

Development Framework

Maidenhill/Malletsheugh

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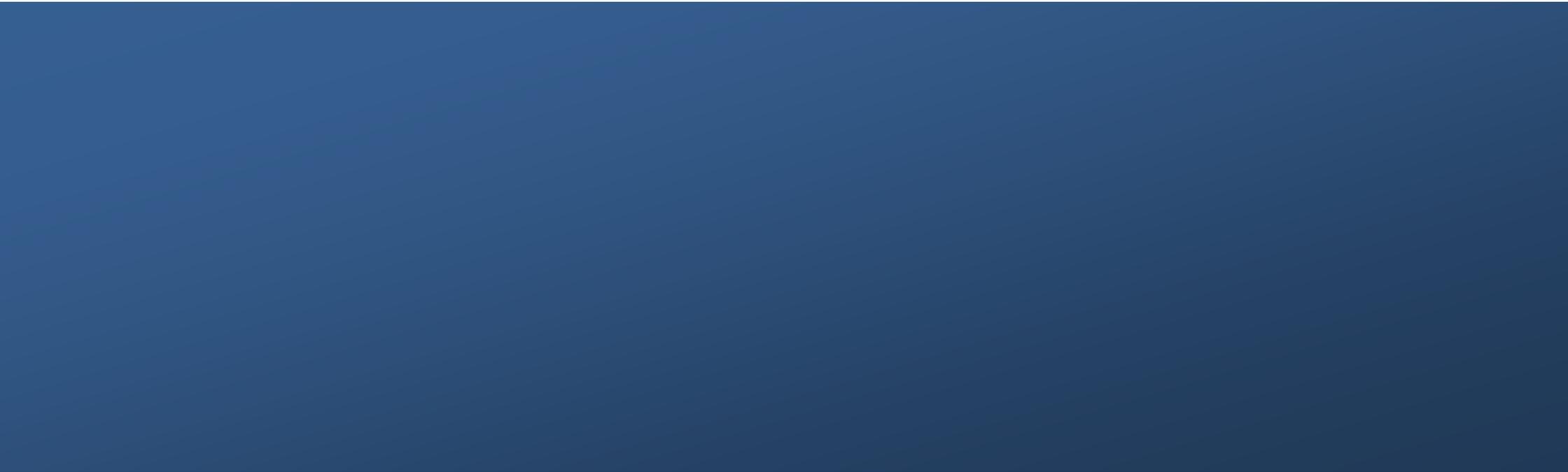
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Part 1.0:

INTRODUCTION AND CONTEXT

Creating:

- A DISTINCTIVE PLACE
- A SUSTAINABLE DEVELOPMENT
- AN ENERGY EFFICIENT COMMUNITY

Ensuring:

- COMMUNITY ENGAGEMENT
- HIGH QUALITY DESIGN
- SOCIALLY INCLUSIVE

Delivering:

- A RANGE OF HOUSE TYPE, SIZE AND TENURE
- AN EMBEDDED GREEN NETWORK
- A STRONG LANDSCAPE STRUCTURE
- APPROPRIATE COMMUNITY FACILITIES
- ACCESS TO SAFE GREEN SPACES
- GOOD CONNECTIVITY

VISION STATEMENT

Vision:

The creation of a new urban quarter within East Renfrewshire providing a high quality built environment that maintains and builds upon the area's existing qualities. It will be a socially inclusive community providing a range of house tenures, types and sizes to meet local needs. It will provide an attractive and distinctive landscape setting that will enhance the green network. It will ensure the incorporation of local services and community facilities to serve the existing and growing community. It will ensure sustainability is a core component of all aspects of the design and all steps will be taken to create a well planned and desirable 'place to grow'.



PURPOSE OF THE DEVELOPMENT FRAMEWORK: CREATING A BETTER PLACE



This Development Framework has been prepared by East Renfrewshire Council following discussions with potential developers/landowners. It will set the planning context and provide clear guidelines for the development of the strategic development opportunity identified in the East Renfrewshire Proposed Local Development Plan at Maidenhill/Malletsheugh, Newton Mearns. It will set the key strategic requirements within which detailed master plans can be prepared for separate sites within the planned release. This Framework sets out the process to be followed, leading to detailed master plans for the area that will be taken forward as Supplementary Planning Guidance (SPG) and when the Local Development Plan is adopted, the SPG will form part of the Local Development Plan.

This is a major green belt land release of 85ha, capable of accommodating around 1060 housing units. There will be a phased delivery of around 450 homes by 2025 and 620 homes phased post 2025. The Council requires the area to be the subject of a master planned approach to ensure all requirements set out in Policy M2.1 of the Proposed Local Development Plan are appropriately considered and effectively delivered. This Framework has been prepared in consultation with the development industry, key agencies and key internal departments and sets out the key infrastructure requirements that must be delivered across the site, together with design principles that will guide the development of detailed master plans. The master plans will be prepared by the landowners/developers following the approval of the Development Framework by the Council. The master plans must be developed in accordance with this Framework and all strategic requirements must be addressed satisfactorily.

The principles set out in the Scottish Government’s ‘Designing Places’ and ‘Designing Streets’ will be fundamental components of the development. The newly issued “Creating Places” will also be referred to throughout to assist with embedding the principles set out by the Scottish Government into the master plan process and the decision making process. This sets out to promote good design that delivers good buildings and places that enhance the quality of lives.

The Scottish Government makes it clear that all involved in delivering places will need to respond creatively and cooperatively to “Creating Places”.



‘Creating Places’ considers ‘place’ to comprise: the environment in which we live; the people that inhabit these spaces; and the quality of life that comes from the interaction of people and their surroundings. Architecture, public space and landscape are central to this.

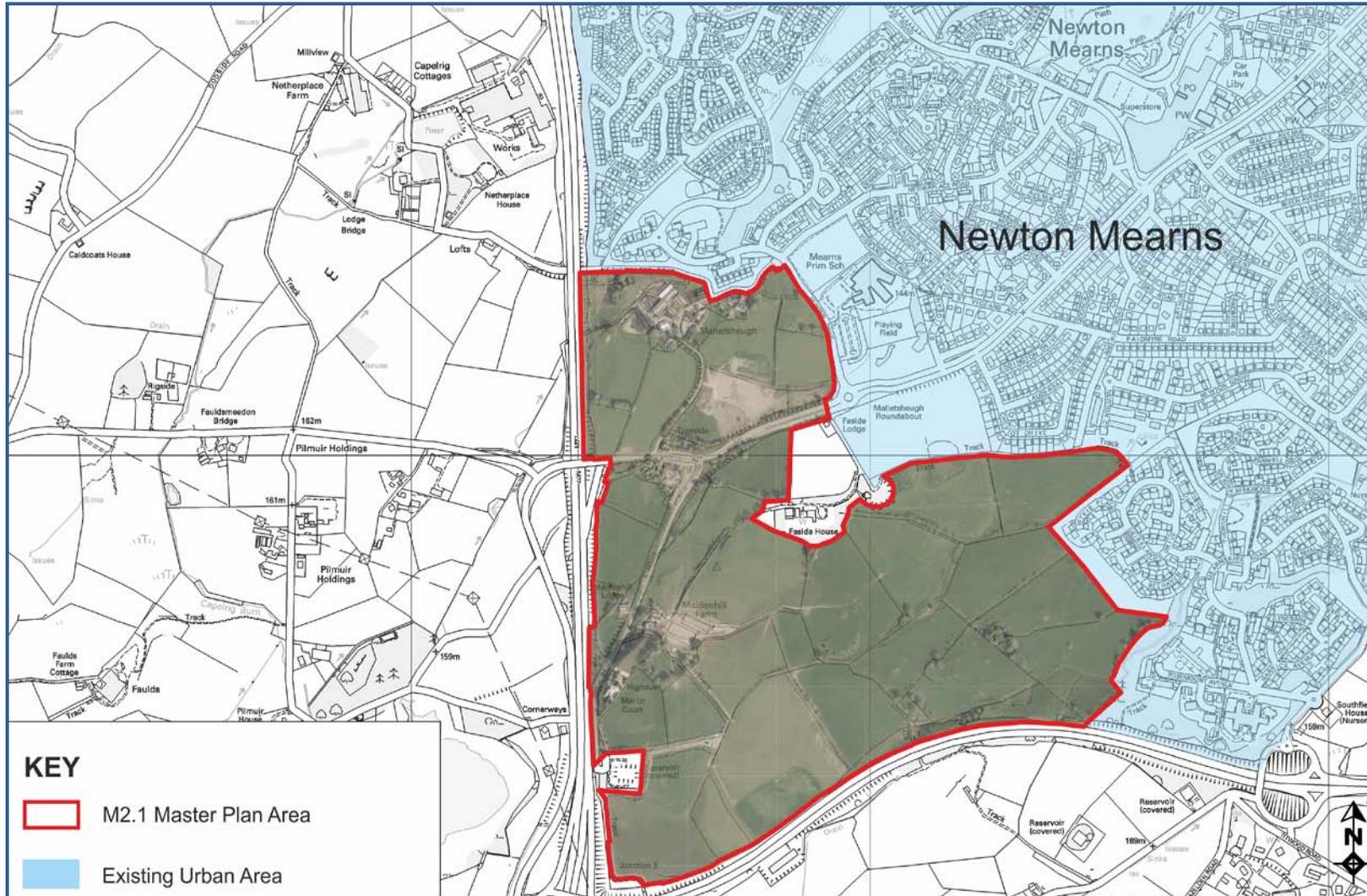
The Proposed Local Development Plan makes a commitment to create a sustainable new ‘Place’ and a community that will be characterised by well designed neighbourhoods that are well connected allowing residents to make active choices in respect of transport and that will offer a range of housing choices, with high quality green spaces which are attractive and contribute to biodiversity.

The Scottish Government also places great emphasis on the green economy through the delivery of sustainable buildings and places. This will allow us to consider how best to create energy efficient, high quality, affordable homes. This new development should seek to ensure carbon emissions and energy consumption are minimised.

The master plan will be the subject of public consultation in advance of the Council adopting it as Supplementary Planning Guidance.

The Council has stated its Vision for the land release and this Development Framework will set out the parameters and requirements to ensure delivery of the Vision.





MAP 1: Study Area

The site extends to 85ha and is defined by the M77 and the Glasgow Southern Orbital route. Ayr Road separates the site physically but this Framework will address strategic issues holistically across the sites. Although sites on either side of Ayr Road have different topographical characteristics, common and agreed solutions are required across the master plan area.

The development will provide capacity for over 1000 residential units but the development will be controlled through the master plan process to ensure a high quality place is created and the vision set out is realised.

The Council will require the master plan design teams to actively engage with the local community at an early stage to ensure the community has an input into the process.

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PHYSICAL STUDY AREA, INCLUDING WIDER CONTEXT

East Renfrewshire lies within the Glasgow and Clyde Valley and provides a high quality residential environment, excellent educational facilities and a high quality environment. It lies in close proximity to the conurbation and has good transport links to both Glasgow and to Ayrshire. It is therefore a popular and sought after location to live and has development pressure that has to be managed to ensure the intrinsic quality of the place remains high. Part of the process of managing pressure for growth is to provide clear guidance to potential developers, to set a clear vision and to adhere to clearly set development principles. This Framework will set out that context and ensure requirements are clearly defined to guide preparation of master plans.

The area, shown opposite, is part of the M77 Strategic Development Opportunity. It is currently known as Maidenhill/Malletsheugh, Newton Mearns. It is covered under Policy M2.1 of the Proposed Local Development Plan.

This development is an essential element of the future growth of East Renfrewshire. It will provide an effective land supply for many years into the future in a planned and controlled manner and will contain this future growth into a clearly bounded and defensible green belt boundary. The Council is clear on what it seeks to achieve and what must be delivered as part of the master plan. Equally, the Council also recognises and acknowledges that financial viability will be critical to development actually taking place on site. This development framework has therefore been tested for viability and deliverability. The Council believes it provides a fair and equitable balance between control and flexibility.

This development framework will set the context for the master plans to be initiated, setting out the Council's prime requirements. In simple terms this will define the 'must-have' elements of the development. Planning obligations will be required and these will be identified as soon as possible, in line with Scottish Government Circular 3/2012. By the nature of the land release and the ownerships involved, this has been a collaborative approach. To be successful, the delivery will require the on-going co-operation from all the development parties and the Council together with an agreed and shared approach to community engagement, the management of risk, and a well managed reporting process.

This site offers the potential to create a new type of development within Newton Mearns. The aim is to ensure the framework exists for the creation of a mix of house types and tenures that meet the diverse needs of the growing East Renfrewshire population, young and old, single and with young families. It will offer the potential for second and third generation residents to stay in the area where they have grown up, attended school, and where they can set up home, if that is their choice. It will provide attractive new homes, local community facilities, schools and economic growth opportunities.

SITE LOCATION AND DESCRIPTION

The area covered by this development framework, comprising of land north and south of Ayr Road, extends to 85ha and lies to the south west of East Renfrewshire and immediately west of Newton Mearns. The wider area includes Dams to Darnley Country Park, which is one of the area's most important leisure facilities and which will remain a valuable recreational resource to both existing and new residents. The sites are largely green fields surrounding the urban fringe although there are a number of mature trees, shrubs and hedgerows on site. Land ownership currently lies with 5 private sector owners/developers. The landowners have been involved in the preparation of the Framework. The development packages are identified opposite.

The sites lie within the defined M77 corridor (Policy M2 of the Proposed Local Development Plan) and not only will the Framework be required to set out the development principles for the immediate urban quarter area (Policy M2.1) but it will touch on the wider M77 corridor area, particularly the links between Barrhead and the M77.

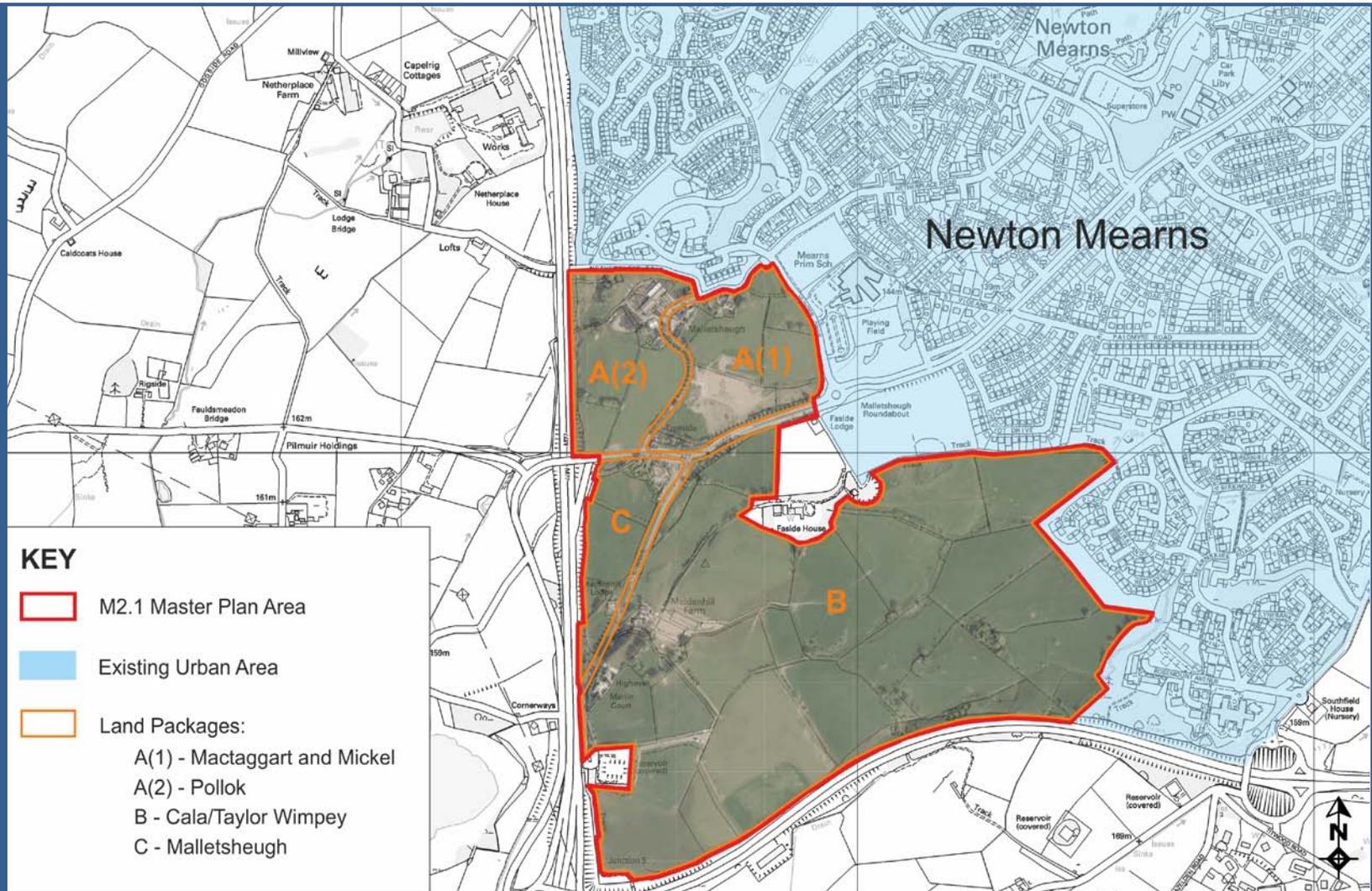
Junction 5 of the M77 will be seen as the Gateway to Newton Mearns and through to the Country Park. This will be considered in later sections of this Development Framework.

MAP 2: Land Packages

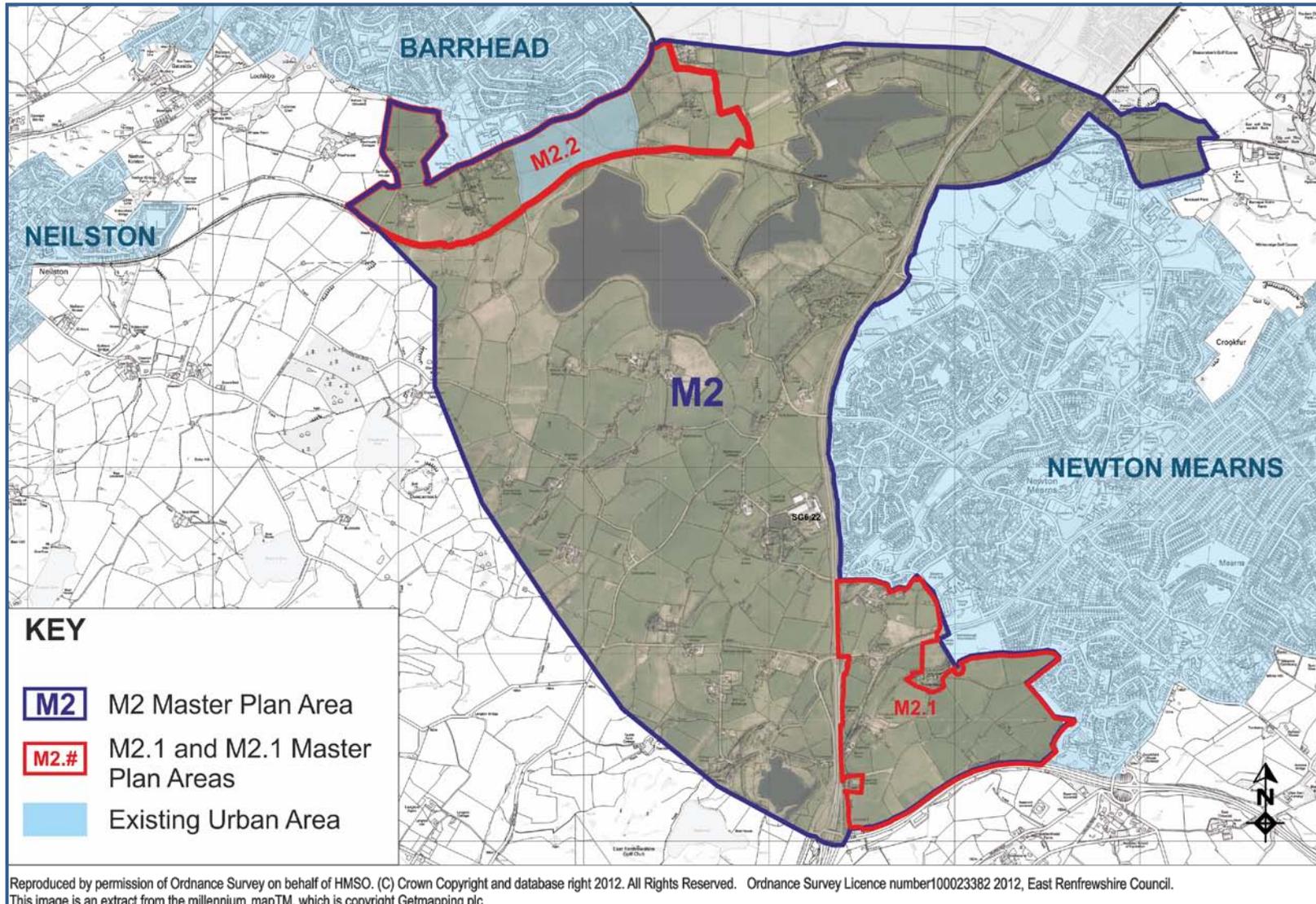
The Plan identifies the various land parcels that make up the Maidenhill/ Malletsheugh land release.

The sites lie in different ownerships but the sites are being master planned to ensure that development is carried out in a sustainable way and will deliver significant environmental, social and economic benefits to East Renfrewshire in a coordinated and planned way.

Any application should relate to the master planned area as a whole or if less should not in any way prejudice the implementation of the whole development.



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MAP 3: Wider M2 Policy Area

Policy M2 of the Proposed Plan states that the Council will support master planned growth at the M77 area as defined opposite in accordance with Policy M1 and Policies M2.1 and M2.2.

Although the areas adjacent to Newton Mearns and Barrhead are identified as separate master planned areas, they are viewed as complementary and able to provide cross benefits that will assist with the overall delivery of the Proposed Plan's Strategy.

The land is all currently designated as green belt within the East Renfrewshire Local Plan, adopted in 2011. The Proposed Local Development Plan has identified the sites as suitable sites for residential development, subject to strict master planning requirements. The land release is required for residential development to meet the needs and demands required within East Renfrewshire and to meet the effective housing supply targets set by the Scottish Government and by the Glasgow and Clyde Valley Strategic Development Plan.

The boundaries of the site extend to the M77 to the west and the Glasgow Southern Orbital to the south. These routes will define the new defensible green belt boundary. Mearns Primary School and the western edge of Newton Mearns define the eastern boundary with residential areas to the north. There are several individual properties that lie within the identified site, including a Category B Listed Building and these properties must be considered sympathetically within the overall development. As much as possible must be done to protect existing properties from intrusion, disruption from construction activity and loss of personal amenity.

Development contributions will be required from the developers to deliver or assist in the delivery of key infrastructure. The Council accepts that deliverability depends upon financial viability and abnormal development costs will be a factor in the overall equation, once detailed designs and site conditions are fully known. Contributions are required to ensure that the planning system can support the delivery of development while alleviating any potential negative impacts on land use, the environment and infrastructure that would make it unacceptable in planning terms. Contributions will be identified and will be in line with the provisions of Circular 3/2012.

This is an area with unique qualities— close proximity to Dams to Darnley Country Park, good links to the M77 and easy access to a range of social and recreational facilities. It lies adjacent to established residential areas and the aim is to integrate it with the existing area, whilst creating a new residential environment with its own character and identity. The development also lies adjacent to the open countryside and should seek to benefit from the quality of the countryside but without overwhelming it. East Renfrewshire is currently characterised by a high level of outward bound commuting. The new urban quarter offers opportunities for home/work living and the consideration of innovative methods to achieve this.



SOCIAL AND ECONOMIC CONTEXT

This section will outline the social and economic context of the master plan area. This is contained within the Proposed Plan Monitoring Statement, and summarised opposite. This, together with the advantages and constraints of the site, has informed the Council's decisions about the development of this new urban quarter.

Many of these key facts point to the fact that people desire to live in East Renfrewshire, that they wish to allow their families to grow up and attend the schools here, but that many, once they have left school and moved into adulthood, do not or cannot set up home here. Some of this will be through personal choice but housing choice, tenure and price may also restrict the ability for many to return and set up home close to where they grew up. This can affect family and community life and affect family support networks.

Newton Mearns and the wider East Renfrewshire area is characterised by predominantly private sector homes. An important change in this new urban quarter will be the need to ensure more balance to the community through the introduction of a mix of size and tenure offering wider opportunities to live and work in East Renfrewshire. The question of the provision of Affordable housing will be addressed in more detail in a following section. The delivery of affordable housing remains a key measure of success for the master plan delivery strategy.

East Renfrewshire is also characterised by outward bound commuting, particularly to Glasgow and beyond. We want to see our residents create wealth in the local economy by living, working and spending locally. We therefore want to see a change in the work/living pattern and the creation of opportunities to facilitate this. We also want to encourage the use of public transport with fewer trips by private car. This is a difficult mind shift for many but the new development must facilitate the use of public transport and alternative methods of transport – offering choice to residents. The master plan must consider connections. Places need to be easy to get to and be integrated physically and visually with their surroundings. This requires attention to how to get around by foot, bicycle, public transport and the car – ideally in that order, as set out in 'Designing Streets'.

Climate change and sustainable development lie at the heart of Government and strategic policy. East Renfrewshire supports this emphasis and the new development is therefore required to fully consider how it can become an exemplar of a high quality development that respects the local environment, meets stringent environmental standards and utilises renewable energy where possible.

Creating balanced communities requires more than housing and therefore the Council expects to see the introduction of other, non residential uses that will bring with them the opportunity for local shopping provision, community uses, employment and economic activity. We appreciate that market conditions will be a prime consideration in determining if this type of provision will be attractive to the open market.

SOME KEY FACTS ABOUT EAST RENFREWSHIRE:

- **Increasing aging population with persons aged 60 or over making up 24% of East Renfrewshire, expected to rise to 28% by 2031;**
- **Higher proportions of under 16's, lower numbers in the 16-64 age band than the Scottish average;**
- **Owner occupation accounts for 86% of all housing stock. This rises to 91% in the Eastwood housing market area;**
- **East Renfrewshire population has a high standard of educational attainment;**
- **It has lower levels of deprivation rates than the Scottish average;**
- **Overall quality of life in East Renfrewshire is considered to be high.**

KEY ADVANTAGES OF THE SITE

- **Location:** It lies within a desirable and sought after housing market area, a key advantage as this will primarily be a housing led project, consistent with both the Strategic Development Plan and the proposed Local Development Plan;
- **Facilities:** It offers the potential to ensure community facilities, including new educational facilities, will serve the existing and new community;
- **Housing Mix:** It allows the introduction of a range of house types, sizes and tenures to meet local needs and demand;
- **Meeting Housing Need and Demand:** The site is considered suitable for the development of around 1060 homes spanning the period to 2025 and beyond. This will assist people on a range of incomes to access housing locally;
- **Sustainable:** It can embrace the principles of sustainability at the outset and ensure they remain embedded throughout the construction process;
- **Connectivity:** It has good transport connectivity to the M77 and beyond. It is accepted that the M77 is currently experiencing congestion at peak hours and consideration will be given to how this can be mitigated;
- **Sustainable Transport Opportunities:** Public bus links are available on Ayr Road. Train stations with park and ride facilities also exist although not in the immediate vicinity. To ensure the development is sustainable, thought will also be given to how public transport links can be made into the heart of the development to reduce dependence upon car use;
- **Green Network:** The potential exists to create a high quality green network and to maximise access to greenspace and leisure opportunities, encouraging healthy lifestyles;
- **Leisure:** Dams to Darnley Country Park lies within easy reach, offering high quality leisure opportunities;
- **Place Making:** Offers the opportunity to develop a new urban quarter with a distinct identity and sense of place;
- **Engagement:** Community engagement can help shape the type of place that local people desire;
- **Defensible Green Belt:** A clear future defensible green belt boundary is created by the M77 and the GSO;

- **Integration:** The site offers the opportunity to spread the benefit of the development to the wider East Renfrewshire community through improvements to other facilities.

POTENTIAL CONSTRAINTS

- Mixed private sector ownership, requiring strong partnership and joint working arrangements;
- Requires the trust of all parties, despite the competitive nature of the housing market;
- Development contributions will be required to assist with the delivery of required infrastructure. There must be a balance between achieving desired outcomes and retaining financial viability. A fair proportionate share of the infrastructure requirements must be agreed between all parties and the Council will take the lead in determining a fair and equitable means of equalising the development costs among all parties;
- Phasing and development requirements will have to be agreed over a number of ownerships;
- Delivery of development is essential – a delivery strategy will have to be formulated and agreed;
- Market conditions are not yet buoyant but are improving and this may have an effect on this housing led project;
- Infrastructure requirements must be delivered whilst ensuring correct phasing and retaining viability;
- Geological constraints and topography may add to developers' costs;
- Need to encourage residents to have less dependence upon cars;
- Need to ensure sustainable transport methods are in place at the appropriate time to encourage early adoption by residents;
- Changes to funding arrangements for affordable housing delivery may occur over the period to 2015 and beyond;
- Developers wishing to adhere to standard housing types and resisting the place making requirements:

All developers currently involved have a proven track record in delivering award winning, high quality places and some examples are featured in this framework. Their challenge is to ensure a similar standard of design and place making is produced for this site



Part 1.1:

POLICY CONTEXT

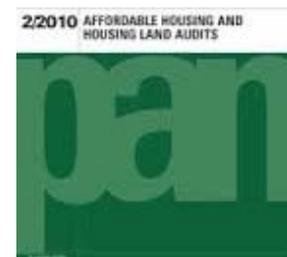
NATIONAL, STRATEGIC AND LOCAL POLICY

National, regional and local policy documents have a major influence on East Renfrewshire's Local Development Plan process and provide a statutory framework to which its policies must adhere.

There are a number of key influences that helped shape the Local Development Plan. The following key documents are of particular relevance:

- The Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc (Scotland) Act 2006;
- The Town and Country Planning (Development Planning) (Scotland) Regulations 2008;
- Climate Change (Scotland) Act 2009;
- Circular 1/2009: Development Planning;
- Scottish Planning Policy (2010); and
- Various Circulars and Planning Advice Notes.

In addition to the above provisions, the Local Development Plan required to be consistent with the Glasgow and the Clyde Valley Strategic Development Plan, approved by Scottish Ministers in May 2012, and with the National Planning Framework for Scotland 2.



NATIONAL POLICY

The National Planning Framework 2 (NPF2) sets out the Scottish Government's strategy for the long-term development of Scotland's towns, cities and countryside to 2030. The National Planning Framework 2, Scottish Planning Policy, Circulars and Planning Advice Notes, provide thematically-based advice on topics such as green belts, employment, flood risk and housing. The Central Scotland Green Network is highlighted as a National development within NPF2 and must therefore be considered. This series of documents also contains guidance on how Local Development Plans should be prepared. The full range of national planning policy documents can be viewed on the Scottish Government website at: www.scotland.gov.uk/Topics/built-environment/planning

Other key considerations include the Scottish Government's clearly stated overarching purpose of increasing sustainable economic growth; contributing to sustainable development; the emphasis on climate change and the need to reduce carbon emissions and an emphasis on the creation and maintenance of high quality places and developments.

National Planning Framework 3 (NPF3): Main Issues Report and the Draft Scottish Planning Policy were launched for consultation on 30 April 2013.

NPF3 is based around four key outcomes for Scotland's future

- A low carbon Place
- A Natural Place to invest
- A successful, sustainable Place
- A Connected Place

Scottish Planning Policy sets out three outcomes for Planning:

- Planning improves quality of life by helping to create well designed, sustainable places for Scotland's people
- Planning protects and enhances Scotland's built and natural environment as valued national assets
- Planning supports sustainable economic growth and the transition to a low carbon economy.

It is with these points in mind that the Vision for Maidenhill/ Malletsheugh has been developed. The Council's aspirations for this development are backed up at every level of policy in Scotland. It is an exciting opportunity to shape a development that contributes not only to the sustainable growth of East Renfrewshire but also to the wider national ambition.

National policy also requires Local Development Plans to provide a generous, flexible supply of land to meet identified housing requirements across all tenures, which includes affordable housing. Broader objectives of creating sustainable mixed communities with well designed, energy efficient and good quality housing in sustainable locations are also key considerations.

The Government design guidance contained in 'Designing Streets', 'Designing Places' and the recently published, 'Creating Places' should be considered key reference documents.



REGIONAL POLICY

The Glasgow and Clyde Valley Strategic Development Plan provides the geographical framework within which the Proposed Local Development Plan is formulated. The Strategic Development Plan covers land use and strategic infrastructure issues at the regional level across local council area boundaries. The Strategic Development Plan sets out a vision and strategy for the development of the Glasgow and Clyde Valley region up to 2035, and the Proposed Local Development Plan requires to be consistent with this.

The central aim of the Strategic Development Plan is to create a long term sustainable future for the city region looking to 2035 and is predicated on an optimistic recovery of the wider region's economy and a quicker return to past growth rates. The importance and role of the green belt and green network and opportunities for enhancement are key components of the Proposed Plan.

The Strategic Development Plan also identifies the housing requirement for both the private and affordable sectors based upon the findings of the Glasgow and Clyde Valley Strategic Housing Need and Demand Assessment (2011). This needs assessment has been utilised to inform the scale, nature and distribution of housing for East Renfrewshire during the period 2008/09-2025 and comprises a requirement for 2500 private sector homes and 3200 affordable homes.

This Strategic Housing Need and Demand Assessment 2011 is the main evidence base for the Strategic Development Plan and the Local Development Plan. This provides the starting point for developing supply targets and takes account of current housing need, demographic trends and projections and the current and anticipated supply of housing. From this, estimates of current and future housing needs, both in the affordable and private housing sectors, are made over the medium and long term. This Needs Assessment has been utilised to inform the scale, nature and distribution of the housing requirement for East Renfrewshire.



COUNCIL STRATEGIES

The Proposed Local Development Plan is the spatial interpretation of the aims and aspirations of East Renfrewshire Council and strongly aligns with other key Council strategies and in particular the Community Plan, Corporate Statement, Single Outcome Agreement, the Place to Grow Strategy, the Local Housing Strategy (2012-17) and the Local Transport Strategy.

The Local Development Plan supports master planned growth in this area if development is in accordance with the master plan and is in accordance with Strategic Policies 1, 2 and 3 and Policy D1

The Single Outcome Agreement sets out the most important priorities of our residents. It is the core strategic document for the East Renfrewshire Community Planning Partnership and consists of 5 local outcomes. The accompanying Outcome Delivery Plan focuses on the activities which will help deliver on Single Outcome Agreement outcomes. The Single Outcome Agreement recognises many of the current issues of relevance to the LDP including the growing aging population, the need to reduce waste, the lack of affordable housing and the need to promote sustainable development.

The Place to Grow Economic Strategy was published in 2013 to provide new economic opportunities and to attract new employers and business start ups.

The Local Housing Strategy – the Housing (Scotland) Act 2001 requires local authorities to prepare a Local Housing Strategy supported by an assessment of housing need and demand. The results of the regional Strategic Housing Need and Demand Assessment inform the approach to housing needs and demands in the Local Housing Strategy which includes a housing supply target covering all tenures. The Local Housing Strategy provides the strategic direction for addressing housing need and demand and informs the approach to be taken in the Local Development Plan.

The Local Transport Strategy both contributes to and complements the National and Regional Transport Strategies and strongly reflects and complements the existing adopted Local Plan in respect of the key aim of both policy statements to reduce the need for travel. The Local Transport Strategy's objectives are:

- To reduce the need to travel
- Reduce car dependency
- Promote accessibility
- Promote local economic development
- Promote and provide for alternatives to the private car
- To maintain and improve the existing transport network
- Protect and improve the environment
- Reduce congestion
- Enhance road safety

SUMMARY OF OTHER MAIN CONTEXTUAL DOCUMENTS

Adopted Supplementary Planning Guidance (SPG), particularly on Affordable Housing and Development Contributions - These are adopted Council documents and set out the Council's requirements for each topic. The Affordable Housing SPG has been updated as part of the Proposed Local Development Plan and has been the subject of consultation. The provisions in both these documents should be considered carefully when developing the master plans.

Supplementary Planning Guidance (SPG) has been prepared as part of the Proposed Local Development Plan process. Most relevant to the master plans are the Supplementary Planning Guidance on Green Infrastructure, Energy Efficient Design and on the Green Network and Environmental Management. These supplement the policies and proposals of the Proposed Local Development Plan. The finalised Supplementary Planning Guidance will be a material consideration in the determination of planning applications until such times as the proposed Local Development Plan is adopted when it will form part of the Local Development Plan.

ONGOING STUDIES AND COMMISSIONS

M77 master plan — Many of the major proposals contained within the Proposed LDP, including the Maidenhill/Malletsheugh Strategic Development Opportunity, was informed by the M77 Masterplan Study that was undertaken by Jones Lang LaSalle in 2011 for East Renfrewshire Council. The study identified sustainable long term growth options that could be supported by the necessary infrastructure including education, roads/transportation and community facilities. In anticipation of the requirement for a long-term, viable supply of private and affordable housing,

the study focussed on the expansion of existing communities at Barrhead South and Newton Mearns South, and identified the economic benefits from these mixed use developments. The study also recommended improvements to Dams to Darnley Country Park that included enhancements to access as well as recreational and tourism facilities.

Balgray Road Link - The Balgray Link is promoted in the Proposed Local Development Plan as a preferred route between Newton Mearns at Junction 5, Dams to Darnley and Barrhead. The Link connects the major growth and improvement areas that were identified in the M77 Masterplan Study and the Proposed Local Development Plan. The proposed route of Balgray Link starts at Springfield Road via Balgraystone Road and meets the B769 Dodside Road in the vicinity of Netherplace Road and Junction 5. Netherplace Road would also be upgraded. The Link is proposed as an alternative to the previous proposal of upgrading Junction 4 and providing a link to Barrhead across the Country Park. The benefits of Balgray Link include its ability to be delivered in phases, a reduced environmental impact compared with the Junction4/Link Road proposal, and the suitability of the existing road network to be upgraded to accommodate the Link.

Dams to Darnley – A Study is underway to determine potential commercial activities within the Park. This study will assist in the determination of any required development contribution to Dams to Darnley Country Park. The Council has set out in Policy M2.1 of the Proposed Plan that enhancement of Dams to Darnley Country Park is a key requirement, necessary to make the two major land releases set out in Policy M2 acceptable in planning terms. Access improvements, tourism activity and the encouragement of appropriate commercial and leisure activity on key sites within the Park is considered to be reasonably related to the proposed developments at Maidenhill/Malletsheugh and at Barrhead South.

The above summarises the policy context within which the Proposed Local Development Plan has been formulated and outlines the needs and demands that the Council is addressing – from all levels of Policy.

The Framework has been prepared to both assist the Reporters during the course of the Local Development Plan Examination and also to inform the preparation of the master plans and the subsequent Supplementary Planning Guidance. It will also prepare a sound footing for developers to prepare and submit planning applications.

The overall aim is to ensure delivery and to realise the Vision for this development in an effective, fair and collaborative manner. The Council has key targets to deliver and on which it will be measured. The developers wish to develop high quality homes, attractive to the market whilst ensuring development viability. These aspirations are not mutually exclusive.

Creation of a 'Cradle to Grave' Community, where families can work, live and play safely, with easy access to a range of leisure facilities.



Polnoon, MacTaggart and Mickel



Dams to Darnley Country Park



Methlan Court, Dumbarton, Loretto Housing



Taylor Wimpey, Cambourne



Part 2.0:

THE DEVELOPMENT FRAMEWORK

INTRODUCTION

The Proposed Local Development Plan covers the Maidenhill/Malletsheugh site under Policy M2 and M2.1. This proposes the release of the site from the green belt subject to a comprehensive master plan. It stresses that any application should relate to the master planned area as a whole or, if less, should not in any way prejudice the implementation of the whole development. Policy M2.1 indicates that the Council will not consider any applications favourably prior to the adoption of the master plan to ensure a co-ordinated approach to delivery. To be successful, and therefore delivered, the Council recognises that the approach adopted by the Council must have development industry buy-in but without compromising on the overall vision for the site.

Discussions held with developers/landowners have indicated broad agreement with this approach, but with an indication that each wish to develop separate master plans for sites in their ownership. This broadly splits into 2 residential areas on either side of Ayr Road, already identified as site A (1 and 2) and site B in Map 2 and with commercial development opportunities approaching the M77, identified as Site C.

This Development Framework sets the context within which master plans for each separate site can be prepared. The next stage of the process will bring together the Framework and separate master plans to form Draft Supplementary Planning Guidance (SPG). Following consultation on the Draft SPG, a final document will be prepared for adoption. This will be Supplementary Planning Guidance to the Local Development Plan and when the Plan is adopted it will be a part of the adopted Local Development Plan. The flowchart (Figure 1) that follows graphically depicts the proposed process. At all stages environmental impact and mitigation requirements will be considered.

The Council has certain *key* requirements of this development as previously stated. The Framework must also ensure effective and successful *delivery*. This will require an ongoing productive relationship with the development industry. There must be a common understanding reached that allows all parties to work towards a common goal with a degree of certainty of implementation.

This Development Framework therefore will set out the basic principles for the development that will address all the key development requirements across the sites. It will look at the master plan area as a whole, whilst accepting that it will split naturally into separate delivery phases /character areas. The Framework will set out the requirements in a holistic manner, particularly to ensure that linkages and connectivity are addressed. It will also allow full consideration of access arrangements, ensure that the green network is considered and planned for and any road and transportation impacts and requirements are fully addressed and communally agreed, across the entire area.

It will also ensure that infrastructure provision is shared in an equitable manner across all developers/landowners.

INFLUENCES ON THE DEVELOPMENT FRAMEWORK

The Framework has not been developed in isolation but has taken account of the policy framework, discussed earlier. The outcomes of a number of studies and baseline information have also been used to inform and guide the Framework requirements. The Proposed Local Development Plan's targets and strategic objectives and the Strategic Environmental Assessment have been guiding documents. In addition the following studies were commissioned to ensure a robust approach to the Development Framework.

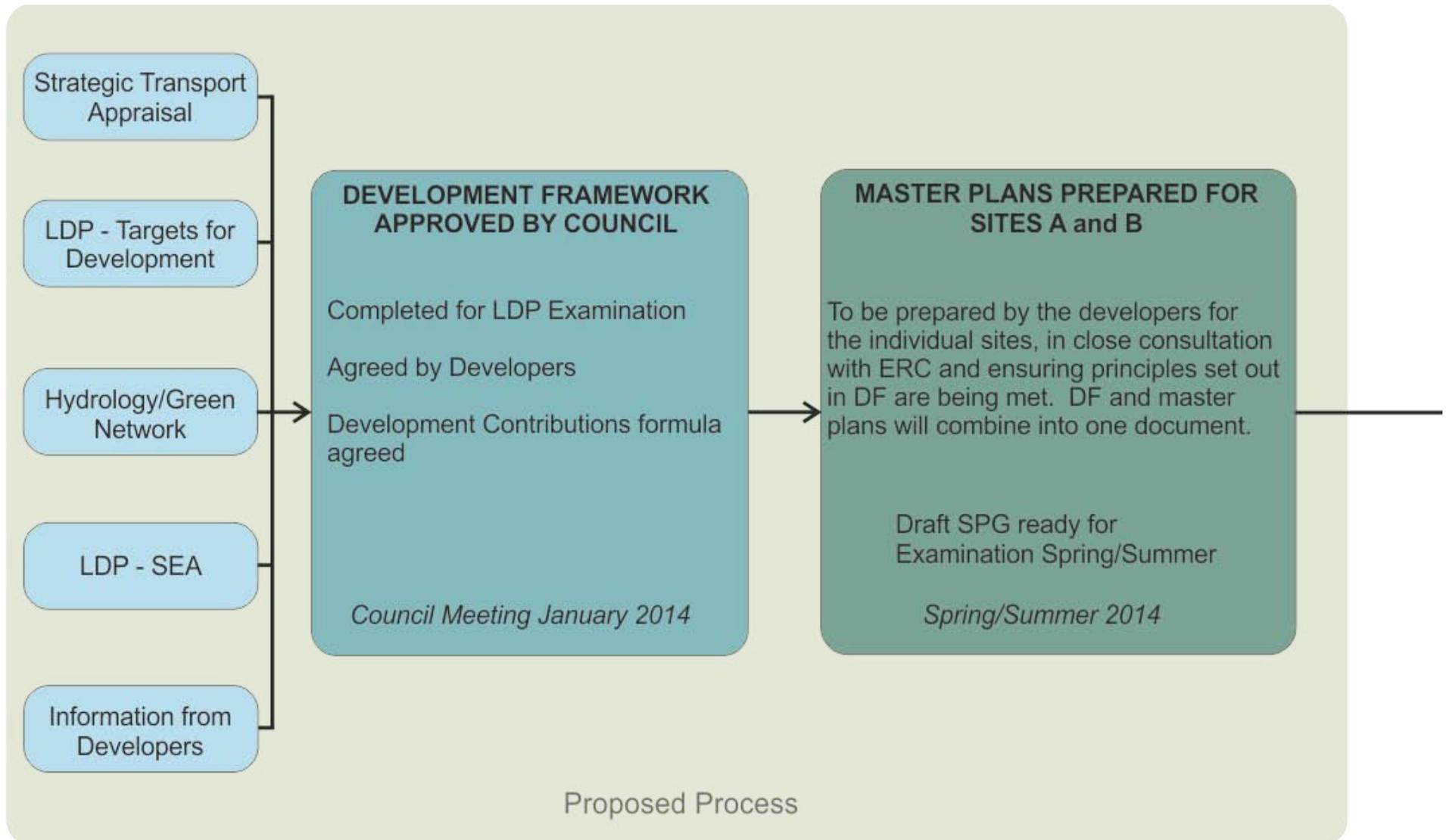
Hydrological Scoping Study – this was commissioned to assist in the development of the sustainable water management component of the Framework. Key aspects considered were drainage, flood risk and water quality. It was also to inform the design of the development layout following the principles of Integrated Green Infrastructure. This included consideration of the requirement for a strongly integrated green network, informed by the hydrological, ecological and other environmental characteristics of the site.

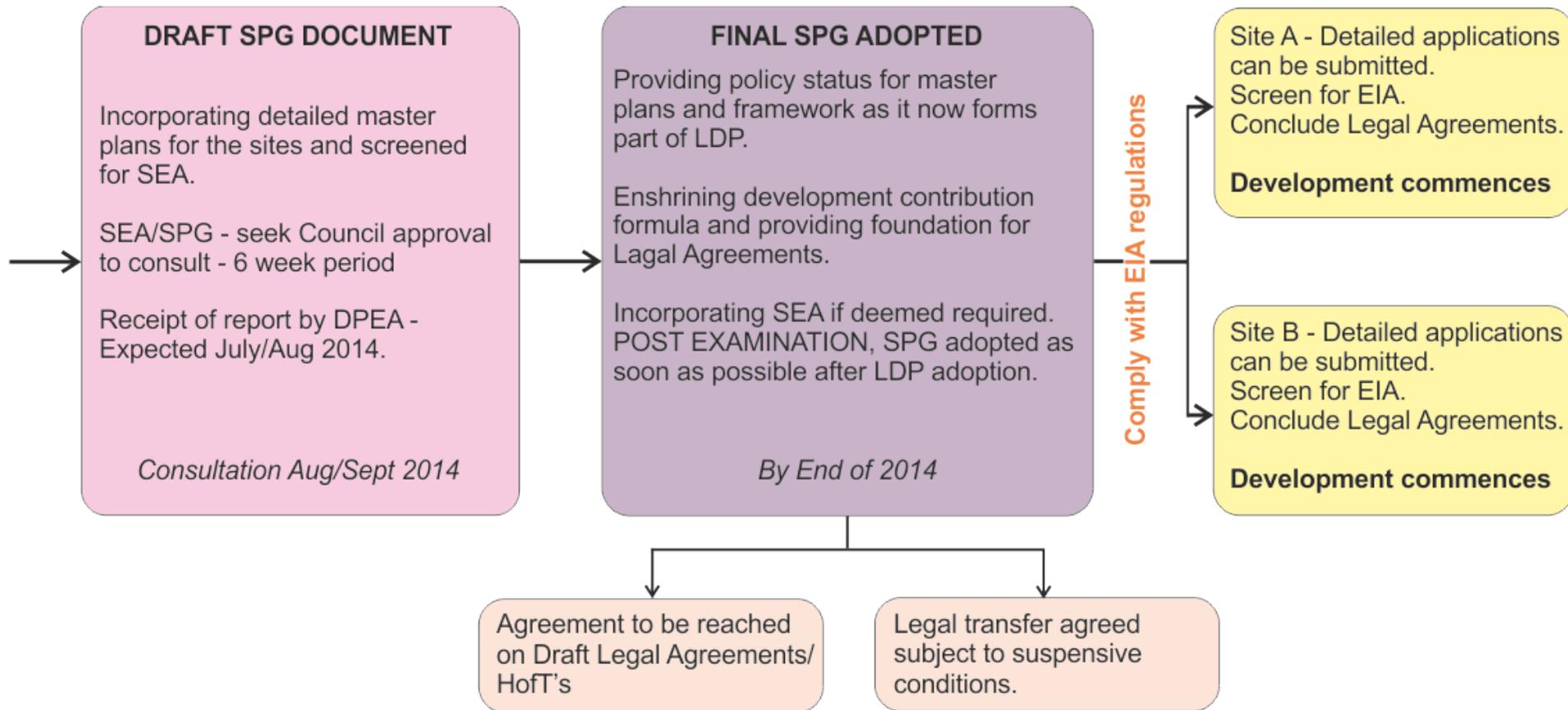
Strategic Transport Appraisal – this study was commissioned to consider the high level impact of the development on the strategic road network and identify what detailed studies will be required to inform the master plan development. The study also assisted with the identification of potential access solutions to the development sites. To inform the masterplan developments, it will be essential that a strategic Transport Assessment is undertaken to guide the preferred access solution to all sites, identify the effect on trip generation and congestion and identify any mitigation measures required on existing roads and junctions. **There may well be a development contribution required to address any identified issues.** The Transport Assessment is being undertaken with the final report expected in February 2014 and this will inform the access solution for the master plans.

It is unrealistic to expect any one developer to be the provider of all major infrastructure that will be required as part of this development. This Development Framework sets out the strategic requirements that **must be** achieved over the sites. The Council will require to be satisfied that these main strategic requirements will be met – particularly education provision, community facilities, sustainable transport and enhancement to Dams to Darnley Country Park. This is in addition to the policy requirements of 25% affordable housing provision, embedding the green network, and ensuring that the place making requirements have been fully addressed. The Framework will be an approved Council document setting out the Council's key requirements. The benefit of this approach to the development industry is it will afford a degree of certainty over subsequent planning applications *if* they are in accordance with this Framework and the Supplementary Planning Guidance that will follow.

It must be stressed that the strategic requirements must be addressed to the Council's satisfaction, the strategy for delivery of these phased and agreed and any development contributions confirmed and agreed.

Figure 1: Proposed Process







Part 2.1:

OPTIONS APPRAISAL

OPTIONS APPRAISAL

The basic premise of achieving good place making is to understand the site, its local context and to fully assess the options available to achieve the best possible outcome. As with any major development there are many ways for the site to be developed and many options for development. The Council will work with developers as detailed master plans are progressed to ensure that the principles set out in this Framework are delivered. To guide the master plan development, this Framework will set out the broad principles of development, the key infrastructure requirements to be met and the identification of solutions that are worthy of further consideration.

Creating Places: “Everyone responsible for Scotland’s built and natural environment must recognise that architecture and place are not simply elements of the planning process – they are among the most important outcomes that the process exists to support, and their quality should be a priority.”

To achieve quality places requires analysis of the existing site, clear identification of the facilities and infrastructure that are required to initiate and continue the change process and a determination to deliver the vision. There is no intention on the Council’s part to be entirely prescriptive over the final master plan but there is a determination that the principles set out here will not be ignored. The development management process will ensure that the principles of development enshrined in the master plans and subsequent Supplementary Planning Guidance will be a material consideration in future planning applications. By working with the developers on the master plans, the Council will ensure that the principles set out in this document are adhered to, making subsequent planning applications a smoother process.

This section will outline the development options that have been considered. It will set out the Council’s conclusions and a preferred development option.

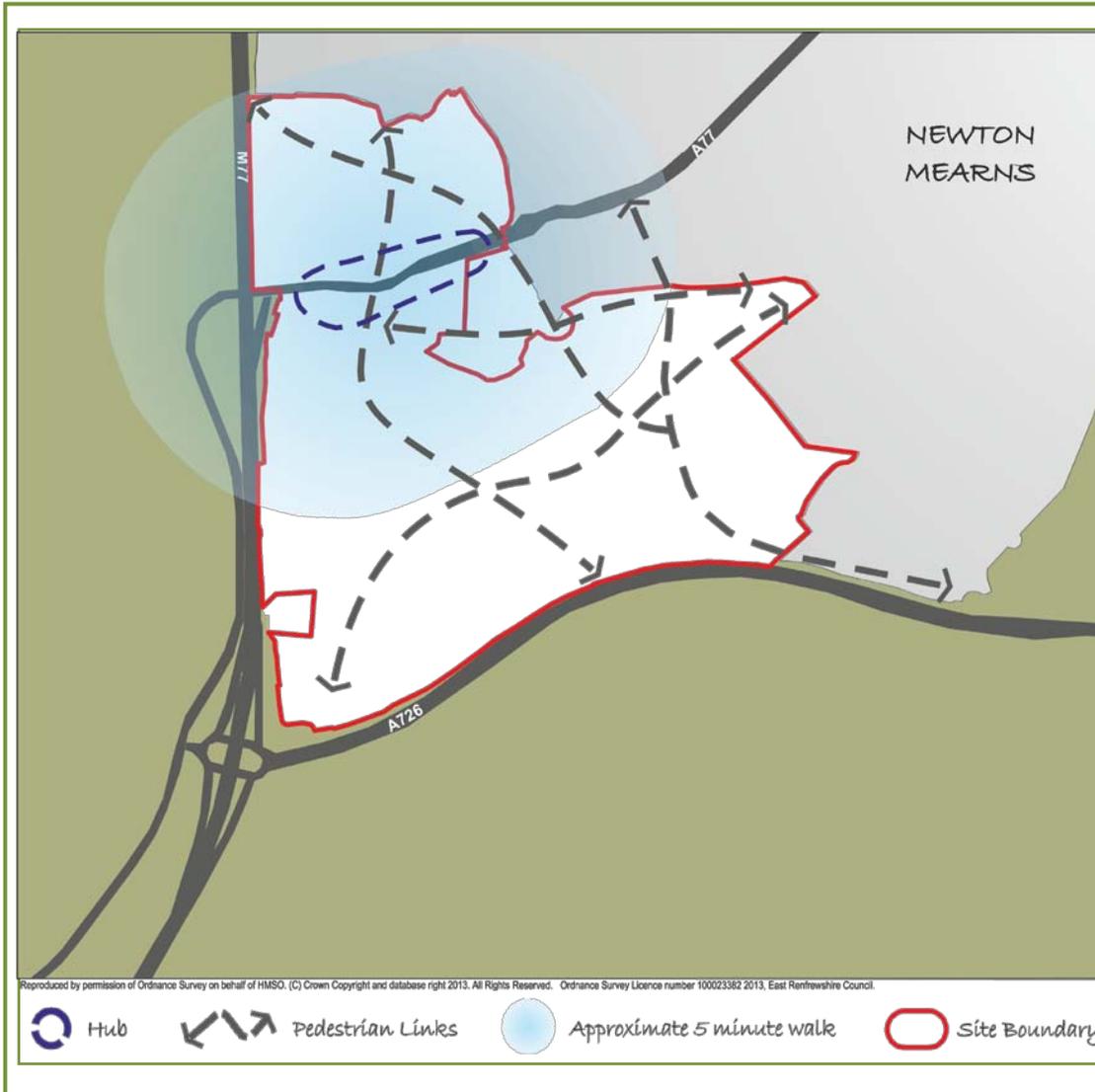
As a reminder, the main outcomes the Council wishes to see are:

- Educational requirements addressed
- Strong sense of Place and Identity
- Sustainable transport solutions
- Local neighbourhood retail
- Employment creation opportunities and economic growth
- Green network and green infrastructure
- Community Facilities
- On- site Affordable Housing
- Parks and open spaces
- Dams to Darnley enhancement

Options have been examined to consider various development options. These are considered to assist in reaching a preferred solution.

Figure 2: Option 1, Main Street Approach

School, community facilities and retail in close proximity along Ayr Road



ADVANTAGES

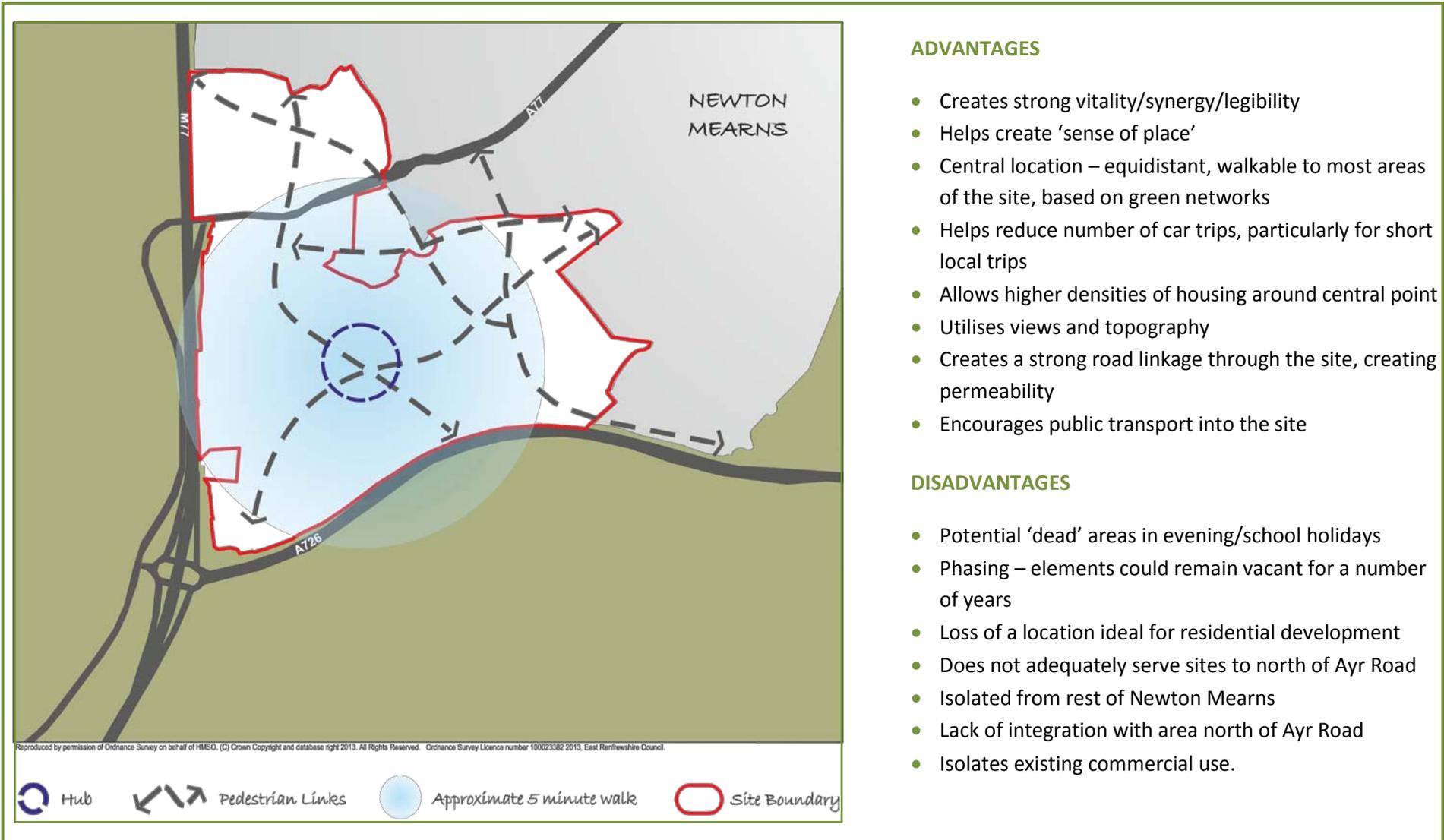
- Creates strong vitality/synergy/legibility
- Incorporates existing commercial use
- Caters for passing trade and the local community and therefore possibly more attractive to commercial market
- Accessible/visible to surrounding area
- Opportunity to create a 'Gateway' to Newton Mearns
- Reflects historical development pattern along Ayr Road and elsewhere in East Renfrewshire
- Better integration with existing community and area

DISADVANTAGES

- Potentially divided by main road
- Not central to whole site
- Not walkable to whole site
- Does not encourage walking to facilities – likely to be greater number of car trips
- Creates large areas of residential only development
- Potential lower housing densities around the centre creating suburban sprawl.
- Poor opportunities for place making/focal points out with the core area.
- Poor opportunity for public transport outwith core area.

Figure 3: Option2, Hub Approach

School, Main Open Space, Community Facilities and Retail Area all central to development area



ADVANTAGES

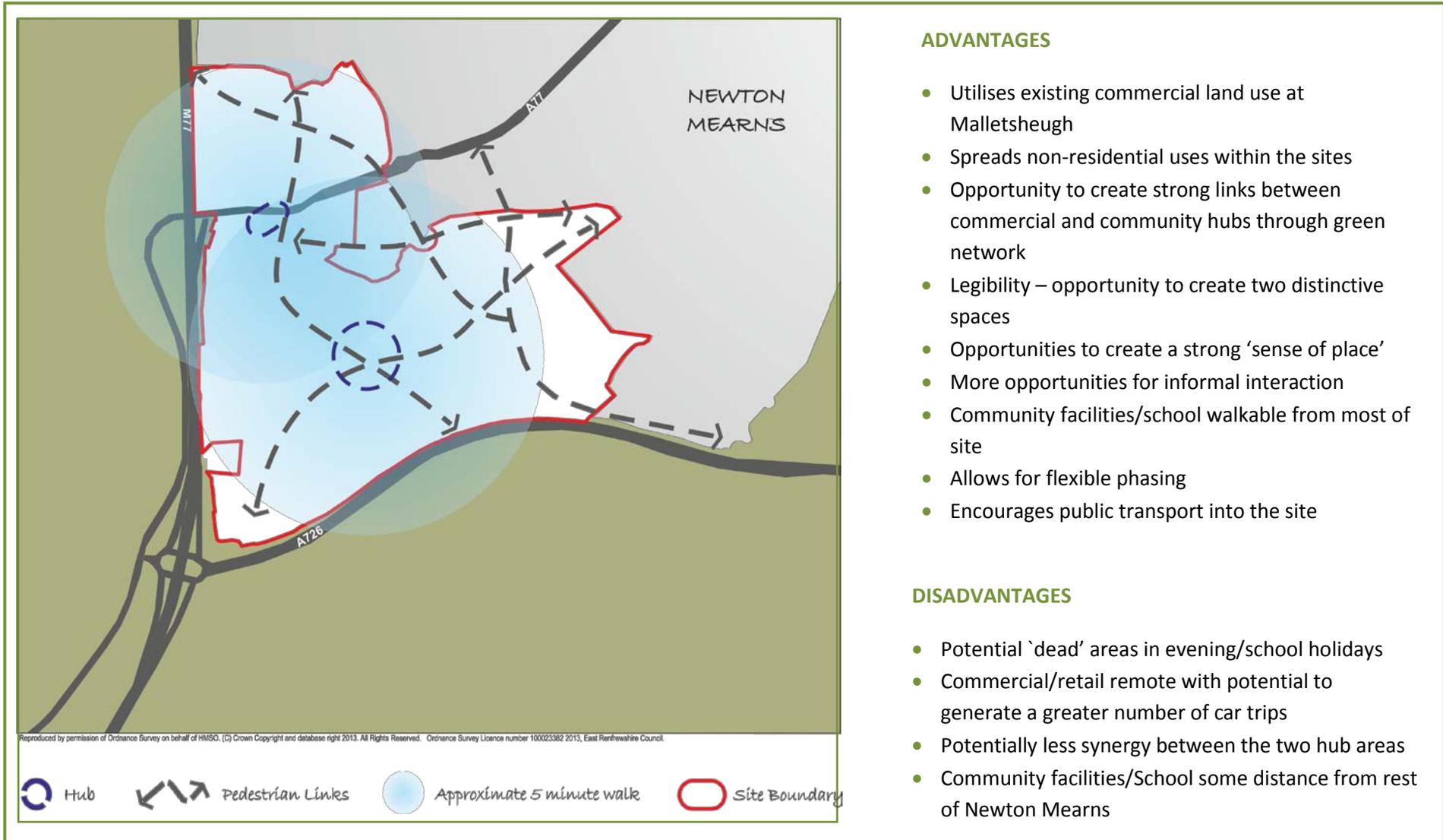
- Creates strong vitality/synergy/legibility
- Helps create 'sense of place'
- Central location – equidistant, walkable to most areas of the site, based on green networks
- Helps reduce number of car trips, particularly for short local trips
- Allows higher densities of housing around central point
- Utilises views and topography
- Creates a strong road linkage through the site, creating permeability
- Encourages public transport into the site

DISADVANTAGES

- Potential 'dead' areas in evening/school holidays
- Phasing – elements could remain vacant for a number of years
- Loss of a location ideal for residential development
- Does not adequately serve sites to north of Ayr Road
- Isolated from rest of Newton Mearns
- Lack of integration with area north of Ayr Road
- Isolates existing commercial use.

Figure 4: Option3, Two Centre Approach

Creation of a commercial/retail centre, centred on existing public house and a second, separate community/school hub



ADVANTAGES

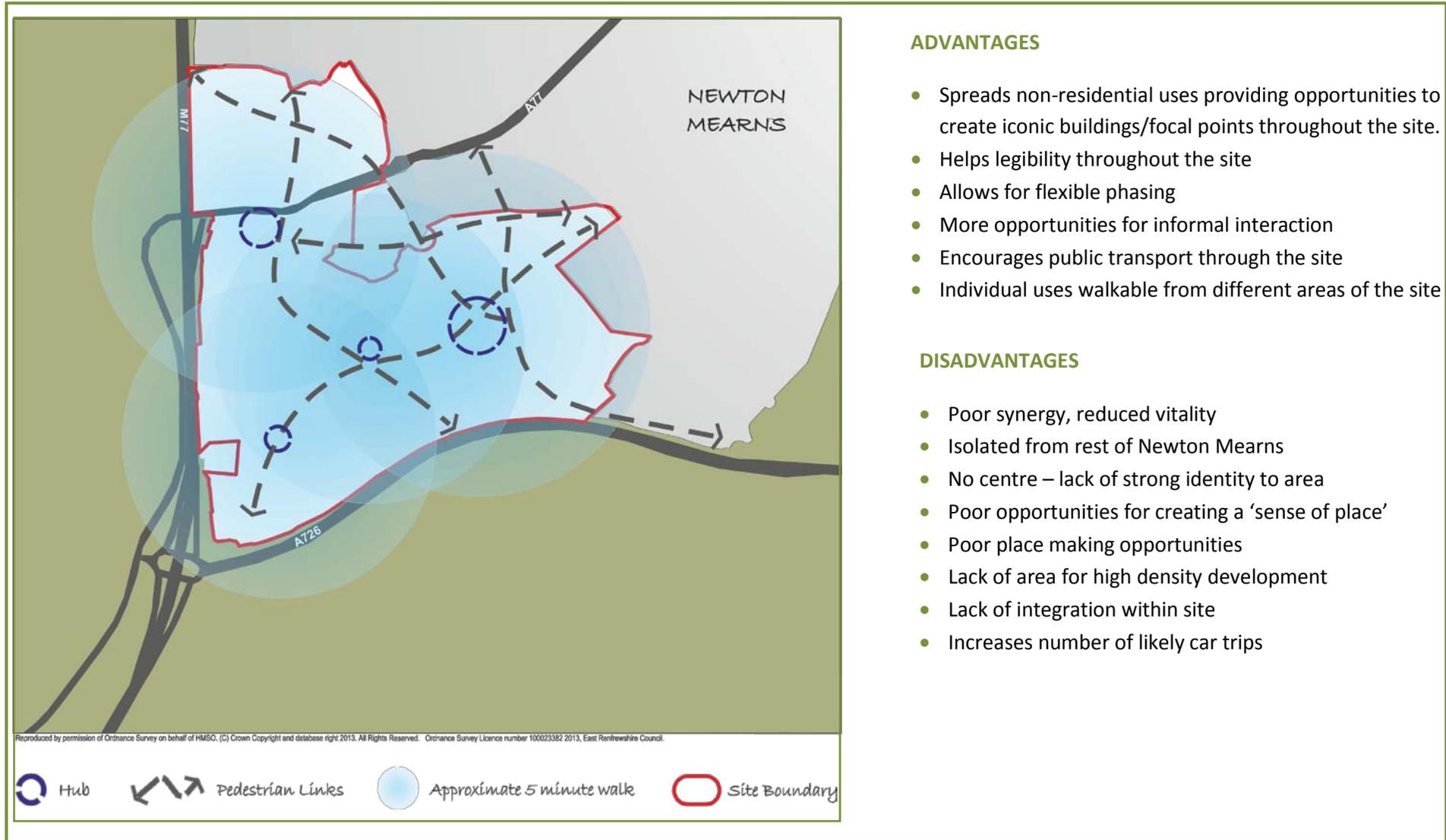
- Utilises existing commercial land use at Malletsheugh
- Spreads non-residential uses within the sites
- Opportunity to create strong links between commercial and community hubs through green network
- Legibility – opportunity to create two distinctive spaces
- Opportunities to create a strong ‘sense of place’
- More opportunities for informal interaction
- Community facilities/school walkable from most of site
- Allows for flexible phasing
- Encourages public transport into the site

DISADVANTAGES

- Potential ‘dead’ areas in evening/school holidays
- Commercial/retail remote with potential to generate a greater number of car trips
- Potentially less synergy between the two hub areas
- Community facilities/School some distance from rest of Newton Mearns

Figure 5: Option 4, Multi Centre Approach

Community facilities, School, retail and community uses dispersed throughout the site



ADVANTAGES

- Spreads non-residential uses providing opportunities to create iconic buildings/focal points throughout the site.
- Helps legibility throughout the site
- Allows for flexible phasing
- More opportunities for informal interaction
- Encourages public transport through the site
- Individual uses walkable from different areas of the site

DISADVANTAGES

- Poor synergy, reduced vitality
- Isolated from rest of Newton Mearns
- No centre – lack of strong identity to area
- Poor opportunities for creating a ‘sense of place’
- Poor place making opportunities
- Lack of area for high density development
- Lack of integration within site
- Increases number of likely car trips

Conclusions

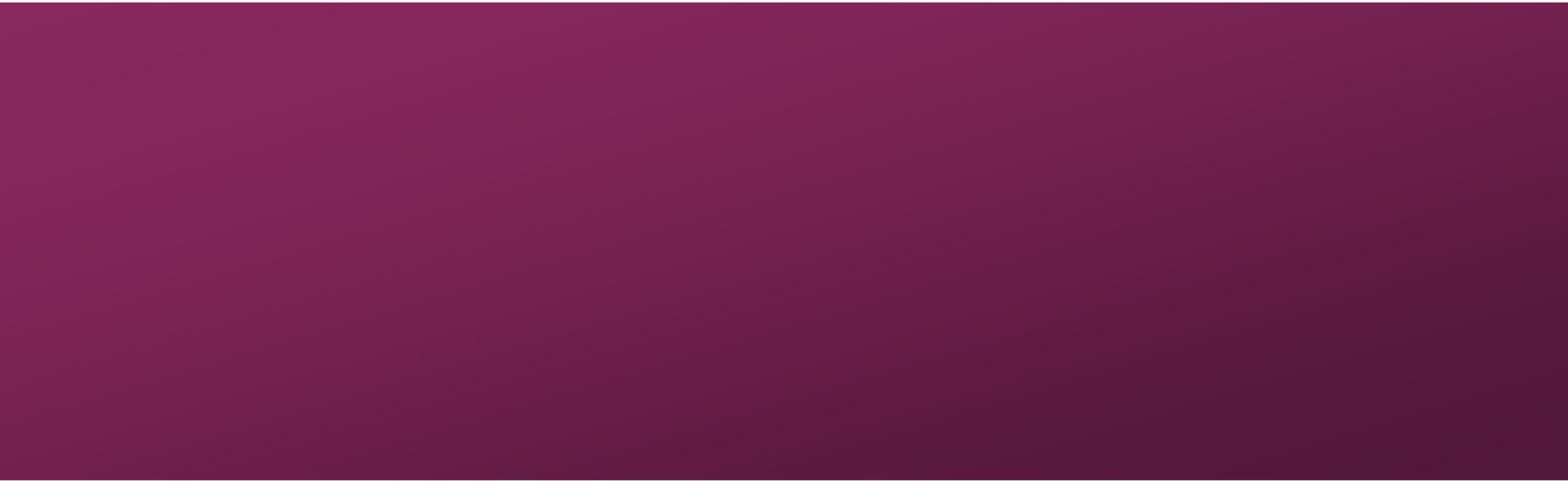
There are advantages and disadvantages to each development model. These options are all high level strategic overviews of the site and how it could be developed to achieve the overall aims and objectives of the Council. **The analysis of the options leads to a conclusion that a two centre hub approach would provide the optimum prospect to deliver the desired outcomes.**

This option involves the creation of two hubs, connected by a high quality green network. It involves the expansion of commercial / retail facilities in site C - in the area around the Malletsheugh Inn. Ideally this should incorporate an element of local neighbourhood convenience shopping. An appropriate commercial use would also be welcomed in this location as an employment generator and hopefully as a focal point for the existing and new communities. The retail element should be complementary to any commercial/office or even religious use. This is an appropriate location for a small scale local neighbourhood convenience shop and the Council consider there would be a market for this scale of retail. These uses are also seen as complementary to the existing public house and all elements should find cross benefits from the others. A small element of residential development is not discounted from this area should the commercial/retail use not come to fruition. A religious/community facility would also be appropriate in this area.

Combined with the commercial hub in this model is the second hub that will be centred on the location for the proposed new non denominational Primary School. This hub will relate to the new school and any associated leisure facilities. The intention in the master plan for this area is that the school should form a civic focal point, ideally combining a community wing that will be available for evening use. Open space provision and the green network will integrate with the space. As the civic/social hub develops, it allows for the provision of a bus stopping point or terminus, and it allows for the creation of a small public open space to create a focal/meeting point. Ideally it may allow a small convenience shop to be created subject to market demand. This all assists in the place making objectives of the Council and allows future residents to understand that there will be the opportunity for a community to form within the development.

The location of the new school will be agreed in discussion with the relevant landowners. The site proposed should be located close to the main access point, with good walking and cycling links to the local catchment population and set within the Green Network.

The two hub model is therefore seen as the best option to be progressed, and allows the master planners to progress designs in accordance with this ideal.



Part 2.2:

PRINCIPLES OF DEVELOPMENT

DEVELOPMENT REQUIREMENTS

Development Contributions

The Local Development Plan makes it clear that contributions will be required to ensure delivery of key infrastructure elements. The Supplementary Planning Guidance (SPG) on Development Contributions is approved Council policy, adopted in March 2012. It makes specific mention of being a key reference for negotiations with landowners and developers who control land within the green belt which may be released for development in the Proposed Local Development Plan. This site falls into that category. The number of new housing units, approximately 1060, will generate a need for new school facilities and new community facilities. Developers will have to mitigate the loss of recreational/green belt land, compensate for the effect on neighbouring properties and go some way to meet the need for community facilities and transportation solutions.

It is stated within the SPG that the Council will look to secure the full range of contributions in these cases and maximise benefits from such development for the wider community. The SPG on Development Contributions has been used as the basis for formulating a fair and equitable contribution formula for the master plan. Viability for developers will be taken into account and independently tested but developers should be aware of the need for financial contributions as part of the development. The method of collection of the contributions will be enshrined within a legal agreement. The cost of the planning obligations is set by the impacts arising from the development and the cost of mitigation required. These are set by the policy requirements in the Local Development Plan together with the Supplementary Guidance and are subject to compliance with the five tests in Circular 3/2012.

This Framework will set out the requirements in terms of place making, design and sustainability. This section sets out the requirements for key infrastructure that plays a key part in the creation of a place and which are required in support of the development. These will be delivered through agreements with the developers and in addition, where necessary, through the Council's capital programme. The following are the key infrastructure requirements, considered in more detail in the following pages:

- EDUCATIONAL FACILITIES
- COMMUNITY FACILITIES, PARKS AND OPEN SPACES, LIBRARIES AND COMMUNITY HALLS
- SUSTAINABLE TRANSPORT and OFFSITE ROADS AND TRANSPORTATION IMPROVEMENTS
- DAMS TO DARNLEY COUNTRY PARK IMPROVEMENTS

EDUCATION

There is an identified need, outlined in the Proposed Plan, for two new primary schools, together with associated pre-five provision. In recognition of the fact that this provision will cater for an element of existing demand, and is not entirely due to the proposed new development, the Council will make a capital investment to the costs of construction but the necessary land will be required - around 4 acres for each school. The schools are required as an early priority as existing schools are at, or close to, capacity.

Education provision within East Renfrewshire is of a high standard and highly regarded within Scotland. School campuses are important focal points for the community for both educational and out of school hours activity. They can form a community hub, provide meeting space and are an integral part of the creation of community spaces. Two primary schools will be required to meet the needs of the denominational and non-denominational sectors.

- **Primary School 1: Denominational Primary**

Pressure exists in the school estate, particularly within the denominational sector. Impact on primary school roles must be immediately addressed through the provision of a new denominational primary school. This is therefore an immediate priority and missives for the land for the school should be concluded by December 2014. The school should be operational by August 2017. The Council has accepted that this school may be located in an offsite location, more fully detailed on page 77 of this document where delivery is discussed.

- **Primary School 2: Non Denominational Primary**

The needs for additional capacity in the non denominational sector have also been highlighted by the Education Department. This is seen as a priority, although as some capacity exists in the existing schools, it is not quite as immediate a need as within the denominational sector. The non denominational school is therefore required, dependent upon house completion rates, around 2019. This suggests that land would have to be secured for the construction by the end of 2017. The opportunity exists to ensure the school accommodates community facilities and meeting space.

- **Secondary Provision**

Capacity exists within the existing school estate but as numbers increase, extensions to existing facilities may be required. A contribution will be required from developers to mitigate this need. This will be based on the guidance set out in the SPG on Development Contributions.

COMMUNITY FACILITIES, PARKS AND OPEN SPACES, LIBRARIES AND COMMUNITY HALLS

- **Community facilities** – for existing and new residents. This will be the subject of discussion with the relevant landowners to consider how best to meet this requirement. There is a need for community facilities but this does not necessarily require a new public building within the development area. Indeed contributions to enhanced facilities at Dams to Darnley Country Park may be a better option and this is discussed in the following text. The preferred option is to ensure that community facilities and meeting space is designed as an integral part of the non denominational primary school.
- **Parks, Sports and Open Spaces** – Innovative delivery methods will be explored. The creation of informal play areas will be important as will small scale local play areas for young children. There is the potential to provide a large outdoor playing field that could sit adjacent to the school. This begins to create the focal point described within the preferred development model.
- **Libraries and Community Halls** – no new facilities are considered necessary but contributions will be required to improve existing facilities serving the wider Newton Mearns area.

The SPG on Development contributions sets out the level of contribution required for these uses and is based on a contribution per completed unit.

ROADS AND TRANSPORTATION

- Sustainable transport solutions are required, offering a choice of transport to residents and ensuring long term sustainability. A Strategic Transport Assessment will be required and any additional mitigation required including offsite junction improvements will require a development contribution. This will include a sustainable transport solution and this may require a subsidised bus route for 3 years following the completion of the 100th house.

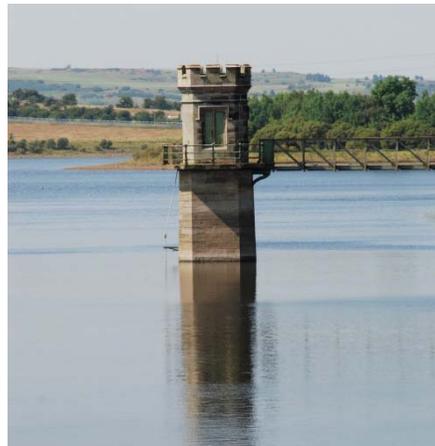
The level of these contributions will become clearer when the Strategic Transport Assessment is completed

DAMS TO DARNLEY COUNTRY PARK

Consideration has also been given to the contribution that this development should make to the Country Park. As the Park is an important element of the District's recreational provision, and given its proximity to both this and the Barrhead South development site, it is considered to serve a planning purpose and be appropriate and reasonable that improvements to the Park should be assisted by Development contributions. It is also important that the services provided by the Park are well documented and publicised to the new residents and the Council will work to ensure this is undertaken. This would represent an enhanced provision for the wider community.

Enhancement to Dams to Darnley Country Park is also considered a fair method of mitigating the loss of recreational/green space provision. Viability will remain a consideration but contributions sought will be proportionate to the scale of the proposed development and phased payments will be of assistance to the developers.

A study looking at the Park and the Business Plan will contribute to a decision on the scope of works required within the Park. The provision of improved facilities within the Country Park will make the Park accessible to the residents within this land release site but also to the wider East Renfrewshire population and the Barrhead South SDO.



Developers will be expected to jointly fund the identified infrastructure costs through a payment mechanism to the Council based on annual completions of private homes. In addition, each of the development parcels will be expected to meet their proportionate share of affordable housing, open space and integrated green network requirements and contribute to a sustainable transport solution.

The maximum cost of planning obligations will be agreed through the master planning process and detailed within the SPG when detailed information regarding site delivery will be known. The Council is to determine the priority for this investment on the projects necessary. Development contributions will be collected following an initial construction period for each developer to assist with cashflow.

THESE COSTS ARE IN ADDITION TO THE SITE DEVELOPMENT COSTS WHICH WILL NEED TO BE MET DIRECTLY BY EACH DEVELOPER.

In addition to the development contributions discussed above, the developer will have to accord with the **Affordable Housing policy requirement** set out in the Proposed Local Development Plan and accompanying Supplementary Planning Guidance of 25% affordable housing provision across the sites. This equates to around 265 units, 65 across site A and 200 across site B. This is fully discussed in a later section of this Framework. ***The need and demand for affordable housing in this part of the Authority is well documented and must be provided on-site.*** This will be a key measure of success. Full Details on the Council Requirements are set out in Section 2.3, commencing on page 67.

The above represents contributions of finance or the supply of land. The following pages detail the other essential requirements of this development. The aim is to deliver the stated Vision and the elements that are described on the following pages are important elements in achieving that Vision.

ESSENTIAL DEVELOPMENT ELEMENTS – THE BROAD PRINCIPLES.

Development contributions have been discussed but there is also a need for the development to incorporate the following broadly defined elements. These do not necessarily equate to a financial contribution but are required as part of the creation of a distinctive and attractive place to stay. More details on these aspects are considered under the section on Delivery.

- **A HIGH QUALITY OF DESIGN AND PLACEMAKING, AN ESSENTIAL REQUIREMENT.**

This is a blank canvas for design teams offering the opportunity to create the type of place where people do want to live, work and play.



Craigmillar



creating a place where people want to live, work and play



- **GOOD MIX OF HOUSING TYPE, SIZE AND TENURE**

This allows the creation of a mixed community offering a range of house sizes to meet housing need and demand. Use of varying heights and densities will add to the sense of place. The pictures below show Cala Homes developments, affordable flats in Northumberland and mixed development at Allerton.



- **AN INTEGRATED GREEN NETWORK, EMBEDDED ACROSS THE SITES FROM THE OUTSET INCLUDING:**

- Strong structural landscaping as part of the integration of the Green Network. A landscape that should retain the positive and distinctive features of the sites such as the rocky outcrops and add an extensive planting and open space system.
- Integrating Green Infrastructure with water management requirements and Green Network provision
- A good network of footpaths, cycle paths and access points
- Appropriate play and informal recreation space, delivered in an innovative manner
- Biological diversity should be enhanced through the creation of new habitats



Upton, Northamptonshire – master planned area, utilising swales, SUDs and ensuring good accessibility

The sites naturally form a good basis for a strong, integrated Green Network. Design teams should carefully consider the recommendations on the Green Network that follow later in this document. The design should ensure future ease of maintenance. Sustainable Drainage Systems are actively encouraged throughout the sites.

- WATER AND DRAINAGE ISSUES MUST BE ASSESSED AND AGREED, ENSURING NO DETRIMENT TO THE WATER ENVIRONMENT



Developers will be required to fully assess the water and drainage issues and ensure that the sites can be successfully drained with no adverse impact on neighbouring properties or further impact any downstream issues. The Council commissioned and a Hydrological Scoping Report that will help inform this position and the report can be made available to interested parties.

Full Drainage Impact Assessments and Flood Risk Assessments must be submitted with master plans to demonstrate the sites can be developed with no adverse flooding or drainage issues.

- **EMPLOYMENT GENERATION THROUGH COMMERCIAL ACTIVITY WILL BE ENCOURAGED AS WILL EMPLOYMENT GENERATING OPPORTUNITIES**

The development should incorporate an element of Live/Work units - delivered in an appropriate manner. Some examples below:



Examples from Persimmon Homes, Ashford and USA – ‘homes over the shop’, and separate home/work units on same plot. These are given as examples of existing work/live units. These types of models may well be successful in this development and developers are required to consider a small element within the overall development.

- The commercial / retail hub has been identified as being located within Site C adjacent to the Ivy Indian (formerly the Malletsheugh Inn) and it would perhaps be commercially viable to locate some work/live units in close proximity to that point of the site.
- High speed broadband connections to facilitate home working will be essential.

- **SUSTAINABLE TRANSPORT SOLUTIONS TO REDUCE DEPENDENCY UPON PRIVATE CARS**

It will be important to embed the principle of sustainable transport at an early stage of the development to encourage early adoption by residents. It is likely that many of the new residents will have access to at least one car per household. There will be a need to reduce the number of trips generated by providing good alternative choices – by foot or cycle through an attractive path and Green Network. Also there should be the provision of a good public transport alternative to the car. This is likely to be provided by bus services already operating along Ayr Road but also by encouraging a bus service into the development sites. This may require a subsidy for an initial period as the development takes shape.

The two hub development model ensures that new facilities will be provided within comfortable walking distance of the majority of the sites and will encourage the development of improved and enhanced public transport.

There is currently spare capacity at the Patterson Park and Ride facility and use of this should be encouraged.



Improving access to trains



Bus routes identified and potentially subsidised



Express buses, using bus lanes may be an option

- **SUSTAINABILITY PLACED AT THE HEART OF THE DESIGNS**

There can be no denying the effect and impact of climate change and the need for a change in human behaviour. The Scottish Government states:

“The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations.

The Scottish Government has as its overall purpose to focus Government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth.”

The Government is delivering this goal by supporting Scotland's transformation to a low carbon economy.

This development must ensure that climate change is considered with a range of mitigation measures to minimise CO2 emissions and adapt to the predicted change in our weather.

In addition to the foregoing requirements, the LDP identified the following desirable elements. For these, the Council will adopt a policy position whereby if any of the following uses are proposed and deliverable, it will be acceptable in policy terms within the master plan:

- **A Religious/ Community Facility,**
- **Allotments / Community Garden or Community Orchard**

If these are proposed, the Council would welcome their inclusion. All services should be appropriately located, ideally within one of the two centre hub approach to the master plan area.

CONCLUSION

In conclusion, the Council will work closely with development partners to assist with, and indeed to ensure, the delivery of the Vision. The Council will remain aware of development viability and the need for consideration to be given to cash flow and developers' financial requirements. It is believed that by working together, this can be achieved successfully – delivering the Vision without compromise, and creating a Place that will prove attractive to the housing market.

The Council does **not** wish to see a fragmented development with no connectivity or acknowledgement of the adjacent parcels of land. There should be **no attempt to deliver only housing** without due regard being given to the need to deliver other community and place making facilities. This is an opportunity to shape a new urban extension to Newton Mearns that is distinctive and that has been viewed holistically. **It is not about delivery of hectares of housing but without creating a place with its own character. It is not about delivery of standard housing types and styles that could be 'anywhere'. The land has not been released from the green belt to create an anonymous expanse of housing.** It is for this reason that the development framework has been developed, to set out design and development parameters leading to adoption as Supplementary Planning Guidance.

The pictures opposite illustrate the site as it exists, showing the important landscape features and important views from the site. It is an attractive site and emphasises the importance of adhering to the vision and striving to deliver a development befitting of the status of the site.

The artist's impression shows a possible view of how part of this site may be developed with attractive homes, ensuring an appropriate mix and size of home, including affordable homes, a high quality green network and landscape setting and the creation of safe and secure play areas for children.



Maidenhill from Ayr Road



Existing vegetation within Maidenhill



Malletsheugh site, towards Mearns Primary



Artist's impression of the potential development, incorporating a strong green network.



Part 2.3:

DELIVERY

VISION, AIMS AND OBJECTIVES

Vision: *The creation of a new urban quarter within East Renfrewshire providing a high quality built environment that maintains and builds upon the area's existing qualities. It will be a socially inclusive community providing a range of house tenures, types and sizes to meet local needs. It will provide an attractive and distinctive landscape setting that will enhance the green network. It will ensure the incorporation of local services and community facilities to serve the existing and growing community. It will ensure sustainability is a core component of all aspects of the design and all steps will be taken to create a well planned and desirable 'place to grow'.*

Aim: The aim of the Development Framework is to articulate the broad principles of development that will be required to be considered in further detail within the master plans and planning applications. The Framework will include fundamental design principles but will still allow the detail of individual buildings and spaces to be designed at a later stage.

Objectives of the Development Framework: To define the type of place to be created; to set out broad unit numbers/density, phasing and delivery strategy; to identify desired locations for educational facilities, employment generating opportunities and other facilities; to identify development contributions; to test the viability with developers; to be realistic and fair in specifying Council requirements whilst ensuring the type of Place created is in line with the Vision; to clearly define the required output and the anticipated outcomes. The Council will also set parameters to ensure appropriate community engagement.

ANTICIPATED OUTPUTS

This section will deal more specifically with the detail of development requirements set out in the previous section – defining the absolute requirements of what is to be delivered on the ground and also setting out a series of broad design principles. It is not for the development framework to produce detailed design but rather to set the strategic vision, the high level framework within which the master plans can be developed and, critically, be delivered.

The guidelines contained within Scottish Government's 'Designing Places' and 'Designing Streets' have strong relevance to this land release together with the consultative draft of 'Creating Places'. The principles contained within them **must be** reflected within the master plan(s).

DELIVERY

The main topics to be discussed in this section are:

Placemaking

This section will consider how to create a distinctive, sustainable place and will set out key design principles.

Affordable Housing

The delivery of affordable housing will be a key measure of success for the Council. This section sets out the requirements of the Affordable Housing policy and how it will be applied within this development

Education

The education of East Renfrewshire's current and future pupils will continue to be delivered in high quality accommodation, inspiring learning. This section will consider the educational requirements generated by this land release and identify the delivery requirements.

Roads and Transport Services

This will consider access arrangements by foot, cycle and car in that order and will consider sustainable transport solutions. It will highlight that a Transport Assessment will be required to assess the cumulative impact of the development.

Water Management

This section will consider surface water management, flooding and drainage issues, including SuDS and ensuring service provision is suitably delivered. It will also consider how this will impact on the provision of the Green Network.

Green Network / Open Space / Landscaping

A fundamental requirement in the development of this area is an integrated Green Network, embedded from the outset. This section will consider the Green Network, green infrastructure, public realm, play areas and public art.

Community Facilities

All well planned urban areas require community facilities that assist in place-making, encourage social interaction and healthy lifestyles. This section will explore options to ensure the existing and new community benefits from an appropriate level of facilities.

PLACEMAKING

This lies at the heart of what the Council seeks to achieve – the creation of a distinctive ‘place’. This is backed up at every level of policy in Scotland. Design and Place making will be a material consideration in the processing of planning applications. Applications not meeting the standards set out in this Framework and subsequent master plans will not be viewed favourably. The aim will be to have high quality applications addressing all requirements and therefore shortening the planning application process.

It is accepted by the Council that this is primarily a housing led project but this does not mean that there will be a compromise on what the master plan sets out to achieve. Good examples of master planned areas show what can be achieved through partnership working, investment in good design teams and acknowledgement of the need for a well integrated Green Network and an embedded commitment to sustainability. Buildings must also consider the need to be resource efficient and ensure that environmental requirements are not an added ‘extra’ but are a component part of the design process from the initial concepts through to construction.



A strong sense of place will allow the new community to develop its own identity and to understand how its neighbourhoods fit into the wider Newton Mearns context. It will create a rewarding place for those who will live, work and play in the new community.



Use of height at corners creating legibility (Allerton)



Use of existing topography in the design (Allerton)



Strong landscaping can screen motorways and create attractive routes (Example from the Olympic Park)



Cala Development – homes can fit into existing landscape

Placemaking Key Strategic Requirements

The development must address key strategic site-wide requirements and these have been identified as:

- Delivery of an attractive residential environment, including a mix of house types, size and tenure;
- The schools referred to throughout this Framework, one identified in an off-site location - These are early priorities;
- Onsite Affordable Housing;
- Agreed access solution across the sites;
- Employment generating facilities and the promotion of live/work units;
- Community Facility – ideally linked to the new school and supporting sporting activities;
- Integrated Green Network, incorporating Green Infrastructure, and maximising existing topography and planting;
- No detriment to the water environment and flooding risk on site or downstream;
- High quality landscaping;
- Footpath and cycling links across the sites allowing ease of access and movement;
- Sustainable Transport solutions identified and adopted;
- Local neighbourhood retail facilities.

Figure 6 opposite illustrates how these key strategic requirements may be delivered on-site.

Figure 6: Potential Layout



The Council does not intend this layout to be prescriptive. It indicates how the site could be developed in a manner that meets the key strategic requirements described in the text. It will be for the master plans to build on these principles and start to add the detail that will form the basis of detailed planning applications.

Existing topography and landscape features should be retained as much as possible in the layout.

This layout forms the ‘foundations’ from which detailed designs will start to shape the ‘building blocks’ and which will then lead to the ‘construction’ of the Place.

Final vehicular access points to site will be determined through the Transport Assessment. The layout may be influenced by the final access solution, however the main strategic Placemaking requirements must still be delivered

- Green Network
- Development
- SUDS
- Existing Trees/Hedges
- Rock Outcrop
- Site Boundary

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Placemaking – The Residential Environment

Mixed and Balanced Communities

Enough has been mentioned in the preceding text to give a strong indication of the Council’s desire to ensure a balanced community in this master plan area. By that, we require a change to the delivery model of developers operating within East Renfrewshire and this should be in accordance with Policy SG4 which states:

‘All new housing proposals should include in their design a mix of house types, sizes and tenures to accord with the Council’s Local Housing Strategy and the Strategic Housing Need and Demand Assessment. The design should include smaller house types and an element of accessible and adaptable properties to meet the needs of our ageing population and households with particular needs. This mix is in addition to affordable housing contributions.’

This is an important measure of success for the Council. Developers can consider density levels and other methods of ensuring that this aspiration is delivered without affecting viability.

East Renfrewshire is a popular and sought after place to live. The opportunity for our young people to stay in the local area should be enhanced through this policy. It will allow a range of size of house and a range of prices that will enable young single people, young families and mature and elderly residents to find a home within either their rental or purchase price budget. It will allow ‘downsizing’ opportunities and opportunities for our aging population to remain in this area in appropriate accommodation.

Suggested housing mix

To meet this requirement, the Council has considered an appropriate housing mix across all residential areas. This is **not considered definitive** and can be discussed through the master planning process. An appropriate housing mix could be:

SIZE	UNIT NUMBERS
1 BEDDED	30 Flats
2 BEDDED	180 Mix of Flats and houses
3 BEDDED	275 houses
4 BEDDED	325 houses
5 BEDDED	200 houses
6 BEDDED	50 houses

Phasing

The sections preceding dealt with the broad principles of development and the aim of the Council to see the creation of a new, high quality urban quarter.

The major land use will be residential, to provide approximately 1060 dwellings on a total site of approximately 85ha. Density will of course vary across the site. The dwellings will predominantly be family homes, providing a range of homes suitable for families, single people and the elderly.

The Proposed Local Development Plan identifies that approximately 240 units will be developed from 2015 - 2020, 210 units from 2020 - 2025 and the remaining 610 units will be safeguarded post 2025. The proposed phasing will be confirmed as detailed master plans come forward but it is anticipated that the developable areas within Site A and the northern sections of site B will be developed as the first phase. Completions will be dependent upon sales but are anticipated to be developed out at the rate of approximately 50 units per annum. There is however no impediment to a higher/lower delivery rate if market conditions improve or change. This is dependent upon the design principles and strategic requirements being met. The main blockage to development would relate to school capacities and therefore there is high priority attached to ensuring new educational facilities are in place to allow development to progress. This remains a high corporate priority for the Council, ensuring a high standard of education for our local children.

Phasing and completions will very much depend on developers and the Council agreeing the development requirements and their delivery. Infrastructure requirements will be confirmed and development contribution policy in place and agreed. The Council will work together with developers to ensure the master plans and detailed planning applications are delivering the anticipated outcomes. The table opposite represents an *estimated* phasing programme, across sites A and B. These can be refined as the master plans progress.

YEAR	DEVELOPMENT SITE TOTAL	SITE A	SITE B
2016	40	16	24
2017	50	16	34
2018	50	16	34
2019	50	16	34
2020	50	16	34
Sub Total To 2020	240	80	160
2021	50	16	34
2022	40	16	24
2023	40	16	24
2024	40	16	24
2025	40	16	24
Sub Total 2016-2025	210	80	130
Total to 2025	450	160	290
POST 2025	610	100	510
TOTAL	1060	260	800

Table 1: Possible Phasing and Mix

The Council will adopt a *flexible* approach, given the timescale over which the development will proceed. This makes it difficult to predict the housing mix and phasing with any degree of certainty. The figures given are *notional* and will be agreed through the master planning process and over time. As there is an emphasis on a mix of size and tenure, the following house types could be provided, but numbers of each may vary in agreement with the Council.

Suggested mix for each subtotal would be:-

2016 – 2020	2016 – 2025	Post 2025	TOTAL
10 x 1 bed	10 x 1 bed	10 x 1 bed	(30 flats)
30 x 2 bed	30 x 2 bed	120 x 2 bed	(180 mixed)
60 x 3 bed	30 x 3 bed	185 x 3 bed	(275 houses)
75 x 4 bed	75 x 4 bed	175 x 4 bed	(325 houses)
55 x 5 bed	55 x 5 bed	90 x 5 bed	(200 houses)
10 x 6 bed	10 x 6 bed	30 x 6 bed	(50 houses)
240	210	610	1060

This is based on consideration of Policy SG4 and development pressure. Affordable housing must be fully integrated with the private housing and distributed throughout the development area.

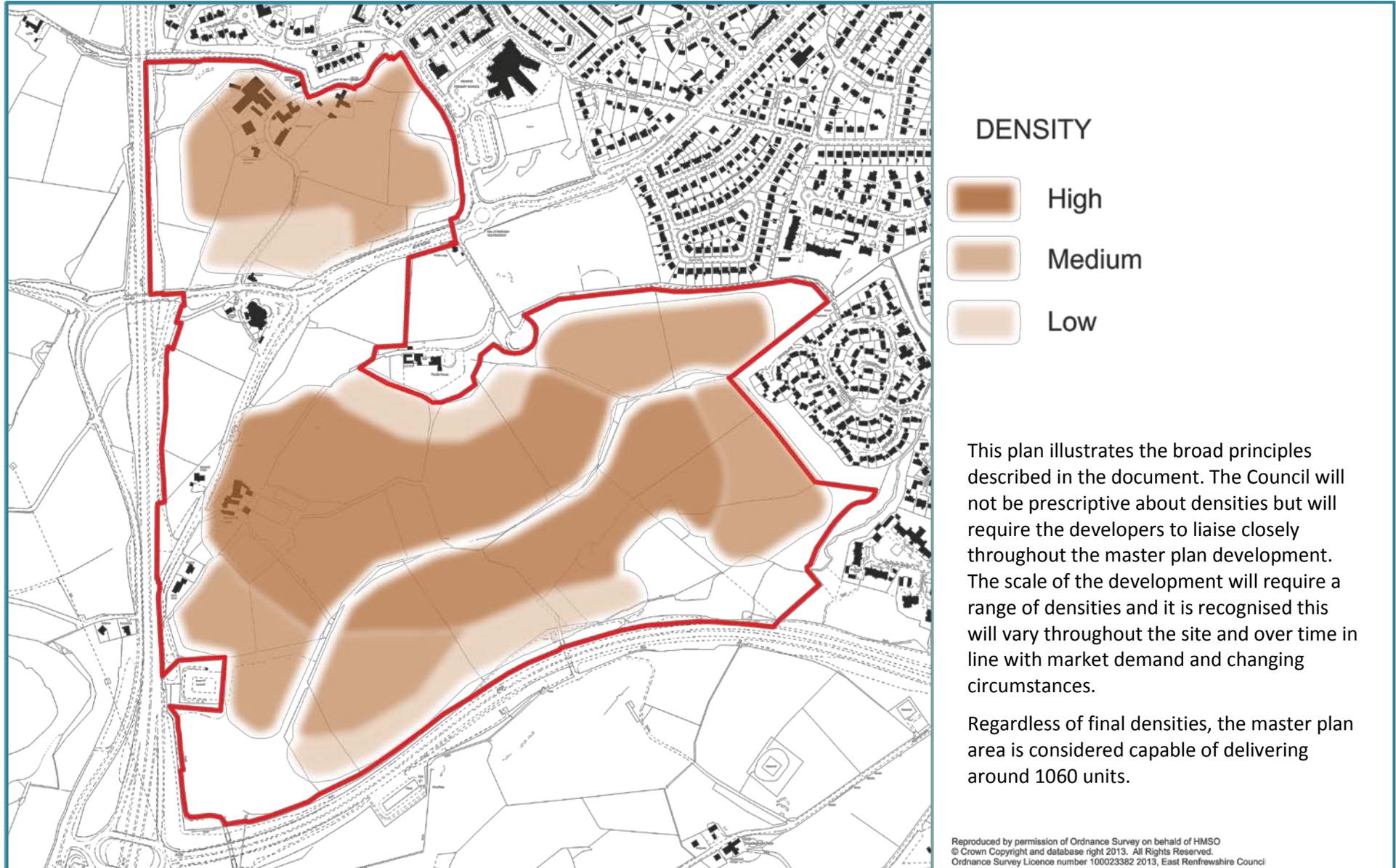
Density

The Council does not intend to dictate densities to the developers but some broad principles are:

- There should be a mix of densities across the site to create interest, height, legibility and to provide a range of house type and size. This in turn should lead to a mixed population, and a diverse range of households in terms of age, income level and family size.
- A variety of building heights, coupled with a range of house types and densities will help create a rich urban form.
- Flatted development is considered appropriate particularly to break up large residential zones. ‘Landmark’ buildings which could be taller than surrounding buildings should be used to define vistas, create gateways and improve legibility.
- Site A lends itself to low and medium density development, providing a Gateway to Newton Mearns
- The topography within Site B will allow the introduction of a range of densities. Higher density should be concentrated in areas close to the school and community facility as this will minimise walking distances and reduce dependency upon cars trips.
- As the site moves towards the existing settlements on the edge of Newton Mearns, densities and heights could reduce to be more in keeping with the existing community.
- Site C will be the location for commercial and employment activities and some high density development in that locale would be appropriate. It would particularly seem an ideal location for an element of live/work units giving ease of access to other commercial and retail facilities.

Figure 7 following indicates how the site may be developed in terms of density of development. The prime requirement is to meet the place making requirements and to create an interesting and desirable place to live. The Council anticipates that the site, regardless of final density, is capable of delivering around 1060 units.

Figure 7: Potential Density



AFFORDABLE HOUSING

Introduction

This section of the development framework intends to set out for developers, the affordable housing requirements for the strategic development opportunity for Malletsheugh / Maidenhill in Newton Mearns.

Policy M2.1 of the Proposed LDP states that the master plan will have to address integration of Maidenhill / Malletsheugh as a sustainable urban expansion within Newton Mearns, accommodating mixed housing comprising a range of house types and tenures including affordable.

Phasing of this master plan area up to 2025 will allow the Council's Strategic Housing Investment Plan (SHIP) to adequately plan for the funding of proposals.

This framework information, and ultimately the master plan, will be supplemented by an additional affordable housing information note. This note provides a brief summary of settlement profile information for the Newton Mearns and wider Eastwood area, information and guidance on affordability, funding and Council priorities. The note will be updated by East Renfrewshire Council on a regular basis to ensure the information (particularly that on affordability and local incomes data) is the most up to date available.

It should be noted that the affordable housing requirements stated below **are in addition** to the requirements of Proposed LDP Policy SG4: *Housing Mix in New Developments*, which requires that all new housing proposals should include in their design a mix of house types, sizes and tenures, including smaller house types and an element of accessible and adaptable properties to meet the needs of our ageing population and households with particular needs.

Affordable Housing Requirements

The following requirements are in addition to those required by Policy SG4 'Housing Mix' of the Proposed Local Development Plan, which is referred to in an earlier section of the overall development framework.

The Council's affordable housing policy requires a minimum 25% affordable housing contribution from developments of 4 or more residential dwellings.

Proposed LDP Policy SG5: Affordable Housing

'Throughout East Renfrewshire, where planning permission is sought for residential developments of 4 or more dwellings, including conversions, the Council will require provision to be made for a minimum 25% affordable housing contribution. This contribution may be made on site; or by means of a commuted sum payment; or off site. The affordable housing should be well integrated into the overall development. For all proposals viability will be a key consideration when determining the suitable level of contributions. All proposals will require to comply with Strategic Policy 2 and Policy D1.'

Further detailed information and guidance is provided in the Affordable Housing Supplementary Planning Guidance.

This master plan area has potential to accommodate approximately 1060 homes, to be phased 450 homes by 2025 and 610 homes post 2025. The 25% requirement will be applied to the final number of residential dwellings that are proposed, however by way of example; the application of the affordable housing policy to approximately 1060 homes would mean that 265 of these should be affordable.

This master plan area provides a unique opportunity for East Renfrewshire, and in particular the Eastwood area, in terms of the scale of affordable housing to be delivered, and as such will be critical in meeting identified housing needs and delivering on the investment priorities of the Local Housing Strategy (LHS) 2012-2017 and the Strategic Housing Investment Plan.

Social Rented Housing

East Renfrewshire' housing stock is predominantly owner occupied at around 85% of all homes, and this rises to approximately 91% of all homes in the Eastwood area of the authority. Social Rented and "Intermediate" affordable homes account for approximately 12% of all homes in East Renfrewshire, and this falls to around 5% of all homes in the Eastwood area.

Based upon the findings of the HNDA, the Strategic Development Plan sets out an indicative requirement for 3200 affordable homes to be delivered during the period 2008/09-2025. The HNDA illustrates that there is an unmet need for an estimated 200-300 additional affordable housing units per annum in East Renfrewshire over the ten year period to 2020¹, with the majority of this shortfall identified in the Eastwood area. However, this need is unlikely to be met in full given resources available and considering past trends for delivery of new homes and therefore a modest, yet realistic and achievable, target of 150 units up to 2017 is set out in the 5-year Local Housing Strategy. A review of this target was undertaken for the Proposed Local Development Plan and an updated housing land supply target of 900 units set for the period 2008/9-2025.

The greatest need in the Eastwood area is for social rented accommodation. With this in mind, the majority of homes provided in this master plan area should be social rented to cater for the needs of those on the lowest incomes.

It is expected that 20% of the total housing proposed will be provided as social rented housing², provided in partnership with a Social Landlord³ (based on est. 1060 units this would lead to approx 212 units – 90 units by 2025 and 122 units post 2025).

This requirement reflects the significant unmet need for social rented housing across the Eastwood area, and national priorities for the affordable housing programme. In its plan for the decade 2011-2020, the Scottish Government set a target for the delivery of 30,000 new homes over 5 years, two-thirds of which it expects to be for social rent. In the preparation of local Strategic Housing Investment Plans (SHIPs), and agreement of Strategic Local Programmes (SLPs) for utilising affordable housing investment funding, provisions have to be made to deliver on these priorities.

Proposals for social rented housing coming forward should meet the general needs of single persons, couples and families, as well as meeting some particular needs including those of elderly and disabled people.

¹ Glasgow and Clyde Valley Housing Need and Demand Assessment (2011)

² If funding availability (from all sources), or other competing priorities within the Council's SHIP prohibits this at the time of the proposal, discussions can be had to allow Council Officers to determine the most appropriate form of affordable housing to be delivered

³ This refers to Registered Social Landlords and the Council



Examples Above from East Renfrewshire – Heather Wynd, a mix of terraced homes and flats and mix of social rent/shared equity

Intermediate Housing

The HNDA also estimated that, at the very maximum, 40% of affordable housing needs could be met by “intermediate” or affordable housing products other than social rented housing.

Therefore, alongside the social rent requirement, it is expected that around 5% of the housing within the master plan area may be provided as intermediate housing (based on est. 1060 units this would lead to approx 53 units – 23 units by 2025 and 30 units post 2025). Intermediate products are largely untested in East Renfrewshire and demand will at this time be constrained by property supply, mortgage supply, and demand from marginal purchasers who would require significant deposits to take up these products.

Proposals could include a mix of intermediate products.

Options include:

- New supply shared equity properties (NSSE) (either RSL NSSE, NSSE with Developers, or Developers own shared equity scheme⁴)
- Mid market rent properties (Provided by an RSL as standard Mid Market Rent units, or NHT for Registered Social Landlords⁵)
- Unsubsidised discounted for sale units⁶
- Any other options listed in PAN 2/2010
- Any other innovative options suggested by the developer⁷



⁴ Provided that proposals can be demonstrated to the Council's satisfaction to meet needs in terms of need and demand as well as being affordable to local people on modest incomes (affordability assessments will be carried out by Council officers). In addition the Council will have to be satisfied that the policy requirements in terms on perpetuity can be satisfied (See Proposed Affordable Housing SPG section 2.13).

⁵ Provided that the units are available as affordable housing over the medium or long term (the majority of housing provided should be provided for a period greater than 5 years). The suitable mechanism for securing the units as affordable would require to be agreed with the Council.

⁶ For example those planned with CALA Homes at Waterfoot – information on this trial joint initiative can be provided.

⁷ See footnote 3

Type and Size

It is expected that the majority of the overall affordable housing requirement will be terraced, semi detached, or cottage flats with own front and back doors, to meet housing need and demand in the area. This reflects identified housing needs in the local area, and will assist in delivering a sustainable mix of homes to the community.

Social rented proposals should include:

- a number of 1 bedroom (2Apartment) properties;
- a modest number of 4+bedroom properties (5+Apartments), of which there is currently a healthy demand (current there are 27.3 households queuing per 5+Apartment social rented property); and
- 2 and 3 bed (3 and 4Apartment) properties

Intermediate for sale products should primarily be aimed at first time buyers, therefore 1 2 or 3 bedroom properties⁸ would be suitable (both houses and flats).



Cottage flats have proven successful at Waterfoot – Cala Homes

⁸ Depending on affordability

Design, Distribution and Integration

One of the most important requirements that **MUST** be reflected in all planning applications is the successful integration of all affordable housing units.

Plans **must** show that the affordable housing component meets the following criteria:

- Affordable housing must be well integrated into the overall development;
- Affordable housing should, as far as possible, be indistinguishable from the general mix of other housing on the site in terms of style, layout, use of materials, architectural quality and detail; and
- As a guide, based on previous experience of affordable housing delivery within the area, it is expected that no more than 25 affordable dwellings should be concentrated at any one location within this master plan area.

To achieve this, the affordable housing must be designed as part of the overall development.

Focus must be on achieving the best possible integration. Proposals must meet the strict integration policy requirements of Policy SG5 'Affordable Housing' and the supporting Affordable Housing SPG, in terms of style, layout, use of materials, architectural quality and detail. A successful way of achieving this can be through a design and build contract with the Social Landlord⁹. Where this is not the case, all integration policy requirements must still be met to ensure that the affordable housing component is well integrated into the overall development, and indistinguishable from the general mix of other housing on the site.

In line with advice in PAN 2/2010, large groupings of housing of the same tenure are best avoided. Concentrating affordable housing for rent in small groups will ease the subsequent management of homes by a Social Landlord and contribute towards providing mixed communities. Therefore proposals including large groupings of affordable housing will be unacceptable.

⁹ This preference may be subject to change depending on procurement and best value requirements

Indicative unit breakdown

The table below has been provided to show an indicative breakdown of residential units in the master plan area. This is indicative only and the affordable housing policy would be applied to the final number of units applied for.

Total units proposed	Private	Affordable - Social Rent	Affordable Intermediate
1060	795	212	53

Phasing/Delivery Trigger Points

This will be considered as the detail of the master plans and SPG are developed. It will link into the master plan phasing and the Council's SHIP.

Funding – Council's Priorities & Programme

Funding information is available separately through the Council's Strategic Housing Investment Programme (SHIP) that accompanies the Council's Local Housing Strategy, and sets out the Council's priorities for affordable housing investment. The SHIP can be viewed on the Council's website <http://www.eastrenfrewshire.gov.uk/strategic-housing-investment-plan>.

Further information will also be supplied in the Supplementary Information Note on affordable housing for this Policy M2.1 SDO area (as referenced in the introduction to this section).

If at any point throughout the delivery process it is evident that there is a lack of affordable housing investment / other funding available to deliver the full desired **subsidised** affordable housing requirement on site, Council Officers will examine the proposals and consider whether the desired proportion of social and intermediate housing can be altered (however an overall 25% affordable housing contribution must still be achieved). Consideration will also be given to the potential for delivering alternative products without subsidy, in consultation with developers. In these circumstances, if the altered number of each element would lead to an overconcentration of intermediate products in one location, it may be appropriate to convert a small part of the percentage requirement to a commuted payment¹⁰. This may be appropriate where it could be

¹⁰ As per Policy SG5, its supporting affordable housing SPG and PAN 2/2010, the value of the commuted sum will be determined independently by the District Valuer unless the applicant requests otherwise (for further information see the Proposed Affordable Housing SPG).

demonstrated to assist in the delivery of subsidised affordable housing within the master plan area or to assist with an alternative project within the wider Eastwood area.¹¹

Pre-Application Advice

It is important that pre-application discussions are carried out to ensure the affordable housing aspect of any proposal within this master plan area complies with the requirements of this development framework and master plan, as well as the Council's affordable housing policy and supporting Supplementary Planning Guidance.

Contact: Karen Barrie, Senior Project Officer, Development Plans
Email: Karen.barrie@eastrenfrewshire.gov.uk Tel: 0141 577 3568

Further Detailed Information

Further information is available in the additional supplementary affordable housing information note for this master plan area (Tel: 0141 577 3568), the Local Housing Strategy, Strategic Housing Need and Demand Assessment, Strategic Housing Investment Programme and Strategic Local Programme and in the Eastwood and Newton Mearns Area Settlement Profiles, which are available from Housing Services (Tel: 0141 577 8404).

For further information and justification of approach, please refer to the following:

- Glasgow & Clyde Valley Strategic Development Plan (2012)
- Glasgow & Clyde Valley Strategic Housing Needs and Demand Assessment (2011)
- East Renfrewshire Council Local Housing Strategy 2012-17
- East Renfrewshire Council Strategic Housing Investment Plan (2013)
- East Renfrewshire Council Proposed Local Development Plan (2012)
- Proposed LDP Monitoring Statement (2012)
- Proposed LDP Affordable Housing SPG (2012)

¹¹ This would only be acceptable in these particular circumstances and with agreement from the Council.

EDUCATION PROVISION

It has been clearly stated that a prime requirement of this development is to address the requirements for educational facilities and these have been identified as two new primary schools, a denominational and a non denominational with associated pre-five provision. As the denominational primary school (St Cadoc's) serving this area is at capacity, the Education department of the Council has made it clear that a new denominational school must be in place prior to the first house completion, or any children could not be accommodated within the denominational primary. A denominational primary school is therefore an immediate priority to address current and future needs. Provision has been made in the Council's Capital Plan for the construction of the new denominational primary school but a site had to be identified that would serve the catchment population, meet educational criteria and be readily available for development.

There has been close consultation with the Education Department in arriving at the preferred solution. As part of these discussions, an assessment of the suitability of a number of different sites within the master plan area was undertaken to identify possible locations for both primary schools. Initial results indicated that potential locations included a site within Malletsheugh (Site A) for the denominational school and a site within Maidenhill (Site B) for the non denominational school.

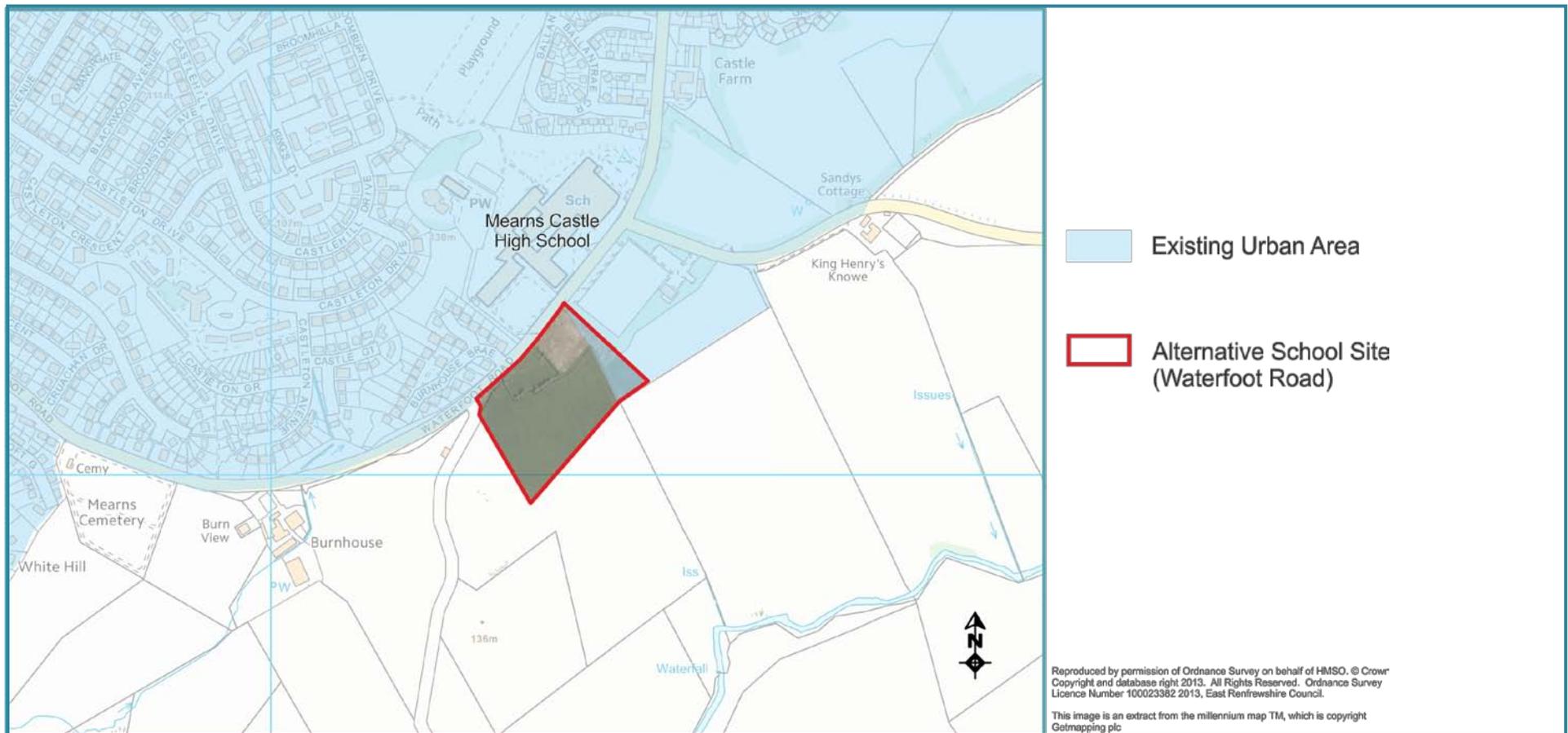
During consultation on the Proposed Local Development Plan, and in response to the identification of a school site within site A, the Council received a representation from Mactaggart and Mickel regarding the identification of an alternative location for the denominational Primary School. The proposed location lies outwith the master plan area within the designated green belt at Waterfoot Road, close to Mearns Castle High School. The site is owned and in full control of Mactaggart and Mickel and is therefore available now. The Council has investigated this alternative location thoroughly and identified a preferred site at this location. Acceptance of the proposed alternative required a Modification to the Proposed Local Development Plan.

As described above there is an immediate requirement to provide a denominational school to address established needs. Within the Eastwood area, the proposed alternative site provides a logical split of the school catchment areas and is well located in terms of the spread of denominational schools. In addition, potential exists for the new school to jointly utilise the existing sports and play facilities adjacent to the site. The Council believe that the alternative site is a better educational option than that originally identified within the master plan area. Furthermore, it allows the Council to consider the inclusion of a replacement for Calderwood Lodge, a Jewish school, currently located within Newlands in Glasgow. This would create a faith campus on the proposed alternative site.

The alternative site is free from constraints, in the control of the developer and offers certainty of delivery, allowing the school development to proceed at an earlier date. In turn, development of the school removes a potential blockage to any residential delivery.

A preferred location for educational purposes has therefore been identified at Waterfoot Road, opposite Mearns Castle High School. The location of the Denominational Primary will therefore be located off site and this will be operational by August 2017. This will serve existing and new denominational pupils.

Figure 8: Alternative School Location



It has not been the intention that the educational facilities should be provided by one developer but a formula devised to ensure a fair contribution from all the residential developers that are generating the need for additional schools. Given the pressing need to resolve this issue, the Council has been in discussion with the developers to reach an agreed and satisfactory resolution of the issue.

The second primary school required will be in the non denominational sector and will be required by the start of school session 2019. The location for this will be within Site B and it will form a main component of the public /civic area. The preferred location will be discussed and agreed with the landowner. The School should be deliverable in the timescale required, be accessible and located as a prime public building from which other uses will radiate.

Secondary Schools serving the area are able to cope with the proposed expansion although extensions may become necessary. Contributions will be sought from the developers towards the cost of additional capacity required to the secondary school estate.



The standard of educational facilities throughout East Renfrewshire is high and new schools will equal the design standards being set throughout the Authority as shown above at the new Eastwood High School, and at Carlibar and Mearns Primary Schools. Schools can create a strong community focal point.

ROADS AND TRANSPORTATION

Movement Strategy

This new urban quarter should demonstrate careful consideration has been given to ease of access particularly by pedestrians and cyclists, as well as by car. This will involve early recognition in the design process of where residents will want to walk to/from – schools, community facilities, public transport and local shops and also to parks and open spaces. The sites present issues with topography and this will influence the location of housing for the elderly and the less mobile.

To assist with the formulation of a movement and access strategy and to consider the traffic impact of the new development, a holistic Transport Assessment (TA) will be required. This will be the responsibility of the developers but it is stressed that the TA must cover the impact of the entire development area and the Council will not accept a piecemeal approach to this issue. The following section sets out the scope for the strategic TA and has been prepared in partnership with the residential developers of the site. This gives broad principles to be adopted and sets out the parameters to be examined in the TA.

Movement Strategy For The Area

The East Renfrewshire Council Proposed Local Development Plan outlined Policy M2.1, which discussed the Strategic Development Opportunity at Malletsheugh / Maidenhill. The Policy explains that the master plan for the area will be prepared by the Council in partnership with landowners, developers and key agencies and will be adopted by the Council as Supplementary Planning Guidance.

The Proposed LDP also makes it clear that there are opportunities for enhancing public transport and levels of public transport usage within East Renfrewshire. Opportunities for increasing connectivity by use of public transport, and by walking and cycling will continue to be promoted. New and improved footpaths and cycleways will be provided in conjunction with proposed development. ‘Designing Places’ and ‘Designing Streets’ should be reflected in all new proposals with pedestrians and cyclists given priority within developments. The master planned areas also provide key opportunities for improving the transport network and public transport provision across the Council area.

Scottish Planning Policy states that opportunities for personal travel should be prioritised by mode in the following order - walking, cycling, public transport, car and other motorised vehicles. The following text describes the transport actions that will need to be considered for the Mallettsheugh / Maidenhill Urban Expansion, and to address transport in accordance with this 'hierarchy of modes'.



Essentially Outward Facing Items

Pedestrians And Cyclists

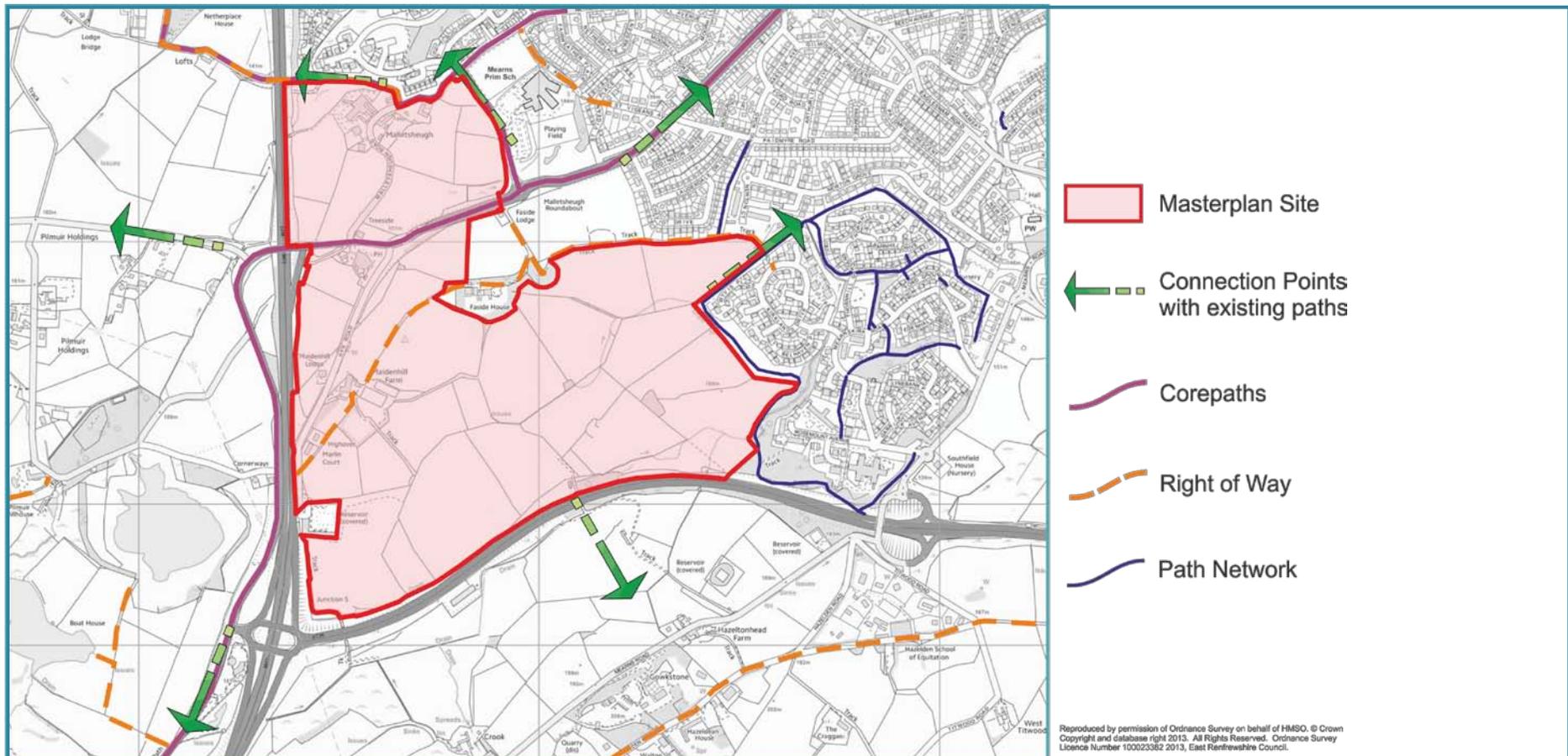
The site layout must ensure that sufficient pedestrian and cycle paths are provided to encourage new residents to use them. The main pedestrian movements from the site will be to primary schools and northwards towards Mearns Cross using the network of existing paths and cycleways. Path connections to existing path networks in the area must also be provided. Some existing paths may require to be upgraded by the developer. In particular, all paths must be designed to encourage safe access on foot and cycle to the existing and new primary schools. The movement strategy must address the movement of pedestrians and cyclists through the site and beyond to neighbouring housing areas and further afield to other schools, Mearns Cross and surrounding bus stops and facilities.

New path links must also be examined from the site to connect with existing paths further to the south and also to the west. To encourage their use by the residents of the new development, key paths within the site should be on the most direct routes possible and should be overlooked where possible by nearby buildings. Landscaping adjacent to footpaths should be low level and well maintained.

A well connected subsidiary foot and cycle path network must be provided too. It will connect to the primary path network and to paths in the existing urban area. The entire path network will be integrated with the mixed-use area and with community infrastructure / facilities, including public transport / open space.

Key links should also be examined with the surrounding core path network and Figure 9 below illustrates the general connection points that development of path networks, and connections with existing paths, should enable residents of the new community to reach.

Figure 9: Connection Points with Existing Paths



Existing Core Paths

Core paths C13, C17 and C18 lie within the M2.1 area. These provide important links to nearby facilities such as those that can be found within the Dams to Darnley Country Park, and are important to access the wider recreational benefits of surrounding green areas. The masterplan must illustrate how these paths will be connected to internal paths to ensure such access is provided through and from the site. The masterplan must ensure that the general alignments of these routes within the expansion area are maintained, although precise alignments can be changed where this would be of benefit to the design and use of the route.

Safer Routes to School

Safe and direct pedestrian and cyclist routes to the new school from existing and new housing areas must be provided. Pursuant to this the master plan will identify the measures required along the routes to the school, at related road crossings and at the new access roads of the development, that are required to ensure connectivity, road safety and amenity.

Consideration of path connections may also require consideration of such items as Toucan (cycle) crossing points, provision of lighting, dropped kerb provision etc.

Public Transport Accessibility

Bus services operate on the A77 Ayr Road through the M2.1 area. Access for buses into the southern part of the expansion area must be provided. It may be appropriate to provide a bus terminus or turning loop within the site or at the local centre. The Transport Assessment must demonstrate how the expansion will achieve such provision.

The design and layout of the site must be able to accommodate a bus service to serve the new residents. Public transport should be able to be extended and/or diverted into the site to provide a reasonable alternative to the use of the private car. Locations for potential future bus stops should be identified on the masterplan and the housing layout should be designed to ensure that, wherever practicable, no house should be more than 400m from a bus stop. Bus stops will be designed to allow access for all and will be provided as part of the internal road structure.

Full consideration must be given by the developers to the availability of public transport options so integrated transport can be achieved and linked trips can be maximised.

In relation to rail the area's public transport infrastructure has also been enhanced by provision of the Park & Ride facility at Patterton station, where an extended car park now exists.

The Transport Assessment should report on existing rail service provision and the existing capacity of both trains and platforms. Wider access to station services should be considered in the Transport Assessment as should the existing operation and capacity of the Park and Ride.

Transport Assessment & Travel Plan

Assessment of potential trip generation from the M2.1 area will require submission of a full Transport Assessment (TA), consistent with 'Transport Assessment Guidance', as well as a Travel Plan (TP). These documents must accompany any planning application for the site.

It is expected that one single Transport Assessment covering the entire M2.1 allocation will be provided and the Council will resist any piecemeal approach to such Assessment. This will enable the development to be considered in its entirety allowing apportioning of infrastructure or other transport obligations in an equitable fashion. Development phasing and relevant interventions should also be addressed.

The potential vehicle trip generation from 1000 plus dwellings at Maidenhill / Malletsheugh is considerable and will impact on traffic movement elsewhere within the area. The developer must address this in the Transport Assessment, again for the entire development consistent with "Transport Assessment Guidance". Details of this will be agreed with the Council's Roads and Transportation Manager and Transport Scotland. This will take account of vehicular requirements, public transport accessibility and the main cycling and walking destinations within and outwith the site.

The Transport Assessment should also include a threshold assessment to identify where wider impacts, particularly those on the M77 and the Glasgow Southern Orbital route require to be considered and dialogue between the applicants and Transport Scotland will also be required to confirm the status of M77 initiatives such as hard shoulder running.

Local Road Network

Key junctions in the area will require examination as part of the Transport Assessment and these will include, but may not be limited to, the existing signals at Mearns Cross, the Hunter Drive / Ayr Road roundabout, the junctions of Westacres Road with Barrhead Road, the Glasgow Southern Orbital Route terminal junction and the 'spur' junction onto the old A77.

The junctions that will require examination must be scoped with the Council as part of a scoping study to be submitted prior to the formulation of the Transport Assessment.

Essentially Internal Items

Residents of new houses will wish to access bus travel opportunities, the nearby railway station(s), the new local centre and the employment and leisure opportunities within Newton Mearns and Glasgow, as well as the existing retail offer at Mearns Cross and also at Greenlaw. Similarly, existing residents will need direct and safe access to any new community facilities to be provided at the new local centre in the expansion area. To ensure the expansion is properly integrated it is essential that access between all housing and such facilities be made safe and direct and that will include passage by private car as well as by the links described above.

The Transport Assessment should contain information on residential travel packs that can be issued to new householders.

Movement Framework For The Expansion

The masterplan will establish the movement framework for the entire allocated site to the satisfaction of the Council. The movement framework for the site will encourage the use of public transport, walking and cycling as travel modes in preference to private cars. It must also make connections with the existing street pattern wherever possible, and satisfy the expansion area's access requirements in such a way as to complement the intended use and character of proposed public spaces.

New Pedestrian And Cyclist Spine Routes

Following expansion it is likely that there will be three movement hubs in the area: one to the north, consisting of the existing primary school; one to the south, consisting of the new primary school; and one to the west, consisting of the retail / employment area. Movement patterns to access these will change and intensify as a direct result of the expansion.

The resultant desire lines created will, for the most part, be focused in an area that currently has poor connectivity, as it is undeveloped. In general terms, desire lines from new and existing housing areas will be created across Ayr Road. To ensure easy access the developer will provide new pedestrian and cycle road crossings at appropriate locations to be identified in the Transport Assessment.

Main Site Access Routes

The traffic management solution must ensure that through traffic is discouraged from using the site areas as 'rat runs' and encourage the use of alternative routes.

Previous traffic access alternative solutions have been examined further and reduced in number from eight possible access points to five. Vehicular access to the site must be examined from the strip areas shown in Figure 11. These permit consideration of a possible junction on the Glasgow Southern Orbital Route, most likely at the location of or capitalising on an existing underpass.

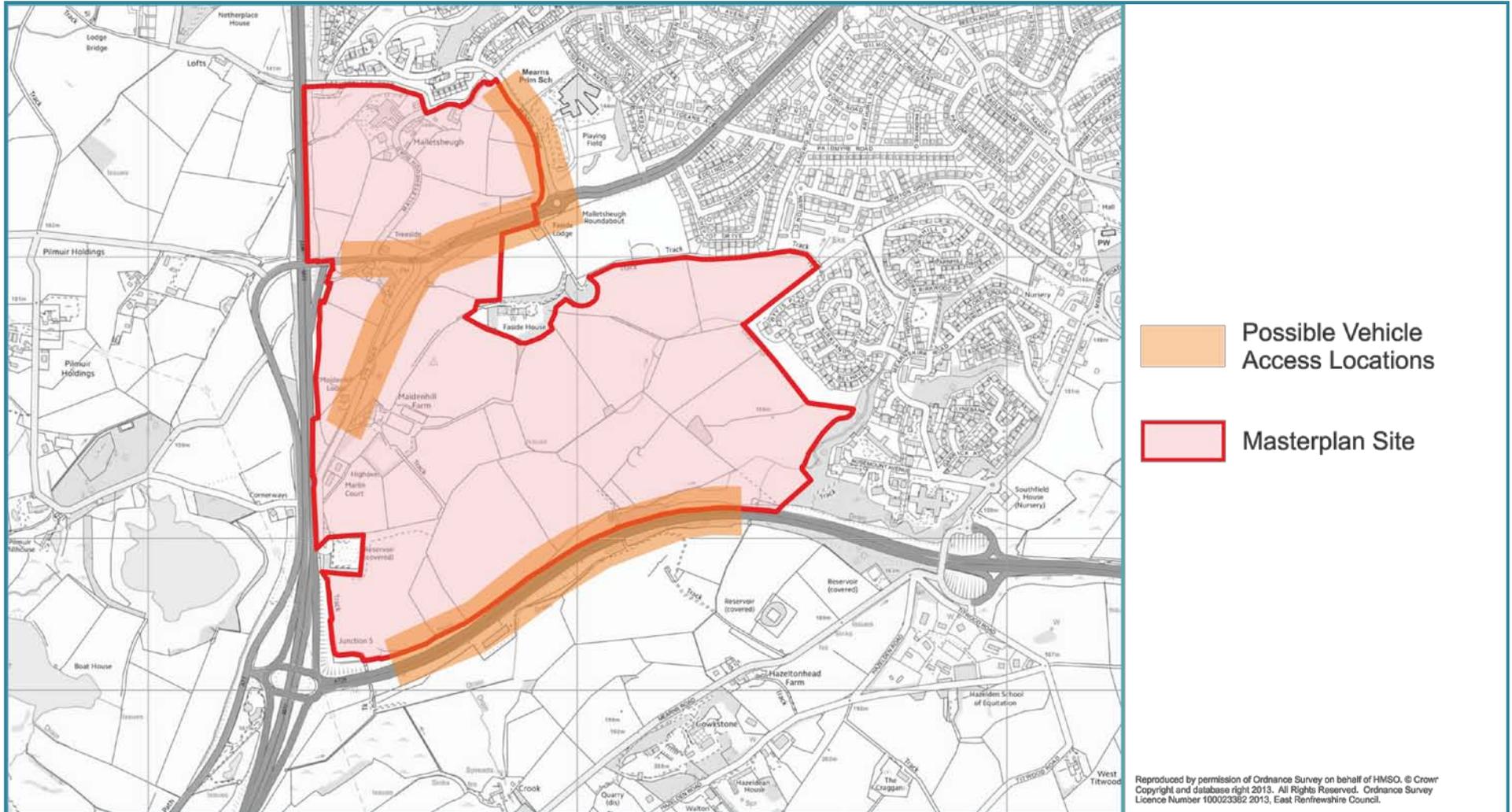
Access points on Ayr Road, most likely in the form of roundabouts, should also be examined. These should consider provision of either a new roundabout west of Hunter Drive, a new roundabout at the existing junction at the Malletsheugh Inn, a new roundabout west of Malletsheugh Road or some combination of these. It may also be possible for the existing junction at the Ivy Indian (formerly the Malletsheugh Inn) to remain as presently configured, but this will be subject to capacity testing. Hunter Drive affords an access opportunity to the northern part of the site and any selection of access here must respect the existing school.

Each of these road access points, with the exception of Hunter Drive, will be capable of providing bus access to the expansion area. For the sites within Site A, access must be agreed with the Roads Department but Hunter Drive is not considered an appropriate location for multiple accesses. There may be the option to create one access from Hunter Drive to enable development to commence.

For development of this scale, a minimum of two access/egress points must be provided on Site B and the requirement for the second access to be operational will be triggered after the construction of the 300th unit. One access point will be adequate until that trigger point is reached, but agreement on the second must have been identified and agreed through the master planning process. To ensure a high standard of amenity and road safety in the expansion area the main access roads must be designed and laid out so as to minimise through traffic.

These connection(s) would allow a bus route to be introduced through the expansion area. This would operate as an extension and/or diversion of existing bus routes at least during initial phases of development.

Figure 11: Possible Vehicular Access Points



Internal Site Access Roads

The internal site access roads will branch from the main site access roads, and form a permeable and interconnected street layout.

The layout must provide suitable access to all development areas. The street pattern will provide a range of street types, each designed to satisfy its role in the movement framework, and by the design and arrangement of streets the layout will influence drivers preferred route choice to ensure tertiary residential streets are less busy.

An interconnected layout is required to maximise the ease of internal movement and route options for both vehicles and pedestrians and to provide a hierarchy of main, secondary and tertiary streets. Cul-de-sacs should be avoided wherever possible, as these do not permit a permeable layout. The design of streets should comply with “Designing Places” and “Designing Streets”.

All roads will be designed in such a way as to reduce traffic speeds to the maximum permitted and residential streets designed as shared areas will be designed to be capable of becoming mandatory 20mph zones. Reductions in vehicle speeds will be achieved through the design of the street, the positioning of buildings, location of street furniture, tree and shrub planting and surface change rather than through traditional traffic calming measures. East Renfrewshire Council will adopt all roads for future maintenance.

Roads And Transportation Development Contributions

In order to enable development to proceed without undue delay, it is proposed that a system of developer contributions will be implemented. Further information on the Council’s developer contributions Policy can be found in the March 2012 “Supplementary Planning Guidance on Development Contributions” available on the Council’s website <http://www.eastrenfrewshire.gov.uk/SPG-development-contributions>

Para 5.30 of that document states:

“All development proposals will be required to provide for on-site transportation infrastructure. Where possible this requirement will be ensured through planning conditions. Developments, which have further implications in terms of a requirement for off-site transport infrastructure, will require a development contribution in order to mitigate these effects. All new development may have this requirement and will be assessed accordingly. For larger developments the requirement will be based on an agreed Transport Assessment. For smaller developments the requirement will be assessed based on a Transport Statement. Transport Assessments and Transport Statements are concerned with person trips not car trips, particular reference should be made to public transport and active travel networks.”

The developer must therefore provide or contribute towards all identified off-site transport improvements required as a direct result of forecast flows from all modes of transport from Maidenhill / Malletsheugh. This will include any improvements required to ensure safer routes to school for children from the site and any required additional access improvements identified at the schools. Discussions with SPT indicate that a subsidised bus service may be required for up to 3 years upon completion of the 100th house in the development.

The following items may also be required to enhance movement links as a consequence of development although the list may not be exhaustive:- a signing strategy to rationalise street signage and provide new signage where this is required for direction to new / relocated services and facilities, a street lighting strategy and the creation of areas for seating and rest.



Hard and soft landscaping measures that improve the appearance of the area and complement traffic management objectives will also be required; however, within the M2.1 area, cognisance will have to be taken of how these items interact with parking provision, which must be compliant with Council car parking standards, as shown in the table below, plus suitably sited visitor provision. Car parking will be required within this development and despite all efforts to reduce dependence upon the car; the likelihood is that this new urban quarter will be populated by people who have access to cars. Despite this fact, it will be critical to encourage use of alternative transport methods from the outset. This new urban quarter can achieve this through thoughtful design at the outset of the process rather than trying to retrofit solutions. Developers should demonstrate a clear understanding of this through the master plan process.

East Renfrewshire Council Car parking standards		
Development Type	Appropriate provision	
Housing – Number of bedrooms	Allocated spaces	Unallocated spaces
1	1	0.65
1	0	1.65
2	2	0.25
2	1	0.65
3	2	0.25
4+	3	0.10
4+	2	0.50

Parking should be accommodated for a variety of means and for a variety of transport methods. This includes an appropriate level of provision for cycle parking.

Street Lighting

Will be adopted by the Council therefore should be discussed and agreed. Common lighting for different phases of development can be considered to add to the sense of place.

Utilities

The installation and location of the utilities to serve the site should not compromise the creation of a sense of place or influence the design disproportionately

Further information and advice on road and transportation matters including parking standards are available from the Council's Roads & Transportation Controller.

WATER MANAGEMENT

A prime requirement of this development is to embed a strong Green Network including Integrated Green Infrastructure (IGI) based on naturalised sustainable drainage solutions throughout the sites. The use of water management systems which mimic nature can deliver a range of multiple benefits such as enhancing water quality, amenity and aesthetic value and biodiversity, while performing its primary function of controlling run-off quantity. It allows the alignment of walkways, habitat corridors and opportunities for informal recreation based on the water management network. To inform this position, the Council commissioned a **Hydrological Scoping Study, available in its entirety if requested**. This report includes indicative development drainage options. These options demonstrate that a drainage scheme aligned with the natural hydrological regime is feasible for the entire site.

Information presented in the report should therefore be used to inform the design of the development layout following the principles of IGI.

The development sites lie in an area at low risk from flooding and the developers are required to ensure that there is no detriment to this situation. Developers are required to ensure that there is no net increase in flows leaving the site as a result of this development.

The development design principles that the Council wish to see considered throughout the site are:

Flood risk:

- Development should not take place within areas at medium to high risk of flooding from water courses. This may include areas adjacent to Burns C and D shown in Figure 12. Detailed flood risk assessment should be undertaken to demonstrate the extent of the flood plain in these areas and compliance with Scottish Planning Policy. Flood risk assessments should be checked and signed off by a qualified professional.
- Flood risk within the site should be minimised by developing outwith the functional floodplain.
- A minimum freeboard above 0.5% AEP flood levels of 500 mm should be adopted for road and property levels.
- Additionally, freeboard may be required for high risk areas including schools, public buildings, near culvert inlets etc.
- The impact of culverts becoming blocked should be assessed in line with the “Culvert Design and Operation Guide”.
- SuDS should be incorporated throughout the development to prevent flooding within the site and to reduce downstream flood risk.

Drainage:

- The design of the drainage system should follow the principles of SuDS (e.g. Dicker et al., 2010; SUDS Working Party, 2010; Woods Ballard, 2007) and should be aligned with the natural drainage and hydrological regime where possible.
- Two levels of treatment should be provided for roads and residential areas in line with the above guidance documents on SuDS.
- Runoff should be limited to 6.5 l/s/ha for storms up to 3.3% AEP conditions. This rate should be adjusted where the drainage area at the drainage system outlet is significantly larger than the natural drainage area.
- Precipitation under extreme storm conditions (up to the 0.5% AEP 2080s climate conditions) should be conveyed and discharged in a controlled manner without causing flooding to properties.
- No drainage system should be connected with Burn E near Cheviot Drive or culverts connecting with this burn.
- All SuDS should be designed to adoptable standards. Consultation with Scottish Water is recommended to maximise opportunities to integrate SuDS with a Green Network.
- The conditions of receiving culverted watercourses should be assessed by ways of a CCTV survey to ensure there is no increase in downstream flood risk.
- Drainage assessments should be checked and signed off by a qualified professional.
- The constructed SuDS should be audited and signed off by a suitably qualified professional to confirm the construction complies with relevant guidance.
- All foul drainage should be connected to the public sewer system.
- A suitable buffer zone should be left around the watercourses, and opportunities for habitat enhancement investigated and implemented.
- The master plans should detail the proposed drainage strategy for the development sites. **A Drainage Impact Assessment will be required.**

Figure 12: Hydrological Features

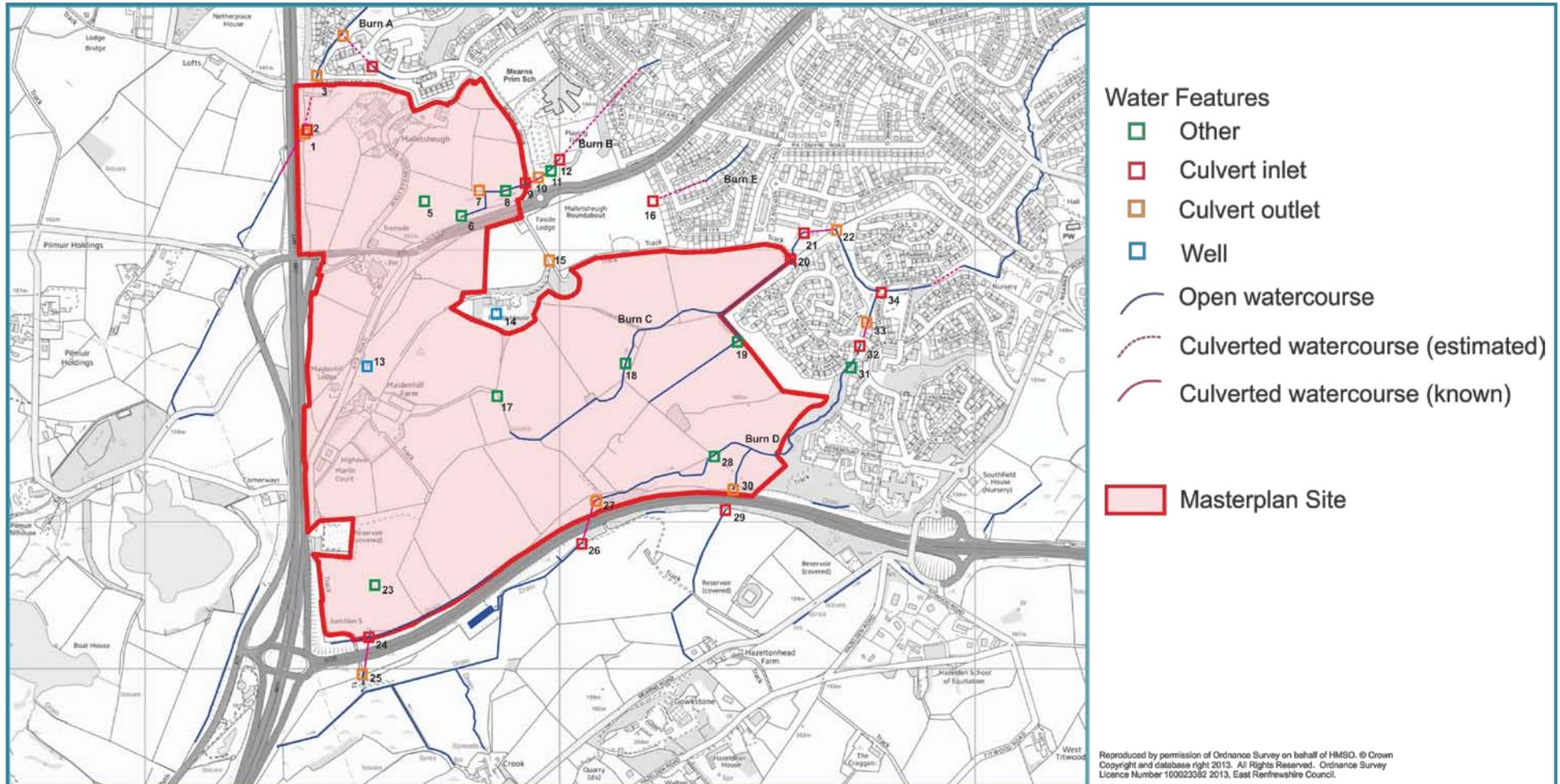


Figure 12 identifies a number of water features that are outlined in detail in the Hydrological Study. Of particular note is feature 23 where peat of moderate to shallow depth is likely to be present.

GREEN NETWORK/ OPEN SPACE/ LANDSCAPING

Green Network/ Green Infrastructure

A key requirement of the Council is to ensure that a strong Green Network including Green Infrastructure is seen as a fundamental component underpinning the new development. It offers the opportunity to ensure the foundations of the development are sustainable and contribute to the creation of a distinctive place. The Council places a high degree of importance on achieving a high quality integrated and multifunctional Green Network. Developers should refer to the Supplementary Planning Guidance on the Green Network and Environmental Management available on the Council website www.eastrenfrewshire.gov.uk/spg

The expectation is that residents should be able to access the Green Network from their front door and use it as a way of moving safely and easily around and out of the development.

Discussions have been held with the Glasgow and Clyde Valley Green Network Partnership and they have worked closely with the Council in the design of this project and are available to advise and support the developers in achieving an exemplar project. Developers should contact the Development Officer at an early stage, details on their website <http://www.gcvgreennetwork.gov.uk/>

Further information is also contained within the Hydrological Scoping study – available in its entirety if requested.



Green Network and Water Management

The development of this site will be undertaken in several phases by various developers. **It is therefore essential that a strategic and coherent approach is taken in relation to water management due to the hydrologically inter-linked nature of individual development areas within the site.** This will form the basis of a strong Green Network permeating throughout the area following the principles of Integrated Green Infrastructure. The framework of the Green Network and the design of the Integrated Green Infrastructure should be aligned with the hydrological, topographical and ecological characteristics of the site.

The key aim of the hydrological scoping report is to identify the overall water management requirements and principles that should be adhered to. The water management approach presented in this report should not be interpreted as being prescriptive but aims to provide the high level principles that should be delivered upon.

The key principles in terms of the Water Environment and Integrated Green infrastructure are detailed in the report and repeated here:

- Culverting of water courses should be avoided in line with SEPA policy (SEPA, 2006).
- Open water courses such as ditches or swales are preferred to underground stormwater conveyance and storage systems.
- A suitable buffer zone should be left around all watercourses and opportunities for habitat enhancement should be explored and implemented where possible.
- Principles of Integrated Green Infrastructure should be considered as part of the development layout design and opportunities aligned with hydrological features should be exploited, for example by creating a green network around open watercourses or wetland habitats. This could be achieved through access networks and open space provision and is illustrated in Figure 13.
- Development of areas consisting of peat and Groundwater Dependent Terrestrial Ecosystems (GWDTE) should be avoided where possible.
- Information presented in the Scoping Report should be used to inform the design of the development layout following the principles of Integrated Green Infrastructure. The surface water systems adopted should wherever possible form the framework for the Green Network

throughout the site delivering additional benefits in the form of recreation and play opportunity, safe off-road travel routes within and outwith the site and ecological connectivity.

- Access links should follow the principal drains and outfall routes.
- Where swales are being created, landscaped edges should promote and encourage attractive spaces, ideally incorporating walking and cycling routes. Green links will be created and will assist movement around the site. Two-stage channel water course should be considered as illustrated in figure 14.

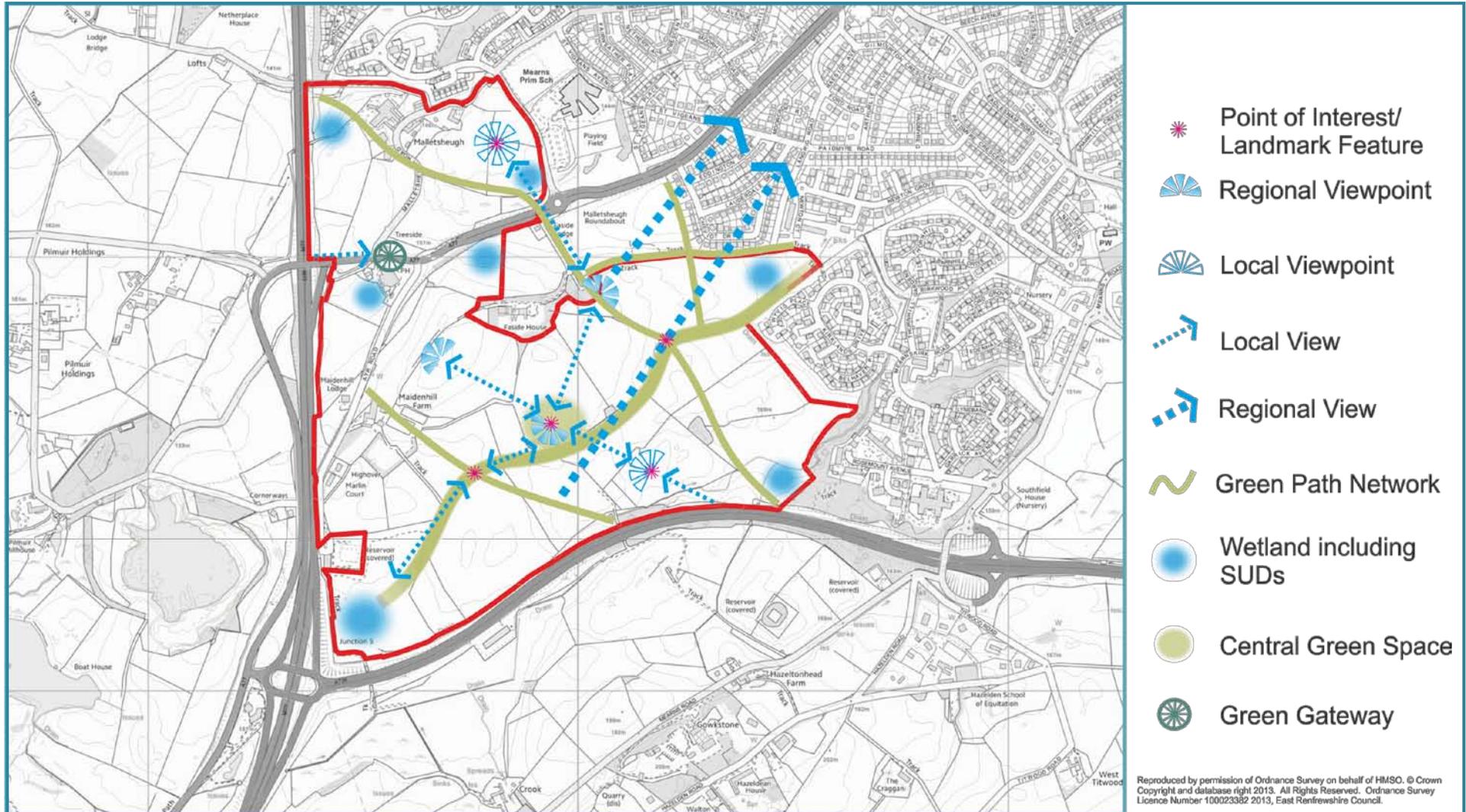
The principles relating to all aspects discussed in this section are demonstrated in Figures 13 and 14.

Figure 13, Legibility and Permeability has been developed to consider how the landscape structure will assist in shaping the master plan. It depicts an indicative Green Network that will provide the basis of a more detailed analysis. This will allow clear access routes west-east and north-south. It will form the basis of informal and diverse play areas and allow the setting of the new homes to be attractive and distinctive. It would also enhance and increase the landscape and ecological value of the area and presents an opportunity for habitat creation, connectivity and integration of naturalised SuDS within the development.

Figure 13 also considers how important views can be created and protected. Some views are naturally created by the topography, some views can and should be created by the developer through landmark buildings, lighting or elements of public art. This will allow residents to navigate easily around their community by recognising and following routes and landmarks. The master plan should seek to create a hierarchy of buildings and spaces which will help create legibility, sense of place and add to the marketability of the new homes.

The work with SNH has assisted in this process and of particular interest is the suggestion that a 'Green Gateway' could be formed at an appropriate location along Ayr Road and this would be a signal to the entrance/exit of Newton Mearns. The Council supports this idea and believes there is merit in a 'signature' entrance that could be an element for consideration by the community.

Figure 13: Legibility and Permeability incorporating the principles of Integrated Green Infrastructure



Open Space/Landscaping/Biodiversity

Green Network and Access and Recreation

The landscape treatment and open space provision is considered critical to the character of the development. The key landscape objectives include the following key requirements:

- Existing landscape features, including mature trees, should be retained wherever possible and should be properly managed in future. An example of the importance of the existing trees are shown in the photographs below:



- There should be the creation of a range of linked formal and informal public open spaces.
- Play areas, both formal and informal, should be created within the public open spaces, easily accessible for the housing units and be subject to natural overlooking from surrounding properties.
- The existing urban edges should be reinforced and landscape buffers provided between existing and proposed development. It should also be used to differentiate different character zones/phases.
- The rocky outcrops provide an ideal starting point for both Green Network links and provide a natural and attractive landscape feature and the opportunity for informal play areas. The natural height of the rocky outcrops also offers the potential to create a 'landmark' element, visible from the remaining neighbourhood that provides a 'signal' of the Place.
- The Council is grateful for the support of Scottish Natural Heritage (SNH) in drawing up these requirements. The sites are contained within major roads on two sides – The M77 to the west and the Glasgow Southern Orbital to the south. Each of these main routes will require a

strong landscape boundary treatment. This will provide mitigation to noise levels and improve air quality. **A 20m tree perimeter** should be planted around the M77 and a **minimum 15m wide** shelterbelt should be planted alongside the GSO and should incorporate woodland canopy species such as Beech, Oak and Scots Pine.

- A plan and cross-sections of SNH's suggestions for key landscape boundary issues along with some planting and earthworks recommendations is detailed on P102 where 3 areas are identified where additional landscape planting and ground works will be required to mitigate the potential landscape and visual impacts of the development.
- Given the visual prominence of the site, development should be kept away from the ridges including at the key gateways.
- The option for a green gateway feature could be considered at the Ayr Road/ M77 gateway, indicated in figure 13. Suitable examples, provided by SNH, are shown below:



- Native species should be used where new planting is proposed. The Council wish to expand the habitat of LBAP species – Aspen, within the development planting. The cross-sections in Figure 14 illustrate how native planting can be used to screen the development and also includes appropriate mixes of suggested tree and woodland structure planting.
- Landscaping should be designed to enhance and extend local biodiversity. It should be designed to create new habitats and improve the ecological connectivity between sites. (The GCV Green Network Partnership can provide Integrated Habitat Network Analysis to further inform this). Wildflower meadow creation is encouraged in appropriate locations.
- A clear Strategy for future management and maintenance of the Green Network, water corridors and open space will be required with details of how this will be funded into the long term.

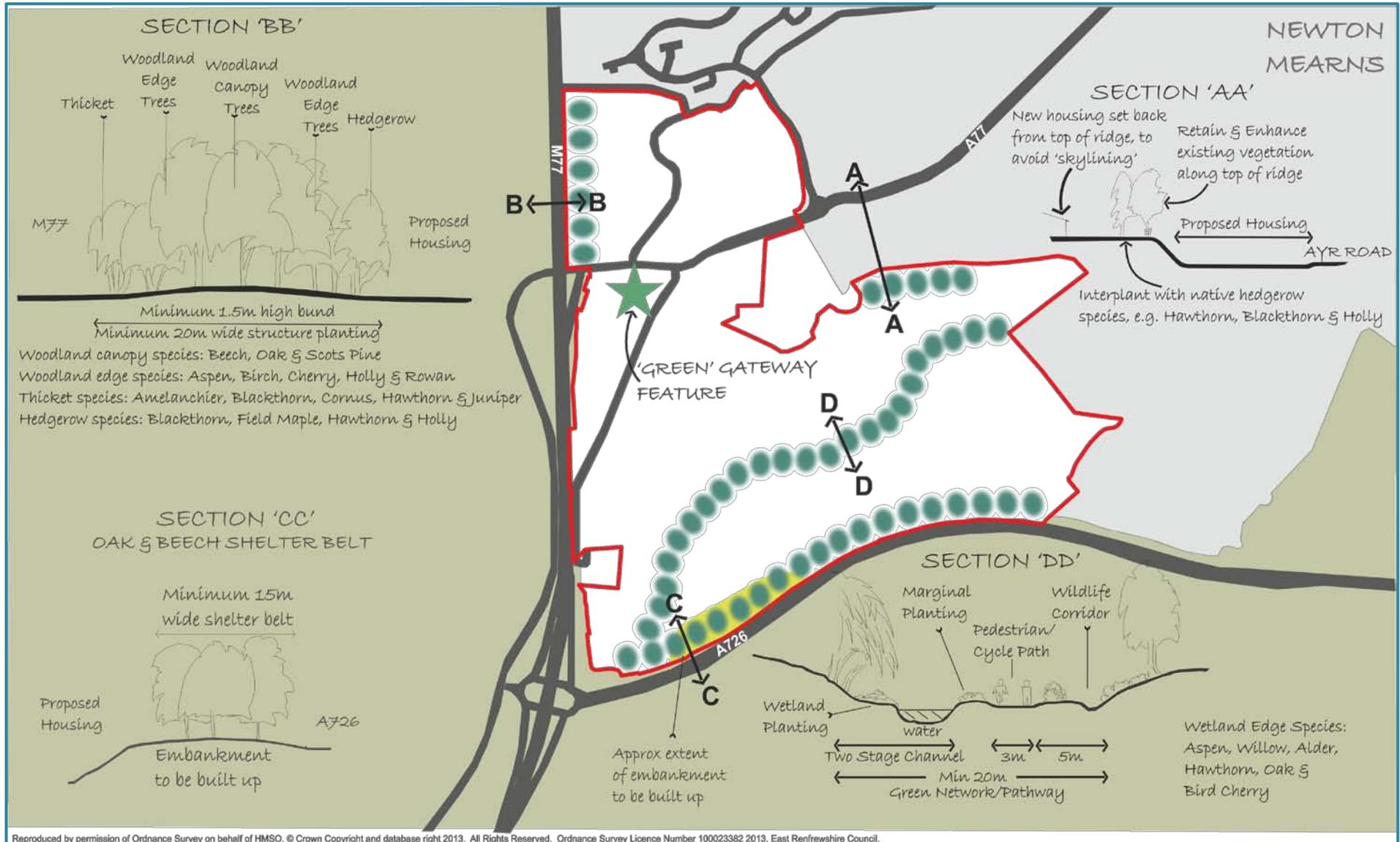
- Mention has been made of community growing spaces and community orchards and serious consideration should be given to introduction of these elements. It is accepted that this would require community buy-in at a later stage in the development process. The Council will encourage a flexible and innovative approach.

Play Areas/Central Space

- The area lends itself to the creation of informal play areas, linked into a strong Green Network and allowing a certain freedom to local children. There will remain the requirement for formal play areas, particularly for young children where they can be supervised by adults.
- The land take for play areas could be considered in a holistic manner to maximise the benefit to the wider community. This could be delivered through the creation of a kick about or full-sized football pitch adjacent to the proposed school, allowing the local community a place where games can be played both formally and informally.
- Within the area to the south of Ayr Road, site B, where the larger number of houses will be constructed, a central space should be provided, ideally where a bus route would terminate and where there can be an open space for use by local residents. This could incorporate open water as part of the SuDS plan to create a ‘village green’ easily accessible by pedestrians.



Figure 14: Strategic Landscape Principles, developed with the assistance of Scottish Natural Heritage



Standard Of Public Realm To Be Provided, Landscape Framework And Boundary Treatments

This new development lies adjacent to a well established residential area and the new urban quarter should integrate well with the existing urban area. To assist this, it will be important to establish a sound landscape setting within which the new community will take shape over the years to 2015 and beyond. To quote the Scottish Government's "Creating Places" June 2013:

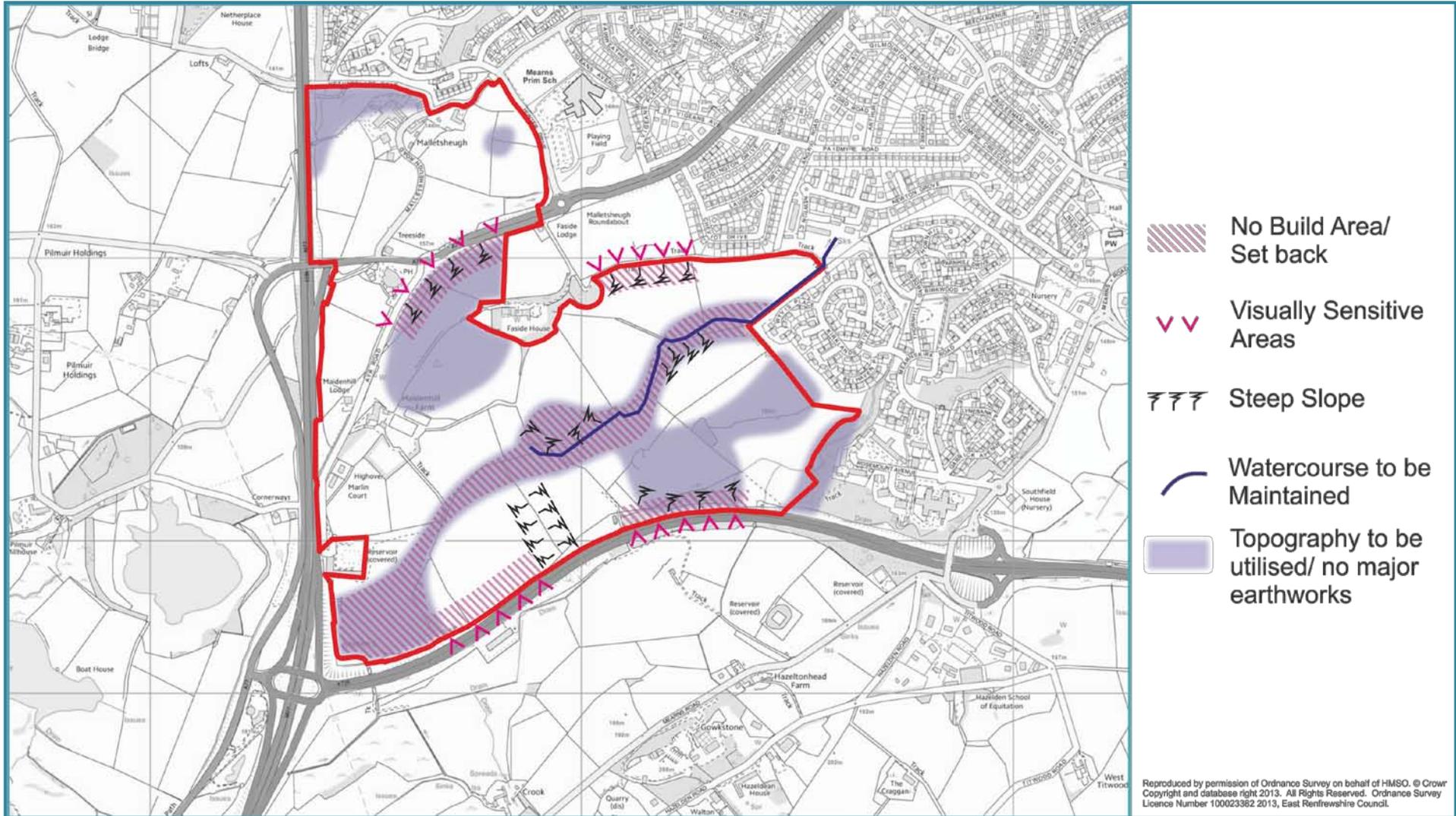
"Landscape shapes our impressions and experience of place and, if fully understood, managed and developed provides numerous benefits including wellbeing, stimulation of our senses, biodiversity, and opportunities for economic development."

The master plans for each site should demonstrate full consideration has been given to public spaces and linkages and that the spaces being created will engender a strong identity and allow for community interaction and informal and formal meeting spaces. Streets should be designed for pedestrians.

The existing watercourses provide the ideal basis for developing an attractive and strong green route through the sites as depicted in Figures 13 and 14. The existing topography of the site also provides an interesting setting, and should not be dramatically altered. Figure 15 indicates the areas where no major earthworks should be undertaken. This does not preclude development on these areas but the existing landform should not be significantly altered. Existing mature trees and hedgerows should be retained where possible.

Boundary treatments will be an important element of the development. Boundary treatment should allow private garden spaces whilst not compromising public space, for example by the use of inappropriate fencing. Spaces should be created that allow natural surveillance, will be valued and well used and therefore self policing, and which have robust designs that are not easily vandalised. Provision should also be made for teenagers and young people as well as younger children.

Figure 15: Landscape Considerations



Biodiversity and Habitat Connectivity

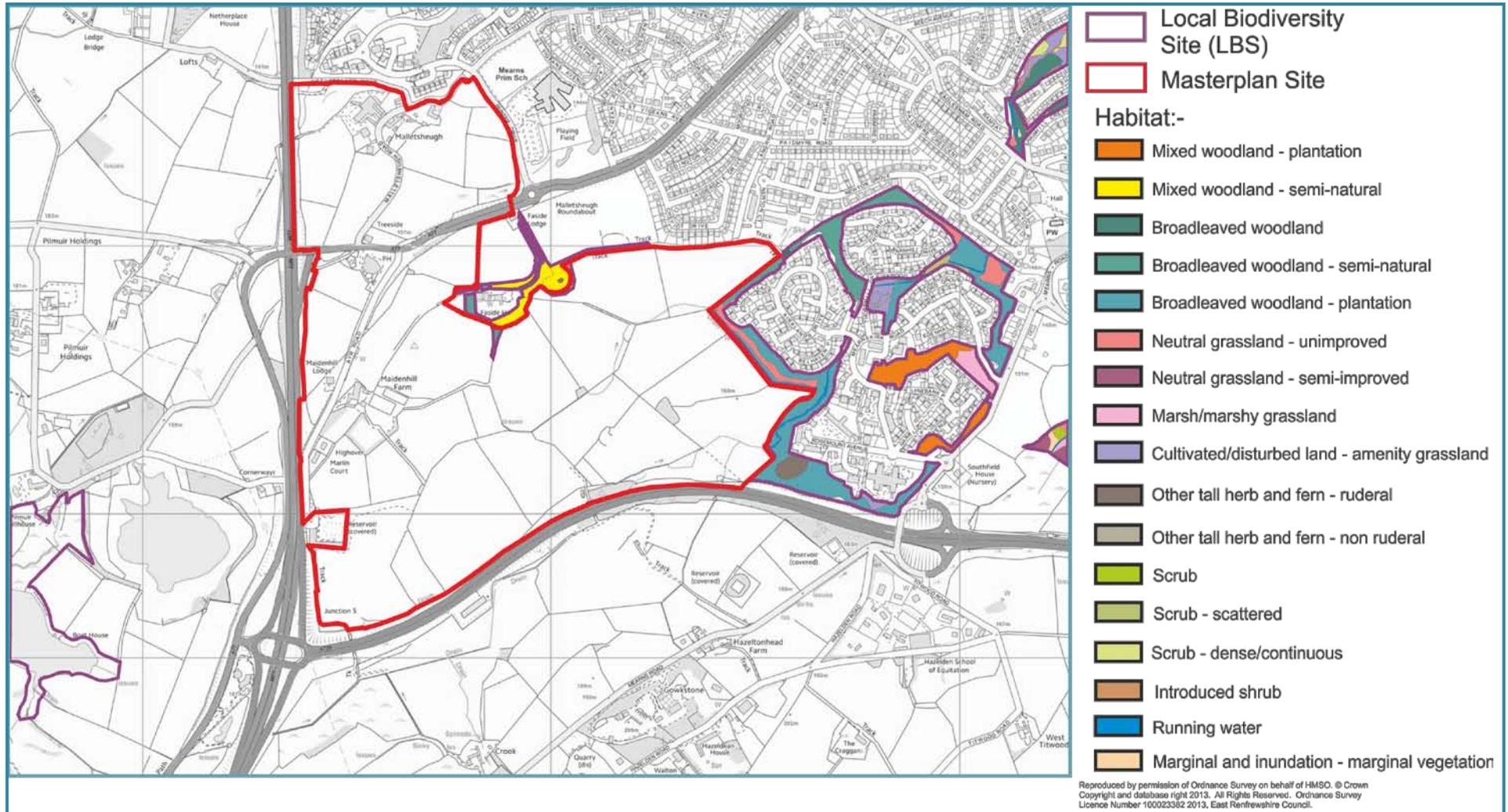
Within the grounds of Faside House and the adjoining small quarry, there is a Local Biodiversity Site (LBS) and development should have no adverse impact on the LBS. The site has been designated as it contains two locally uncommon species – Green Figwort and Aspen. The Council wishes to see the expansion of the habitat of the species Aspen within the development planting.

There is a second LBS that adjoins the site, Mearnskirk Woods. This provides a framework of planted shelter belts of mature trees and natural woodland following the burn along with some open areas of grassland. There is a wide range of associated plants and includes two rare species. Broom Burn (Burn D, Hydrological Scoping Report) flows through the woods and continues north and offers the potential to connect wetland habitat. Development should have no adverse impact on this LBS and sensitive integration with the existing adjacent residential development will be required. Planting within the development should offer the potential to expand the broadleaf woodland planting. Further information is contained within the Local Biodiversity Action Plan which can be found at: www.eastrenfrewshire.gov.uk/biodiversity

The Local Biodiversity Sites are shown in figure 16 opposite.

The GCV Green Network Partnership has a Geographical information System (GIS) based tool called the Integrated Habitat Network Model which can provide guidance on the best locations for the creation of particular habitats for enhanced ecological connectivity. The Partnership can provide outputs and work with developers on this aspect of site design.

Figure 16: Local Biodiversity Sites



Archaeological Interest

Within the development sites, there are four Archaeological features of interest recorded by the West of Scotland Archaeology Service (WoSAS). These areas are shown below and the locations are identified in Figure 17.

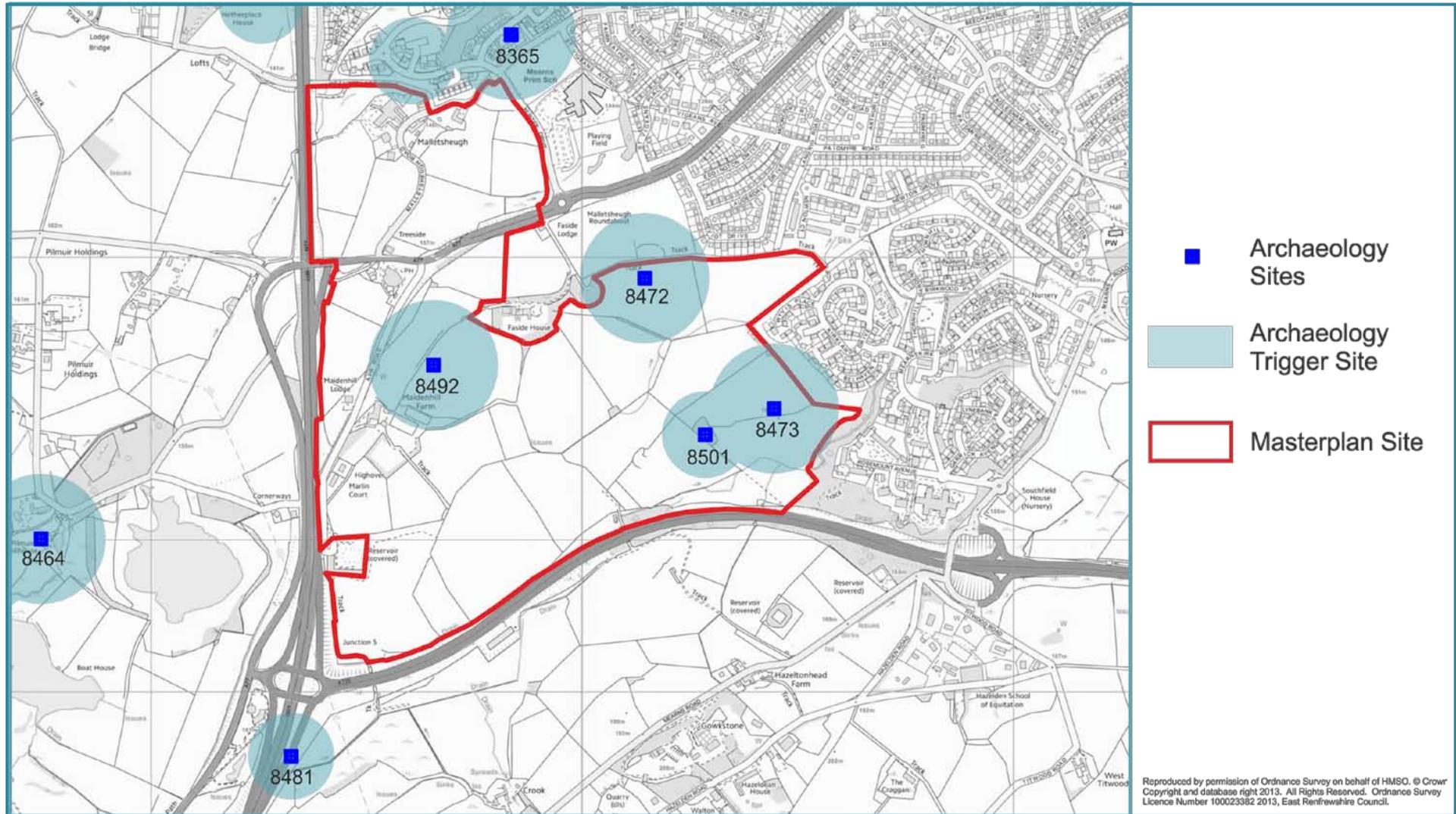
- WoSAS Pin 8472 – Buildings
- WoSAS Pin 8473 – Dyke
- WoSAS Pin 8492 – Platform (possible)
- WoSAS Pin 8501 – Tower (possible)

WoSAS has confirmed that there is a degree of uncertainty over the accuracy of the interpretations ascribed to these features. Regardless, WoSAS has advised that, given the extent of the land release, they would request a programme of field work to target the various features identified to test for evidence and to provide more information on the nature, age and significance of the recorded sites.

This would likely represent only a small proportion of the overall programme of archaeological work required. While various upstanding features have been identified within the land release area, perhaps of greater concern to WoSAS would be the potential for the wholesale development of such a large expanse of green fields to result in the destruction of buried archaeological deposits. The vast majority of the prospective development area is improved fields. This type of landscape is not generally conducive to the survival of archaeological material in an upstanding and visible form, but which nevertheless may still produce significant material from below ground level. This is generally borne out by the results of various previous phases of fieldwork carried out in the surrounding area.

Given the scale of the proposal, WoSAS would recommend that any development should be preceded by a programme of archaeological evaluation trenching. The aim of this trenching would be to determine whether significant archaeological features survive below ground level, and should such material be identified, to make provision for a further programme of fieldwork designed to mitigate the loss of information that would result from their destruction through excavation and recording. This process is in line with that set out in both National and Local planning policies relating to the treatment of the historic environment. Given the large size of the area, it is considered prudent to undertake an 8% sample across the whole area at an early date. If this is not possible, it is likely that WoSAS would request evaluation trenching on individual blocks within the masterplan release as and when they were brought forward for development.

Figure 17: Archaeological Sites of Interest and Trigger Sites



LOCAL COMMUNITY / RELIGIOUS FACILITIES

The location for a religious/community facility would best be located within one of the two central hubs. This adds to the creation of a community focus with green network and pedestrian routes also radiating to/from this civic core space. The Council does not currently have funding in place to construct a separate community building but creation of a 'community' is an important element of place making. The possibility exists that the school could be designed to ensure that strong community/recreational uses are incorporated within the design.

A community/religious facility is likely to require an area of 2 acres. Such a facility, if required, would be located within easy reach of the community it would serve. Again for ease of access and place making reasons, this would best be located within one of the central hubs.

There is an opportunity to develop community facilities within Dams to Darnley Country Park and this may be acceptable as an alternative solution as such a facility would ensure provision of facilities serving the wider community.

PUBLIC ART

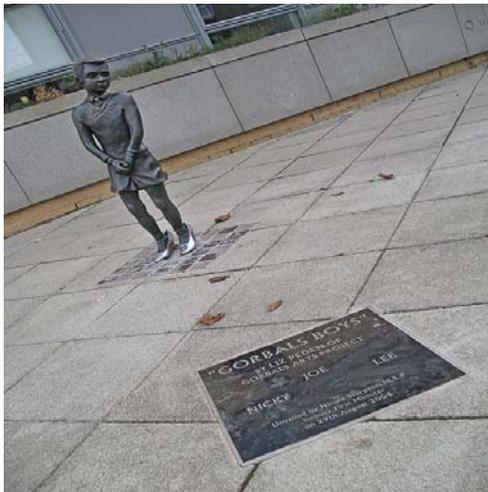
Public art should be incorporated as an integral part of the design concept and not added as an afterthought. This can range from simple ideas such as signage – signage can act as a unifying element and assist with integration across the development. Signature pieces can be considered that will add an overall theme to the development. It should aid with legibility of spaces, understanding of the area and add to the creation of place.

There is no prescription attached to the requirement for public art but the Council will work with developers to discuss and agree how and where public art can be incorporated. Special consideration should be given to the incorporation of elements of environmental art as an integral part of the green network.

Public art within green spaces - images below provided by SNH:



The regeneration of Queen Elizabeth Square, Glasgow typifies the impact public art can have. Images shown below:



'Gorbals boys' – Sculpture capturing the history and spirit of the Place from an iconic photograph taken in the sixties to street sculpture today. It captures the past and looks to the future. Sculptures were undertaken by a local Gorbals artist, Liz Peden, who worked with local schools to develop the project. Local boys posed for the sculptures ensuring community engagement with the final outcome.

COMMUNITY ENGAGEMENT

There has been an ongoing process of community consultation on the Proposed Local Development Plan. It is clear that there is a high degree of community awareness of the proposals, a high proportion of which has not been supportive. It is essential that full engagement is undertaken with the local community to analyse their concerns and to ensure their views and concerns are addressed in a positive and collaborative manner.

To ensure successful integration of the new development with the existing community, the developers must engage in an appropriate manner with the local community. The Council wants to see active and effective participation with the local community and developers should take account of Scottish Government advice as set out in PAN 3/2010: Community Engagement:

“Ministers are looking to create a planning system that is effective and efficient, while recognising the important role that communities have in the decision making process. Successful operation of the planning system will only be achieved if those involved: planning authorities, agencies and consultees, applicants, communities, representative organisations, public bodies, the Government and the general public, commit themselves to engaging as constructively as possible in the process.”

Appropriate measures to ensure community engagement must be undertaken and demonstrated to the Council’s satisfaction.



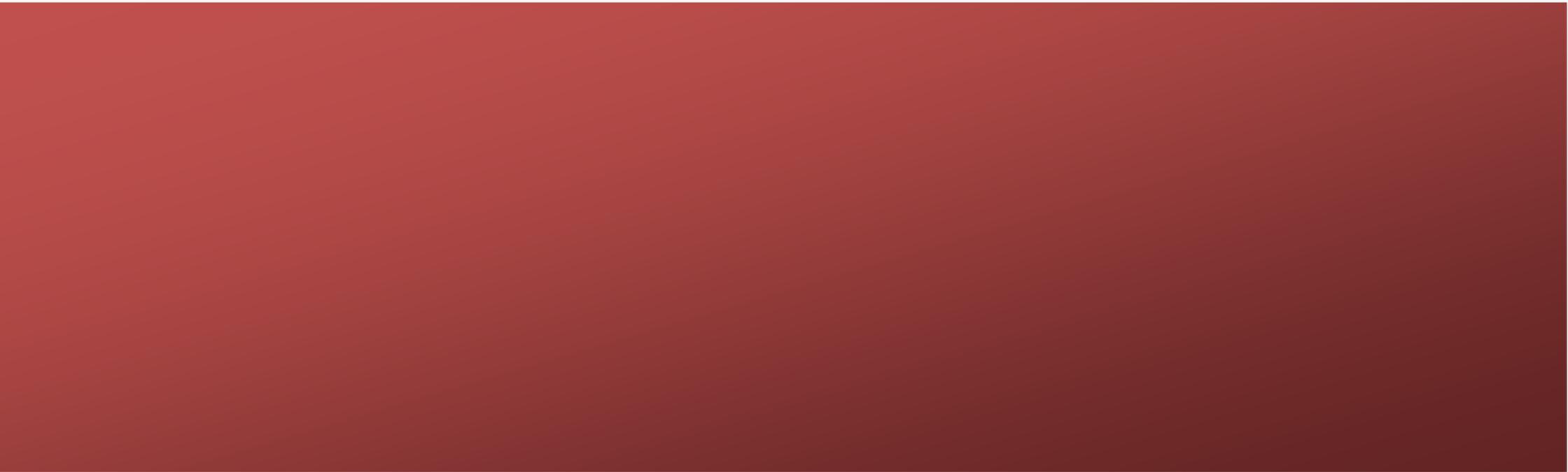
COMMUNITY BENEFIT

The developers should remain aware that the Council can offer a package of measures to support training and employment initiatives. With a land release of this size, it is anticipated that local people can benefit through the construction phase through access to employment opportunities. This should be discussed with the Council at an early stage in the process to ensure that best use is made of available support measures and that developers fully accord with the aim of ensuring opportunities are available to local people.

East Renfrewshire Council is seeking the widest possible community benefit from its Strategic Development Opportunities and from the opportunities provided in the Local Development Plan in general. Community benefit in this sense includes the availability of jobs and training for local people, and the opportunities for local contractors and companies in the construction and maintenance of new development. An economic impact assessment has been carried out by Biggar Economics for the Council that shows that the Strategic Development Opportunities together with other proposed developments in the LDP could create in the region of 1,000 jobs for East Renfrewshire as well as additional jobs across the city region and Scotland over ten years.

Consequently, it will be a requirement of developers, contractors and companies locating in East Renfrewshire that they contribute to economic and social growth by providing targeted jobs and training as well as sub-contract and supply opportunities. This will include working with East Renfrewshire on identifying job opportunities on site, notifying East Renfrewshire Council of planned recruitment, ensuring a percentage minimum of all employed people on site are filled by candidates supplied by the Council's employability service and, particularly for construction programmes, providing a reasonable length of work experience on site.

The Council will facilitate and support this process through Place to Work; an employer network that provides a co-ordinated, single point of contact for local businesses to access growth advice and support and for individuals looking to grow their career. Local employers are encouraged to recruit from within East Renfrewshire and in return are provided with access to business advice, funding and support. More information is available from [Place to Grow, Invest, Work, Live and Explore East Renfrewshire](#)



Part 3.0:

DESIGN

KEY DESIGN PRINCIPLES

This section will consider the key principles set out in the Scottish Government's 'Designing Places' and will set out how the Council intends to apply these principles to the development of Maidenhill/Malletsheugh.

The extent of the master plan sites allow for the incorporation of a range of housing size and tenure and the Framework has been very clear on this point. This must be provided. Newton Mearns, as in the wider Eastwood area, is an area where the supply of affordable housing in both the social rented and private sectors is very limited. The social rented sector accounts for only 5% of the total stock and consequently the demand as measured by the Council's waiting list is very high and turnover rates are low. There are also growing numbers of older people in the Newton Mearns area and this can be expected to increase the need and demand for both sheltered housing and amenity housing. At the other end of the age scale, first time buyers and younger households experience significant difficulties in trying to access owner occupation. The signs are that a significant proportion of Newton Mearns buyers appear to be moving to Glasgow to improve their chances of securing housing.

The master plan area varies greatly in topography and geology and also has pockets of local nature conservation value and areas that are ideally suited for the development of the Green Network. These provide a good palette on which the housing development can take shape and can maximise these natural assets. The developer should use the landform to create interesting spaces. There should also be interest created both between buildings and around them and also to separate different building 'zones'. We will refer again to both 'Designing Streets' and 'Designing Places' as key documents, the principles of which should be reflected within the development.

Designing Places sets out clear national planning policy support for higher design standards and defines 6 key qualities which make a successful place:

- **Distinctive** – places that complement local landscapes, topography, ecology and natural features, skylines and materials;
- **Safe and Pleasant** – places that are designed to minimise crime through active overlooking, open spaces and play spaces that enable natural surveillance and encourage activity, where there is a clear distinction between public and private space and a pedestrian friendly environment;
- **Easy to get around** – street design that considers place before movement and putting the needs of people before the movement of cars;
- **Welcoming** – places that help people to provide their way around by providing good signage and providing landmarks that improve views;

- **Adaptable** – places that are diverse and integrate a mix of compatible uses and communities with a range of densities and tenures that can accommodate future changes in use;
- **Resource efficient** – places that maximise energy efficiency through siting and orientation to take advantage of sun and shelter, making use of sustainable water and waste management systems

These green field sites present a blank canvas, offering the ideal opportunity for innovative design, integration of appropriate access arrangements and the creation of a sense of place. Housing development must be integrated with the existing and proposed landscape components. The design teams should introduce interest and variation in the design, steering away from the over use of similar styles by introducing different materials, finishes and sizes. This will create interesting neighbourhoods, visually differentiating the different character areas and allowing a range of densities throughout the area.

Developments should consider the incorporation of green infrastructure such as trees, green roofs, green walls, permeable paving, water features and good quality soils. These are all valuable performing functions of a natural ecosystem.

Potential also exists for communal spaces to be provided in the form of courtyards and internal avenues. Within these spaces, communal orchards could be planted with the intention that the space should also allow for food production. These ideas push at the boundaries of current thinking but design teams should take these issues seriously and be innovative and aim to deliver an exemplar project. The Council will actively encourage and support innovation.



DESIGN

Urban design aspects that the Council wish to see addressed within the master plan are in line with Scottish Government guidance contained within “Designing Places” and “Designing Streets”. The master plans must also adhere to the policies within the Proposed Local Development Plan and all Supplementary Planning Guidance. This new urban quarter is intended as a ‘cradle to grave’ community. There will be a wide variety of dwelling types with an acceptable range being from 1 bed single person apartments to large 4/5/6 bed family houses.

This is the opportunity for designers to create a new urban quarter in an area with a strong housing market appeal and to create the type of Place that all level of policy encourages –

A Distinctive Place:

- In line with National, Strategic and Local policy requirements, the site should provide for a ***broad range of housing tenures and sizes*** to ensure that it meets the needs and demands of the local housing market, including affordable housing;
- Designers must focus on creation of a ***distinctive place*** that can engender a sense of community;
- Key spaces should be designed in at ***local focal points***, such as primary schools and any local retail provision;
- A number of ***‘landmark’ buildings*** should be introduced to help inform legibility. The topography lends itself to this aspect. Sites on both sides of Ayr Road are required to address this requirement ;
- Use of ***differing heights*** to create interest, particularly at entrance points, corners and gateways;
- Careful use of ***external materials*** that could utilise vernacular elements but also introduce a modern interpretation. Energy efficient materials should be utilised. Use of colour would be acceptable to create a sense of identity;
- ***Distinctive landscape setting***, utilising the natural topography and features, creation of attractive spaces providing the setting for a new pattern of development

- The site rises from Ayr Road and this creates a visually prominent area. The high ground also offers excellent views across the wider area. The design aspects of the new urban area must create an interesting and attractive urban landscape whilst *maximising the internal spaces and views*.
- Introduction of appropriate elements of *public art and signage* to assist in the identification of neighbourhoods.



Adamstown, Dublin – Strong entrance creating a distinctive character and signalling arrival at a ‘Place’. Signage simple but effective

A Safe and Pleasant Place:

- Strong ***structural and amenity landscaping*** should be introduced throughout the area, softening the effect of the urban area, creating an attractive setting and reducing the impact on neighbouring properties.
- ***Windows, doors and active uses*** should front onto the street
- Integration of play facilities within focal points. Both formal and informal opportunities for play should be provided throughout the area. The site lends itself naturally to the ***creation of informal open space areas combined with the Green Network*** and this opportunity should be maximised;
- Ensuring ***streets and public spaces are enclosed*** by buildings or trees at an appropriate scale;
- Design should allow for ***safe and comfortable spaces*** and access for all people regardless of their age or ability;
- ***The design of the street network*** should be such that drivers are encouraged to drive slower and therefore streets are safer;
- ***Road traffic signs and street markings*** should be minimised and considered at an early stage.
- ***Street lighting*** should enhance the overall design of the neighbourhood and should ensure an adequate level of illumination;
- ***Structural landscaping*** will be essential to define and separate residential areas and create interest and assist with the Green Network
- There should be ***clear definition between private and public spaces***



Upton, Northamptonshire – Safe, welcoming, encouraging pedestrian movement through attractive green corridors

An Easy to move around Place:

In other parts of this document, the phrase ‘permeability and legibility’ is used and this very much relates to this section. The urban area should be easy to move around and be pedestrian friendly. It should provide landmarks and views that allow the residents to easily identify navigate around their community and allow ease of social interaction.

- Safe routes into and from the development areas are required, with passive overlooking of sites. This applies particularly to pedestrian and cycle routes. Vehicular access also remains important and “Designing Streets” should be used as a main reference point. The Council wants to see a design that puts *a sense of place ahead of traffic movement*.
- *Safety of pedestrians* is a prime consideration – safe access routes, overlooked recreational areas and ease of access to services should be considered. As ‘Designing Streets’ states ‘street design must consider place before movement’ and ‘streets should be designed to be safe and attractive places’ and ‘streets should allow for and encourage social interaction’.
- It will not be acceptable for the development sites to be inward looking and exclusive. *There must be linkages across to both sides of Ayr Road*. Whilst there is no need to adopt identical design solutions, there must be an overall recognition of pedestrian desire routes, and the integration and continuation of the Green Network across both parts of the site.
- Housing densities should be highest at points where *access to public transport is best*.
- *Public transport planning* should be considered at an early stage in the design process;
- It is essential that the design teams ensure that both sides of Ayr Road offer *connectivity over and through the sites* and to areas beyond.

A Welcoming Place:

- Use of signage and range of different features to assist in the *creation of character zones*.
- Careful treatment of boundaries, walls and fences, particularly on main access roads. Retention of existing hedgerows and dry stone walling where possible will help in the creation of distinctive zones. There should be no preponderance of close board fencing along main routes. The new urban quarter should appear *welcoming and allow easy social interaction*.
- Range of densities and building scales, creating *visual interest*.
- *Public art* should be considered throughout the master plan area and one signature piece could signal the entrance/gateway to the new urban quarter. This could include environmental art as part of the green network.
- A *public space* can combine a meeting space, a play space and be a modern interpretation of the Town Square



An Adaptable Place:

- **Digital infrastructure** to be considered at outset of design process and incorporated as a pre-requisite of the development to facilitate home working.
- The **accommodation of services** should not determine the layout of streets or footways
- **Self build serviced plots** could be considered throughout the project, offering the opportunity to people who aspire to self build. Design restrictions would be applied. A commuted sum would be applied to each self build unit as a development contribution.
- **Parking** should be accommodated by a variety of means to provide flexibility and lessen visual impact. If on plot parking is proposed this should not over dominate the front garden
- There should be **good quality connections** to existing routes and paths, including the existing Public right of Way.
- Spaces should be created between buildings and neighbourhoods but with careful consideration given to the **transition between public and private space**.
- **Street layouts** should allow walkable access around the development and to existing amenities in Newton Mearns and further afield to major leisure attractions such as Dams to Darnley Country Park.
- The new development should also encourage **integration with the existing communities** and not be seen as exclusive or unwelcoming



Romano Park, Stockton on Tees – adapting the natural ground contours to create an attractive and well utilised play area that creates an exciting recreational space. Courtesy of TGP Landscape Architects (North) Ltd



A Resource Efficient Place:

- A strong commitment to **integration of the Green Network and Green Infrastructure**. The Green Network should deliver community, health, environment and business benefits. Full requirements are contained within the Supplementary Planning Guidance (SPG) on Green Network and Environmental Management. The provisions within the SPG should be adhered to when developing the design.
- **A sustainable drainage system (SuDS)** that integrates with designed greenspace and the path network providing opportunities for community activity and social interaction.
- Careful consideration of **the water environment** and ensuring no adverse impact results from the development. SuDS, swales, wetlands and burns should be incorporated within the development.
- Support **the sustainable management of water resources and the zero waste strategy**.
- **Integrated access and habitat networks** should be developed throughout the area.
- Buildings should be **energy efficient in design and construction** and must be in accordance with Policy E2 of the Proposed Local Development Plan and the SPG on Energy Efficient Design. This is a key reference point for the design team.





NEXT STEPS

The Council is keen to ensure a clear process is followed, that the local community is allowed time to comment and to engage with the process and for master plans to be developed in line with this Framework and taking on board community comments and concerns.

Following consideration by the Council, this process of engagement should commence, allowing master plan(s) to be prepared. The master plan(s) will form the basis of Supplementary Planning guidance and also form the basis of subsequent planning applications. Much will hinge on agreement of all landowners to participate in the process, continue engagement with the Council and to commence effective community engagement processes.

Developers must also comply with Environmental Impact Assessment requirements and ensure any required mitigation measures are addressed.

The Strategic Transport Assessment will be concluded and report available in February 2014. This will allow a final picture to be concluded in respect of development contributions. Legal advice will inform how matters are then taken forward to ensure the process is reasonable, fair and effective.