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# WESTERHILL REGENERATION AREA MASTERPLAN

## Appendix H - Delivery Plan

August 2024



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August 2024

Project Team:

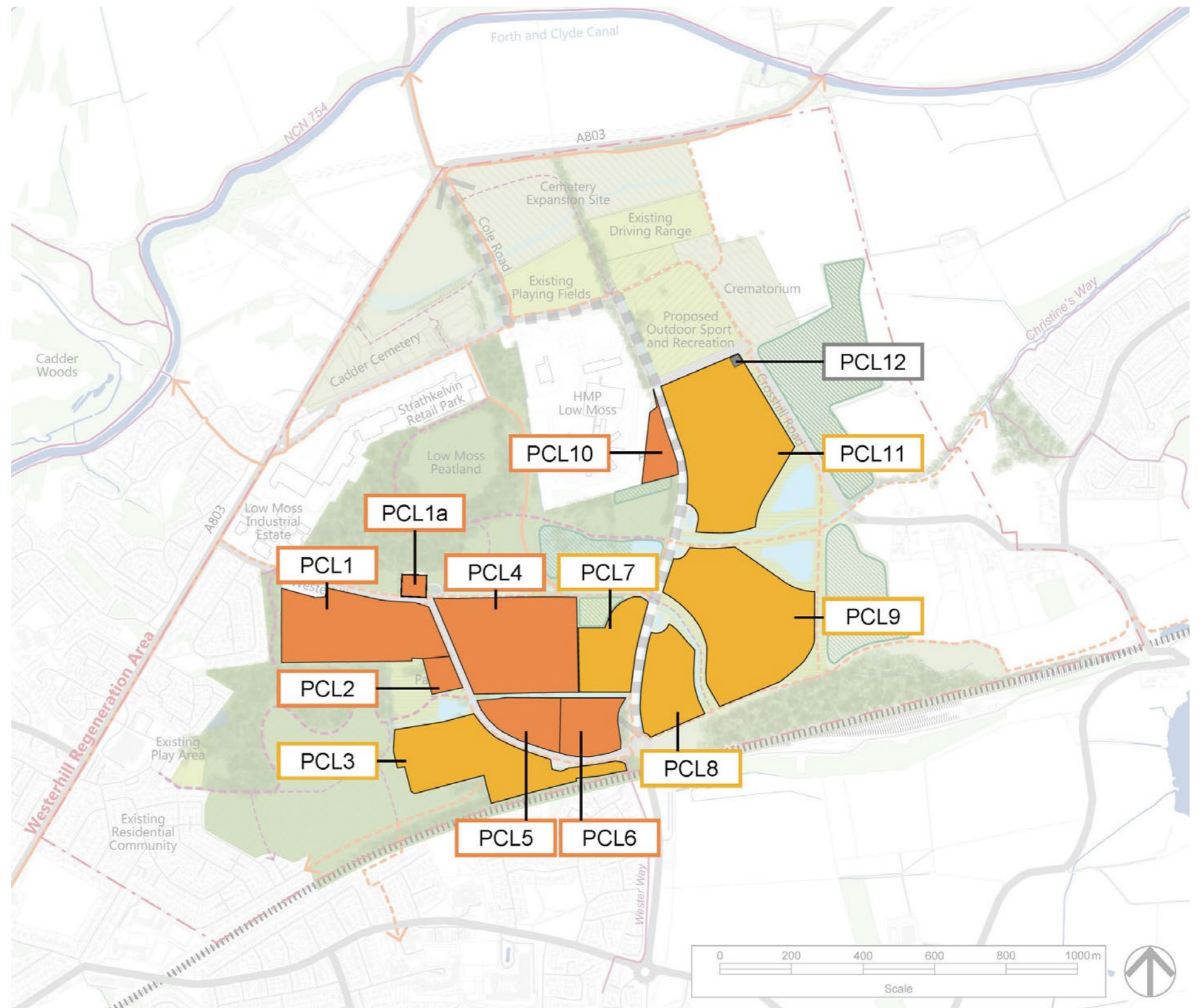


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# Appendix H. Delivery Plan

## H.1 Development Parcels

- PCL1 Parcel 1 - Brownfield - Existing building to be refurbished
- PCL1a Parcel 1a - Brownfield - Area of hardstanding
- PCL2 Parcel 2 - Industry - Existing buildings and use retained
- PCL3 Parcel 3 - Brownfield - Proposed employment use
- PCL4 Parcel 4 - Brownfield - Existing office building to be demolished; Existing warehouse building and use retained
  
- PCL5 Parcel 5 - Industry - Existing buildings and use retained
- PCL6 Parcel 6 - Office - Existing buildings and use retained
- PCL7 Parcel 7 - Greenfield - Proposed Community, Leisure and Business use
- PCL8 Parcel 8 - Greenfield - Proposed Employment use
- PCL9 Parcel 9 - Greenfield - Proposed Employment use
- PCL10 Parcel 10 - Industry - Existing buildings and use retained
- PCL11 Parcel 11 - Greenfield - Proposed Employment use
- PCL12 Parcel 12 - Greenfield - Potential primary sub-station / energy centre



**Figure 1.** Development Parcel Delivery ID Plan

ID	Location	Intervention	Requirements
<b>Development Parcels</b>			
PCL1	Parcel 1	Brownfield - Existing building to be refurbished	<p>A. The parcel is identified to be refurbished and/or developed for employment use. Permitted Use Classes 5 (General Industrial) and 6 (Storage and Distribution).</p> <p>B. Investigate for potential site contamination and remediate where found to be present.</p> <p>C. The location, layout, design, and orientation of any new buildings must significantly improve the physical connection between Low Moss and High Moss, particularly through enhanced habitat connectivity, to enhance the green network and deliver on the priorities set out in section 3.1.4 Sustainable Green and Active Travel Priorities.</p> <p>D. Ensure the design of development addresses and links with the adjacent greenspace projects: LNCS 1 – Low Moss, LNCS2 – High Moss, GN1 – Green Network, and WT – Wellbeing trail.</p> <p>E. Employment sites/buildings must demonstrate a substantial contribution towards net zero targets and decarbonisation, through incorporating sustainable design techniques and re-use of materials, energy-efficient buildings with zero emission heating systems and green energy generation opportunities such as from solar photovoltaic panels.</p> <p>F. New development must be designed to ensure that connections to a potential heat network can be installed with minimal disruption and cost.</p> <p>G. Proposals must demonstrate how new development will adapt to current and future risks of climate change.</p> <p>H. The layout and orientation of new buildings must be designed to reduce their energy needs by avoiding overshadowing, maximising passive solar gain, internal daylight levels and ventilation.</p> <p>I. Development must contribute to the delivery of the proposed active travel network (see also section 3.1.6 ‘Developer Contributions’ and Appendix H.5 Active Travel Routes) and must ensure convenient and accessible connections from the plot and buildings to the proposed network and to existing open space, retail and residential areas.</p> <p>J. Employment sites should create habitat rich amenity landscapes, including along primary frontages and roof planting where appropriate, taking into account the existing characteristics of the site and reflecting surrounding habitats (such as mosses, grassland, wetland and areas of woodland). These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity</p> <p>K. Contribute towards the delivery of the greenspace enhancements set out in the masterplan (see also section 3.1.6 ‘Developer Contributions’).</p> <p>L. A combination of different SuDS features within the development parcels (source control methods) and outside the parcels (conveyance and discharge control methods) could be provided as indicated in the drainage strategy. SuDS must be avoided in areas of deep peat and must demonstrate that there would be no detriment to the restored peatland habitats and would not compromise their condition, throughout the year.</p> <p>M. Development must contribute to the sustainable travel and investment hierarchies by encouraging good access to the public transport network and should be ambitious in terms of low parking provision.</p> <p>N. Parking areas will have integrated SuDS (source control methods) in the form of swales / rain gardens with appropriate biodiversity rich tree planting linking in with and respecting surrounding landscaping.</p> <p>O. Facilities for EV charging must as a minimum meet, but preferably exceed, the standards set out by the Building Scotland (Amendment) Regulations 2022, or any subsequent improved regulations or standards</p>



ID	Location	Intervention	Requirements
PCL1a	Parcel 1a	Brownfield - Area of hardstanding to the north of Westerhill Road	<p>A. Potential development will be limited to premises that support outdoor sport and recreation use due to the presence of deep peat in the surrounding area.</p> <p>B. A site-specific peatland assessment should be undertaken to inform the proposal, which may include consultation with NatureScot and SEPA. A peatland management plan will also be prepared.</p> <p>C. Investigate for potential site contamination and remediate where found to be present.</p> <p>D. The location, layout, design, and orientation of new buildings must significantly improve the physical connection between Low Moss and High Moss, particularly through enhanced habitat connectivity, to enhance the green network and deliver on the priorities set out in section 3.1.4 Sustainable Green and Active Travel Priorities.</p> <p>E. Employment sites/buildings must demonstrate a substantial contribution towards net zero targets and decarbonisation, through incorporating sustainable design techniques and re-use of materials, energy-efficient buildings with zero emission heating systems and green energy generation opportunities such as from solar photovoltaic panels.</p> <p>F. New development must be designed to ensure that connections to a potential heat network can be installed with minimal disruption and cost.</p> <p>G. Proposals must demonstrate how new development will adapt to current and future risks of climate change.</p> <p>H. The layout and orientation of new buildings must be designed to reduce their energy needs by avoiding overshadowing, maximising passive solar gain, internal daylight levels and ventilation.</p> <p>I. Development must contribute to the delivery of the proposed active travel network (see also section 3.1.6 'Developer Contributions' and Appendix H.5 Active Travel Routes) and must ensure convenient and accessible connections from the plot and buildings to the proposed network and to existing open space, retail and residential areas.</p> <p>J. Employment sites should create habitat rich amenity landscapes, including along primary frontages and roof planting where appropriate, taking into account the existing characteristics of the site and reflecting surrounding habitats (such as mosses, grassland, wetland and areas of woodland). These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity.</p> <p>K. Contribute towards the delivery of the greenspace enhancements set out in the masterplan (see also section 3.1.6 'Developer Contributions').</p> <p>L. A combination of different SuDS features within the development parcels (source control methods) and outside the parcels (conveyance and discharge control methods) could be provided as indicated in the drainage strategy. SuDS must be avoided in areas of deep peat and must demonstrate that there would be no detriment to the restored peatland habitats and would not compromise their condition, throughout the year.</p> <p>M. Development must contribute to the sustainable travel and investment hierarchies by encouraging good access to the public transport network and should be ambitious in terms of low parking provision.</p> <p>N. Parking areas will have integrated SuDS (source control methods) in the form of swales / rain gardens with appropriate biodiversity rich tree planting linking in with and respecting surrounding landscaping.</p> <p>O. Facilities for EV charging must as a minimum meet, but preferably exceed, the standards set out by the Building Scotland (Amendment) Regulations 2022, or any subsequent improved regulations or standards.</p>

ID	Location	Intervention	Requirements
PCL2	Parcel 2	Industry - Existing buildings and use retained	<p>A. The parcel is identified to be retained as employment use. Permitted Use Classes 4 (Business), 5 (General Industrial) and 6 (Storage and Distribution).</p> <p>B. Ensure the design of new development addresses and links with the adjacent greenspace projects: LNCS2 – High Moss, and GN1 – Green Network.</p> <p>C. Employment sites/buildings must demonstrate a substantial contribution towards net zero targets and decarbonisation, through incorporating sustainable design techniques and re-use of materials, energy-efficient buildings with zero emission heating systems and green energy generation opportunities such as from solar photovoltaic panels.</p> <p>D. New development must be designed to ensure that connections to a potential heat network can be installed with minimal disruption and cost.</p> <p>E. Proposals must demonstrate how new development will adapt to current and future risks of climate change.</p> <p>F. The location, layout, design, and orientation of new buildings must significantly improve the physical connection between Low Moss and High Moss, particularly through enhanced habitat connectivity, to enhance the green network and deliver on the priorities set out in section 3.1.4 Sustainable Green and Active Travel Priorities.</p> <p>G. The layout and orientation of new buildings must be designed to reduce their energy needs by avoiding overshadowing, maximising passive solar gain, internal daylight levels and ventilation.</p> <p>H. Development must contribute to the delivery of the proposed active travel network (see also section 3.1.6 ‘Developer Contributions’ and Appendix H.5 Active Travel Routes) and must ensure convenient and accessible connections from the plot and buildings to the proposed network and to existing open space, retail and residential areas.</p> <p>I. Employment sites should create habitat rich amenity landscapes, including along primary frontages and roof planting where appropriate, taking into account the existing characteristics of the site and reflecting surrounding habitats (such as mosses, grassland, wetland and areas of woodland). These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity.</p> <p>J. Contribute towards the delivery of the greenspace enhancements set out in the masterplan (see also section 3.1.6 ‘Developer Contributions’).</p> <p>K. A combination of different SuDS features within the development parcels (source control methods) and outside the parcels (conveyance and discharge control methods) could be provided as indicated in the drainage strategy. SuDS must be avoided in areas of deep peat and must demonstrate that there would be no detriment to the restored peatland habitats and would not compromise their condition, throughout the year.</p> <p>L. Development must contribute to the sustainable travel and investment hierarchies by encouraging good access to the public transport network and should be ambitious in terms of low parking provision.</p> <p>M. Parking areas will have integrated SuDS (source control methods) in the form of swales / rain gardens with appropriate biodiversity rich tree planting linking in with and respecting surrounding landscaping.</p> <p>N. Facilities for EV charging must as a minimum meet, but preferably exceed, the standards set out by the Building Scotland (Amendment) Regulations 2022, or any subsequent improved regulations or standards.</p>

ID	Location	Intervention	Requirements
PCL3	Parcel 3	Brownfield - Proposed employment use	<p>A. The parcel is identified to be developed for employment use. Permitted Use Classes 4 (Business), 5 (General Industrial) and 6 (Storage and Distribution).</p> <p>B. A site-specific peatland assessment should be undertaken to inform the proposal, which may include consultation with NatureScot and SEPA. This site is currently wet, therefore a suitably competent SuDS plan is required. A peatland management plan will also be prepared.</p> <p>C. Investigate for potential site contamination and remediate where found to be present.</p> <p>D. Ensure the design of development addresses and links with the adjacent greenspace projects: LNCS2 – High Moss, GN1 – Green Network and WT – Wellbeing trail.</p> <p>E. Employment sites/buildings must demonstrate a substantial contribution towards net zero targets and decarbonisation, through incorporating sustainable design techniques and re-use of materials, energy-efficient buildings with zero emission heating systems and green energy generation opportunities such as from solar photovoltaic panels.</p> <p>F. New development must be designed to ensure that connections to a potential heat network can be installed with minimal disruption and cost.</p> <p>G. Proposals must demonstrate how new development will adapt to current and future risks of climate change.</p> <p>H. The location, layout, design, and orientation of any new buildings must significantly improve the physical connection between Low Moss and High Moss, particularly through enhanced habitat connectivity, to enhance the green network and deliver on the priorities set out in section 3.1.4 Sustainable Green and Active Travel Priorities.</p> <p>I. The layout and orientation of new buildings must be designed to reduce their energy needs by avoiding overshadowing, maximising passive solar gain, internal daylight levels and ventilation.</p> <p>J. Development must contribute to the delivery of the proposed active travel network (see also section 3.1.6 ‘Developer Contributions’ and Appendix H.5 Active Travel Routes) and must ensure convenient and accessible connections from the plot and buildings to the proposed network and to existing open space, retail and residential areas.</p> <p>K. Employment sites should create habitat rich amenity landscapes, including along primary frontages and roof planting where appropriate, taking into account the existing characteristics of the site and reflecting surrounding habitats (such as mosses, grassland, wetland and areas of woodland). These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity.</p> <p>L. Contribute towards the delivery of the greenspace enhancements set out in the masterplan (see also section 3.1.6 ‘Developer Contributions’).</p> <p>M. A combination of different SuDS features within the development parcels (source control methods) and outside the parcels (conveyance and discharge control methods) could be provided as indicated in the drainage strategy. SuDS must be avoided in areas of deep peat and must demonstrate that there would be no detriment to the restored peatland habitats and would not compromise their condition, throughout the year.</p> <p>N. Development must contribute to the sustainable travel and investment hierarchies by encouraging good access to the public transport network and should be ambitious in terms of low parking provision. For the avoidance of doubt the development must not adversely impact upon the operation of the adjacent bus turning circle.</p> <p>O. Parking areas will have integrated SuDS (source control methods) in the form of swales / rain gardens with appropriate biodiversity rich tree planting linking in with and respecting surrounding landscaping.</p> <p>P. Facilities for EV charging must as a minimum meet, but preferably exceed, the standards set out by the Building Scotland (Amendment) Regulations 2022, or any subsequent improved regulations or standards.</p>

ID	Location	Intervention	Requirements
PCL4	Parcel 4	Brownfield - Existing office building to be upgraded; Existing warehouse building and use retained	<p>A. The parcel is identified to be retained and/or refurbished/redeveloped for employment use. Permitted Use Classes 4 (Business), 5 (General Industrial) and 6 (Storage and Distribution).</p> <p>B. The parcel includes an area with utility constraints due to a Scottish Water raw water main passing through it to the east. Development is not permitted over this area. An appropriate vegetated buffer and access should be maintained to it, in consultation with Scottish Water.</p> <p>C. Investigate for potential site contamination and remediate where found to be present.</p> <p>D. Ensure the design of development addresses and links with the adjacent greenspace projects: LNCS1 – Low Moss, GN1 – Green Networks, OS3 - Open Space, HN1 and HN2 - Habitat nodes.</p> <p>E. Employment sites/buildings must demonstrate a substantial contribution towards net zero targets and decarbonisation, through incorporating sustainable design techniques and re-use of materials, energy-efficient buildings with zero emission heating systems and green energy generation opportunities such as from solar photovoltaic panels.</p> <p>F. New development must be designed to ensure that connections to a potential heat network can be installed with minimal disruption and cost.</p> <p>G. Proposals must demonstrate how new development will adapt to current and future risks of climate change.</p> <p>H. The location, layout, design, and orientation of new buildings must significantly improve the physical connection between Low Moss and High Moss, particularly through enhanced habitat connectivity, to enhance the green network and deliver on the priorities set out in section 3.1.4 Sustainable Green and Active Travel Priorities.</p> <p>I. The layout and orientation of new buildings must be designed to reduce their energy needs by avoiding overshadowing, maximising passive solar gain, internal daylight levels and ventilation.</p> <p>J. Development must contribute to the delivery of the proposed active travel network (see also section 3.1.6 ‘Developer Contributions’ and Appendix H.5 Active Travel Routes) and must ensure convenient and accessible connections from the plot and buildings to the proposed network and to existing open space, retail and residential areas.</p> <p>K. Employment sites should create habitat rich amenity landscapes, including along primary frontages and roof planting where appropriate, taking into account the existing characteristics of the site and reflecting surrounding habitats (such as mosses, grassland, wetland and areas of woodland). These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity.</p> <p>L. Contribute towards the delivery of the greenspace enhancements set out in the masterplan (see also section 3.1.6 ‘Developer Contributions’).</p> <p>M. A combination of different SuDS features within the development parcels (source control methods) and outside the parcels (conveyance and discharge control methods) could be provided as indicated in the drainage strategy. SuDS must be avoided in areas of deep peat and must demonstrate that there would be no detriment to the restored peatland habitats and would not compromise their condition, throughout the year.</p> <p>N. Development must contribute to the sustainable travel and investment hierarchies by encouraging good access to the public transport network and should be ambitious in terms of low parking provision.</p> <p>O. Parking areas will have integrated SuDS (source control methods) in the form of swales / rain gardens with appropriate biodiversity rich tree planting linking in with and respecting surrounding landscaping.</p> <p>P. Facilities for EV charging must as a minimum meet, but preferably exceed, the standards set out by the Building Scotland (Amendment) Regulations 2022, or any subsequent improved regulations or standards.</p>



ID	Location	Intervention	Requirements
PCL5	Parcel 5	Industry - Existing buildings and use retained	<p>A. The parcel is identified to be retained as employment use. Permitted Use Classes 4 (Business), 5 (General Industrial) and 6 (Storage and Distribution).</p> <p>B. Ensure the design of development addresses and links with the adjacent greenspace projects: GN1 – Green Network and WT – Wellbeing trail.</p> <p>C. Employment sites/buildings must demonstrate a substantial contribution towards net zero targets and decarbonisation, through incorporating sustainable design techniques and re-use of materials, energy-efficient buildings with zero emission heating systems and green energy generation opportunities such as from solar photovoltaic panels.</p> <p>D. New development must be designed to ensure that connections to a potential heat network can be installed with minimal disruption and cost.</p> <p>E. Proposals must demonstrate how new development will adapt to current and future risks of climate change.</p> <p>F. The location, layout, design, and orientation of new buildings must significantly improve the physical connection between Low Moss and High Moss, particularly through enhanced habitat connectivity, to enhance the green network and deliver on the priorities set out in section 3.1.4 Sustainable Green and Active Travel Priorities.</p> <p>G. The layout and orientation of new buildings must be designed to reduce their energy needs by avoiding overshadowing, maximising passive solar gain, internal daylight levels and ventilation.</p> <p>H. Development must contribute to the delivery of the proposed active travel network (see also section 3.1.6 ‘Developer Contributions’ and Appendix H.5 Active Travel Routes) and must ensure convenient and accessible connections from the plot and buildings to the proposed network and to existing open space, retail and residential areas.</p> <p>I. Employment sites should create habitat rich amenity landscapes, including along primary frontages and roof planting where appropriate, taking into account the existing characteristics of the site and reflecting surrounding habitats (such as mosses, grassland, wetland and areas of woodland). These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity.</p> <p>J. Contribute towards the delivery of the greenspace enhancements set out in the masterplan (see also section 3.1.6 ‘Developer Contributions’).</p> <p>K. A combination of different SuDS features within the development parcels (source control methods) and outside the parcels (conveyance and discharge control methods) could be provided as indicated in the drainage strategy. SuDS must be avoided in areas of deep peat and must demonstrate that there would be no detriment to the restored peatland habitats and would not compromise their condition, throughout the year.</p> <p>L. Development must contribute to the sustainable travel and investment hierarchies by encouraging good access to the public transport network and should be ambitious in terms of low parking provision.</p> <p>M. Parking areas will have integrated SuDS (source control methods) in the form of swales / rain gardens with appropriate biodiversity rich tree planting linking in with and respecting surrounding landscaping.</p> <p>N. Facilities for EV charging must as a minimum meet, but preferably exceed, the standards set out by the Building Scotland (Amendment) Regulations 2022, or any subsequent improved regulations or standards.</p>

ID	Location	Intervention	Requirements
PCL6	Parcel 6	Office - Existing buildings and use retained	<p>A. The parcel is identified to be retained as employment use. Permitted Use Classes 4 (Business), 5 (General Industrial) and 6 (Storage and Distribution).</p> <p>B. Ensure the design of development addresses and links with the adjacent greenspace projects: GN1 – Green Network and WT – Wellbeing trail.</p> <p>C. Employment sites/buildings must demonstrate a substantial contribution towards net zero targets and decarbonisation, through incorporating sustainable design techniques and re-use of materials, energy-efficient buildings with zero emission heating systems and green energy generation opportunities such as from solar photovoltaic panels.</p> <p>D. New development must be designed to ensure that connections to a potential heat network can be installed with minimal disruption and cost.</p> <p>E. Proposals must demonstrate how new development will adapt to current and future risks of climate change.</p> <p>F. The location, layout, design, and orientation of new buildings must significantly improve the physical connection between Low Moss and High Moss, particularly through enhanced habitat connectivity, to enhance the green network and deliver on the priorities set out in section 3.1.4 Sustainable Green and Active Travel Priorities.</p> <p>G. The layout and orientation of new buildings must be designed to reduce their energy needs by avoiding overshadowing, maximising passive solar gain, internal daylight levels and ventilation.</p> <p>H. Development must contribute to the delivery of the proposed active travel network (see also section 3.1.6 ‘Developer Contributions’ and Appendix H.5 Active Travel Routes) and must ensure convenient and accessible connections from the plot and buildings to the proposed network and to existing open space, retail and residential areas.</p> <p>I. Employment sites should create habitat rich amenity landscapes, including along primary frontages and roof planting where appropriate, taking into account the existing characteristics of the site and reflecting surrounding habitats (such as mosses, grassland, wetland and areas of woodland). These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity.</p> <p>J. Contribute towards the delivery of the greenspace enhancements set out in the masterplan (see also section 3.1.6 ‘Developer Contributions’).</p> <p>K. A combination of different SuDS features within the development parcels (source control methods) and outside the parcels (conveyance and discharge control methods) could be provided as indicated in the drainage strategy. SuDS must be avoided in areas of deep peat and must demonstrate that there would be no detriment to the restored peatland habitats and would not compromise their condition, throughout the year.</p> <p>L. Development must contribute to the sustainable travel and investment hierarchies by encouraging good access to the public transport network and should be ambitious in terms of low parking provision.</p> <p>M. Parking areas will have integrated SuDS (source control methods) in the form of swales / rain gardens with appropriate biodiversity rich tree planting linking in with and respecting surrounding landscaping.</p> <p>N. Facilities for EV charging must as a minimum meet, but preferably exceed, the standards set out by the Building Scotland (Amendment) Regulations 2022, or any subsequent improved regulations or standards.</p>



ID	Location	Intervention	Requirements
PCL7	Parcel 7	Greenfield - Proposed Community, Leisure and Business use.	<p>A. The parcel is identified to be developed for employment use. Permitted Use Classes 4 (Business), 5 (General Industrial), 6 (Storage and Distribution) and 11 (Assembly and Leisure).</p> <p>B. Improvements to LNCS 1 Low Moss and LNCS 2 High Moss, are integral to the delivery of the overall Masterplan. The delivery of these improvements (which are outlined H.2 Local Nature Conservation Sites &amp; Local Nature Reserves), must be taken forward in advance of, or as part of, a proposal(s) to redevelop this parcel. Planning applications relating to these parcels (in full or in part) must demonstrate how this will be undertaken. Appropriate legal agreements associated with planning consent(s) may be considered. Alternatively, landowner(s) and/or developers may wish to undertake stand-alone Moss projects delivered ahead of the wider development of these land parcels.</p> <p>C. Contribute towards the delivery of the greenspace enhancements set out in the masterplan, including onsite delivery of HN2 – Community open space which is located within this development parcel (see also section 3.1.6 ‘Developer Contributions’).</p> <p>D. Ensure the design of development addresses and links with the adjacent greenspace projects GN1 and 2 – Green Networks, and OS3 - Open Space.</p> <p>E. Development must contribute to the delivery of the proposed active travel network (see also section 3.1.6 ‘Developer Contributions’ and Appendix H.5 Active Travel Routes), including onsite delivery of the central mobility hub, and must ensure convenient and accessible connections from the plot and buildings to the proposed network.</p> <p>F. Investigate for potential site contamination and remediate where found to be present.</p> <p>G. Employment sites/buildings must demonstrate a substantial contribution towards net zero targets and decarbonisation, through incorporating sustainable design techniques and re-use of materials, energy-efficient buildings with zero emission heating systems and green energy generation opportunities such as from solar photovoltaic panels.</p> <p>H. New development must be designed to ensure that connections to a potential heat network can be installed with minimal disruption and cost.</p> <p>I. Proposals must demonstrate how new development will adapt to current and future risks of climate change.</p> <p>J. The location, layout, design, and orientation of new buildings must significantly improve the physical connection between Low Moss and High Moss, particularly through enhanced habitat connectivity, to enhance the green network and deliver on the priorities set out in section 3.1.4 Sustainable Green and Active Travel Priorities.</p> <p>K. The layout and orientation of new buildings must be designed to reduce their energy needs by avoiding overshadowing, maximising passive solar gain, internal daylight levels and ventilation.</p> <p>L. Employment sites should create habitat rich amenity landscapes, including along primary frontages and roof planting where appropriate, taking into account the existing characteristics of the site and reflecting surrounding habitats (such as mosses, grassland, wetland and areas of woodland). These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity.</p> <p>M. Contribute towards the delivery of the greenspace enhancements set out in the masterplan (see also section 3.1.6 ‘Developer Contributions’).</p> <p>N. A combination of different SuDS features within the development parcels (source control methods) and outside the parcels (conveyance and discharge control methods) could be provided as indicated in the drainage strategy. SuDS must be avoided in areas of deep peat and must demonstrate that there would be no detriment to the restored peatland habitats and would not compromise their condition, throughout the year.</p> <p>O. Development must contribute to the sustainable travel and investment hierarchies by encouraging good access to the public transport network and should be ambitious in terms of low parking provision.</p> <p>P. Parking areas will have integrated SuDS (source control methods) in the form of swales / rain gardens with appropriate biodiversity rich tree planting linking in with and respecting surrounding landscaping.</p> <p>Q. Facilities for EV charging must as a minimum meet, but preferably exceed, the standards set out by the Building Scotland (Amendment) Regulations 2022, or any subsequent improved regulations or standards.</p>

ID	Location	Intervention	Requirements
PCL8	Parcel 8	Greenfield - Proposed Employment use	<p>A. The parcel is identified to be developed for employment use. Permitted Use Classes 5 (General Industrial) and 6 (Storage and Distribution).</p> <p>B. Improvements to LNCS 1 Low Moss and LNCS 2 High Moss, are integral to the delivery of the overall Masterplan. The delivery of these improvements (which are outlined H.2 Local Nature Conservation Sites &amp; Local Nature Reserves), must be taken forward in advance of, or as part of, a proposal(s) to redevelop this parcel. Planning applications relating to these parcels (in full or in part) must demonstrate how this will be undertaken. Appropriate legal agreements associated with planning consent(s) may be considered. Alternatively, landowner(s) and/or developers may wish to undertake stand-alone Moss projects delivered ahead of the wider development of these land parcels.</p> <p>C. Contribute towards the delivery of the greenspace enhancements set out in the masterplan, including onsite delivery of GN2 – Green Network which is located within this development parcel (see also section 3.1.6 ‘Developer Contributions’). Refer to Appendix H.4 ‘Green Network Nodes and Other Open Space’ for further detail on requirements.</p> <p>D. Ensure the design of development addresses and links with the adjacent greenspace projects: LNCS 3 – Cadder Plantation LNCS and GN1 – Green Networks. Development should support the delivery of a high-quality habitat corridor linking Cadder Yard LNCS, Green Network Node 2, Habitat Node 1 and Parcel 7. The corridor must be a minimum width of 15m to support and strengthen ecological connectivity on either side of the WDR with appropriate habitat enhancements.</p> <p>E. Employment sites/buildings must demonstrate a substantial contribution towards net zero targets and decarbonisation, through incorporating sustainable design techniques and re-use of materials, energy-efficient buildings with zero emission heating systems and green energy generation opportunities such as from solar photovoltaic panels.</p> <p>F. New development must be designed to ensure that connections to a potential heat network can be installed with minimal disruption and cost.</p> <p>G. Proposals must demonstrate how new development will adapt to current and future risks of climate change.</p> <p>H. The location, layout, design, and orientation of new buildings must significantly improve the physical connection between Low Moss and High Moss, particularly through enhanced habitat connectivity, to enhance the green network and deliver on the priorities set out in section 3.1.4 Sustainable Green and Active Travel Priorities.</p> <p>I. The layout and orientation of new buildings must be designed to reduce their energy needs by avoiding overshadowing, maximising passive solar gain, internal daylight levels and ventilation.</p> <p>J. Development must contribute to the delivery of the proposed active travel network (see also section 3.1.6 ‘Developer Contributions’ and Appendix H.5 Active Travel Routes) and must ensure convenient and accessible connections from the plot and buildings to the proposed network.</p> <p>K. Employment sites should create habitat rich amenity landscapes, including along primary frontages and roof planting where appropriate, taking into account the existing characteristics of the site and reflecting surrounding habitats (such as mosses, grassland, wetland and areas of woodland). These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity.</p> <p>L. Contribute towards the delivery of the greenspace enhancements set out in the masterplan (see also section 3.1.6 ‘Developer Contributions’).</p> <p>M. A combination of different SuDS features within the development parcels (source control methods) and outside the parcels (conveyance and discharge control methods) could be provided as indicated in the drainage strategy. SuDS must be avoided in areas of deep peat and must demonstrate that there would be no detriment to the restored peatland habitats and would not compromise their condition, throughout the year.</p> <p>N. Development must contribute to the sustainable travel and investment hierarchies by encouraging good access to the public transport network and should be ambitious in terms of low parking provision.</p> <p>O. Parking areas will have integrated SuDS (source control methods) in the form of swales / rain gardens with appropriate biodiversity rich tree planting linking in with and respecting surrounding landscaping.</p> <p>P. Facilities for EV charging must as a minimum meet, but preferably exceed, the standards set out by the Building Scotland (Amendment) Regulations 2022, or any subsequent improved regulations or standards.</p>



ID	Location	Intervention	Requirements
PCL9	Parcel 9	Greenfield - Proposed Employment use	<p>A. The parcel is identified to be developed for employment use. Permitted Use Classes 5 (General Industrial) and 6 (Storage and Distribution).</p> <p>B. A site-specific peatland assessment should be undertaken to inform the proposal, which may include consultation with NatureScot and SEPA. A peatland management plan will also be prepared.</p> <p>C. Improvements to LNCS 1 Low Moss and LNCS 2 High Moss, are integral to the delivery of the overall Masterplan. The delivery of these improvements (which are outlined H.2 Local Nature Conservation Sites &amp; Local Nature Reserves), must be taken forward in advance of, or as part of, a proposal(s) to redevelop this parcel. Planning applications relating to these parcels (in full or in part) must demonstrate how this will be undertaken. Appropriate legal agreements associated with planning consent(s) may be considered. Alternatively, landowner(s) and/or developers may wish to undertake stand-alone Moss projects delivered ahead of the wider development of these land parcels.</p> <p>D. Contribute towards the delivery of the greenspace enhancements set out in the masterplan, including onsite delivery of GN3A – Green Network which is located within this development parcel (see also section 3.1.6 ‘Developer Contributions’).</p> <p>E. Ensure the design of development addresses and links with the adjacent greenspace projects: LNCS3 – Cadder Plantation LNCS and WT – Wellbeing Trail.</p> <p>F. Employment sites/buildings must demonstrate a substantial contribution towards net zero targets and decarbonisation, through incorporating sustainable design techniques and re-use of materials, energy-efficient buildings with zero emission heating systems and green energy generation opportunities such as from solar photovoltaic panels.</p> <p>G. New development must be designed to ensure that connections to a potential heat network can be installed with minimal disruption and cost.</p> <p>H. Proposals must demonstrate how new development will adapt to current and future risks of climate change.</p> <p>I. The location, layout, design, and orientation of new buildings must significantly improve the physical connection between Low Moss and High Moss, particularly through enhanced habitat connectivity, to enhance the green network and deliver on the priorities set out in section 3.1.4 Sustainable Green and Active Travel Priorities.</p> <p>J. The layout and orientation of new buildings must be designed to reduce their energy needs by avoiding overshadowing, maximising passive solar gain, internal daylight levels and ventilation.</p> <p>K. Development must contribute to the delivery of the proposed active travel network (see also section 3.1.6 ‘Developer Contributions’ and Appendix H.5 Active Travel Routes) and must ensure convenient and accessible connections from the plot and buildings to the proposed network.</p> <p>L. Employment sites should create habitat rich amenity landscapes, including along primary frontages and roof planting where appropriate, taking into account the existing characteristics of the site and reflecting surrounding habitats (such as mosses, grassland, wetland and areas of woodland). These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity.</p> <p>M. Contribute towards the delivery of the greenspace enhancements set out in the masterplan (see also section 3.1.6 ‘Developer Contributions’).</p> <p>N. A combination of different SuDS features within the development parcels (source control methods) and outside the parcels (conveyance and discharge control methods) could be provided as indicated in the drainage strategy. SuDS must be avoided in areas of deep peat and must demonstrate that there would be no detriment to the restored peatland habitats and would not compromise their condition, throughout the year.</p> <p>O. Development must contribute to the sustainable travel and investment hierarchies by encouraging good access to the public transport network and should be ambitious in terms of low parking provision.</p> <p>P. Parking areas will have integrated SuDS (source control methods) in the form of swales / rain gardens with appropriate biodiversity rich tree planting linking in with and respecting surrounding landscaping.</p> <p>Q. Facilities for EV charging must as a minimum meet, but preferably exceed, the standards set out by the Building Scotland (Amendment) Regulations 2022, or any subsequent improved regulations or standards.</p>

ID	Location	Intervention	Requirements
PCL10	Parcel 10	Industry - Existing buildings and use retained	<p>A. The parcel is identified to be retained as employment use. Permitted Use Classes 4 (Business), 5 (General Industrial) and 6 (Storage and Distribution).</p> <p>B. Ensure the design of development addresses and links with the adjacent greenspace project HN4 – Habitat Node, refer to Appendix H.3 'Habitat Nodes' for further detail on requirements. The opportunity to extend habitat node HN4 into the undeveloped southern section of Parcel 10, with appropriate species rich planting, is encouraged.</p> <p>C. Employment sites/buildings must demonstrate a substantial contribution towards net zero targets and decarbonisation, through incorporating sustainable design techniques and re-use of materials, energy-efficient buildings with zero emission heating systems and green energy generation opportunities such as from solar photovoltaic panels.</p> <p>D. New development must be designed to ensure that connections to a potential heat network can be installed with minimal disruption and cost.</p> <p>E. Proposals must demonstrate how new development will adapt to current and future risks of climate change.</p> <p>F. The location, layout, design, and orientation of new buildings must significantly improve the physical connection between Low Moss and High Moss, particularly through enhanced habitat connectivity, to enhance the green network and deliver on the priorities set out in section 3.1.4 Sustainable Green and Active Travel Priorities.</p> <p>G. The layout and orientation of new buildings must be designed to reduce their energy needs by avoiding overshadowing, maximising passive solar gain, internal daylight levels and ventilation.</p> <p>H. Development must contribute to the delivery of the proposed active travel network (see also section 3.1.6 'Developer Contributions' and Appendix H.5 Active Travel Routes) and must ensure convenient and accessible connections from the plot and buildings to the proposed network.</p> <p>I. Employment sites should create habitat rich amenity landscapes, including along primary frontages and roof planting where appropriate, taking into account the existing characteristics of the site and reflecting surrounding habitats (such as mosses, grassland, wetland and areas of woodland). These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity.</p> <p>J. Contribute towards the delivery of the greenspace enhancements set out in the masterplan (see also section 3.1.6 'Developer Contributions').</p> <p>K. A combination of different SuDS features within the development parcels (source control methods) and outside the parcels (conveyance and discharge control methods) could be provided as indicated in the drainage strategy. SuDS must be avoided in areas of deep peat and must demonstrate that there would be no detriment to the restored peatland habitats and would not compromise their condition, throughout the year.</p> <p>L. Development must contribute to the sustainable travel and investment hierarchies by encouraging good access to the public transport network and should be ambitious in terms of low parking provision.</p> <p>M. Parking areas will have integrated SuDS (source control methods) in the form of swales / rain gardens with appropriate biodiversity rich tree planting linking in with and respecting surrounding landscaping.</p> <p>N. Facilities for EV charging must as a minimum meet, but preferably exceed, the standards set out by the Building Scotland (Amendment) Regulations 2022, or any subsequent improved regulations or standards.</p>



ID	Location	Intervention	Requirements
PCL11	Parcel 11	Greenfield - Proposed Employment use	<p>A. The parcel is identified to be developed for employment use. Permitted Use Classes 5 (General Industrial) and 6 (Storage and Distribution).</p> <p>B. The parcel includes an area with utility constraints due to a Scottish Water main passing through it to the east and a historic culvert to the south. Development is not permitted over these areas. Development proposals should bring forward sustainable solutions to for the historic culvert and an appropriate vegetated buffer and access should be maintained to it. An appropriate vegetated buffer and access should be maintained to it the Scottish Water main in consultation with Scottish Water.</p> <p>C. Contribute towards the delivery of the greenspace enhancements set out in the masterplan, including onsite delivery of GN3B – Green Network, which is located within this development parcel, refer to Appendix H.4 ‘Green Network Nodes and Other Open Space’ for further detail on requirements (also section 3.1.6 ‘Developer Contributions’). A landscape buffer is required to the west of the parcel to link into HN4 – Habitat Node, refer to Appendix H.3 Habitat Nodes for further information.</p> <p>D. Ensure the design of development addresses and links with the adjacent greenspace projects: HN4 – Habitat Node and WT and Wellbeing Trail.</p> <p>E. Investigate for potential site contamination and remediate where found to be present.</p> <p>F. Employment sites/buildings must demonstrate a substantial contribution towards net zero targets and decarbonisation, through incorporating sustainable design techniques and re-use of materials, energy-efficient buildings with zero emission heating systems and green energy generation opportunities such as from solar photovoltaic panels.</p> <p>G. New development must be designed to ensure that connections to a potential heat network can be installed with minimal disruption and cost.</p> <p>H. Proposals must demonstrate how new development will adapt to current and future risks of climate change.</p> <p>I. The location, layout, design, and orientation of new buildings must significantly improve the physical connection between Low Moss and High Moss, particularly through enhanced habitat connectivity, to enhance the green network and deliver on the priorities set out in section 3.1.4 Sustainable Green and Active Travel Priorities.</p> <p>J. The layout and orientation of new buildings must be designed to reduce their energy needs by avoiding overshadowing, maximising passive solar gain, internal daylight levels and ventilation.</p> <p>K. Development must contribute to the delivery of the proposed active travel network (see also section 3.1.6 ‘Developer Contributions’ and Appendix H.5 Active Travel Routes) and must ensure convenient and accessible connections from the plot and buildings to the proposed network.</p> <p>L. Employment sites should create habitat rich amenity landscapes, including along primary frontages and roof planting where appropriate, taking into account the existing characteristics of the site and reflecting surrounding habitats (such as mosses, grassland, wetland and areas of woodland). These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks, including linkages with Habitat Node HN4 to the west, and strengthen ecological connectivity.</p> <p>M. Contribute towards the delivery of the greenspace enhancements set out in the masterplan (see also section 3.1.6 ‘Developer Contributions’).</p> <p>N. A combination of different SuDS features within the development parcels (source control methods) and outside the parcels (conveyance and discharge control methods) could be provided as indicated in the drainage strategy. SuDS must be avoided in areas of deep peat and must demonstrate that there would be no detriment to the restored peatland habitats and would not compromise their condition, throughout the year.</p> <p>O. Development must contribute to the sustainable travel and investment hierarchies by encouraging good access to the public transport network and should be ambitious in terms of low parking provision.</p> <p>P. Parking areas will have integrated SuDS (source control methods) in the form of swales / rain gardens with appropriate biodiversity rich tree planting linking in with and respecting surrounding landscaping.</p> <p>Q. Facilities for EV charging must as a minimum meet, but preferably exceed, the standards set out by the Building Scotland (Amendment) Regulations 2022, or any subsequent improved regulations or standards.</p>

ID	Location	Intervention	Requirements
PCL12	Parcel 12	Greenfield - Potential primary sub-station / energy centre	<p>A. This parcel is identified to be developed for a potential primary substation/energy centre. If land is not required for a primary substation / energy centre, it can be changed back to employment use as part of Parcel 11.</p> <p>B. Investigate potential site contamination and remediated where found to be present.</p> <p>C. Development must contribute to the delivery of the proposed active travel network (see also section 3.1.6 'Developer Contributions' and Appendix H.5 Active Travel Routes) and must ensure convenient and accessible connections from the plot and buildings to the proposed network.</p> <p>D. Contribute towards the delivery of greenspace enhancements set out in the masterplan, (see also section 3.1.6 'Developer Contributions').</p>

### General Requirements for Applicants - Development Parcels

- As discussed in the WRA planning guidance at section 3.1.3 Development Parcel Requirements, some of the parcels within the Framework Masterplan are located across multiple ownership. The identified 'parcels' do not indicate a fixed red line boundary for an individual proposal. It is acceptable, and appropriate, for a landowner/developer to bring forward cross-boundary proposals that may include other parcels, or part of. The parcels are primarily designed as a 'framework' showing developable areas with suitable use classes. The guiding factors will be compliance with statutory planning policy, this delivery plan, the WRA planning guidance, and the use classes therein.
- The peat survey should remain valid unless activities take place which are likely to change the peat depth and condition. Condition can be impacted by drainage, grazing, trampling, erosion and other land management activities; peat depth is most likely to be altered by excavation or other earthworks.
- Where the peat depth survey point measurements have shown that carbon rich soils are not present then peat surveys would not be required. Note that the peat depth point locations must be used for this, not the interpolated gradient of peat depths.

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## H.2 Local Nature Conservation Sites & Local Nature Reserves

### H.2.1 Priority Projects

LNCS1 Low Moss LNCS – LNR Status

LNCS2 High Moss LNCS – LNR Status

### H.2.2 Other Project

LNCS3 Cadder Plantation LNCS

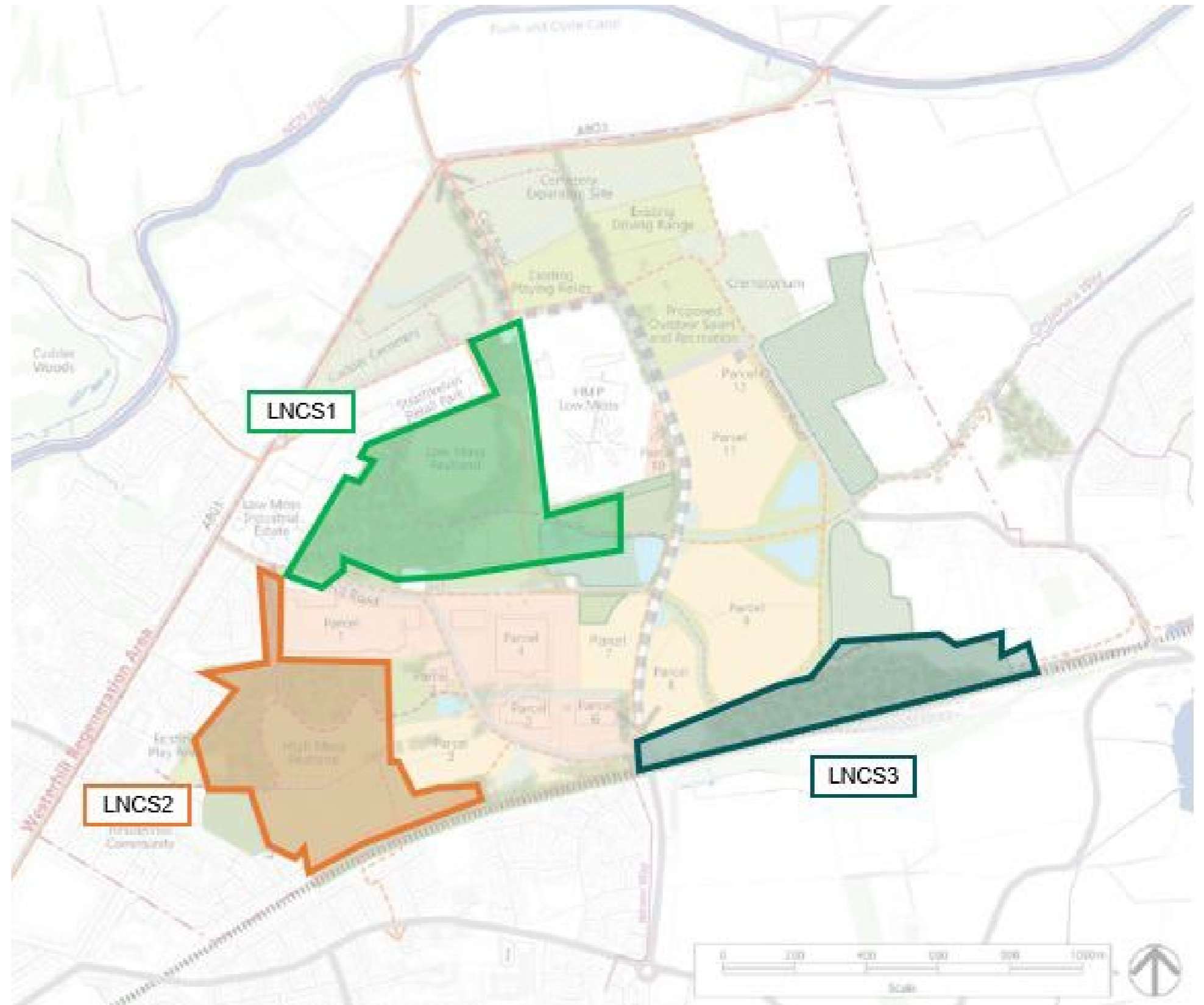


Figure 2. Local Nature Conservation Sites & Local Nature Reserves Delivery ID Plan

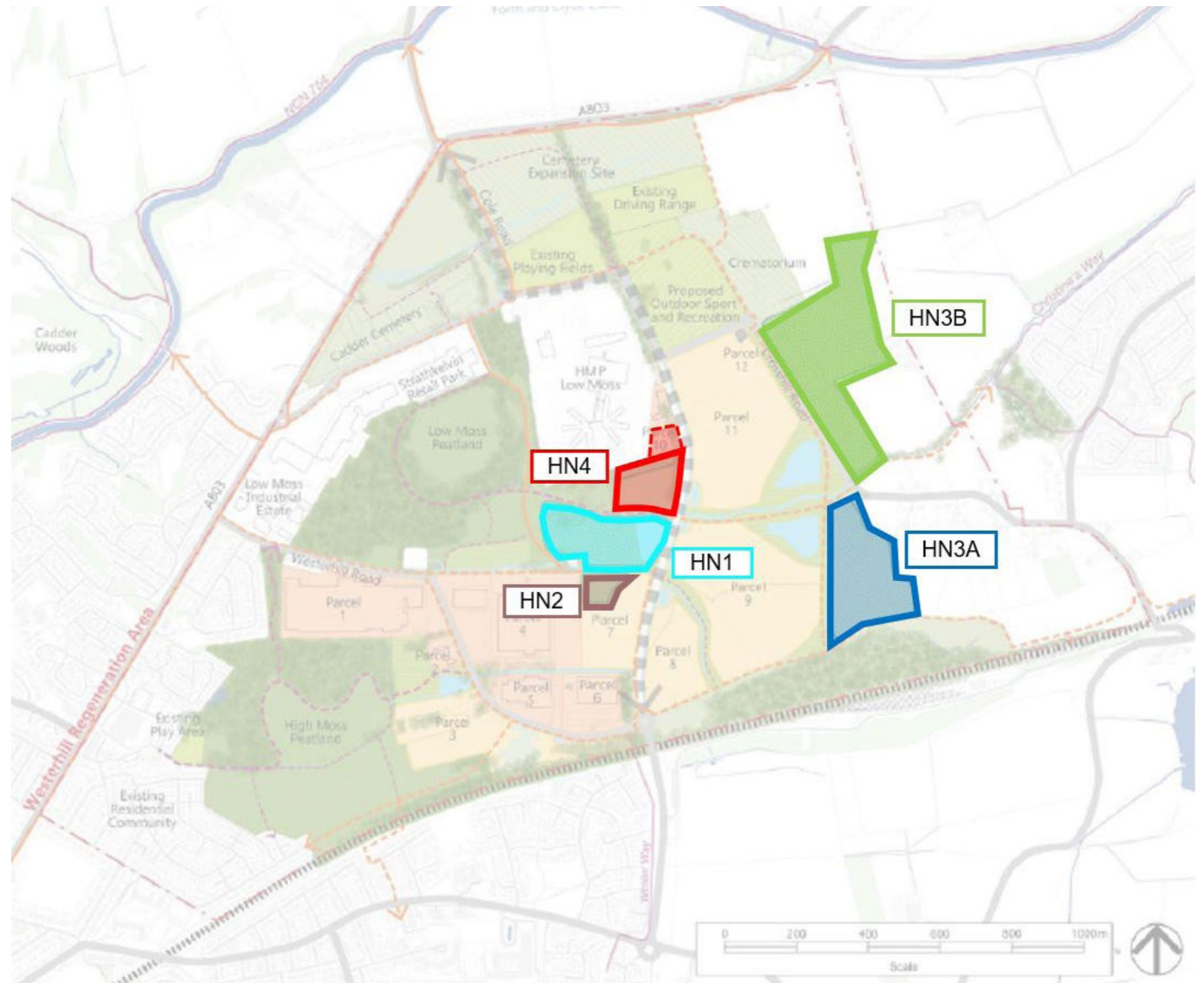
ID	Location	Intervention	Requirements
<b>Local Nature Conservation Sites (LNCS)</b>			
LNCS1	Low Moss LNCS	Local Nature Reserve Status	<ul style="list-style-type: none"> <li>Improvements to existing woodland and peatland restoration, for example additional dam work, water vole habitat enhancement and selective thinning along with interpretation relating to butterflies, peatland management etc.</li> <li>Improve access and create engagement opportunities for local communities and school children.</li> </ul>
		Boardwalks and walking trails	<ul style="list-style-type: none"> <li>Deliver connectivity improvements.</li> <li>Boardwalks as primary walking trail with potential informal trails. Boardwalks through areas underlain by carbon rich soils would be preferable to dirt paths. Construction and design should minimise disturbance and excavation of carbon rich soil.</li> <li>Priority habitats and species must be protected.</li> <li>Permit access from Strathkelvin Retail Park northern car park to the side of Low Moss - interior of Moss should not have a path but opportunity for viewing points.</li> </ul>
LNCS2	High Moss LNCS	Local Nature Reserve Status	<ul style="list-style-type: none"> <li>Improvements to existing woodland and peatland restoration at High Moss Plantation, as LNCS1 above.</li> <li>Improve access and create engagement opportunities for local communities and school children.</li> <li>Priority habitats and species must be protected.</li> </ul>
		Boardwalks and walking trails	<ul style="list-style-type: none"> <li>Deliver connectivity improvements.</li> <li>Improvements to existing woodland and peatland at High Moss Plantation with boardwalk as primary walking trail and potential informal trails. Boardwalks through areas underlain by carbon rich soils would be preferable to dirt paths. Construction and design should minimise disturbance and excavation of carbon rich soil.</li> <li>Priority habitats and species must be protected.</li> </ul>
LNCS3	Cadder Plantation LNCS	Boardwalks and walking trails	<ul style="list-style-type: none"> <li>Potential informal walking trail (outwith the remaining woodland).</li> </ul>

#### General Requirements for Applicants - Essential transport infrastructure including roads, streets and active travel routes

- Interventions and requirements on privately owned land will require landowner permission.
- Design and construction of boardwalks over peat must seek to minimise their volume of excavation and the footprint of disturbance of peat soil.
- If essential infrastructure needs to intersect with peatland / carbon rich soils on site, offsetting the footprint area of disturbance of peatland and organic carbon loss associated with the volume of carbon rich soils to be excavated will be required by restoration of peatland habitats and improvement of peatland condition. It will be expected that the restoration and improvement works go beyond purely compensating for impact and result in enhancement i.e. a net benefit. The restoration and improvement activities should seek to achieve the best outcome possible, which in some circumstances can be best achieved by offsite restoration.

## H.3 Habitat Nodes

- HN1 Enhanced Wetland/Riparian Habitat
- HN2 Community Open Space
- HN3A Woodland Creation
- HN3B Peatland Restoration and Woodland Creation
- HN4 Habitat Rich Amenity Landscape



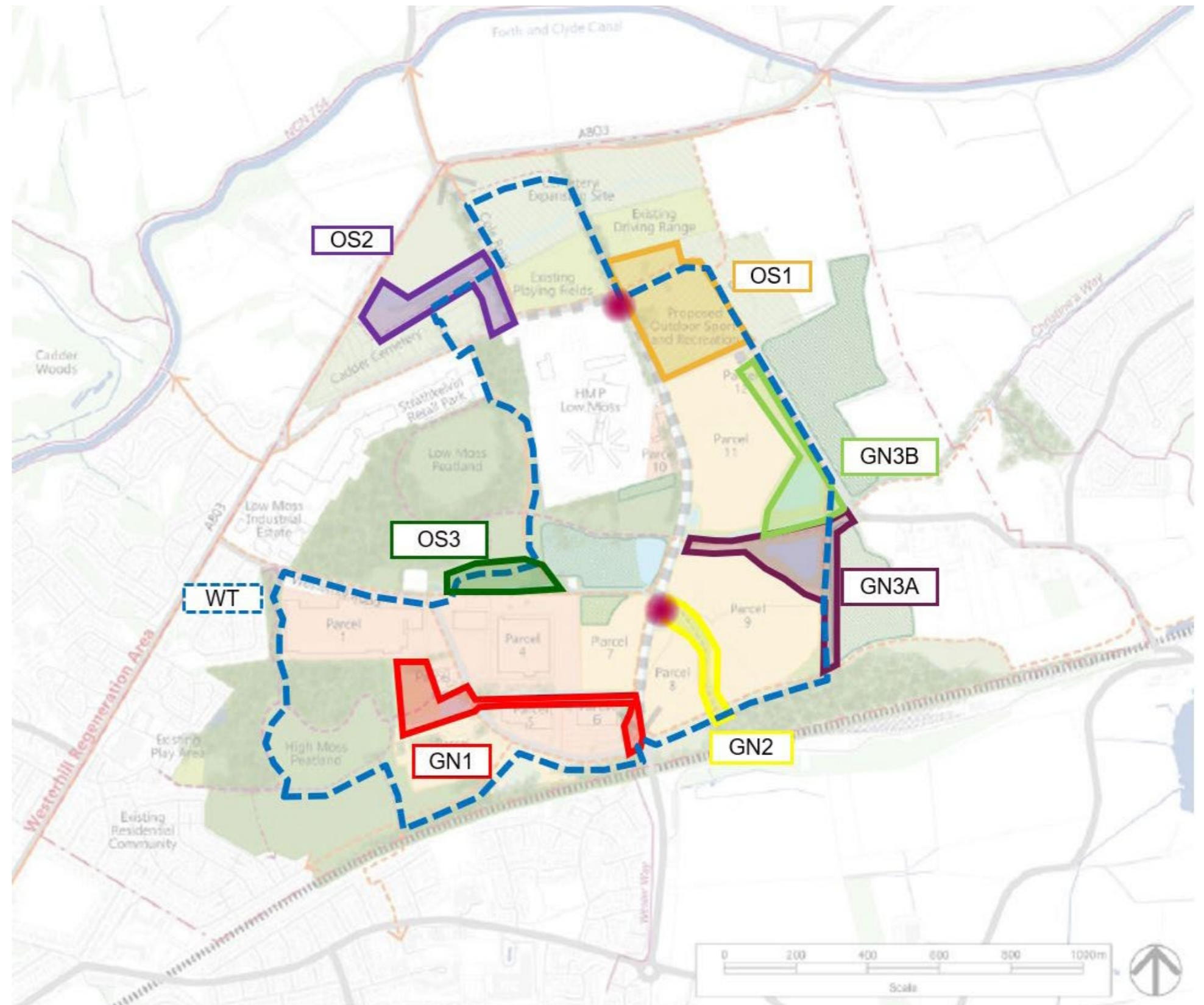
**Figure 3.** Habitat Nodes Delivery ID Plan



ID	Location	Intervention	Requirements
<b>Habitat Nodes</b>			
HN1	Habitat Node 1	Enhanced wetland/ Riparian habitat	<ul style="list-style-type: none"> <li>Publicly accessible open space.</li> <li>Proposed riparian wetland in a biodiversity-rich area. An area with periodical surface flooding, which should not be drained for biodiversity and carbon sequestration reasons. Area to be improved and protected, ensuring that there are no barriers to water flow into the area.</li> <li>Potential site for a masterplan-wide SuDS attenuation pond (located out with and separate from the wetland system).</li> <li>Enhancement of wet area of wetland, small pools for Odonata and amphibians.</li> <li>Factor in a 3-year cycle for birch scrub weed wiping to remove self-seeded birch and avoid drying up of the bog.</li> <li>For the peatland restoration, planting of peatland plant communities (Sphagnum, peatland grasses (up to knee height or thereabouts) and very short woody shrubs are permissible with a requirement to have the water table within 10cm of the surface for most of the year.</li> <li>SuDS attenuation pond must not be in areas of deep peat and should not be considered as a part of peatland restoration. The land use must demonstrate that there would be no detriment to the restored peatland habitats and would not compromise their condition, throughout the year</li> </ul>
HN2	Habitat Node 2	Community Open Space	<ul style="list-style-type: none"> <li>Protection of peatland, priority habitats and species.</li> </ul>
HN3A	Habitat Node 3A	Peatland restoration	<ul style="list-style-type: none"> <li>Protection of peatland, priority habitats and species.</li> </ul>
		Plantation woodland	<ul style="list-style-type: none"> <li>Landowner plantation, protected for long-term habitat creation</li> </ul>
HN3B	Habitat Node 3B	Plantation woodland	<ul style="list-style-type: none"> <li>Landowner plantation, protected for long-term habitat creation</li> </ul>
HN4	Habitat Node 4	Habitat Rich Amenity Landscape	<ul style="list-style-type: none"> <li>Proposals to consider the existing characteristics of the site and reflect surrounding habitats (such as mosses, grassland, wetland and areas of woodland) and should strengthen the nature networks provided by existing tree belts to the east and west.</li> <li>There is scope for the biodiversity value of the undeveloped southern section of Parcel 10 to be improved. The opportunity to extend habitat node HN4 into the undeveloped southern section of Parcel 10 with appropriate species rich planting is encouraged.</li> <li>These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity.</li> <li>Appropriate management of these habitats for maximum biodiversity establishment is required</li> </ul>

## H.4 Green Network Nodes and Other Open Space

- GN1 Connection between High Moss LNCS and Westerhill Road, and potentially on to WDR
- GN2 Connection between Cadder Plantation LNCS and WDR/HN1
- GN3A Connection between Cadder Plantation LNCS and Crosshill Road/HN1 and Crosshill Road
- GN3B Connection between GN4A and Community Leisure Space to the north
  
- OS1 Outdoor Sport and Recreation Space
- OS2 Cadder Open Space
- OS3 Low Moss Recreation Area
- WT Wellbeing Trail and Public Art
- Community Nodes



**Figure 4.** Green Network Nodes and Other Open Space Delivery ID Plan

ID	Location	Intervention	Requirements
<b>Green Network Nodes</b>			
GN1	Green Network 1	Connection between High Moss LNCS and Westerhill Road, and potentially on to WDR. (Between parcels 4 and 5)	<ul style="list-style-type: none"> <li>Publicly accessible open space</li> <li>Potential site for masterplan-wide SuDS attenuation pond to west of Westerhill Road, swales, and planting.</li> <li>Informal walking trails. Boardwalks through areas underlain by carbon rich soils would be preferable to dirt paths. Construction and design should minimise disturbance and excavation of carbon rich soil</li> </ul>
GN2	Green Network 2	Connection between Cadder Plantation LNCS and WDR/HN1. (Between parcels 8 and 9)	<ul style="list-style-type: none"> <li>Publicly accessible open space.</li> <li>Must support the delivery of a high-quality habitat corridor linking Cadder Yard LNCS, Green Network Node 2, Habitat Node 1, and Parcel 7. The corridor must be a minimum width of 15m in width to support and strengthen ecological connectivity on either side of the WDR with appropriate habitat enhancements.</li> <li>Informal walking trails. Boardwalks through areas underlain by carbon rich soils would be preferable to dirt paths. Construction and design should minimise disturbance and excavation of carbon rich soil.</li> <li>Priority habitats and species must be protected.</li> </ul>
GN3A	Green Network 3A	Connection between Cadder Plantation LNCS and Crosshill Road/ HN1 and Crosshill Road. (Adjacent parcel 9)	<ul style="list-style-type: none"> <li>Publicly accessible open space.</li> <li>Proposed linear buffer and open space with planting along a water main utility corridor.</li> <li>SuDS attenuation pond and adjacent swale and planting.</li> <li>Include informal and formal walking routes. Boardwalks through areas underlain by carbon rich soils would be preferable to dirt paths. Construction and design should minimise disturbance and excavation of carbon rich soil</li> </ul>
GN3B	Green Network 3B	Connection between GN4A and Community Leisure Space to the north. (Adjacent parcel 11)	<ul style="list-style-type: none"> <li>Publicly accessible open space.</li> <li>Proposed linear buffer and open space with planting along a water main utility corridor.</li> <li>SuDS attenuation pond and planting.</li> <li>Include informal and formal walking routes. Boardwalks through areas underlain by carbon rich soils would be preferable to dirt paths. Construction and design should minimise disturbance and excavation of carbon rich soil.</li> <li>Appropriate management of these habitats for maximum biodiversity establishment is required.</li> </ul>



ID	Location	Intervention	Requirements
<b>Other Open Space</b>			
OS1	Outdoor Sport and Recreation Space	Outdoor publicly accessible leisure use north of parcel 12.	<ul style="list-style-type: none"> <li>This parcel is located within the Antonine Wall World Heritage Site Buffer Zone. As such it carries its own restrictions for the type of Use Class and development that will be acceptable here. Should any proposal come forward for this area it will be subject to the same developer contributions as other development parcels in the WRA.</li> <li>Consultation with Historic Environment Scotland will be a requirement.</li> <li>Potential skate park and natural play area on previous Balloon Barrage Site, protecting the urban heritage of the site and incorporating historical site features into the design of the area</li> </ul>
OS2	Cadder Open Space	Retention and protection of space immediately north of cemetery.	<ul style="list-style-type: none"> <li>Proposed natural flood management measures on existing meltwater channel.</li> <li>Potential informal trails.</li> <li>Must consider the existing characteristics of the site and reflect surrounding habitats (such as mosses, grassland, wetland and areas of woodland). These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity.</li> <li>Appropriate management of these habitats for maximum biodiversity establishment is required.</li> </ul>
OS3	Low Moss Recreation Area	Publically accessible leisure space	<ul style="list-style-type: none"> <li>Potential multi-purpose recreation area.</li> <li>Impact on LNCS1 and deep peat must be avoided.</li> <li>Must consider the existing characteristics of the site and reflect surrounding habitats (such as mosses, grassland, wetland and areas of woodland). These features should contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity.</li> <li>Appropriate management of these habitats for maximum biodiversity establishment is required.</li> </ul>
WT	Wellbeing Trail Public Art	Potential nature-inspired public art installation and Community Nodes with seating and wayfinding information along Wellbeing route	<ul style="list-style-type: none"> <li>Potential design structures and sculptures should make reference to the natural and built history of the place and ensure circular use of local and natural material for lower embodied carbon design.</li> </ul>

**General Requirements for Applicants - Open space improvements and SuDS measures**

- Interventions and requirements on privately owned land will require landowner permission.
- The peat survey should remain valid unless activities take place which are likely to change the peat depth and condition. Condition can be impacted by drainage, grazing, trampling, erosion and other land management activities; peat depth is most likely to be altered by excavation or other earthworks.
- Where the peat depth survey point measurements have shown that carbon rich soils are not present then peat surveys would not be required. Note that the peat depth point locations must be used for this, not the interpolated gradient of peat depths.
- Where the initial low resolution 100 x 100 peat survey has found peat or peaty soil then in order to comply with NPF4 Policy 5, the development proposal should avoid these areas completely unless meeting the exemptions list in Policy 5c). If the proposed development complies with Policy 5) then a detailed survey of peat depth and condition at an appropriate resolution plus the information set out in NPF4 Policy 5d) will be required to support the application for planning consent.

## H.5 Active Travel Routes

### H.5.1 Priority Projects

- ATR 1 Westerhill North-South Active Travel Route
- ATR 2 Westerhill East-West Active Travel Route
- ATR 2A A803-WDR Active Travel Route

### H.5.2 Future Networks

- ATR 3 Westerhill Road Active Travel Route
- ATR 4 Railway Bridge Active Travel Route
- ATR 5 Bishopbriggs-Lenzie Active Travel Route
- ATR 6 Cadder Yard Active Travel Route
- ATR 7 Crosshill Road East Active Travel Route
- ATR 8 Crosshill Road West-Canal Active Travel Route
- ATR 9 A803-Crosshill Road Active Travel Route
- ATR 10 A803 North Active Travel Route

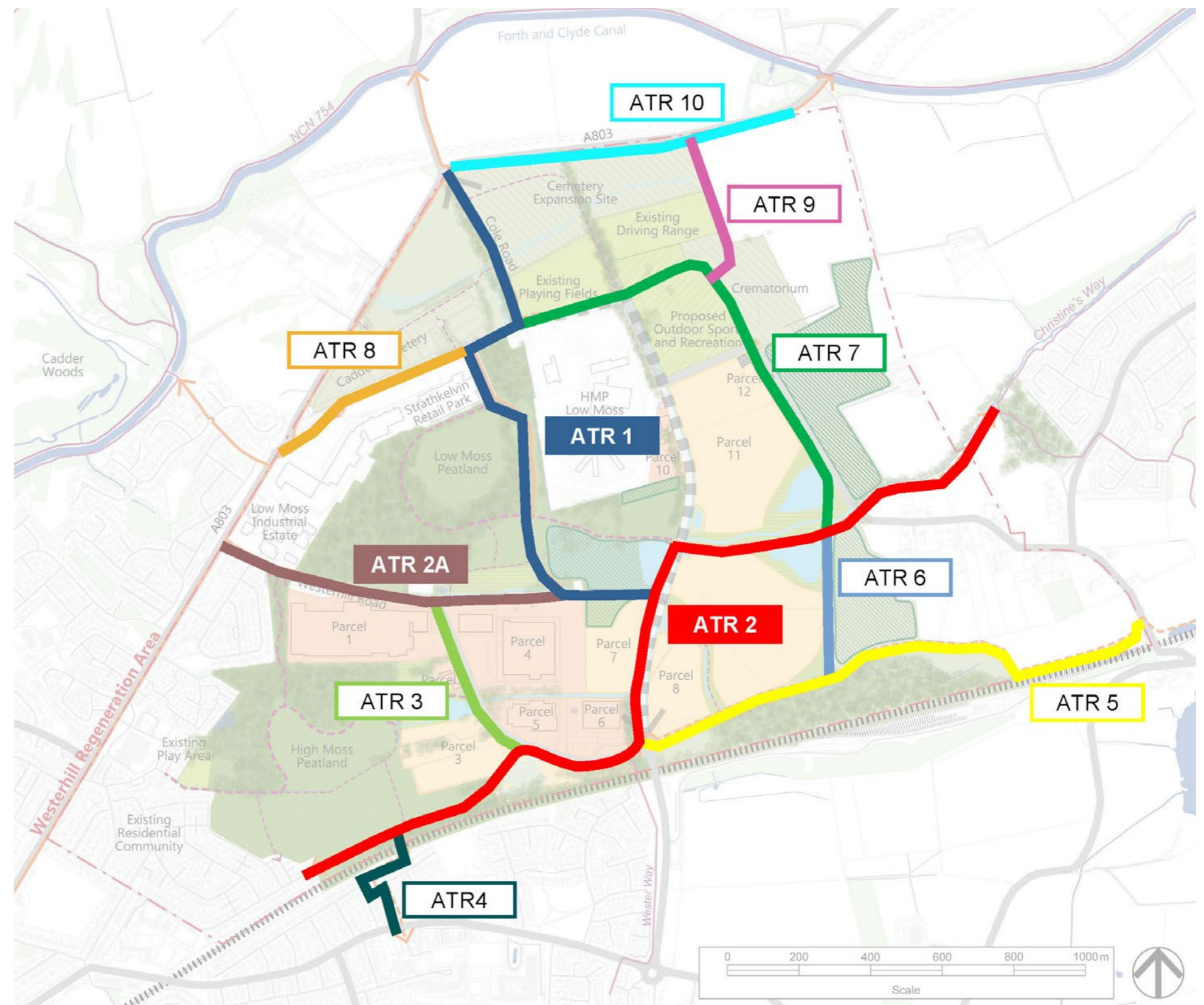


Figure 5. Active Travel Routes Delivery ID Plan



ID	Location	Intervention	Requirements
<b>Active Travel Route</b>			
ATR1	Westerhill North-South Active Travel Route	Proposed segregated (1,244m) and shared (421m) cycle and footpath from Lochgrog Roundabout to Torrance Roundabout. Main north-south ATR serving the WRA	<ul style="list-style-type: none"> <li>Where ATR is located through areas underlain by carbon rich soils, boardwalks must be installed, rather than full depth construction pathways. Construction and design should minimise disturbance and excavation of carbon rich soil.</li> <li>Cycle Track type, where appropriate: Remote Cycle Tracks Separated from Pedestrians, as per Cycling by Design 2021: <ul style="list-style-type: none"> <li>- 2m wide natural-coloured resin-bound gravel footway</li> <li>- 3m wide red-coloured resin-bound gravel bi-directional segregated cycleway, alternatively red asphalt.</li> <li>- Cycle track widths must be designed for two-way, less than 300 cycles per hour peak. For a potential increase in capacity of more than 300 cycles per hour, adopt a 4m wide bi-directional cycleway.</li> </ul> </li> <li>Toucan crossings where required.</li> <li>Connection and integration to wider active travel network</li> </ul>
ATR2	Westerhill East-West Active Travel Route	Proposed shared cycle and footpath connecting Christine's Way in the east to the existing Bishopbriggs community on the west via the proposed WDR and Westerhill Road	<ul style="list-style-type: none"> <li>Where ATR is located through areas underlain by carbon rich soils, boardwalks must be installed, rather than full depth construction pathways. Construction and design should minimise disturbance and excavation of carbon rich soil.</li> <li>At the time of writing, the design along Westehill Development Road is still to be determined.</li> <li>Cycle Track type: Cycle Tracks adjacent to Carriageway Separated from Pedestrians (per Cycling by Design 2021) <ul style="list-style-type: none"> <li>- 2m wide natural-coloured resin-bound gravel footway.</li> <li>- 3m wide red-coloured resin-bound gravel bi-directional segregated cycleway, alternatively red asphalt.</li> <li>- 2m wide landscape buffer.</li> <li>- Cycle track widths are designed for two-way, less than 300 cycles per hour peak. For a potential increase in capacity of more than 300 cycles per hour, adopt a 4m wide bi-directional cycleway.</li> </ul> </li> <li>Toucan crossings where required.</li> <li>Connection and integration to wider active travel network</li> </ul>
ATR2A	A803-WDR Active Travel Road	Proposed shared cycle and footpath from connecting A803 to proposed WDR	<ul style="list-style-type: none"> <li>Cycle Track type: Remote Cycle Tracks Shared from Pedestrians, as per Cycling by Design 2021: <ul style="list-style-type: none"> <li>- 4m wide natural-coloured resin-bound grave shared surface.</li> </ul> </li> <li>Toucan crossing where required.</li> <li>Connection and integration to wider active travel network</li> </ul>
ATR3	Westerhill Road Active Travel Route	Proposed shared cycle and footpath along Westerhill Road connecting A803 to Lochgrog Roundabout	<ul style="list-style-type: none"> <li>Cycle Track type: Cycle Tracks adjacent to Carriageway Shared with Pedestrians, as per Cycling by Design 2021: <ul style="list-style-type: none"> <li>- 4m wide natural-coloured resin-bound grave shared surface.</li> <li>- 0.5m wide landscape buffer.z</li> </ul> </li> <li>Toucan crossing where required.</li> <li>Connection and integration to wider active travel network</li> </ul>

ID	Location	Intervention	Requirements
ATR4	Railway Bridge Active Travel Route	Proposed shared cycle and footpath south of High Moss Peatland connecting ATR2 to south of the railway to Wester Cleddens Road	<ul style="list-style-type: none"> <li>• Cycle Track type: Remote Cycle Tracks Shared from Pedestrians, as per Cycling by Design 2021: <ul style="list-style-type: none"> <li>- 4m wide natural-coloured resin-bound grave shared surface.</li> </ul> </li> <li>• Toucan crossing where required.</li> <li>• New bridge crossing and connection to Wester Cleddens Road.</li> <li>• Connection and integration to wider active travel network</li> </ul>
ATR5	Bishopbriggs-Lenzie Active Travel Route	Proposed shared cycle and footpath along the south of the site from Lochgrog Roundabout to Crosshill Road	<ul style="list-style-type: none"> <li>• Cycle Track type: Remote Cycle Tracks Shared from Pedestrians, as per Cycling by Design 2021: <ul style="list-style-type: none"> <li>- 4m wide natural-coloured resin-bound grave shared surface.</li> </ul> </li> <li>• Toucan crossing where required.</li> <li>• Connection and integration to wider active travel network</li> </ul>
ATR6	Cadder Yard Active Travel Route	Proposed shared cycle and footpath along Habitat Node 3 and through GN3A	<ul style="list-style-type: none"> <li>• Cycle Track type: Remote Cycle Tracks Shared from Pedestrians, as per Cycling by Design 2021: <ul style="list-style-type: none"> <li>- 4m wide natural-coloured resin-bound grave shared surface.</li> </ul> </li> <li>• Toucan crossing where required.</li> </ul>
ATR7	Crosshill Road East Active Travel Route	Proposed shared cycle and footpath along Crosshill Road connecting Cole Road with ATR2	<ul style="list-style-type: none"> <li>• Cycle Track type: Cycle Tracks adjacent to Carriageway Shared with Pedestrians, as per Cycling by Design 2021: <ul style="list-style-type: none"> <li>- 4m wide natural-coloured resin-bound grave shared surface.</li> <li>- 0.5m wide landscape buffer.</li> </ul> </li> <li>• Toucan crossing where required.</li> </ul>
ATR8	Crosshill Road West-Canal Active Travel Route	Proposed shared cycle and footpath along Crosshill Road from Cadder Roundabout connecting to Westerhill North-South ATR at Strathkelvin Retail Park	<ul style="list-style-type: none"> <li>• Cycle Track type: Cycle Tracks adjacent to Carriageway Shared with Pedestrians (per Cycling by Design 2021) <ul style="list-style-type: none"> <li>- 4m wide natural-coloured resin-bound grave shared surface.</li> <li>- 0.5m wide landscape buffer.</li> </ul> </li> <li>• Toucan crossing where required.</li> <li>• Connection and integration to wider active travel network.</li> </ul>
ATR9	A803-Crosshill Road Active Travel Route	Proposed shared cycle and footpath east of the Driving Range connecting A803 and Crosshill Road	<ul style="list-style-type: none"> <li>• Cycle Track type: Remote Cycle Tracks Shared from Pedestrians (per Cycling by Design 2021) <ul style="list-style-type: none"> <li>- 4m wide natural-coloured resin-bound grave shared surface</li> </ul> </li> <li>• Toucan crossing where required.</li> </ul>

ID	Location	Intervention	Requirements
ATR10	A803 North Active Travel Route	Proposed segregated cycle and footpath along A803	<ul style="list-style-type: none"> <li>To be assessed based on future demand.</li> <li>Connection and integration to wider active travel network.</li> <li>Toucan crossing where required.</li> </ul>

#### General Requirements for Applicants - Essential transport infrastructure including roads, streets and active travel routes

- Interventions and requirements on privately owned land will require landowner permission.
- Design and construction of active travel routes over peat must seek to minimise their volume of excavation and the footprint of disturbance of peat soil.
- If essential infrastructure needs to intersect with peatland / carbon rich soils on site, offsetting the footprint area of disturbance of peatland and organic carbon loss associated with the volume of carbon rich soils to be excavated will be required by restoration of peatland habitats and improvement of peatland condition. It will be expected that the restoration and improvement works go beyond purely compensating for impact and result in enhancement i.e. a net benefit. The restoration and improvement activities should seek to achieve the best outcome possible, which in some circumstances can be best achieved by offsite restoration.
- If pollutants such as oils and compounds from roads or sediment were likely, then they would have to be filtered and only clean water received by the peatland habitat. The land use must demonstrate



## H.6 Road and Transportation

- Westerhill Development Road (Existing)
- Westerhill Development Road (Proposed)
- Westerhill Road
- Central Mobility Hub
- Cycle Hub
- New Bus Stop

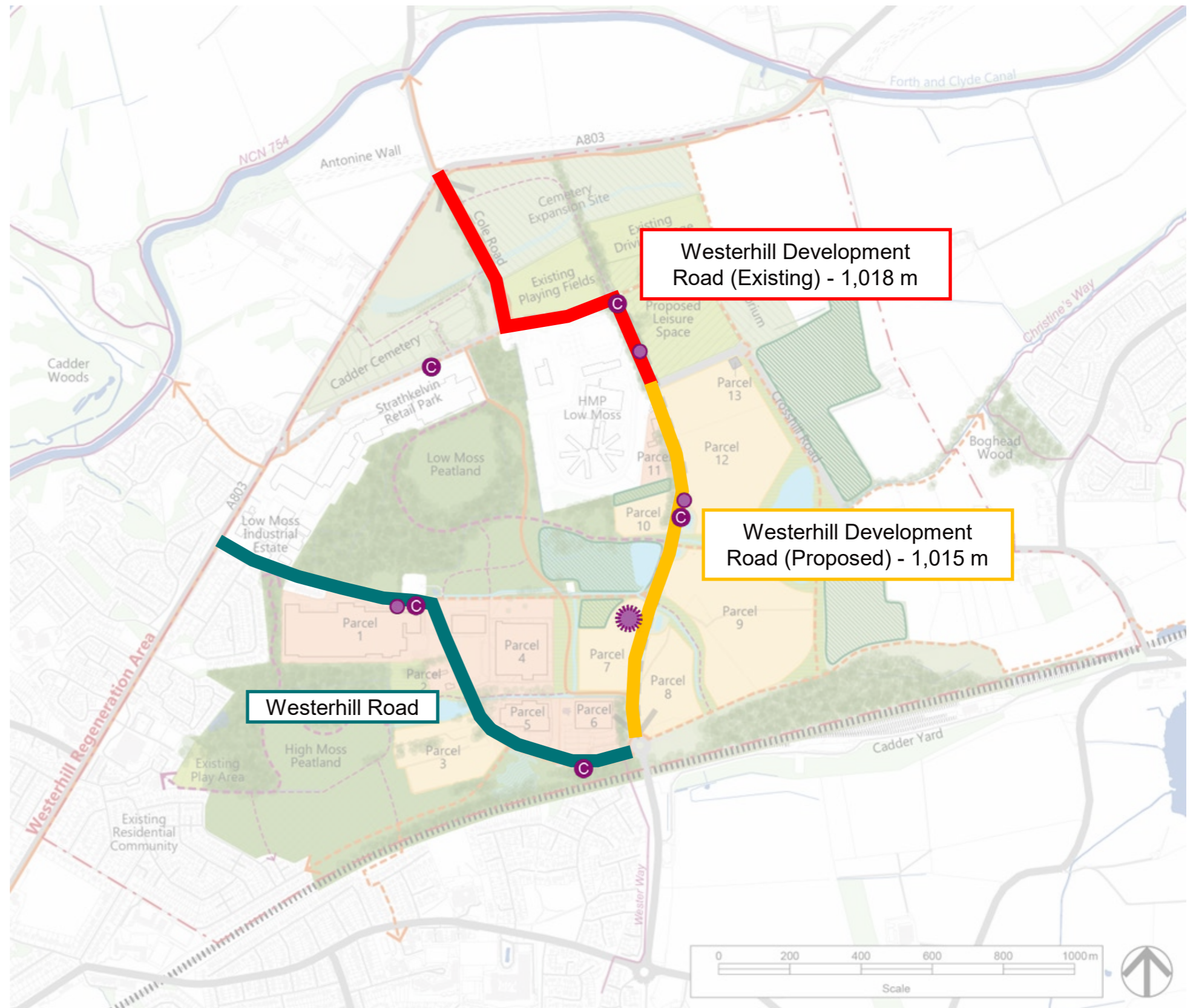


Figure 6. Roads and Transportation Delivery ID Plan

ID	Location	Intervention	Requirements
<b>Roads</b>			
	Westerhill Development Road	Proposed new road through Westerhill	<ul style="list-style-type: none"> <li>• Road widening and improvement on existing roads (Cole Road and Crosshill Road).</li> <li>• New road with active travel route, tree planting and swale.</li> <li>• New bus route with bus stops.</li> <li>• TBC with WDR design</li> </ul>
	Westerhill Road	Traffic Calming measures	<ul style="list-style-type: none"> <li>• Traffic calming measures with tree planting and rain gardens along Westerhill Road.</li> <li>• To be designed with ATR 5 provisions for shared active travel route.</li> </ul>
<b>Public Transport and Mobility Hub</b>			
	Bus Route and Bus Stops along Westerhill Development Road and Westerhill Road	Potential bus route with new bus stops	<ul style="list-style-type: none"> <li>• Frequent bus services with connections to East Dunbartonshire communities.</li> <li>• Bus stops with digital displays</li> </ul>
	Central Mobility Hub	Proposed central mobility hub as part of Parcel 7	<ul style="list-style-type: none"> <li>• Bus stop, cycle parking, seating and rest area.</li> <li>• Trees with landscape for Biodiversity Net Gain.</li> <li>• EV-charging point.</li> <li>• Connection and integration to wider active travel network.</li> </ul>
	Cycle Hub	Proposed cycle hub in proximity to bus stops	<ul style="list-style-type: none"> <li>• Cycle parking, rest area.</li> <li>• No. of cycle parking spaces to be determined.</li> </ul>

#### General Requirements for Applicants - Essential transport infrastructure including roads, streets and active travel routes

- Design and construction of active travel routes over peat must seek to minimise their volume of excavation and the footprint of disturbance of peat soil.
- If essential infrastructure needs to intersect with peatland / carbon rich soils on site, offsetting the footprint area of disturbance of peatland and organic carbon loss associated with the volume of carbon rich soils to be excavated will be required by restoration of peatland habitats and improvement of peatland condition. It will be expected that the restoration and improvement works go beyond purely compensating for impact and result in enhancement i.e. a net benefit. The restoration and improvement activities should seek to achieve the best outcome possible, which in some circumstances can be best achieved by offsite restoration.
- If pollutants such as oils and compounds from roads or sediment were likely, then they would have to be filtered and only clean water received by the peatland habitat. The land use must demonstrate that there would be no detriment to the restored peatland habitats and would not compromise their condition, throughout the year.

ID	Location	Intervention	Requirements
<b>Utilities</b>			
	Heat and Power	Potential Primary Substation / Energy Centre. Potential District Heat Network connections to various parcels.	<ul style="list-style-type: none"> <li>• Further liaison with Scottish Power will be required to confirm a location for any new Primary Sub-Station.</li> <li>• Potential District Heat Network connections to various parcels.</li> </ul>
		Network connections to various parcels.	<ul style="list-style-type: none"> <li>• Further liaison with Utility Providers to secure telecommunication network connection.</li> </ul>
	Foul Water / Sewerage	Network connections to various parcels.	<ul style="list-style-type: none"> <li>• Further liaison with Scottish Water will be required to identify a suitable connection point to the existing foul water/sewerage network in the area.</li> <li>• Foul water/sewerage connections to various parcels.</li> </ul>
	Potable Water	Network connections to various parcels.	<ul style="list-style-type: none"> <li>• Further liaison with Scottish Water will be required to identify a suitable connection point to the existing potable water network in the area.</li> <li>• Potable water connections to various parcels.</li> </ul>

#### General Requirements for Applicants - Essential utilities infrastructure

- Design and construction of the network over / through peat must seek to minimise their volume of excavation and the footprint of disturbance of peat soil.
- If essential infrastructure needs to intersect with peatland / carbon rich soils on site, offsetting the footprint area of disturbance of peatland and organic carbon loss associated with the volume of carbon rich soils to be excavated will be required by restoration of peatland habitats and improvement of peatland condition. It will be expected that the restoration and improvement works go beyond purely compensating for impact and result in enhancement i.e. a net benefit. The restoration and improvement activities should seek to achieve the best outcome possible, which in some circumstances can be



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