



**ADERRIG PHASE 2,  
ADAMSTOWN,**

**RESPONSE TO  
CLARIFICATION OF FURTHER  
INFORMATION- SDZ21A/0014**

**ARCHITECTURAL  
COMMENTS**

**JANUARY 2022**

**Response to Clarification of further information – SDZ21A/0014 – Notice received on 3/11/2021 for Aderrig Phase 2, Adamstown**

Architectural Comments follow a clarification meeting with the Council held on the 14/1/2022:

**Item 1 : Disposition of parking and street tree provision along the Linear Park Road ( Avenue) on the eastern boundary :**

Response to clarification sought below :

**1. The Planning Authority, including the Roads Section, is not satisfied with the response to Item 1 of the Additional Information request and the justification of the design approach for the Linear Park Street Avenue.**

**(1) It is clear from the design typology of an Avenue as detailed in the Adamstown Street Design Guide (ASDG) that parallel parking should be provided along avenues, along with intermittent street trees (every 2-3 spaces). Footpaths should be provided on the inside of these car parking spaces. The ASDG also sets out a number of other requirements that should be adhered to when designing avenues, this includes design speed, street reserve width & carriageway width. The applicant is therefore requested to provide clarification, as follows:**

**i) a revised proposal providing an Avenue, this should provide parking at a rate of c1.5 spaces per dwelling or as otherwise agreed. If this cannot be accommodated on the avenue, to the front of the dwellings, then other solutions, such as utilising currently unallocated spaces on the side streets, close to the dwellings in question or perhaps amending some house designs to provide for 'wider' frontages, should be considered. Please note that the Planning Authority are of the opinion that the proposed development should be in accordance with the Planning Scheme, unless it is otherwise demonstrated that there is adequate justification for deviation.**

**(2) The submitted parking strategy, which indicates 'off-curtilage' spaces within the curtilage of dwellings on side streets 1 and 4, is considered to be inappropriate and it is unclear how this can actually operate on the ground. The applicant is requested to provide a revised parking strategy which addresses this matter, the parking should either be all off-curtilage or all on-curtilage (unless it can be clearly demonstrated how both on and off can operate alongside each other).**

And

**2. The Planning Authority is not satisfied with the response to Item 2 of the Additional Information request:**

**(1) The provision of Street trees along Linear Park Road (Avenue), integral to the street, has not been achieved and the response to the AI request is not satisfactory. In order to achieve street trees that are integral to the street, the applicant is requested to provide the following:**

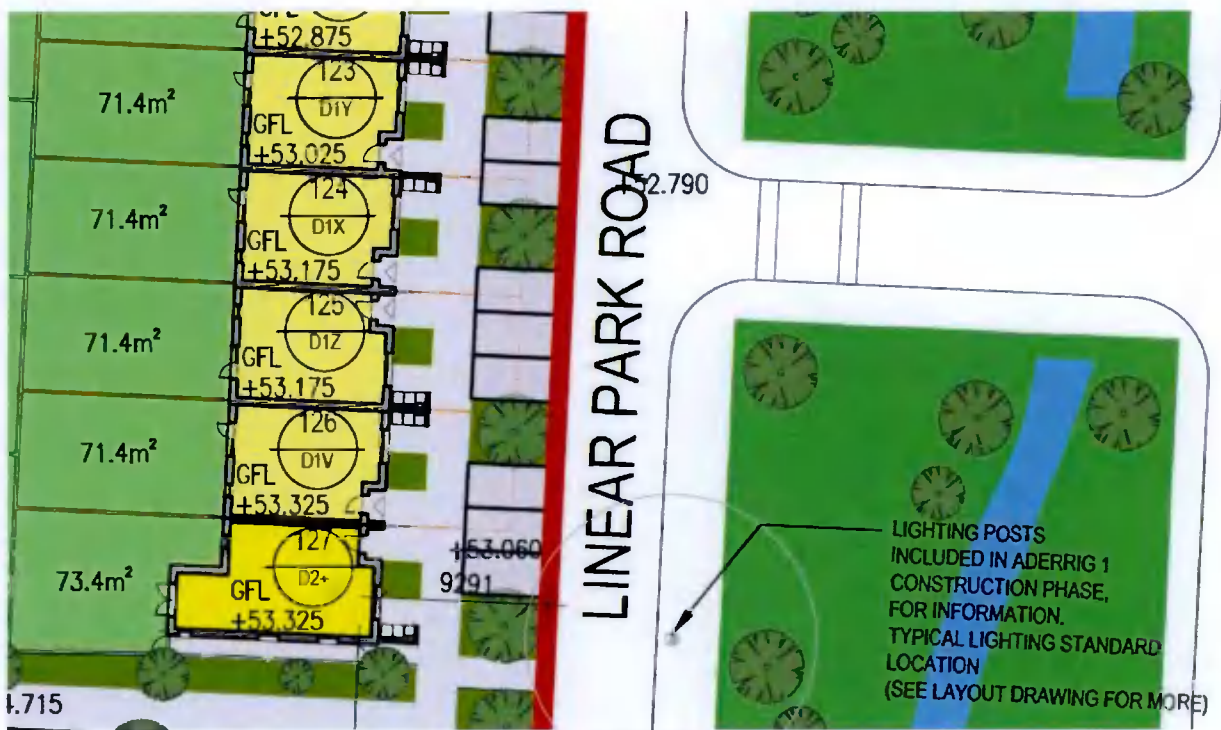
**(a) Additional space for tree planting integral to the street;**

**(b) Move the footpath to the rear of the car parking so street trees can be integral to the street;**

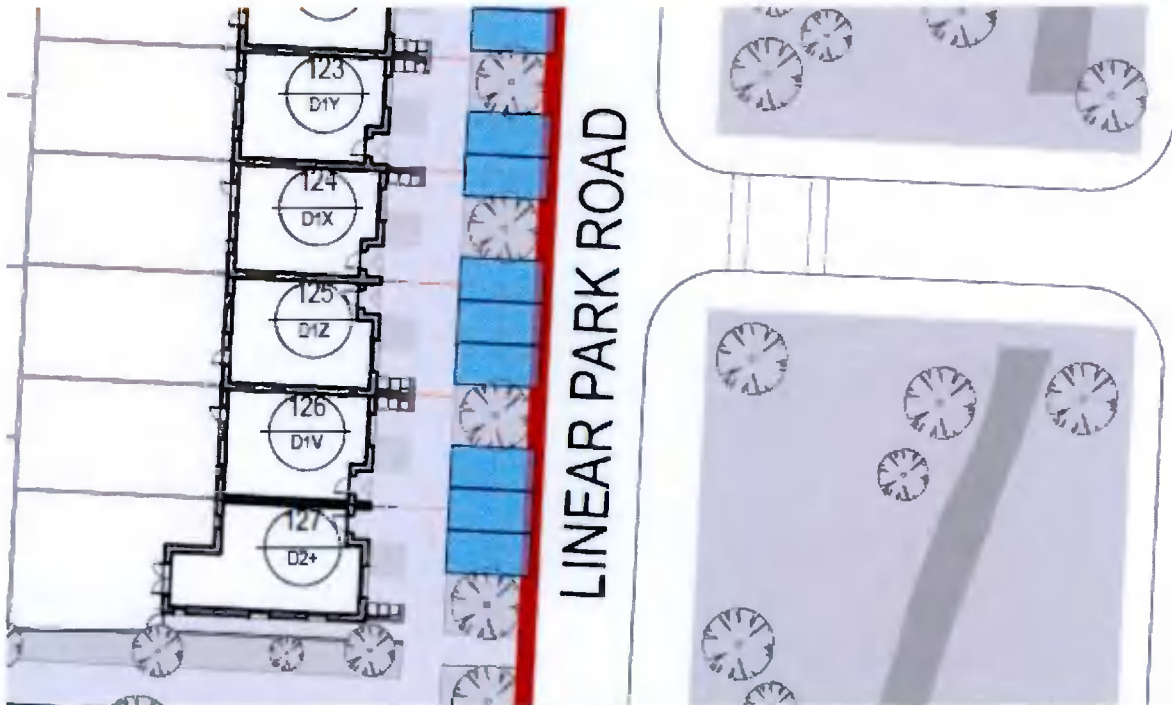
**(c) Provide parallel parking along Linear Park Road (Avenue) with integrated street trees every two or three car parking spaces.**

**Response to matters raised at 1.(1)(i) and 2.(1)(a)(b)(c) above:**

The parking and tree planting arrangements along the Linear Park Road (Avenue) on the eastern site boundary have been reconfigured so that all parking on this road is now located adjacent to the road with the footpath located between the parking bays and the dwellings. The parking bays have been reconfigured to provide 2 to 3 parking spaces (with a maximum of 3 parking spaces) between landscaped islands for the provision of street trees along the length of the road. Each tree planting zone will be between 3.5m and 4.4m wide depending on location. The parking bays are configured in a perpendicular rather than parallel format in order to provide adequate parking to the 4 bed dwellings along Linear Park Road. Section 1.5.2 of the AD SG facilitates a flexible approach and allows SDCC to grant permission for design solutions other than those presented, as long as the approach accords with the objectives of the document 'particularly where they represent up-to-date design philosophies and/or are more environmentally sustainable solutions', it was deemed acceptable to the Council at the meeting on the 14/1/2022. Please refer to Atkins note which outlines the rationale for perpendicular parking along this Avenue and adherence with DMURS.



Typical parking vs tree arrangement on Linear Park Road (Site layout Drawing extract)



All parking on Linear Park Road (blue hatch) now under OMC control (Parking Strategy Drawing extract)

The overall parking numbers on site have been reduced by 16 spaces from 375 spaces to 359 spaces. This total now falls within the mid-range of the SDZ parking requirements. The reconfigured parking to the units along the Linear Park Road is now provided at a rate of 1.47 spaces per unit. All parking spaces along the road will be under the control of the Owners Management Company. The overall parking rate for the site is provided at 1.6 spaces per unit (as per the table below) which aligns with other developments in the SDZ.

CAR PARKING SPACES PROVIDED			No.
Unit type	no.of units	space provided	
all units	227	1.6	359
<b>TOTAL</b>			<b>359</b>
In curtilage			107
% in curtilage			29.8
Visitor spaces			22.0
4% disabled parking (min)			11

We note that street lighting for the Linear Park Road will be provided on the Eastern side of the road as part of the Aderrig Phase 1 works. Locations for the lighting are clearly set out on the landscape Architects Drawings.

We respectfully contend that the combination of the reduced dominance of parking along the Linear Park Road and the introduction of street trees at approximately 11m centres adjacent to the carriageway will successfully address the issues raised and will create an appropriate Avenue environment in accordance with the general intention of the SDZ and the Adamstown Street Design Guide.

See BKD drawing 6259-P-003-Proposed Site Layout Plan  
See BKD drawings 6259-P-006-Parking Strategy drawing and Landscape Architects details for more information.

**Miscellaneous items :**

**1. Additional parking spaces on Adamstown Way :**

In the RFI dated 28 July 2021 the Council had queried the absence of parking along the western end of Adamstown Way. It was previously believed by the clients Design Team that the level of the existing live services along the line of the potential parking zone precluded the delivery of spaces in this area. However, late in Q4 of 2021 site investigations established that the services are in fact located at a depth which would not hinder the delivery of parking in this area provided that the visibility splays for vehicles at the adjoining junctions are not affected. The provision of a limited number of parking spaces along Adamstown Way also supports the ground floor duplex units in this area which are all accessed from Adamstown Way and must otherwise park at Home Zone 3 or Side Street 4. On this basis two of the parking spaces at the eastern end of Adamstown Way have been combined to provide an accessible parking space and four spaces (including an accessible parking space) are proposed at the western end. The spaces are highlighted on the diagrams below for clarity.



ADAMSTOWN WAY

Adamstown Way – Parking provided – Original Planning Application (2 parking spaces)



ADAMSTOWN WAY

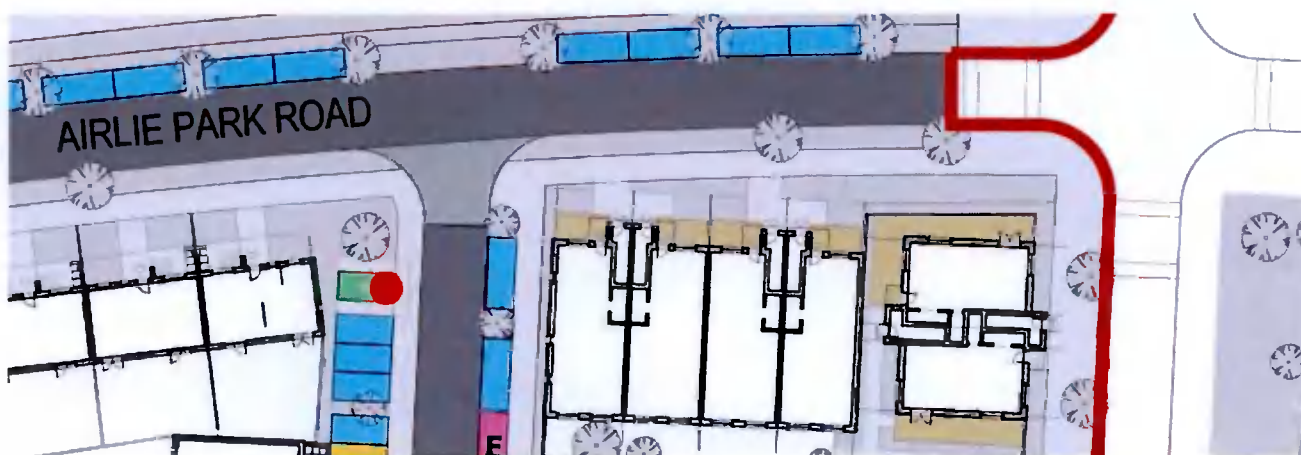
Adamstown Way – Parking now proposed (5 parking space – red dots) ( accessible spaces hatched green)

## 2. Accessible spaces

Following an assessment of the location of the Accessible Parking Spaces by the Disability Access Consultant it was concluded that accessible spaces should be provided at two locations on Adamstown Way to provide the shortest access distance to the Duplex units along Adamstown Way and to the four storey Type G duplex block at the junction of Adamstown Way and the Linear Park Road.

A further parking space has been changed to an accessible parking space at the northern end of Side Street 1 to provide direct access to the Duplex units on the eastern end of Airlie Park Road and to the four storey Type G duplex block at the junction of Airlie Park Road and the Linear Park Road. (highlighted on the drawing extract below)

The total number of parking spaces on site following all of these adjustments will be 359 spaces as set out in the foregoing parking table.



*Parking space changed at north end Side Street 1 denoted by red dot (accessible spaces hatched green)  
(Parking Strategy Drawing extract)*

See BKD drawing 6259-P-006-Parking Strategy

### Item 2 : Clarification of parking management arrangements for Side Streets 1 & 4 :

Response to clarification sought below :

1. The Planning Authority, including the Roads Section, is not satisfied with the response to Item 1 of the Additional Information request and the justification of the design approach for the Linear Park Street Avenue.

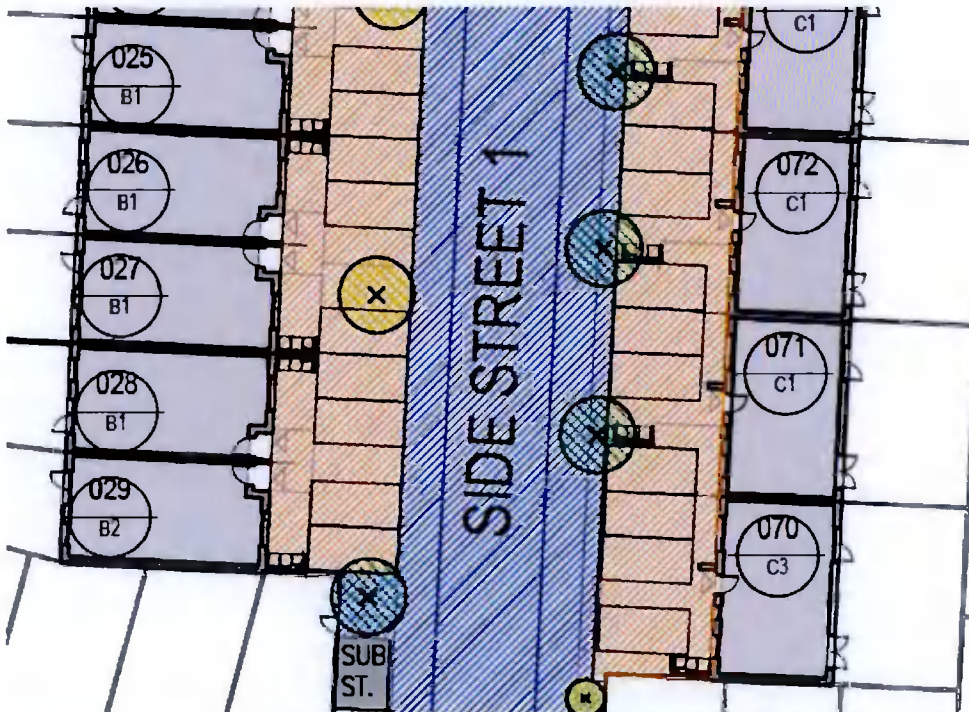
(1) It is clear from the design typology of an Avenue as detailed in the Adamstown Street Design Guide (ASDG) that parallel parking should be provided along avenues, along with intermittent street trees (every 2-3 spaces). Footpaths should be provided on the inside of these car parking spaces. The ASDG also sets out a number of other requirements that should be adhered to when designing avenues, this includes design speed, street reserve width & carriageway width. The applicant is therefore requested to provide clarification, as follows:

(i) a revised proposal providing an Avenue, this should provide parking at a rate of c1.5 spaces per dwelling or as otherwise agreed. If this cannot be accommodated on the avenue, to the front of the dwellings, then other solutions, such as utilising currently unallocated spaces on the side streets, close to the dwellings in question or perhaps amending some house designs to provide for 'wider' frontages, should be considered. Please note that the Planning Authority are of the opinion that the proposed development should be in accordance with the Planning Scheme, unless it is otherwise demonstrated that there is adequate justification for deviation.

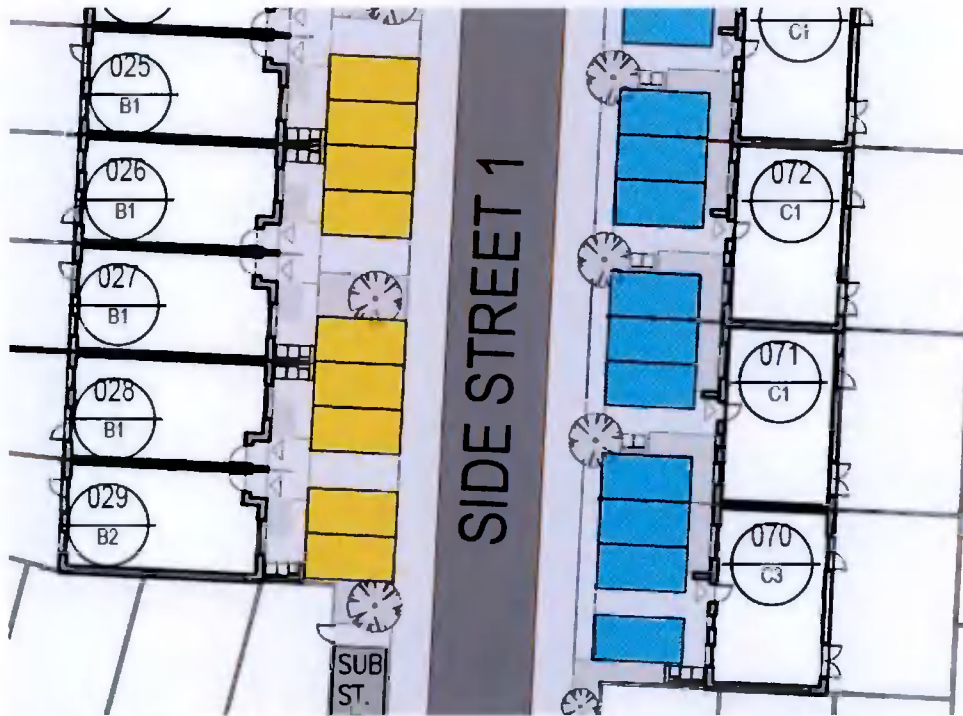
(2) The submitted parking strategy, which indicates 'off-curtilage' spaces within the curtilage of dwellings on side streets 1 and 4, is considered to be inappropriate and it is unclear how this can actually operate on the ground. The applicant is requested to provide a revised parking strategy which addresses this matter, the parking should either be all off-curtilage or all on-curtilage (unless it can be clearly demonstrated how both on and off can operate alongside each other).

**Response to matters raised at 1.(1)(2) above:**

All of the parking spaces on the eastern side of Side Streets 1 and 4 are now shown off curtilage and under the control of the Owners Management Company to address the Councils concerns.



Orange hatch shows areas in OMC control, blue hatch SDCC taken in charge (Taking In Charge Drawing extract)



*Parking on east side of Side Street 1 & 4 now under OMC control (Parking Strategy Drawing extract)*

*See BKD drawings 6259-P-004-Take in Charge drawing  
See BKD drawings 6259-P-006-Parking Strategy drawing*