

Having considered the background to this development application, TransportNI offers the following comments: -

TNI was consulted about the initial development application (demolition and erection of 19No. apartments) on 15 January 2014. Our consideration of the proposal included an assessment of the relevant drawings, Transport Assessment Form and Parking Report (dated December 2013), all of which had been provided with the application submission. TNI subsequently offered no objections to Planning Service on 22 January 2014. Parking concerns highlighted by a 'concerned resident' in email correspondence addressed to Planning Service dated 20 January 2014 was further considered by TNI and a response issued on 31 January 2014.

TNI has noted that the proposal was later amended to include a reduced scheme comprising of 17No. apartments. TNI had not been consulted about this amended scheme proposal.

Parking – Main considerations

- Previous use of the site (Church Hall) with no incurtilage car parking
- BMAP Policy to encourage regeneration of designated arterial routes such as Lisburn Road, Belfast
- Car parking for residential development should normally be provided in accordance with Creating Places design guide. The normal parking requirement for 19No. apartments (comprising of 1 and 2 bedrooms) is 26 spaces. The reduced scheme proposing 17No. apartments (10 one bed & 7 two bed) would normally require 23No spaces.
- The developer is not proposing any incurtilage car parking but has instead provided a 'Parking Report' to support the application. This report demonstrates that the site enjoys a high level of pedestrian accessibility to local facilities and public transport (given its location on an arterial route), and that the development would benefit from a significant reduction in the normal level of parking requirement which is in general conformity with Development Control Advice Note 8 – Housing in existing urban areas.

The report includes evidence of parking surveys which had been conducted over 4 days (early morning and late evening), to demonstrate the availability and capacity for additional on-street parking in those streets surrounding the development site (i.e. Cussick Street, Eglantine Avenue, Wellington Park Avenue, Wellington Park). The surveys have been timed to reflect the normal 'residential parking demand' and does not reflect the demand generated by commuter parking during the weekday period. The report concludes that spare capacity is available in these surrounding streets to accommodate any parking demand generated by the development at residential peak periods. As the report did not rely on a reduced level of car parking as a 'base line' it was considered to be robust and reasonable.

It should be noted that waiting restrictions, city-bound bus lane and restricted lay-by parking on the Lisburn Road ensure that traffic progression on the main arterial route should not be adversely impacted by the development proposal. ('Self-controlling')

- TNI is aware that those surveyed streets included in the 'Parking Report' are currently being considered as part of the Lower Malone Area - Resident Parking Scheme. However, while DRD formally consulted on the implementation of the scheme in November 2014, the scheme is still under review.

I trust this is sufficient.

Gabriel Doherty | Network Planning

Department for Regional Development | TransportNI | 4 Hospital Road | Hydebank | Belfast BT8 8JL

☎ (028) 9025 3154: Network 53154

✉ gabriel.doherty@drdni.gov.uk