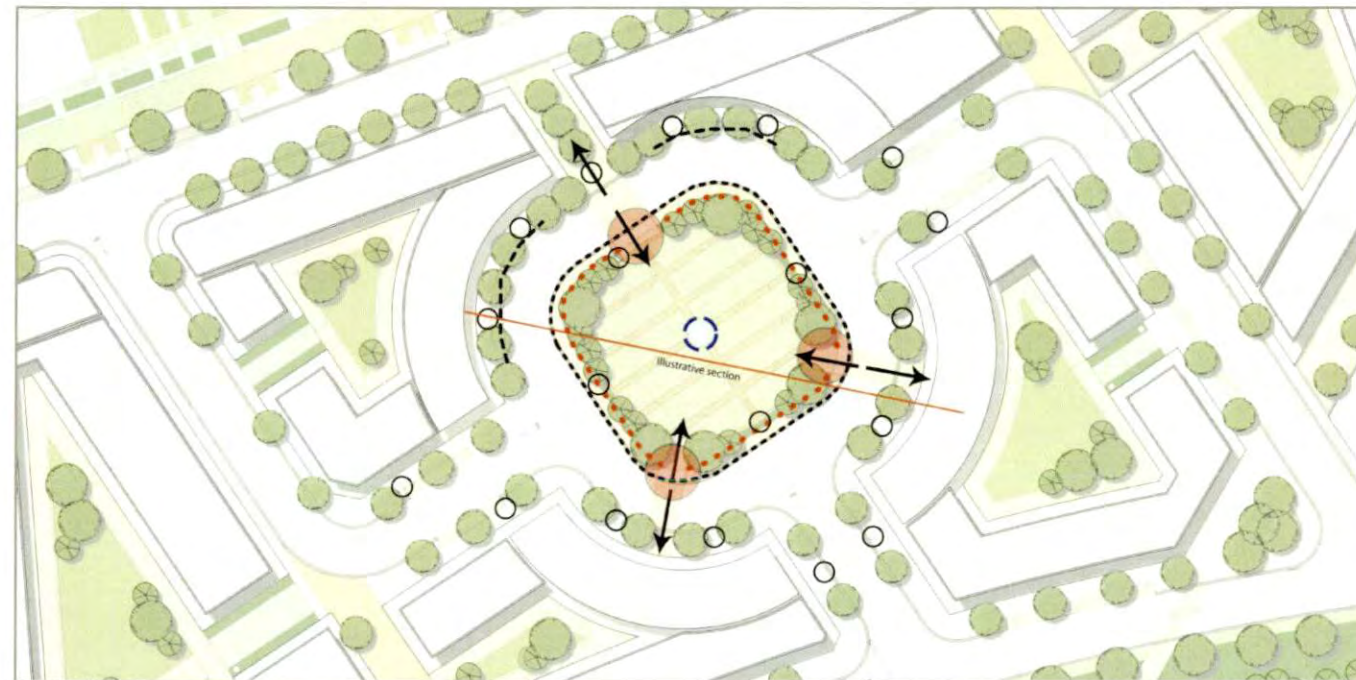


Fig 5.26 Landscape structure plan



Fig 5.28 Illustrative section



Fig 5.29 Aerial view looking west

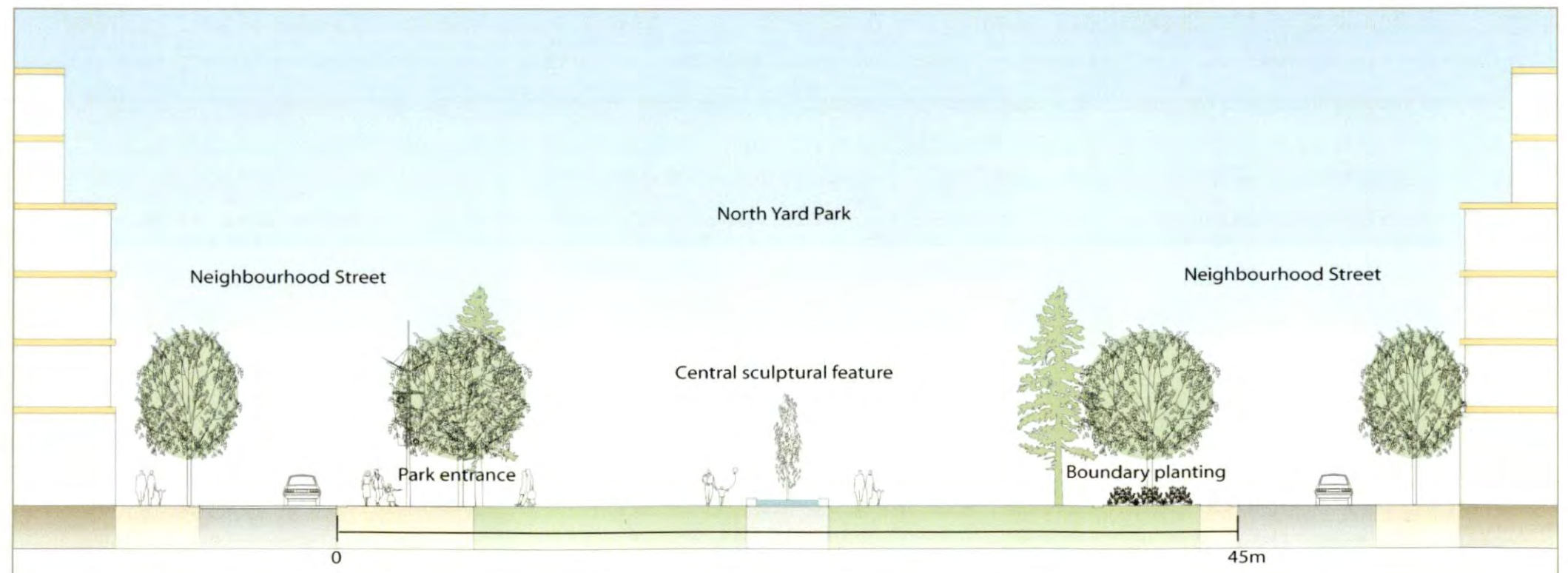


Fig 5.27 Illustrative section

CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE



Fig 5.30 Aerial view looking north-west

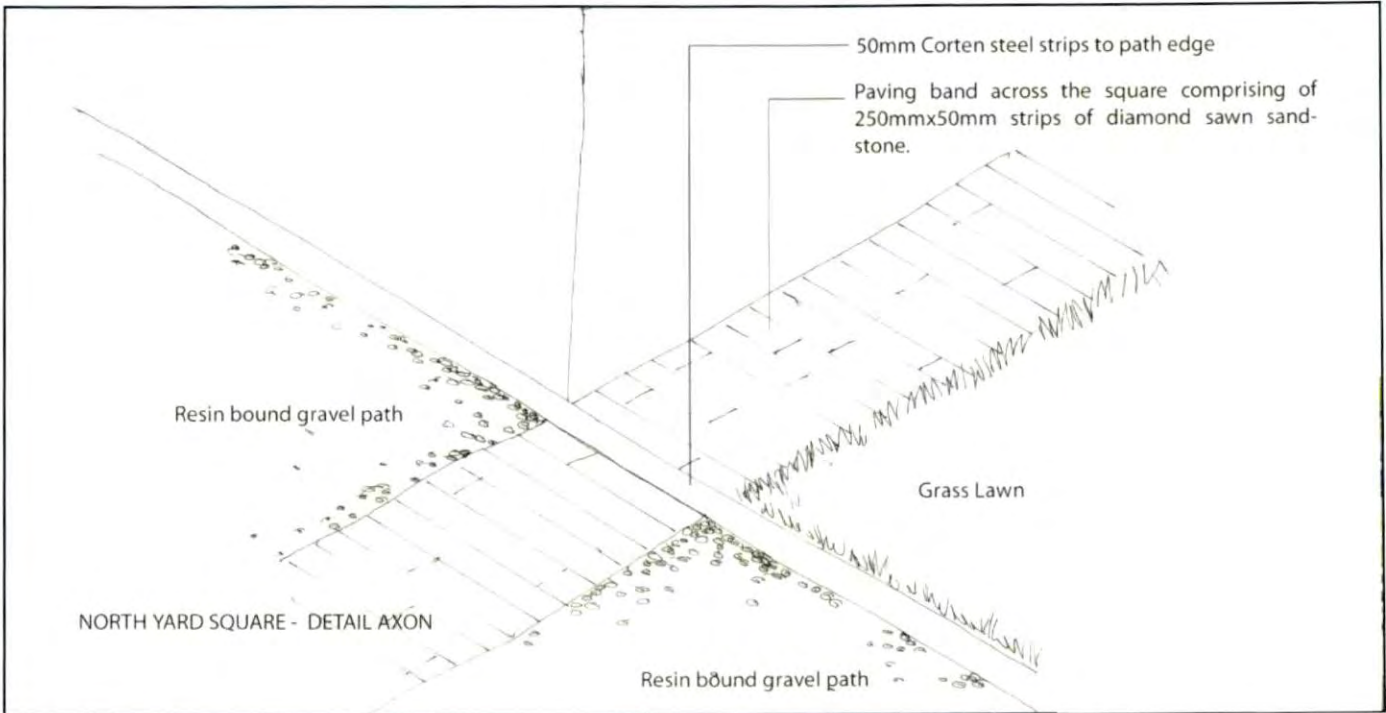


Fig 5.31 Indicative detail

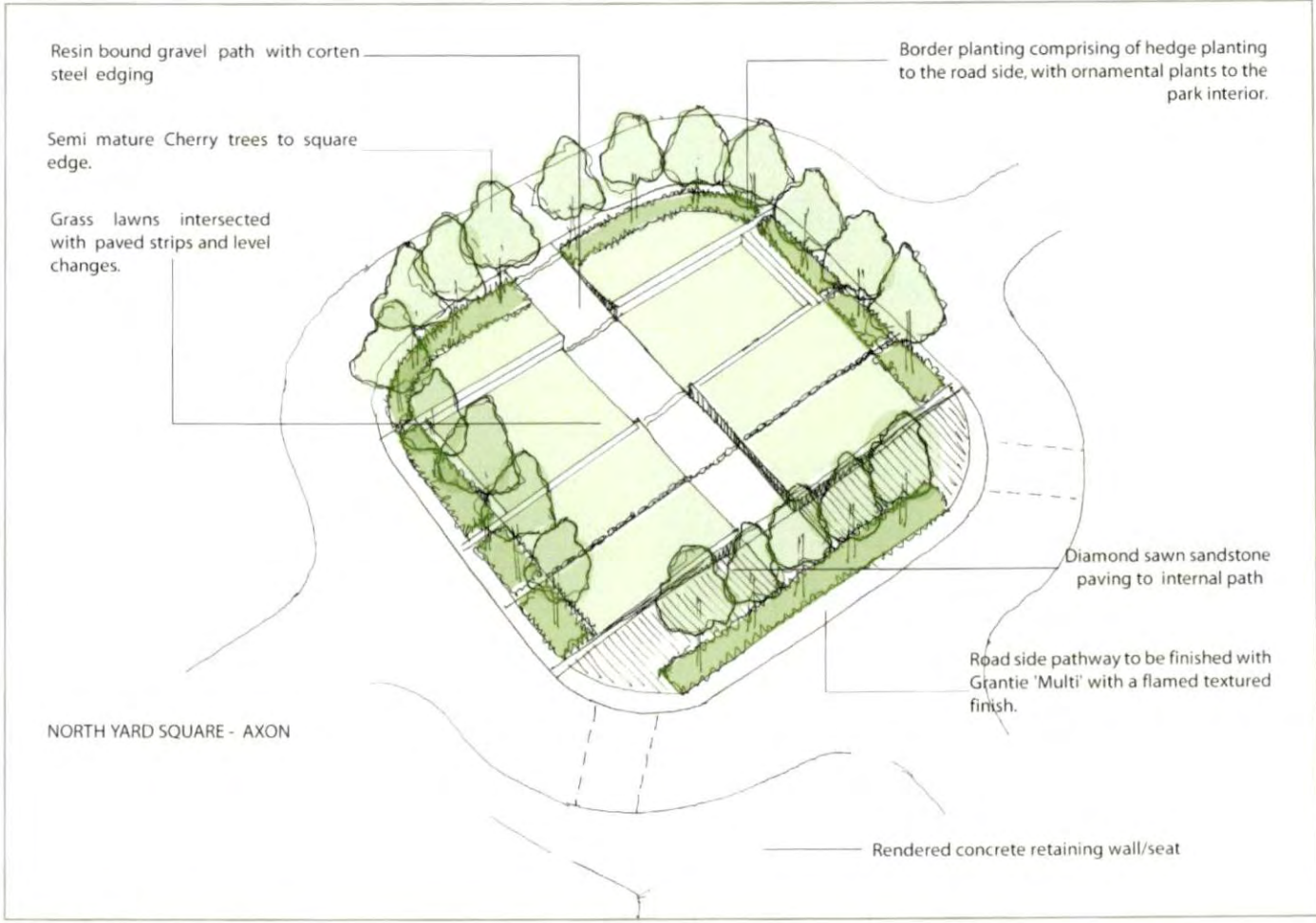


Fig 5.32 Indicative detail

CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE

5.8 PUBLIC PARK - AREA 31 CRESCENT PARK

A less formal design, this green space to form 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 to have an informal recreation character and contain larger kick-about spaces which may form part of an education facility. This green space to provide larger opportunities for the establishment of a Titanic Quarter wide ecological corridor- by use of native species and habitat creation.

The boundary to comprise a low stone / recon red sandstone wall, design based on wall details around Belfast University.

Higher level steel 'canopy' structure to reinforce boundary edge.

Robust planting to increase depth of barrier whilst retaining visual permeability into and out of the park.

Gateway feature to utilise reclaimed gate posts from Titanic Quarter.

Approximately 170m x 30m, the Crescent Park to provide a valuable buffer between the increasingly busy main Queen's Road and the future residential community at North Yard Square.

The park has the opportunity to become a central focus that connects future developments on the opposite side of Queen's road to Phase II.

Complementing the other public realm elements within Phase II, Crescent Park to introduce ecological and educational opportunities.



Fig 5.33 Aerial detail at entry gate



Fig 5.34 Queen's Road view looking north

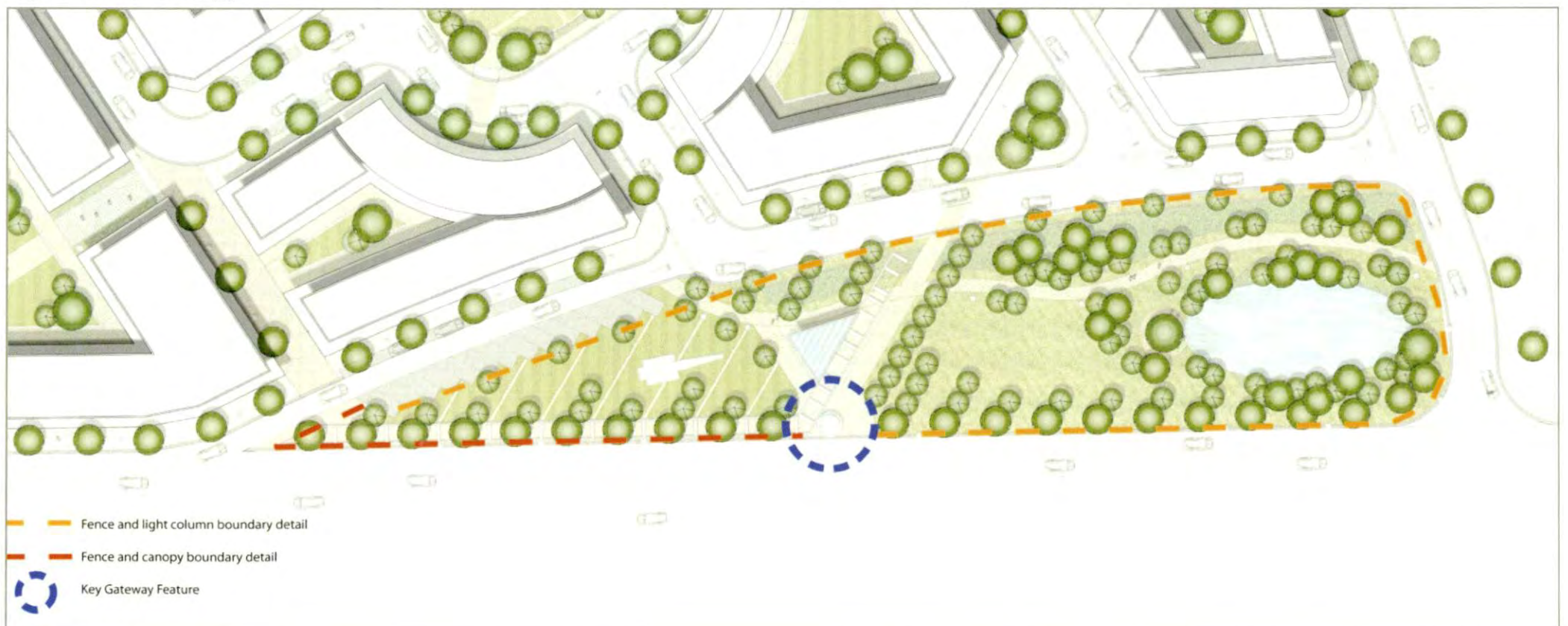


Fig 5.35 Landscape structure plan

CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE

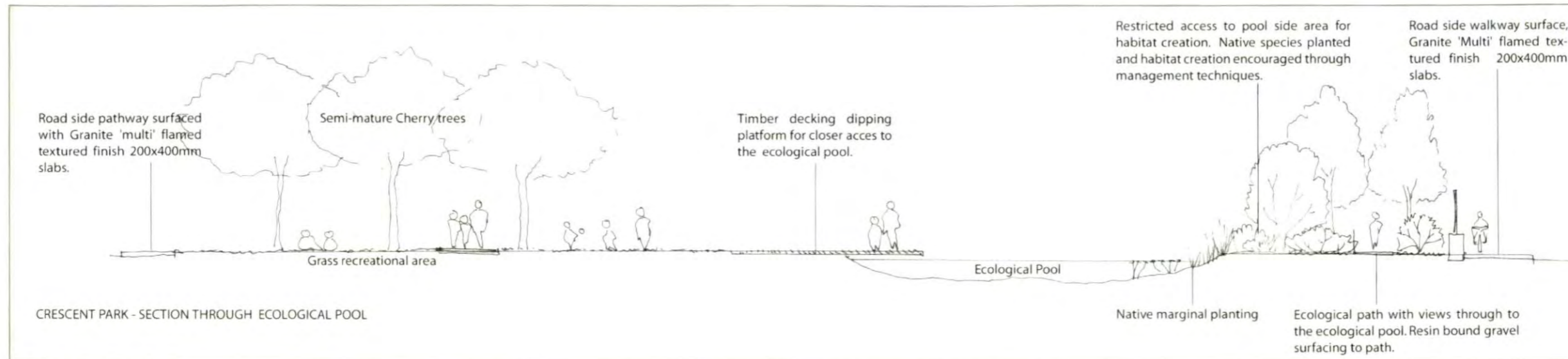


Fig 5.36 Indicative detail



Fig 5.37 Aerial view looking north-west



CIVIC SPACES, PUBLIC PARKS AND PRIVATE SPACE

5.9 PRIVATE SPACE - THE COURTYARD GARDENS

The design and content of the courtyard gardens to be established through later detailed design submissions but in each case the courtyards will aim to act as extensions of internal communal space.

The courtyards to offer the opportunity for the creation of outdoor rooms and spaces for social interaction.

They should seek to complement and not compete with other public realm spaces and offer additional outdoor opportunities to those provided within the public parks and squares.

Whilst not strictly forming part of 'public realm' by definition, these shared garden spaces to be the final sequence of open space between the public and private realm.

Situated above concealed basement and above-ground parking garages, these gardens to provide outdoor rooms that are overlooked by residential units and made safe by casual surveillance.

Typically, they provide space for children's play or quiet contemplation. They are specifically designed for the nurturing of human domestic and social interaction.

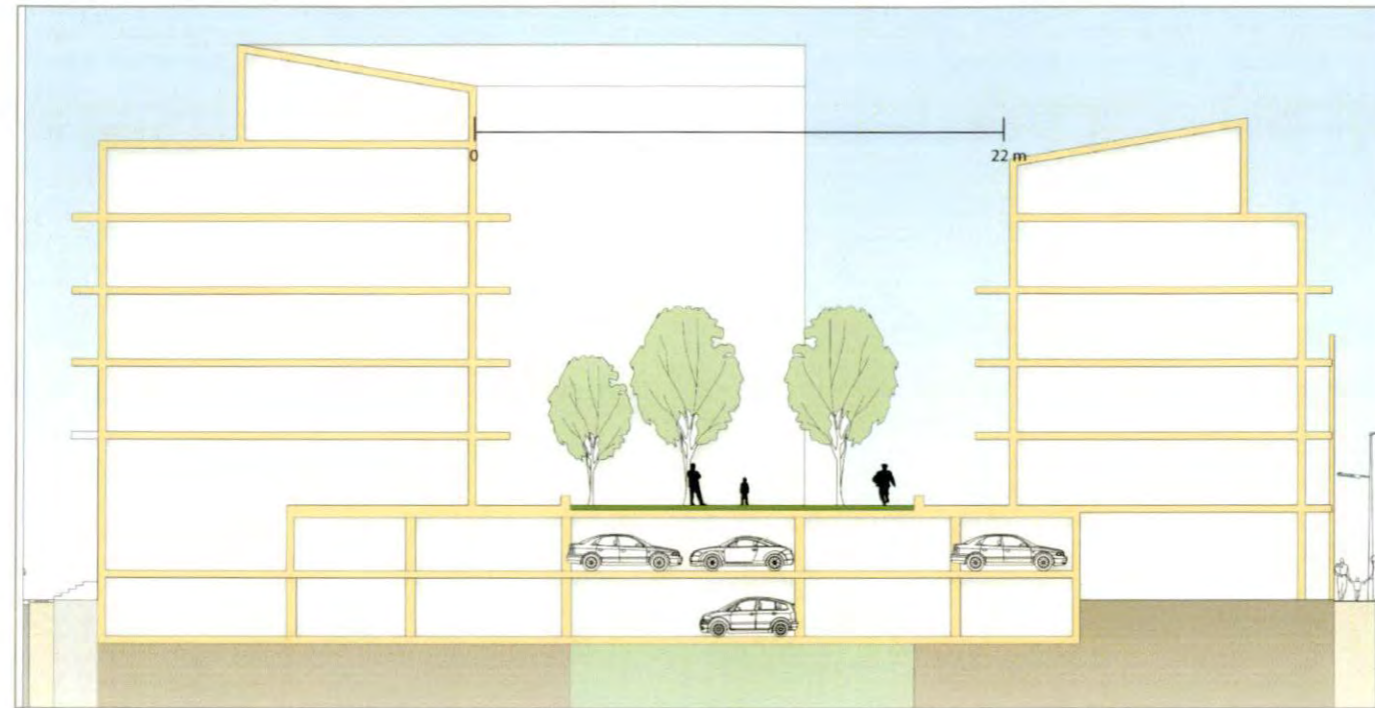


Fig 5.38 Illustrative section



Fig 5.39 Illustrative plan



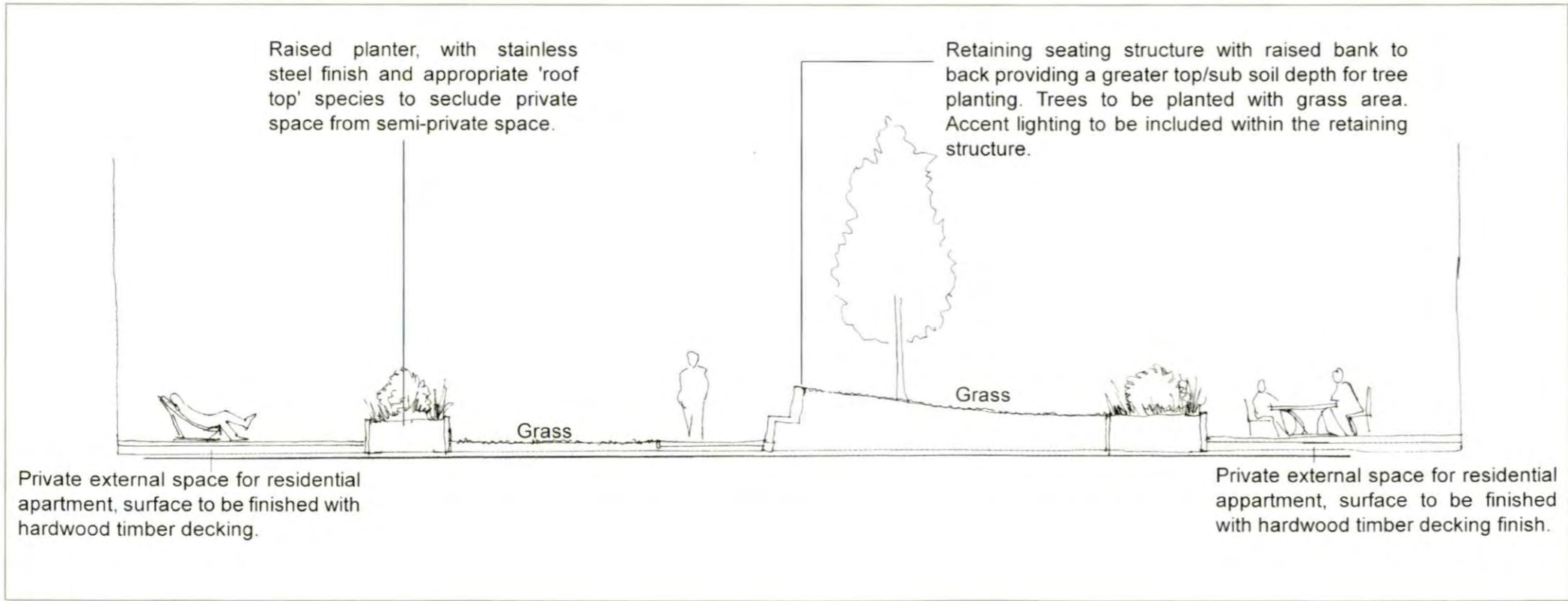
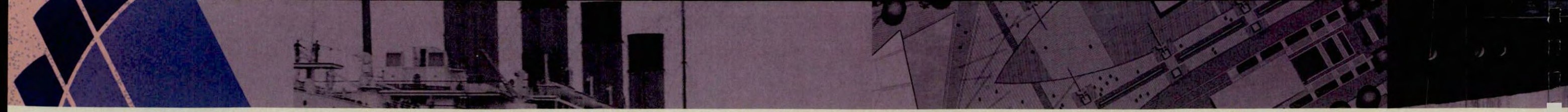
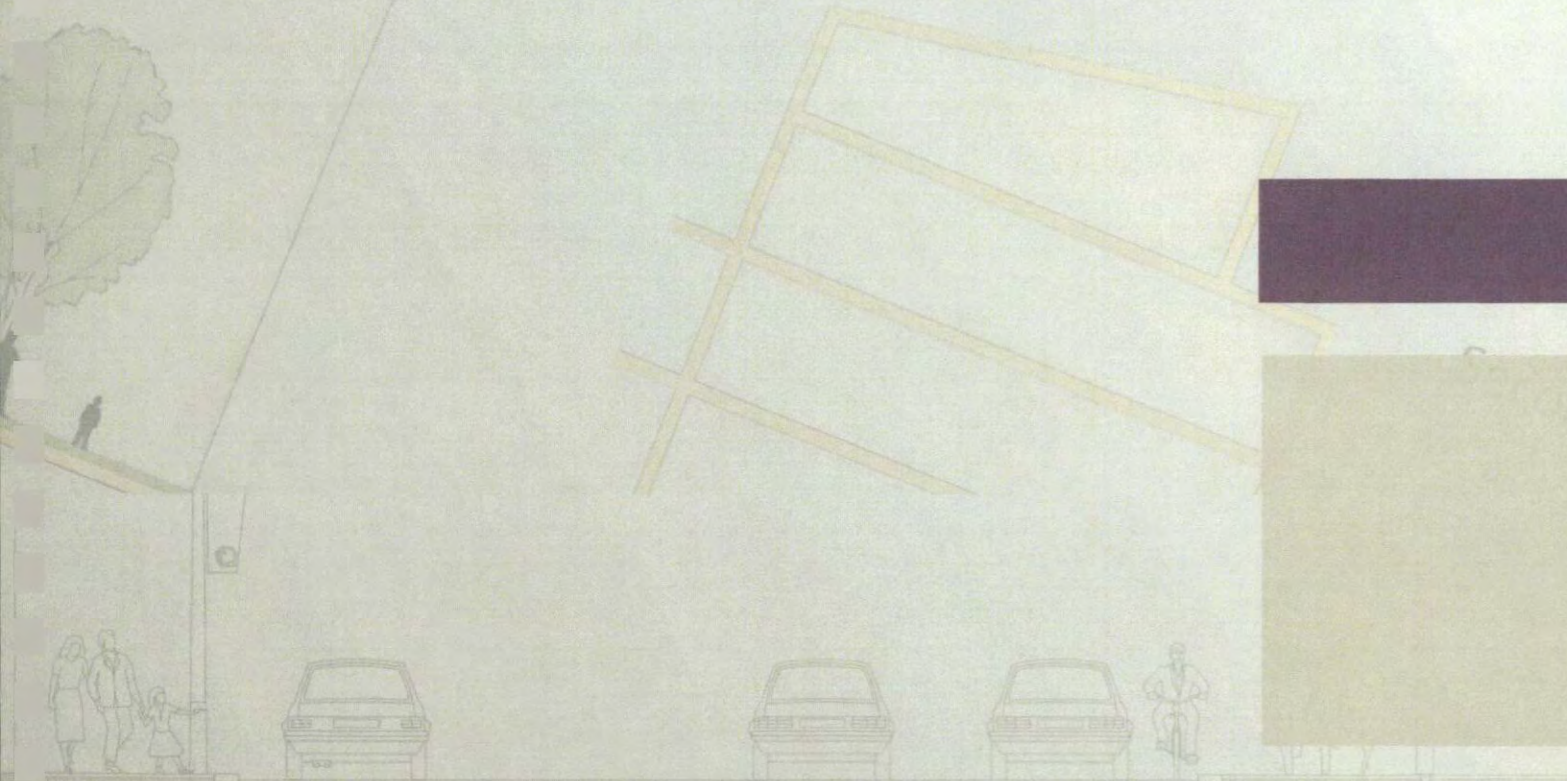


Fig 5.40 Indicative detail



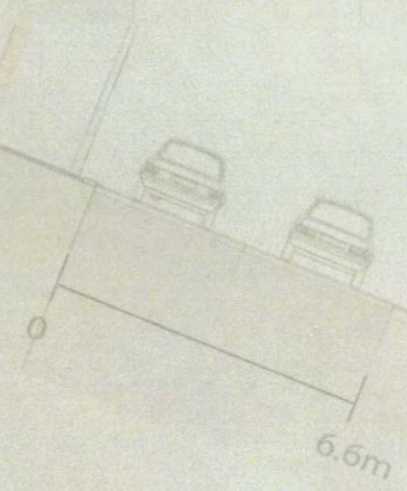
Private courtyard
garden

6.0 STREETScape



On-street parking bay

Private courtyard
garden





6.1 ROAD HIERARCHY

The layout of the development to be based on a hierarchy of streets comprising Main Roads, Access Roads, Streets and Shareways. Although there is no intention at this stage to secure adoption of these streets, all roads to be designed to an adoptable standard.



Fig 6.0 Hierarchy of streets

STREETSCAPE

6.2 MAIN ROADS

The Main Road accessing Phase II to be Abercorn Crescent/Queen's Road with a design speed of 30mph and designed largely by reference to the Design Manual for Roads and Bridges (DMRB). Typical dimensions to include:

- Road corridor width of 22.5m;
- Minimum horizontal radii will be 90m;
- Access junction radii to be based on the Department's Development Advice Note 15 (DCAN 15) typically 6m and 10m; and
- Sightlines to be 4.5m by 70m in general, although visibility zones to be identified at traffic signal junctions in accordance with the DMRB.

The typical geometries of the options for Queen's road to be as follows:

- a) a 4.65m footway, 4 no. 3.3m lanes and a 4.65m footway (footways accommodate pedestrians, cyclists and landscaping) prior to the trigger point for BRT
- b) a 4.65m footway, a 3.3m bus lane, a 0.6m physical island, a 3m lane, a 3.3m turning lane, a 3m lane and a 4.65m footway, with BRT.

The lighting along main roads to be adequate for this grade of road with consideration given to the potential height of service vehicles and coaches that may use the streets. The adjacent pavements however to benefit from different lighting to create a welcoming and inviting streetscape in which pedestrians feel safe.

Lamp columns that accommodate multiple light sources at different heights to be chosen and columns should allow for seasonal banners to be flown advertising special events or simply providing colour, character and identity to the streets.

The main feeder road to the Village runs between Hamilton Dock and the listed building. This road is signalled at the Queen's Road junction and 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 in Memorial Place. It terminates at the main north-south street and has a water view upon entry to the village.

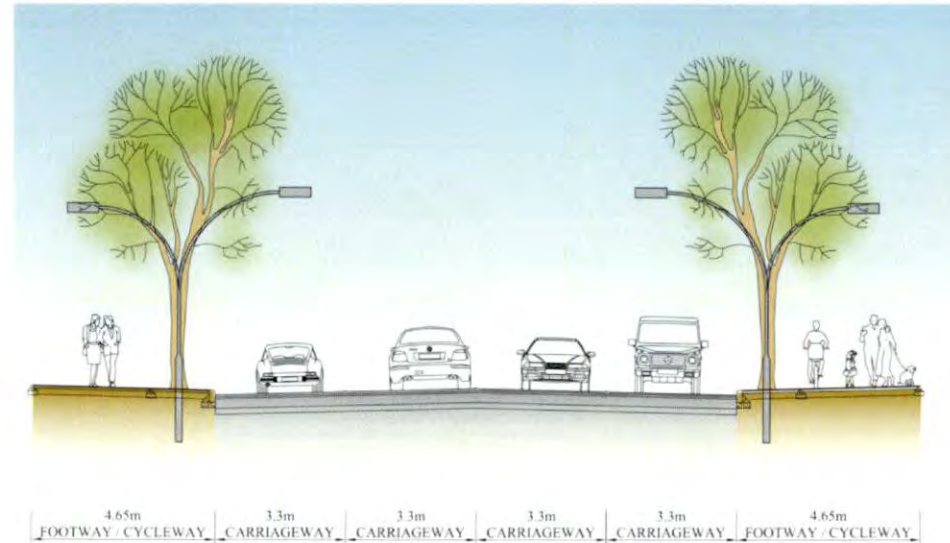


Fig 6.1 Queen's Road Option A

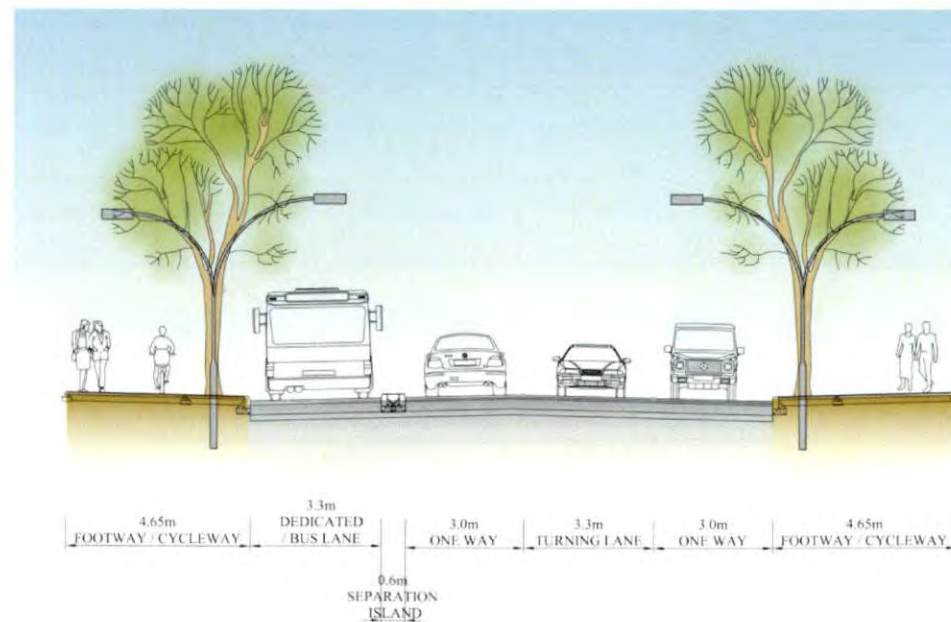
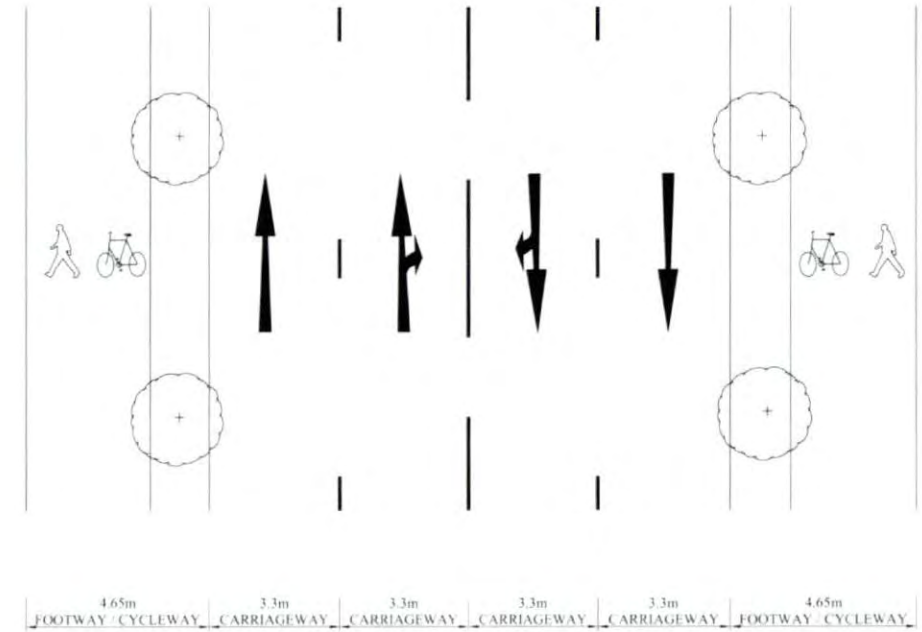
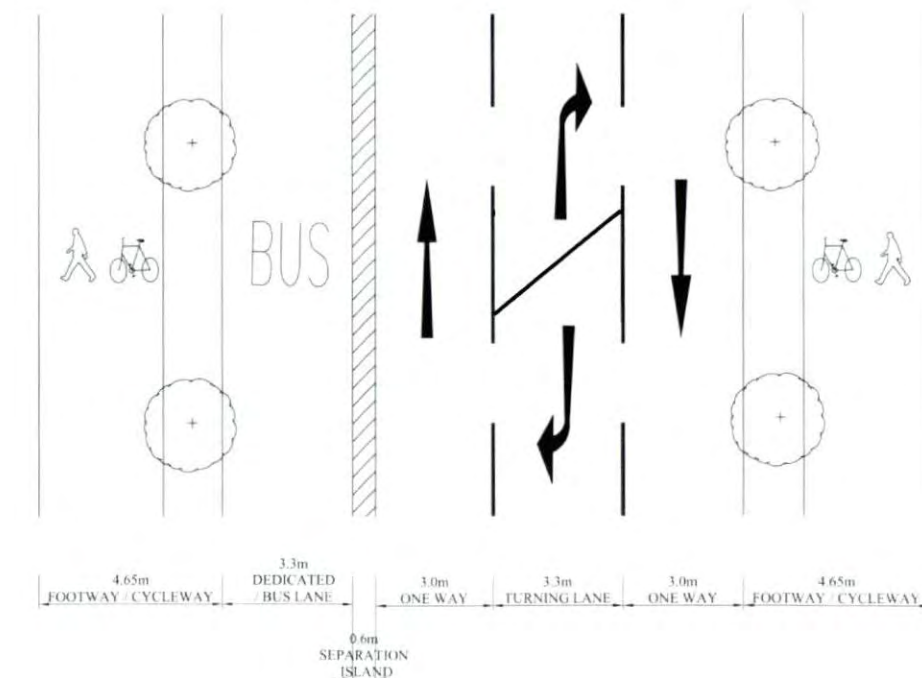


Fig 6.2 Queen's Road Option B



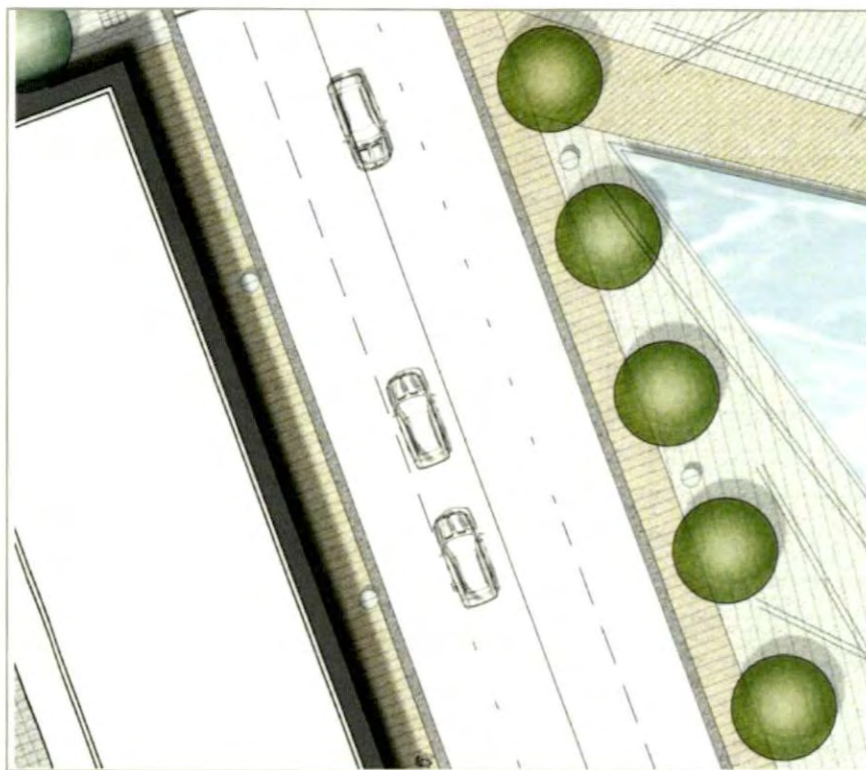


Fig 6.3 Illustrative plan of main road



Fig 6.4 Model of main road



6.3 ACCESS/SECONDARY ROADS

The Access Roads into Phase II off the Main Road to be the key distributors to the development areas and to be 30mph roads largely designed by reference to the DMRB and 'Creating Places'. Typical dimensions to include:

- Road corridor width to be a minimum of 18m for 4 lane and 12m minimum for 2 lane;
- Minimum horizontal radii to be approximately 70m;
- Access junction radii to be 6m; and
- Sightlines to be 2.4m by 45m.

These roads should aim reduce to reduce vehicle speeds through perception and character rather than speed bumps and chicanes.

Bands of paving running across the roads at key junctions may increase the perception that the user is entering a lower speed zone and these strips may also serve as safe pedestrian crossing points.

Light columns should be complementary to those used on the main roads but may not require banners to be hung as with the main roads. The columns should allow for multiple light sources to be located at various heights on the column.

These roads provide the transition into the predominantly residential neighbourhoods and seek to establish a distinctive character through the use of selected street trees and overall consistency of paving materials.

The roads are tarmac with recessed on-street parking bays paved in materials to match the adjoining pavements.

Compact street trees reinforce the avenue character as opposed to the use of large crowned species that establish a boulevard character along the main distributor roads.

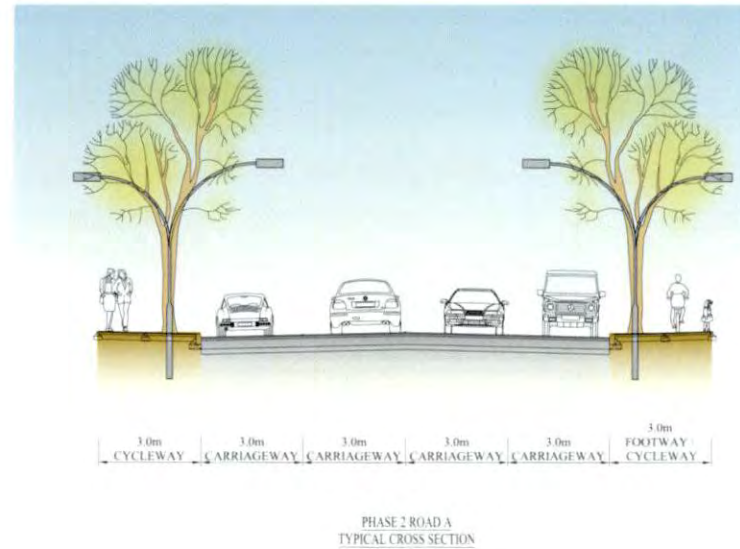


Fig 6.5 Access Roads

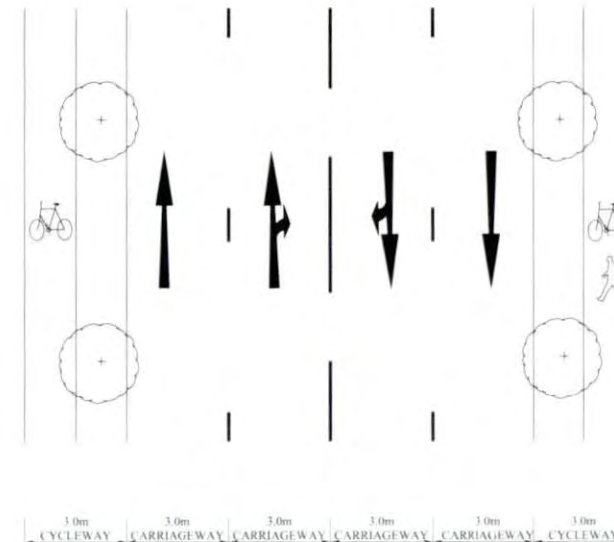


Fig 6.6 Model of access road

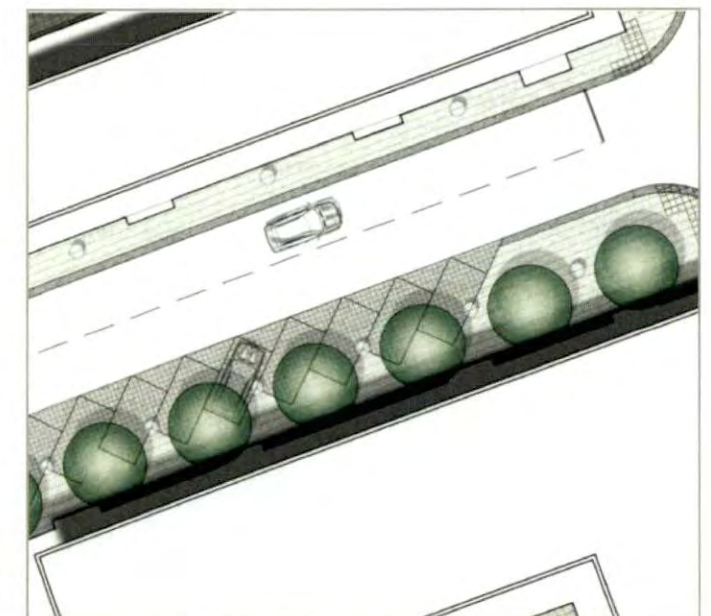


Fig 6.7 Illustrative plan of access road

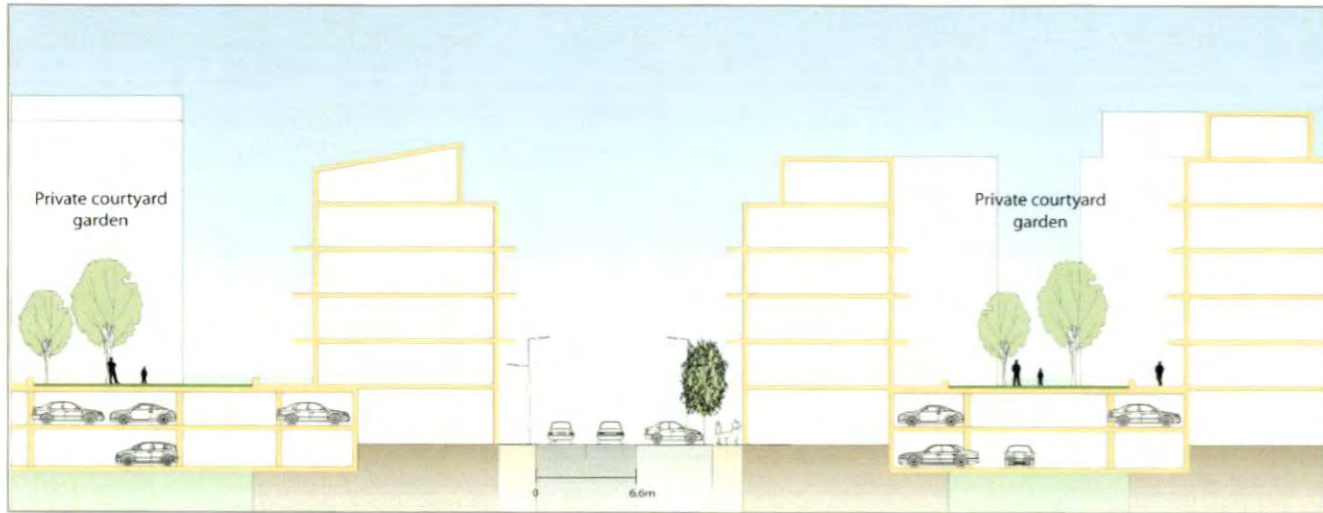


Fig 6.8 Illustrative section of access road

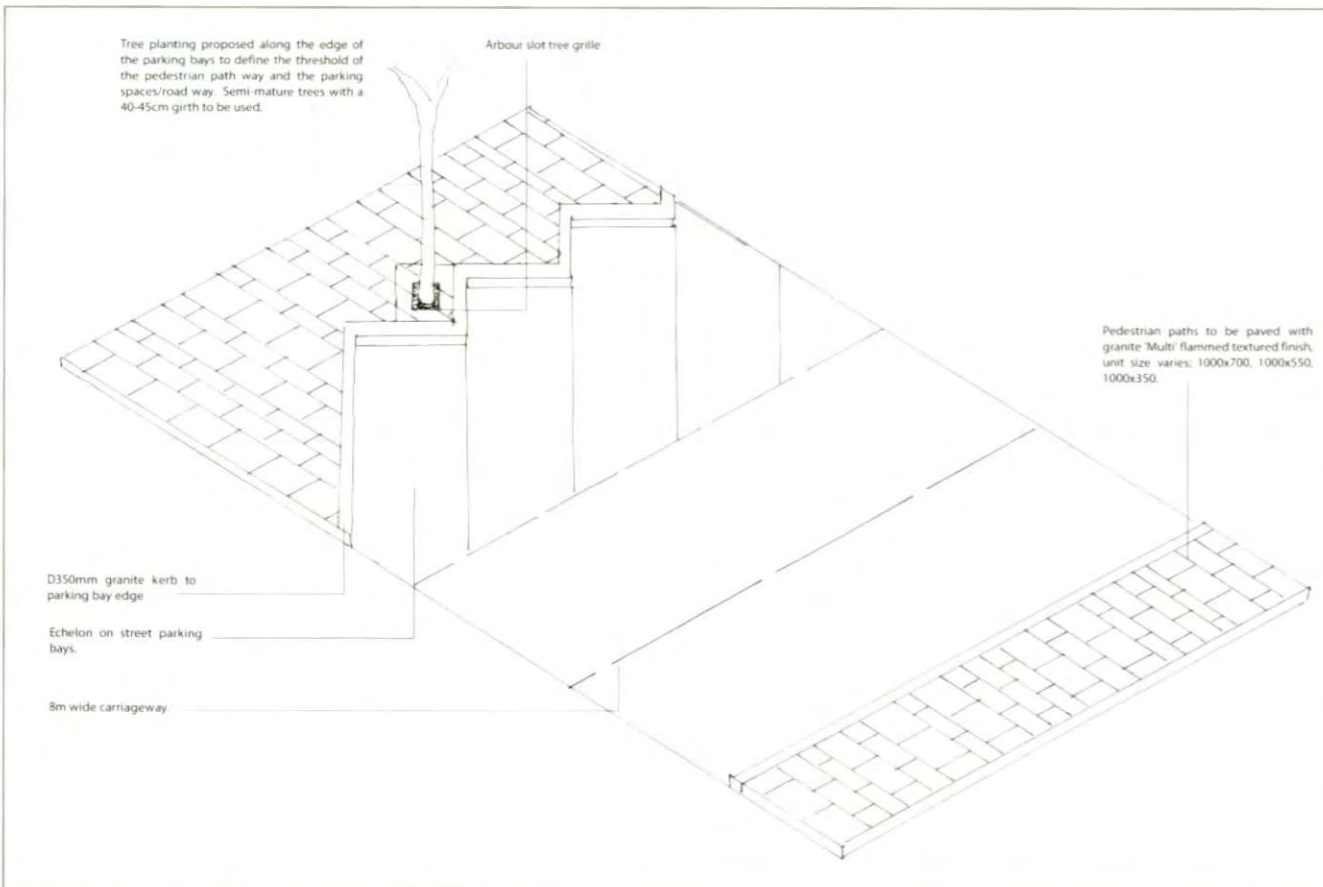


Fig 6.9 Indicative detail of access road



STREETSCAPE

6.4 STREETS

The Streets will essentially be housing roads designed mainly by reference to 'Creating Places' and with traffic calming to achieve 20mph zones with some on street parking. This will mostly be achieved using short link lengths and speed controlled bends, although other speed control features to be considered. Typical dimensions to include:

- Road corridor width of 10.6m minimum;
- Minimum horizontal radii to be 25m generally, although 10m on speed control bends;
- Access junction radii to be 6m and 4m; and
- Sightlines to be 2.4m by 33m.

Street life is vital to the success of the neighbourhood streets and to be promoted through perceived and real safety measures that consider adequate lighting, secure-by-design principles of sight lines and hiding places and that allow for ease of street crossing.

Pedestrian crossing points to extend from key building entry points across roads and into neighbourhood parks.

The paving materials to be of a palette complementary to the overall Phase II suite of materials but unit sizes may be smaller in order to indicate the change in spatial hierarchy.

The neighbourhood streets of Phase II to aim to further reduce perceived and actual vehicle speeds through paved strips, smaller turning radii etc.

On-street parking to be provided in paved bays that complement the adjoining pavement materials.

The building facades to include multiple building entry points to enhance the connectivity between residences and the streets from which they are entered.

Surrounding the neighbourhood parks, light columns may include banners that enhance the overall character of the neighbourhood area and park.



Fig 6.10 Illustrative section

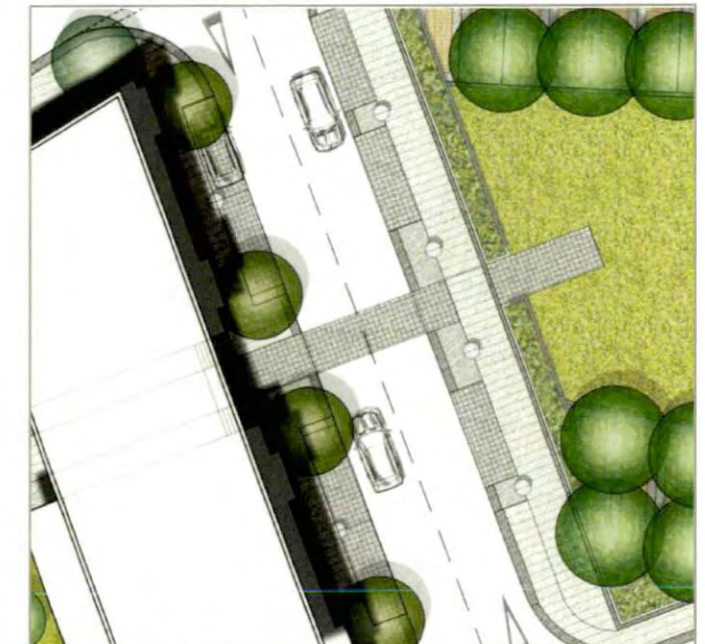
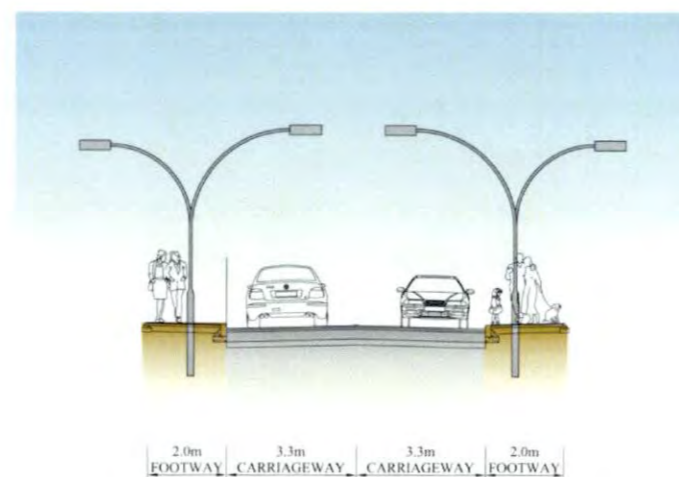


Fig 6.11 Illustrative plan of street



PHASE 2 INTERNAL ROADS
TYPICAL CROSS SECTION

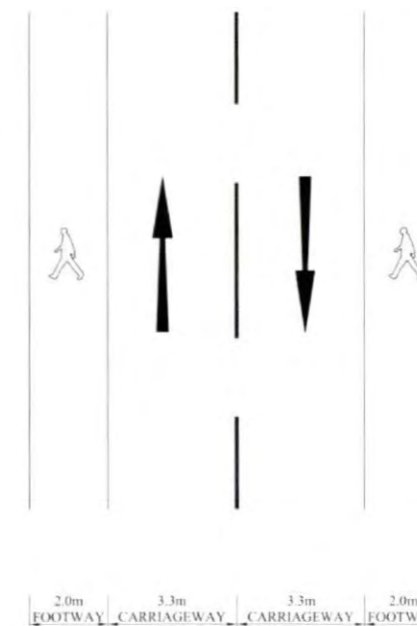


Fig 6.12 Streets



Fig 6.13 Model of street

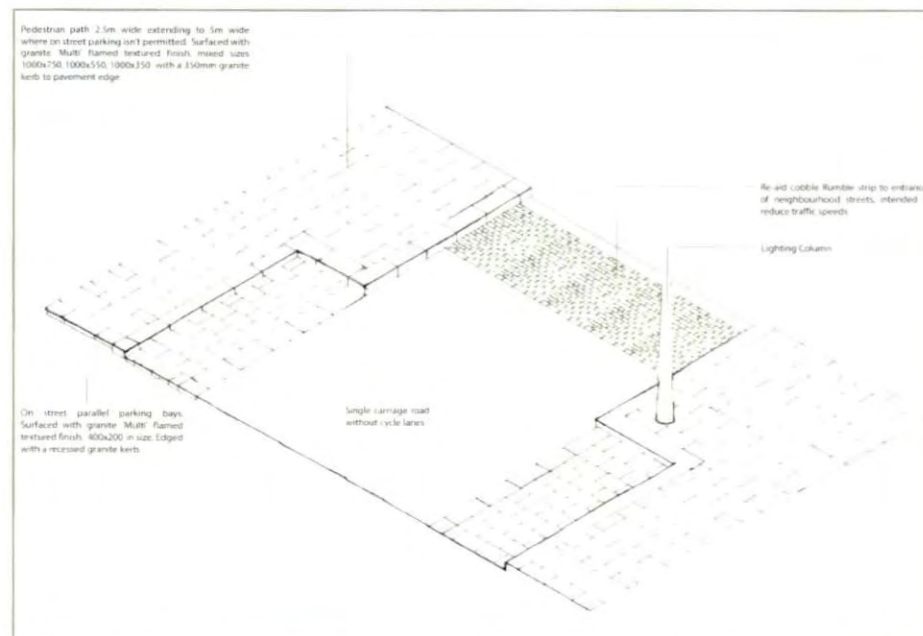


Fig 6.14 Indicative detail of street



STREETSCAPE

6.5 SHAREWAYS

Shareways essentially to be housing roads designed largely by reference to 'Creating Places' and with traffic calming to achieve 20mph zones. To be one-way, low vehicle use, shared streets for drop off and light servicing. Occasional passing points to be provided to avoid blocking. Typical dimensions to include:

- Road corridor width of 6.5m;
- Minimum horizontal radii of 25m generally, although 10m on speed control bends; and
- Sightlines of 2.4m by 33m.

The design to be carried out largely by reference to standards outlined in 'Creating Places' and the Design Manual for Roads and Bridges (DMRB), with further guidance from the Manual of Streets.

The shareway streets of Phase II to be pedestrian priority routes that provide a controlled vehicular access route and an attractive address for residential units.

Short-term parking to be provided within the adjacent paving and demarcated through simple low level bollards.

Tree planting to be close to the road edges to enhance the character and identify these streets as low speed avenues.

The shareway streets to allow for essential vehicle access to residential properties but promote non-vehicular use of the streetscape. Cycling and walking to be promoted through the design of these streets that seek to lower driving speeds through the use of signage, block paving on the road surface and minimum acceptable radius at corners.

Visually these streets to appear to be a continuation of the adjacent pavements and the selected surface material of the roadway should therefore complement the adjoining materials.

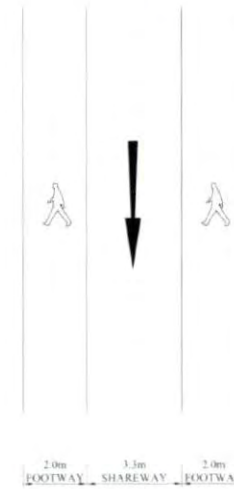


Fig 6.15 Cross section and plan of shareway



Fig 6.16 Model of shareway street

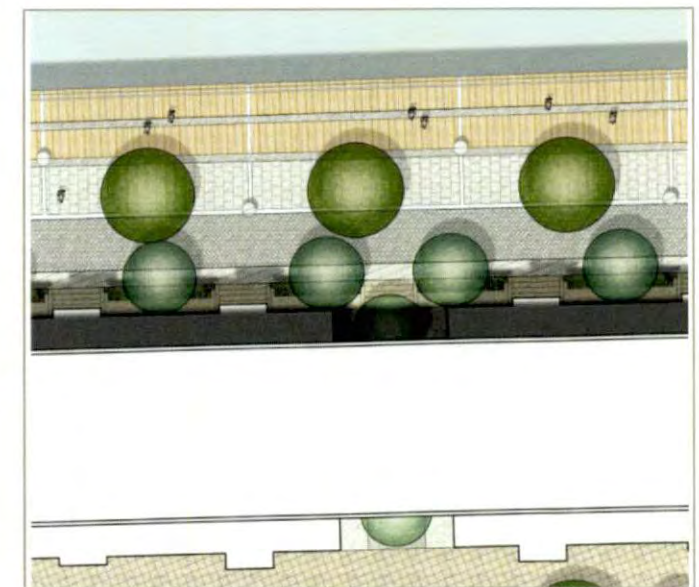


Fig 6.17 Illustrative plan of shareway street

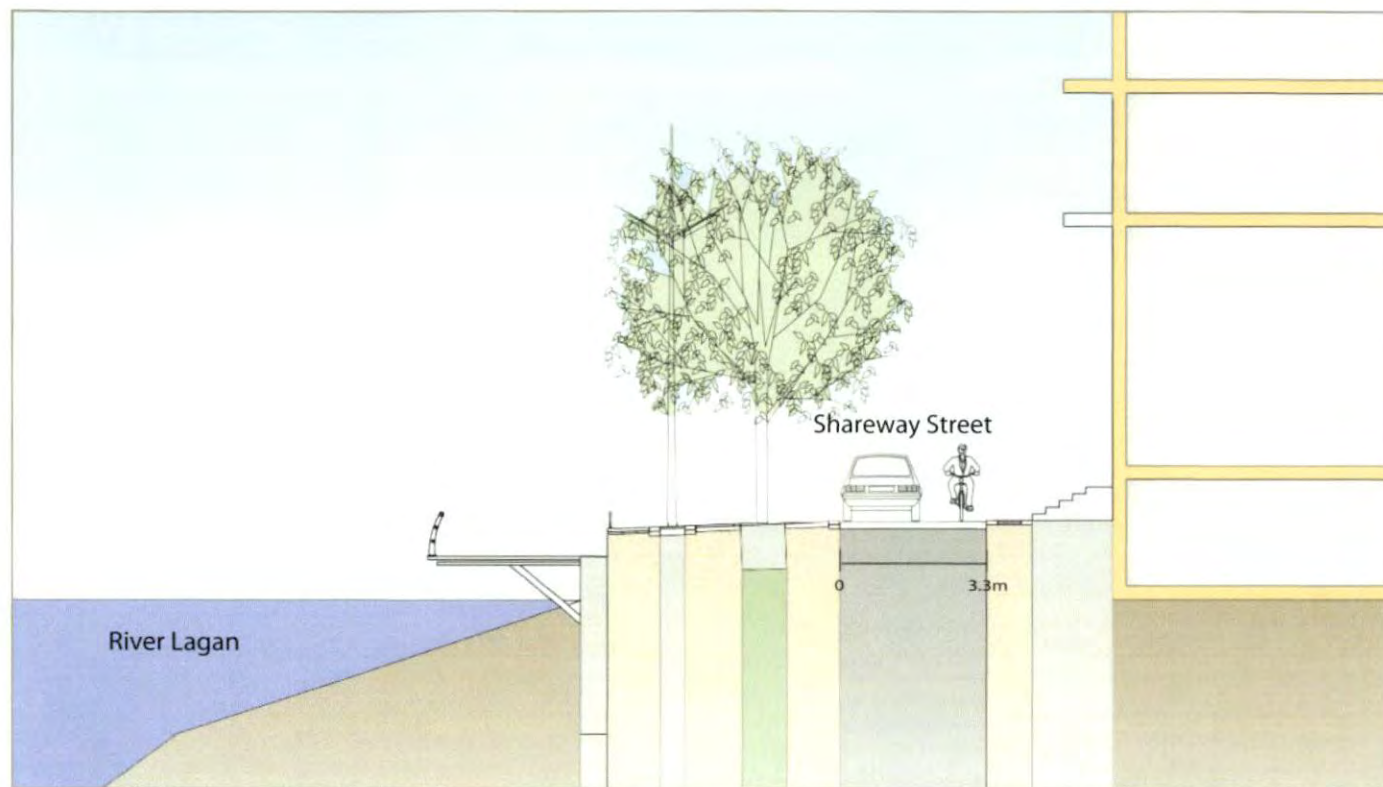


Fig 6.18 Illustrative section of shareway

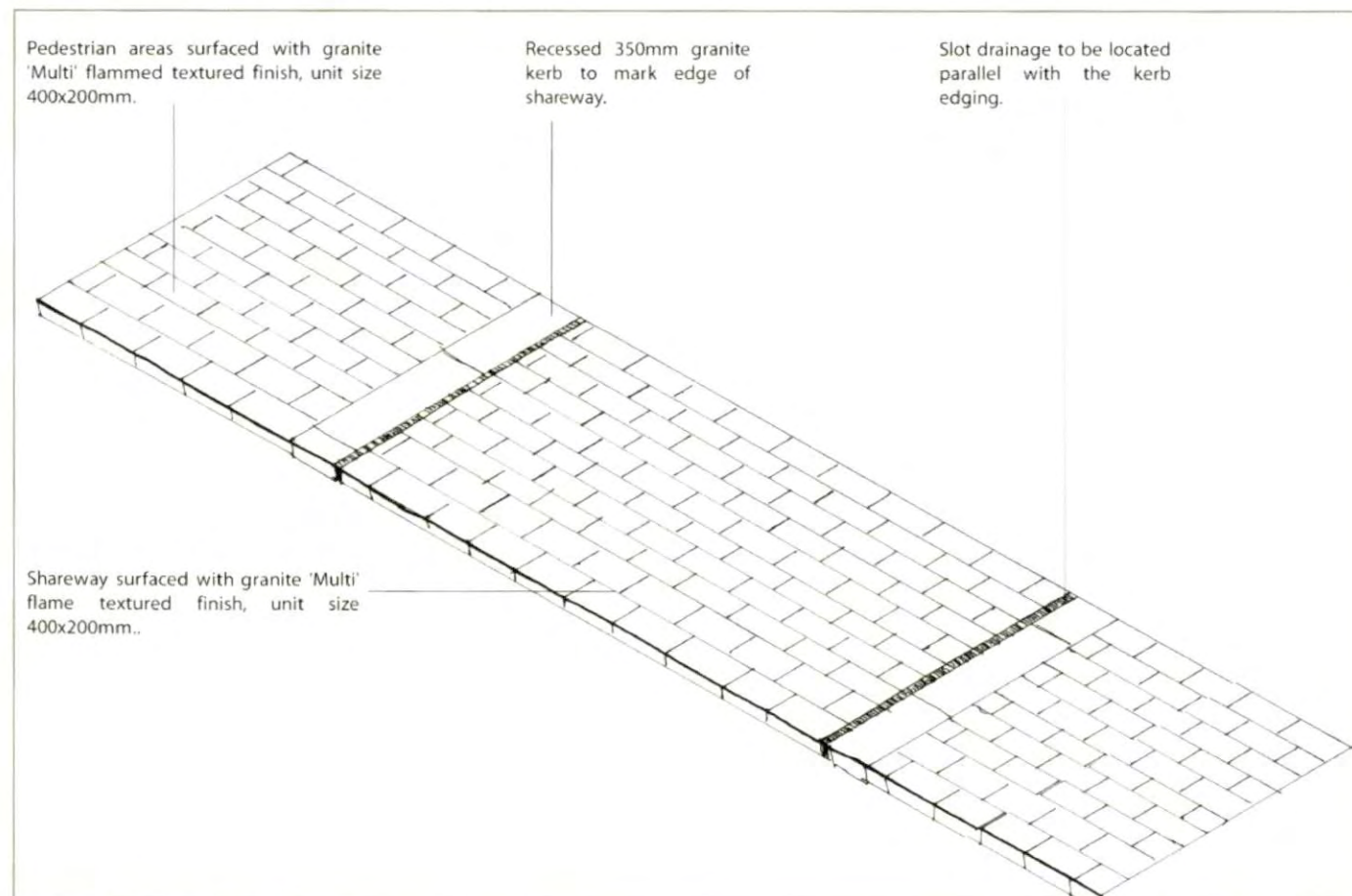


Fig 6.19 Indicative detail of shareway



6.6 ACCESSIBILITY & PEDESTRIAN CONNECTIONS

Phase II to be designed so as to be pedestrian and cycle friendly and to incorporate the following:

- (a) all roads and streets to include cycleways;
- (b) Provision of dropped kerbs and tactile paving and the removal of any unnecessary obstructions to ensure safe access for the mobility impaired;
- (c) Convenient movement along pathways and an unhindered approach to buildings;
- (d) Pedestrian priority to facilitate pedestrian movement within and between land uses; and
- (e) Ease of access to parking and public transport facilities.

Seating to be provided at various locations with regard to security considerations.

Planting to be minimal, low maintenance and low level in order to retain clear sight lines.

Street furniture to be of a consistent palette across all such connection spaces and to reinforce the overall character of Phase II public realm.

Signage on the lighting columns may be used to aid orientation.

The public realm of Phase II to be an integrated network of streets and spaces that utilises view lines within the site and to landmarks and visual references in the wider area.

The pedestrian connections play a significant role in promoting movement and circulation through the Phase II area.

Located on key sight lines these connections act as collectors and distributors for pedestrian movement.

Tree planting to contain the scale of these routes whilst appropriate levels and quality of lighting allow the spaces to feel secure throughout the day and night.



Fig 6.20 Illustrative section of pedestrian route



Fig 6.21 Model of pedestrian route

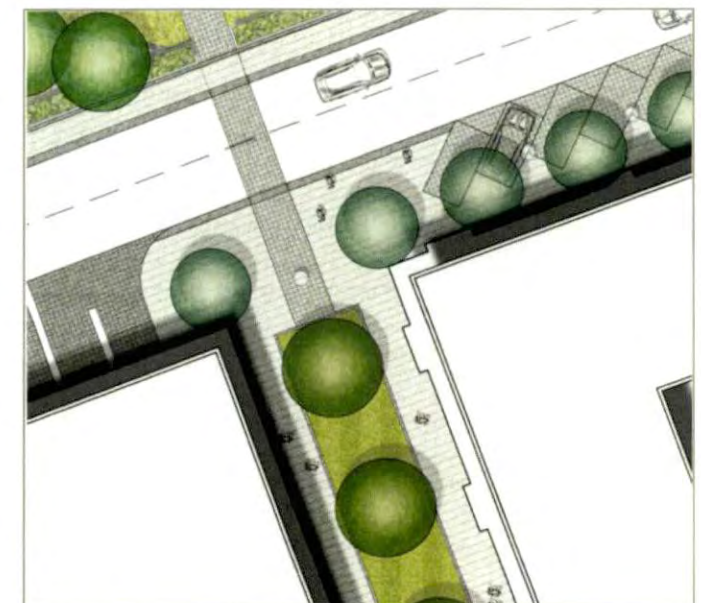


Fig 6.22 Illustrative plan of pedestrian route

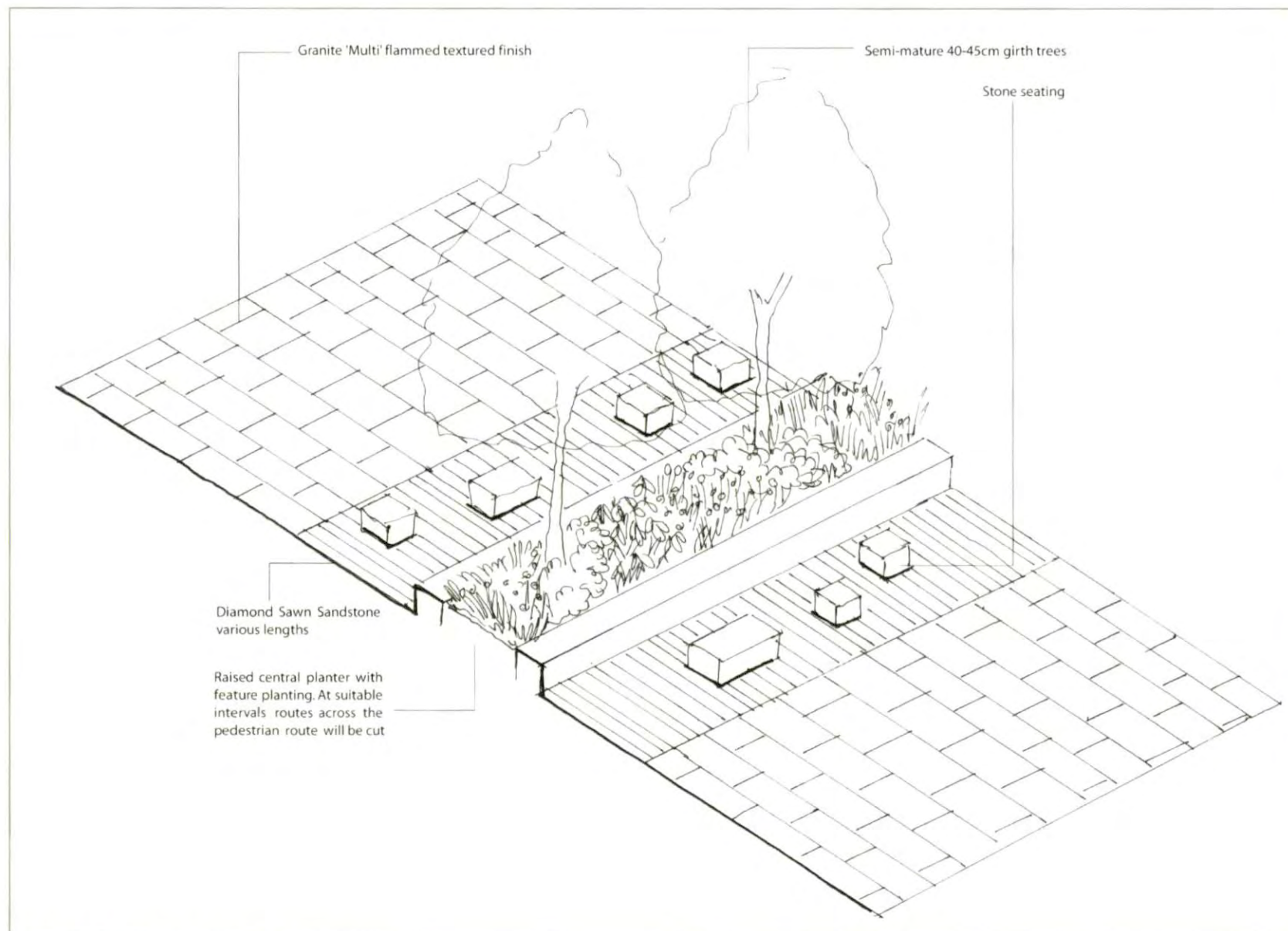
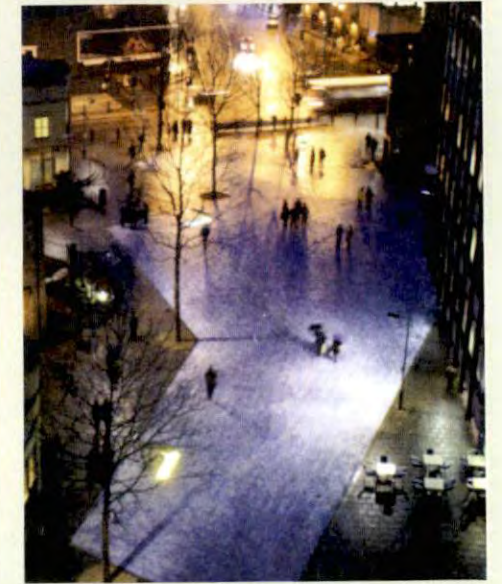
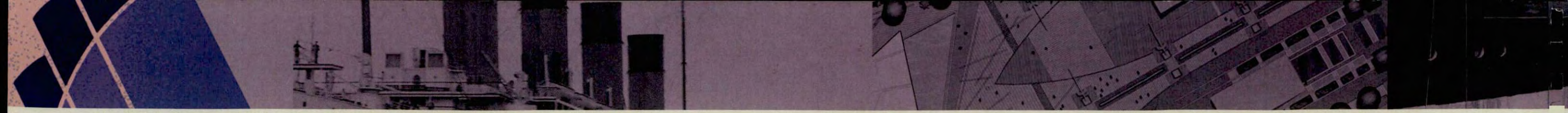
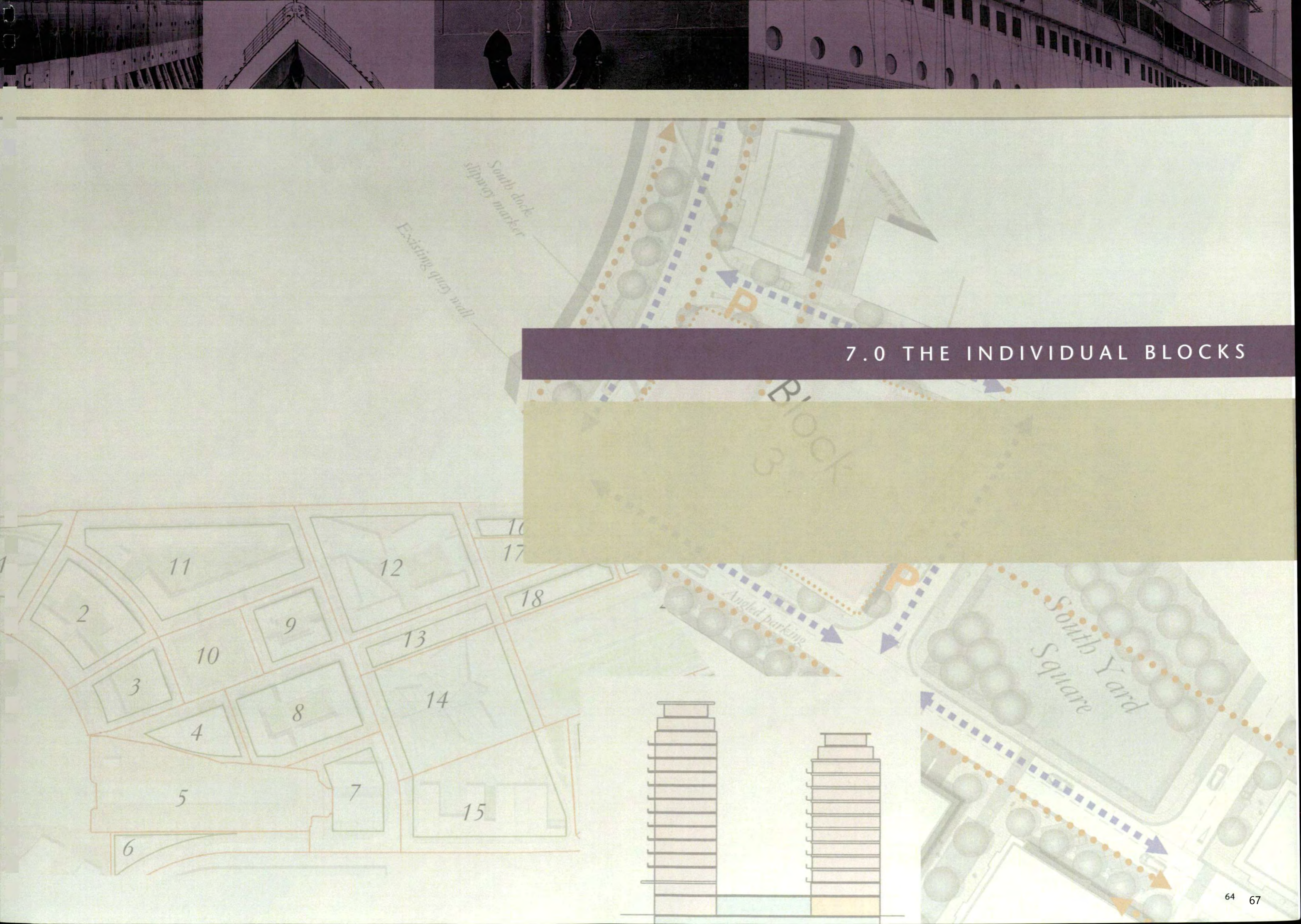


Fig 6.23 Indicative detail on pedestrian route

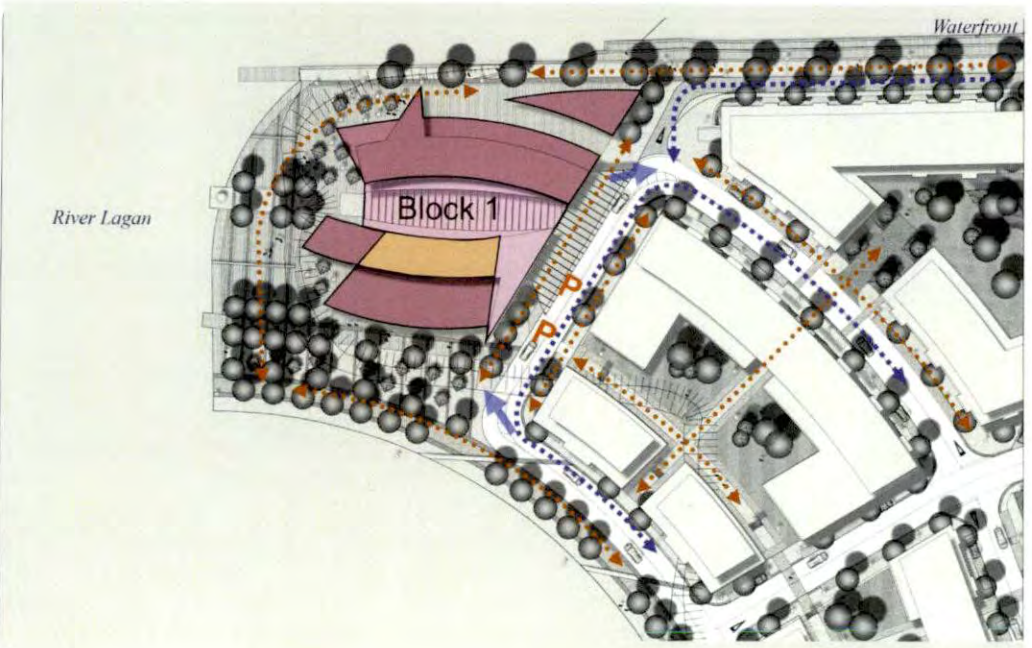






7.0 THE INDIVIDUAL BLOCKS

BLOCK 1

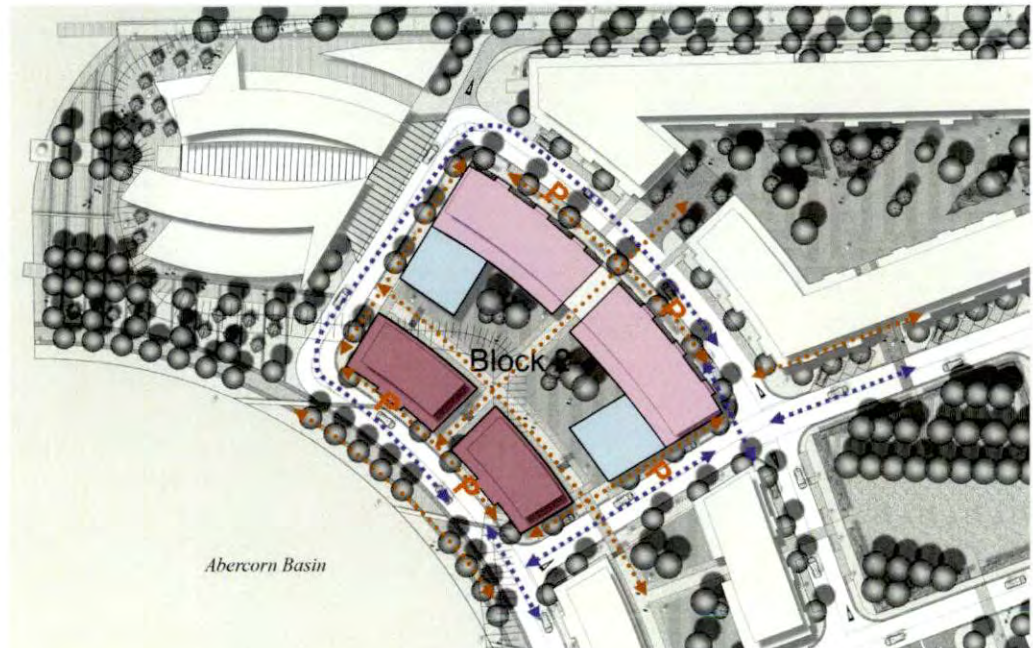


DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block one, Abercorn Basin

- Creation of landmark marker building at entrance to Abercorn Basin.
- Orientation of building to maximise distant views to hills and provide slender elevation to views from city centre.
- Continuation and terminus of arc of blocks from Abercorn Crescent.

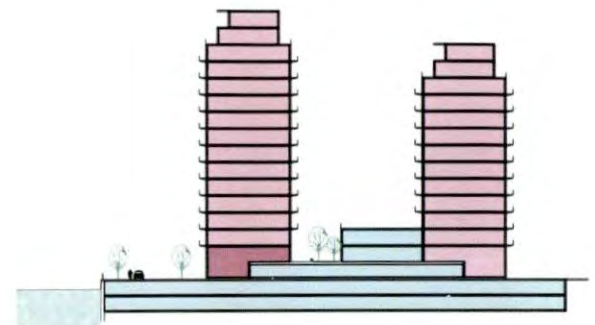
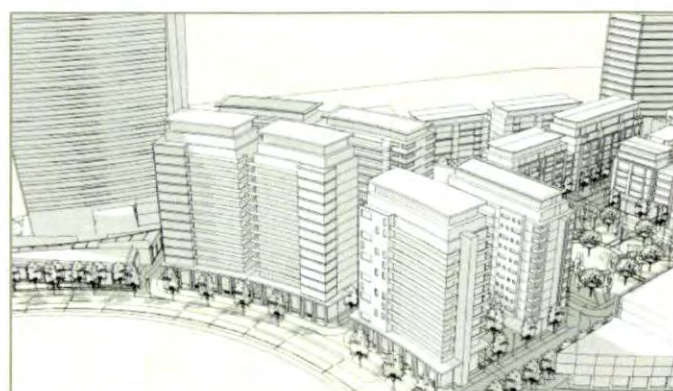
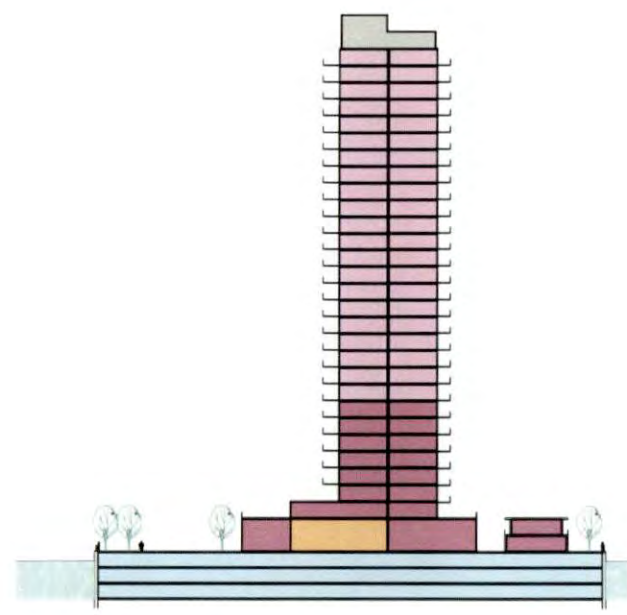
BLOCK 2



DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block two, Abercorn Basin.

- Heights of buildings are staggered around Abercorn Basin,
- Maximise distant views to hills in East and West and views to City centre South West.

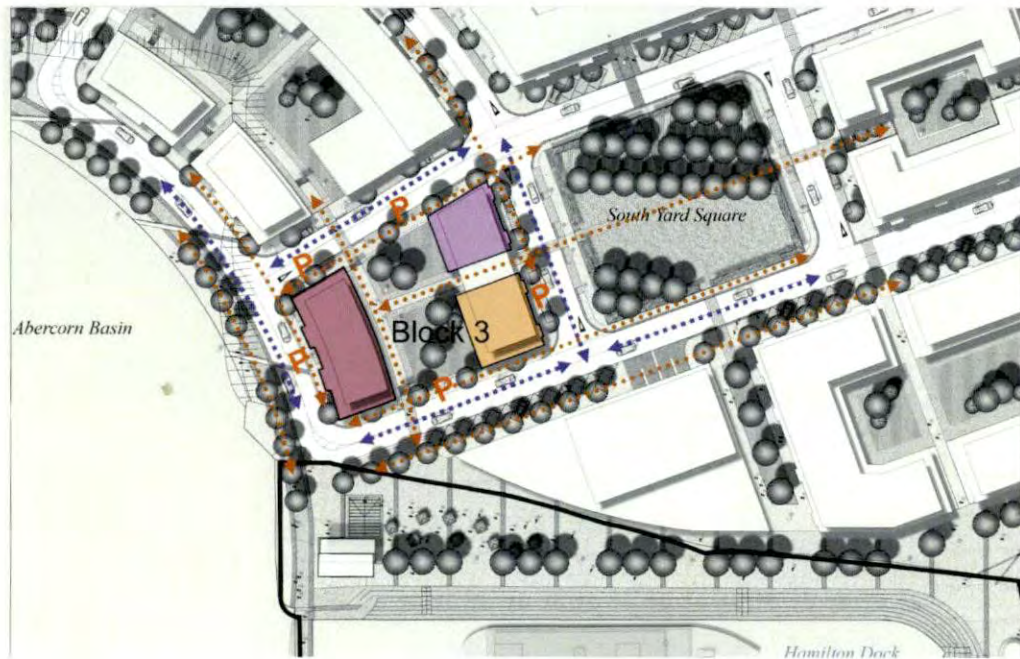


- Residential
- Office
- Retail
- Leisure
- Education
- Wellness
- Civic
- Parking/Service
- P On street parking
- ↔

 Vehicular movement
- Pedestrian movement
- ↔

 Parking / service access

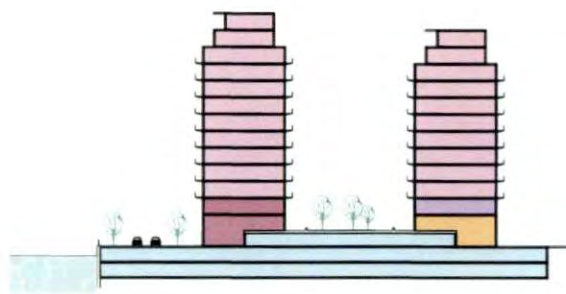
BLOCK 3



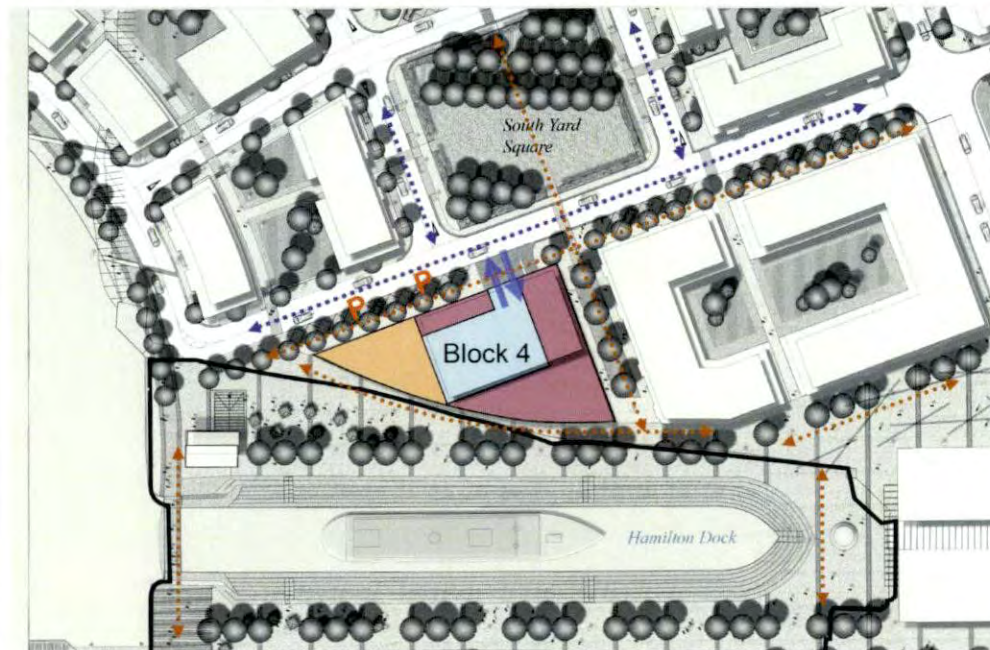
DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block three, Abercorn Basin.

- Heights of buildings are staggered around Abercorn Basin,
- Maximise distant views to hills in East and West and views to City centre South West.



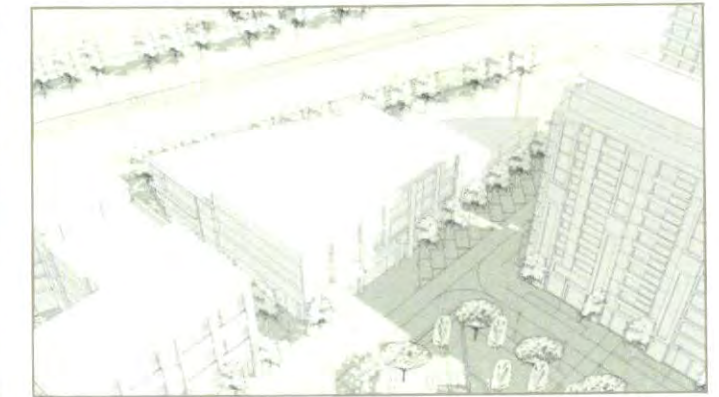
BLOCK 4



DESIGN CONSIDERATIONS

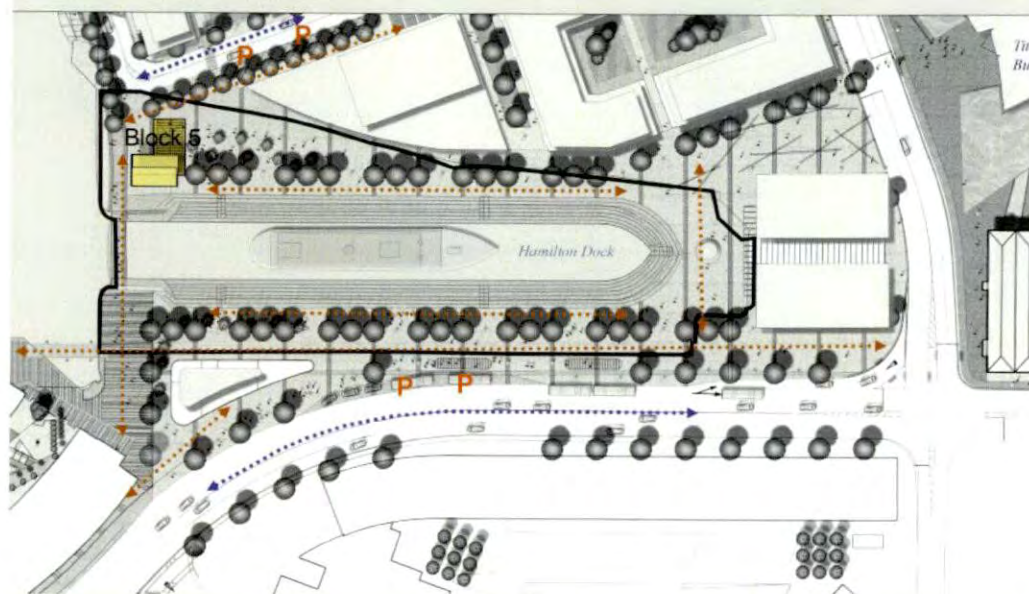
The following criteria have been considered in locating Block four, Hamilton Dock:

- The Eastern and Southern boundaries are determined by the scheduled land around Hamilton Dock.
- The overall building height respects the open characteristic of the Dock, the heights of the Harland and Wolff building and staggers back away from the dock.
- The northern boundary is determined by the axis running through the centre of the park to Hamilton Dock.



Residential
 Office
 Retail
 Leisure
 Education
 Wellness
 Civic
 Parking/Service
 P On street parking
 ↔ Vehicular movement
 - - - - - Pedestrian movement
 ↔ Parking / service access

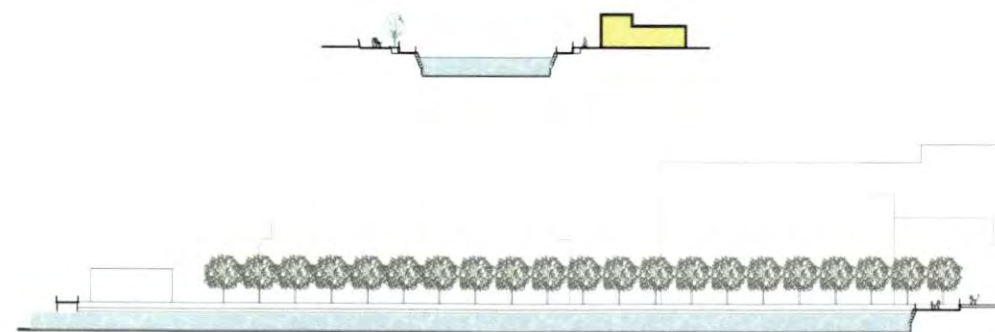
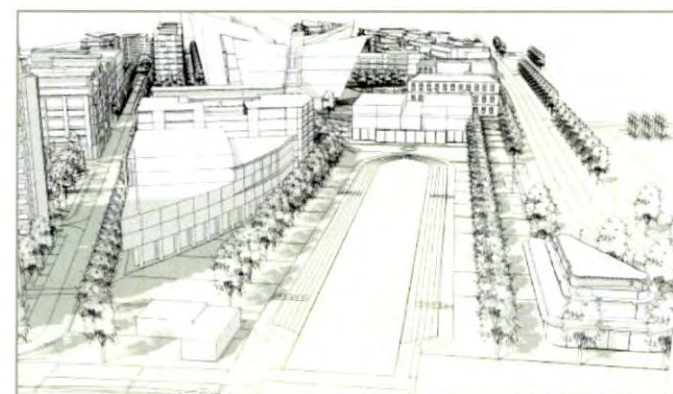
BLOCK 5



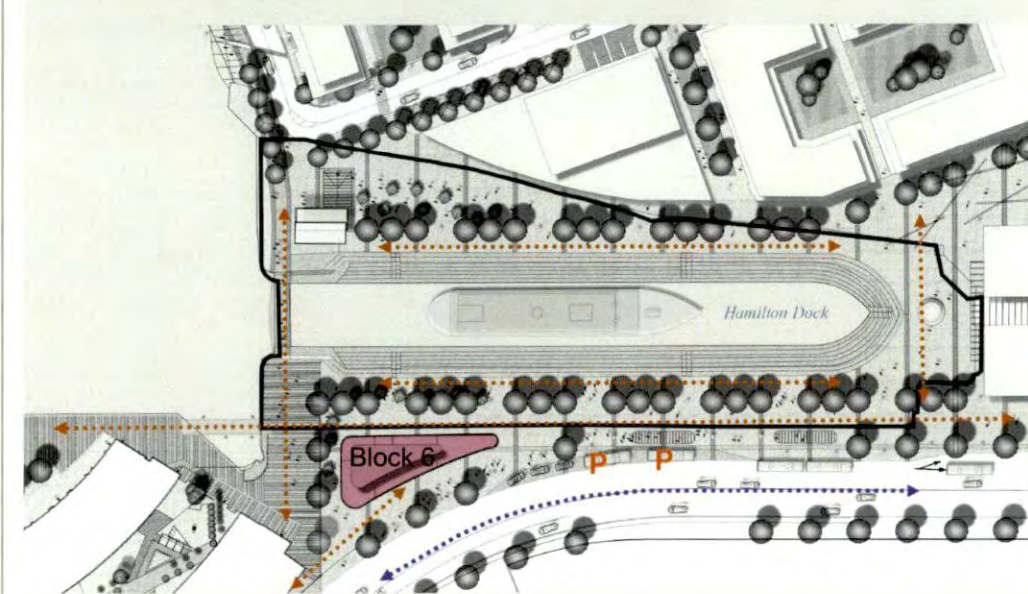
DESIGN CONSIDERATIONS

The following criteria have been considered in parcel five, Hamilton Dock:

- The overall building height respects the open characteristic of the Dock, the heights of the Harland and Wolff building and staggers back away from the dock.
- The former pump house is restored with a new addition to take up the original footprint of the pump house.



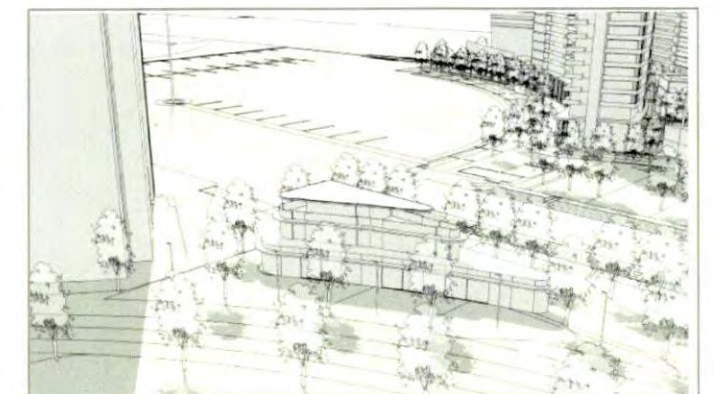
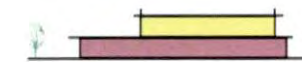
BLOCK 6



DESIGN CONSIDERATIONS

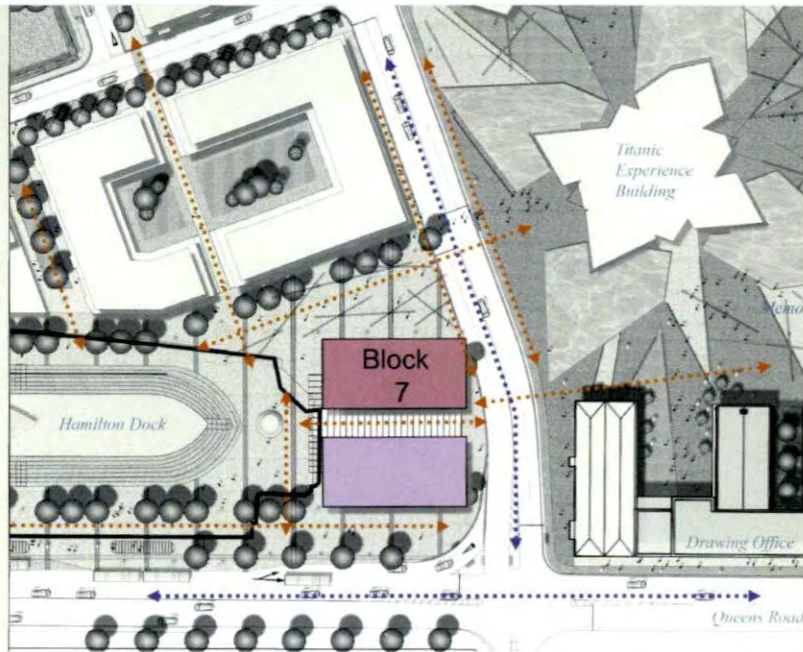
The following criteria have been considered in locating Block six, Hamilton Dock:

- The overall building height respects the open characteristic of the Dock, the heights of the Harland and Wolff building and staggers back away from the dock.
- The location maximises views across Abercorn Basin and Hamilton dock toward the proposed museum.



Residential
 Office
 Retail
 Leisure
 Education
 Wellness
 Civic
 Parking/Service
 P On street parking
 Vehicular movement
 Pedestrian movement
 Parking / service access

BLOCK 7



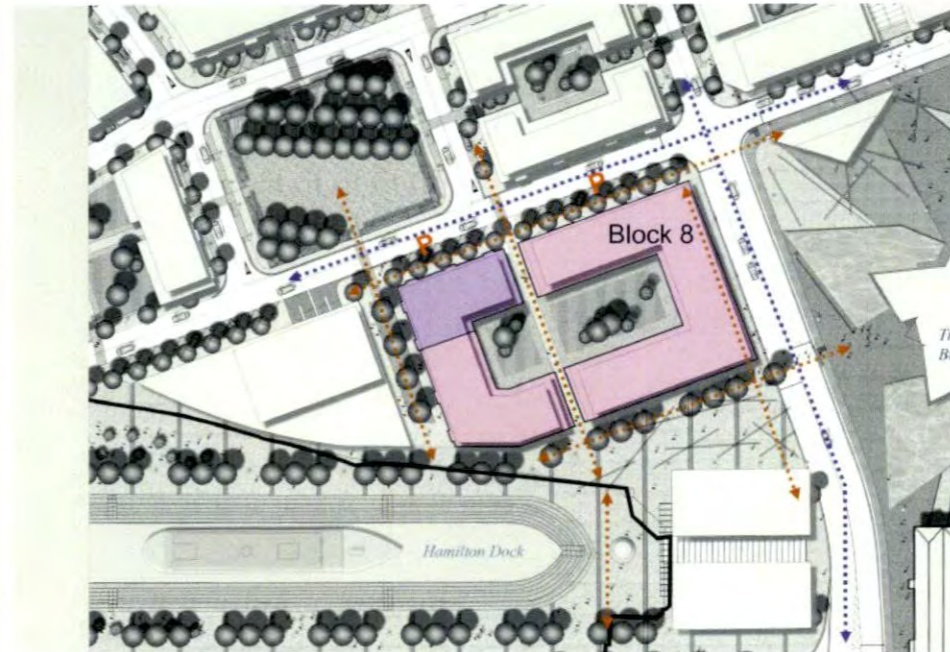
DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block seven, Hamilton Dock:

- There is sufficient setback adjacent to Queens road to allow views to the Harland and Wolff administration building.
- The scheduling of land around Hamilton Dock determines the built edge to the south.
- Views through the centre of the building retain the visual connection between Hamilton Dock and H+W building.
- The axis running centrally along the slipways, through the proposed museum to Hamilton dock is vital and sufficient room is provided between this axis and block seven.
- The building height is determined by the relationship with the H+W building.



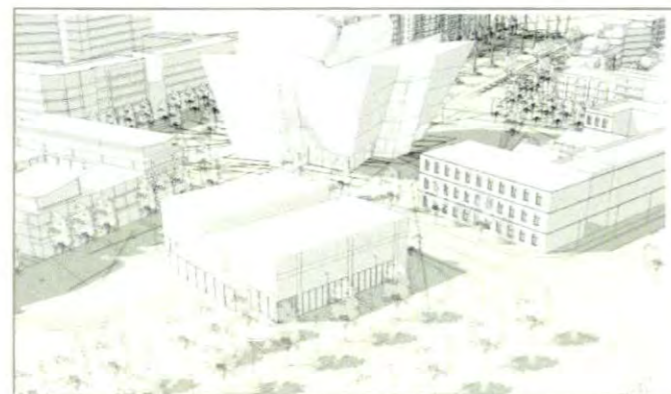
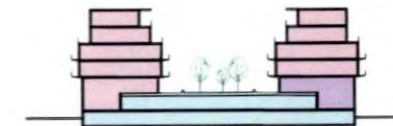
BLOCK 8



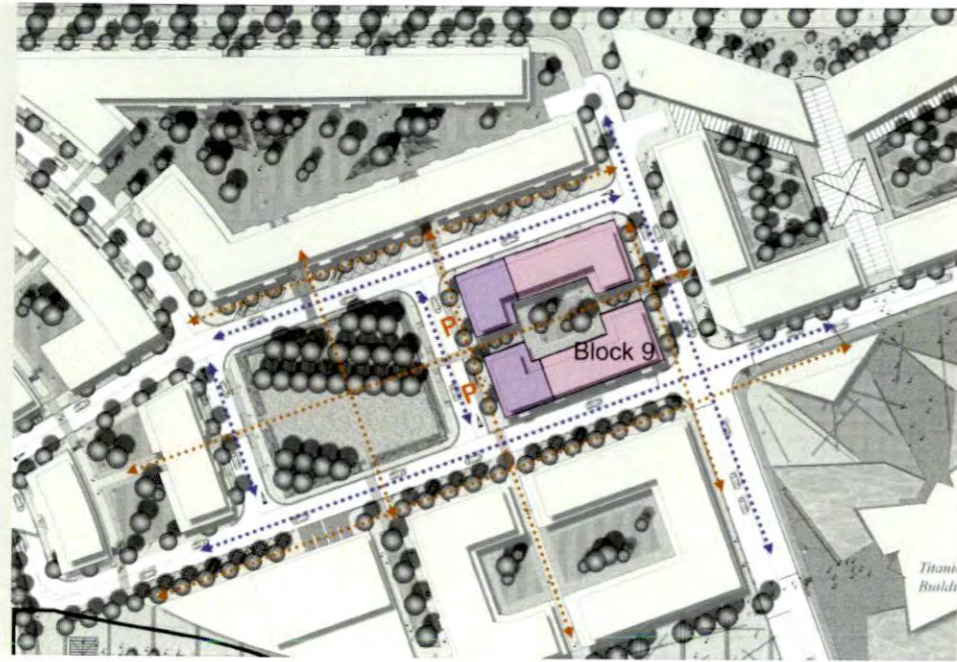
DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block eight, Laganside:

- There is a key connection between blocks connecting Hamilton Dock and the northern edge of the park.
- Building heights opposite proposed museum respond to heights of Harland and Wolff building.
- Southern boundary of parcel determined by axis through centre of park to Dock.



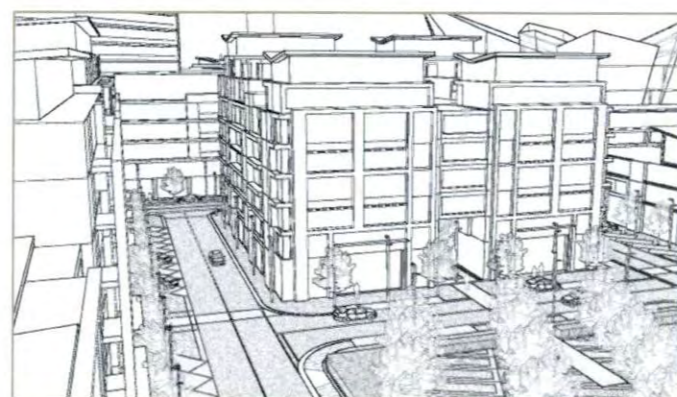
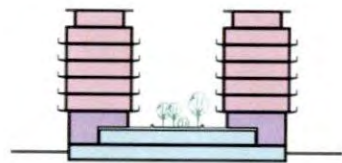
BLOCK 9



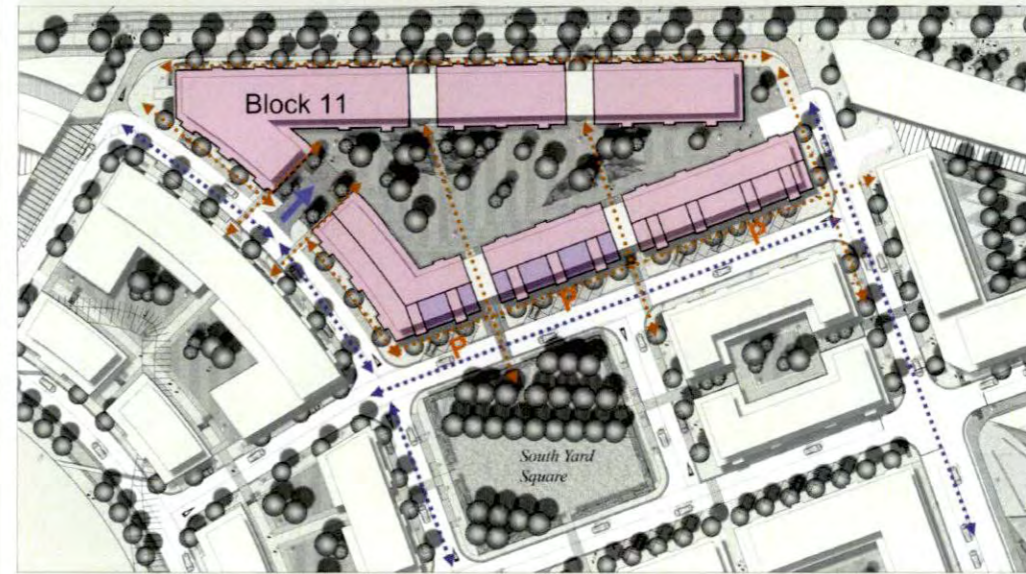
DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block nine, Laganside:

- There is a key connection between blocks connecting with the park.
- Building heights and facades give life and definition to the streetscape and park.



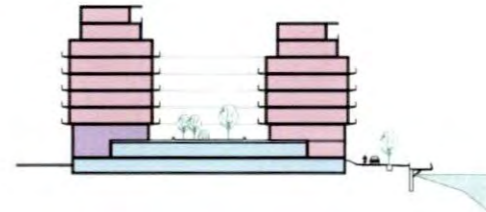
BLOCK 11



DESIGN CONSIDERATIONS

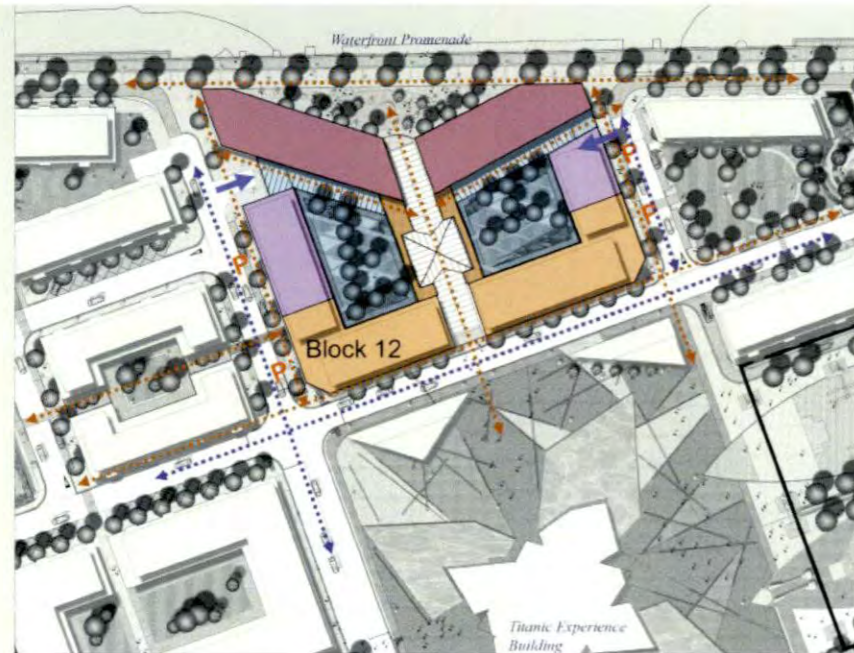
The following criteria have been considered in locating Block eleven, Laganside:

- There is a key connection between blocks connecting with the park.
- Building heights and facades give life and definition to the streetscape and park.
- Views across the river and towards the hills and maximised.



Residential
 Office
 Retail
 Leisure
 Education
 Wellness
 Civic
 Parking/Service
 P On street parking
 Vehicular movement
 Pedestrian movement
 Parking / service access

BLOCK 12

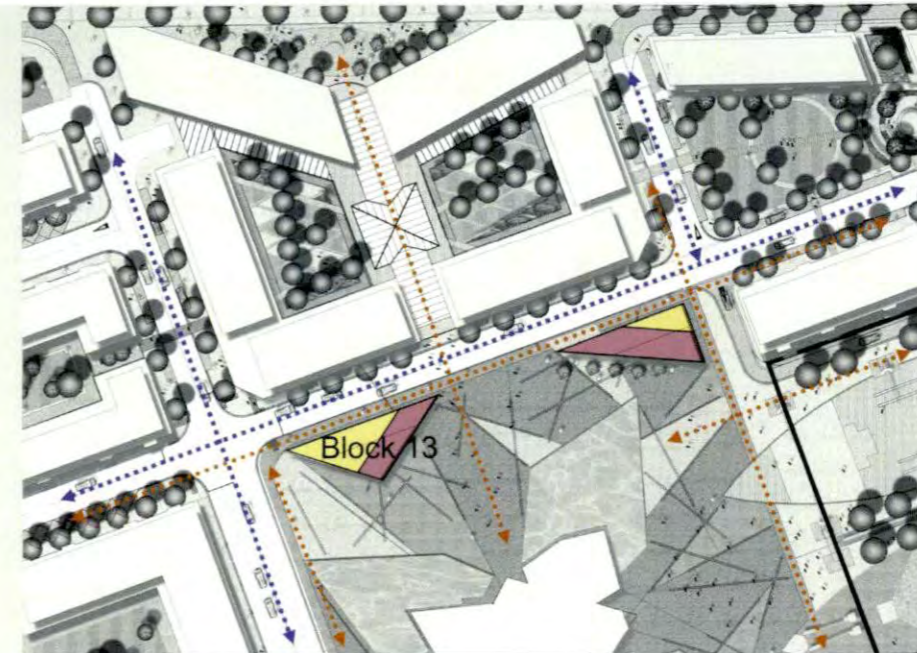


DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block twelve, Lagside:

- There is a key connection between blocks connecting with the proposed museum, River Lagan and Harland and Wolff building.
- There is a node of activity created centrally between the block and river Lagan.
- Views across the river and towards the hills and maximised.

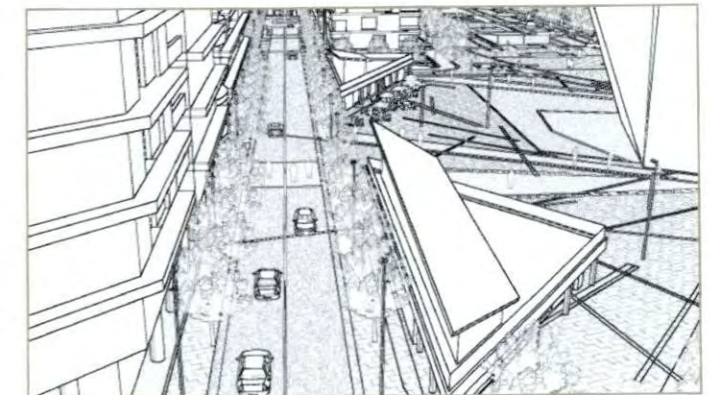
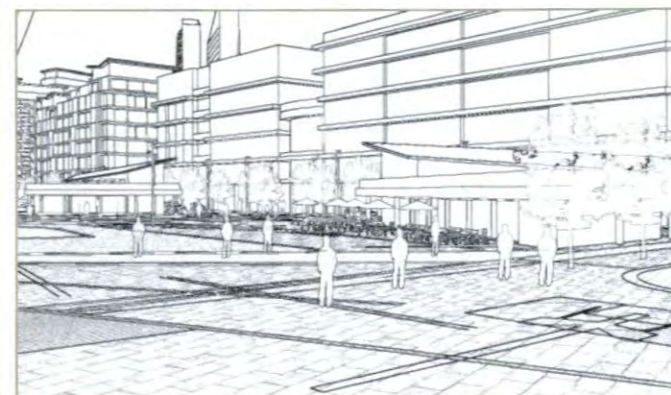
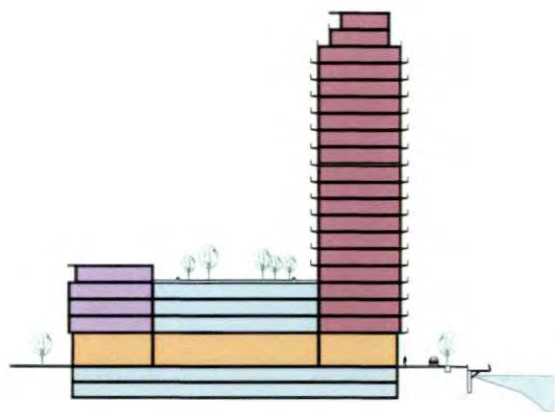
BLOCK 13



DESIGN CONSIDERATIONS

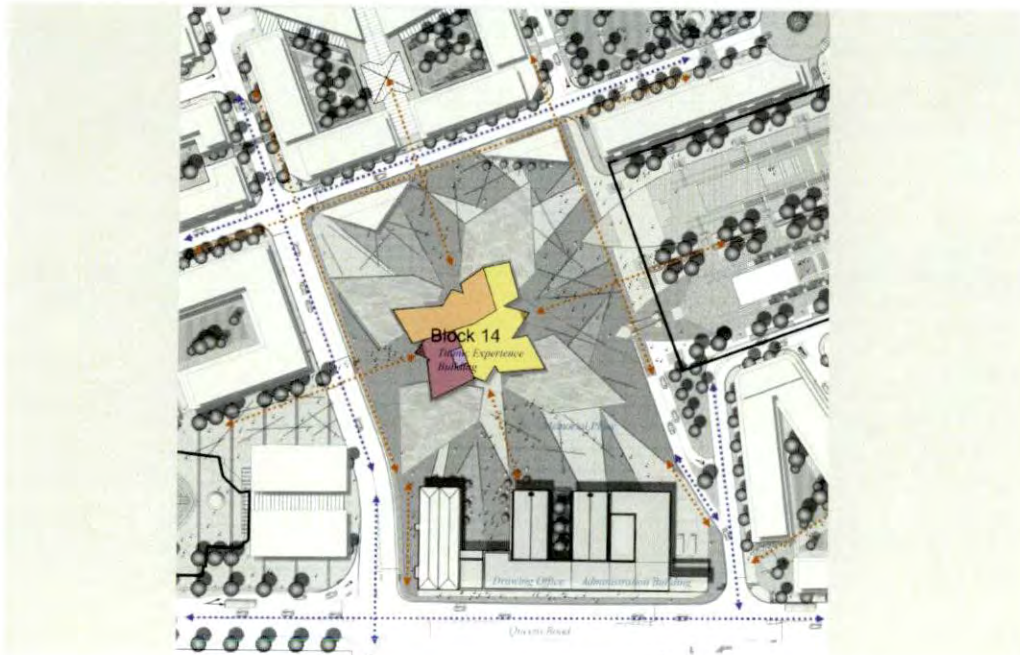
The following criteria have been considered in locating Block thirteen, Memorial Place

- The formation of street edge buildings to the main north-south road
- Low rise 'pavilion style buildings that do not obstruct views unduly.



Residential
 Office
 Retail
 Leisure
 Education
 Wellness
 Civic
 Parking/Service
 P On street parking
 Vehicular movement
 Pedestrian movement
 Parking / service access

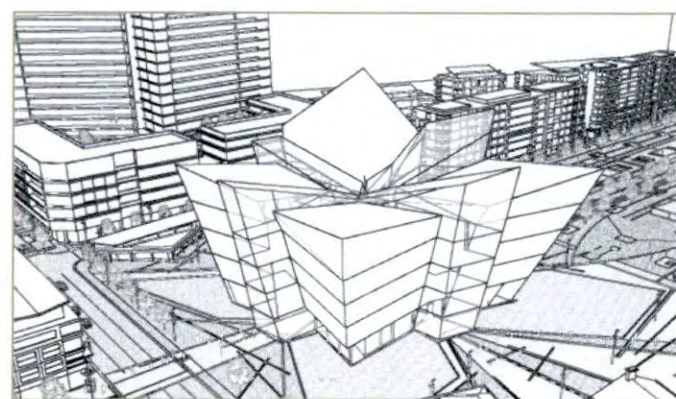
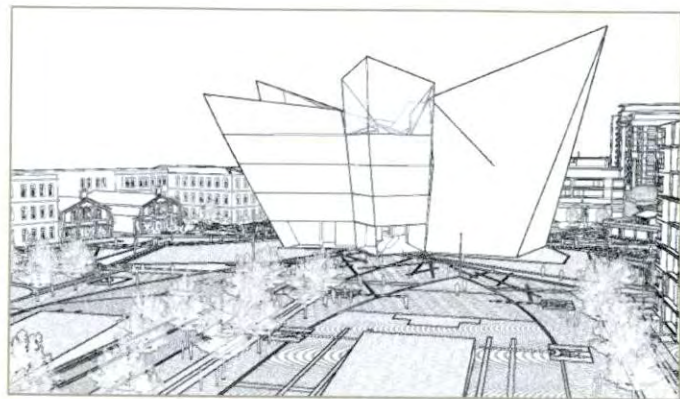
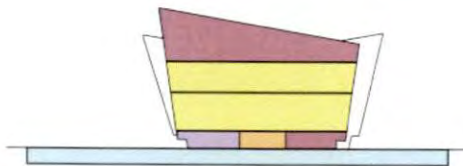
BLOCK 14



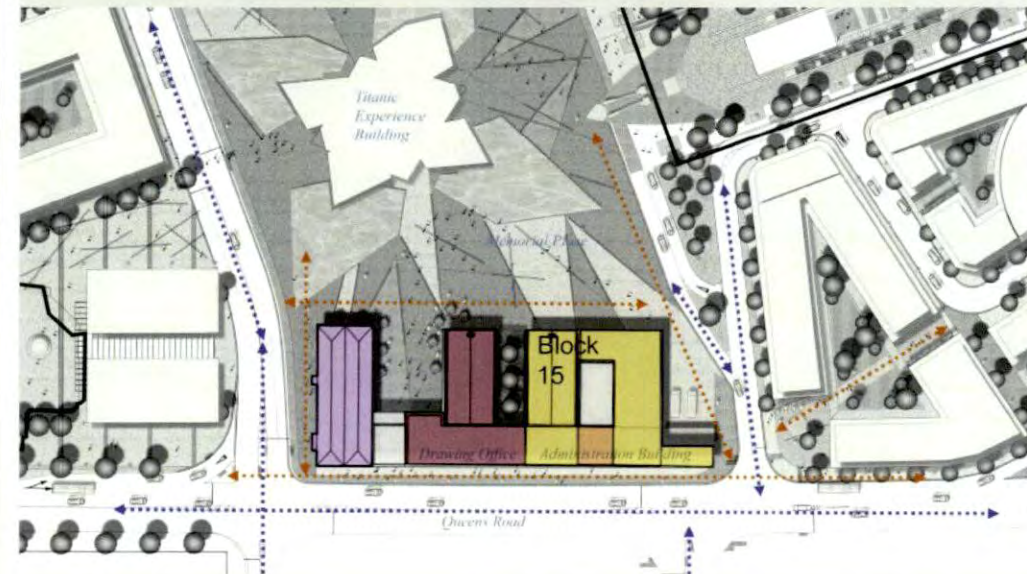
DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block fourteen, Memorial Place

- Compact plan footprint of the ground plane to preserve sightlines
- To align the building centreline with the axis of the prime slips.
- To create an iconic building form with a strong urban presence in Titanic Quarter, befitting its ambition of a national visitor attraction.



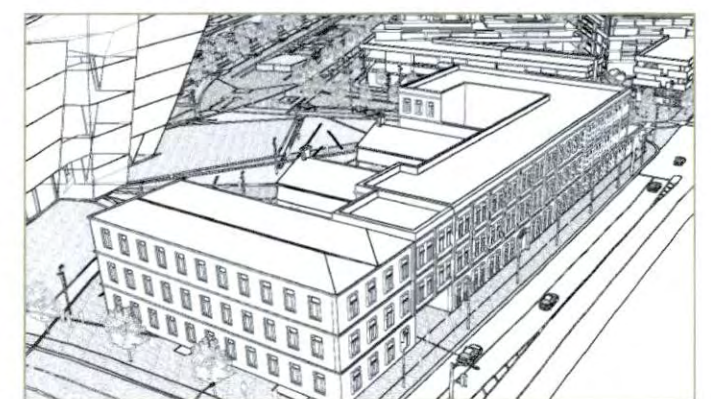
BLOCK 15



DESIGN CONSIDERATIONS

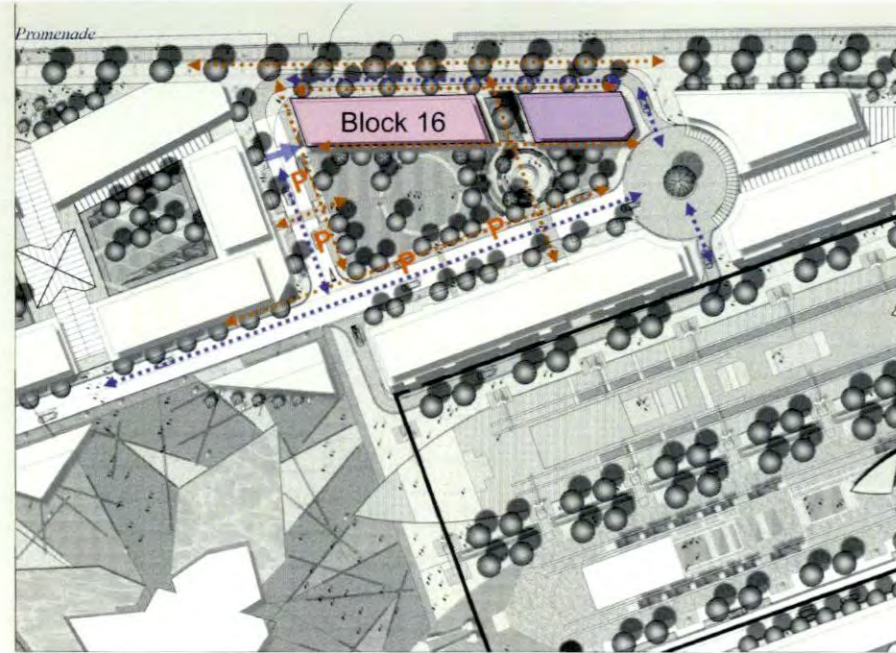
The following criteria have been considered in relation to the existing Drawing Office

- To preserve the setting of the listed building by the new urban plaza setting
- By setting the heights and locations of neighbouring buildings to not adversely effect the listed building



Residential
 Office
 Retail
 Leisure
 Education
 Wellness
 Civic
 Parking/Service
 P On street parking
 ↔ Vehicular movement
 ↔ Pedestrian movement
 ↔ Parking / service access

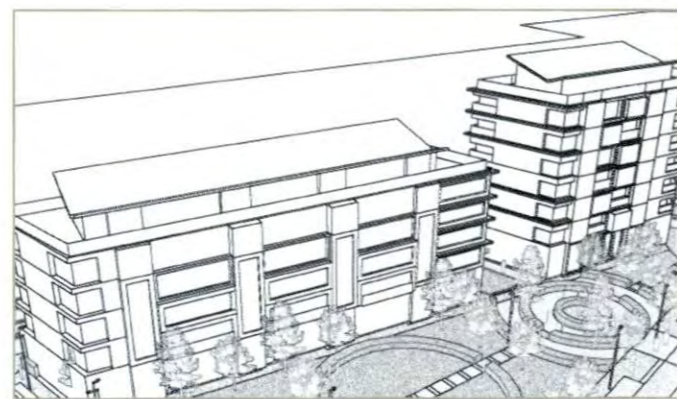
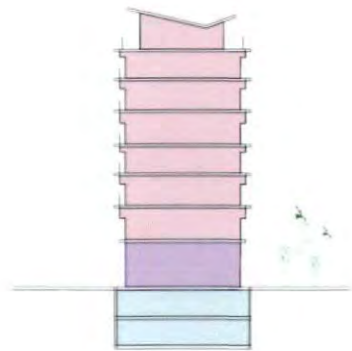
BLOCK 16



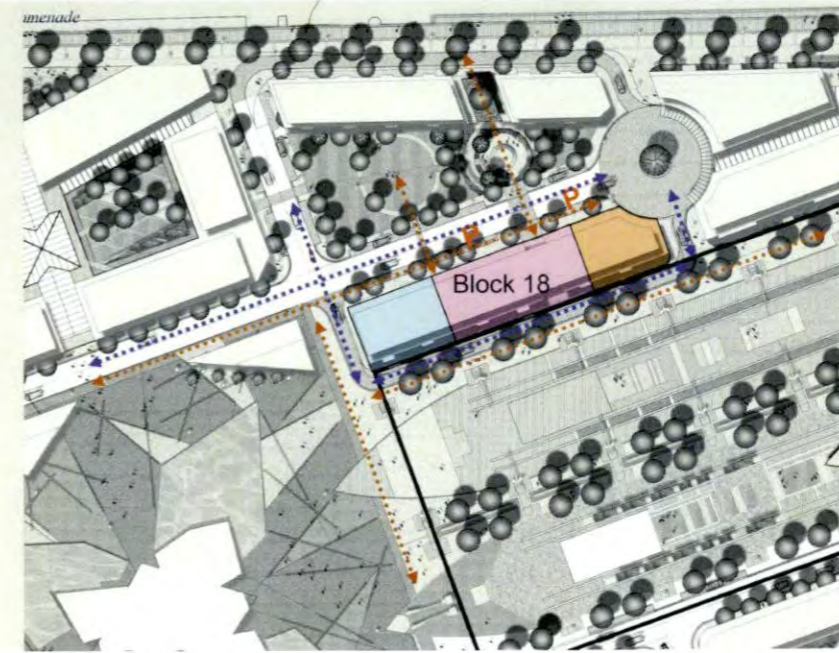
DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block sixteen, The Point:

- There is a key connection between blocks connecting the river Lagan promenade and the triangle park.
- Views across the river and towards the hills are maximised.



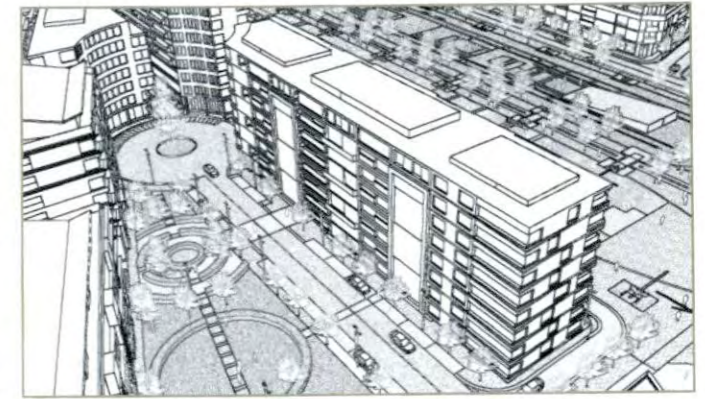
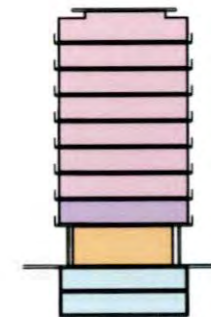
BLOCK 18



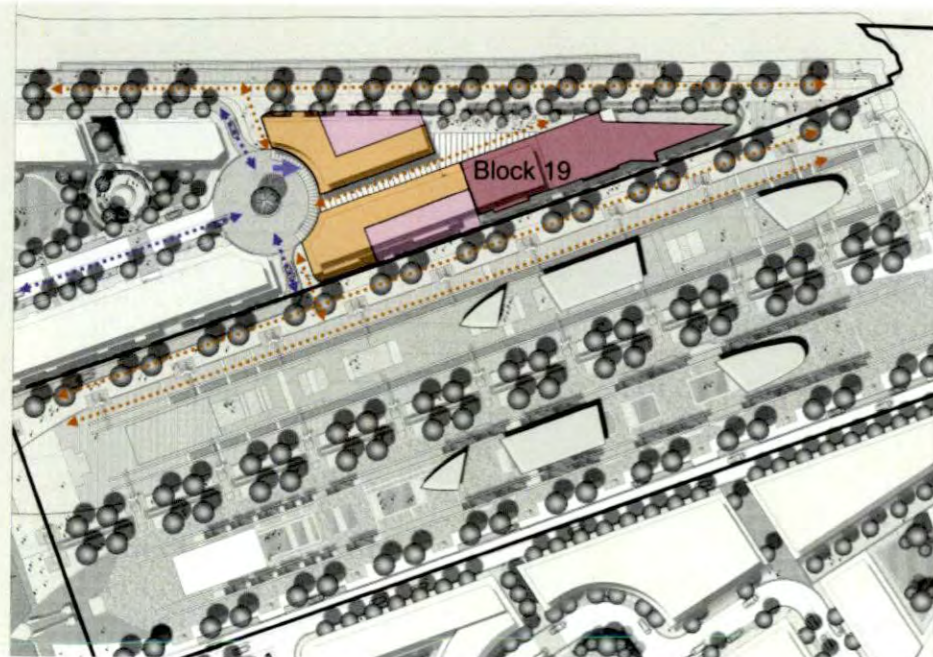
DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block eighteen, The Point:

- There is a key connection between blocks connecting the river Lagan promenade and the triangle park with the slipways plaza.
- Views across the river and towards the hills are maximised.
- Views across the slipways are maximised.
- The facades alongside the slipways plaza should respond to the character of this area.



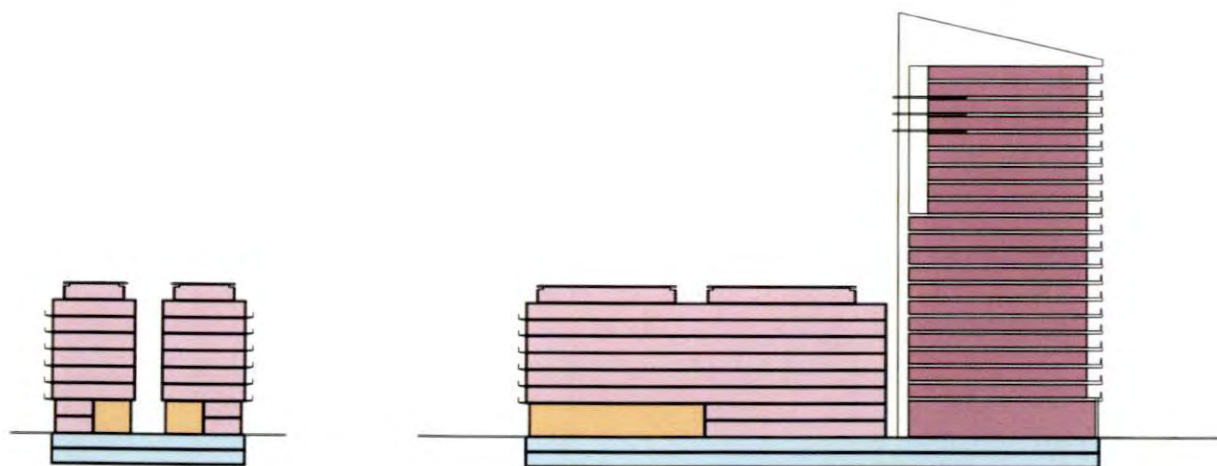
BLOCK 19



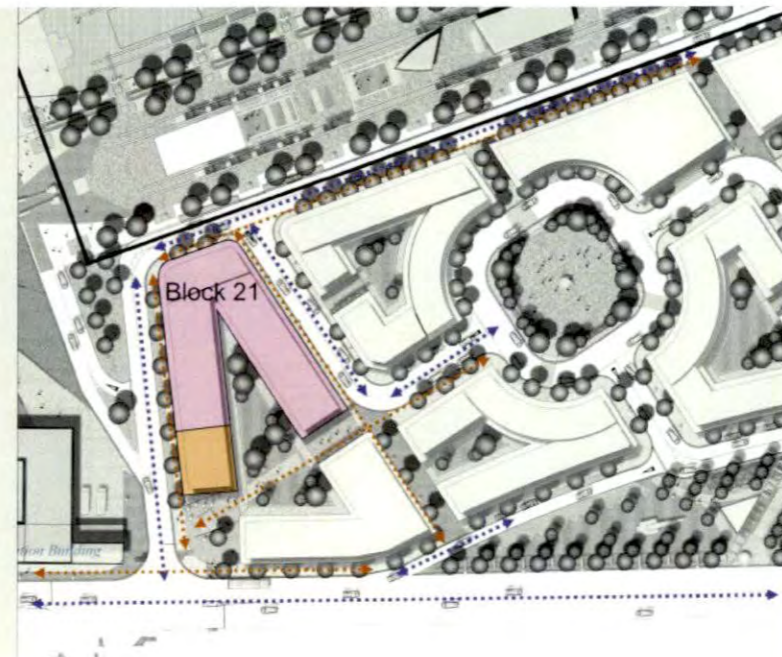
DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block nineteen, The Point:

- There is a key connection between blocks connecting the river Lagan promenade and the triangle park with the slipways plaza.
- Views across the slipways, river and towards the hills are maximised.
- The facades alongside the slipways plaza should respond to the character of this area.



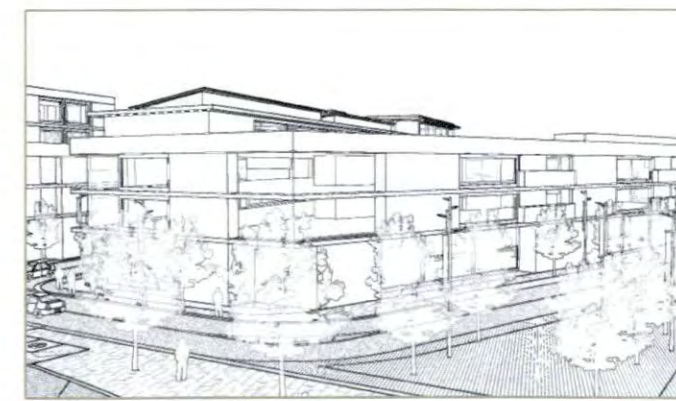
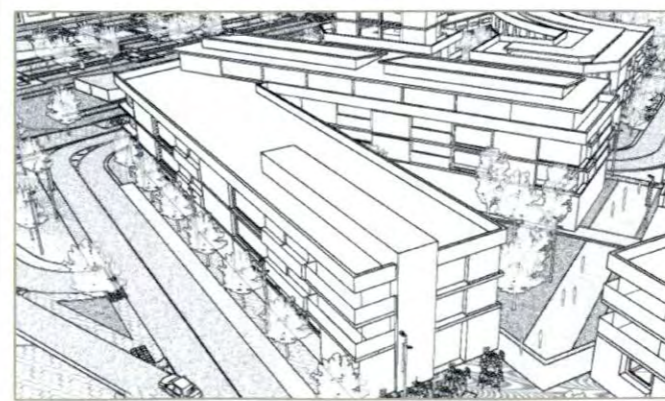
BLOCK 21



DESIGN CONSIDERATIONS

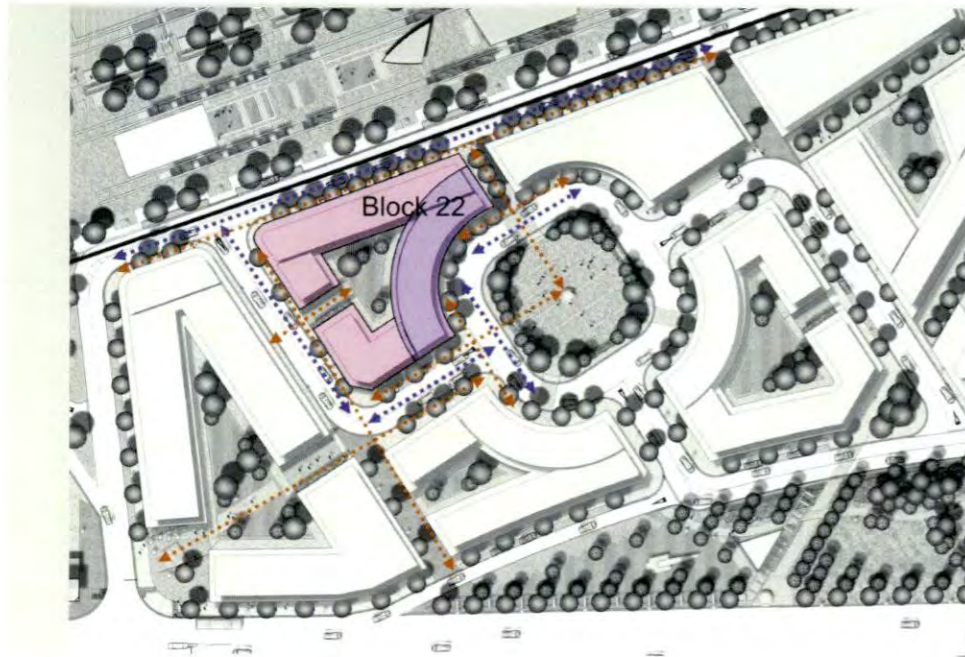
The following criteria have been considered in locating Block twenty-one, North yard Village:

- There is a key connection between blocks connecting the slipways plaza with internal courtyards and the Oval Park.
- Views across the slipways towards the river and towards the hills are maximised.
- The facades alongside the slipways plaza should respond to the character of this area.
- Facades against the Oval park should offer passive surveillance of the park.



Residential
 Office
 Retail
 Leisure
 Education
 Wellness
 Civic
 Parking/Service
 P On street parking
 ↔ Vehicular movement
 ↔ Pedestrian movement
 ↔ Parking / service access

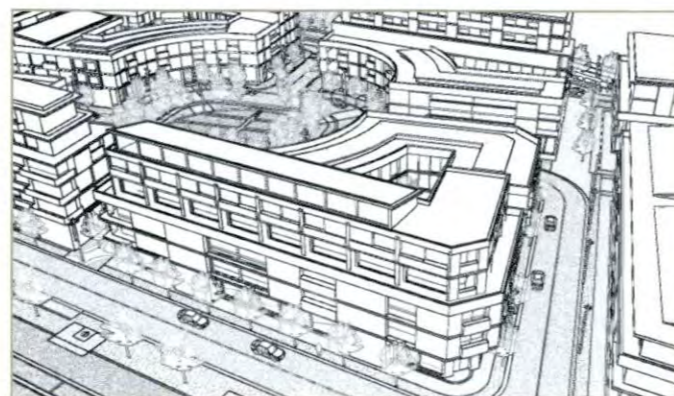
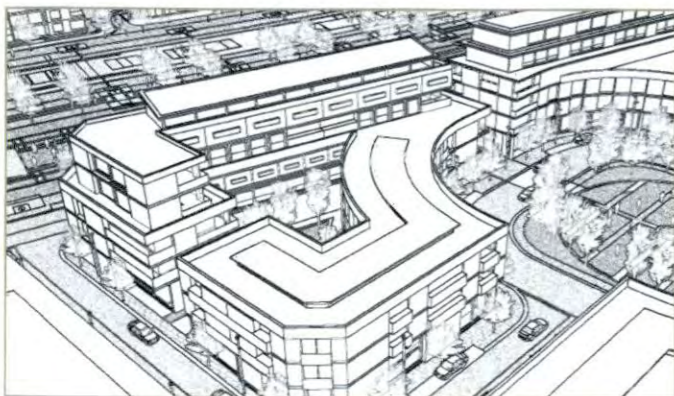
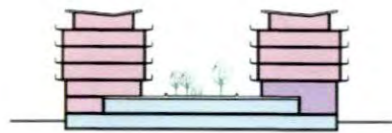
BLOCK 22



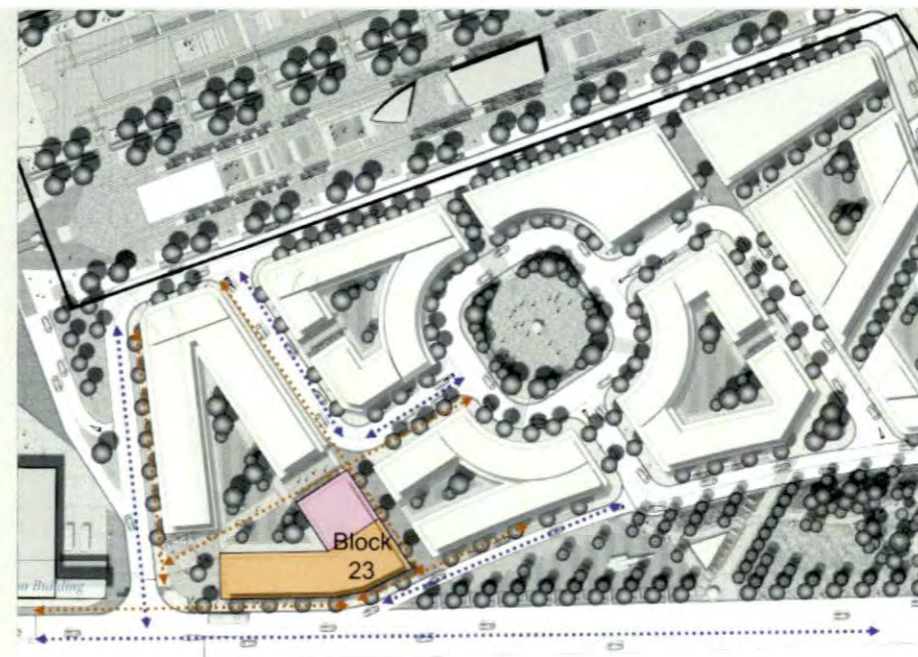
DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block twenty-two, North yard Village:

- There is a key connection between blocks connecting the slipways plaza with internal courtyards and the Oval Park.
- Views across the slipways towards the river and towards the hills are maximised.
- The facades alongside the slipways plaza should respond to the character of this area.
- Facades against the Oval park should offer passive surveillance of the park.



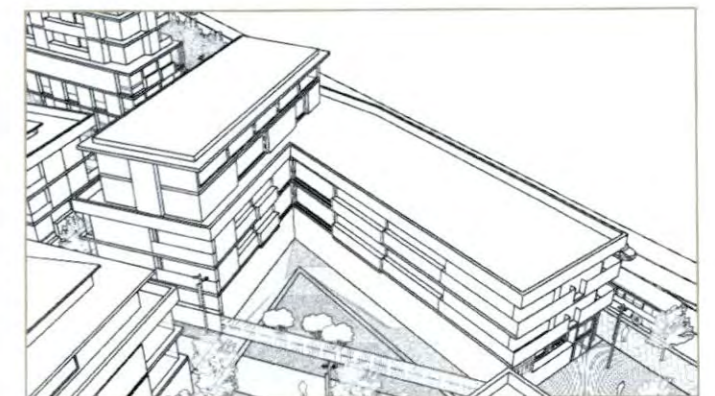
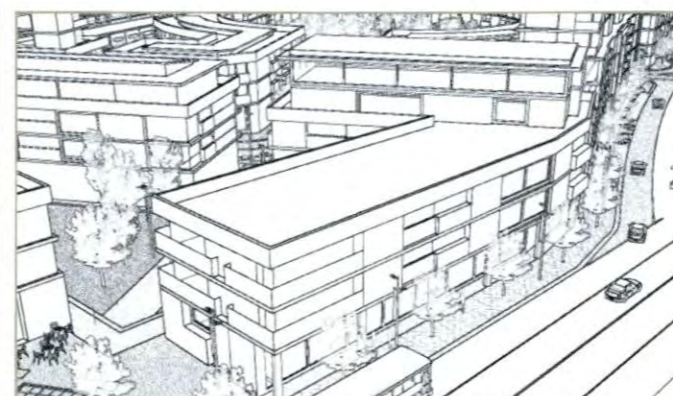
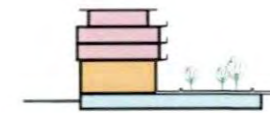
BLOCK 23



DESIGN CONSIDERATIONS

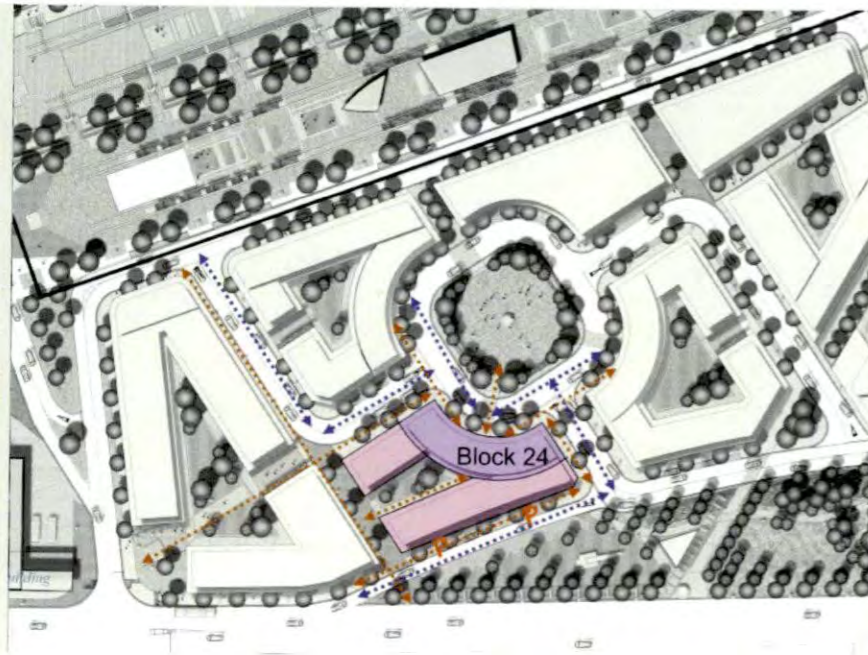
The following criteria have been considered in locating Block twenty-three, North yard Village:

- There is a key connection between blocks connecting the slipways plaza with internal courtyards and the Oval Park.
- Views across the slipways towards the river and towards the hills are maximised.
- The facades alongside the slipways plaza should respond to the character of this area.
- Facades against the Oval park should offer passive surveillance of the park.



Residential
 Office
 Retail
 Leisure
 Education
 Wellness
 Civic
 Parking/Service
 P On street parking
 Vehicular movement
 Pedestrian movement
 Parking / service access

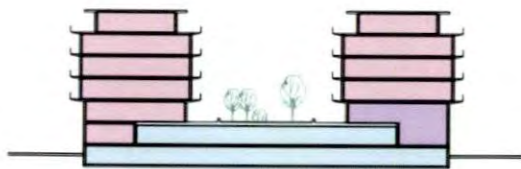
BLOCK 24



DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block twenty-four, North yard Village:

- There is a key connection between blocks connecting the slipways plaza with internal courtyards and the Oval Park.
- Views across the slipways towards the river and towards the hills are maximised.
- The facades alongside the slipways plaza should respond to the character of this area.
- Facades against the Oval park should offer passive surveillance of the park.



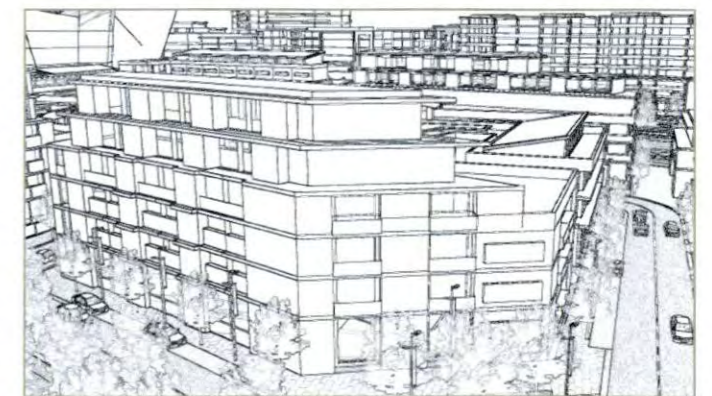
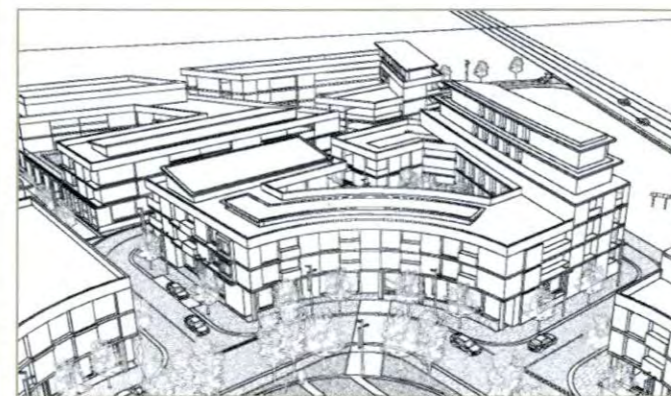
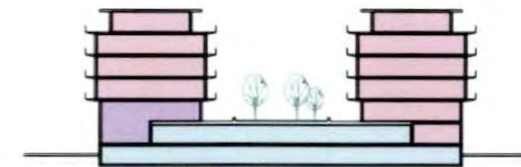
BLOCK 25



DESIGN CONSIDERATIONS

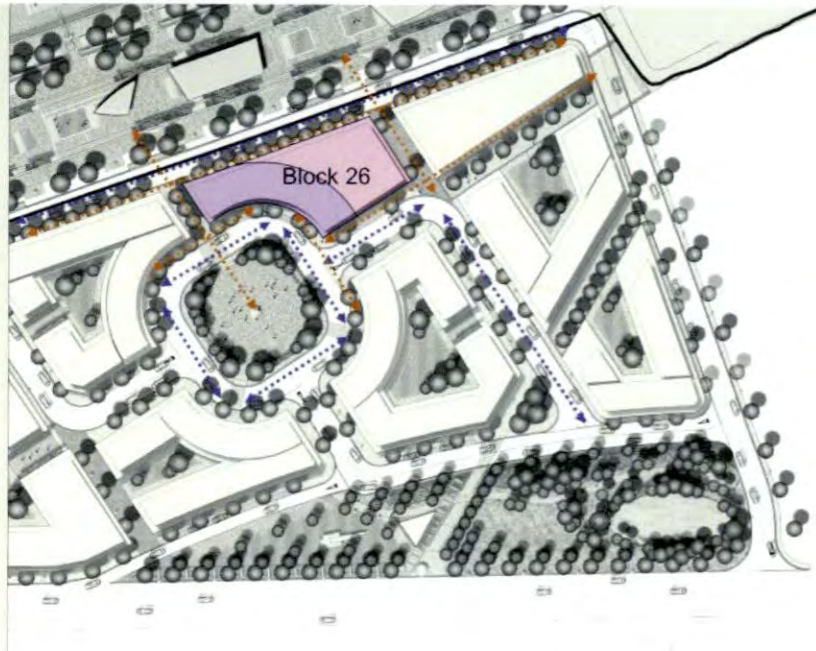
The following criteria have been considered in locating Block twenty-five, North yard Village:

- There is a key connection between blocks connecting the slipways plaza with internal courtyards and the Oval Park.
- Views across the slipways towards the river and towards the hills are maximised.
- The facades alongside the slipways plaza should respond to the character of this area.
- Facades against the Oval park should offer passive surveillance of the park.



Residential
 Office
 Retail
 Leisure
 Education
 Wellness
 Civic
 Parking/Service
 P On street parking
 Vehicular movement
 Pedestrian movement
 Parking / service access

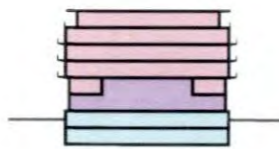
BLOCK 26



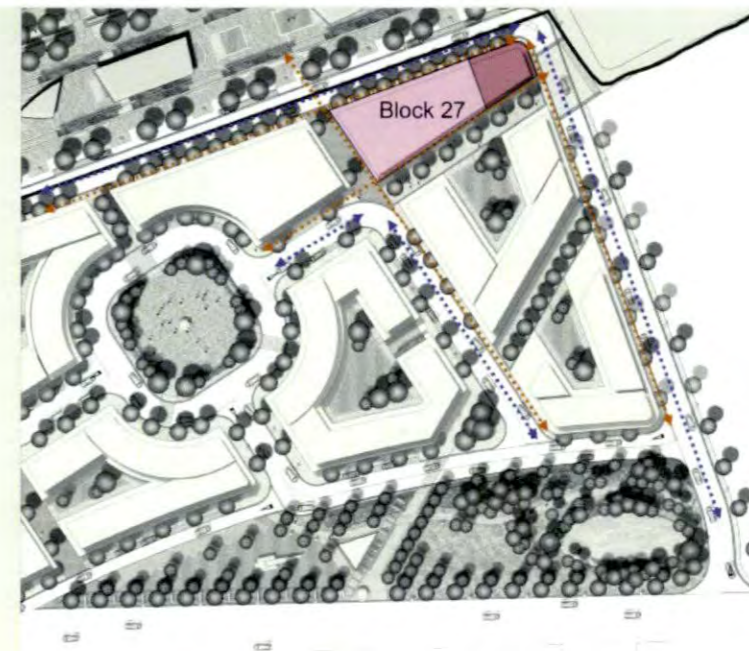
DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block twenty-nine, North yard Village:

- There is a key connection between blocks connecting the slipways plaza with internal courtyards and the Oval Park.
- Views across the slipways towards the river and towards the hills are maximised.
- The facades alongside the slipways plaza should respond to the character of this area.
- Facades against the Oval park should offer passive surveillance of the park.



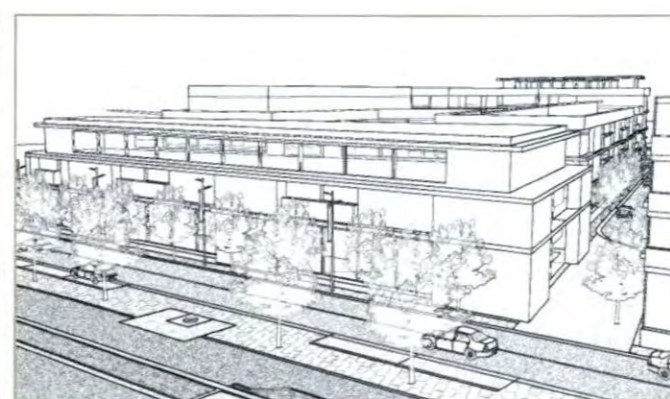
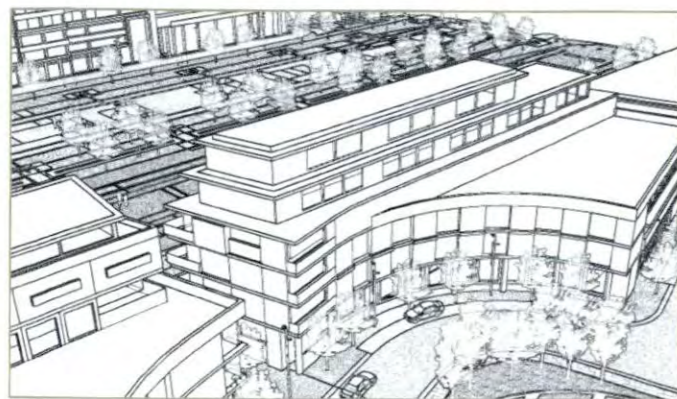
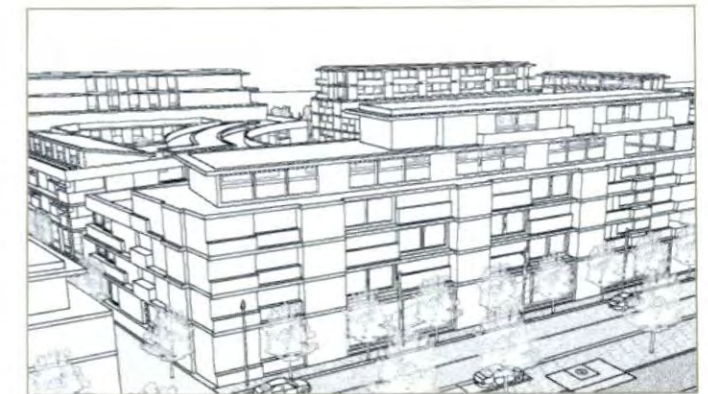
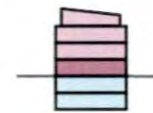
BLOCK 27



DESIGN CONSIDERATIONS

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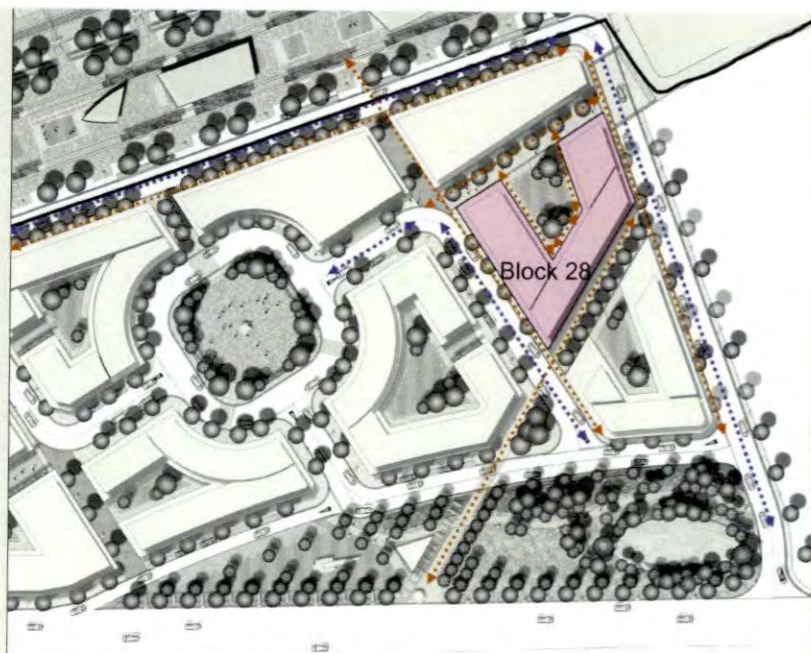
Residential
 Office
 Retail
 Leisure
 Education
 Wellness
 Civic
 Parking/Service
 P On street parking

↔
 Vehicular movement

→
 Pedestrian movement

↔
 Parking / service access

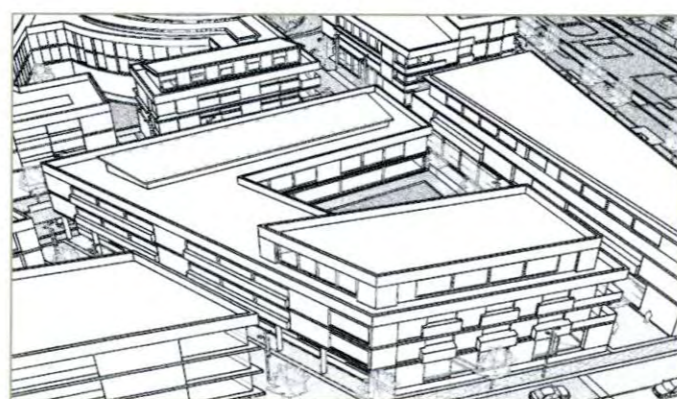
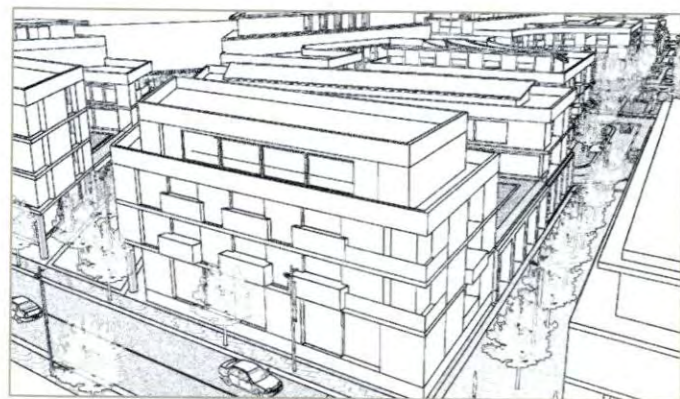
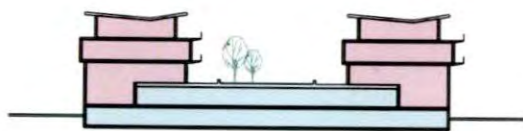
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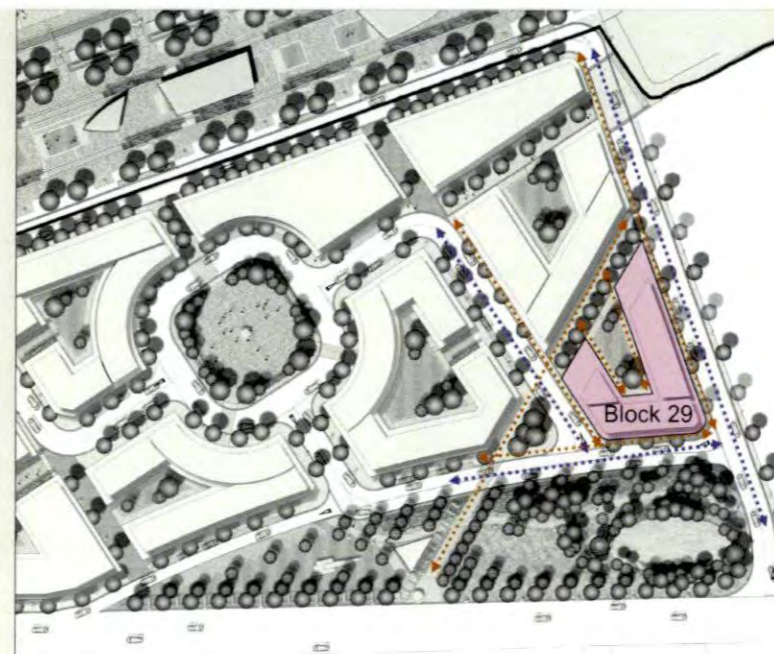
DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block twenty nine, North yard Village:

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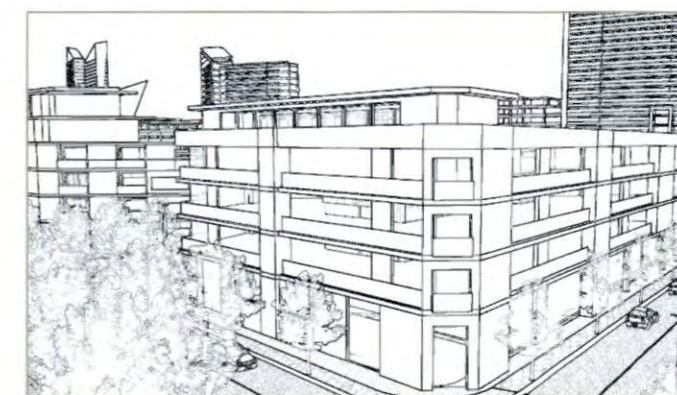
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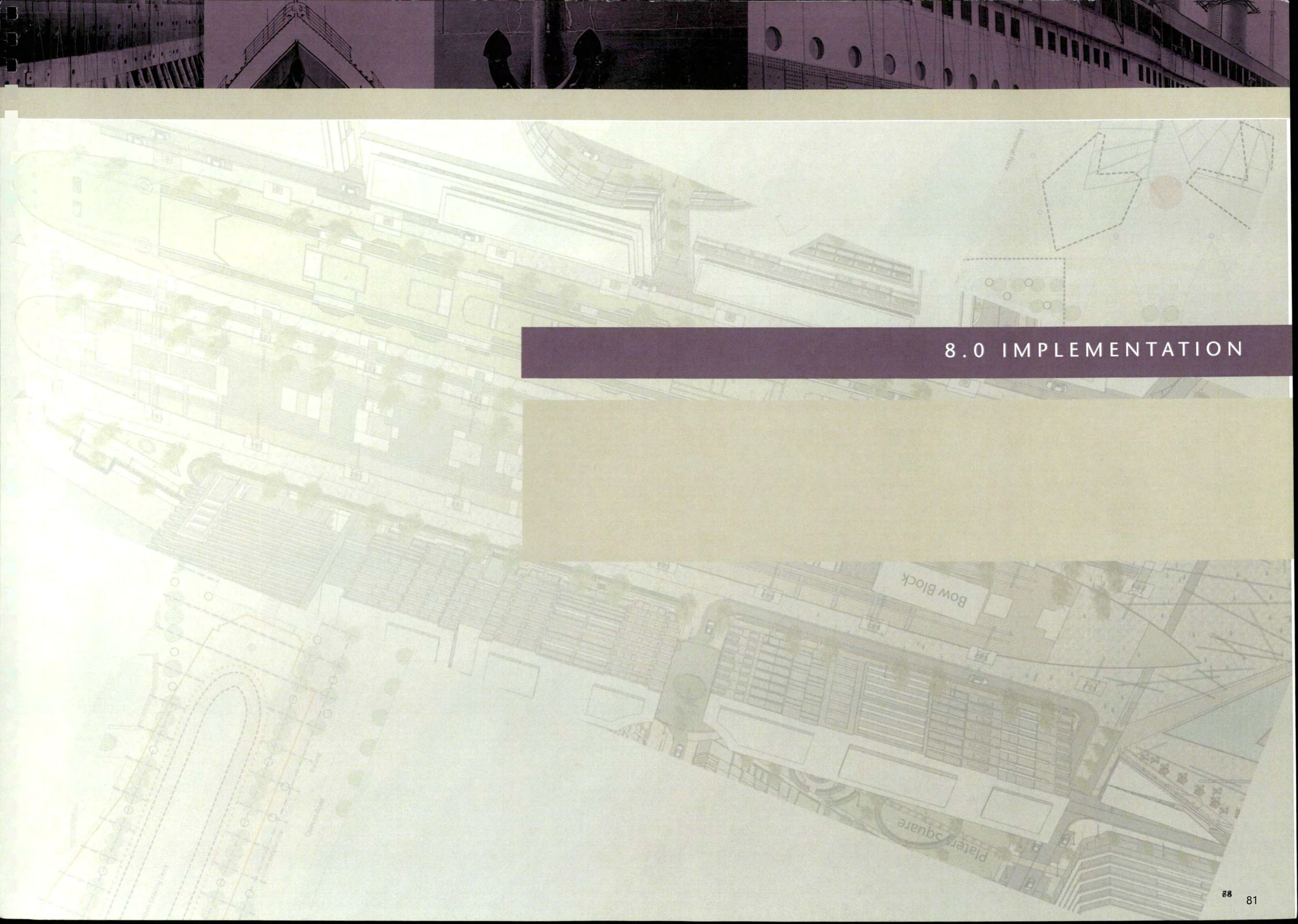
DESIGN CONSIDERATIONS

The following criteria have been considered in locating Block twenty-nine, North yard Village:

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Residential
 Office
 Retail
 Leisure
 Education
 Wellness
 Civic
 Parking/Service
 P On street parking
 Vehicular movement
 Pedestrian movement
 Parking / service access



8.0 IMPLEMENTATION

IMPLEMENTATION

8.1 MAINTENANCE AND DESIGNING OUT CRIME

Current government planning policy strongly supports making community safety an integral part of the design process. In TQ Phase II the aim is to create active neighbourhoods and public spaces through the design and layout of buildings, the dwelling type mix and the development of connected movement networks.

The aim is to reduce crime and the fear of crime through:

- a) Taking account of the social, recreational and service needs of residents and visitors e.g. shopping, meeting rooms, footpaths, cycleways, public transport facilities, open spaces and play spaces
- b) Designing in natural surveillance of routes and public spaces so that they are overlooked and busy
- c) Designing to create a sense of ownership and responsibility for every part of the development
- d) Developing secure vehicle parking, adequate lighting of communal areas and control of access to individual and common curtilages
- e) Creating defensible space without creating a fortress mentality
- f) Landscape design which supports natural surveillance and safety and ensures that external spaces are well integrated with the buildings and that the positioning and choice of hard and soft landscaping features are such that potential for crime is minimised e.g. no dark hiding places
- g) Ensuring a well defined environment which has no ambiguity about which areas are private and which are public and how the two relate to each other
- h) Providing adequate access to meet functional and recreational needs (paths, interconnecting public spaces and access for emergency vehicles) whilst ensuring that the means of access to the individual blocks reduce opportunities for crime such as illegal entry, vandalism, crimes against the person and vehicle theft
- i) Ensuring that the waterfront is a safe pedestrian environment through the orientation of buildings, building entrances, overlooking landscaping and lighting
- j) A lighting strategy which ensures that different lighting sources are used for different

- environments creating attractive, dynamic areas for public use and safe pedestrian routes, whilst ensuring minimal light pollution for residents
- k) Maintenance and management policies and procedures that ensure public perception of a safe and well cared for place and a sense of civic pride and vitality

It is the intention that a management company looks after the entire Phase II development or that separate management companies are set up for each individual block. The first option is preferred. The company is likely to have an office within Titanic Quarter with full and part time staff, including a manager.

The entire development is to be managed for the benefit of residents, tourists, employees, employers and other users from the rest of the city, for example people enjoying the café/restaurant life of the waterfront. The Management Company is to be responsible for insurance; maintenance; public realm and open space management; open space events and carnivals; car parking enforcement (with the Belfast Harbour Police or Belfast's traffic wardens); and general cleanliness (with Belfast City Council).

The principles contained in the following documents are integral to the design thinking of Phase II:

- Planning Policy Guidance Note 3 (PPG 3) Companion Guide 'By design...better places to live' (2004)
- 'Safer places – the planning system and crime prevention', ODPM (2004)
- 'Secured by Design Principles', Association of Chief Police Officers (2004)



Sample of bicycle stand



Waterfront cafe



Semi-public open space



8.2 PHASED DEVELOPMENT



Fig 8.1 Phasing plan

IMPLEMENTATION

The public realm phasing to play a significant role in re-populating Queen's Island throughout the stages of construction.

The heritage elements and maritime history of the site are valuable resources that aid the phasing of the public realm.

The initial phase of improvement works to Hamilton Dock to begin the heritage trail bringing people into the edge of the site. The completion of Abercorn Crescent public realm then to begin to activate the edges of the basin allowing the basin to be used for water-based recreation activities.

Phase A then to be completed with the development of parcels 1,2 and 3.

Temporary installations, sculptures, kiosks and information points may be created to promote movement during the phases of construction.

Within the Phase II Abercorn Crescent temporary nursery facilities and doctor/dentist/pharmacy facilities to be provided to the rear of Block 3.



Fig 8.2 Illustrative view of temporary creche facility



Fig 8.3 Illustrative view of temporary medical facility

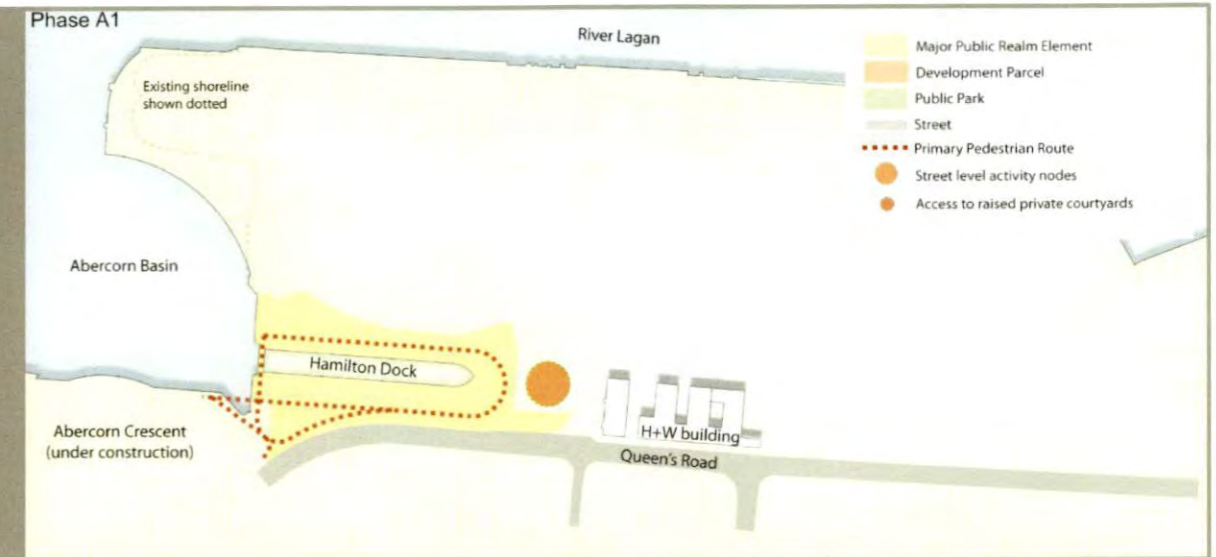
PHASE A1

Renewal of Hamilton Dock area.

Road Improvements to Queen's Road.

Establish temporary seasonal kiosk / activity focus / information point.

Restoration of Hamilton dock gate / addition of new pedestrian footbridge to allow circuit around dock as stage one of Queen's Island heritage trail.



PHASE A 2 / B

Construction of street network for initial phases and main access from Queen's Road.

Creation of Memorial Place, Titanic Signature Project and parking access road.

Development of Abercorn Basin waterfront.

Preparation of development parcels 1,2,3,4,7 and 8 (clearance, hoarding, murals etc.)

Establish temporary seasonal kiosk / activity focus / information point at Abercorn Point.



PHASE A 3

Completion of Abercorn Crescent public realm and streetscape.

Completion of Abercorn tower and landscape thereby establishing a destination at the corner of Queen's Island that will serve as a catalyst for subsequent development of Lagan Promenade and associated developments.

Establishing the heritage trail and connected non-vehicular routes is an important part of the public realm phasing strategy. The first phase of Lagan Promenade to occur early on to establish connectivity with the River.

The development of South Yard Square to occur in two stages, the first of which establishes the outline through the creation of the surrounding roads and basic top-soiling and seeding. On completion of the surrounding developments, the square to be completed.

Developing the Slipways Point site (Block 19) to establish a destination at the northern tip of Queen's Island and promote greater use of the perimeter trails and Lagan Promenade.

The construction of Block 12 at Queen's Island Wharf to put in place the final activity node along Lagan Promenade.

- Major Public Realm Element
- Development Parcel
- Public Park
- Street
- Primary Pedestrian Route
- Street level activity nodes
- Access to raised private courtyards



PHASE C1 / D1

Construction of road around South Yard Square and initial phase top soiling and seeding of Square. Possible location of sales / site office.

First phase of Lagan Promenade as part of Queen's Island heritage trail. Tidy-up of existing river edge wall and implementation of deck boardwalk to allow circuitous walk around perimeter of Queen's Island.

Preparation of development blocks 9, 10 and 11 (clearance, hoarding, murals etc.)



PHASE C2 / D2

Development of Slipways Point as anchor and focal point for development. Activation of Slipways Point as leisure destination.

Slipways point becomes a stopping-off point along Queen's Island heritage trail.

Preparation of development parcel 12 (clearance, hoarding, murals etc.)

Completion of South Yard Square as a community park.



PHASE C 3

Construction of Queen's Island Wharf development (Block 12) and establishment of significant waterside leisure destination on Lagan Promenade.

Completion of Lagan Promenade southern end from Abercorn Point to Queen's Island Wharf with construction of shareway street, additional tree planting and hardscape works.

Preparation of development parcels 16, 17 and 18 (clearance, hoarding, murals etc.)

IMPLEMENTATION

The completion of phase C to see the completion of Lagan Promenade and all major non-vehicular connections are in place.

The preparation of Block 21 and 22 to begin to establish an edge to the eastern side of the Slipways.

Developing the Block 21 and 22 to allow the 'green' Olympic slipways to be completed with additional community uses added.

North Yard Square to be developed in two stages and along with Crescent Park, to be completed as a final element in the overall Phase II development.

- Major Public Realm Element
- Development Parcel
- Public Park
- Street
- Primary Pedestrian Route
- Street level activity nodes
- Access to raised private courtyards

PHASE C4

Construction of Block 16 and 18 and creation of Platers Square.

Completion of Lagan Promenade through construction of northern shareway street and associated tree planting and hardscape.

Preparation of development Block 21 and 22 (clearance, hoarding, murals etc.)



PHASE E1

Construction of loop road from Queen's Road adjacent to slipways and back to Queen's Road to facilitate development of Block 21 and 22.

Preparation of development Block 23, 24 and 25 (clearance, hoarding, murals etc.)

Initial preparation phase for North Yard Square and top-soiling / seeding of Crescent Park.



PHASE E2

Completion of North Yard development parcels and public realm.



8.3 PUBLIC ART

It is proposed that within the Phase II development provision is made for public art works of both a permanent and temporary nature, reflecting a wide range of contextual art practices and art media. There will also be outdoor events associated with the tourism developments within the site (The Signature Project and the Heritage Trail) which can themselves be described as public art eg street performances. The term 'public' art refers to the fact that it will be sited or staged in the public domain, usually outside and accessible to all. It also refers to art within publicly accessible buildings. It also refers to public lighting, signage, way markers embedded in the pavements or art embedded in the exterior of buildings. As 'publicartonline' puts it, public art aims to "integrate artists' and craftspeople's skills, vision and creative abilities into the whole process of creating new spaces."

At present there is no statutory planning policy or other planning guidance requiring public art in new developments, although the Arts Council of Northern Ireland's recent publication 'Public Art Handbook for Northern Ireland' is helpful in giving guidance on the commissioning and funding process.

The applicants fully embrace the opportunity to provide best practice public art within the

development. It is their intention to part fund public art and that it will be commissioned in a way that takes account of site characteristics, site history, community involvement and collaboration with funding bodies and the Arts Council of N Ireland.

Possible locations of major public art works are indicated below but this diagram is illustrative only as it would be unhelpful to be overly prescriptive at this stage. Rather the intention is for the applicants to fund the appointment of a public art consultant to:

- scope the potential for public art within the development taking account of the site's geography, history and new urban form,
- prepare briefs for an appropriate artist or artist group,
- arrange for a selection interview of a shortlist of artists by a panel of experts representing the international art and architecture world as well as the Arts Council, the City Council and the local community,
- commission the artist or group of artists chosen,
- make submissions for public funding including Lottery Funding as appropriate,
- support the artistic process on an ongoing basis, and
- manage the process through to implementation



'The Big Fish' at Belfast langanside



'The Ark' at Temple Bar, Dublin



'The Celtic Ring', Cardiff



Sculpture at Dublin docklands



Fig 8.4 Public Art Plan

IMPLEMENTATION

8.4 TRANSPORT

Public Transport Proposals

The proposals for public transport to include:

- a) a high frequency dedicated Metro bus service to operate on a 7.5 minute frequency (subject to review as necessary) on Monday to Friday 0730-2130, Sat 0730-1830 and Sun 1230-1800; and
- b) implementation of a segregated Bus Rapid Transit system (BRT) to replace the Metro Service. The BRT system will operate with a frequency of 5 minutes.

The segregated bus corridor will run on a single lane along Abercorn Crescent/Queen's Road and return along a separate road corridor (i.e. a one way loop rather than a two way corridor). See Section 7 for typical geometries inclusive and exclusive of BRT.

Bus shelters to display real time information to ensure that public transport provides a real alternative to the private car.

The trigger point for the introduction of the BRT system to be on the implementation of Planning Approvals that have the accumulative total of 2032 cumulative public transport trips as identified within the TA supporting the applications. This is equivalent to 33% of total public transport trips associated with Phase II.

Assistance will also be provided with Translink's Travel Cards/Corporate Commuter Initiative to residents and employees at Titanic Quarter. Travel plans aimed at reducing reliance on private car trips and increasing reliance on sustainable modes of transport will also be in place within the development.



Example of BRT vehicle



Proposed extension of Metro Service



Example of a proposed BRT stop with real time information (inset)

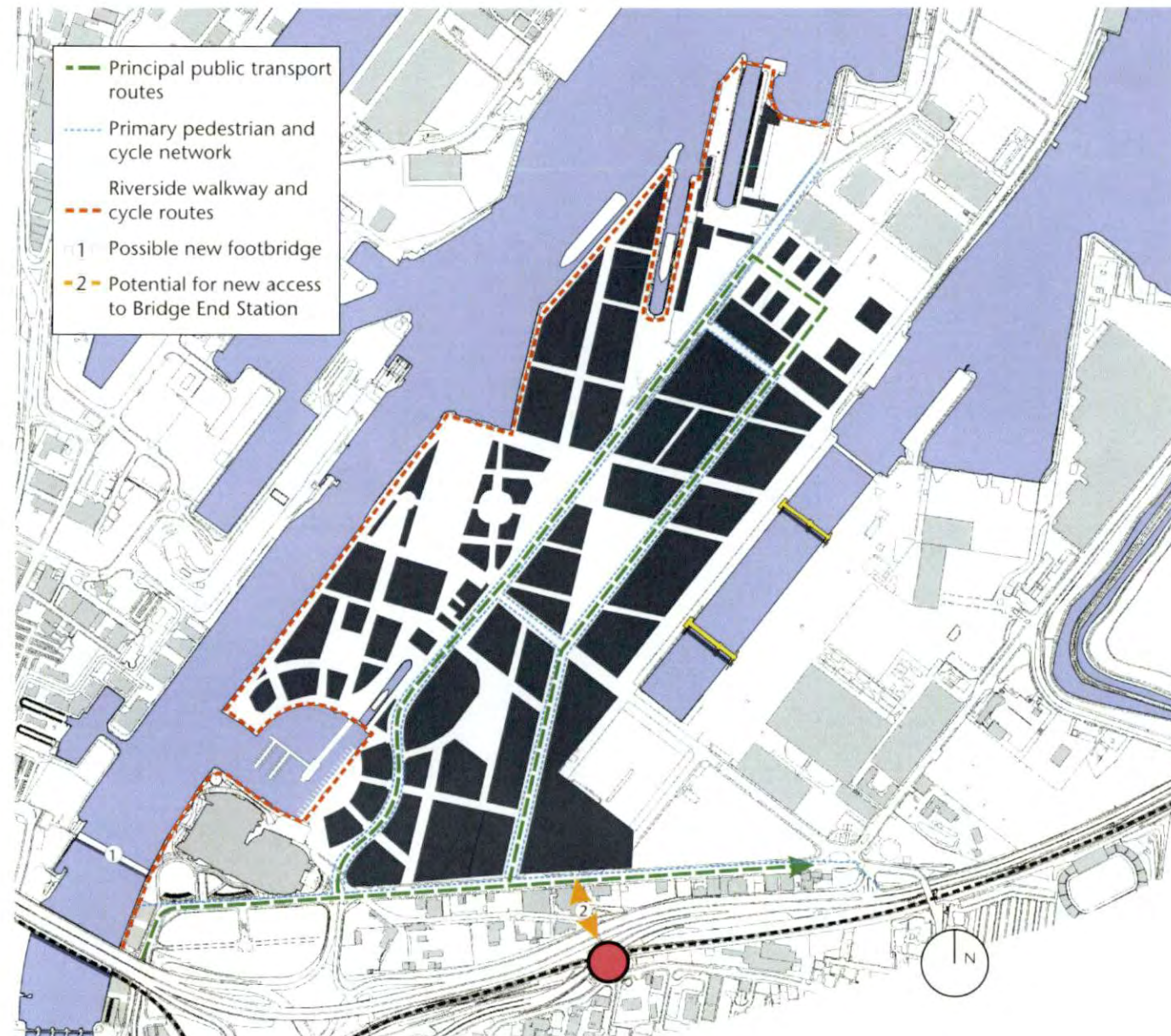


Fig 8.4 Public Transport, Pedestrian & Cycle Access Plan

8.5 AFFORDABLE HOUSING

Within Phase 2 affordable housing will be provided in accordance with the Key Site Requirement on affordable housing in amended Policy BHA 01 of BMAP as agreed by the Department at the draft Belfast Metropolitan Area Plan public inquiry October 2007).

“Residential proposals shall include a minimum of 3500 dwellings of which 10-15% shall be developed for affordable housing dispersed throughout TQ excluding Zone A. Affordable housing shall comprise a social housing element at a proportional level to be agreed with the Department”

For Phase II the principles for the provision of affordable housing are as follows:

(a) A minimum of 15% of the residential accommodation will be affordable housing units, ‘pepper potted’ throughout Phase 2 as indicated

in Figure 8.5, where practical. These units will be indistinguishable from the private housing units in each block and will generally contain a minimum of two bedrooms.

(b) Alternatively, up to 5% of the affordable housing units may be provided off-site (i.e. one third of the 15%). The off-site provision shall be agreed with the Department at reserved matters stage for each block.

(c) The proportion of the total affordable housing units that will be ‘social housing’ units will be agreed with the Department at reserved matters stage for each block.

(d) The on-site social housing units will be allocated from a ‘shared future’ housing waiting list drawn up by the Northern Ireland Housing Executive

and the construction standards will be agreed with the NIHE or selected Housing Associations.

(e) Families will generally be allocated affordable housing units in the first four floors of blocks and provision will be made at ground floor level for units specifically designed for the disabled.

(f) Long term management arrangements will be established.



Fig 8.6 Play area

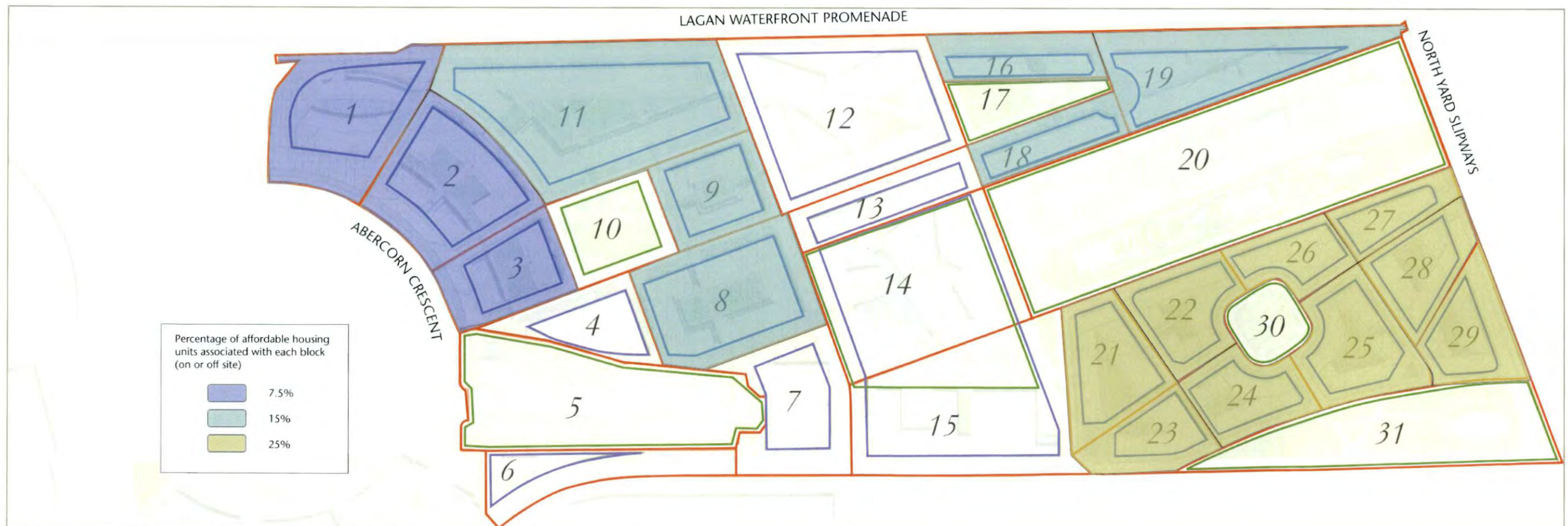


Fig 8.5 Proposed percentage of affordable housing associated with each block

