

## **EAST AYRSHIRE COUNCIL**

**CABINET: 15 DECEMBER 2010**

### **KNOCKROON DESIGN CODE**

#### **Report by Depute Chief Executive / Executive Director of Neighbourhood Services**

#### **1. PURPOSE OF REPORT**

- 1.1 To present to Cabinet, for consideration and approval, the Knockroon Design Code as Non-Statutory Supplementary Planning Guidance to be used in the assessment of all future planning applications for the Knockroon Development Site at Cumnock.

#### **2. BACKGROUND INFORMATION**

- 2.1 The adopted East Ayrshire Local Plan 2010 identifies land to the west of Cumnock, known as Knockroon, as housing development opportunity site 263H suitable for the development of 770 houses. The Cumnock settlement profile within Volume 3 of the local plan states that the Knockroon development will create a new residential area of the highest quality which will in future be held up as an example of successful place making. The Knockroon Design Code will assist in ensuring that this becomes a reality.
- 2.2 During 2007, the Knockroon site along with Dumfries House Estate was purchased by a consortium of charities and heritage bodies headed by Prince Charles, the Duke of Rothesay with the aim of creating a centre around which a new strategy for economic, social and ecological renewal in East Ayrshire could be established. The Knockroon site was considered ideally situated for a sustainable extension to the town and it is envisaged that the development will be part of an overall strategy for the economic rejuvenation of the region through sustainable growth and the attraction of new residents and visitors, raising the profile of Cumnock and East Ayrshire as a whole.
- 2.3 In February 2008 a week long Enquiry by Design (EbD) process was undertaken for the Knockroon development and a second EbD workshop was held in April/May 2009 which examined the wider context for the proposed development. This February EbD event involved residents, community groups, local businesses, Council members and officials. Various principles concerning architectural character, massing, materials and landscape treatment as well as urban design, street layout, accessibility issues and sustainable features were drawn out and tested by the design team. The result of this intensive and collaborative process was the production of the Knockroon Masterplan, which is essentially a blueprint for the new Knockroon community.
- 2.4 In June 2009 an application for planning permission in principle was submitted for a residential development of 770 units with the provision of associated shops, work places, associated infrastructure, commercial spaces, community facilities and open space. The Knockroon Masterplan and a design statement were submitted alongside the application as supporting information.

- 2.5 At its meeting of 3 December 2009, Council agreed that the issue of a decision notice for the application for planning permission in principle for the Knockroon development be withheld until the Solicitor to the Council had concluded a formal Section 75 Agreement relating to a number of matters, one of these being that the design principles specified in the Knockroon Masterplan, accompanying Design Statement and Register of Typologies should be enshrined within a Design Code to be agreed between the applicant and the planning authority. The intention was that the Design Code would then be adopted as Non-Statutory Supplementary Planning Guidance to provide a more formal mechanism to ensure commitment to, and delivery of, the vision for the new Knockroon neighbourhood. The applicant, The Prince's Foundation for the Built Environment has now complied with this element of the Section 75 agreement and has submitted the Knockroon Design Code to the Council. This document has been placed on the members portal for information purposes.

### **3 PROVISIONS OF THE KNOCKROON DESIGN CODE**

- 3.1 The Knockroon Design Code provides a detailed set of 'rules' for the design of the development. Once the Council adopts the document as Non-Statutory Supplementary Planning Guidance, it will become a material consideration in the assessment of planning applications for the site. Given that Knockroon will be developed over a 20-25 year period, the Design Code will ensure that the vision of a high quality design for the site will be carried through from the first phase of development to the last. The code will ensure that the architecture, urban design, organisation of public space and the greenery within the neighbourhood is distinctive and that not every house will be identical to others, but that individual homes and groupings of other uses and buildings can be identified as part of a coherent whole.
- 3.2 The Design Code is divided into an introductory section and three main parts. Firstly the 'Urban Ingredients' part sets out detailed standards for elements of the development such as boundary treatment, landscaping, signage and shopfronts, street furniture, block types and private frontages. Following this is a section on 'Architectural Ingredients' which sets out standards for building character and materials including the spacing and details of windows and doors and the relationship of windows to walls. The palette of materials permitted is also set out as are acceptable building types. Within this section, the Design Code recognises that construction technology will change through the duration of the project but provides details of the construction techniques that should be employed for the Knockroon development. The last of the three main sections concentrates on utilities, communications, waste and renewable energy.

### **4. CONSULTATION EXERCISE**

- 4.1 A consultation exercise on the Design Code was undertaken during November 2010 to obtain the views of the public and various design/heritage organisations and public utilities. A press release appeared in local newspapers and on the Council's website alerting the public to the publication of the Design Code and inviting comments on it. The following individuals/organisations were consulted directly:

- Auchinleck and Cumnock Community Councils

- Elected members for Wards 7 and 8
- Cumnock and Doon Valley Access Panel
- Strathclyde Partnership for Transport
- Head of Roads, East Ayrshire Council
- West of Scotland Archaeology Service
- Scottish Civic Trust
- Architectural Heritage Society of Scotland
- Historic Scotland
- Architecture & Design Scotland
- SEPA
- Scottish Water
- Scottish Power
- British Telecom

4.2 A total of 10 individual representations were received. These are set out in full in Appendix 1 of this report. No major changes to the draft design code are considered necessary as a result of the consultation exercise.

## **5 NEXT STEPS**

5.1 Once Cabinet agrees the Council's table of responses to comments received, the final version of the Knockroon Design Code will be prepared. This will become adopted Non-Statutory Supplementary Planning Guidance which will be used to assess all planning applications received for the Knockroon development. The document will also be placed on the Council's website.

## **6 FINANCIAL IMPLICATIONS**

6.1 No financial implications are envisioned as a direct result of this report.

## **7 LEGAL IMPLICATIONS**

7.1 Once approved by Cabinet, the Knockroon Design Code will not become Supplementary Planning guidance as defined within Section 22 of the Town and Country Planning (Scotland) Act 1997 (as amended) and Regulation 27 of the Town and Country Planning (Development Planning)(Scotland) Regulations 2008 given that it does not meet the required criteria to become part of the Local Plan. Instead, it will become Non-Statutory Supplementary Planning Guidance and will be considered as a material consideration in the determination of all planning applications received for the Knockroon Development Site.

## **8 POLICY IMPLICATIONS**

8.1 There are no direct policy implications arising as a result of Cabinet's approval of this report. However, once finally approved by the Council, the Non-Statutory Supplementary Planning Guidance will become a material planning consideration in the determination of planning applications for the Knockroon site.

## **9 COMMUNITY PLAN IMPLICATIONS**

9.1 There are no community plan implications arising as a result of the Council's approval of this report.

## **10. RISK MANAGEMENT IMPLICATIONS**

10.1 There are no risk management implications arising as a result of this report.

## **11 RECOMMENDATIONS**

11.1 It is recommended that Cabinet:

- (i) agrees the Council's responses to comments received on the draft Design Code as set out in Appendix 1;
- (ii) Gives authority to the Head of Planning and Economic Development to prepare a final Knockroon Design Code document incorporating the changes set out in Appendix 1 of this report and, subject to these changes, adopts the document as Non-Statutory Supplementary Planning Guidance;
- (iii) agrees that as Non-Statutory Supplementary Planning Guidance, the Knockroon Design Code will become a material consideration in the determination of all planning applications for the Knockroon Development Site; and
- (iii) otherwise, notes the contents of this report

**Elizabeth Morton**

**Depute Chief Executive / Executive Director of Corporate Support**

24 November 2010 (EF)

### **LIST OF APPENDICES**

**Appendix 1:** Comments received on the Draft Knockroon Design Code and the Council's response to comments including changes to be made to the draft Design Code for incorporation into the final version.

### **LIST OF BACKGROUND PAPERS**

- (i) Report to Council on 3 December 2010 entitled 'Planning Application no. 09/0478/OL: Residential development (770 units) with the provision of associated ahops,

workplaces, associated infrastructure, commercial spaces, community facilities and open space on the lands of Knockroon Farm, Auchinleck Road, Cumnock'

For further information on this report please contact Emma Fyvie, Principal Planning Officer on 01563 576756.

***Implementation Officer: Alan Neish, Head of Planning and Economic Development (01563) 576767.***

## Appendix 1

### Representations Received and Council response to the Knockroon Design Code

<b>Historic Scotland</b>	<b>Suggested Council Response</b>
<p>Overall we welcome the preparation of guidance which provides a clear and comprehensive approach to masterplanning and design. As you will be aware Historic Scotland's statutory remit is for scheduled monuments and their settings, category A-listed buildings and their settings and gardens and designed landscapes included on the Inventory. We have provided comments on the outline planning application for the development in relation to these interests. As the design code contains technical advice about the style and form of new development and does not relate to existing historic environment assets we have no detailed comments to offer.</p>	<p>It is noted that Historic Scotland has no detailed comments to offer.</p>
<p><b>SEPA</b></p> <p>We note that foul drainage is to be discharged to the Scottish Water Sewer and that the surface water drainage is to be designed to be adopted by Scottish Water.</p> <p>We therefore have no regulatory remit to comment on the design code.</p>	<p>It is noted that SEPA has no regulatory remit to comment on the design code.</p>
<p><b>East Ayrshire Access Panel (north district)</b></p> <p>After careful consideration the panel felt that generally the application of this guide will make our towns and streets more attractive, and provide more of a community to live in than many people have the opportunity to do now.</p> <p>This should be encouraged and applied equally to both local housing associations and to private build to form an attractive blend of housing for all.</p>	<p>The respondent's comments regarding the application of the design guide are noted and welcomed. However, it is pointed out that this design code has been written for the Knockroon development at Cumnock and will not be applied to developments across East Ayrshire as a whole. The Council may, however, encourage developers to adopt some or all of its principles elsewhere in East Ayrshire where appropriate.</p>

The access panel feel there are a few points we would like to bring to your attention which I am sure you will consider carefully before finalising this code.

1. Will the code in any way conflict with or change the Building Standards Regulations?

2. Boundary fences to the rear of the with a set height of 1.6 m. would restrict the view of wheel chair users and perhaps make them feel isolated from the community.

Additionally where fences form a footpath between properties this can feel terribly enclosed and threatening to a wheel chair user whose eye level approximates to about a four year old child.

No matter how well constructed timber fences may be gaps between the boarding to the wind to pass through are essential. to avoid the fences being blown over every year or two.

3. Suitable accessible parking spaces should be provided.

4. Shared surfaces pose a problem for visually impaired people who use a guide dog. guide dogs are trained to stop at the kerb and wait to be given an instruction to move forward. Without a kerb the dog will continue onto the carriageway with obvious poor results.

The design code will not conflict with the Building Standards Regulations. Each phase of the development will be required to fully meet with the relevant Building Standards in force at the relevant time.

The comments of the respondent are noted and understood. Whilst it is recognised there may be benefits from having lower boundary fences the height was set to ensure privacy and safety for homeowners/residents. All such enclosed footways will be short in length which should minimise any feeling of isolation from the community. No change to the design code is considered necessary in this instance.

The comments of the respondent are noted. However, it is pointed out that long, enclosed footpaths will be avoided and gables will not be overly high thus avoiding an enclosed and threatening atmosphere. It is also the intention to have occasional side windows or doors so help activate and provide surveillance for such footpaths.

Suitably constructed timber fencing will be used for boundary fences.

Accessible car parking spaces will be provided as part of the development.

Shared surfaces have been used successfully for many years in low volume lanes and back courts where vehicles would be moving at extremely slow speeds. It is expected these areas would be beneficial to visually impaired people as the emphasis is decidedly in favour of the pedestrian within these areas. Also, the shared surface as proposed at Adam Square would have

5. The proposed use of cobble stones in large areas provide a real hazard for people with walking difficulties such as MS or Parkinsons disease as they provide a major trip hazard. People with visual impairments who use a cane also have problems as it is some times difficult to distinguish between a hazard and an uneven surface. Wheel chair users who have spinal injuries can suffer severe pain when rolled over cobbles and access to town centre shops may be completely deigned to them where large areas of cobbles are used

6. Where bollards and other street furniture are used care should be taken to ensure that adequate space is provided to allow wheel chair users to be able to pass safely between them and any other obstruction which may be present.

Additionally all street furniture, including bollards, should be finished in a contrasting colour from the back ground. The use of stainless steel should be discouraged for this reason.

The list of comments above are not exhaustive by any means, but try to illustrate how with a little fore thought things could be so much better.

When you are able bodied it is not easy to imagine how difficult life can be for some people just to make it through the day. Running for a bus, crossing a busy road reading a sign, and all the other simple things we do every day without a single thought.

differentiated paving to define vehicular vs pedestrian routes with an emphasis on the quality of the experience and safety for all potential users of this space. The overall layout, and in particular the shared surfaces, have been designed in such a way as to achieve very low car speeds.

The respondent's comments are noted. However, cobbles are not suggested within the design code. Instead, setts are proposed which are laid in many areas in East Ayrshire without causing a trip hazard. The proposed surfaces are even and are considered suitable for people with walking difficulties. Also, large areas of setts are not expected to be incorporated within the development.

The respondent's comments regarding the use of bollards and other street furniture are noted. It is considered that bollards should be used only in exceptional circumstances due to their potential negative impact on the streetscape which is counter to the aspirations for quality streetscaping and public realm at Knockroon. The respondent should be assured that wherever bollards or street furniture is used, care will be taken to ensure that wheelchair users are not inconvenienced in any way.

The concerns of the respondent are noted. However, there is no intention to use stainless steel street furniture anywhere within the development.

<p>This world was not designed for disabled people but lets ensure the things we design for it are.</p>	<p>The comments of the respondent are understood and accepted.</p>
<p><b>Auchinleck Community Council</b></p> <p>Auchinleck Community Council have no comments to make on the draft for Knockroon.</p>	<p>It is noted that Auchinleck Community Council has no comments to make on the design code.</p>
<p><b>East Ayrshire Council Roads Division</b></p> <p><u>General</u> The small font size in certain parts of the document make it difficult to read in places e.g. pages 20-22. A darker font would also make the document easier to read.</p> <p>Roads &amp; Transportation welcome and support the principles of the Knockroon Design Code. It is recognised that road and footway layouts contained within the Code are consistent with the recently published 'Designing Streets' guidance; however it is felt that the document should make reference to 'Designing Streets'</p> <p><u>2.1 Walls, railings etc</u></p> <p>The recommended height for boundary walls of 1.6m – 2.1m could, in some cases, restrict visibility splays at vehicle exit points. However, this would be acceptable if designs are in accordance with the principles of Designing Streets which allows for reduced visibility splays.</p>	<p>Agreed. This will be redesigned to ensure that it is user friendly to all including disabled people.</p> <p>The importance of Designing Streets in the policy framework is acknowledged and it is considered that the roads and movement aspects of Knockroon is consistent with the objectives of this policy document. The Code is written to ensure a standard and quality of development that achieves a balance of interests with place-making at the core of its aspirations. This necessarily requires a balancing of various stakeholders and specialists input. Reference to specific policy documents in the design code is not considered appropriate as it is expected that the term of the development will be 20 – 25 years and it is likely that policy documents will change over this time. However, each phase of the development will take full account of all relevant national and Council policy documents in force at the time of each phase of the development.</p> <p>The height for boundary walls was set to ensure privacy for homeowners/residents and to reflect safety/security aspirations for residents without compromising pedestrian safety. Visibility splays have been taken into account in regards to wall heights and takes account of advice contained in Designing Streets; (Designing Street advises lower visibility figures than is currently the norm). It should be noted that reduced visibility at driveway</p>

## 2.2 Trees

Page 9: setting out – clarification is required here. The dimension from back of the road kerb should be more than 900mm ? The principle of trees within the carriageway is accepted in specific circumstances (within parking bays/low speed lanes etc)

Page 9: final sentence – clarification is sought on this sentence and the definition of root barriers within 5m of a utility corridor.

Page 9: tree types – it is recommended that David Law, Senior Arboricultural Officer, should be consulted on the tree species to be planted on streets, in terms of their roots and canopy. Some of the trees species listed as suitable for use on streets appear to have significant canopies which could affect sightlines and passage for larger vehicles.

## 2.3 Signage and shopfronts

Page 11: name plates – clarification is sought on whether street name plates are only to be mounted on walls, or are separate plates on poles to be considered in the absence of a wall or building?

## 2.4 Street furniture

Page 15: street lighting – wall mounted street lights are accepted in principle but must be positioned carefully to ensure access for maintenance and must be designed to current lighting standards, regardless of lamp fittings used. Wall mounted lamps must consider design life and maintenance liability.

Clarification is sought on what is meant by positioning heritage style external wall mounted lamps no higher than the door 'frame'.

Street Lighting will be only be adopted when the road is publically adopted. If a courtyard at the back of the flats is private then any lights will not be

entrances helps encourage slower speeds. No change to the design code is considered necessary in this regard.

The wording on Page 9 of the design code will be amended to clarify the setting out of trees adjacent to carriageways or within parking bays/low speed lanes and this will be agreed with the Council's Senior Arboricultural officer.

Root barriers will be implemented in locations within 5m of a utility corridor to protect these services. It is anticipated that this will be part of detailed design consideration and that the sentence within the Code establishes a principle.

The Council's Arboricultural Officer will be consulted for advice at each phase of the development. However, decisions that are taken in regards to tree planting will weigh and balance input from a variety of relevant sources.

Preference is given to mounting name plates on structures in all cases, however if there is an absence of these structures, poles will be considered as a last resort.

The views of the respondent are accepted.

This element of the design code relates to domestic lighting only. Page 15 will be amended to distinguish between lighting which is public and adoptable and lighting which is domestic.

Noted and agreed.

adopted.

Page 15: bins – EAC Cleansing should be consulted on issues relating to bins and collection of refuse.

Page 15: bollards – R&T do not agree that bollards should not be permitted. Use of bollards should be minimised but may be necessary in certain circumstances. In fact, some of the photographs contained in the code show bollards in place. Where used, bollards should have appropriate clearance from the kerb edge. Example where bollards could be used is to highlight the existence of a speed table, in particular when snow is lying.

#### 2.5 Thoroughfare finishes

Page 17: carriageway finishes – use of Stone Mastic Asphalt is not considered suitable for residential streets. As an alternative, close graded macadam with coloured stone chippings could be used.

Page 17: further clarification is sought on details/specification of footway materials and when different types of blockwork are to be used.

Page 17: shared surfaces – clarification is sought on 'footpath/footway techniques' and 'alternative aggregates' specification for vehicle loading

Noted and agreed.

The respondent's comments regarding the use of bollards are noted. It is accepted that bollards may be necessary in a limited set of circumstances. It is however considered that they should be used only in exceptional circumstances due to their potential negative impact on the street scape which is counter to the aspirations for quality streetscaping and public realm at Knockroon. Page 15 of the design code will therefore be changed to read that "the use of bollards will be minimised and they will be used only in exceptional circumstances". Any inclusion of bollards within photographs is purely coincidental as such photos were used to illustrate examples of other specific design elements, e.g. paving materials. With regard to the safety aspects of bollards, it is considered that drivers will be aware that the development is a slow speed environment by the nature of the place and the relationship of the buildings to the street and if there is snow covering the street and speed tables then either they will not be driving at all or if they are and they run over a table they will be going at such a slow speed that there will not be a problem.

Agreed. Reference to 'Stone Mastic Asphalt' will be deleted from page 17 of the design code. In its place the phrase "or other appropriate surface treatment to be agreed with the Council as Roads Authority."

In order to provide further clarification on this matter, on page 17 of the design code, the last sentence under the heading "Footways" will be amended to read: "Alternatively to achieve the desired finish use river washed aggregate clear bonded and rolled in to hot, rolled asphalt."

The road structure at Knockroon will be of appropriate construction / surfacing for anticipated loading. This in effect will be in sympathy with the

Have visually impaired groups been consulted on footway finishes?

### 2.6 Block types

Page 18: block type design needs to reflect status as adopted through routes for servicing and that cleansing vehicles must be able to access areas. R&T recommends a width of 3.7m with widening at passing places and parking areas.

Page 35 notes that bin collection vehicles will uplift via the courtyards – Page 18 states that rear block access shall be no more than 3.0m wide – is this sufficient for cleansing vehicles to access when uplifting bins etc.

Page 18: Parking – replace 'shall' with 'may' and does not reflect house type. Parking should be linked to house size/number of bedrooms and generally be provided to EAC standards. R&T would recommend that parking provision is maximised within courtyards to alleviate on-street parking pressure.

### 2.7 Public thoroughfares

Page 19: Definitions of street types/street useage would be helpful. The Code does not consider variation in street widths as is found at Poundbury and is being considered at Knockroon. This can influence the alignment of road layout, help to formalise on-street parking, and help to reduce vehicle speeds.

bearing capacity sought in current EAC guidelines. It is recognised that this is in everybody's interest and will reflect Designing Streets and will be addressed through Roads Construction Consents. In order to provide clarification the word "footpath" will be deleted from page 17 Shared Surfaces and will be replaced with "footway".

Yes, relevant access panels have provided comments which have been addressed.

It is agreed that limiting rear block access ways to 3m may be overly restrictive. This sentence will be removed from page 18 of the design code.

As is stated above, it is agreed that 3m may be overly restrictive. This sentence will be removed from page 18 of the design code.

The views of the respondent are noted. However, it is not considered that the word 'shall' should be replaced with 'may'. Parking provision requires to be balanced between courtyards and streets. It would not be appropriate to suggest increasing the number of car parking spaces within courtyards as these are meant to serve a number of other functions as well as car parking. In addition to this, it is considered that on street parking will have other benefits such as slowing down traffic speeds.

The comments of the respondent are noted. For clarification purposes, text will be inserted into page 19 to provide commentary on Public thoroughfares.

<p>2.8 Private frontage types Page 21: Shopfront and awning – minimum clearance of 2.3m required from footway level.</p> <p>Page 21: Arcades – the minimum set-back distance from the carriageway is not defined</p> <p><u>4.0 Services</u> Page 34: 'designed wetland area' – this reference should be consistent with the reference to 'SUDS pond' described on page 17.</p> <p>All drainage and surface water treatment will require Section 7 agreement with Scottish Water and agreement with SEPA.</p>	<p>Noted and it is confirmed that Page 21, Shopfront and Awning part of the Design Code will be amended to state that a minimum clearance of 2.3m will be required from footway level.</p> <p>It is accepted that no minimum set back distance from the carriageway is defined in the design code. A suitable set back distance will be agreed between the applicant and the developer.</p> <p>Agreed. The second sentence of the Surface Water section of page 34 will be amended to read "The main secondary treatment and attenuation will be provided in a SUDS which will be designed as a wetland area".</p> <p>It is understood that all drainage and surface water treatment will require a Section 7 agreement. However, it is not considered necessary to include this requirement in the design code as it will form part of the standard consents and agreements required for each phase of development. In addition to this, procedures may change over the lifespan of the Knockroon Development.</p>
<p><b>East Ayrshire Access Panel (Cumnock and Doon Valley)</b></p> <p>After careful consideration the panel felt that generally the application of this guide will make our towns and streets more attractive, and provide more of a community to live in than many people have the opportunity to do now. This should be encouraged and applied equally to both local housing associations and private build to form an attractive blend of housing for all. At a meeting of panel members on Wednesday 24th November in Netherthird Community Centre, we as a panel would like to make the following points and hope you will consider, before finalising this code.</p> <ol style="list-style-type: none"> <li>1. Planting trees, should only be up to a certain height, plus not making avenue planting.</li> </ol>	<p>The comments of the respondent are noted. However, no reasons have been given for the comments on tree planting. Landscaping strategies including tree planting are key to successful place making. The respondent should be assured that the types, location and maintenance of trees will be carefully</p>

<ol style="list-style-type: none"><li>2. Lighting system – not to be on outside of pathways, but inside or mounted on walls, plus it should be of the new lighting system East Ayrshire has adopted in the last few months.</li><li>3. Houses – not to be build close to main road, plus to close to each building, not the design of the Cherrytree Project on Auchinleck Road Cumnock. One and a half to two storey, not like picture 9 on page 5.</li><li>4. Do you have to have the word shall, it makes it final, but the word maybe would be better. Signages – page11, we do not agree with anything .</li><li>5. Boundary fences to the rear, set at a height of 1.6m, would restrict the view of a wheelchair user, may also feel isolated from the community, a blind person may not feel safe using a pathway with a high fence.</li><li>6. Parking – suitable parking should be provided, we did not understand the type of materials that are being considered.</li></ol>	<p>considered to achieve a balanced perspective in regards to amenity, safety and ecology.</p> <p>Lights will be mounted on walls wherever possible and will be approved by the Council at each stage of development.</p> <p>Housing typologies, height, locations, etc have been proposed in order to create a distinctive and attractive development, based on the best, most loved and sustainable examples of urban design and architecture in Scotland. It should be noted that three storey properties will form a very small proportion of the overall development with most properties being 1-2 storeys.</p> <p>In order to achieve the highest quality development, the use of the words 'shall', 'should' and 'may' are considered necessary. It should be noted that their application is carefully considered in each context. Signage is a key requirement so the word 'shall' is necessary in this context. All signage will be designed to be suitable for all residents and visitors including those with disabilities.</p> <p>The comments of the respondent are noted and understood. Whilst it is recognised there may be benefits from having lower boundary fences the height was set to ensure privacy and safety for homeowners/residents. All such enclosed footways will be short in length which should minimise any feeling of isolation from the community and allay safety concerns. No change to the design code is considered necessary in this instance.</p> <p>Parking and materials used will be appropriate for the development and the needs of all residents including those with disabilities and will be agreed with the Council as part of the Roads Construction Consent.</p>
--	---

7. Shared Surfaces – our panel are against this, on the following grounds: a) blind people with guide dogs, the dog has been trained to stop at kerbs, if crossing roads and if this type of decision was made, guide dogs would most likely have to retrain every dog, which Guide Dogs, Government and local councils do not have the funding for. B) blind people who use long canes would also need retrained, this would be left to the re-hab officers in local council. C) The most important reason would be the deaf community, as they would not hear the traffic at their backs.

8. Cobble Stones, if at all possible try not to use, as they are a hazard to many groups of disabled, blind who use long canes, the cane can get stuck and the cane could spring back and give either the user or a passer by to be hurt, people with ms or Parkinson's would find it hard to walk on.

9. Bollards, Bins, seats and other street furniture, please try and not paint things Black, bright colours contrasting for day and night, black is not good at night for people who have a sight problem, also take into account plenty of room between bollards etc; for wheelchair users and others like blind. Always think safety for everyone. Please try not to use stainless steel

Hope you consider the comments from the panel, would be interested to be advised on the materials being used for the roads, parking areas.

Shared surfaces have been used successfully for many years in low volume lanes and back courts where vehicles would be moving at extremely slow speeds. It is expected these areas would be beneficial to visually impaired and deaf people as the emphasis is in favour of the pedestrian within these areas. Also, the shared surface as proposed at Adam Square would have differentiated paving to define vehicular vs pedestrian routes with an emphasis on the quality of the experience and safety for all potential users of this space. The overall layout, and in particular the shared surfaces, have been designed in such a way as to achieve very low car speeds. It is considered that because of all the inherent layout, design, landscaping, etc principles and measures that visually impaired and deaf people will be able to move safely and securely through the development.

The respondent's comments are noted. However, cobbles are not suggested within the design code. Instead, setts are proposed which are laid in many areas in East Ayrshire without causing a trip hazard. The proposed surfaces are even and are considered suitable for people with disabilities. Also, large areas of setts are not expected to be incorporated within the development.

The respondent's comments regarding bollards and other street furniture are noted. It should be noted that bollards will be used only in exceptional circumstances. The respondent should be assured that wherever bollards or street furniture is used, care will be taken to ensure that wheelchair users or visually impaired people are not inconvenienced in any way. If there are issues with black street furniture then reflective strips could be added at a later date. No stainless steel furniture has been proposed.

<p><b>East Ayrshire Council Building Standards Section</b></p> <p><b><u>Knockroon Design Code</u></b></p> <p>Proposed Design Code principally for the Knockroon development however may be adopted as Supplementary Planning Guidance.</p> <p><b><u>Building Standards Assessment &amp; Response</u></b></p> <p>With regards to the proposed development at the site of Knockroon Farm, various member of the Building Standards Section have reviewed the following documents;</p> <ul style="list-style-type: none"> <li>• Knockroon Design Code</li> <li>• Knockroon Farm Site – Enquiry by Design</li> <li>• Knockroon Master plan Report</li> </ul> <p>The three reports are primarily orientated to securing Planning consents, concentrating mainly on the aesthetics and layout of the township.</p> <p>The reports lack any fundamental technical details, however where sectional sketched details have been included these show areas of non compliance with the Technical Standards.</p> <p>The Design Code makes reference to various statements like “Exemplar in Design, Quality and Sustainability,” although there is no documentation in support of this.</p>	<p>The comments of the respondent are noted. However, the Code is not meant to be confused or interpreted as Building Regulations. Such matters will be dealt with separately and through the appropriate procedures.</p> <p>The package of documents (Masterplan Report, Characterisation Study, Design Statement, Sustainable Energy Report, EIA, Design Code, etc) have been produced and submitted to support the statement in question.</p>

## Inclusive Design

The Equalities Act 2010 will impact on many of the design proposed, and the developer would benefit from taking advantage of pre warrant discussions with Building Standards staff and members of the Access Panel who can advise on the design of;

- Boundary walling and fencing
- The location and colour of street furniture
- Widths of thoroughfares
- The surface finish of pavements/pedestrian ramps
- Manoeuvring spaces within the arcades

However, specifically in relation to the submission consulted on there are various inclusive design issues identified which have been noted below and require to be considered prior implementation of the final policy.

- It is noted that boundary wall between private gardens and thoroughfares shall (compulsory) be between 1.6m – 2.1m high. Has consideration been given to the height of child, shorter adults or wheelchair users if they are bounded by this height of wall? (page 7).
- Similarly timber fencing between back domestic gardens shall (compulsory) be no less than 1.650m high. The same issues apply regarding sight lines (page 7).

The comments of the respondent are noted and understood. Whilst it is recognised there may be benefits from having lower boundary fences the height was set to ensure privacy and safety for homeowners/residents. All such enclosed footways will be short in length which should minimise any concerns. No change to the design code is considered necessary in this instance.

See comments above

- An additional note within the shop front detailing a requirement for accessible ironmongery would be welcomed; the ironmongery should contrast in colour with the background colour of the door (page 11).
- The minimum height to any signage of 2.15m is welcomed (page 13).
- Comments regarding street furniture clutter are welcomed (page 15).
- Any in ground luminaires should be flush with the ground level to avoid a trip hazard (page 15)
- Detailing of benches is extremely prescriptive; “cast iron shall (compulsory) be finished in black gloss paint”. Street furniture requires to contrast visually with the surrounding area to aid visually impaired individuals. By detailing only black paint this may not allow for any/much contrast (page 15).
- Comments regarding bollards not being permitted are very much welcomed (page 15).
- The photograph of sets (page 16) appear to show an uneven surface. This surface can be very uncomfortable for many people with mobility issues. It is acknowledged that the use of sets is becoming more popular however consideration should be given to the provision of an alternative level, even surface for those not able to or wishing to use the (potential) uneven surface (page 16).

This is a very valid point. However, this level of detail is not dealt within the design code. Instead, this will be dealt with at detailed planning application/building warrant stage.

Noted. This minimum height will be raised to 2.3m as per a request by East Ayrshire Council Roads Division.

Support for the removal of street clutter is welcomed.

Agreed. An additional sentence will be added to the ‘Lights’ section of Page 15 to read “In ground luminaries on walking surfaces should be flush with the ground.

Streets will be lit, there will be a contrast with footway surfacing and as such there will be suitable contrasts in order to support safety. Black was chosen to maintain a consistent colour scheme that adds to the amenity and identity of the development. If there are issues with black street furniture then reflective strips could be added at a later date.

In response to comments from the Council’s Roads Division, it has been accepted that bollards may be required in certain circumstances. However, these will be kept to an absolute minimum.

Comments made regarding uneven surfaces are noted. Decisions regarding paving materials will be taken weighing the interests and concerns of all involved in the development. Sets are proposed which are laid in many areas in East Ayrshire without causing a trip hazard. The surfaces proposed at Knockroon are even and considered suitable for people with

<ul style="list-style-type: none"> <li>• Similar comments relate to the bound river aggregate (page 16.17).</li> <li>• Shared surfaces are not ideal for everyone and can sometimes be dangerous for some disabled people: <ul style="list-style-type: none"> <li>a) Guide dog users require a kerb to navigate as the dogs are given commands such as “find the kerb”</li> <li>b) Visually impaired individuals may not be able to read signage for example which warns people of the dangers of traffic.</li> <li>c) In many situations drivers and pedestrians rely on eye contact and trust when pedestrians and drivers are mixed; visually impaired individuals cannot rely on this partnership,</li> <li>d) Many people with learning difficulties may not understand the concept of cars and pedestrians on the same “road”</li> </ul> </li> </ul>	<p>mobility issues. Also, it is pointed out that large areas of setts are not expected to be incorporated within the development. In addition to this, wherever possible, there will be areas of even surfaces providing an alternative footpath for those who do not wish to walk on setts.</p> <p>See above</p> <p>Shared surfaces have been used successfully for many years in low volume lanes and back courts where vehicles would be moving at extremely slow speeds. It is expected these areas would be beneficial to visually impaired and deaf people as the emphasis is in favour of the pedestrian within these areas. Also, the shared surface as proposed at Adam Square would have differentiated paving to define vehicular vs pedestrian routes with an emphasis on the quality of the experience and safety for all potential users of this space. The overall layout, and in particular the shared surfaces, have been designed in such a way as to achieve very low car speeds. It is considered that because of all the inherent layout, design, landscaping, etc principles and measures disabled people will be able to move safely and securely through the development.</p> <p>See comments above</p> <p>The design of the overall development means that traffic will be slowed by means other than signage, for example, landscaping, positioning of buildings and on street parking. Any signage will be made as clear as possible to all residents and visitors.</p> <p>See comments above regarding shared surfaces.</p>
--	---

e) The above list is not exhaustive (page 17).

- It is noted that access from the car parking area within the block design will be via the rear access to the residential units. An additional note requiring this rear access to be level would benefit disabled householders (page 18).
- Many disabled people require to park/drop off point close to their dwelling. The code should allow for a certain amount of parking close to the main entrance to the dwellings (page 18).
- It is noted that “at least 1 secured cycle parking space be provided per dwelling unit”. Given that we are an ageing population, consideration should be given to the provision of storage/charging facilities for mobility scooters (page 18).
- Consideration should be given to including a requirement for at least one wheelchair accessible dwelling per 25 or 50 units?
- It is noted there are specific details for awnings; similar to other projections requirement for a minimum headroom of 2m should be included (page 21).
- It is noted that columns are to be included in the arcade design; a specific note requiring these columns to contrast with the surrounding area would be welcomed (page 21).

**Recommendations:**

A design code is to be welcomed for this development however further

The Knockroon development has been designed to minimise the speed of traffic. It will provide a safe and secure environment for all members of the community and to ensure that everyone can move around freely. Pedestrians will not be subservient to the car.

As all development will comply with Building Regulations it is considered that an amendment of this nature this is unnecessary.

Parking will be supplied in proximity to all dwellings.

This request is acknowledged and agreed. Provision for mobility scooters will be made as part of the development.

The design and delivery of residential units will take account of all sectors of the community. Final decisions on house types will take all viewpoints on board.

The design code will be amended to include a minimum 2m headroom for awnings.

It is not considered appropriate to specify this within the Code as the construction of any columns will be the subject of a detailed design and consultation process.

consideration should be given to inclusive design issues highlighted.

### **Energy Design**

All new dwelling require to achieve Government requirement with regards to Carbon Dioxide emissions and the use of SAP 2009 will determine the individual Energy Performance and Environmental impact of the dwellings. The Design Code refers to the possible inclusion of future Photo Voltaic cells and making provision for the retro fitting of Biomass district heating, this would benefit from being included within the site infrastructure during the initial construction phase. It also refers to an enhanced building insulation envelope with no further explanation of this term,

The Code makes reference to roof eaves details, floor slab details, and the inclusion of sheep's wool insulation. These details make no reference to requirements for reducing thermal bridging and air tightness, the designer would benefit from referring to the Scottish Government's Building Standards Division Accredited construction details.

The thermal performance of the external doors and windows will require to meet the minimum regulatory standards; this will impact on the specification of timber casements and door sets'. Single glazing would not be compliant.

### **General Building Regulation Issues**

The window design is very specific within the Design Code however the windows will require to meet the minimum day lighting, ventilation and escape requirements. Security will be addressed with regards to the requirements of "Secured by Design" (ACPO, 2009)

The roof design is based on traditional construction practices, but the use of terracotta rides and mop stick ridge details make no allowance for high level ventilation. The use of imported slate should also be discouraged due to its

The comments of the respondent are noted. However, the matters contained herein will be subject to Building Warrant procedures and are not considered relevant to the Design Code.

<p>inferior quality.</p> <p>The dwelling types of 2.5 storeys require a <b>protected enclosure</b> to be included within the design detailing all the relevant fire safety standards, and all principle habitable rooms within the dwelling now require to benefit from hard wired smoke alarms.</p> <p>While this document is addressing Planning guidance and design is outlined in general terms Building Standards are of the opinion that there is insufficient technical detail and justification of proposals to allow a detail response on how the technical standards will impact on the Knockroon development.</p> <p><b>Recommendations:</b></p> <p>The inclusive design and general matters raised under than Building Regulations should be incorporated within the guidance and the development proposals progressed to a level that the Architects can discuss specific design matters with Building Standards prior to the submission of a Building Warrant.</p>	
<p><b>A Member of the Public</b></p> <p>(2.1)</p> <ul style="list-style-type: none"> <li>Fences being all tall flat finished would not be a pleasant finish for wheelchair users as the wheelchair user would most certainly feel isolated from neighbours.</li> </ul> <p>(2.2)</p> <ul style="list-style-type: none"> <li>All trees shed leaves which become slippery and dangerous to people who use crutches or walking sticks due to mobility difficulties. What maintenance is planned to prevent this?</li> </ul>	<p>The comments of the respondent are noted and understood. Whilst it is recognised there may be benefits from having lower boundary fences the height was set to ensure privacy and safety for homeowners/residents. All such enclosed footways will be short in length which should minimise any feeling of isolation from the community. No change to the design code is considered necessary in this instance.</p> <p>The comments of the respondent are noted. It will be ensured that a maintenance/factoring arrangement will be put in place to address such issues. However, this matter is not considered to be appropriate for inclusion</p>

<ul style="list-style-type: none"> <li>Leaves falling on ground hide/disguise tripping hazards, holes in the walking or road surface. This is very dangerous for wheelchair users and other disabled people</li> </ul> <p>(2.3)</p> <ul style="list-style-type: none"> <li>House names and door numbers being kept within the door frame are very difficult for visually impaired and wheelchair users to read</li> </ul> <ul style="list-style-type: none"> <li>There is no mention of level access/ramps to shops, if shops are built on a hill for example will there be ramped access to allow wheelchair users to enter shops.</li> <li>Are inside areas of all shops large enough to allow wheelchair users full access?</li> </ul> <p>(2.4)</p> <ul style="list-style-type: none"> <li>Street furniture should be in colours that contrast to the surrounding area that they are positioned or they become a serious hazard to anyone who has a visual impairment</li> </ul> <ul style="list-style-type: none"> <li>Space to allow disabled people to freely pass street furniture should be considered</li> <li>Consideration should be given to the height of bins to ensure wheelchair users can use them. This is in the light of more and more disabled people having carers hours reduced but also to help encourage and support independent living</li> </ul> <p>(2.5)</p> <ul style="list-style-type: none"> <li>Setts used on footpaths creates a painful and uncomfortable travel for</li> </ul>	<p>in the design code.</p> <p>See above</p> <p>The location of house names and numbers is considered to be an aesthetic matter that requires a careful balancing of interests. Any house name/door numbers will be made as clear as possible without compromising the cohesive design approach.</p> <p>The comments of the respondent are noted. All shops will be compliant in regards adopted access standards for wheelchair users.</p> <p>There will be a limited number of shops and their size will not preclude wheelchair users. However, it is pointed out that arrangement of the insides of shops is not a matter for the Code to regulate.</p> <p>Streets will be appropriately lit, there will be a contrast with footway surfacing and as such there will be suitable contrasts in order to support safety. Black was chosen to maintain a consistent colour scheme that adds to the amenity and identity of the development. If there are issues with black street furniture then reflective strips could be added.</p> <p>Street furniture will be kept to a minimum to avoid unnecessary 'clutter' and to allow people to move freely.</p> <p>The comments of the respondent are noted. It will be ensured that bins in the development are able to be used by wheelchair users.</p> <p>Comments made regarding setts on footpaths are noted. Decisions regarding</p>
---	--

wheelchair users

- Sets also vibrate through wheelchairs causing parts to loosen and fall off. This is usually expensive to repair
- We are in a time when disabled people are actually being encouraged to take up work, this would be very difficult if they find that it is impossible to move around in their own community without very quickly suffering pain
- As it is common knowledge that people are living longer and we have an ageing population would it not make economical sense to design and build pathways or footpaths with a level surface. Older people who become unsteady on their feet or anyone who has walking difficulties trip and fall on sets. This will add financial strain on NHS and Social Services when we find that with the increase of sets used as footpaths more people fall and break hips or other bones. I am sure that materials are available in colours that will give the desired architectural effect and that create a level walking surface
- Shared surfaces will present difficulties for guide dog users

paving materials will be taken weighing the interests and concerns of all involved in the development. The surfaces proposed at Knockroon are considered suitable for wheelchair users. It is also pointed out that large areas of setts are not expected to be incorporated within the development. In addition to this, wherever possible, there will be areas of even surfaces providing an alternative footpath for those who do not wish to use wheelchairs on setts.

See comments above.

It is considered that disabled people will be able to move freely around Knockroon.

It is considered that the palette of materials will compliment the design ethos of the development and the overall pedestrian experience for all. The surface treatment of footpaths will not be uneven and will no cause trip hazards.

Shared surfaces have been used successfully for many years in low volume lanes and back courts where vehicles would be moving at extremely slow speeds. It is expected these areas would be beneficial to visually impaired people with guide dogs as the emphasis is in favour of the pedestrian within these areas. Also, the shared surface as proposed at Adam Square would have differentiated paving to define vehicular vs pedestrian routes with an emphasis on the quality of the experience and safety for all potential users of this space. The overall layout, and in particular the shared surfaces, have been designed in such a way as to achieve very low car speeds. It is considered that because of all the inherent layout, design, landscaping, etc principles and measures disabled people including guide dog users will be

<p>(2.6)</p> <ul style="list-style-type: none"> <li>• There is a requirement for disabled car park spaces that have hatched areas at both sides and rear of space to allow wheelchair users access to their cars</li> </ul> <p>(3.1.)</p> <ul style="list-style-type: none"> <li>• Will there be lift access to upper floors above shops?</li> <li>• All dwellings should be accessible to all including wheelchair access</li> <li>• A variety of all of the types of dwellings should be fitted to suit disabled people so as to allow freedom of choice by disabled people when choosing where they would like to live. This should not be taken out of the disabled persons hands by only building several accessible houses of one size hidden out of the way or segregated from the other houses. Please remember that a large number of disabled people have families and would prefer to live with them. Disabled people want to live in normal circumstances mixing with able bodied and disabled people. All too often accessible houses are built as two bedroom homes not suitable for a family and appear to have been built on a design used for older couples whose family have left home.</li> </ul> <p>Their also should be a mix of rented and private accommodation without segregation</p> <p>As mentioned previously disabled people are returning to work if this design is what we can expect for future developments this will increase the difficulties that disabled people find when seeking employment particularly if they are to find work in the community.</p>	<p>able to move safely and securely through the development.</p> <p>The comments of the respondent are noted. However, this matter would be considered at Roads Construction Consent stage of the development and is not a matter for the Design Code.</p> <p>Again this matter is not for consideration in the design code. This would be dealt with at planning application/building warrant stage.</p> <p>All buildings will be compliant with relevant Building Standards in force at the time of each application.</p> <p>The comments of the respondent are noted and understood. The design and delivery of residential units will take account of all sectors of the community. Final decisions on house types will take all viewpoints on board.</p> <p>This aspiration is fully supported but it is not an issue for the design code. It is consistent with the approach of the Prince's Foundation to deliver 'tenure-blind' development with rented accommodation pepper-potted throughout the development.</p> <p>One of the core principles of the development is that it will be a place where the pedestrian is celebrated and can feel free to move about safely and securely in the knowledge that because of design, layout, landscaping, materials, etc an environment will be created that supports the ease of movement for all uses. Pedestrians will not be subservient to the car and the</p>
--	--

<p>Employers would not entertain disabled people if the work was to be in the community and the disabled person finds difficulty travelling within these areas.</p>	<p>overall quality of the development will be one where it is considered that disabled will be able to move about more freely than in 'standard' developments.</p>
<p><b>Scottish Civic Trust</b></p> <p>The Trust welcomes the production of this draft Design Code for Knockroon. We commented on the masterplan for the area in September 2009. We are pleased to note that many of our comments have been addressed in this Design Code document.</p> <p>The Trust welcomes the commitment in the Design Code to make Knockroon 'an exemplar of design'. We support the improvement of Scotland's built environment through both the protection and enhancement of our historic buildings and spaces and through the encouragement of the highest quality in contemporary architecture. We feel that a balance of the best of our historic building traditions and high quality contemporary design can be brought together to create places and spaces that reflect Scotland's cultural heritage and build-on and enhance that tradition with the best of modern design and technology. We therefore welcome the principle of combining 'the time-tested principles of design and community building yet also incorporate the best of contemporary thinking' as set out in the Vision.</p> <p>The document is generally well laid out and clear. The Trust notes and supports the definitions of wording to be used throughout the document (i.e. shall, should, must) ensuring that the intentions of the document are clear and the language robust. In places however, the status of elements of the document aren't as clear. In many places diagrams illustrate the guidelines and design rules but their status is not clear. Examples include drawings of eaves and chimney details on page 26, or the drawings of window types on page 28 - are these drawings intended simply as examples, or to be used as a pattern book?</p> <p>The Trust has previously welcomed the thorough assessments of traditional forms, layouts and construction techniques at masterplan stage. We welcome the identification of 'character areas' and their defining features on pages 2</p>	<p>Whilst the Civic Trust's view on the traditional form of the Knockroon Development is noted, the Council considers that the proposed style of development is appropriate to this location and has been established through</p>

<p>and 3, and the precedents from the surrounding area to illustrate these definitions. We do however feel that a contemporary interpretation of these traditional forms would be most appropriate, rather than slavishly copying traditional architecture. From this point of view, we feel that in places the Design Code is rather prescriptive, and there is a concern that it could stifle creative contemporary design solutions. For example page 23 states that openings: should align vertically and horizontally; must be regularly spaced; should occupy between 15% and 35% of main elevations; should be vertically proportioned; and glazing bars must be designed to ensure that the larger panes are always taller than square. The Trust believes that it is possible to create a sense of place through the careful detailing and specification of the streetscene and public realm and the considered use of materials, without being too prescriptive in terms of the design of individual buildings.</p> <p>The Trust feels that it might be useful to identify case studies of recent mixed use or housing developments which it is felt have struck the right balance between traditional and modern design. The Drum development at Bo'ness and Scotland's recent Housing Expo in Inverness both demonstrate excellent examples of contemporary interpretations of traditional Scottish architectural forms.</p>	<p>a masterplanned approach which included a week long Enquiry by Design process. No changes to the design code are considered necessary in this regard.</p>
<p><b>Architecture and Design Scotland</b></p> <p>We generally support the development of Design Codes as tools to help deliver the vision set out in an overriding masterplan and we welcome the preparation of a Design Code for Knockroon in this regard. We note that the Code should be read in conjunction with two other documents – the Knockroon Masterplan Report and Design Statement and that the Council intend to adopt the Design Code as Supplementary Planning Guidance (SPG).</p> <p>In preparing a Design Code it is important to consider the appropriate degree of precision that should be applied in order to guide the form and qualities defined in the masterplan, and to set out what needs to be controlled and what doesn't in order to achieve the desired vision and create a successful</p>	<p>The support of A&amp;DS is welcomed.</p> <p>Noted and agreed.</p>

place. Some useful aspects that should be considered in developing a Design Code include:

**Form Qualities**

- Urban Structure • Character
- Urban Grain • Clarity of form
- Density + Mix • Ease of public space
- Height + Massing • Ease of movement
- Building Type • Ease of understanding
- Façade + Interface • Ease of change
- Details + Materials • Ease of choice
- Streetscape + Landscape • Sustainability

Although the Design Code for Knockroon along with the related documents covers some of these aspects we suggest that the Code could be made more robust in places, and less detailed in others.

**‘Urban Ingredients’**

In this section guidance is provided on public thoroughfares with regards to widths of roads, pavements, etc. supplemented by ‘Movement & Connectivity’ diagrams with the Masterplan Report. With the exception of a detail of ‘Adam Square’ in that Report, however, there appears to be a lack of guidance on the design of the interface of roads generally, and we suggest that this be included to counter any potential uncertainty when dealing with the design of the roads and infrastructure throughout the development. Also within this section of the Code under ‘Block types’ we note that guidance on parking provision has been provided which applies to residential properties. We suggest that it would also be helpful to include a strategy for how parking is to be dealt with more generally across the masterplan. This could perhaps be included in diagrammatic form to supplement those already provided within the Masterplan Report.

**‘Architectural Ingredients’**

Guidance and precedents provided within the Code suggest a particular style for the development, in terms of architectural elements, street design, building frontages etc., and are very prescriptive in this respect. We would

Noted.

The comments of the respondent regarding the design of the roads and infrastructure are noted. It is proposed to amend Page 19 – Public Thoroughfares. Additional text will be added to provide clarification and detail on the diagrams provided. The respondent’s comments regarding parking are noted. This issue, including a strategy for how parking will be dealt with more generally across the Masterplan, will be given due consideration in drawing up the final design code document

Whilst the respondent’s view on the prescriptive nature of the Knockroon Design Code is noted, the Council considers that the proposed style of development is appropriate to this location and has been established through

generally encourage a variety of architectural expression to be adopted over / between developments and would advise against any particular style being replicated to the extent that individual developments did not display their own character and identity, albeit that they may have certain similarities and fit comfortably together. We note that there is potential for extending the influence of the document to other developments in the area and would encourage careful consideration to be given to how Codes pertain to specific projects, and specific sites, each with their own particular context and topographies.

**Services**

We do not feel that typical foundation and wall construction details, as included in this section, are appropriate for inclusion in a Design Code as they imply an understanding of engineering and ground conditions. Reference to a specific manufacturer of insulation could also be misleading in terms of achieving required U values and should be avoided.

a masterplanned approach which included a week long Enquiry by Design process. No changes to the design code are considered necessary in this regard.

The comments of the respondent are noted. However it is considered appropriate to include these details within the Design Code.