

From: [REDACTED]
Sent: 09 November 2018 12:23
To: Local Development Plan <LocalDevelopmentPlan@BelfastCity.gov.uk>
Subject: LDP Response [REDACTED]

localdevelopmentplan@belfastcity.gov.uk

LDP Response Part 3.

Ideas and Vision

Responses to the desired outcomes

[REDACTED]

[REDACTED]

[REDACTED]

- **Increasing the employment population;**

This is in parallel with the proper balance of space and proper formation of employees working environments. The balance needs to be carefully managed. Recently there have been numerous, particularly City Centre Office sites which have the phenomenon of public smoking by employees on a break occupying pavements, next to railway stations in pedestrianised areas, in mall junctions as well as near coffee houses.

It is not so apparent in sites located alongside other sites, ie. Gasworks, Mansfield, Springfield.

- **Increasing the residential population;**

The onus is on the recovery of old buildings and repurposing of empty over the shops floor areas which are troubled by not sharing common access which is often the norm in other European cities.

- **Managing the retail offer;**

Diversity and choice are foremost drivers of footfall and the prominence highlighted by the low cost retailers being a large part of the retailing custom shows the tendency for dominance in major outlets. The former chain store BHS and House of Fraser show the credit and dependence on just in time stock control as a reaction to trend shopping and seasonal alterations. The competition of out of town outlets which are set to grow means the Belfast City Centre Historical content is key to setting it apart and the retention of Bank Buildings is a factor welcomed though if it can be repurposed as another form of shopping or even as an imaginative multi-layered museum of Belfast - People of the region - Famous Diaspora - Inventions - Industries - Sporting History - Geographic Difference - and interactive History telling with diversity of Conflict telling. The Linenhall Library is particularly well able to expand its highly interesting and diverse portfolio.

It could form a part of the story telling - (dedicated area and floors to experience with even a use of the new floors given over as a long Gallery and Solid easily understood part of the now 2 Buildings.) - no 'offer' exists except for parts which are dispersed and only a small barely modifying or changing ethology. This instead of the 'Safari' touring placed in front of the visitor.

The lack of Museum# centrally is an issue and while the very valuable prospect of a City Centre Gallery becoming a likelihood in Upper Ann Street with the astonishingly intact Riddel's Warehouse being recovered and restored, if a Heritage grant were made available,

by The RUA whose local collection and longevity has underpinned working artists careers and advanced great art to the population and visitors alike in a substantive sustainable way.

- **Maximising the tourism opportunity;**

The note above is partly relating to the 'offer' available to tourists. They often do follow a regular set of the normal locations. The Titanic success is partly due to it being a sole enterprise and is along with the use of such as C.S.Lewis and others as local totems there is a reality these are based on 'ephemeral' and distorted reflections sanitised to serve a purpose. Titanic is no longer about loss and grief however it is a large part of the delivery. Likewise East Belfast is centred around elements of Mystical Realism literature. It does not reveal the reality of the working Belfast now diminished and lost such as Connswater, Belfast Ropeworks, Aircraft, Sydenham Airport, Sirocco and other aspects now replaced by sloganised - as the same applies in other parts of the city - murals and semi-attached War Remembrance very short of respect of any gravitas or dignity. This also applies to modern conflict memorialising.

- **Creating a regional learning and innovation centre;**

The lack of a central core theme for 2 locations is an opportunity staring Belfast Region in the face. The Sirocco site, Innovation is not sparked of, Medical and Scientific elements could find a home to deliver the potential occasioned by AI as well as another Titanic Quarter which could also be one with a key focus. Computing and Energy prototypes. This is already in location, in the river locality with a redundant almost 'dry terminal' a oil and gas distribution element in need of reinvention, and the presence of the River Lagan as a resource. Instead it seems money is being poured in North side to another 'light' theme park with a varied of unattached or short shelf life projects. All designed to attract footfall and deliver growth. The lack of a usp or gain long term is evident. The exploration of the drilling to the bedrock as an energy source as is underway elsewhere on the foot of the GDR example, then the Titanic and Harland and Wolff could then re-enter global industrial innovation by pioneering off shore energy products and drilling products for ground sourced energy. The elements are there and the open spaces and gaps evident all over the Titanic Quarter. The alternative being constructed in BHE is the formation of a mass of low skilled opportunities for 'Government' administration places. It is known as 'Rent Seeking'. That is the present day presumption some entity can be your worker and even design the business you never knew you had. See Appendix 1 below.

- **Creating a green, walkable, cyclable centre;**

The work of Forum for Alternative Belfast; a legacy which was passed onto the Council was and remains a viable alternative to the many mixed operations of transport hubs and deficits in the roll out of the key linkages. The Six Links are no longer talked about and the interchanges at York Street, the failure to achieve a full connectivity with the Glider on the route already rolled out - there are stops it cannot reach rather end and Lagmore, Dundonald, Tullycarnet etc. absurdly are not able to be reached by the Glider. Instead Previously existing Park and Ride facilities take up the 'commencement' of the route as a 'termini'. This is a ridiculous state of affairs for a major part of the City (any City) expectations of a cohesive and fully connective system of transport. No longer is the reutilisation of the Comber Greenway as a railway route a considered option but instead of engineering this and new rail routes and getting the funds from Central Government (EU funds no longer an option if they were even sought in the first place) and the linkages to the 'new' towns which Fred Frazier and other Developers, have sent people away, and it continues with the same rapidity, from

Belfast to return as daily commuters from far and wide. Such is the dismal thinking of thinking now and in the past.

- **Connect to the city around; and**

See the account given above and include the lack of Bridges either docked or fixed for locations beyond the immediate Boatyard terminal which is also moving West along the Lough, thus providing an unhindered access with bridges no longer require to be at a height covering a large draft of shipping. Mark Hackett's idea of a bridge link from Ormeau Gasworks to Ravenhill which BCC borrowed without paying him for, is no longer spoken of. It is but one possible idea to address local connectivity.

- **Shared space and social impact.**

The prevalence in Planning Schemes presented to Belfast City Council to now contain 'Gated Access' and particularly in the dreadful plans put forward for Cathedral Quarter and the poor under developed ideas that is Sirocco, point to separations in society. Just when Belfast provides on its 'Safari' tours of Belfast and the false notion of a movement away from divided communities the class system and provisions of sanctuary which the better off see from others is seen clearly as a land grab of public spaces and streets within the City. These are unlawful and the Planning Permissions are not able to provide a closed 'estate' 'condominium' or 'gated' area of separation on lands which are historically Street elements and past areas of squares of so-called 'private' ownership are challengeable such as the Victoria Centre and the public realm which was removed without proper redress or continuation of public right of way.

Extinguished rights of way are challengeable as the basis sought is never in these cases of being in the Public Interest nor therefore are they in the gift of this or previous councils to hand out. It was not in their gift nor is Government also gifted to remove rights of way without public enquiry. New developments need and must contribute to a public space and no to ghettoise particular communities.

Appendix 1.

Rent seekers

Wonk trading in Public money is a negative policy

You should agree to the way we set it up. No savings or sustainable outcomes with expert constantly lacking in common sense or truth. The energy companies are leading corporate affairs teams within Government and placing structures beneficial to them firstly and unassured outcomes which are not future proofed against new power sources and outcomes. The provision of zero power rating sourcing is an aim which will not be properly advanced with the primacy of existing contracts restricting free trading of energy resources as they emerge to market.

Please consider the above as a set of opinions and views which seek to obtain the very best for Belfast City and as a placing in the conscience of the Steering group the fact this current set of proposals sadly lack the vision or methods to obtain the outcomes required or rightfully demanded by its citizens.

The leadership of Belfast is now in the Control of its citizens and is no longer a minor component in the often contradictory pressures of outside interests and this includes the people who have left the City but still contribute to it through their workplace rates and environment uses. They also must be considerate of what pressures they bring to the City

which is the instrument of their good fortune often and at the detriment of the citizens often as well. There is a balance and interaction not fully addressed nor made visible in discussions or this Local Development Plan and it mayors on aspiration and is lacking in the dynamic vision very importantly needed.

I wish the team every success in the task ahead of obtaining a proper and effective Local Development Plan for Belfast.

██████████

9 November 2018

██████████

From: [REDACTED]
Sent: 11 November 2018 14:57
To: Local Development Plan <LocalDevelopmentPlan@BelfastCity.gov.uk>
Subject: Social Housing Units

Supplementary submission on Housing need.
Locally there are no comparable schemes.

How far is the Belfast City Council prepared to look and find methods of obtaining through funding Northern Ireland Housing Executive who own large parts of Belfast and who are currently under threat of having that stock sold off due to no investment - the minimum required to sustain a property has not been put in place historically thereby creating deteriorating stock and it is often regarded as intentional.

This is just a very small example of alternative development.

[REDACTED]
[REDACTED]
[REDACTED]

Sent from my iPad



92-94 Stamford Hill
Stockwool 1.pdf

92-94 STAMFORD HILL

VIEW GALLERY



RESIDENTIAL COMMERCIAL AND MIXED USE NEIGHBOURHOOD REGENERATION

We have transformed a previously unattractive commercial site into a vibrant new mixed-use scheme in Stamford Hill.

The carefully considered new buildings designed for Filey Group and Kingsbury, enhance the distinctive character of Stoke Newington and Stamford Hill through their contemporary interpretation of existing typologies, creating a high-quality living environment which attracts new residents to the area encouraged by the range of housing typologies and tenures provided.

A steeply pitched roof references the adjacent 1930's mansion blocks and allows further space for homes. Double and triple dormer windows also provide enclosure for balconies. Smaller four storey blocks to the north and south of the site are sensitively designed to take account of the neighbouring Victorian terraces, with a combination of brick and timber clad elevations.

The development provides 68 new homes, retail and office accommodation with 95% of homes being dual aspect. Those homes which are single aspect face south onto a private courtyard. Dwelling sizes range from one-bedroom apartments to four bedroom duplexes with a

PROJECT INFORMATION

Client:	Filey Group and Kingsbury
Location:	92 - 94 Stamford Hill
Planning consent authority:	London Borough of Hackney
Completion date:	2018
Scope:	68 homes with commercial and mixed uses at ground floor
Awards:	Sunday Times British Homes Awards 2018 - Development of the year (up to 100 homes) - Shortlisted, Planning Awards 2018 - shortlisted
Images:	Morley Von Sternberg

mix of affordable rent, shared ownership and private sale.

New and existing residents of the area will benefit from the more appropriate use of the site. The restored street frontage ties the scheme into the Victorian context to the south and extends the retail offer of Stamford Hill further north with smaller, more flexible units.

OTHER PROJECTS



92-94
STAMFORD



BECKTON
PARKSIDE



AILSA WHARF



WHITE CITY



HOLY TRINITY
SCHOOL AND

© Stockwool 2015 [Privacy policy](#) [Contact us](#) [Sitemap](#)

Design agency: Edge Design

We use cookies

NO PROBLEM

[More info](#)