

# Feedback

Belfast Transport Hub Planning Application Public Consultation -  
Summary of Issues and Responses from PACC Report

## You said...

## We Listened.

### *Thinking about pedestrians*

“What will it be like for people having to walk further to get from the new hub to the city centre?”

- The distance between the new train platforms to the City Hall is 30m less than the existing distance and the distance between the new bus stands and the City Hall is 75m more.
- Connecting routes will be significantly upgraded with significant public realm improvements and covered walkways will be provided close to the station.
- Translink is considering a shuttle bus to from the Hub connect with Metro bus services at the City Hall.

“Have you thought about provision for people with mobility issues?”

- There will be step free access to the Hub and Shopmobility facilities will be provided.
- Rest points and seating areas will be provided at intervals on Glengall St, kerb lines will be retained and tactile paving will be provided.
- Dedicated disabled parking is located close to the Hub as are a number of pick up and drop off areas and taxi bays.

“Can you maintain and improve access to/ from neighbouring communities?”

- Public realm improvements will be delivered at the same time at the Hub facilities are developed.
- Additional public realm improvements extended along Sandy Row & Grosvenor Rd.
- Access will be maintained to Great Victoria St though the Great Northern Mall.
- Saltwater Sq building to be angled to draw pedestrians towards Sandy Row.

“Can you include a direct link to Weavers Court?”

- Due to safety issues it is not possible to provide a direct pedestrian link from Weavers Court through the adjoining operational bus area, but it is only a short walk of less than 400m along Durham St and Linfield Road.

“What about access to Glengall St properties?”

- Access to all properties will be retained. One-way restricted vehicular access will be maintained along Glengall St.

## You said...

## We Listened.

### Thinking about pedestrians

“Can you provide some shelter for pedestrians?”

- A colonnade has been introduced to provide covered pedestrian route from the Hub to Durham Street and Grosvenor Rd. It is anticipated that this covered walkway will be extended between Durham St and Gt Northern Mall as part of the Outline planning application for the wider masterplan lands.
- The new colonnade will also provide shelter along the western and southern sides of Saltwater Square.

### Thinking about cyclists

“What about cycle parking and connections to Belfast Bikes?”

- Cycle parking will be provided at Saltwater Square and at Grosvenor Rd entrance.
- Belfast Bikes can be accessed on Great Victoria St with future potential for a stand closer to the Hub.

“It would be good to have dedicated cycle lanes to/ from and through the site.”

- Cyclists can access dedicated cycle lanes on Durham St and Glengall St.
- Unfortunately, a cycle path cannot be provided through the operational site due to safety issues.

“Will there be changing/ locker facilities for cyclists?”

- Options to develop an ‘Active Travel Centre’ are currently being explored by Translink.

### Thinking about taxis and private cars

“Will there be a car park, how can you stop people from parking in residential areas?”

- Some car parking will be provided for staff, disabled passengers and Dublin Enterprise service users.
- The Hub will promote greater use of public transport and less reliance on cars.
- Dept for Infrastructure is currently reviewing city centre parking activity with possible future implementation of a residents parking scheme.
- The future of the Great Northern car park is being considered as part of the outline planning application.

“Taxi parking, drop off and pick ups will clog up Durham St.”

- Introduction of dedicated taxi bays within the site and in laybys along Durham Street and Glengall Street.
- Additional off-street pick up/drop areas provided on Glengall St and Durham St.

## You said... We Listened.

### Thinking about taxis and private cars

**“The Hub should connect better with Metro and BRT.”**

- A ‘Quality Bus Corridor’ will be provided on Great Victoria St and public realm improvements extended to nearest BRT Halt.
- BRT (Phase 2) is also being planned to provide better connections by the time the Belfast Transport Hub is complete.
- Translink are considering a shuttle bus to connect to Metro services at City Hall.

### Thinking about the buildings

**“How does the Hub building relate to Belfast and the local area?”**

- Design revisions include the introduction of the colonnade and sandstone material associated with the original GVS station and other landmark buildings in Belfast; the roof of the Hub symbolises a piece of folded linen inspired by history of linen mills in the surrounding area.
- The local history is recalled in the name given to the regeneration area ‘Weaver’s Cross’ and the new public square ‘Saltwater Square’.

**“What consideration has been given to people with disabilities, visual and hearing impairments?”**

- The Hub and public realm works have been designed to meet DDA standards, ‘Inclusive Mobility best practice requirements, DFT railway station design standards and BS8300 code of practice.
- Features in the Hub include, step free access, integrated information points, Customer Information Systems, Public Address and Voice Alarm.

**“What about shelter when you’re waiting for the bus or train?”**

- All of the rail platforms will be covered either internally or by a canopy structure.
- Bus passengers will wait inside the Hub building where dedicated seating will be provided at each bus stand.

### Thinking about open space

**“How will the new square benefit local residents?”**

- The new public square (Saltwater Square) is 7,000sq.m and is the central element of the regeneration project with a water feature, landscaping, seating and retail kiosks.
- Whilst surrounded by trees and including a raised lawn, the square is conceived as predominantly hard landscaped space to maximise flexibility and potential to host markets, local events, public art, performance etc.
- Saltwater Sq will be open to the public and landscaping is extended along Sandy Row and Grosvenor Rd.

## You said...

## We Listened.

### Thinking about heritage

“Why can’t the Boyne Bridge be retained?”

- The existing 1930s bridge cannot be retained due to existing site constraints and the engineering and infrastructure requirements of the Hub. The bridge will be subject to a photographic and descriptive survey prior to its removal.
- The removal of the bridge gives direct access from the Hub to Sandy Row.

“What will happen to the historic Saltwater Bridge?”

- Remnants of 1641 ‘Saltwater Bridge’ are reported to be entombed within the southern abutments of the Boyne Bridge. The state of the bridge is unclear but preservation in situ should be achievable.

“What about the local history?”

- Working with the community, Translink will progress public art projects in Saltwater Square reflecting the rich local history.

### Thinking about communication

“How will the public and local residents know what’s going on?”

- Translink have appointed a dedicated Community Engagement Manager to work closely with the community throughout the lifetime of the project delivery.
- Translink will keep people informed through project website and project newsletters.

### Thinking about opportunities

“How can local people access opportunities?”

- Individuals looking to avail of employment/training opportunities are free to attend local sign-up events. These events will begin when planning permission is granted and Contractor appointed.
- The project has a dedicated website [www.weaverscross.co.uk](http://www.weaverscross.co.uk) with access to information relating to employment/training opportunities and community projects.

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For more information:  
[www.weaverscross.co.uk](http://www.weaverscross.co.uk)

