



East Renfrewshire Local Development Plan

LOCAL
DEVELOPMENT
PLAN

Supplementary Planning Guidance: Maidenhill Master Plan - June 2015





Contents

0.0 Executive Summary

Purpose	2
Summary Challenges	3
Delivering the Maidenhill Masterplan	3

1.0 Introduction

Background	5
Masterplan Team	5
Vision and Key Aims of the Masterplan	5
Consultee/Stakeholder Consultation	11
Policy Context	12

2.0 Masterplan Site Appraisal

Site Location and Boundaries	17
Topography	19
Hydrology	19
Landscape Character	20
Trees and Woodland	21
Core Paths and Rights of Way	21
Transport and Connectivity	21
Education and Community Facilities	25
Individual Site Descriptions: Site 1	26
Individual Site Descriptions: Site 2	28
Individual Site Descriptions: Site 3	30
Individual Site Descriptions: Site 4a&4b	32

3.0 Masterplan Design Proposals and Principles

The Masterplan	36
Masterplan Vision	37
Landscape Framework	38
Movement and Transport	48
Roads Access	50
Flooding and Drainage	52
Key Urban and Landscape Concepts	54
Urban Design Principles	55

4.0 Development Requirements

Developer Contributions	70
Proposed Dwelling Mix, Affordable and Special Needs Housing	73

5.0 Conclusion 73

Appendices

Appendix 1	Maidenhill/Malletsheugh Hydrological Scoping Study: EnviroCentre, October 2013
Appendix 2	Maidenhill Newton Mearns, Transport Assessment: Transport Planning, February 2014
Appendix 3	Maidenhill/Malletsheugh Development Framework: East Renfrewshire Council, January 2014

All Appendices can be found on the East Renfrewshire Council's Web Page:

<http://www.eastrenfrewshire.gov.uk/spg-maidenhill>



The New Maidenhill Neighbourhood - the Southwest gateway to Newton Mearns

'The masterplan will progress the vision within the Framework and provide the graphical context required for this next stage. It will start to define the urban form in more detail and start to provide the detail of how the vision should be delivered. It should also set out a design statement that will promote a high standard of design. It will provide clear standards and criteria to evaluate and assess subsequent planning applications and therefore has to be robust enough to influence Development Management decisions. It will provide guidance which will support the development of future design proposals for each of the land holdings. This will ensure issues such as transport and access, integrated green network, infrastructure and spatial strategy are coordinated across the sites.'

Maidenhill Illustrative Masterplan Brief, May 2014

This Supplementary Planning Guidance has been prepared under section 22 of the Planning etc. Scotland Act 2006 and forms part of the Local Development Plan.

0.1 Purpose

This Report for the Maidenhill master plan outlines Key Design Principles and Concepts for the multi-site development, consisting of 5 landholdings at Maidenhill and Malletsheugh, Newton Mearns. It documents the Masterplanning process and findings of the master plan Team: Anderson Bell Christie, LUC and Arup. It illustrates and expands on the Council's vision for the area, and provides more detail of the requirements specified in East Renfrewshire Council's Strategic Development Framework for Maidenhill/Malletsheugh approved in January 2014. It highlights the key development design issues and potential 'tensions' associated with development identified by the Team and illustrates the landscape and urban design approaches that should be adopted to ensure that the Maidenhill area is developed to be a place of special quality and character.

In the course of the masterplanning process it was agreed that this key new development for East Renfrewshire would benefit from one unifying title: the Maidenhill development. The master plan is named accordingly, the Maidenhill Master Plan.

This is not a detailed master plan layout for the Maidenhill area, as the sites have complex topographies which will require full design of levels, drainage and roads to be meaningful. At the time of reporting, individual developers have already begun that process. This report is to guide and assist those developing detailed proposals and planning applications for the area and identifies issues which should be scrutinised, and concepts that should be developed in detail for Maidenhill/Malletsheugh. The master plan's requirements and recommendations are viewed as key to the delivery of East Renfrewshire Council's vision for the Maidenhill development area, and **compliance with these will be required by all developers to obtain planning consent.**

The master plan is Supplementary Planning Guidance for the development at Maidenhill. This Supplementary Planning Guidance (SPG) has been prepared under Section 22 of the Planning etc. Scotland Act 2006 and forms part of the Local Development Plan.

Summary Challenges

To achieve East Renfrewshire Council's vision for Maidenhill, the following specific challenges have emerged through the masterplanning process. Each has been addressed in the report following. In summary:

Greenbelt

As greenbelt release, the sites at Maidenhill and Malletsheugh are highly sensitive, and local community concerns are focused on the loss of green amenity as a result of this and other recent development. The master plan process has sought to address this key concern and this guidance sets out a strong landscape framework for development, which will support a development of high amenity and quality for the area.

Visibility

The sites are highly visible from the M77 and Glasgow South Orbital road (GSO) as well as within Newton Mearns. The development will become the south western 'gateway' to Newton Mearns. As a result the quality of development as seen from outwith the area will inform a regional, as well as a local, perception of the quality of Newton Mearns. It is therefore highly important that proposals are developed that deliver the landscape design quality and 'green' vision outlined in this report. Sound attenuation is required adjacent to these busy roads through building stand-offs and in some cases (Sites 1 and 3) sound bunds or acoustic fences. It is critical that this is designed with attractive landscape and planting design, incorporating both deciduous and evergreen species and undulating land forms.

Drainage

Drainage and flooding is also a sensitive local issue and the masterplanning process has taken some time to allay local concerns that development at Maidenhill/Malletsheugh will not exacerbate historic local drainage problems. Requirements to ensure this are set out in this report but the key challenge is that all Stakeholders should hold and deliver the vision for exemplar integrated, sustainable and environmentally attractive Sustainable Drainage Systems (SuDS) throughout the masterplan area. The design and future maintenance of SuDS should be developed in partnership with all working to achieve that key aim.

A Mixed Community - Housing Mix and Integrated Affordable Housing

A key outcome for East Renfrewshire Council will be the delivery of a new neighbourhood in Newton Mearns with a diverse range of homes to meet all local housing needs. The area is a popular place to live for young families because of the excellent reputation of the Authority's schools but it needs to be able to accommodate those with a variety of circumstances and incomes. If they wish, families should be able to stay close to each other throughout the various stages of their lives. Developers will require to integrate affordable and market houses in a 'tenure blind' way and bring a wide choice of house sizes to the market.

Roads Access

This guidance has been developed in close working with ERC Roads and it has been identified that there are a number of issues to be addressed regarding roads access in the development of detailed proposals. There is a strong commitment within ERC Roads to encourage a place-specific approach to roads and street layout and design. It is important that this positive partnership working continues with developers, and that they appoint designers who understand the key aims of Designing Streets and develop designs in detail in a place-sensitive way.

Delivering the Maidenhill Masterplan

This guidance requires that the design and development process is aligned to deliver the development vision. Each Stakeholder has a key part to play in delivering a successful development at Maidenhill:

Developers, Engineers, Architects and Landscape Architects/Street Designers

It is understood that the developers at Maidenhill wish as much as possible to utilise house designs in their present portfolios. This has been taken into account in developing the master plan but Developers will require to employ architects and designers who understand the key principles of Designing Places and Designing Streets and who will understand and deliver the Urban and Landscape Design requirements outlined in the masterplan.

The Green Framework for Maidenhill is a key requirement of the master plan. Developers should employ a Landscape Architect from inception to detailed design to ensure that the landscape is appropriately incorporated and designed in each area. Path surfaces, fences and features should be consistent throughout Maidenhill and Developers should consider employing a single Landscape Architect for the entire area.

A key and critical part of any new development is designing the roads, drainage, and house and garden levels. This work will not only ensure the development 'works' but it will fundamentally affect how it looks and feels. It is important that engineering is used to deliver the design - not that engineering dictates the design.

Housing should follow the natural contours as much as is possible, with houses stepping down streets. Development platforms will require to be sized accordingly. Areas of significant retention should be avoided. Levels should be designed to ensure key connecting paths and cycle paths follow the best and easiest routes.

Development levels should prioritise retaining existing mature trees as these will be critical to achieving the quality and character of Maidenhill. In some areas existing individual trees will be features that housing layouts should respond to. In other locations stands of trees will create areas of attractive landscape which will form a key green backdrop to new streets and homes.

Integrated SuDS design is a key requirement of the master plan and the appointed Landscape Architects should work closely with the development engineers, ERC and Scottish Water to ensure that the SuDS proposals are attractive and positive features in Maidenhill. SuDS ponds with over-engineered access ways and standard or prominent barrier fencing are not to be provided.

East Renfrewshire Council Members and Officers and Statutory Consultees

If Maidenhill is to be a truly successful exemplar, in line with Scottish Government Policy, all consultees will require to take on board and deliver potential changes in current practice to meet the over-arching sustainability and 'place' policy requirements this guidance promotes. The Stakeholders consulted in the course of formulating this Guidance and prior to this the Development Framework; Scottish Natural Heritage (SNH), Scottish Environment Protection Agency (SEPA), Scottish Water (SW), Strathclyde Partnership for Transport (SPT) and Glasgow and Clyde Valley Green Network Partnership have understood and been supportive of this key issue. Scottish Water and ERC Roads and ERC Development Management, in particular, will be key in maintaining and developing this 'bigger picture', 'joined up' approach to place that will ensure the vision for Maidenhill will be delivered.



maidenhill

Foreword

As **Supplementary Planning Guidance** for the proposed development of the Maidenhill/Malletsheugh Land Release Area in Newton Mearns, the Maidenhill Master Plan area, this document aims to reflect and promote the Scottish Government's key policy statements on design and placemaking as reflected in Scottish Planning Policy and Designing Streets. Both documents are national planning policy and advocate that new development should create new places which are:

- Distinctive
- Safe & pleasant
- Easy to move around
- Welcoming
- Adaptable
- Resource efficient



maidenhill

[1.0]

Introduction



maidenhill



1.1 Background

In January 2014, East Renfrewshire Council approved a Development Framework for the Maidenhill Strategic Development Opportunity that was identified in the Proposed Local Development Plan. The Maidenhill/Malletsheugh Development Framework was developed by the Council with the co-operation of the developers/landowners of the sites within it.

It sets out the Council's vision for the Maidenhill/Malletsheugh development based on high quality place making and the integration of a green network. It sets out the Council's position on the provision of affordable housing. It includes details from a transport assessment (Transport Planning, February 2014) that had been completed, and from a hydrological scoping study (EnviroCentre, October 2013).

This master plan expands on the Development Framework but is intended as illustrative guidance for development. It is not a detailed design of the levels, roads layouts or infrastructure.

'The master plan will progress the vision within the Framework and provide the graphical context required for this next stage. It will start to define the urban form in more detail and start to provide the detail of how the vision should be delivered. It should also set out a design statement that will promote a high standard of design. It will provide clear standards and criteria to evaluate and assess subsequent planning applications and therefore has to be robust enough to influence Development Management decisions. It will provide guidance which will support the development of future design proposals for each of the land holdings. This will ensure issues such as transport and access, integrated green network, infrastructure and spatial strategy are coordinated across the sites.'

Extract from East Renfrewshire's brief for the master plan

1.2 Master Plan Team

Teamleaders and Masterplan Urban Designers

Anderson Bell Christie
382 Great Western Road, Glasgow G9 6HT

Landscape Design and Landscape Framework Design

Land Use Consultants
37 Otago Street, Glasgow G12 8JJ

Engineering Advice, Transport, SuDS and Flooding

ARUP, Scotland
Scostoun House, South Queensferry, Edinburgh EH30 9SE

1.3 Vision and Key Aims of the Master Plan

East Renfrewshire Council's vision for Maidenhill/ Malletsheugh, the Masterplan area, is set out in the Maidenhill/Malletsheugh Development Framework :-

'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'.

In the course of the masterplanning process in discussion with the ERC master plan project team, it was agreed that the key priorities that the Maidenhill master plan required to develop and guide were:

- A landscape framework that will ensure an integrated approach to amenity, connectivity, bio-diversity, ecology and drainage
- A roads, access and transport strategy that will encourage the use of public transport, cycling and walking.
- An urban design strategy that will create a 'sense of place'. The identification of the location for non-housing uses, including a primary and nursery school and a religious/community facility, will play a key part in this.
- A strategy for the provision of affordable housing that will ensure a mix of dwelling types, suitably located throughout the master plan area

Addressing these key issues and embedding them in Supplementary Planning Guidance and subsequent planning consents will ensure the delivery of a mixed tenure, sustainable community at Maidenhill.

In addition the master plan is required to inform the likely level of Development Contributions for the project and trigger points for their implementation.



Site Ownership



Mr Pollok **1** Mactaggart and Mickel **2** Mr Chall **3** Cala **4a** Taylor Wimpey **4b**

1.4 Consultee/Stakeholder Consultation

This master plan was developed in consultation with the following Stakeholders:

Statutory Consultees and Advisors

In the course of the masterplanning process a briefing meeting regarding the proposals was held on 10 June 2014 attended by SNH, Scottish Water, Glasgow and Clyde Valley Green Network Partnership, SEPA, East Renfrewshire Roads and Planning Departments.

Transport Planning, authors of the strategic Transport Study, and EnviroCentre, who carried out the Hydrology Report for the area, were also consulted in the course of the study.

In addition the ERC Project Team consulted with Transport Scotland and Strathclyde Partnership for Transport (SPT).

West of Scotland Archaeology Service (WoSAS) has been consulted by ERC and full comments are provided in the Development Framework. Given the scale of the proposals, WoSAS has recommended that any development should be preceded by a programme of evaluation trenching. Given the extent of the area, an 8% sample across the whole area at an early date is considered prudent.

Developers and Landowners

The land at Maidenhill is currently in five ownerships as indicated opposite, with sites 2 and 4 owned by major housing developers and sites 1 and 3 currently owned by individuals.

To establish the current considerations of each developer/landowner, inception meetings and follow-up meetings with their representatives were held.

A presentation was made to all potential Developers on 15th July 2014 by the Master Plan Team and East Renfrewshire Council Project Team.

East Renfrewshire Council

ERC Education - A briefing meeting was held on 18 June with ERC Education Department to establish their key requirements for the development site. They were subsequently updated as proposals developed, and attended the second Community Consultation day.

ERC Roads and Transport - Several meetings were held in the course of the masterplanning process to discuss proposals for the master plan area.

ERC Flood Management Team were consulted in connection with Roads and Drainage proposals

Community Religious Facility

To establish the parameters for the site for the proposed Community Religious Facility a meeting was held with representatives of the Muslim Community on 13 August 2014.

Adjacent Home Owners

As the development is sensitive to those with homes adjacent to it, a number of meetings were held with those home and land owners who approached ERC or the Masterplan Team in the course of the masterplanning process.

Wider Community

Two Community Consultation Days were held at the Indian Platform, Malletsheugh. At the first event, on Thursday 24 July, initial considerations of the Master Plan Team were illustrated for discussion and comment, and at the second, on Thursday 21 August, draft master plan proposals were displayed. Both were well-attended and comments were responded to by ERC and the Master Plan Team on the day and in subsequent amendments to the proposals. Specifically the location of proposed paths were altered.

ERC established a Citizenspace on-line consultation regarding the proposals for the community. It should be noted that whilst much of this as reported is negative, the general feeling at both Community consultations could best be described as "I am against the development of this Greenbelt land in principle. But if it is to happen, following the Consultation Day, I am more reassured regarding proposals."

ERC and the Master Plan Team representatives also met with the Youth Forum on Tuesday 5 August to establish their views of proposals. It is at their suggestion that specific external space is incorporated for young people.

1.5 Policy Context

There are a number of key influences which have been considered during the evolution of the proposed Maidenhill Masterplan. 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 6/2013: Development Planning.
- National Planning Framework for Scotland 3 (June 2014).
- Scottish Planning Policy (2014)
- Various other Circulars and Planning Advice Notes.
- In addition to the above, the Glasgow and the Clyde Valley Strategic Development Plan and the East Renfrewshire Proposed Local Development Plan were fundamental in the finalising of the proposed Maidenhill Master Plan.

National Policy

National Planning Framework (NPF). The scope of NPF3 remains the same as NPF2 as the spatial expression of the Scottish Government's Economic Strategy. Four Planning Outcomes are set out in the NPF and Scottish Planning Policy:

- A successful, sustainable place - supporting sustainable economic growth and regeneration, and the creation of well-designed, sustainable places.
- A low carbon place - reducing our carbon emissions and adapting to climate change.
- A natural, resilient place - helping to protect and enhance our natural and cultural assets, and facilitating their sustainable use.
- A more connected place - supporting better transport and digital connectivity.

A key focus for NPF3 is promoting high quality development and sustainable economic growth, reducing energy demand, promoting an integrated approach to the provision of green infrastructure and reducing the need to travel and ensuring economic competitiveness.

Scottish Planning Policy (SPP)

The purpose of the SPP is to set out national planning policies which reflect Scottish Ministers' priorities for the development and use of land and is intended to promote consistency across Scotland whilst allowing sufficient flexibility to reflect local circumstances. The SPP is also intended to support the delivery of the Scottish Government national outcomes in respect of planning, namely:

- 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 environments as valued national assets;
- Planning supports sustainable economic growth and the transition to a low carbon economy.

The SPPs also sets out two overarching 'Principal Policies' on sustainability and placemaking. It is with these points in mind that the proposed Maidenhill master plan has been developed.

Government Design Policy

The Government design guidance documents 'Designing Streets', 'Designing Places' and the more recent, 'Creating Places' have also been considered as key reference documents during the development of Maidenhill master plan.

Designing Streets (March 2010)

This is the first policy statement in Scotland for street design and provides guidance on street design where the focus is moved from the dominance of motor vehicles towards the creation of place. The document is based on the premise that 'good street design should derive from an intelligent response to location rather than the rigid application of standards'.

Creating Places (June 2013)

This policy on architecture and place sets out the value good design can deliver, emphasising the strong, established relationship between architecture and place and planning.

Green Infrastructure: Design and Placemaking (November 2011)

This guidance builds on 'Designing Places' and 'Designing Streets' and aims to give practical tips on incorporating green infrastructure into masterplans.

Circulars

Circular 3/2012: Planning Obligations and Good Neighbour Agreements (2012)
Circular 3/2013: Development Management Procedures

Planning Advice Notes (PAN)

Relevant Planning Advice Notes include:

- PAN 2/2010: Affordable Housing and Housing Land Audits
- PAN 44: Fitting New Housing Development into the Landscape
- PAN 65: Planning and Open Space
- PAN 78: Inclusive Design
- PAN 83: Masterplanning

Regional Policy

Glasgow and Clyde Valley Strategic Development Plan

The Glasgow and Clyde Valley Strategic Development Plan (May 2012) provides the geographical framework of development within which the East Renfrewshire 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, setting out a vision and strategy for the development of the Glasgow and Clyde Valley region up to 2035. Its central aim is to provide a consistent strategic planning approach across local authorities, to create a long term sustainable future for the city region.

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) and promotes sustainable locations for development.

Local Policy

Local Development Plan (LDP)

The Local Development Plan (LDP) outlines the aims of East Renfrewshire Council with regards to development of East Renfrewshire, identifies the main proposed land use changes and sets out the main core and development management policies for the assessment of new development proposals. The importance and role of the green belt and green network and opportunities for enhancement are also key components.

Five key strategic objectives identified within the plan are as follows:

- Promote the principles of sustainable economic growth.
- Provide for local needs and equality of access to housing, jobs, facilities and services, particularly to assist in social inclusion.
- Protect and enhance heritage and environmental resources and seek to provide opportunities for improving physical well-being.
- Facilitate reducing the overall need to travel and the reliance on car use.
- To promote sustainable development and reduce carbon emissions.

The Local Development Plan 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.

East Renfrewshire Development Framework

The Maidenhill/Malletsheugh Development Framework was prepared to both assist during the course of the Local Development Plan Examination and also to inform the preparation of the master plan and together with this master plan, forms Supplementary Planning Guidance. It is 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.

Supplementary Planning Guidance

Supplementary Planning Guidance (SPG) has been prepared as part of the Local Development Plan process. This includes the following documents:

- Affordable Housing;
- Management and Protection of the Built Heritage;
- Rural Development Guidance;
- Renewable Energy;
- Energy Efficient Design;
- Green Network and Environmental Management;
- Householder Design Guide;
- Daylight and Sunlight Design Guide; and
- Development Contributions Supplementary Planning Guidance (Adopted 2012) (Revised SPG consulted upon during Summer 2014).

Supplementary Planning Guidance will form part of the Local Development Plan.

Ongoing Studies and Commissions

M77 Corridor Masterplan

Many of the major proposals contained within the LDP, including the Maidenhill/Malletsheugh Strategic Development Opportunity, were informed by the M77 Masterplan Executive Summary 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 focused 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 Local Development Plan as a preferred route between Newton Mearns at Junction 5, Dams to Darnley, and Barrhead, connecting the major growth and improvement areas that were identified in the M77 master plan and the LDP.

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 Junction 4/Link Road proposal, and the suitability of the existing road network to be upgraded to accommodate the Link. This will now be considered under 'City Deal'.

Dams to Darnley

A study is underway to determine potential commercial activities within Dams to Darnley Country 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 LDP 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.

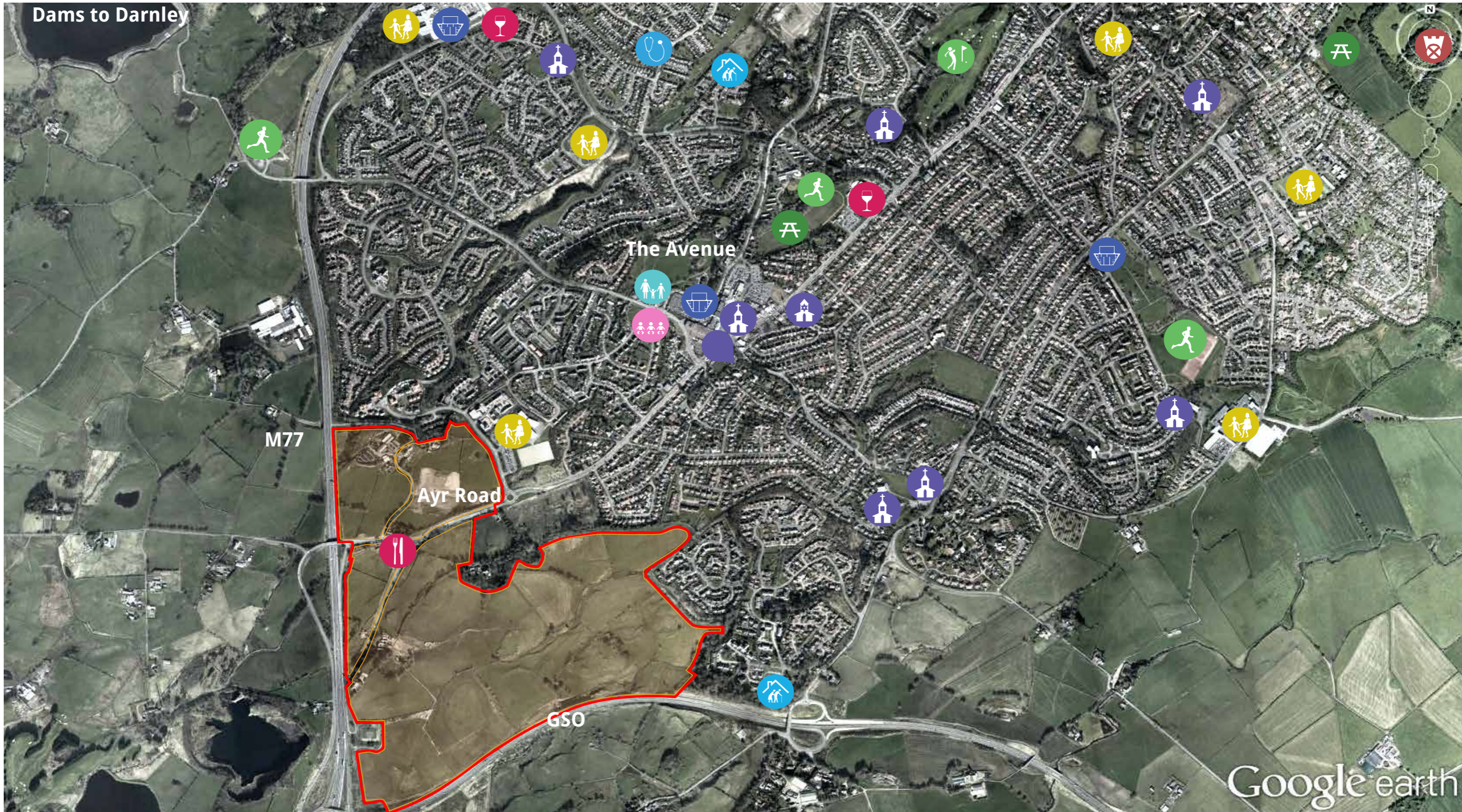
Access improvements, tourism activity and the encouragement of appropriate commercial and leisure activity on key sites within the Park is considered to be reasonably related to the proposed developments at Maidenhill/Malletsheugh and at Barrhead South. SPG has been prepared to reflect the above aspirations.



maidenhill

[2.0]

Site appraisal



Site Location and Adjacent Facilities

- | | | | | | | | | | |
|------------------|--|-------|--|-------------------|--|--------------------|--|------------------|--|
| Community Centre | | Shops | | Places of Worship | | Restaurants & Bars | | Schools | |
| Nursery | | Parks | | Sports Facilities | | Health/Care | | Greenbank Garden | |

2.1 Site Location & Boundaries

The site is located on the south-west edge of Newton Mearns, to the north and south of Ayr Road. It consists of 85ha of 'edge of settlement' greenbelt, comprising largely fields with a number of mature trees, shrubs, hedgerows and rock outcrops.

The site is bounded to the west by the M77 and to the south by the Glasgow Southern Orbital Road (a Design, Build, Finance and Operate project by Connect Road operators).

The wider area to the west includes Dams to Darnley Country Park, which is one of the area's most important leisure facilities and a valuable recreational resource. At the northern boundary of the Country Park is the South Barrhead master plan site for residential expansion.

The overall Maidenhill site is currently owned by five landowners/developers as shown.



Mr Pollok 1	Mactaggart and Mickel 2	Mr Chall 3	Cala 4a	Taylor Wimpey 4b
(Barratt Homes)		(Mansell Homes)		

Topography - View East to Mearnskirk from within Site 4 - Undulating Landscape



Topography Site 1 - M77 Cutting at the Western Edge of the Site



Topography Site 2 - Looking East with Site 4A sitting high to South



2.2 Topography

The landform within the masterplan area is undulating; broadly rising in height to the south at Ayr Road and then falling again to the GSO. There are areas where the site is significantly higher than the adjacent land, for example at the north-east corner of Site 4 and its boundary with Mearnskirk. The construction of the M77 and GSO has resulted in areas of cut and fill adjacent to Sites 4, 3 and 1.

It is understood that generally the site consists of sand, on firm clay on hard rock. Occasionally the rock crops close to the surface as can be seen in varied parts of the sites. There are a number of low points on each site where land floods and there is known to be peat, notably in the south east corner of Site 2 and the south-west corner of site 4.

Key Master Plan Principle - Existing levels must be retained across the site as far as possible.

2.3 Hydrology

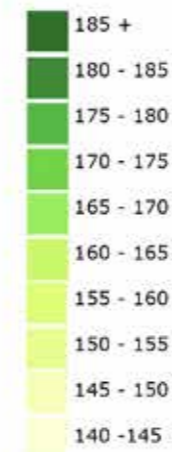
The four existing un-named burns that drain the site's existing surface-water courses are indicated in the plan adjacent. These are important landscape features and must be retained and utilised in design proposals.

A Hydrological Scoping Study was carried out by EnviroCentre for East Renfrewshire Council in October 2013. This considered hydrological data, including open and culverted watercourse alignment, terrain elevation, land use, in-bank structures and flooding history. This identified drainage requirements and flood issues, and risk "pinch points". It considered constraints and opportunities for future drainage and is included in Appendix 1. It proposed initial potential locations for SuDS ponds in each development area. Going forward, Developers will require to carry out full Flooding and Drainage Impact Assessments.

Key Master Plan Principle - drainage and SuDS must be integrated with green Infrastructure to create an attractive landscape amenity.



Extract from hydrological study showing unnamed burns



Existing Topography (meters above sea level)



Existing Hydrology



2.4 Landscape Character



The wider Newton Mearns area and its landscape has changed considerably over the last century with farmland being developed for housing each decade.

The Maidenhill/Malletsheugh area has been most affected in the last 25 years by new development on the south-west of Newton Mearns, construction of the Glasgow Southern Orbital route and the completion of the M77.

The character of the site is still essentially rural farmland, but the development of the roads and encroaching urban development, most recently the Mearns Primary School and new housing opposite it on Ayr Road, has incrementally brought the suburban edge of Newton Mearns closer to the site

This influences character, and the northern sites are most urban in feel with the southern sites being most affected by the traffic on the GSO and M77.

There has been extensive consultation with Scottish Natural Heritage, who have provided valuable input into both the development framework and this master plan, which follows their advice and guidance.

Each site has a specific character. In summary:

Site 1 (Mr Pollock/Barratt Homes)

The key characteristics of the landscape of Site 1 are:

- Sloping agricultural farmland on the urban fringe.
- Open and sloping landform, and in some places gently undulating farmland rising to the south.
- Little evidence of hydrological features, although some localised incised steep slopes exist.
- Land cover is improved grassland with fragmented hedgerow field boundaries and some localised areas of rough grassland.
- Shelterbelts and woodlands are present in the landscape as well as hedgerow trees.
- There is a cluster of agricultural farm buildings and modern bungalows to the north.
- Malletsheugh Road is narrow, winding and rural in character and forms the eastern boundary to the site framed by hedgerows.
- Views are generally restricted to the south and west due to the rising ground and therefore the presence of the nearby motorway is negligible. Views north are generally restricted due to woodland and buildings. Views east are generally more open although restricted to Site 1.
- Predominantly, field boundaries are hedgerows, post-and-wire fences with some stone dykes associated with the farm buildings.
- Plant species and therefore garden boundaries become more ornamental in and around the residential properties.
- Some urban features are present in the landscape, such as crash barriers, lighting columns and concrete kerbs.

Site 2 (Mactaggart and Mickel)

The key characteristics of the landscape of Site 2 are:

- Disturbed gently undulating agricultural farmland on the urban fringe.
- Small rocky outcrops and grassy knolls are present in the landscape
- Small localised watercourses are present in the lower parts of the site to the south.
- Land cover is a mix of improved grassland with fragmented hedgerow field boundaries as well areas of rough grassland and disturbed earth with no vegetation.
- Shelterbelts and woodlands are present in the landscape as well as hedgerow trees.
- There are minimal built structures within Site 1, although there are views to neighbouring

residential and agricultural properties.

- Malletsheugh Road to the west of the site is narrow, winding and rural in character, framed by hedgerows. It forms the boundary to Site 2.
- Views are generally restricted to the south and west due to the steeply rising ground and associated woodland cover at this location. Views north and east are generally more open, revealing the nearby urban edge which is prominent due the large school buildings on Hunter Drive.
- Predominantly, field boundaries are hedgerows and post-and-wire fences.
- Some urban features are present, such as Ayr Road to the south and its associated infrastructure e.g crash barriers, lighting columns and concrete kerbs.

Site 3 (Mr Chall/Mansell Homes)

The key characteristics of the landscape of Site 3 are:

- Agricultural farmland located adjacent to the M77.
- Open and sloping landform and, in some places, gently undulating farmland rising to the south.
- Little evidence of hydrological features.
- Land cover is improved grassland with fragmented hedgerow field boundaries and areas of rough grassland.
- Shelterbelts and woodlands are present in the landscape as well as hedgerow trees.
- Individual bungalows and farm buildings are present in the landscape.
- Ayr Road forms the eastern boundary and is urban in character i.e straight, wide, kerbed, and with associated road signage.
- Views are generally restricted to the south-west and west, due to the rising ground and associated woodland. Views north are generally more panoramic over Glasgow and towards the Campsie Fells beyond.
- Predominantly, field boundaries are hedgerows, and post-and-wire fences.
- Some urban features are present such as road signage, pylons, crash barriers, lighting columns and concrete kerbs.

Site 4 (4A Cala and 4B Taylor Wimpey)

The key characteristics of the landscape of Site 4 are:

- Relatively intact undulating agricultural farmland on the urban fringe.
- Open and sloping farmland generally rising to the south and west, and, in some places, gently undulating landform.
- Small rocky outcrops and grassy knolls are present in the landscape.
- Small watercourses are present and generally flow eastwards.
- Land cover is improved grassland with fragmented hedgerow field boundaries and some localised areas of rough grassland.
- Shelterbelts and woodlands are present in the landscape especially on high ground and form important backcloth to many views.
- There are no buildings or roads in the landscape although the Glasgow Southern Orbital road is prominent to the south.
- Views are generally restricted to the south and west due to the rising ground. Views north are generally restricted due to the presence of woodland on high ground. Views east are elevated and long, and framed by the topography and woodland. Views are over residential areas of Newton Mearns and south Glasgow beyond.
- Predominantly, field boundaries are fragmented hedgerows and post-and-wire fences.

2.5 Trees & Woodland

The existing woodland across the masterplan area comprises:

- Fragmented hedgerow field boundaries
- Tree and hedgerow shelter-belts
- Prominent policy woodlands on high ground associated with large residential properties and farmsteads
- Naturalised scrub vegetation scattered on rocky outcrops and along small watercourses
- Screen planting adjacent to residential areas and road infrastructure

2.6 Core Paths and Rights of Way

The existing core path network and right of way routes are confined to the northern areas of the site.

The core path network is predominantly routed along existing road infrastructure and this includes:

- A remote and wide path along Hunter Drive in front of Mearns Primary School linking to A77 Ayr Road and Netherplace Road
- A remote but narrow path along the length of A77 Ayr Road
- A route along Netherplace Road that has the character of a country lane

A right of way route also follows Netherplace Road west of Malletsheugh Road. A second key right of way is a remote footpath that rises up from the A77 Ayr Road southwards to a wooded ridge line and then follows a former field boundary eastwards between residential properties and farmland linking to Mearns Kirk at Kirklands Drive.

2.7 Transport and Connectivity

There are existing, regular bus services on Ayr Road connecting the site to Newton Mearns town centre and other local facilities, but consultation with local people, including the Youth Forum highlighted the need for better public transport links. It is therefore proposed, in discussion with Strathclyde Partnership for Transport, to run an improved bus service, which will be subsidised through development contributions in its early years to ensure commercial viability. This service will be subsidised for 3 years. This may provide a circular route to access park and ride facilities at local rail stations. A trigger point for the service will be agreed with SPT.

While there is no rail station within easy walking distance of the site, there is the potential for future residents to make use of the park and ride facilities at Patterton or Whitecraigs Stations, through enhanced public transport provision in agreement with SPT.

Existing trees, woodland + planted area



Existing Right of Way
Existing Core Path
Existing Bus Stops





maidenhill

2.8 Built Character of the Wider Area

Historic Development



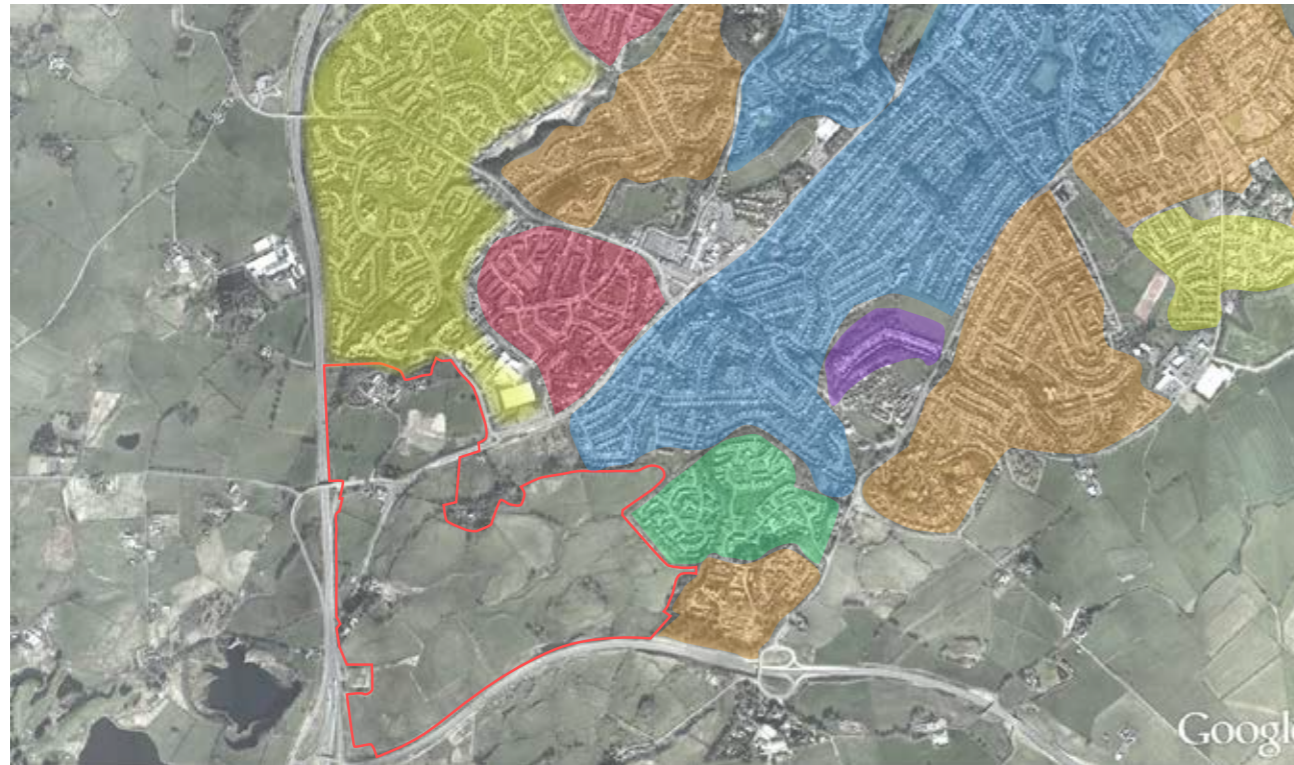
Newton Mearns 1945



Newton Mearns Today



maidenhill Development Pattern



As the contemporary plans illustrate, the Newton Mearns area has developed and changed substantially in recent times. The historic 'centre' of the area has been absorbed in a more recent shopping centre, "The Avenue in the Mearns", and none of the historic views shown, with the exception of Mearns Parish Kirk, are easily recognisable in present day Newton Mearns.

The land that was developed earliest for speculative housing tended to follow the contours of the undulating topography, but more recently development has been geared to the requirement for lower roads gradients and has involved significant land shift. There are few traces of the rural past.

In the master plan area, there are some older houses and the buildings of Malletsheugh and Maidenhill Farms. Ayr Road and Malletsheugh Road were historic local routes. The Indian Platform was the former Malletsheugh Inn.

The development of the M77 and Glasgow Southern Orbital Road has significantly impacted on the area, cutting through fields and opening up views into the Maidenhill area from what are important regional routes.

The quality of 'place' in the wider Newton Mearns area varies between residential developments and areas. Residents value the quality of the area, and locally there is concern about the loss of greenbelt.

The most successful places in Newton Mearns incorporate a varied palette of materials or use of form - generally not both together - coupled with an emphasis on soft and hard landscape. The incorporation of hedging and walling is always a positive feature, as 'open plan' gardens do not generally help in the creation of coherent residential streets. Soft landscape, in particular retained mature trees as a backdrop to housing, significantly improves the sense of a more pleasant, higher quality place to live.

Residential Development Character



Residential development across the decades in Newton Mearns



maidenhill



2.9 Education and Community Facilities

School and Community Facility Site and Accommodation

Based on anticipated pupil numbers arising from the development at Maidenhill, two new primary schools, a denominational and a non-denominational with associated pre-five provision, will require to be provided in the master plan area. Provision has been made in the Council's Capital Plan for the construction of the new denominational primary school on a site outwith the master plan area.

Within Maidenhill, a new non-denominational school will be required and following consideration by ERC Education, this has been located within Site 4 in the master plan. This was based on :

- future catchment areas associated with new development
- future changes in existing catchment areas
- present traffic and transport issues associated with school drop off
- initiatives to minimise car use and encourage cycling and walking to school
- the likely easiest early construction location for the school

Other options to locate the school nearer to the existing housing development to the north were considered, but taking account of the issues above and minimising traffic through the site for school access, the location identified was agreed as being best overall location.

The site is located on the proposed Green Route where it will enjoy the landscape amenity of this location as well as optimum access for pedestrians and cyclists along the connected path network. ERC wishes to explore, in the detailed design of the school layout, remote drop off to further encourage walking to school.

A four acre site is required for the provision of a two-stream non-denominational primary with a 60/60 nursery provision. Expanded community use should be provided for in additional accommodation in the form of flexible meeting rooms and additional service facilities.

A multi-use games area (MUGA) should be provided and this is proposed as a recreational facility located adjacent to the school but recognisably within the Green Route. A community play area is proposed near the school also within the Green Route. In addition, it is proposed that the school can utilise the areas of the Green Route for environmental education and for specific growing projects. It is further suggested that pupils should be involved in the design of some of these areas.

The new community that will live in Maidenhill have yet to come together, and therefore it is not possible at this stage to ascertain whether there will be local support for a community orchard or allotments. Food growing is becoming increasingly popular in urban areas, with waiting lists for allotments meaning people will travel some distance to use them. Due to the topography and site sensitivities, the master plan for Maidenhill has significant levels of green space within it and it is proposed that rather than identify additional space for growing, developers should, in developing their detailed housing and landscape layouts, make provision within them for the potential for smaller communal growing spaces - for example mini-allotments or areas with fruit trees.

Community Religious Facility

The Maidenhill/Malletsheugh Development Framework suggested that a Religious Community facility would best be in one of two identified central hubs, but that potential locations for a site for a Community Facility should be discussed with the local Muslim Community who are currently seeking to provide a Mosque with extended community outreach.

In the course of the master plan process, members of the Muslim community came together to discuss this proposal and high-level options for a site were issued for their consideration. The site for the proposed Mosque is 2 acres in area. Due to its requirement for high levels of car parking for special events, its wide catchment and need for late night access for worship, it was viewed that it should best be located at an area which was appropriate for parking and access. In addition, future public transport linkage was viewed as a plus point.

For these reasons, those consulted opted unanimously for a site in the south-west corner of Site 4a. Depending on the timing and delivery of the Park and Ride and Community Religious Facility, this site might be accessed off Junction 5. Alternately, it can be served by the extension of the existing 'old' Ayr Road, via and by upgrading the Scottish Water access road or from within Site 4.

The site, although discussed with the Muslim Community, it does not preclude interest from other religious/community organisations.

Mixed Use Development

The site of the Indian Platform (the former Malletsheugh Inn at Site 3 north end) has been identified for mixed use. It is an ideal one to provide a focus for the new neighbourhood, and as such would be an appropriate location for a local shop, cafe, small offices, dentist or doctors' surgery.

It is anticipated that this can be combined with flats and this combination could be up to three storeys high and provide a focal point at the entrance to the new neighbourhood. In design terms, it is important that this signals the high quality of the overall neighbourhood, and whilst limited car drop off and potentially a bus stop at this location would be an asset, the majority of parking should be towards the rear of any building and should be well landscaped in keeping with overall sense of a high quality 'green environment'.



Walk to School - Integrating School and Green Route

2.10 Individual Site Descriptions: Site 1

Description

This site consists of the farm buildings of Malletsheugh Farm together with three irregular shaped fields, one of which follows the old field pattern; the others have been bisected by the construction of the M77. There are two existing private houses adjacent to the farm within the development area.

The western boundary of the site is dominated by the M77. At the north end, the motorway is raised on bankings and at the south it runs in a cutting. There is a significant rock outcrop at the north-west corner of the site - its lowest part. The existing farm buildings sit high on the site on a rise approximately 10m above Netherplace Road on the northern boundary. The ground generally rises to the level of Ayr Road at the southern boundary. There is a water course at the northeast in the low lying land bounded by the M77 which is culverted and crosses Netherplace Road. An unsurfaced track crosses the site and goes under the M77 southwest of the farm buildings.

A group of mature field trees towards the south of the site is an attractive feature, seen from the M77 as well as more locally.

Core paths bound the site to the north at Netherplace Road and the south at Ayr Road.

Development Constraints/ Abnormals/ Opportunities

Site Investigation has established that the site is underlain with hard rock and has areas of fill associated with the construction of the M77. It requires remediation of contamination in some areas.

The rural character of Netherplace and Malletsheugh Road is important and should not be lost by new development. The character of these roads should be retained and reinforced. It is not viewed as appropriate that this should be upgraded. Linking footpaths going north should be provided within the development, connecting to the core path and west to Site 2. New trees and hedging should be planted to replace those presently old and damaged.

Western Edge at M77 - To mitigate the effects of the M77, significant sound attenuation has been identified as being required at the site. Initial Traffic Noise Assessment summarises: "at an empirical level will have to block the line of sight from the tops of the first floor windows of the houses, to both carriageways of the M77."

This boundary will be highly visible and will affect the perception of the development and the Newton Mearns area, and therefore the design of this is highly important.

Northern Edge at Netherplace Road - This bounds the rural and characterful Netherplace Road where there are some mature trees in varying condition. As has been noted, the farm buildings area of the site sits high above the road and this prospect should be carefully designed. In winter, it will overlook recent development to the north.

Arriving from the north-west, the road comes under the M77 and the first area of the site which will be seen is the low-lying north-west corner with rock outcrop. This area and boundary will also be important as part of the Core Path Network connecting Newton Mearns with the countryside and Dams to Darnley. This is where a SuDS pond is proposed. This should be designed as an attractive natural feature incorporated in amenity landscape.



Southern Edge at Ayr Road - The short edge of the site will be prominent on the approach to the Maidenhill development area and to Newton Mearns in general. Due to the proximity at the west of the M77, this is likely to require some level of sound attenuation.

At this location, it has been agreed with ERC Roads that the provision of a priority junction accessing the Maidenhill area is preferred to the originally assumed roundabout proposal. This is subject to testing, but ERC Roads have stated that this is contingent on the design of this edge being a key contributor to slowing traffic as it enters Newton Mearns at what will be its south western 'gateway'. Proposals for landscape and housing should be designed to promote this key aim. Going south, foot and cycle paths should connect to Ayr Road, linking to the proposed facilities at Site 3 and back to Newton Mearns.

Eastern Edge at Malletsheugh Road - This edge is a key connection with development at Site 2 to the east and is a very important interface to ensure a continuous sense of connected 'place' as opposed to a series of separate housing developments. The housing layout design of this edge is therefore very important. The site levels here generally follow those of Malletsheugh Road, and whilst within the site they rise above the road, it is viewed as a key requirement that the housing layout does not result in housing sitting high above Malletsheugh Road with rear boundary fences to Malletsheugh Road.

Access to this site is proposed off Malletsheugh Road near to Ayr Road. In line with Designing Streets Policy, it has been agreed with ERC Roads that (a second) access is provided to Site 2 at this location to improve connectivity between development areas and provide alternative routes to disperse traffic. The access points to both sites should be located to minimise their size and impact, and could be staggered or in the form of a small crossroads. To effectively slow traffic and be in keeping with the rural character of Malletsheugh Road, both accesses should adopt restricted forward sight lines.

Housing Mix/ Scale/ Affordable Homes

The varying conditions on this site allows for the provision of housing for various markets, from smaller flats to detached family homes. It is viewed that homes nearest to the M77 boundary might be best suited to lower cost, private, starter type homes, with larger homes facing Malletsheugh Road and in key corner locations. Flats and houses of all tenures should incorporate the same materials and details. The size of the site is such that homes for social rent should be provided in two areas rather than a single location. Any shared open space should be overlooked and used to bring residents of different tenures together. All layouts, design and paths should maximise the connectivity of family housing to Mearns Primary. Paths should be attractive, overlooked and take the shortest routes to encourage walking and cycling to school. Some three-storey buildings could be used to help wayfinding and create special places, taking account of vistas and internal views at the entrance to the site or at the parks. Buildings of all heights must be of one homogenous design. Flats and houses of all tenures should incorporate the same materials and details.



View to Malletsheugh Farm



North Boundary at Key 'Entrance to Maidenhill' Area



Existing Adjacent Dwelling - Malletsheugh Road



View North M77 Boundary



Rural Quality of Malletsheugh Road



Low northern area at Netherplace Road with M77 Bridge



2.11 Individual Site Descriptions: Site 2

Description

This site is the nearest to the developed edge of Newton Mearns, where to the east on Hunter Drive is the recently built Mearns Primary School. The site is generally undulating and part of its southern edge lies at a lower level than the adjacent Ayr Road and the roundabout formed with Hunter Drive. Its western edge bounds the rural Malletsheugh Road, defined by a mix of hedging and mature trees and to the north there are adjacent houses and mature trees at the site boundaries.

The owner of the site has altered the natural ground levels, storing material from another development. In summary, the original rural nature and character of the site is 'diminished' by these earth works and by the urban outlook to the school and housing development to the east and the roundabout to the south.

Development Constraints/ Abnormals/ Opportunities

The owner reports that the site is hard rock overlain by clay and shallow sand. At the low lying land to the south there is peat, and to the north east there is a rock outcrop. There is a water course at the southern part of the site which is culverted under Hunter Drive. North of this the land is significantly higher than the adjacent new housing development at Westacres.

Malletsheugh Road has been closed where it meets Hunter Drive and there is an unattractive turning area and tarmac pedestrian path which provides access to the School and bus stops via an unused, 'left over' greenspace. This is an incongruous feature at this prominent location and ERC should explore a positive use for the site. If it cannot be developed, it could become a small community garden potentially, planted and maintained by the school.

Mearns Primary has turning, bus and car parking provision, but despite this there are problems associated with parents dropping off their children at the school. It is unclear whether this is a design issue or lack of management.

Discussion with East Renfrewshire Council Roads Department has established that new housing at this site will require to be accessed from a single road access at Hunter Drive (with a second access at Malletsheugh Road). It is hoped that this will be a positive catalyst for change from the present unacceptable and potentially dangerous situation.

Key issues the development of this site requires to take account of are:

Eastern Edge at Hunter Drive Whilst this is part of the already developed urban edge, it is viewed that new development can retrieve some of the quality of place lost by providing a designed green edge to Hunter Drive, with buildings set within the landscape rather than usurping it.

At Hunter Drive, the rock outcrop and burn opposite the Mearns Primary School should be incorporated into a new park with the mature trees retained and augmented. This will become a key quality entrance to the new housing, and provide a local amenity feature which will benefit not just the development but can be used by parents and school children. The design of this should maximise the amenity and redress the present dominance of roads at this location. Footpaths from the development and the park should lead to a crossing point to the school and footpath on the east of Hunter Drive.

The north part of the site sits higher than Hunter Drive and development here will be required to take account of this. This will be a key 'quality setter' for the development.

The existing mature beech tree is an important feature which will help establish a high quality sense of place and retain the qualities residents and buyers in Newton Mearns value. It must be retained, and proposals should be designed to take this into account. The recent new flats at Cherrybank have been designed with no pedestrian relationship to Hunter Drive (possibly in line with historic roads guidance). This approach has

been identified as inappropriate for successful placemaking and connectivity and should not happen in the new development.

Southern Edge at Ayr Road - At the south east corner of the site, the low-lying land near the present roundabout is also not to be developed. It should be landscaped to incorporate paths, with attractive wetland (a natural looking SUDS pond is proposed) and create bio-diverse habitats. This should be overlooked by housing facing south as they will benefit from an attractive outlook and will be visible from Hunter Drive.

Western Edge at Malletsheugh Road - The rural character of Malletsheugh Road is important and should not be lost by new development. The road is not only distinctive and welcoming (key Designing Streets criteria) but it is also resource efficient in that it naturally slows traffic. Based on the likely low levels of traffic using the road (specifically to the north of the proposed site access junctions) and to encourage low speeds and pedestrian and cycle use, it is not envisaged that any upgraded work is required, other than minor upgrading associated with the creation of new accesses. The character of the road therefore should be retained and reinforced. Linking footpaths going north should be provided within the development, sited behind hedges if adjacent to the road, and connecting to Site 1 to the west. New trees and hedging should be planted to replace those presently old and damaged.

Further, in line with Designing Streets Policy, it has been agreed with ERC Roads that a second access is provided to Site 2 to improve connectivity between development areas and provide alternative routes to disperse traffic. There will also be access to site 1 off Malletsheugh Road near to Ayr Road. The access points to both sites should be located to minimise their size and impact and could be staggered or in the form of a small crossroads. To effectively slow traffic and be in keeping with the rural character of Malletsheugh Road, both accesses should adopt restricted forward sight lines. Going south, foot and cycle paths should connect to Ayr Road linking to the proposed facilities at Site 3 and back to Newton Mearns.

Northwest and Northern Boundaries

At these locations there are existing houses, and it is important that their amenity is maintained by the provision of set back and shelter planting. It is understood that the draft proposals have 10m of appropriate species to mitigate the impact of proposed development. This is viewed as the minimum that should be provided.

Housing Mix/ Scale/ Affordable Homes

The varying conditions of this site means it will be appropriate for developing homes for various markets, from smaller flats to detached family homes. The site's present edge-of-settlement condition will change when Site 1 is developed also, and as such there is no specific area where lower or higher density housing is viewed as specifically appropriate. Rather, the design should take account of the importance of defining site edges appropriately. All layouts, design and paths should maximise the connectivity of family housing to Mearns Primary. Paths should be attractive, overlooked and take the shortest routes to encourage walking and cycling to school. Some three-storey buildings could be used to help wayfinding and create special places, taking account of vistas and internal views at the entrance to the site or at the parks. Buildings of all heights must be of one homogenous design. Flats and houses of all tenures should incorporate the same materials and details. The size of the site is such that homes for social rent should be provided in two areas rather than a single location. Any shared open space should be overlooked and used to bring residents of different tenures together.



View to North with area of Land Tip



View East from Site 2 - with Ayr Road and Site 4a to South (left-hand side)



View North at Malletsheugh Road of Site 1 to East and Site 2 West (left-hand side)



View North at Hunter Drive with Prominent Group of Trees



View West at Ayr Road with elevation above Site 2



North East at Malletsheugh Road



2.12 Individual Site Descriptions: Site 3

Description

This site consists of two specific development areas. The area to the south is at present a triangular, tapering field bounded to the west by the M77 and to the east by what was the old Ayr Road. The road was blocked when the M77 was developed and the old Ayr Road now serves Maidenhill Farm, three existing homes, and facilities belonging to Scottish Water.

The north development area is at present the Indian Platform Restaurant and Bar, with associated carpark, and a dwelling. There are present roads accesses to this site from the old Ayr Road and the continuation of Ayr Road to the M77.

The Development Framework identifies that the north part of the site has the potential to accommodate non-housing uses and the master plan process and consultation concurs with this approach.

There were no topographical surveys available for the site, but in general terms it is undulating ground which falls somewhat to the south.

There is a sub-station adjacent to the site and it is understood that there is a sewer connection in the continuation of Ayr Road.

Development Constraints/ Abnormals/ Opportunities

In the absence of technical investigations, no technical issues were reported but the site's proximity to the M77 will impact on the development of proposals. It is anticipated that attenuation will be required for traffic noise in the development and this will require to be taken into account. There is an existing dwelling, Maidenhill Lodge, at the south end of the site and another house at the north near the present Indian Platform. Proposals should take account of their amenity, providing screen planting at the present boundary hedge.

Southern Site

Western Edge at M77 - To mitigate the effects of the M77, it is anticipated that sound attenuation will be required as at Site 1. This boundary will be highly visible from the motorway, and like Site 1, will affect the perception of the development and the Newton Mearns area as a whole. The relative levels vary and it should be noted that there is a high mast traffic camera on the M77 in the present level point at this location which will impact on the skyline views from the site.

Eastern Edge at Old Ayr Road - As much of this site development will be inward looking, the layout should make the most of its south-eastern edge which fronts onto the old Ayr Road. This is a key outward-facing part of the site, the character of which is important for the new neighbourhood as a whole. The design and layout of the new houses here will be visible from the proposed access to Site 4 and so will particularly impact on perceptions of that development.

Northern Edge to Mixed Use Development Site - this will require to mitigate the effects of proposed car parking on this site, and as such should be designed to best screen parking from housing and views from the public realm.

Northern Site

This site is very prominent at what will be the 'gateway' to the new neighbourhood, and what will become a key 'entrance' and arrival to Newton Mearns from the M77. It therefore is highly important that it is developed in a way which augments ERC and the Developer's vision for Maidenhill. Development here will very much set the tone and quality for the area and it is viewed that it is appropriate that non-residential facilities be provided at this accessible and prominent location.

At this location, it has been agreed with ERC Roads that the provision of a priority junction accessing the Maidenhill area is preferred to the originally assumed roundabout proposal. This is subject to testing, but ERC Roads have stated that this is contingent on the design of this edge being a key contributor to slowing traffic as it enters Newton Mearns at what will be its south western 'gateway'. Proposals for landscape and housing should be designed to promote this key aim.

Parking associated with the mixed use development should be designed in an attractive manner which ensure the viability of the development but encourages pedestrian use of the facilities. Limited drop in parking is acceptable - subject to ERC Roads approval but the majority of the parking should be at the rear of the development with high quality landscaping.

Foot and cycle paths should connect this site to Ayr Road and Old Ayr Road.

Housing Mix/ Scale/ Affordable Homes

The combined characteristics of these sites are well suited to the provision of housing for various markets, from smaller flats to detached family homes. It is viewed that homes nearest to the M77 boundary might be best suited to lower cost, private, starter type homes, with larger homes on Old Ayr Road.

As with the other sites, flats and houses of all tenures should incorporate the same materials and details. It is important that homes for social rent are well located and connected within the development and that any shared open space should be overlooked and used to bring residents of different tenures together.

All layouts, design and paths should maximise the connectivity of family housing to Mearns Primary. Paths should be attractive, overlooked and take the shortest routes to encourage walking and cycling to school. Some three-storey buildings could be used to help wayfinding and create special places, taking account of vistas and internal views at the entrance to the site or at the parks. Buildings of all heights must be of one homogenous design. Flats and houses of all tenures should incorporate the same materials and details.



Entrance to Highover and Marlin Lodge



View West at Ayr Road from M77 Approach



View West to Indian Platform at Ayr Road with Site 4a to South (left-hand side)



View on Approach to Southern Site at 'old' Ayr Road



2.13 Individual Site Descriptions: Sites 4a & 4b

Description

This is the largest of the sites and it is proposed that it is to be developed in two parts by two developers. It is currently undulating green fields with some steep slopes and rocky knolls, bounded to the west by the M77 and to the south by the Glasgow Southern Orbital (GSO) road. There are existing homes on the site boundaries at Old Ayr Road as well as a Scottish Water facility. At the north, there is Faside House and grounds and a housing site that is presently being developed. The land rises from west to east and includes a high ridge looking northwards to Glasgow in the distance, and a low 'valley' along the boundary of the land parcels with a burn.

Locally, the site looks over the other development sites and the Mearnskirk area. The views from its high points, including south and west to open country and the coast, are highly attractive and should be capitalised on in housing layout design. The 'difficult' topography and landscape features - the burn and rocky knolls - should be viewed as assets to add 'place quality' and character to the developments.

Development Constraints/ Abnormals/ Opportunities

The presence of steep slopes and rocky knolls on the site are key development constraints, but to achieve an appropriate quality development in line with ERC's vision, these should be viewed as an important landscape framework within which high quality housing is laid out in a sympathetic and attractive design. At present, there are issues with land drainage and flooding on the site at its low points, at the burn, and watercourses to the south and east. There is a Local Biodiversity Site at Faside House to the north. Services and foul drainage will be required throughout the site and sound attenuation will be required if there is development in proximity to the GSO and the M77.

The site is generally topsoil on gravelly sandy clay. Towards the west and south-west, there is made ground, and to the west, localised peat and soft clay deposits. The underlying rock varies in depth. There is a well on the site near Maidenhill Farm at the old Ayr Road.

The proposed bus service (see section 3.0) a key contributor to establishing more sustainable transport use in the masterplan area, will go through this site and serve the proposed school and community facility. The street and road hierarchy should be designed to accommodate this.

Southern Edge at GSO - The GSO bounds the entire southern edge of the site. It is generally higher than the site and affords views into it. The development site will be highly visible from the road and will, as with the other sites visible from the M77, influence how the development and the wider Newton Mearns area is perceived by all road users.

To mitigate the effects of the GSO, high-level noise assessment has identified that sound attenuation and /or setback of development will be required. Developers will require to carry out more detailed assessment when proposals are developed.

There are three underpasses under the GSO. The western one is viewed as having potential to be altered to allow bus access to a future park-and-ride proposed on the south side of the GSO at Junction 5 of the M77. The site layout should take this into account.

Western Edge at M77 and 'old' Ayr Road - as at the GSO, high-level noise assessment has identified that sound attenuation and /or setback of development will be required. Developers will require to carry out more detailed assessment when proposals are developed.

This boundary will also be visible from the motorway, and will be key to the perception of the development and the Newton Mearns area as a whole. There are two dwellings adjacent to the site at this location, Highover and Marlin Lodge. Setback and landscape screening of appropriate species to mitigate the impact of proposed development should be provided to take account of

their amenity. This is to include screen planting to the northern boundary of at least 10m, and to the east, a landscaped setback area to the ridge as indicated.

Eastern Edge to Mearnskirk - The eastern edge of the site bounds Mearnskirk in a number of different conditions and at differing site levels. At the northern part of site, Site 4a sits high above the present residential area where existing houses back onto the site. In this location it will be important that the new houses are set back and do not overlook the present homes. A right of way runs along the rear of the present houses and this will require to be considered and addressed by the housing layout to ensure it is overlooked and does not pose a security risk to any of the new or existing dwellings.

Further to the south, some of the more recent development fronts onto the site and here it will be important to establish an attractive outlook for existing and new dwellings. A SuDS pond is proposed at this location and should be designed to be an attractive landscape feature.

Northern Edge - The northern edge of the site sits high looking across Newton Mearns, with mature landscape at the rear of Faside House and the paddock at Faside Lodge. Here, the right of way continues across the ridge to the drive to Faside House, and again the key design task will be to ensure that the housing layout addresses the right of way, and connects to it in a way that ensures that it feels safe and pleasant. Towards Mearnskirk, the site sits high above the present Cala development at Ayr Road. At this location again, appropriate landscape screening and setback should be provided to prevent sky lining and overlooking.

Site 4A and 4B Boundary - The junction between the Cala and Taylor Wimpey development land is along the existing burn and will provide an attractive central green 'spine' for the development. Properties should face out onto this and it will be a key design task to ensure that roads access is designed accordingly and that this is a high quality landscape feature.

The new school and religious community facility will be located in this site and the development design here should connect these into the existing footpath network via the landscape 'spine'. In addition, it should provide new footpath and cycle links to Ayr Road and the future Park and Ride, should this be provided.

Housing Mix/ Scale/ Affordable Homes

Whilst there are two different developers on the site, to meet the Council's key aim of a sustainable mixed community it is important that both work together to ensure that an overview is taken of how the varying sized homes relate to each other within the whole site. The interface around the green spine can be used to mitigate the potentially different markets each developer wishes to target.

As with the other sites, flats and houses of all tenures should incorporate the same materials and details. It is important that homes for social rent are well located and connected within the development and that any shared open space should be overlooked and used to bring residents of different tenures together.

All layouts, design and paths should maximise the connectivity of family housing to the proposed Primary. Paths should be attractive, overlooked and take the shortest routes to encourage walking and cycling to school. Some three-storey buildings could be used to help wayfinding and create special places, taking account of vistas and internal views at the entrance to the site or at the parks. Buildings of all heights must be of one homogenous design. Flats and houses of all tenures should incorporate the same materials and details.



View North at Junction 5 M77 showing low southern part of Site 4A



View East at GSO showing Lower level Southern edge of Site 4B



View East to Mearnskirk and Mearnskirk Parish in Distance



View Northeast at GSO showing important stand of Field Trees



View South at 'old' Ayr Road with Site 3 to West (right-hand side)



View South West at 'old' Ayr Road

‘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’.

The Maidenhill/Malletsheugh Development Framework, 2014

[3.0]
**Design proposals
and principles**

3.1 Master Plan

The Maidenhill master plan aims to deliver the vision that East Renfrewshire Council has for a sustainable, new neighbourhood on this important land release site.

The Council is committed to working with all developers, community and stakeholders in order to deliver the vision.



Key

-  Indicative Street Layout
-  Key Pedestrian Paths
-  Proposed Community Facility
-  New Roads Entrance
-  New Landscape Area/Planting
-  Proposed Park + Ride
-  Rights of Way
-  Wetland SuDS
-  Links to Existing Paths
-  Proposed Bus Stops
-  Existing Bus Stops
-  Existing Waterway

The Masterplan

3.2 Masterplan Vision

East Renfrewshire Council's vision for an exemplar new sustainable neighbourhood at Maidenhill and Malletsheugh is set out in the Development Framework. The Council, all Developers and Consultees will require to continue to work together in Partnership to deliver the vision. The Maidenhill master plan aims to illustrate the key components of the vision in terms that are accessible to all stakeholders and can be developed in the detailed proposals for each site.

In summary, the vision is that the Maidenhill neighbourhood will be:

- a well-connected, green and leafy place where residents can walk to the countryside, Newton Mearns, primary and nursery schools, and local shops on a network of attractive walking and cycle paths.
- a high-quality new neighbourhood where there is a range of house types available in each area from a variety of developers. At Maidenhill young families can live close to their older parents or grandparents.
- a place where the environment really matters. The Maidenhill development takes its cue from the existing setting by creating attractive new woodland, paths, parks and wildlife areas, and keeping historic trees amongst the houses. The houses have hedges in the gardens to encourage birds and wildlife.

In Maidenhill

- each development area will be slightly different in design but all developments sit well together and are well connected to one another.
- the Streets will be designed in full compliance with Scottish Government's current Roads Design Policy. New streets are designed from a first principles 'testing' process that ensures pedestrians matter more than cars - cars naturally slow down as they enter the area and streets have special character.
- house types and layouts are chosen carefully to create attractive and connected streets. There are occasional feature buildings, located to help visitors to 'understand' and move around the area. The place feels special - not just any place.
- viewed from the M77 and the A726 (the GSO) Maidenhill has the appearance of groups of housing sitting in the landscape - rather than a 'landscape' of roofs crammed together.



Viewed from the GSO and M77.... groups of houses in the landscape

Retaining Existing Features



Integrating SuDS into Green Space and Amenity



Following the Contours - Retaining Mature Trees





Integrated Greenspace Design - Youth, Play and Community Space; SuDS as key amenity

3.3 Landscape Framework

Green Infrastructure

East Renfrewshire Council promotes Green Infrastructure at the heart of the master plan process. This has been influenced by policies and strategies as set out by the Central Scotland Green Network (CSGN). A central aim of the CSGN is to enrich people's quality of life and add value to the economy through the enhancement and establishment of an integrated green network.

The Green Infrastructure strategy for Maidenhill has been developed taking account of the views and requirements of Scottish Natural Heritage and Glasgow and Clyde Valley Green Network Partnership who worked closely with ERC on the Maidenhill/Malletsheugh Development Framework and who were consulted at the inception of the master plan. It is designed to provide a cohesive, integrated and multifunctional network of greenspaces, green corridors, habitats, path networks, wetlands and play spaces. This will provide a wide range of social, health, economic and environmental benefits, and form the basis and framework for sustainable development.

The Green Infrastructure strategy seeks to protect and integrate existing landscape features into the development proposals most notably:

- mature trees
- areas of woodland
- mature hedgerows
- rock outcrops
- watercourses

The existing landscape features will be enhanced through the creation of new woodland areas, grass and wildflower meadows, and wetland areas (SuDS) integrated with new walking and cycling routes as well as new informal and formal play spaces.

Due to the prominence of the site extensive screen and buffer planting will have to be provided around the site's perimeter, especially on the western and southern boundaries where the site will front onto the M77 and the Glasgow Southern Orbital Road respectively. A minimum 10m buffer of structure planting is also to be provided adjacent to existing properties and residential areas.

Developers should refer to the Code of Practice for the sustainable use of soil on construction sites published by Defra.

Green Infrastructure



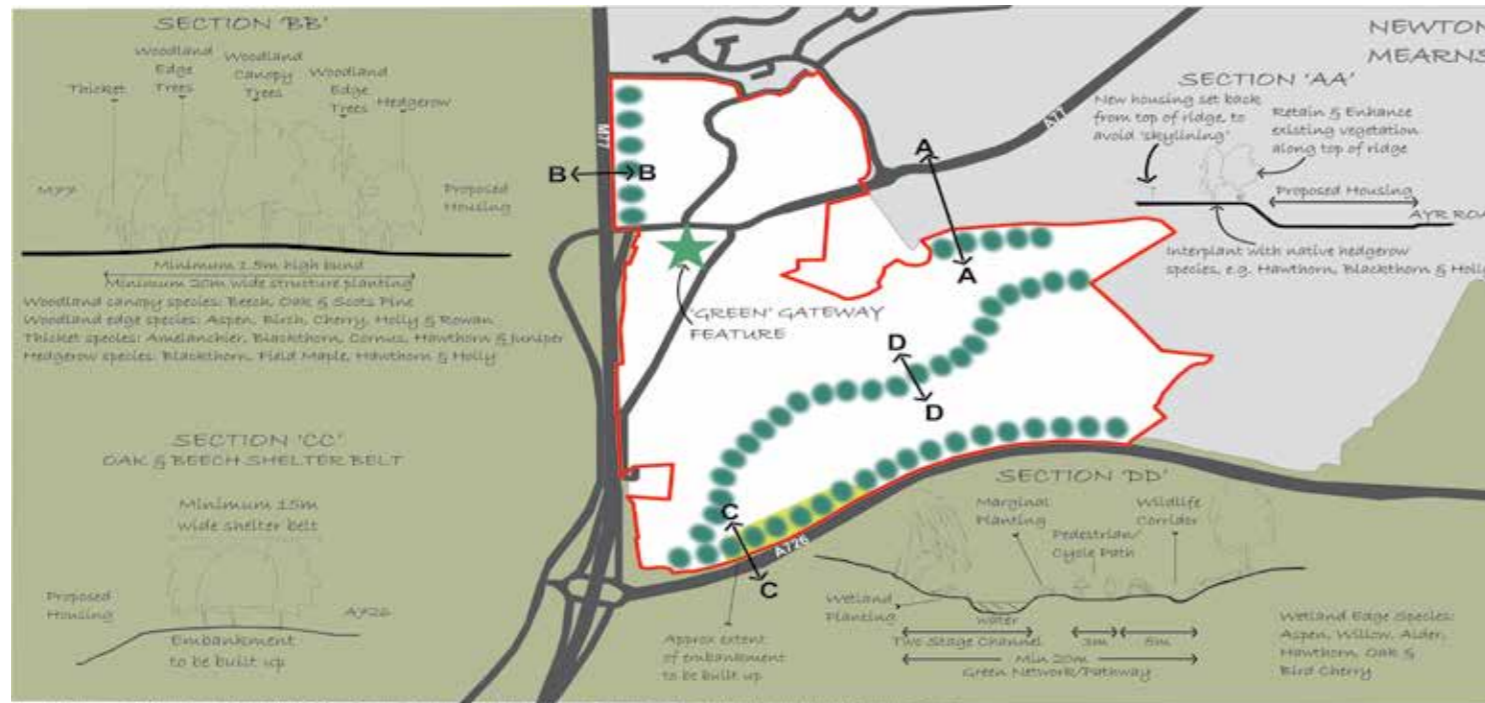
- Existing trees, woodland + planted area
- Strategic Greenspace to be incorporated into the proposals
- Proposed SUDS pond location

3.3 Landscape Framework (cont)



3.0 Master Plan Design Proposals and Principles

maidenhill



Proposed Species

The following woodland species are recommended for delivering the landscape structure planting at Maidenhill. The final choice of woodland mix and species choice should respond to the local site conditions including context, ground conditions and microclimate.

Woodland Canopy Species

A predominantly Oak/Birch woodland mix forming the climax woodland for drier areas and areas out with rock outcrops. Allowances should be made to provide areas of Beech, Pine and Aspen dominant woodland/groves responding to localised site conditions and to provide variety in woodland provision.

- *Quercus robur* - English Oak
- *Pinus sylvestris* - Scots Pine
- *Fagus sylvatica* - Common Beech
- *Betula pendula* - Silver Birch
- *Populus tremula* - Aspen
- *Sorbus aucuparia* - Rowan/Mountain Ash

Woodland Edge Species

A woodland mix with smaller tree species to provide transitional habitats and screening between areas of dense woodland and open spaces and residential areas.

- *Prunus padus* - Bird Cherry
- *Populus tremula* - Aspen
- *Sorbus aucuparia* - Rowan/Mountain Ash
- *Ilex aquifolium* - Holly
- *Corylus avellana* - Hazel
- *Betula pubescens* - Downy Birch
- *Crataegus monogyna* - Hawthorn

Wetland Edge Species

A woodland mix comprising a higher percentage of willow and alder species for wetter areas such as watercourses and SUDS ponds.

- *Alnus glutinosa* - Alder
- *Prunus padus* - Bird Cherry
- *Corylus avellana* - Hazel
- *Salix cinerea* - Grey Willow
- *Betula pubescens* - Downy Birch
- *Salix alba* - White Willow
- *Populus tremula* - Aspen

Thicket Species

A shrub and ground cover species mix which will provide native understorey layer within the above woodland mixes.

- *Corylus avellana* - Hazel
- *Viburnum opulus* - Guelder rose
- *Rubus fruticosus* - Blackberry
- *Ilex aquifolium* - Holly
- *Amelanchier* - Serviceberry
- *Rosa canina* - Dog Rose
- *Sambucus nigra* - Elder
- *Prunus spinosa* - Blackthorn

Hedgerow Species

A mix of small trees and hedge species which are suitable for hedgerow planting.

- *Corylus avellana* - Hazel
- *Crataegus monogyna* - Hawthorn
- *Ilex aquifolium* - Holly
- *Prunus spinosa* - Blackthorn

3.3 Landscape Framework (cont)

Edges and Boundaries

What the development looks like from existing roads and places within Newton Mearns is highly important.

In the wider context, there are various different views of the master plan area from the M77 and the Glasgow Southern Orbital. Development should set in an overall landscape framework. It is proposed that:

M77

At the M77, where the motorway is generally lower than development sites 1 and 3 adjacent to it, mounding should be provided in an average 20m wide strip. This should be planted with deciduous trees that reinforce local landscape character, and evergreen, hedge and thicket trees to screen the backs of properties and acoustic fencing. This strip should undulate in plan and height and be appropriate to the contours and relative road and development levels.

Glasgow Southern Orbital

At the Masterplan boundary with Glasgow Southern Orbital road, Site 4 is lower than the road level, and it is proposed that the edge of the site is mounded and that a shelter belt is provided of beech and oak trees. Again, the design of this should be undulating and the width should vary to ensure a natural looking setting on both sides of any mounding.

More locally, how the edges of the master plan area are designed will have an impact on the quality of the existing routes within Newton Mearns. It is proposed that:

Hunter Drive

At Hunter Drive the new development at Site 2 will have a 'green' entrance. At its access road, an attractive landscaped park with large trees is proposed where there is a rock outcrop opposite the Mearns Primary School.

The north part of the site at this location sits higher than Hunter Drive and development here will be required to take account of this outlook which will also be part of the entrance vista and how the development looks from outwith it.

Ayr Road

At Ayr Road at the east of Site 2, the low-lying land near the present roundabout will not be developed and will be landscaped to incorporate paths, an attractive wetland SUDS pond and create bio-diverse habitats. At the west end of this site new screen planting will be provided.

Housing facing south at this location should front and address this attractive outlook as in part they will be visible from Hunter Drive.

Malletsheugh Road

The rural character of Malletsheugh Road is important and should not be lost by new development. It is proposed that the character of the road be retained as it is as much as possible. New trees and hedging should be planted to replace those at present that are old and damaged, as well as at the entrances to Site 1 and 2 and at the area where Malletsheugh Farm will be redeveloped.



The Green Spine for Play, Exercise and Key Amenity
Maidenhill Master Plan Supplementary Planning Guidance

3.3 Landscape Framework (cont)

Green 'Spine'

The Green Spine will be established along the line of an existing watercourse. The design of this green corridor should respond to the natural topography of the site and incorporate rock outcrops where present. The master plan proposes to create areas of high landscape and ecological value establishing native woodland, grassland and wetland habitats within the site's proposed greenspaces. The aim should be to create species-rich and native broadleaved woodland areas, with riparian characteristics along existing watercourses, interspersed with open glades and wildflower meadows.

The green corridor must also include:

- Native woodland planting on steeper slopes
- Open meadow grassland areas on shallower gradients
- Riparian woodland planting immediately adjacent to the watercourse
- A shared pedestrian and cycling route
- Informal path network
- Informal and formal play areas and features
- Localised bridge crossings

The Green Spine must be overlooked by houses for passive surveillance. The boundary of the Green Spine must be defined by hedge or hedgerow planting with access and egress points clearly defined by gateways.

Malletsheugh Road

The existing Malletsheugh Road is currently designated as a Core Path. The road will be retained within the development proposals and it will form part of the street and road network.

Malletsheugh Road has a limited carriageway width and there is no pedestrian path or footway. On that basis, a remote path must be created along the length of Malletsheugh Road whilst seeking to retain as much of the existing hedgerow and hedgerow trees as practical. Priority should be given to retaining existing trees over existing hedgerow in the event that the existing carriageway requires widening.

Hedgerow planting must be established on both sides of the road using mixed native species. New native standard trees should be informally planted within the hedgerow. Grass verges must be maintained.

Buffer and Screen Planting

A minimum 10m buffer or screen must be created adjacent to existing properties or adjacent to existing major road infrastructure. These non-developable areas must be planted with a native woodland mix incorporating deciduous and coniferous tree species.

Naturalistic Urban Fringe Landscapes

Large greenspace areas are to be retained and incorporated into the development proposals. These areas are predominantly sloping grassland sites with woodland and/or hedgerow edges. They will be largely retained as such, albeit with environmental enhancements; existing woodlands and hedgerows will be enhanced through an appropriate management regime which will include restocking and expansion with new trees; grass areas will be overseeded with a more diverse species mix and appropriately managed to establish an ecologically richer grass and wildflower habitat; informal paths will be established through these areas to facilitate improved access within the site.

3.3 Landscape Framework (cont)



Integrated Play Strategy - with a natural theme in the Green Spine and more formal adjacent to the school



The Green Spine

Play Strategy

The master plan includes provision for a mix of informal and formal play elements located centrally within the Green Network. This will include areas for exploratory and imaginative play as well as more formal play areas.

In keeping with other Green Network objectives play provision aims to:

- promote an innovative approach to play provision;
- promote healthy lifestyles and access to nature, and
- support community involvement.

Although it is envisaged that 'traditional' play features will be clustered together at key locations, especially for younger children and toddlers, informal features will be scattered through the Green Network. This will include a strategic, informal play corridor in the centre of the site.

Play provision must incorporate a wide variety of climbing, sliding, rocking and balancing apparatus, but there should also be an emphasis on utilising naturalistic features such as grass mounds, willow structures, logs, stumps, boulders and stepping stones in creative and meaningful design layout(s). This will encourage exploratory and imaginative play, and access to nature.

Play provision must cater for a wide range of age groups and abilities. Play areas must be designed to enable children of different age groups to play together and include elements that encourage social interaction. Play areas must also cater for supervisory parents and guardians (such as the inclusion of benches and / or picnic tables, and litter bins).

Key play areas must be located centrally with easy and direct access from the surrounding path network. Housing must overlook play areas to allow passive surveillance although an appropriate distance between the nearest house and the play area should be maintained (minimum 10m). Children should not have to cross primary streets or roads to access a play area, and all children should be within 5 minutes walking distance of their nearest play area.

Play areas must be designed to 'fit' into the natural landscape with their immediate context enhanced by localised landforms and native, low-maintenance planting which will include trees, hedging and ground cover.

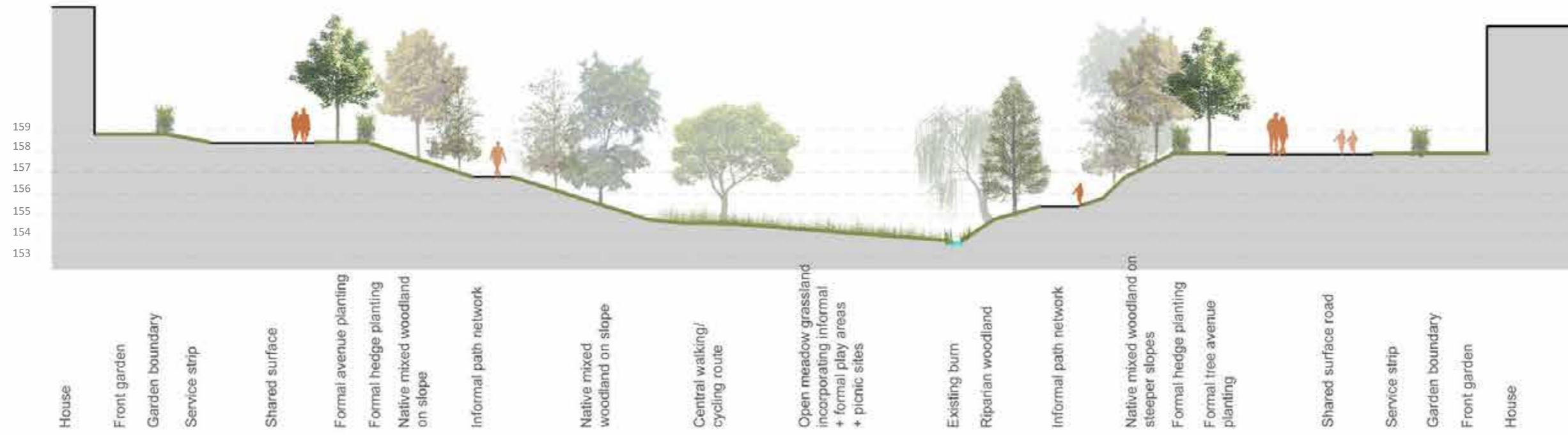
Barriers and fencing must be limited but installed where necessary to meet Health and Safety requirements in agreement with East Renfrewshire Council.

Play areas must be completed in advance of residents moving into their homes and therefore early consultation with East Renfrewshire Council is encouraged to ensure that proposals for play are in accordance with the Council's relevant play strategies and policies.

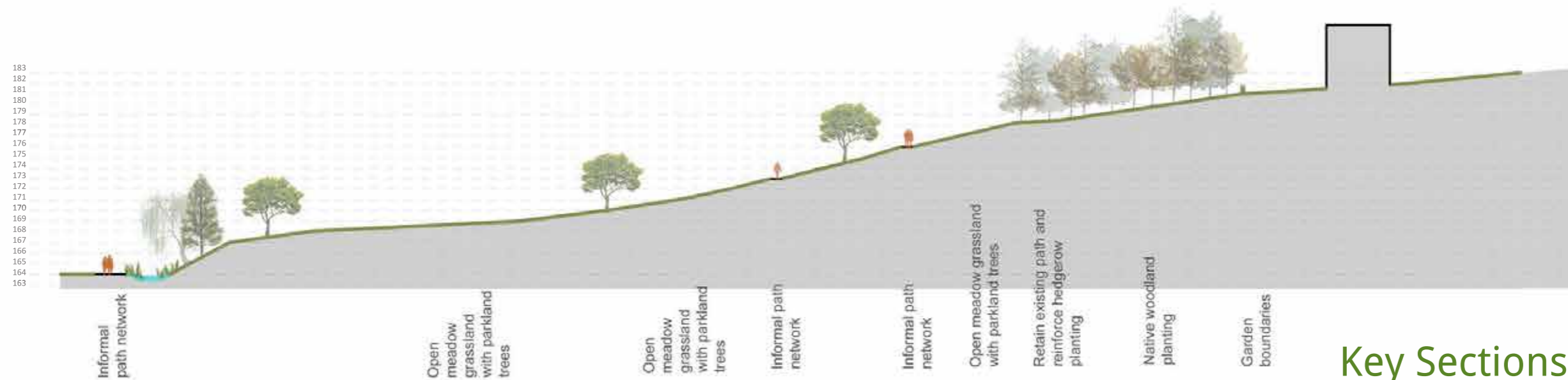
Early consultation will also enable developers to discuss and agree management and maintenance requirements.

The Councils Sports Development Team will be consulted on planning applications.

maidenhill

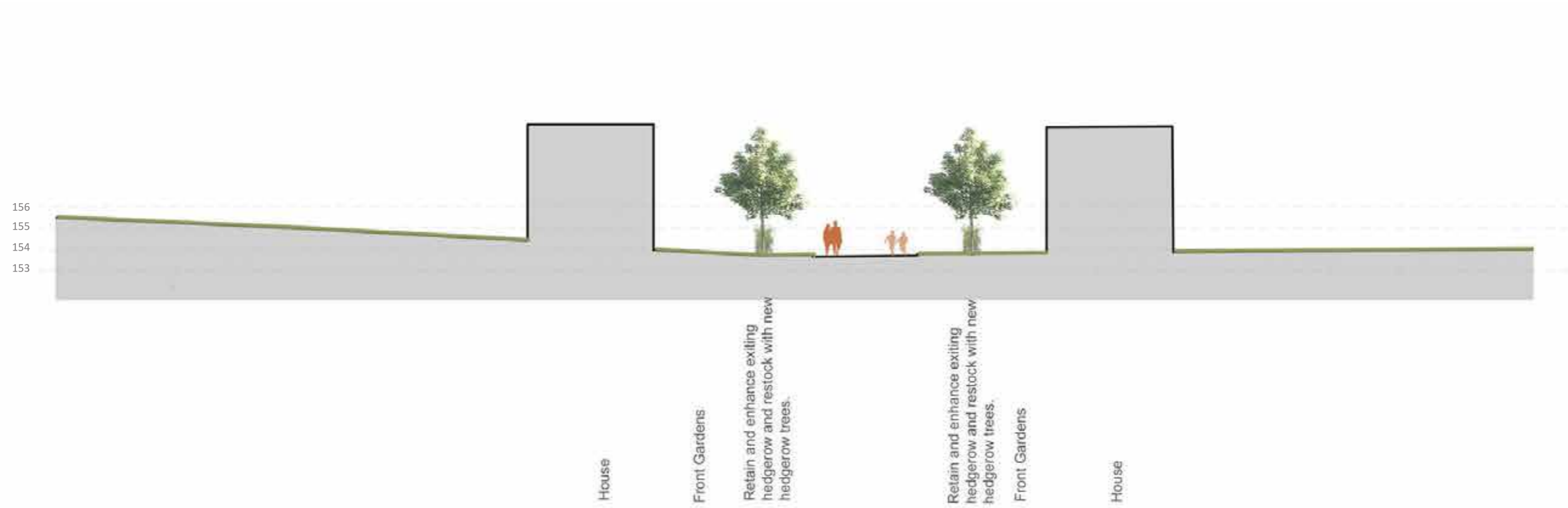


SECTION A 1:200

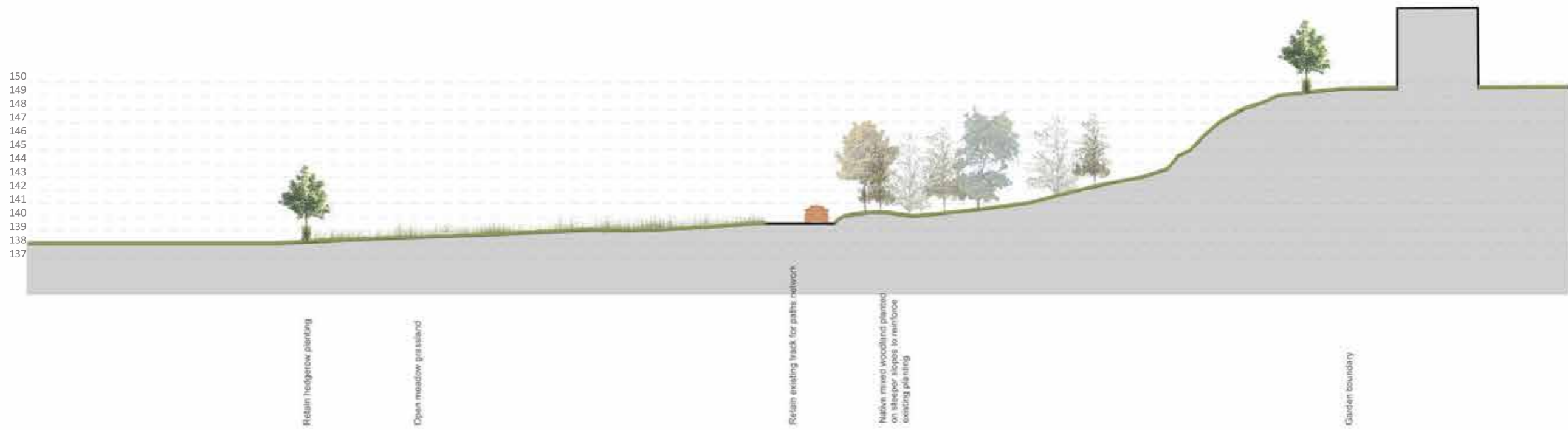


SECTION B 1:400

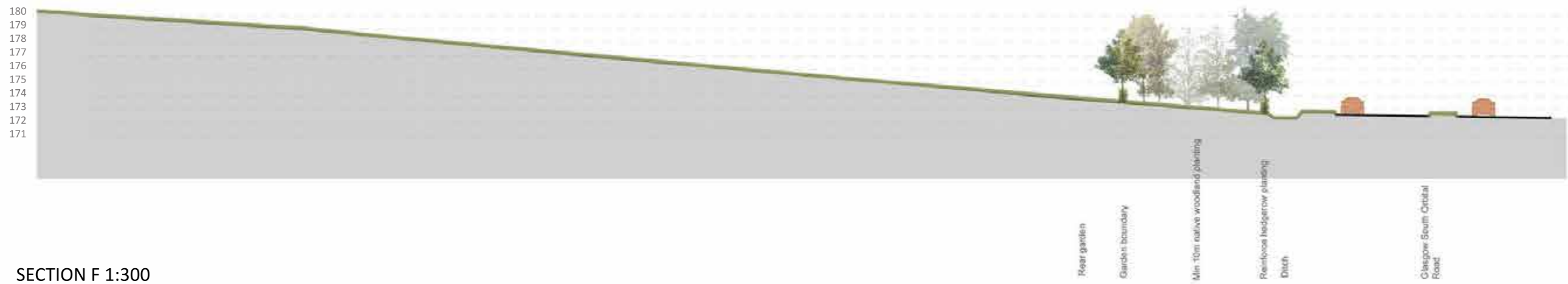
Key Sections



Key Sections



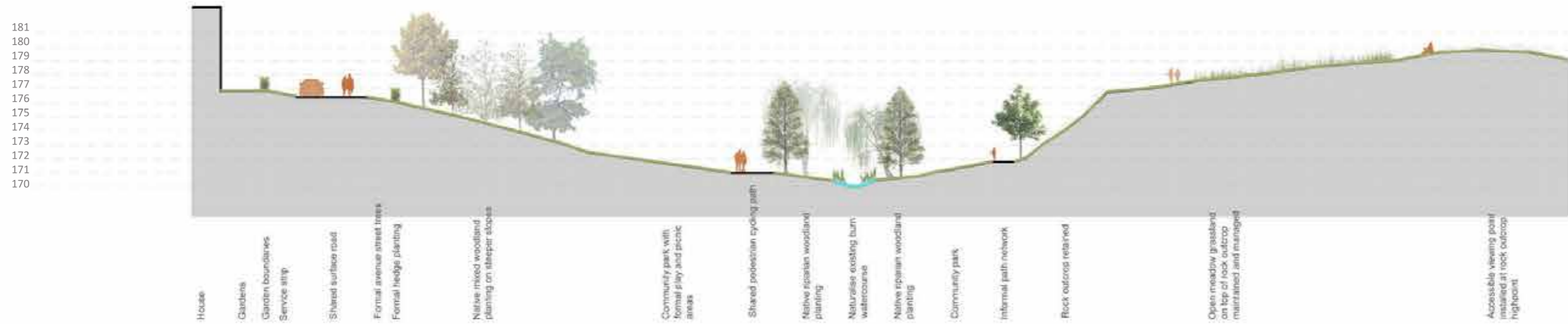
SECTION E 1:300



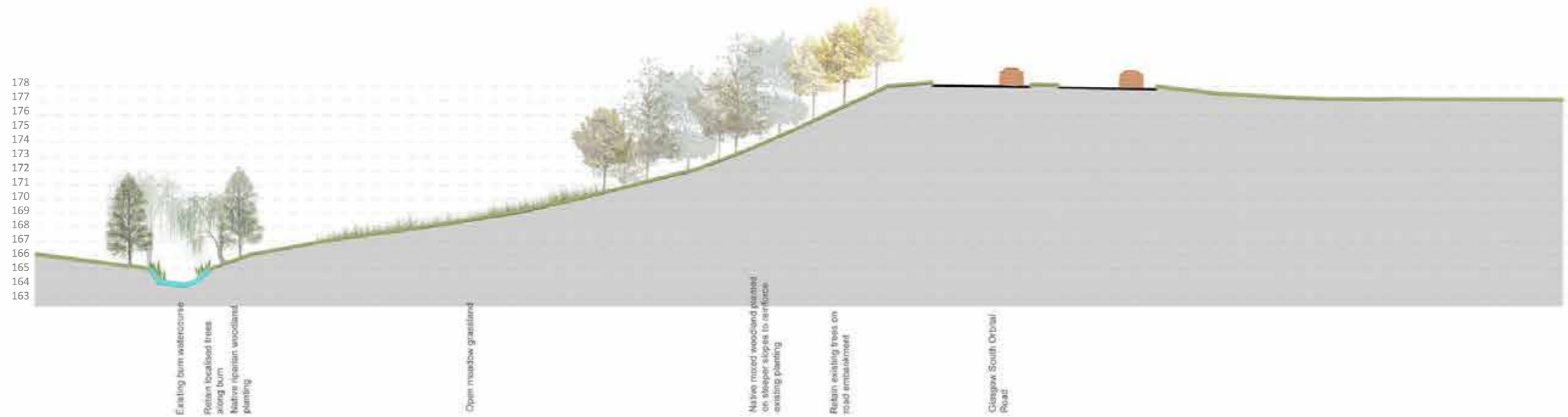
SECTION F 1:300

3.0 Master Plan Design Proposals and Principles

3.3 Landscape Framework (cont)



SECTION G 1:300



SECTION H 1:300

Key Sections

3.4 Movement and Transport

Sustainable Movement Strategy

Although it is envisaged that the proposed network of streets and roads will provide the key movement infrastructure for the new development, the master plan promotes the creation of a sustainable movement network. This will facilitate and encourage movement across the site by foot, cycle and bus.

Pedestrian access in the northern areas of the site is relatively well established with the presence of existing core paths and rights of way. There are also a series of undesignated footpaths. This existing network of paths in the northern area of the site must be enhanced through the protection and enhancement of the existing path infrastructure and the provision of new paths within the new development proposals. The main objectives of the path network at this location will be to provide residents with local access to greenspaces, play areas, schools and adjacent communities.

In the southern area of the site, there is currently a lack of access infrastructure, and therefore a new path and cycling network will need to be established and integrated with new development proposals. New path and cycling infrastructure should be remote from the main road infrastructure and it must be integrated with the creation of greenspaces.

The 'Green Spine' which is bounded by sites 4A and 4B will provide a strategically important access corridor within the centre of that site, but will function also for the overall Maidenhill/Malletsheugh area. It will connect Mearnskirk and Ayr Road to the proposed new school, community religious facility and the potential future park and ride facility, by way of green cycle and walking routes. Critically it will provide a structured and attractive greenspace route with play areas and other facilities as part of the overall Green Network.

Secondary access routes will be created to provide linkages between the Green Spine and other areas of the master plan site, most notably along the central wooded ridgeline and to provide access to the proposed shops and services on Ayr Road.

New bus stops must be positioned at central locations within the master plan site to enable all future residents to be within 10 mins walk of public transport. Bus stops will need to be located on the main road network but they must also be located next to the proposed path network to offer direct and easy access from other parts of the site.

The over-arching principle of the master plan movement strategy is to provide a new well connected and walkable neighbourhood. It is understood that Newton Mearns, in common with other sub-urban communities has high car ownership and use, but with new nearby primary schools and access to the countryside it is hoped that Maidenhill can be developed in a way that encourages more people to walk or cycle and use public transport.

Each of the development areas within the master plan is bounded by, and accessed from existing roads through the Maidenhill and Malletsheugh areas as outlined in the Site Analysis.

This master plan does not extend to the design of new roads layouts but concentrates on the key issues of high level connectivity and design.

As a general principle, roads should be determined by following the natural contours of the site, minimising cut and fill.

Within each development area there should be a legible hierarchy of streets, consisting of easily recognisable main routes, shorter streets and housing courts. The school and proposed Community/Religious Facility must be located on a main route and should not conflict with other road users.

The proposed street hierarchy, in tandem with specific street design, should prioritise legibility and a sense of place.

Path Network and Green Corridors

New paths out with the Green Spine should be established in conjunction with existing landscape features such as hedgerows or areas of woodland where practical. Where no existing trees or hedgerows exist, green corridors must be established with new tree and hedgerow planting.

Cycle and Footpaths

Within each development, main routes must have dedicated footpaths connecting all houses to bus stops, facilities and other amenity and cycle paths. Short streets and housing courts can have shared surfaces. In particular, the following cycle and footpaths must be provided to ensure connectivity and encourage walking and cycling.

Site 1

A new combined foot and cycle path link from this site must connect to Netherplace Road. Footpath links must be provided at the north east of the site to the proposed SuDS and naturally landscaped area.

Site 2

A new combined foot and cycle path must be provided within the nature park, connecting the west end of the site with Hunter Drive and with the south of Ayr Road at Site 4. Cycle footpath linkage must be provided to Malletsheugh Road. A pedestrian crossing might be needed here.

Site 3

A new combined foot and cycle path link must be provided to the mixed use site.

Site 4A

A new footpath must be provided in the north west corner to connect with that opposite in Site 2.

Where roads cross the green spine, there should be a priority at these crossing points for people walking/cycling to ensure there is no barrier to sustainable movement across the site.

Public Transport

The Maidenhill area will be served by a Bus Service with links to park and ride facilities at local rail stations. This is required to be subsidised by Development Contributions and required to be in place by a trigger point agreed with SPT.

New main routes must be designed to accommodate this with dwelling site being no more than 400m from a new or existing bus stop. A new covered stop (shelter) must be provided at the proposed school and the Community Religious Facility.

In addition, it is proposed that a park-and-ride facility be provided at Junction 5 of the M77. This will be a major positive asset, specifically for residents in Site 4 and for the Community/Religious facility. Routes within Sites 4A and 4B should be developed on the assumption that this will happen.

3.0 Master Plan Design Proposals and Principles



-  Path network to be incorporated
-  Strategic Viewpoint
-  Existing Right of Way
-  Existing Core Path
-  Proposed vehicular access point
-  Existing Bus Stops
-  Proposed Bus Stops

3.5 Roads Access

Roads Access to Sites

Roads Access to each site has been discussed in principle with East Renfrewshire Council Roads Service. From a number of potential access roads options scoped at high level, through the Strategic Transport Assessment undertaken by Transport Planning, the following access points have been previously agreed (subject to further detailed assessment):

Access from M77 /Ayr Road to Maidenhill: At this location, there is a concern regarding present traffic speeds entering and leaving Newton Mearns. This was discussed with ERC Roads Service and the provision of either a priority junction or a roundabout at this location was considered. It has been agreed that a priority junction can be developed, but that land should be left to allow a future roundabout should it be deemed necessary in the future.

ERC Roads Service have stated that the priority junction option is contingent on the design of the approach to Newton Mearns at the Maidenhill sites being a key contributor to slowing traffic as it enters the area. This supports the placemaking aim of ensuring this be the new south western 'gateway' to Newton Mearns as a whole and Maidenhill in particular.



Area set-aside for potential future roundabout and area of traffic calming

Key Principle

Proposals for landscape, housing and mixed uses at all sites should be designed to slow traffic entering the area and beyond to present Newton Mearns.

Trees, walling (including elements associated with sound attenuation) and hedging should emphasise the change in character of the area and mark the entrance to the new community. Paths should be visible in the adjacent landscaped areas to give cues to drivers that they should lower their speed.

Subtle changes in material and colour on the road surface, along with signs associated with the arrival to Maidenhill, should inform the driver's visual perception of the development boundaries. This will help reinforce the need for changes in driver behaviour.

Site 1

Access to this site is proposed off Malletsheugh Road near to Ayr Road.

In line with Designing Streets Policy, it has been agreed with ERC Roads that a (second) access is provided to Site 2 at this location also to improve connectivity between development areas and provide alternative routes to disperse traffic.

The access points to both sites should be located to minimise their size and impact and could be staggered or in the form of a small crossroads. To effectively slow traffic and be in keeping with the rural character of Malletsheugh Road, both accesses should adopt restricted forward sight lines.

Site 2

As outlined in the Site Analysis at Hunter Drive, there are at present traffic problems associated with dropping off at Mearns Primary School, and East Renfrewshire Council Roads Department has stipulated that new housing at this site will be accessed from a single road access at Hunter Drive with a second access at Malletsheugh Road.

Site 3

Following the provision of a new priority junction, the southern section of this site can be accessed from the continuation of Ayr Road (the reinstatement of a section of Ayr Road which was cut off by the M77).

Access to the northern site and car parking associated with the mixed use development could be accessed from either the continuation of Ayr Road or the present road to the M77.

Sites 4A and 4B

The entrance to Site 4A will be from the proposed 'reinstated' Ayr Road, at approximately the present access to Maidenhill Farm. There are mature trees at this location and the roads design and levels should ensure that these are retained as a priority, as these are an integral part of the Green Framework and will provide key landscape quality which will, in turn, enhance the attraction and value of the overall new development.

The entrance to site 4B is proposed from the GSO and the landowner has indicated an informal 'in principle' agreement for this with the Connect Group, the developer and operator of this PPP road. The details of the access design will require to be agreed with ERC Roads. This access has been scoped as left-in and left-out access with traffic travelling west from Maidenhill requiring to utilise the roundabout at the Mearns Road junction with the GSO.

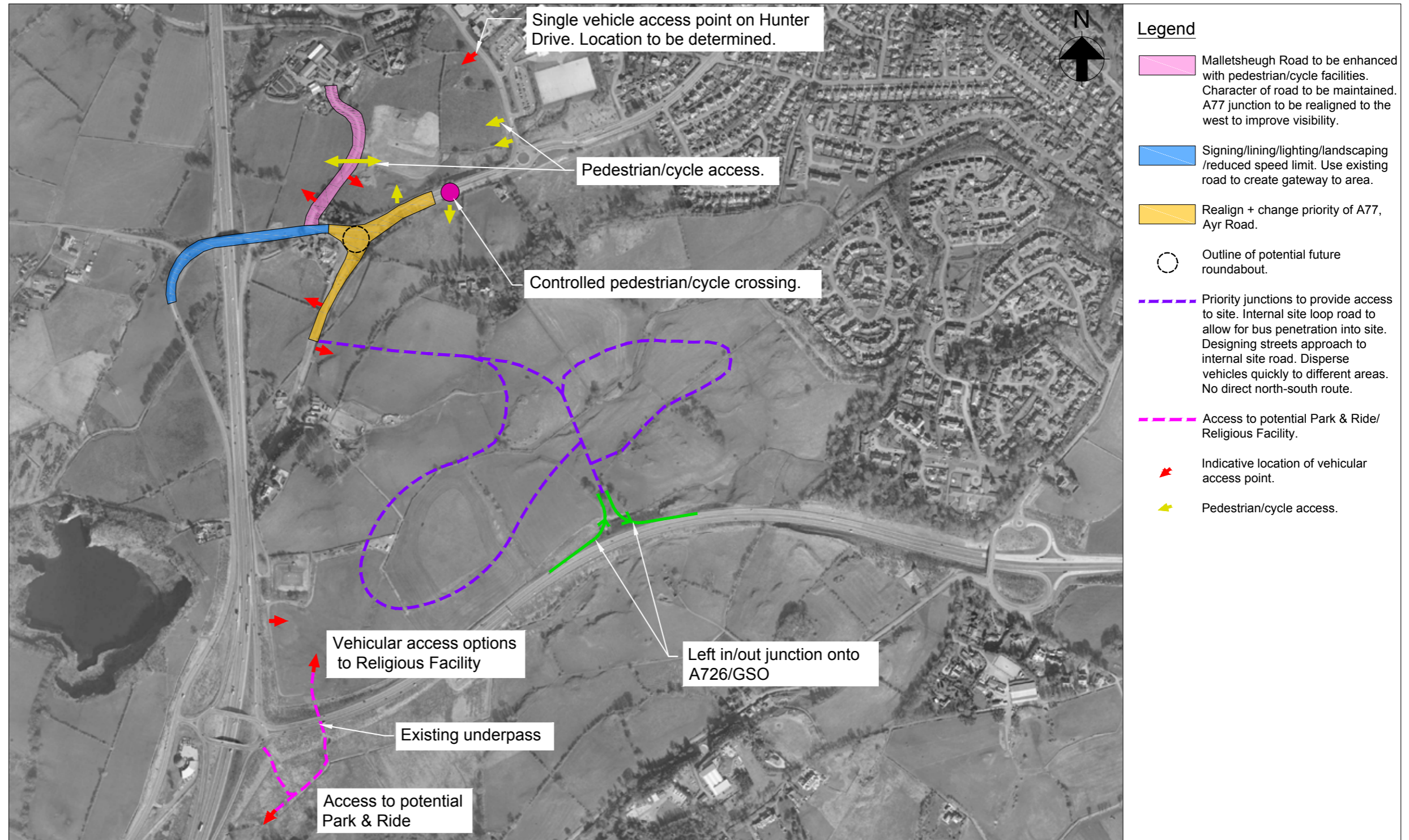
If this is technically acceptable, it would be an appropriate southern entrance to the new Maidenhill area, which will take a significant amount of local traffic away from other routes into the area and increase its overall permeability.

The new access road will require significant lands shift as the GSO sits considerably higher than the site, and this should be sensitively designed to ensure that it feels like an entrance to a high quality residential area.

The actual entrance location is yet to be determined but it is likely to be near a prominent and important stand of field trees and water course which should be retained as part of any proposals, as key landscape features within the Green Framework.

If the Park and Ride proposal is to be taken forward, through the Strategic Transport Assessment undertaken by Transport Planning, it has been identified that this could be accessed from Junction 5. This, in conjunction with works at the present underpass, could also provide access to Site 4.

3.0 Master Plan Design Proposals and Principles



N.T.S.



Maidenhill Masterplan	
Title : Emerging Access Strategy	
Job No: 236551-00	Figure: 1

Integrating SuDS in a Quality Environment



3.6 Flooding and Drainage

The wider Mearns Kirk and Maidenhill area has a history of flooding issues, and concerns regarding potential impacts of the development proposals have been raised at all stages of the consultation process for the Maidenhill development. It is important, therefore, to stress that Scottish Planning Policy places a clear requirement for any developer to “have a neutral or better effect on the risk of flooding both on and off the site”. At Maidenhill, this will be achieved by limiting the discharge to a rate lower than that of the existing green field.

A Hydrological Scoping Study was carried out by EnviroCentre for East Renfrewshire Council in October 2013. This considered hydrological data, including open and culverted watercourse alignment, terrain elevation, land use, in-bank structures and flooding history. This identified flood history, drainage requirements, flood issues and risk “pinch points”. It considered constraints and opportunities for future drainage. It proposed initial potential locations for SuDS ponds in each development area.

A full Drainage Assessment and Flood Risk Assessment must be submitted with each Planning Application to demonstrate the site can be developed with no adverse flooding or drainage issues.

These reports should be checked and signed off by an appropriate professional.

Particular consideration should be given to suitable pollution control mechanisms to ensure that contaminated surface runoff arising from earthworks, roads, drainage, etc does not cause a risk to the wider environment.

Drainage Assessment

The Drainage Assessment should be carried out in accordance with the document ‘Drainage Assessment – A Guide for Scotland’ by the SuDS Working Party, while the Flood Risk Assessment should be carried out in accordance with the CIRIA document C624 ‘Development and Flood Risk: Guidance to the Construction Industry’ and current SEPA’s Technical Flood Risk Guidance for Stakeholders.

It should be noted that the Hydrological Scoping Study by EnviroCentre has highlighted that “An assessment of the capacity and condition of downstream culverts is required as part of the drainage system design to ensure there is no increase in downstream flood risk.” It is the developers’ responsibility to ensure that flows and associated flood risk are not increased as a result of their development.

Flood Risk

In accordance with Scottish Planning Policy, development which would have a significant probability of being affected by flooding, or would increase the probability of flooding elsewhere, should not be permitted. It is therefore essential that for planning to be granted, this must be proven through a Flood Risk Assessment.

- Development should not take place within areas at medium to high risk of flooding from water courses (probability of watercourse, tidal or coastal flooding greater than 0.5% Annual Exceedance Probability /200yr RP) generally referred to as the functional flood plain;
- SEPA and East Renfrewshire Council will oppose any proposals for development in the functional flood plain;
- If any doubt exists as to where the functional flood plain extends to, a detailed flood risk assessment, including hydraulic modelling, will be required to define the extent;

- A minimum freeboard of 500mm should be allowed, above the 0.5% Annual Exceedance Probability /200yr RP flood extents, for road and property levels. (Additional freeboard may be required for high-risk areas including schools, public buildings and adjacent to existing culverts. To be agreed with ERC);
- The Flood Risk Assessment should also take into account the risk of blockage, taking into account sensitivity to flooding and the likelihood of a blockage occurring;
- Surface water flood risk will need to be included within the future more detailed studies.

Drainage Proposals

A satisfactory means of foul and surface water disposal must be demonstrated as part of any planning application. It is essential that any proposed development has been assessed to show that it can be drained without detriment to existing sites down catchment.

- All foul drainage should be connected to the public sewer, with the permission of Scottish Water;
- SuDS principles should be applied and the existing runoff regime should be followed wherever possible;
- Two levels of treatment will be required for roads and residential areas, as per the SuDS Manual;
- Discharge rates should be limited to 6.5l/s/ha for all events up to and including the 3.3% Annual Exceedance Probability/30yr RP event (plus an allowance for climate change). (This rate should be adjusted where the area being drained is significantly larger than that of the natural catchment);
- Runoff from events up to and including the 0.5% Annual Exceedance Probability/200yr RP event (plus an allowance for climate change) should be analysed and shown to pose no threat to properties.
- The receiving culverted watercourses should be assessed to establish their condition prior to connections being approved. Due to known existing capacity issues, under no circumstances should any drainage system be connected to the unnamed burn adjacent to Cheviot Drive or any culverts connecting to this burn.
- Discharge from the SuDS ponds located near Burn B should not impact or reach Burn D (see plan on page 23).
- Any new road line should also ensure that there are no steep gradients leading down to the crossings which would result in contaminated road run-off discharging into the watercourses.

Sustainable Drainage Systems (SuDS)

As per The Water Environment (Controlled Activities) (Scotland) Regulation 2011, SuDS are a legal requirement for all developments constructed in Scotland after 01 April 2007.

The master plan for Maidenhill promotes an integrated approach to SuDS, where SuDS design complements the quality of place and the amenity and habitat of green areas. At initial discussions for the masterplan, Scottish Water indicated that Sewers for Scotland 3rd Edition (SfS3) may allow for ponds and basins without barrier fencing, and, importantly, a sensitive approach to access for maintenance in line with best practice exemplars. Since then it has been suggested that barrier fencing may still be required, though this might be of a more 'naturalistic' design and appearance than current guidance in Sewers for Scotland 2nd Edition.

Key Principle - an overarching requirement of the master plan requires that the Maidenhill development be a special, attractive, green place, an exemplar of best practice. This means that it is not acceptable that SuDS installations are 'urbanised' as this will be inappropriate for the quality of place envisaged.

Developers should develop proposals in this important context and according to the final guidance position of SfS3. ERC will support them working in partnership with Scottish Water to achieve the exemplar solutions required. As an example, it is viewed that if safety fencing is required it will be acceptable provided it is designed to be fully naturally screened and is integrated with landscape proposals, however the provision of a hard surface 3.5m access track for ponds is not considered something that will contribute appropriately to the overall environment. Also in specific areas, the provision of wetlands will be more appropriate, and these are, at present, not adoptable by Scottish Water. If this does not change, further consultation will also be required.

In keeping with the green priority of the Masterplan, the SuDS proposed should enhance open space and add to the amenity value of the development. Where possible, SuDS should therefore be visible and green and not hidden below ground.

The following SuDS components are proposed, and as outlined will be supported to achieve a maintainable scheme – either through adoption, or as part of a wider 'stewardship' approach by ERC. An appropriate maintenance regime for the SuDS features should be developed and adhered to throughout the lifetime of the site.

Porous Block Paving should be considered for private driveways, effectively limiting the area of hard standing associated with individual housing plots. These might also be used in shared surface housing courts or short streets according to the specific design. Permeable pavement should be designed in accordance with BS 7533.

For main routes and some streets, roadside swales or filter trenches should be considered. This would give a level of treatment at source and would provide a small amount of attenuation at the upper end of the drainage networks. Bio-retention should also be considered as an option where planting is being proposed adjacent to public open space and roads. This generally takes the form of under-drained landscaping areas or tree pits. Properly designed, these can blend in well with the site's landscaping plan and are in keeping with ERC's green network aspirations. These components should be designed in accordance with SuDS for Roads and The SuDS Manual.

As a site control, ponds are to be promoted, as opposed to basins. In some areas wetlands will also be appropriate. These will provide the final stage of treatment for each area while also providing storage in order to achieve the discharge limits imposed by ERC. Ponds should also be designed with a freeboard which can be used to largely contain the extreme storm events up the 200 year return period. These items are to be designed to adoptable standards in accordance with Sewers for Scotland 2 and The SuDS Manual.



SuDS in the Green Network

SuDS ponds will provide locations to create a wetland habitat utilising typical wet and marginal plant species.

3.7 Key Urban & Landscape Design Concepts

The Design Concepts that will deliver the Maidenhill Master Plan Vision in summary are:

Attractive Designed Landscape Setting: a strong Landscape Framework to define the new neighbourhood and provide a meaningful landscape structure that can have a defining influence on the character and function of the development

Retaining Existing Features: retaining existing water courses, trees and woodland areas and using them as the basis of streets and roads layouts; expanding them to establish a comprehensive, neighbourhood structure integrating existing water courses and SuDS with proposed greenspace and woodland structure;

Connectivity: Providing strategic movement corridors through the site linking to key destinations and nodes within and outwith the site boundary; Providing an extensive path network that offers functional access and circulation as well as an important recreational resource.

Good Siting /Visual Sensitivity: Keeping development off the highest and most visually prominent areas of the site; Acknowledging rock outcrops as key features within the landscape and providing them with an appropriate landscape setting, as well as integrating these features as key recreational destinations within the proposed development; Providing extensive screening to development from adjacent road corridors and existing residential areas;

Streets and Houses of Recognisable Special Character: high-quality, place-specific design of house and street layouts

Holistic Neighbourhood Design: a connected approach to housing and landscape design within and between development sites

Sustainable, Legible, Safe and Secure Design: a development that will promote walking and cycling and help social inclusion with attractive streets, public spaces, paths and cycle routes, and a mix of house types and sizes.

'Visibility' The sites are highly prominent from the GSO and M77. New development should sit as clusters within the landscape and should not present a dense connected area of roofs.



'Holistic Neighbourhood Design': a connected approach to housing and landscape design within and between development sites

3.8 Urban Design Principles - Edges and Entrances

Entrances

The entrances to the Maidenhill area overall and to each development area will signal the quality of that development and the new neighbourhood. Each should be designed accordingly to create an appropriate quality and character.

Key Principle - houses and landscape should make attractive, characterful entrances and there should be no blank gables or rear fences at site entrances and their approaches. Short sections of well-designed walling to address privacy issues are acceptable, but landscape should be designed in conjunction with buildings at these key areas.

Entrance to the Maidenhill Masterplan Area from M77

The development's impact at the present access road from the M77 will be an important new entrance to Newton Mearns. It must 'signal' a high quality place to live.

The road will be altered, with a new priority junction. This will help slow traffic coming from the slip road as it approaches Newton Mearns. The landscape design at this point will create a green gateway to Maidenhill and Newton Mearns as a whole.

New housing on the east corner of Site 1 should address the road, accessed from within Site 1 but taking its cue from the existing cottage fronting Ayr Road.

The new mixed use development Site 3 at the north end, presently the site of the Indian Platform, will be a focal building and should be of high quality design. As it will have a combination of shops/small businesses and potentially a doctor's and/or dental practice, there will be a requirement for drop off and parking. Parking for this should for the most part be at the rear of the development and must incorporate high quality landscaping into the design to screen this from Ayr Road and the approach from the M77.

'Focus' At the key corner and entrance to Sites 3 and 4, trees, hedging and walling should be designed to slow drivers in this area



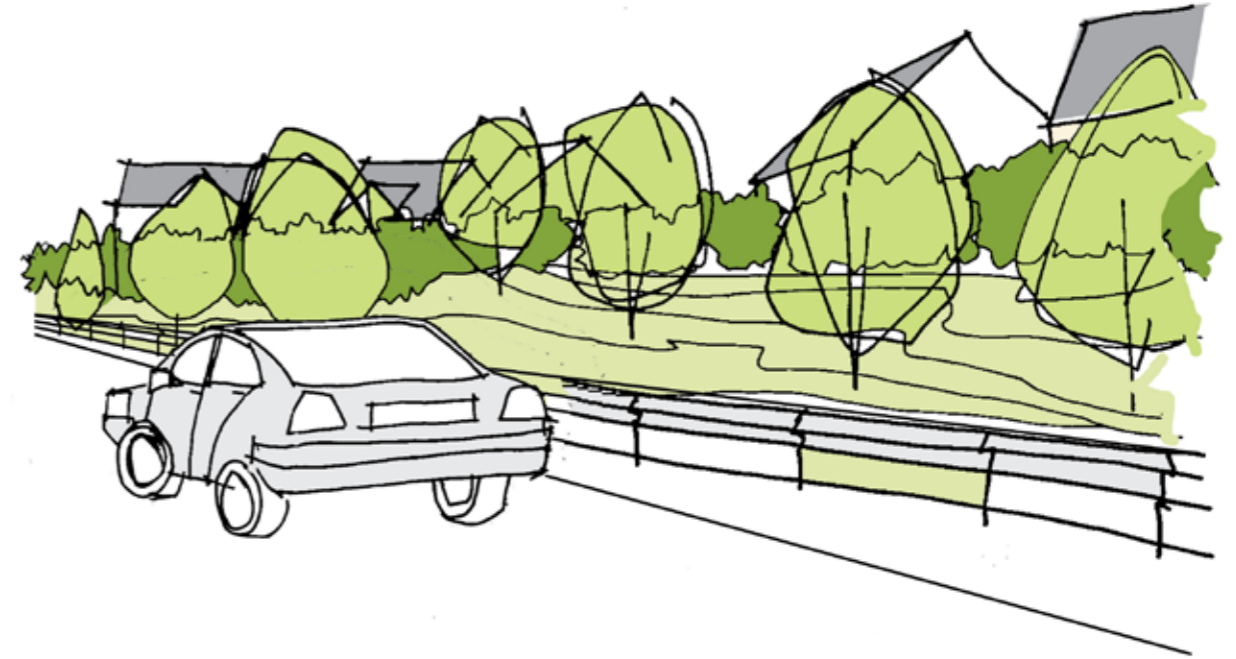
Urban Design Principles - Edges and Entrances

Glasgow Southern Orbital Road

The entrance to Site 4B from the Orbital Road is a key gateway into the masterplan area and will be a very prominent signal of the quality of the development. The road will require to negotiate the level changes from the road to the development site and the design of this is crucial. To the east of the anticipated access point there are some mature field trees, and the engineering and landscape will require to incorporate them into proposals. New landscape should augment their character and create an attractive entrance. This is crucial as a badly designed approach and entrance here will detrimentally affect not just perceptions of the quality of the proposed development at Site 4, but also of the overall master plan area. The new housing here should be laid out to respond to this entrance area also.

Hunter Drive

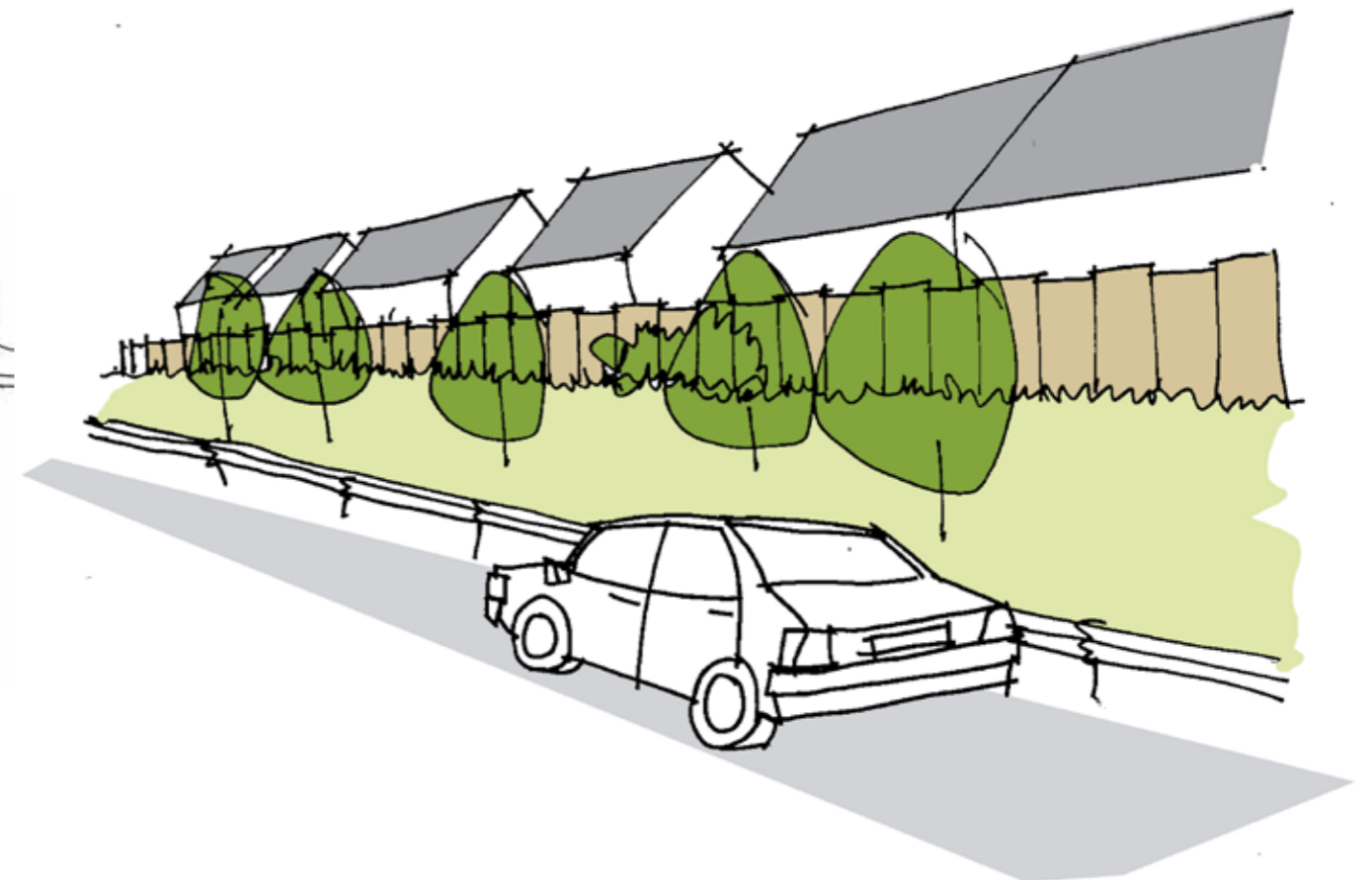
The east entrance to Site 2 will be opposite Mearns Primary, adjacent to the proposed park. The houses or flats here should make the most of this setting and the design should be appropriate for this important location. The design of homes in the north area of the site also will require to take account of the prominence of this part of the site as part of the overall entrance vista.



Key Edges - the edge to the M77 should be designed as an undulating 'parkland edge'.



New housing should be laid out to address proposed park at the rock outcrop .



It is not acceptable to have a narrow exposed acoustic fence or unnatural bund.

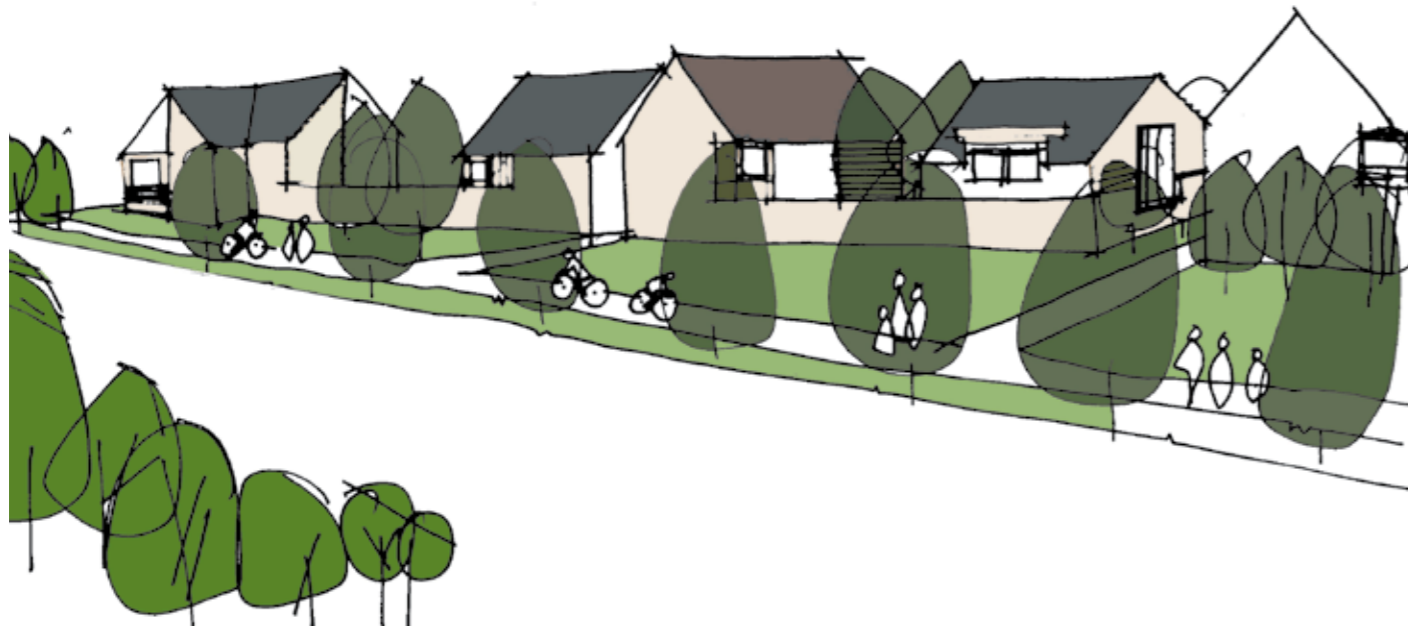
Urban Design Principles - Edges and Entrances

'Old' Ayr Road

House/street layouts at the entrances to Site 3 could be either asymmetrically laid out or could be more conventional 'suburban corners'. In any event, houses must positively address Ayr Road - overlooking it and not presenting back fences.

The entrance to Site 4A will be an important gateway into this large site and an opportunity to set a high quality character for the development. There is a key opportunity which should be taken to have a high quality landscaped area to signal the overall development quality. As elsewhere, houses at this area should front and address the entrance prospect.

This contemporary edge treatment is of courtyard housing served from the rear looking outwards and overlooking the road and green route. This is appropriate at parts of Site 4a, including the present Right of Way location



The entrance to Site 3 could look like this, with attractive villas or semis looking to 'old' Ayr Road and helping create a real sense of place.-





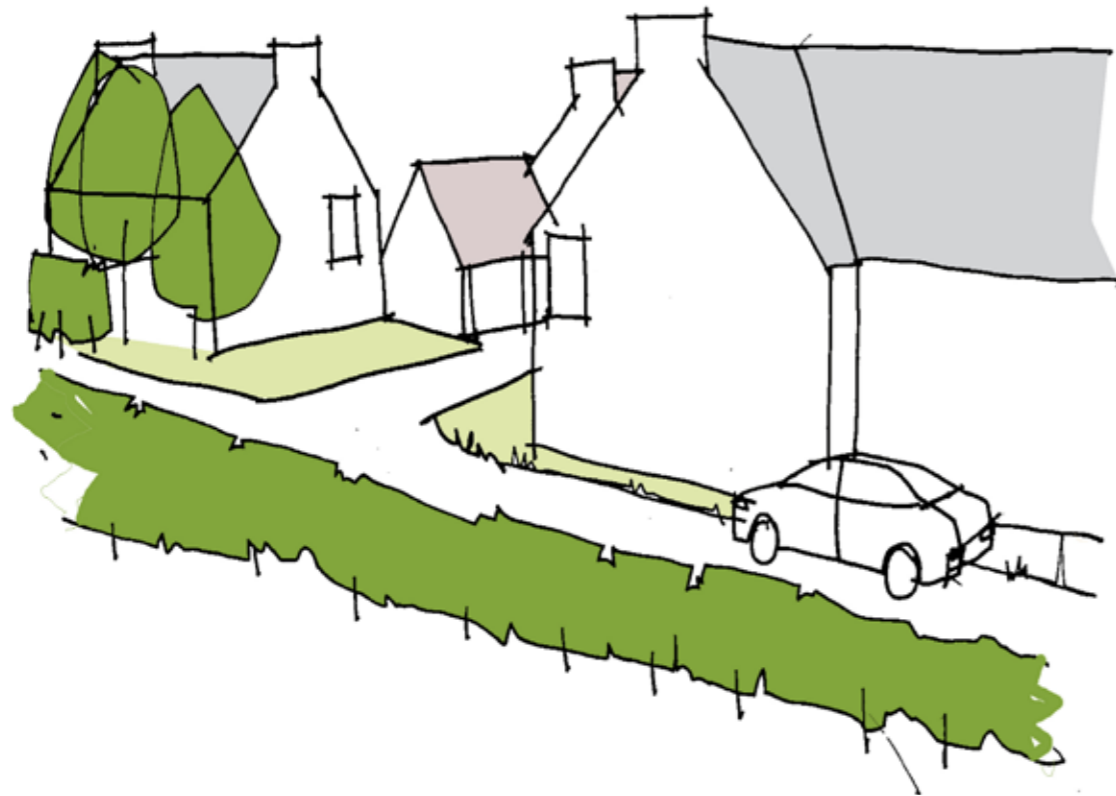
maidenhill

3.0 Master Plan Design Proposals and Principles



Malletsheugh Road

There will be entrances to Sites 1 and 2 at the south end of Malletsheugh Road. It is anticipated that these should be staggered to be in character with the rural feel of the road. The design of the houses at these entrances must be laid out asymmetrically and present attractive gables and frontages to the access views. The incorporation of garages with courtyards adjacent would be an appropriate treatment.



'Corners' New development should face entrances and be designed accordingly - a more rural-development influenced option for Malletsheugh Road sites 1&2



'Accesses and Entrances' The accesses at Malletsheugh Road to Sites 1 and 2 to be agreed with ERC roads. They might stagger or could be in the form of a crossroads.

Street Design

'good street design should derive from an intelligent response to location, rather than the rigid application of standards, regardless of context. Designing Streets does not, thus, support a standards based methodology for street design but instead requires a design-led approach.'

'Street design must consider place before movement.'

Designing Streets, A Policy Statement for Scotland 2010

The design of the streets at Maidenhill is fundamentally important to ensure a successful overall connected development and a high quality place.

Key Principle - development layouts and design must consist of attractive, cohesive streets with each street within an area having an understandable character. The nature and character of the street must be illustrated in planning applications.

Distinctive Streets

Designers should use modelling and design skills to develop housing layouts that create streets with recognisable character. They should use different house types to provide features within appropriate places in the street. A balance will be required between the number of types, the use of materials and the effect that creates in the street overall. Street design should not be approached as a simple assembly of varying house types on a road plan.

In areas where housing is denser - buildings and boundary walls must be designed to enclose the space. Houses should be clustered together. Rather than siting houses with minimal gable-to-gable distances, house layouts, including the design of garages and gables, can be used to make characterful and protected enclosure. This can be complemented with individual houses and semis with driveways elsewhere .

In areas where housing is less dense - houses should be set in plots to create a recognisable street layout. Hedges and walling must be used to create coherent and attractive space and thoughtful use of materials is required.

Connected Streets - Follow the Topography

Houses and Streets should be designed and laid out as much as possible to follow the natural topography.

All sites must be designed to make positive connections between developments by layout and design.

Street and house levels must be designed to ensure good visual, road, cycle and pedestrian links. There should not be unnatural looking mounding or areas where desire routes are prevented.

Street Hierarchy and Wayfinding

Each area must have a hierarchy of streets with an identifiable main route or routes within it, allowing legibility and providing continuous footways that are connected to other pedestrian and cycle routes. Short streets or courtyards leading off the main route(s) can be shared surface. All streets must be designed to ensure speeds of no greater than 20mph using street lengths, roads geometry and buildings where possible to naturally slow traffic.

Most buildings are anticipated as being two storey but some higher buildings, up to three storey, could be used to help wayfinding and create special places. These should be located to take account of vistas and internal views, at corners or the entrances to the development sites or green routes, or overlooking shared spaces or parks.

Special house types and trees should mark corners and crossroads and assist wayfinding and slow traffic.

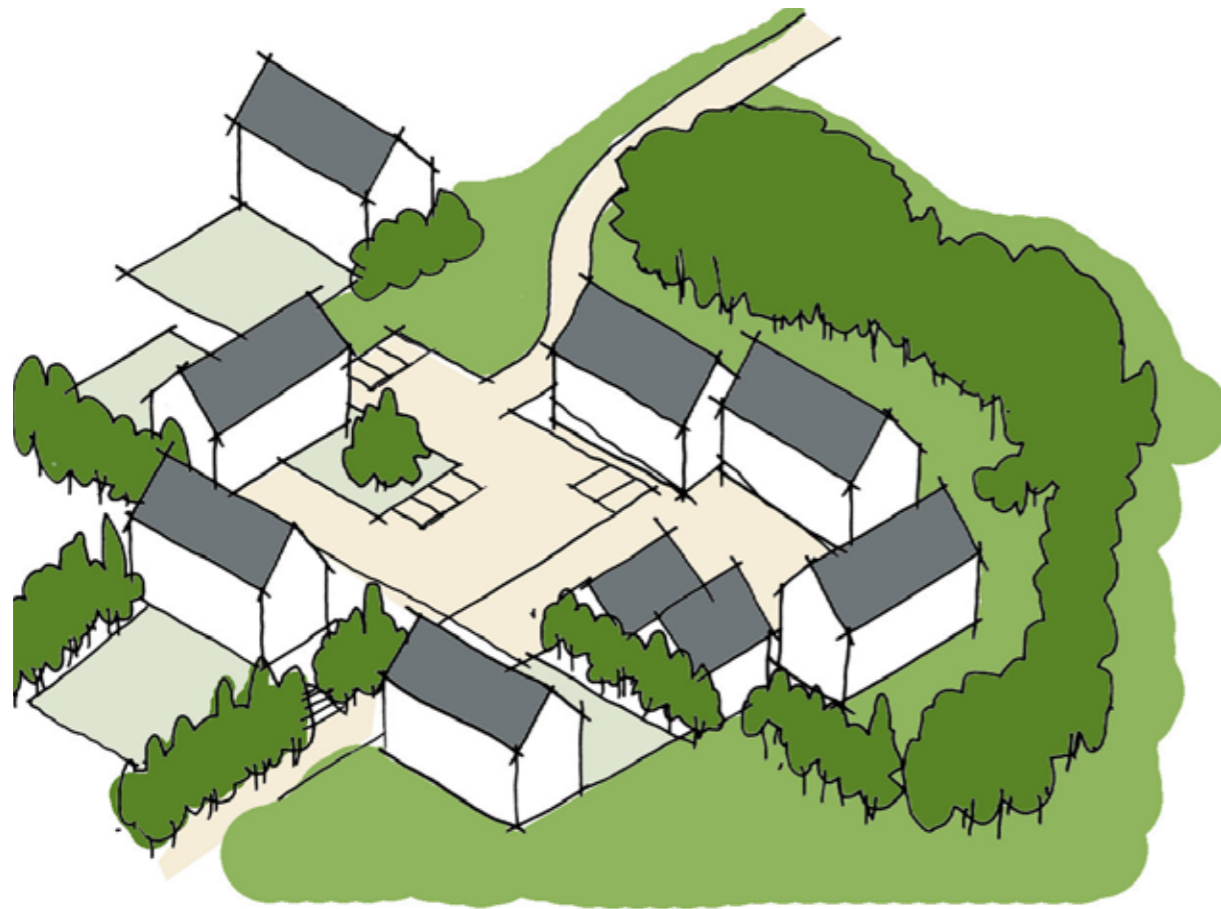


Within the site's vistas, houses should be used to enclose space and help wayfinding

3.0 Master Plan Design Proposals and Principles

maidenhill

'Courtyards' Courtyard housing naturally encloses the space and provides privacy and amenity. Courtyards with garages are appropriate in denser layouts to create a more 'rural' inspired layout.



'Corners' New development should turn corners 'by design' and specimen trees should be used to mark them...



House Design

Building Heights

Housing is anticipated as being generally two or two-and-a-half storeys, but some single storey development may be appropriate. Three-storey buildings, if proposed, must be located where they 'mark' public or open spaces, end axes and create special spaces.

Tenure Blind and Homogenous Design

Flats and houses of all tenures must incorporate the same materials and details. They should not look as if they are by different designers. Affordable Housing should be provided proportionally in each development site.

Corners and Gables

House layouts should generally not expose blank gables. At street corners and adjacent to paths, windows and gable features must be incorporated to ensure overlooking and character.

Outward Facing Homes - Minimised 'Back Views'

At key identified areas, new homes must be 'outward facing' and may require to have road access from the side or rear as a result. In these and other cases, buildings will be approached or seen from more than one side and they and their curtilages should be designed accordingly.

Throughout the development, houses and streets must be laid out and designed to minimise or eliminate backs of dwellings being seen from the public realm. At key views to the development, necessary privacy or acoustic fencing must be screened with appropriate evergreen and deciduous planting.

Shared Space

The Green Network and Routes will ensure that the overall Maidenhill area has well connected, high quality open space. Each area must have small shared spaces, located in conjunction with the network which can be actively used by the immediate community. These spaces should be actively overlooked and buildings adjacent to them must be designed accordingly.

'Seamless' Design

Buildings of all types and sizes must be designed to relate as one homogenous design. They should not look as if they were designed by different designers for different developments.



New development should **not** present back fences to public space, roads or views.



Some buildings will be approached or seen from more than one side and they and their curtilages should be designed to take this into account.

3.0 Master Plan Design Proposals and Principles

Housing should be designed and laid out to create and frame actively overlooked shared spaces, SuDS and amenity areas. Housing of all tenures must incorporate the same materials and details. They should not look as if they are by different designers.



Architectural 'Style'

It is anticipated that some of the developers at Maidenhill will wish to utilise previously developed house types. As most have a wide portfolio of homes built over a national area this is not perceived as an impediment to creating a special place at Maidenhill. In this context, however, it is important that their designers demonstrate that these types are appropriate for each location and in a design which meets the requirements of the Masterplan. It is anticipated that previously used house types will require at least minor amendment to incorporate the materials and details anticipated as appropriate for the location.

Recent development in Newton Mearns has tended to use a 'traditional-looking style' derived from the historic rural architecture in the wider area. Whilst this is acceptable as a precedent ideally this might be developed further as a more contemporary interpretation of the style for the housing at Maidenhill. Pre- and immediately post-war new housing in the area also has a specific style which also could be interpreted in a contemporary way.

Materials

A limited palette of materials of stone, brick, tile, timber and render must be used in accordance with the Guidance.

Walling

As there are a number of developers coming together to build in the Maidenhill area, it is important that materials are used to create a sense of connected place.

There is a long tradition of the use of render in the older and most popular areas of wider Newton Mearns. It is viewed, therefore, that this should be used as the primary material to establish cohesion throughout the development areas of Maidenhill. This is particularly important on the edges of each development area and where houses from one site can be seen from another.

If developers propose predominantly brick buildings in particular locations, these will be considered but must be specifically incorporated into the overall site design approach and illustrated in planning applications. In this case, there will be a particular scrutiny of the architectural style and approach to establish its appropriateness in the overall design vision for Maidenhill.

Features and Details

It is important that the new houses are constructed and detailed in a way that gives them character and appeal.

Facing brick or stone could be used to provide detail and variety. Again, historic successful precedents should be referred to to establish how best brick and render, or stone and render, can be combined in a contemporary interpretation of the local aesthetic.

The contemporary 'traditional' style would suit simple strong details, picking out specific features such as gables, faux chimneys (eg passive ventilation and flues) windows or doors.

The inter and post-war housing uses brick to highlight openings and incorporate porches etc, and a modern interpretation of this would be contrasting detailing to prevent a bland and bare aesthetic.

Roofs

As has been outlined, due to the local topography, the Maidenhill development will be viewed not just from within the immediate area, but also outwith it from the M77 and GSO (A726) Ayr Road. The roofscape is highly important and therefore as it is a key aim to create a cohesive neighbourhood character, it is proposed that a palette of four roof tile colours are used for the development as a whole.

The roofscape of each area of development must be designed taking account of its prominence and the effects of changing levels within the site. The design approach proposed should be illustrated in each planning application for consideration.



Materials and details should be used to create architectural character



Roof Tiles to match Marley:
Natural Red
Old English Dark Red
Dark Red
Anthracite



Some homes will best be designed to face private rear gardens



Villas with integrally designed walling create a unified street



Denser areas of flats designed to create character and shared space in keeping with housing elsewhere

Garden, Boundary Design and Parking

Private Gardens

Passive security, privacy and amenity must be built into housing layouts. Developers must be able to demonstrate how the location of windows and doors, and the relationship between buildings and shared or public spaces and paths, takes these factors into account, ensuring that each house has a usable private garden and that houses are not vulnerable to break-ins.

It is anticipated that larger gardens at Maidenhill will be a key market attraction for home buyers, but there may be areas where smaller gardens will be attractive to purchasers. Consideration will be given to garden sizes that are not in strict accordance with area requirements in SPG Green Network and Environmental Management, in these cases proposals must be tested to ensure that each house has private garden spaces which can accommodate, at a minimum, the following:

- external clothes drying space - appropriate for the size of home
- outside private space - in the case of family houses with a space for appropriate play space and 1.5m x 2m garden shed
- hard standing for four wheelie bins screened from public view
- a patio, deck area or growing area of at least 6m X 6m

This might mean that strict distance measurement criteria (ie 9m back gardens) are not specifically applicable in Maidenhill.

Car Parking

Car parking must be provided in compliance with the Maidenhill/Malletsheugh Development Framework but it must be incorporated sensitively with consideration given to rear garden parking and rear parking courtyards where appropriate.

Gardens and streets must not be dominated by car parking and car parking must not be provided within the immediate vicinity of front living room windows or main entrances.

Visitor parking must be designed into street layouts from first principles and must be attractively incorporated with planting and street trees. It must not be provided as an afterthought located anywhere 'left over'. Ideally, visitor parking must be near overlooked and shared spaces.

Boundary Design

The design of boundary treatments is highly important as it sets a sense of local and development quality.

There must be no open-plan gardens, and garden boundaries seen from the public realm must be of hedging or masonry walling.

Privacy for gardens must be of timber attractively detailed. Again, if seen from the public realm, masonry walls must be provided of appropriate design for the house.

The incorporation of walling in court type layouts with garages and garden accesses is particularly successful in a denser housing layout.

Where there are a number of different house types in one street in a less densely developed area, unifying walls or hedges and gates must be used to make the 'place' special and attractive.



Boundary treatments - hedging, walling and high quality timber fencing - must be provided that creates a high quality public realm.



Walling should be used where required to provide privacy and screen car parking from the public realm.



maidenhill

[4.0]

**Development
requirements**

Development Contributions for Infrastructure

The Local Development Plan makes it clear that this strategic development opportunity will have to ensure the delivery of key infrastructure that will be required to support development and ensure the development delivers significant environmental, social and economic benefits to the new and wider community.

ERC Planning has consulted with relevant Council Departments and Stakeholders and has identified the following key infrastructure requirements where development contributions will be required. The cost of the development contributions 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, the Council's supplementary planning guidance on Development Contributions (March 2015) together with the infrastructure needs identified within this master plan, subject to compliance with the five tests in Circular 3/2012, Planning Obligations and Good Neighbour Agreements.

The Council acknowledges the requirement to retain viability of the proposed development, and taking account of the requirement to provide affordable homes in each development site, based on our understanding of site constraints and development costs, the Council will set a reasonable development contribution per dwelling. The development contribution will be secured through an appropriate legal agreement with payment of funds based on housing completions and funds transferred to the Council on an agreed phased basis that will take account of infrastructure needs and development cashflow and viability requirements. This approach allows the Council to prioritise its own capital investment programme for Maidenhill and seek additional funding sources to supplement the development contributions.

This has been a collaborative partnership between the Council and developers/landowners. Sums to be collected have been broadly agreed between the parties and will be finalised through S75 Legal Agreements.

Newton Mearns is the largest settlement within East Renfrewshire and has undergone rapid growth throughout the 20th century. It is viewed as a desirable place to live and the academic reputation of its schools in recent years has further fuelled the local market for family housing. As is outlined in the Development Framework, this has resulted in serious issues around the affordability of new homes in the area, which the Maidenhill development will help address.

Development Contributions will be required for the following:

Education - Secondary, Primary, and Pre-5 Facilities

Based on pupil numbers, a key requirement of this development is to address the requirements for educational facilities and these have been identified as two new primary schools, a denominational one, and a non-denominational one with associated pre-five provision. As St Cadoc's, the present denominational primary school serving this area, is at capacity, the Education Department of the Council requires that a new denominational school must be in place prior to the first house completion, or any children could not be accommodated within the present denominational primary. A denominational primary school is therefore an immediate priority to address needs. Provision has been made in the Council's Capital Plan for the construction of the new denominational primary school. A potential site has been identified for this outwith the Masterplan area.

A new non-denominational school will be required and has been located within Site 4B in the Masterplan. The value of land for the schools on and off the Maidenhill site will be accounted for within the formula and will result in a lesser developer contribution for those developers

supplying serviced land for the schools.

Capacity within secondary schools can be managed, subject to appropriate development contributions.

Dams to Darnley Country Park

As has been outlined, to mitigate the loss of greenbelt, enhancement of the Dams to Darnley Country Park is a key requirement to make the Maidenhill and Barrhead land releases acceptable in planning terms. Contributions from development will be required for improved facilities, access improvements, tourism activity and the encouragement of appropriate commercial and leisure activity on key sites within the Park. This is considered to be reasonably related to the proposed developments at Maidenhill/Malletsheugh and at Barrhead South.

Local Community Facilities

It is understood that the new neighbourhood will require local facilities that residents can utilise for sports, clubs, meeting, social and community events. As well as use of the sports facilities within the school, additional meeting accommodation will be provided within the non-denominational school.

Wider Community Facilities

Contributions will be required to mitigate the impact of increased residents on existing Community Facilities (Halls & Libraries), sports, parks and open spaces within the wider Newton Mearns area. This contribution will be calculated using the Development Contributions Supplementary Planning Guidance (March 2015).

Sustainable Transport and Roads

New Bus Service - In order to minimise environmental impacts, and contribute to wider policy aims to reduce the use of private cars, the Maidenhill area will be served by a bus service to Glasgow, Newton Mearns and, potentially, Silverburn. To encourage use of the facility from new residents, it is highly important that this is in place early in the overall development. This will also be a positive marketing point for potential residents, particularly if it is agreed in future to have bus-priority lanes on the M77. This will require subsidy in the early years of operation to ensure that it has an opportunity to develop commercially. It is proposed that the service will be subsidised by development contributions for three years, commencing at a trigger point agreed by SPT.

Roundabout Reservation Costs - The potential future requirement for a new roundabout at Ayr Road has been discussed in the Transport and Movement section of this report. Land has been identified for provision of this if required at a future date. The need for this will be reviewed and if this funding has not been allocated within 5 years or an otherwise agreed date or trigger point, the funds would be returned to the developers.

Roads and Transportation Improvements - Development Contributions will be required to mitigate the impact of the development on the existing off-site improvements to the roads network. These impacts have been identified through the Strategic Transport Assessment that was prepared in support of this masterplan.

Non-Financial Requirements:

Green Network

The Masterplan includes as a key objective the provision of strategic Landscape Framework for the development of the Maidenhill area. This has been developed taking account of the council's SPG on Green Network and Environmental Management. The provision of this by developers is be critical to delivering the Council's aims for sustainable development.

Place to Grow

The priority objective of the Council's Economic Strategy 'Place to Grow' is to create a vibrant and sustainable local economy.

A development of this scale will generate significant inward investment during its construction stage, creating an opportunity to support a dynamic and competitive local economy providing local jobs and creating further inward investment opportunities.



The Maidenhill Development will link to High Quality Amenity and Facilities

Community Benefits

The Council has committed to a Community Benefits Policy which is applicable to Council contracts and transactions and will be used to maximise employment opportunities, work experience and training opportunities for local residents (both in the construction and end-use phases) and subcontracting and supply chain opportunities for local SMEs and social enterprises. It is envisaged that developers will engage positively with the Council to deliver community benefits of an approximate type and scale.

Through the Place to Grow strategy the Council offers comprehensive business support with a full recruitment service, training opportunities, funding and grant access and procurement support. Support is also provided to local individuals to develop their skills to match specific opportunities. Developers are encouraged to engage with the Council at the earliest stage to maximise the community benefits to be realised by the strategy.



New School Design to be integrated into the Green Spine



Integrated High Quality Mixed Tenure Homes

Proposed Dwelling Mix, Affordable and Particular Needs Housing

Housing, Phasing and Densities

The development of the master plan area, a total of approximately 85ha, is anticipated to provide approximately 1060 dwellings. Density will vary across the overall site but the dwellings will provide a range of house types and sizes suitable for families, single people and the elderly, in line with Policy SG4 of the Local Development Plan: Housing Mix in New Developments.

The Local Development Plan identifies that approximately 240 dwellings will be developed from 2015 - 2020, 210 units from 2020 - 2025 and the remaining 610 dwelling will be safeguarded post 2025. The proposed phasing will be confirmed in planning applications and it is understood that completions will be dependent upon sales, and that market conditions are changing.

All development is dependent upon the design principles in this document and the Council's strategic aims for the development being met.

Affordable Homes

The provision of Affordable Homes in compliance with policy and the broader objective of creating sustainable mixed communities, and promoting sustainable development, is a key Council requirement for Maidenhill. The Council has adopted Supplementary Planning Guidance (SPG) on Affordable Housing which has been updated as part of the Proposed Local Development Plan and has been the subject of consultation.

Based on consideration of Policy SG5 - Affordable Housing - and development pressure, the need and demand for affordable housing in this part of the Authority is established, and must be provided on-site.

Affordable housing must be fully integrated with the private housing and distributed fairly and evenly throughout the development area and each developer will be expected to provide an appropriate number and size of affordable homes..

Size and Type of Affordable Housing:

Each development parcel will be required to deliver a total of 25% affordable housing on site. ERC Housing Department has identified the housing mix required based on the profile of those currently looking for housing. It is stressed that to meet specific housing need pressures a good mix of sizes is required and all developers are required to provide the percentage stipulated of each type and size on their sites. Where the transfer of serviced land to an RSL or the Council is the agreed approach, developers must demonstrate that the proposed areas for transfer are of a suitable size to accommodate the required housing mix.

The current affordable housing requirements are detailed following but the Council are aware that government policies, funding availability and welfare reform may change in the future, therefore reserve the right to review this mix through the Local Development Plan (LDP) Action Programme and through the Strategic Housing Needs and Demand Assessment undertaken for the SDP every 5 years. This assessment informs the LDP, Local Housing Strategy (LHS) and the

Strategic Housing Investment Plan (SHIP).

Based on current need, the housing mix required to be provided across the Affordable Housing range in each development area is as follows:

- **1 bed cottage flats or terraced bungalows - 35%**

This will include own door flatted accommodation for younger singles, and terraced/ cottage/ bungalow type homes for older people

- **2 bed cottage flats or terraced cottage bungalows - 35%**

This will include own door flatted accommodation for younger couples, and terraced /cottage/ bungalow type homes for older people

- **3 bed terraced or semi-detached houses - 25%**

This will be mainly terraced or semi-detached houses required for families

- **4 bed terraced/semis/townhouses - 5%**

This will be mainly terraced, semi-detached or town houses required for families

Households with Particular Housing Needs

There will also be an element of delivery on-site that will be specifically designed to meet the needs of identified client groups, e.g. wheelchair users, with requirements identified at the point of detailed negotiation on each site. Housing that is publicly funded will require to be designed to Housing for Varying Needs guidance standards, to adapt to meet the needs of households as they change over time e.g. as people age or develop mobility problems.

20% of the total Affordable Homes must be for social rent and 5% can be other delivery types for example Shared Equity (provided these meet the terms of the Council's SPG on Affordable Housing). Shared Equity or other intermediate for sale products should primarily be aimed at first time buyers.

Each developer must ensure early pre-application engagement to agree the specifics of Affordable Housing in their area.

Key Principles - All housing should be designed to be tenure blind. Affordable Housing must be well integrated with market homes and share outdoor spaces, play and amenity areas. Affordable housing must be provided in all sites in more than one location, but not pepperpotted.



maidenhill

[5.0]
Conclusion



Key

- Indicative Street Layout
- Key Pedestrian Paths
- Proposed Community Facility
- New Roads Entrance
- New Landscape Area/Planting
- Proposed Park + Ride
- Rights of Way
- Wetland SuDS
- Links to Existing Paths
- Proposed Bus Stops
- Existing Bus Stops
- Existing Waterway

The Masterplan

Conclusion

This master plan and report has detailed the key requirements for the proposed development at Maidenhill and Malletsheugh, outlining key considerations that developers must address in their detailed proposals for the sites within the master plan area.

This Supplementary Planning Guidance forms part of the Local Development Plan and it is critical that the stipulated requirements are met, and that development at this important land release site delivers East Renfrewshire Council's Vision for Maidenhill. This could be summarised in simple terms as exemplar place-making, and in recognition of the context of Newton Mearns; 'sub-urban' in feel but much better.

The proposed Landscape Framework underpins the proposals to create an attractive and sustainable new neighbourhood. The Urban Design requirements are similarly focussed at achieving a development that is 'green and leafy' in feel and not overdeveloped. Densities and numbers have not been stipulated within the Masterplan but a key principle is that in some areas denser three-storey, courtyard or cluster housing is appropriate and in others streets might be created with semi-detached homes and villas in gardens bounded by hedging and walling. In this way the overall dwelling numbers anticipated in the Development Framework will be delivered without creating a 'could be anywhere' suburbia.

Pedestrian and cycle routes, wayfinding and development character also are prioritised as key outcomes in the development, as is a mixed development of new homes to meet all local housing needs. Development contributions are targeted at meeting the community needs for facilities and education requirements arising from the land release. They will also be taken to fund development at the local strategic project Dams to Darnley Country park. In this way the development will holistically and sustainably create a new neighbourhood for Newton Mearns.





maidenhill

Appendices

- Appendix 1 Maidenhill/Malletsheugh Hydrological Scoping Study:
EnviroCentre, October 2013
- Appendix 2 Maidenhill Newton Mearns, Transport Assessment:
Transport Planning, February 2014
- Appendix 3 Maidenhill/Malletsheugh Development Framework:
East Renfrewshire Council, January 2014

All Appendices can be found on the East Renfrewshire Council's Web Page:
<http://www.eastrenfrewshire.gov.uk/spg-maidenhill>

If you require this information in large print, Braille or translated,
please telephone our Customer Service Officer on 0141 577 3001.

इस सूचना-पत्र मे उल्लेखित सूचना यदि आप हिन्दी अनुवाद मे चाहे तो कृपया सम्पर्क करे ।

ਜੇ ਤੁਸੀਂ ਇਸ ਲੀਫਲੈਟ ਵਿਚ ਦਿਤੀ ਜਾਣਕਾਰੀ ਦਾ ਅਨੁਵਾਦ ਚਾਹੁੰਦੇ ਹੋ ਇਥੇ ਸੰਪਰਕ ਕਰੋ।

اگر آپ اس لیف لیٹ میں درج معلومات کا ترجمہ اپنی زبان میں چاہتے ہیں تو ہم سے رابطہ کریں

如果您想得到该资料所含信息的译文，请联系：