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WESTERHILL REGENERATION AREA MASTERPLAN

Planning Guidance

August 2024

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Project Team:



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1.0 Introduction

1.1 Location and Site Context

The Westerhill Regeneration Area Masterplan site encompasses approximately 300 hectares and is bordered by the A803 to the west, the Antonine Wall World Heritage Site to the north, and a national railway line to the south and south-west. The site is well situated, only 5 miles from Glasgow City Centre and the River Clyde and approximately 20 miles from Glasgow Airport. It is located 2 miles north of the M80 and Bishopbriggs Town Centre. The Masterplan has been prepared in support of Local Development Plan policy and supports the East Dunbartonshire Place and Growth Programme as part of the Glasgow City Region City Deal Project. The City Deal and Council will see significant investment in enabling infrastructure.

In support of LDP2 Policy 3.R Westerhill Regeneration Area, development at the Westerhill regeneration area will deliver a mix of land uses in order to regenerate brownfield land, deliver business and employment growth, provide a green network and transport network throughout the site and link Westerhill to the town centre and Auchinairn. A masterplan is required for the Westerhill Regeneration Area which will articulate a deliverable vision for the medium- to long-term redevelopment of Westerhill and encourages landowners and occupiers, and business to invest in Westerhill. The masterplan will co-ordinate these requirements, set the context within which future planning applications will be assessed and ensure the subject policies 9 – 24 are delivered.

Legend:


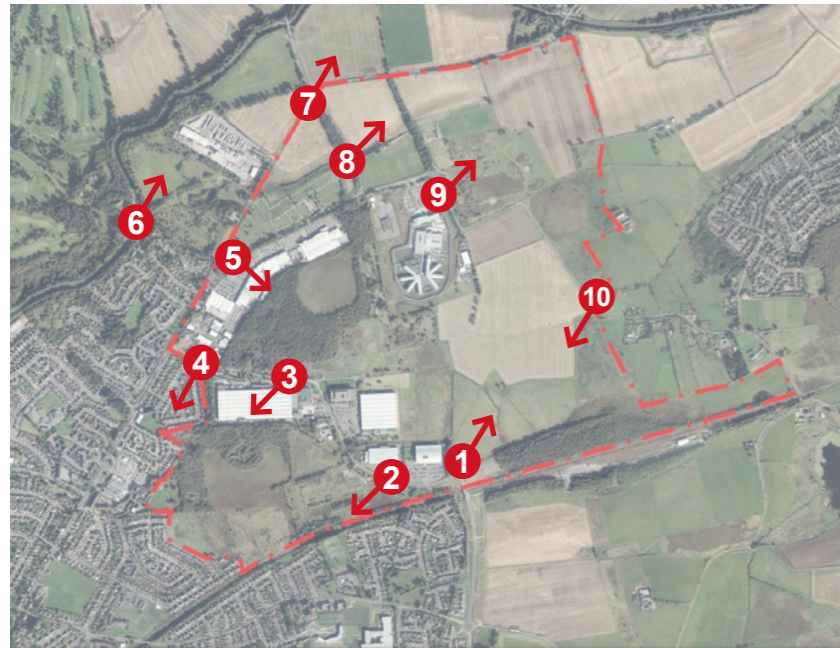
 Westerhill Regeneration Area Boundary

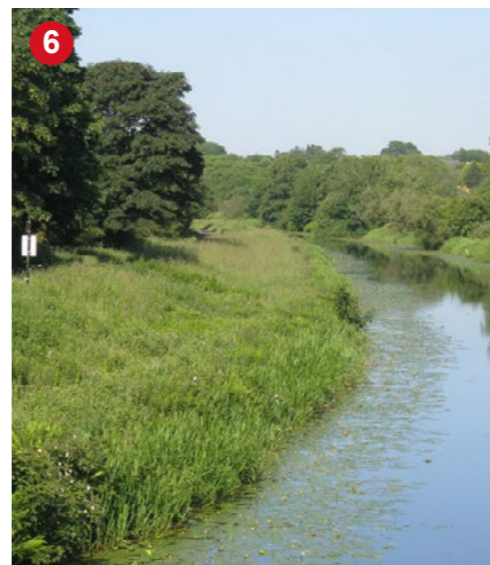


Figure 1. Site Context Plan

1.1.1 Site Photos



- 1** Prime agricultural land with views towards Campsie Fells.
- 2** Former oil distribution depot site.
- 3** Existing industrial use at Westerhill Industrial Estate, south of Westerhill road.
- 4** Existing Bishopbriggs community and High Moss Peatland.
- 5** Strathkelvin Retail Park.
- 6** Forth and Clyde Canal - Scheduled Monument.
- 7** Site of Antonine Wall along Torrance road with views towards Campsie Fells.
- 8** Glacial Meltwater Channel - LNCS Geodiversity Site.
- 9** Former WWII Barrage Balloon Site and Golf Course.
- 10** New woodland habitat, south of Crosshill road.



1.2 Purpose of the Document

The purpose of this document is to:

- Help guide investment by illustrating potential future development opportunities, in compliance with NPF4 and LDP2 policies, through a Framework Masterplan and an associated Delivery Plan for Westerhill Regeneration Area.
- Produce a Planning Guidance document for all stakeholders to inform the comprehensive design process and guide high-quality development at Westerhill.

Various assessments and studies (e.g., Strategic Environmental Assessment (SEA), Multi-modal Transport Analysis and Comparative Economic Impacts of Spatial Options) have been undertaken to inform the framework options, and the preferred framework layout.

1.3 Stakeholder Engagement and Consultation Summary

Extensive stakeholder engagement and community consultation has been undertaken as part of the masterplan development. The findings have informed the vision, spatial options, masterplan framework, strategies and delivery plan.

Following are the stakeholder consultees:

- Landowners and developers
- Local businesses
- Statutory environmental bodies - Scottish Environment Protection Agency (SEPA), Historic Environment Scotland (HES) and NatureScot
- Other statutory and non-statutory authorities - Strathclyde Partnership for Transport (SPT), Transport Scotland, Sustrans, Glasgow City Council and North Lanarkshire Council
- Utility providers
- Local residents
- Local community and interest groups

1.3.1 Stakeholder and Public Consultation

The responses from stakeholders and public consultation have been summarised under key topics and have been considered in finalising the framework masterplan. A copy of the Stakeholder Engagement and Consultation Report is available upon request from EDC.



Figure 2. Public Consultation Images from April 2023

1.3.2 Strategic Environmental Assessment (SEA) Process

SEA is a means for public bodies to judge the likely impact of a plans, programmes and strategies (PPS) on the environment and to seek ways to minimise significant adverse effects and enhance potential benefits. A SEA seeks to identify potentially significant environmental effects at an early stage in the development of the PPS. Furthermore, it informs key decision makers at the earliest possible stage, in turn helping to design and implement focused and bespoke PPS.

In response to the design process for the Westerhill Regeneration Area Masterplan, the environmental assessment adopted a multi-stage approach to assess spatial options and framework plan options to inform the decision making. This methodology facilitated for the SEA process has an integral role in the design through proportionate assessment and informed decisions. A digital copy of the project's SEA document is available upon request.

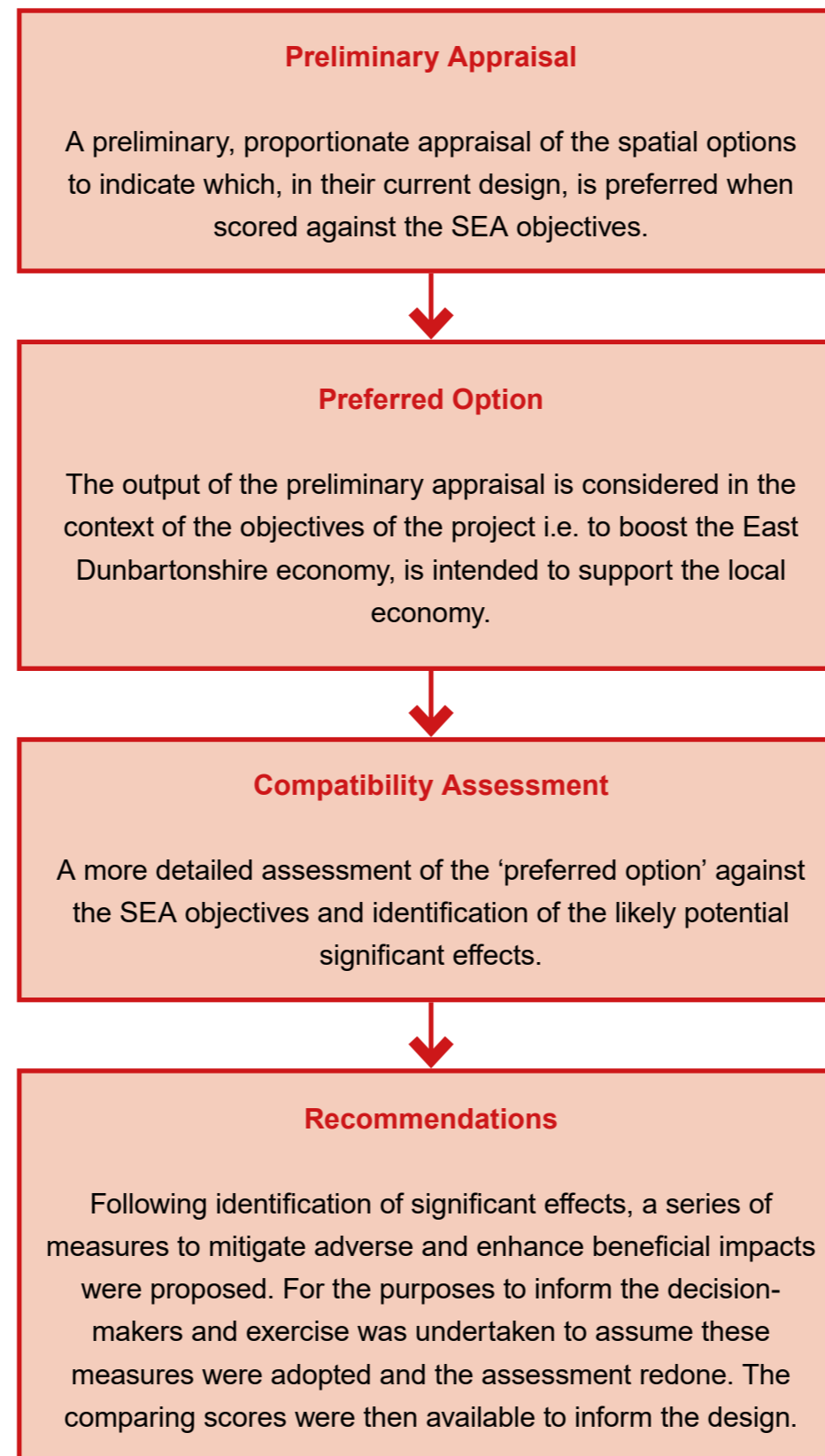


Figure 3. SEA Process

2.0 Vision and Masterplan

2.1 Vision Statement

Extensive stakeholder engagement has been undertaken, which has highlighted core recurring themes, which informed the development of vision scenarios. The preferred vision is a culmination of these scenarios, and a list of eight placemaking objectives for the site have been created - under broad themes of **Climate Resilience, Quality and Innovation, and Leisure and Connectivity.**

Underpinning the principles of local living, working, and a sustainable and climate resilient place (as outlined in the NPF4) and to transform Bishopbriggs settlement as a 20-minute neighbourhood with access to local jobs, Westerhill will be regenerated as,

'Set in one of the most desirable local authority areas in Scotland (East Dunbartonshire), the Westerhill Regeneration Area is an attractive and accessible investment location providing long-term opportunities for business, economic, and inclusive growth.'

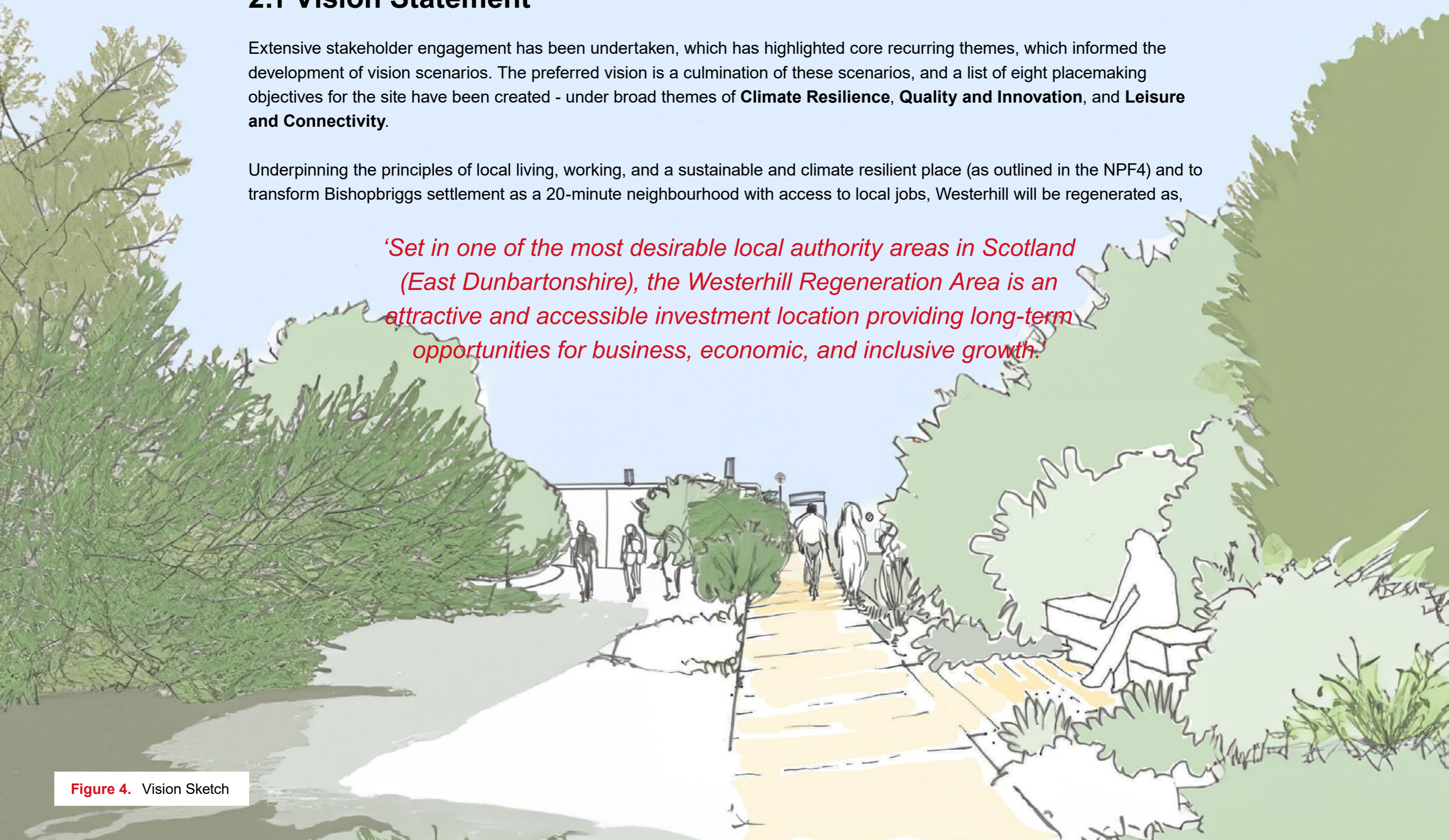


Figure 4. Vision Sketch

2.2 Placemaking Objectives

The placemaking objectives are informed by the EDC LDP2 policies and guidance to support the delivery of the vision and are as follows:



Figure 5. Westerhill Regeneration Area Placemaking Objectives

2.2 Placemaking Objectives (Cont'd)



Employment

- Create good quality jobs for Bishopbriggs, Auchinairn and the wider community.
- Increase in job density, Gross Value Added (GVA), and access to local employment opportunities.



Circular Economy

- Promote circular economy and sustainable business practices (green economy).



Green Links

- Create well connected places through enabling active travel and prioritising sustainable public transport.
- Create high quality and accessible public realm.



Health and Wellbeing

- Maximise access to nature through accessible paths.
- Promote inclusive design and accessibility.



Leisure and Recreation

- Create a destination for recreation and leisure through connected natural, tranquil and activity based open spaces.
- Provide access to protected and enhanced environmental and heritage assets.
- Provide appropriate services to encourage local tourism.



High Quality Built Form

- Build good quality and energy efficient buildings.
- Employ sustainable and low carbon materials and modular methods of construction.



Biodiversity Enhancement

- Protect and enhance existing peatland.
- Protect existing ecological habitats and create new habitat nodes.
- Potential creation of a Local Nature Reserve.
- Promote community stewardship and management.



Carbon

- Create infrastructure to support the delivery of zero emission development with potential for carbon positive.
- Explore diversified energy strategy with potential for heat networks fuelled from alternative energy sources.
- Incorporate nature based green-blue infrastructure solutions.
- Minimise construction waste.

2.3 Framework Plan

The design decisions undertaken to develop the Framework Masterplan have been guided by the feedback and recommendations from various technical assessments and analysis and stakeholder engagement and public consultation.

The proposed development will guide the future development of Westerhill Regeneration Area and meet the overall requirements of LDP2, Policies 3R, 9 and 10. EDC Design and Placemaking Supplementary Guidance 2022 must be considered in the development of the proposals.

In addition to the above, specific community and subject policies, listed below, must be adhered to in the development of individual proposals.

LDP2, Policies 1 and 15 should guide the,

- Delivery of business land and mix business uses to support local and regional economic growth.
- Refurbishment and/or redevelopment of older stock industrial buildings and improvements to the existing Westerhill Industrial Estate.
- Strathkelvin Retail Park Commercial Centre should be safeguarded and refurbished and redeveloped, as necessary, as per Policy 3.TC3.

LDP2, Policies 11 and 24 should guide the,

- Delivery of the proposed WDR to connect the A803 to the north and Lochgrog roundabout to the south.
- Upgrade and landscape improvements with traffic calming measures to the existing Westerhill Road through Developer Contributions.

LDP2, Policies 3.NE and 17 should guide the,

- Protection and enhancement of Local Nature Conservation Sites (LNCS) such as High and Low Moss Plantation Sites and Cadder Yard and high-quality peat areas.
- Creation of potential habitat nodes to link existing habitats together, and to protect and improve ecological conditions of the site.
- Support the promotion of local and regional nature-based tourism at Westerhill with links to Antonine Wall and Forth and Clyde Canal in line with Policies WH1, GN2 and 16.

LDP2, Policies 3.CF, 13 and 24 should guide the,

- Connection of the existing landscape network and ecological features, including High and Low Moss Plantation Sites and Cadder Yard, to create an accessible lung space, potentially as a Local Nature Reserve, for leisure and recreation for the Bishopbriggs community.
- Creation of potential outdoor sport and recreation space on the former Barrage Balloon site.
- Maintenance and management of existing playing field and driving range.
- Maintenance and management of existing Cadder Cemetery and planned expansion to Cadder Cemetery to the east of Cole Road as per Policy 3.CF1.
- Delivery of planned crematorium to the east of the Barrage Balloon Site with new access from Crosshill Road.

LDP2, Policies 3.HE and 19 should guide the,

- Protection and enhancement of heritage assets of the site including the WHS Buffer Zone (with the Antonine

Wall World Heritage Site sitting just north of the site) and previous Balloon Barrage site.

- Retention and improvement of the open space areas whilst ensuring minimal impact to protect and enhance the setting of the World Heritage Site (WHS) Buffer Zone.

LDP2, Policies 18 and 24 should guide the,

- Utilisation of the low points on the site and existing drains to create a surface water management system as an integral part of the site landscape and proposed open space.

LDP2, Policies 3.TR, 11 and 24 should guide the,

- Improvements to existing bus services, new active travel routes and a potential central mobility hub to enable sustainable travel.
- Creation of an interconnected active travel network within the site, Bishopbriggs and Lenzie railway stations and to Bishopbriggs and Kirkintilloch communities with potential connections to the National Cycle Network Route 754 and surrounding (existing and planned) local cycle routes and footpaths.
- Creation of a defensible boundary to the east of the Westerhill Regeneration Area through the development of an active travel route or a combination of habitat nodes and active travel route.

In line with Sustainability and Climate Change Framework and LDP2 Policy 9, the proposed development should also explore the creation of a potential district heat network for the site carrying the heat generated from several alternative heat recovery technologies from a centralised energy centre. Individual development parcels should through their development seek to provide sustainable and green energy solutions to meet the electricity demand.

The table adjacent details the sizes of each of these elements in sqm and corresponds to the Framework Masterplan on the next page.

Table 1. Westerhill Regeneration Area Framework Masterplan - Development Schedule

| Existing Land Use - Gross Floor Area | | Area |
|--|--|-------------|
| Existing Employment - including Low Moss Industrial Estate | | 125,400 sqm |
| Retail - Strathkelvin Retail Park | | 30,200 sqm |
| Existing Green / Open Space Area | | |
| Cadder Cemetery | | 71,514 sqm |
| Playing Field | | 42,079 sqm |
| Driving Range | | 41,104 sqm |
| Proposed Development | | |
| Existing Westerhill Industrial Estate / Employment Parcels | | 23.7 ha |
| Future Development Areas | | 51.2 ha |
| Proposed Open Space (Including proposed Westerhill Development Road) | | |
| Public Open Space | | 183.8 ha |

Table 2. Westerhill Regeneration Area Framework Masterplan - Westerhill Development Road Length

| Westerhill Development Road | Length |
|--|---------|
| Proposed - new road construction | 1,250 m |
| Improved - existing roads upgrade | 700 m |



Legend:

- Future Leisure / Open Space
- Future Development Areas
- Existing Employment Parcels
- Existing Green Network Nodes
- Potential WDR Corridor

Notes:

- Parcel 1a hardstanding area north of Westerhill Road is developable land. Potential development is limited due to the presence of deep peat surrounding the area and requires further consultation with NatureScot and SEPA.
- Parcel 3 is currently wet to its east. Existing site conditions such as drainage and ecology must be considered in future development proposals.
- Parcels 8 includes an area designated by EDC for Green Network and Habitat Link, over existing drainage constraints. It is the developer/owner's responsibility to deliver development requirements aligned with LDP2 Policy 13 Community Facilities and Open Space and EDC's Green Infrastructure and Green Network Strategy.
- Parcel 11 includes an area with utility constraints due to the Scottish Water main passing through it to the east, and a historic culvert to the south. Development is not permitted over these areas, and appropriate vegetated buffers and access should be maintained in consultation with Scottish Water.

Figure 6. Westerhill Regeneration Area Future Development Zoning Plan

The above notes are detailed further in Appendix H Delivery Plan.

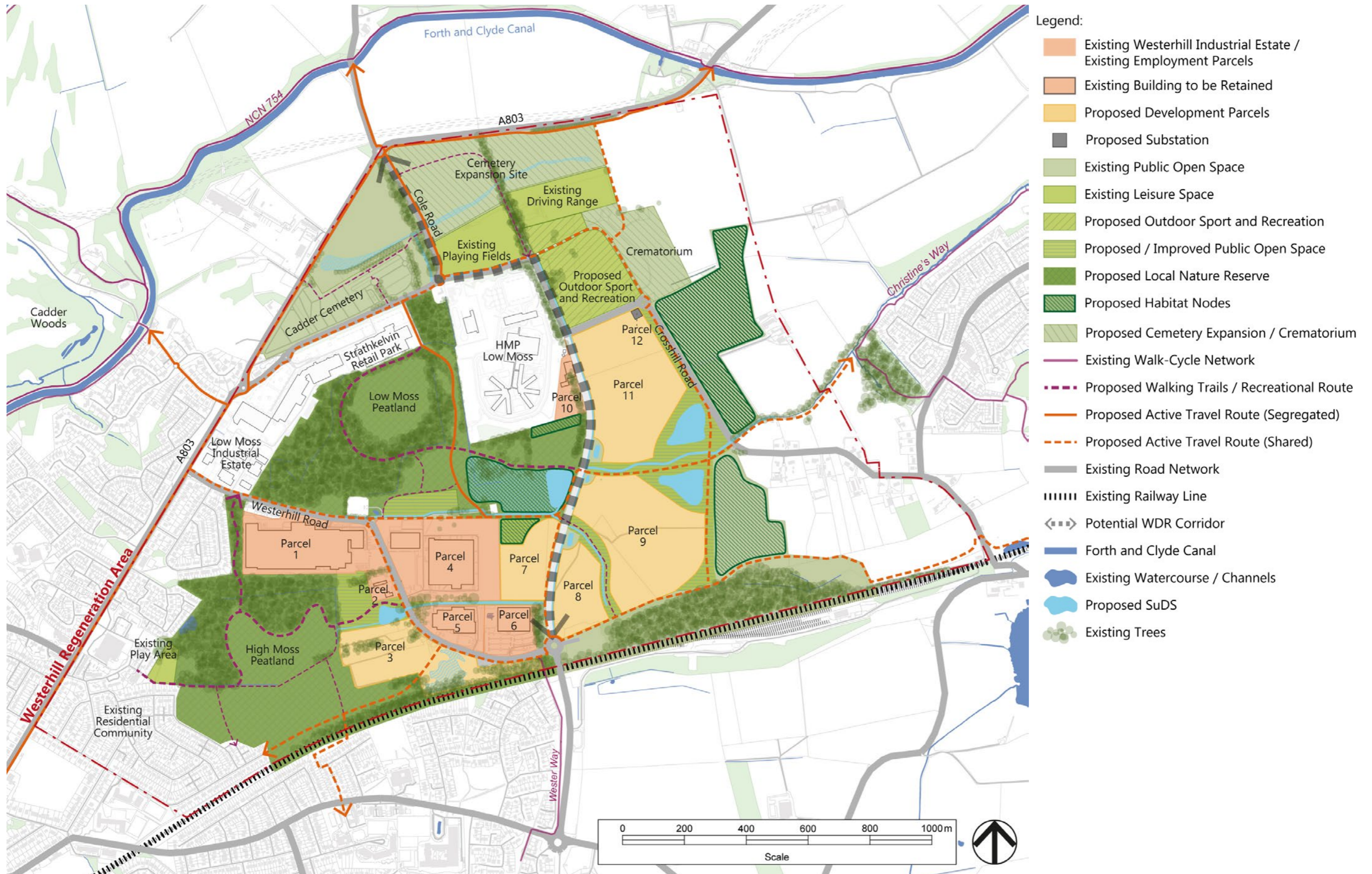


Figure 7. Westerhill Regeneration Area Framework Masterplan

2.4 Land Use and Employment Strategy



Figure 8. Map showing regional context of Westerhill Regeneration Area.

The Masterplan aims to direct future growth, attract new investment and deliver long-term employment opportunities in the local area and wider City Region.

Situated in the north of the Glasgow City Region and set in some of the most scenic landscapes of the Glasgow City Region, East Dunbartonshire is a well-connected and desirable area, with highly desirable neighbourhoods served by a range of good quality town centres and is accessible to a range of outdoor and leisure facilities.

East Dunbartonshire boasts of:

- Some of the highest achieving schools in the country and highest school leaver destination figures in Scotland
- Highly skilled workforce and amongst the highest levels of degree educated residents in the region
- Quality of life reflected through high life expectancy, amongst highest in the region and close to highest in Scotland.
- Good survival rates of new enterprises, some of the best rates in the region.

East Dunbartonshire sits within the wider Glasgow City Region which by 2030 aims to have the most Innovative, Inclusive and Resilient Economy in the UK; be the most inclusive major city-region economy in the UK; and have the most advanced city-region economy in the UK in the race to net zero and climate resilience.

The Glasgow City Region has a series of attributes that create future opportunities for economic prosperity, including high skills base, the largest concentration of universities in the UK outside London; and the Region is the no.1 region for students and

graduates in Finance, Business, Digital Tech, Engineering, Design and Advanced Manufacturing. The region also boasts high export levels, and is highly connected by sea, road, rail and air.

Situated 5 miles from Glasgow City Centre and the River Clyde, and 20 miles from Glasgow International Airport, the Westerhill Regeneration Area (WRA) is East Dunbartonshire's principal economic development investment location. These local and regional strengths in turn make Westerhill an excellent location for investment and to do business, for employees and those choosing to live close to their place of work.

Need and Opportunity

The Masterplan creates an accessible employment land location that will attract new investment and deliver long term employment opportunities in the local area and for the wider city region. The need for the Masterplan is highlighted in the adopted Local Development Plan and is required to address limited access to higher earning employment within East Dunbartonshire, low job density and low economic output (GVA), and to unlock larger economic development sites through increased business land supply.

The Masterplan seeks to capitalise on a strong strategic alignment across stemming out-commuting, productivity enhancement, technology and skills, and replacing relocated employment.

The market potential of the WRA, particularly as a high amenity location for modernising and new manufacturing/ production, local services and sub-regional logistics, will improve through the planned public sector infrastructure investment (Westerhill Development Road) and the strong supporting policy framework. The pending completion of existing strategic sites around the Glasgow conurbation provides further impetus for market potential at Westerhill.

East Dunbartonshire Attributes

- Sustainable and resilient local economy
- Vibrant town centres, business parks and enterprise centres
- Tourism centres on an outstanding natural and historic environment
- Home to some of the most desirable residential neighbourhoods in Scotland
- Home to some of the highest earners in Scotland
- Above-average life expectancy

Glasgow City Attribut

- Global leader in industries such as precision medicine, quantum technologies, and advanced manufacturing
- Home to five world-class higher education facilities
- Features a large business base
- Recently ranked as one of the top green cities in the UK to work and live
- Important tourism and culture destination



Figure 9. GCR Economic Strategy - East Dunbartonshire and Glasgow City Attributes



Figure 10. Key Moves and Timeline

Glasgow’s Regional Economic Strategy seeks to capitalise on the Region’s current competitive advantages in fields such as: Advanced Manufacturing; Digital Economy (IT, Telecoms and Media); Fintech and Data; Low Carbon, Adaptation and broader Environmental Goods and Services; Healthcare and Precision Medicine; and Space. Regional strengths and opportunities also exist around the Creative Industries.

Glasgow City Region offers specialisms in emerging sectors. Some of these sectors are being driven by dedicated Innovation Districts and the emerging Glasgow City Region Investment Zone but there is a lack of developable land at scale across the region for growth. The Masterplan supports these regional ambitions through the release of land at a well-connected location.

Through the Masterplan process, developable land parcels have been identified which, supported by public sector transport infrastructure investment, can be taken forward over time and provide opportunities to support growth in key regional sectors. Working closely with key landowners in the area an agreed framework has been developed. This framework will continue past the approval of the masterplan as a regeneration strategy, in the form of planning guidance under LDP2 and in subsequent local development plans.

The Masterplan positions the WRA to provide:

- an accessible business location with good sub-regional, local and internal connectivity and high-quality environment to operate and work in
- long-term, flexible business land supply to support regional and national priority sectors and potential local growth opportunities - for example Manufacturing and Production, Information and Communication, Financial and Insurance Activities, Professional, Scientific and Technical Activities, Net Zero, Creative Industries and Distribution and Logistics
- a framework to explore smaller scale flexible accommodation to support SMEs to grow and expand
- a defined regeneration and business area to focus business support and to target future funding opportunities

The Masterplan comprises new development parcels of around 51 hectares of economic land. The masterplan provides an estimated breakdown of floorspace if all parcels are developed out over the long term. The proposed employment space is approximately 183,000 sqm and could consist of:

- 93,745 sqm of proposed employment space
- 79,962 sqm of refurbished employment space
- 10,138 sqm of commercial mixed-use space

If fully developed the Masterplan could deliver around 1000 jobs over a 10 year period.

The ‘policy thread’

NPF4 and the adopted LDP2 provide the formal Development Plan policy context at national and local level, and together with relevant regional and local economic development strategy (notably the Glasgow City Region Economic Strategy and East Dunbartonshire Economic Recovery Plan) guide the economic strategy for the Masterplan and associated delivery plan. Under the terms of Section 25 of The Town & Country Planning (Scotland) Act 1997 (as amended), planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The masterplan approach is consistent with the East Dunbartonshire Place & Growth Programme (for Bishopbriggs) articulated through the approved City Deal Strategic Business Case 2020.

LDP2 recognises that mixed use development provides many benefits both in terms of design and function - creating places that are sustainable and accessible. Policy 3.R states that development in Westerhill will deliver employment uses (Use

Classes 4, 5, 6 and 11) to regenerate brownfield land, deliver employment growth, and provide a green network and improved transport links.

LPD2 recognises that an element of housing could be considered as enabling development but the primary land use should be employment generating. The Masterplan process has concluded housing use classes are not part of the permitted land uses.

The uses generally permitted across the masterplan area are therefore considered to be Class 4 – Business, Class 5 – General Industrial and Class 6 – Storage and Distribution as defined within the Town and Country Planning (Use Classes)(Scotland) Order 1997. A small portion of Community and Leisure use is deemed permissible to the core area of the Masterplan, although its primary use should be considered as Classes 4, 5 and 6. As the masterplan is intended to deliver a high quality environment, uses considered to be ‘bad neighbour’ developments, as defined in Schedule 3 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, will not be supported. The areas in Table 3 adjacent are not intended to be restrictive. Open space design, massing and siting of buildings is subject to individual development proposals and compliance with statutory planning policy, this planning guidance, and the use classes therein

The Masterplan delivers a long term vision to shape development and encourage investment but is also subject to other key policy parameters such as protecting the natural environment.

The Masterplan is formal planning guidance under the adopted LDP2. It will be a material consideration when determining planning applications for any proposals within the Westerhill Regeneration Area. An associated Delivery Strategy sets out a plan for funding and development to be taken forward over the short, medium, and long term (Section 3 and Appendix H).

Table 3. Westerhill Regeneration Area Framework Masterplan - Employment Land Use Schedule

| Development Parcels | Site Area (sqm) | % Built Area | Maximum no.of storeys | Proposed Employment space (sqm) | Existing Employment space (sqm) | Refurbished Employment Space (sqm) | Proposed Employment space (incl Community and Leisure) (sqm) |
|---|-----------------|--------------|-----------------------|---------------------------------|---------------------------------|------------------------------------|--|
| Parcel 1: Refurbished Employment Space | 80,328 | 65% | 1 | - | - | 52,462 | - |
| Parcel 2: Existing Employment Space | 8,215 | 8% | - | - | 670 | - | - |
| Parcel 3: Proposed Employment Space | 78,032 | 20% | 1 | 14,224 | - | - | - |
| Parcel 4: Refurbished Employment Space | 94,497 | 29% | - | - | - | 27,500 | - |
| Parcel 5: Existing Employment Space | 25,488 | 41% | - | - | 10,405 | - | - |
| Parcel 6: Existing Employment Space | 28,779 | 32% | - | - | 9,122 | - | - |
| Parcel 7: Proposed Employment space (including Community and Leisure Use) | 36,895 | 30% | 2 | - | - | - | 10,138 |
| Parcel 8: Proposed Employment space | 39,116 | 25% | 1 | 9,779 | - | - | - |
| Parcel 9: Proposed Employment space | 118,498 | 30% | 1 | 34,951 | - | - | - |
| Parcel 10: Existing Employment Space | 13,949 | 13% | - | - | 1,860 | - | - |
| Parcel 11: Proposed Employment space | 117,860 | 30% | 1 | 34,791 | - | - | - |
| Parcel 12: Proposed Substation | 1,600 | - | - | - | - | - | - |
| Total | 608,926 | - | - | 93,745 | 22,057 | 79,962 | 10,138 |

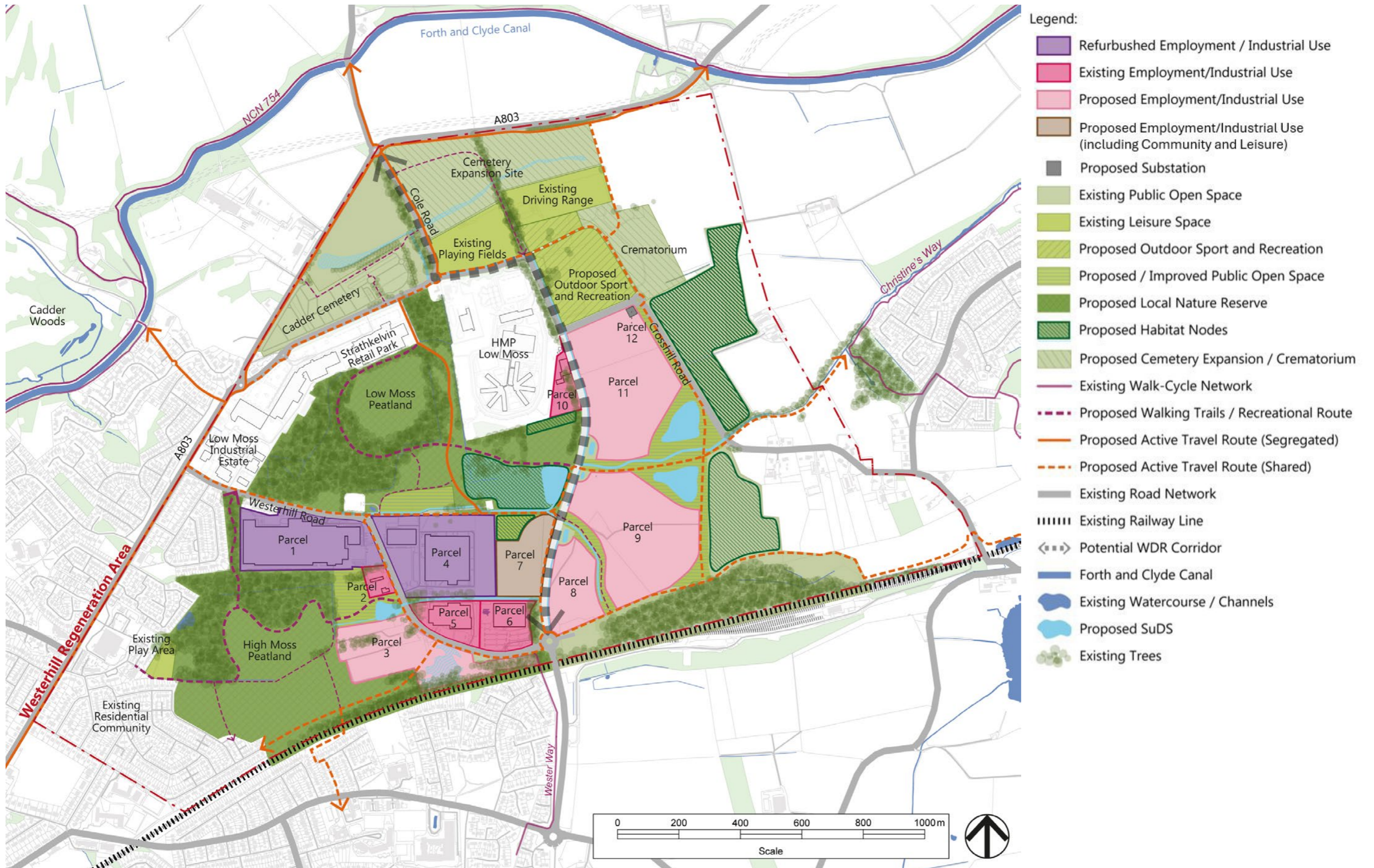


Figure 11. Westerhill Regeneration Area - Indicative Land Use Plan

2.5 Sustainability Strategy

The masterplan embeds an Environmental Sustainability Plan which provides guidance and sets targets for future regeneration. This will help deliver improved sustainability performance, contribute to the Scottish Government's objectives to achieve net zero carbon by 2045, identify opportunities to enhance Westerhill's value and make a positive contribution towards UN Sustainable Development Goals (SDG).

2.5.1 Policy

The masterplan and its proposed development are guided by national, regional and local policies including the NPF4, Scottish Planning Policy (SPP), Climate Change (Scotland) Act 2019, Scotland National Peatland Plan, and East Dunbartonshire Sustainability and Climate Change Framework (SCCF) and the LDP2.

2.5.2 Diversified Energy Solution

As part of the sustainability objective and net zero aspirations and in line with LDP2 Policy 9, Westerhill Regeneration Area Masterplan encourages developments with a 'fabric-first' approach to reduce the energy demand of the site. A diversified energy solution has been proposed to provide the development with low-carbon heating and maximising renewable energy production onsite. This diversified solution strives to qualify the suitability of a district heating scheme equipped with heat recovery and low carbon heating technologies, creating a progressive energy solution at Westerhill.

2.5.3 Buildings

Westerhill Regeneration Area Masterplan aims to provide holistic sustainable building design and net zero carbon developments. To achieve this, it is recommended that non-residential buildings should achieve BREEAM 'Very Good' and aim for 'Excellent' by utilising Green Build specifications.

2.5.4 Peatland, Carbon Rich Soils, and Biodiversity

Westerhill Regeneration Area Masterplan aims to be a place where biodiverse landscape is integral to the form and structure of the development. As a bare minimum a 10% biodiversity net gain should be targeted through protecting, minimizing, mitigating, and enhancing the ecology and biodiversity through various measures such as creation of wetland, habitat nodes comprising new woodland, hedgerows, orchards, biodiverse planting, corridors for habitats, green networks, management and enhancement of LNCS and WHS Buffer Zone areas within Westerhill Regeneration Area. The masterplan is also designed to have minimal impact on existing peatland by avoiding development and construction on areas identified in the Peat Depth Survey as areas of significant peat accumulation. This is in line with guidance from Scotland's National Peatland Plan and Policy 33 of the NPF4. Where peatland is spoiled, restoration and reuse must be carried out to help reduce carbon loss.

2.5.5 Water, Natural Flood Management, and Sustainable Consumption

The Westerhill Regeneration Area Masterplan aims to be exemplar regarding the provisions of Sustainable Drainage Systems (SuDS) and multi-functional green space, promoting Water Sensitive Urban Design Principles (WSUD) and requirements of LDP2 Policy 18. This would ensure that flood risk is mitigated during each development phase and cumulatively as the phases progress, whilst also reducing water demand and maximising overall environmental benefits. SuDS techniques as specified in the Drainage and SuDS Strategy (referred to in section 2.9) to attenuate run off and alleviate any potential flooding will accommodate for natural flood management and future resilience of the site. SuDS proposals in areas of ecological sensitivity and constraints must be further assessed in terms of deliverability and any negative ecological impacts should be mitigated.

2.5.6 Material and Waste

To reduce embodied carbon and minimise waste, proposed development at Westerhill should meet the requirements of LDP2 Policy 20 and be committed to reducing construction and operational waste sent to landfill through reducing, reusing, recycling, and treatment. A waste hierarchy should be applied through guidance set by the ESP. This will ensure the five key principles of waste minimisation will be applied at the early design stage to support the use of materials in a more efficient manner and to consider how reuse, recycling and recovery of materials can be incorporated and reduce waste to landfill. The design should also identify potential to maximise opportunities for re-use, recycling and recovery of waste materials and thereby minimise the volume of waste to landfill. All future developments shall comply with waste management legislation and produce a Site Waste Management Plan (SWMP).

2.5.7 Sustainable Transport including Health and Wellbeing

Westerhill Regeneration Area Masterplan aims to deliver green networks across the site to provide attractive, habitat integrated, economic, and safe alternative forms of transport and mitigate the impact of the new development on the surrounding highway network. This will reduce reliance on private cars and localised congestion which supports better local air quality; reduces traffic noise; promotes healthy lifestyles and supports connectivity to the wider area. This also influences health and social gains for users. Future proposals should comply with the Transport Strategy and the outlined proposals in Section 2.8 and meet the requirements of LDP2 Policies 3.TR and 11. Future proposals should seek to maximise these benefits by providing access to nature as part of everyday experiences for employment communities and existing residential communities.

CARBON REDUCTION AND CLIMATE RESILIENCE - POTENTIAL THROUGH THE MASTERPLAN

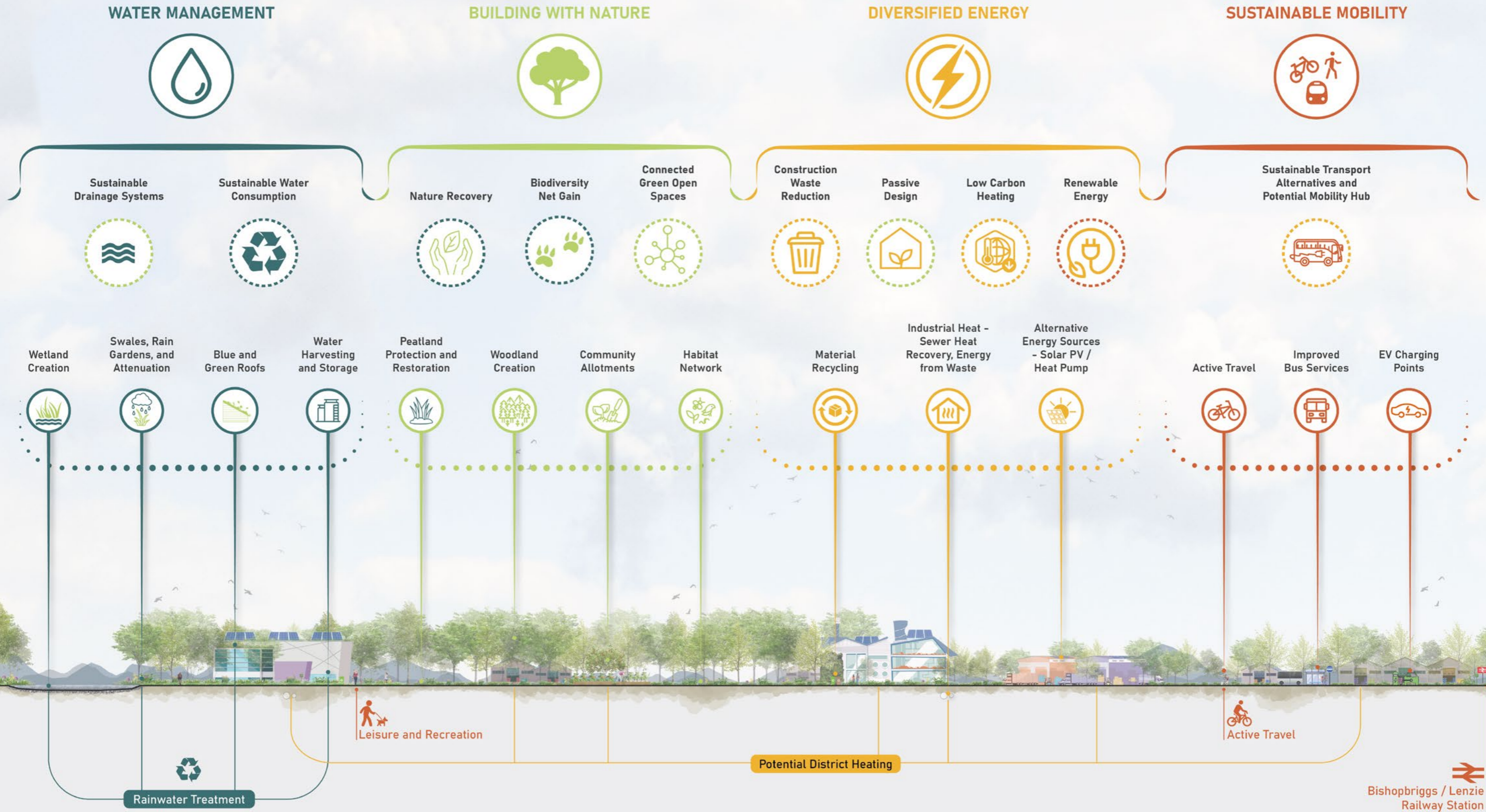


Figure 12. Westerhill Regeneration Area Sustainability Approach

2.6 Urban Design and Built Form Strategy

The urban design strategy underpins the design-led approach at Westerhill for the creation of distinctive places that provide character and strong identity.

In addition to LDP2, Policy 10 design and placemaking principles, the following design principles serve as guidance to establish a sense of place, provide legibility in the layout and offer a strong identity to the regeneration area, all whilst providing health and wellbeing benefits and facilitating high-quality placemaking at Westerhill.

- Employment sites / buildings must incorporate sustainable design techniques for construction and promote energy efficient buildings which incorporate green energy generation opportunities from solar photovoltaic panels. 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.
- Primary active frontages are proposed to be enhanced building frontages that face onto primary routes and key open spaces to concentrate activity along popular movement corridors and viewpoints, thus contributing to natural surveillance.
- Secondary frontages are proposed along minor active travel routes and open space areas.
- Building heights are proposed to range from 8m to the east to 12m to the south and west taking into consideration land uses, surrounding context and key views.
- * Key buildings are indicated for interest and wayfinding purposes and should create distinctiveness through building form, colour and / or material.
- ↔ Key views are indicated at specific points of the scheme to capture surrounding landscape and vistas.

- Connectivity nodes are proposed at key intersections to include points of rest, indicate changes to direction and facilitate high levels of movement, i.e. through seating, public art, cycle parking and wayfinding. All businesses must ensure accessible connections from their plots / buildings to the proposed active travel network.
- Community nodes are proposed within areas of anticipated social activity such as the mixed-use hub and existing playing fields. They potentially could include facilities such as cycle parking, wayfinding, and social spaces.
- P Allocated car parking should be integrated into the landscape. Provision for the number of parking required may be decreased provided that the development is supported by good connections to the public transport network and the proposed active travel network.



Michelin Scotland Innovation Park warehouses, Dundee



AstraZeneca Research Centre building, Cambridge



Key View into proposed LNR, Westerhill

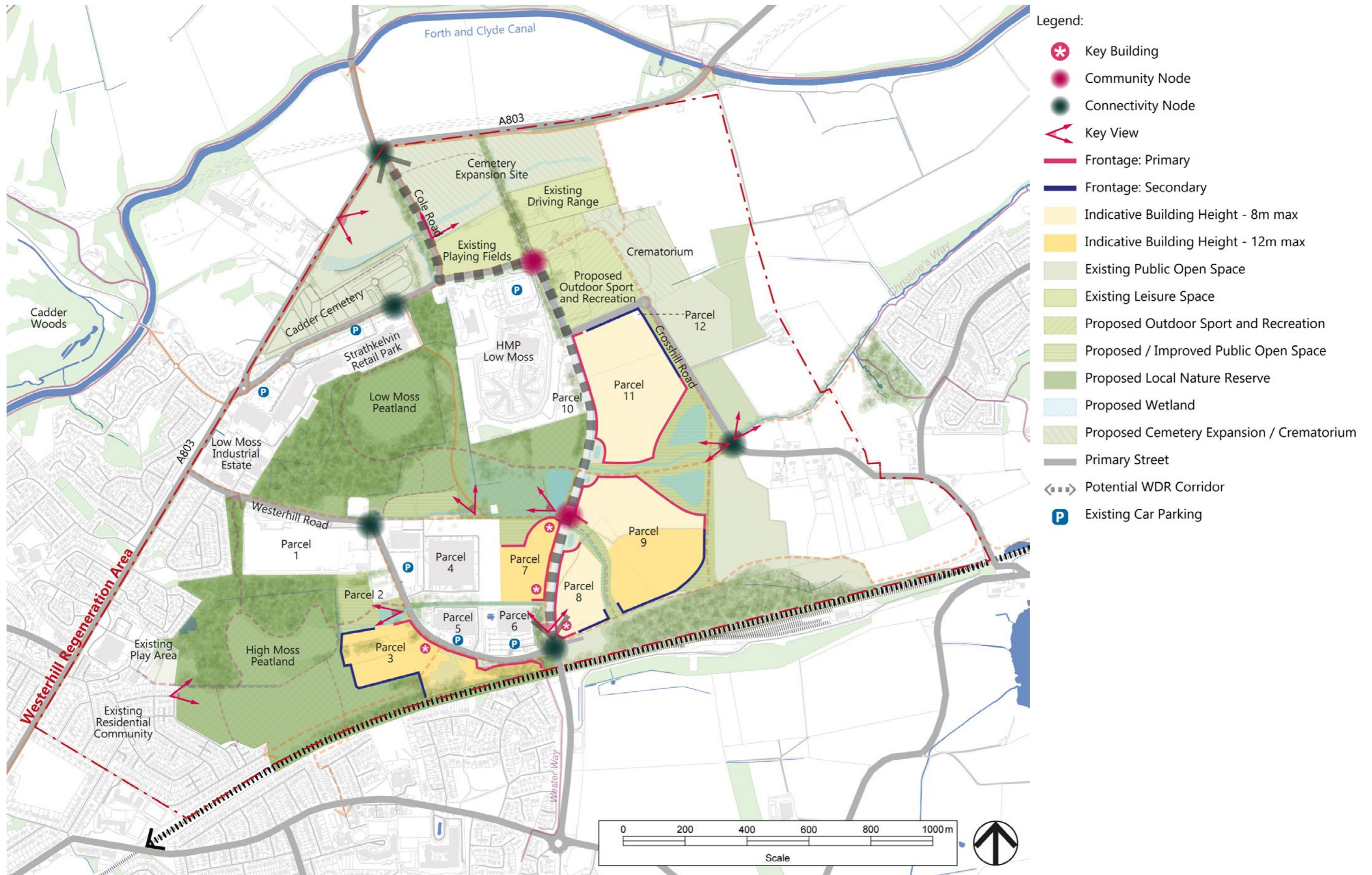












Figure 13. Urban Design and Built Form Strategy Plan

2.7 Open Space and Green Infrastructure Strategy

2.7.1 Open Space, Leisure and Recreation Strategy

The open space strategy highlights a series of open spaces that connect the land parcels together, as well as offering a network of natural spaces for leisure and recreation for local communities including local residents and those working in the area. The following design principles serve as guidance to protect existing landscape and further create high-quality accessible open spaces for biodiversity, leisure and recreation at Westerhill and should be delivered in adherence to LDP2 Policies 3.CF, 3.CF1, 3.NE, 13, 16, 17 and 18:




-  Creation of 67.3 ha Local Nature Reserve (LNR) area to establish larger designated green habitat with retained ancient woodland for the surrounding communities. Preservation and enhancement of Low Moss and High Moss Plantation Sites, retained ancient woodland, and high-risk peat areas as part of the proposed LNR to serve as key lung space for communities.
-  Incorporation of planted biodiversity corridors with SuDS and active travel routes proposed as interconnected Green Networks.
-  Introduction of 3m wide formal walking paths at the edge of the woodland areas and 2m wide informal walking trails, where possible, through parts of the woodland, to encourage access to nature for community health and wellbeing. Any disturbance to local habitats must be avoided.
-  Creation of a 7km long recreational route with nature-inspired public art/sculpture trail is proposed to loop around the site through various landscapes, for both pedestrians and cyclists.

-  Inclusion of four (4) areas of formal and natural play spaces, including existing playing field and play area. Two (2) natural play spaces have been proposed for diversity of experience and to cater to various ages.
-  Retention of driving range to the northeast of the site to maintain a series of activity based open spaces.
-  Delivery of planned cemetery expansion and crematorium and introduction of formal walking paths for improved leisure access for the community within the WHS Buffer Zone. However, no built changes are proposed to ensure that the setting of the area remains unchanged, and the open space is maintained.
-   Creation of habitat nodes proposed to enhance local biodiversity and habitat connectivity at five different locations around the site. They can also serve an additional purpose of creating a defensible boundary and buffer to the east.
-  Landowners or developers should integrate Sustainable Drainage Systems (SuDS) network throughout their site, to aid opportunities for surface water management, peat and biodiversity enhancement, and amenity. As guide for development, various points of attenuation have been identified at low points of the site with connections through swales to existing watercourse. The suitability of these proposals are subject to further topographical, ecological and geological investigations of individual sites by landowners or developers.

In addition, the proposals must comply with the recommendations of Local Nature Conservation Site (LNCS) assessment reports for High Moss (2019), Low Moss (2019) and Cadder Yard (2015), EDC Geodiversity Audit 2010, EDC Open Space Strategy 2015-2020, EDC Green Network Strategy 2016-2021, EDC Green Infrastructure & Green Network Supplementary Planning Guidance 2018 and East Dunbartonshire Local Biodiversity Action Plan (LPAB) 2017-2021.

Heritage Considerations

In addition to delivering high quality open space design, the following development at Westerhill should enable positive change in the historic environment and minimise adverse impacts on the fabric and setting of the assets in adherence to the LDP2, Policies 3.HE and 19.

-  Proposed Outdoor Sport and Recreation Space on former Barrage Balloon site in the World Heritage Site (WHS) Buffer Zone for example potential to create skate park (subject to landowner agreement and funding) which could take inspiration from the historical remnants of the site and ensure sensitive integration into the surrounding historic landscape.
-   The Antonine Wall World Heritage Site is located to the north of the Westerhill boundary. In addition to the proposed outdoor sport and recreation space, it is proposed that formal walking paths are introduced for improved leisure access for the community within the WHS Buffer Zone with link to Antonine Wall. However, no built changes are proposed to ensure that the setting of the area remains unchanged, and the open space is maintained.

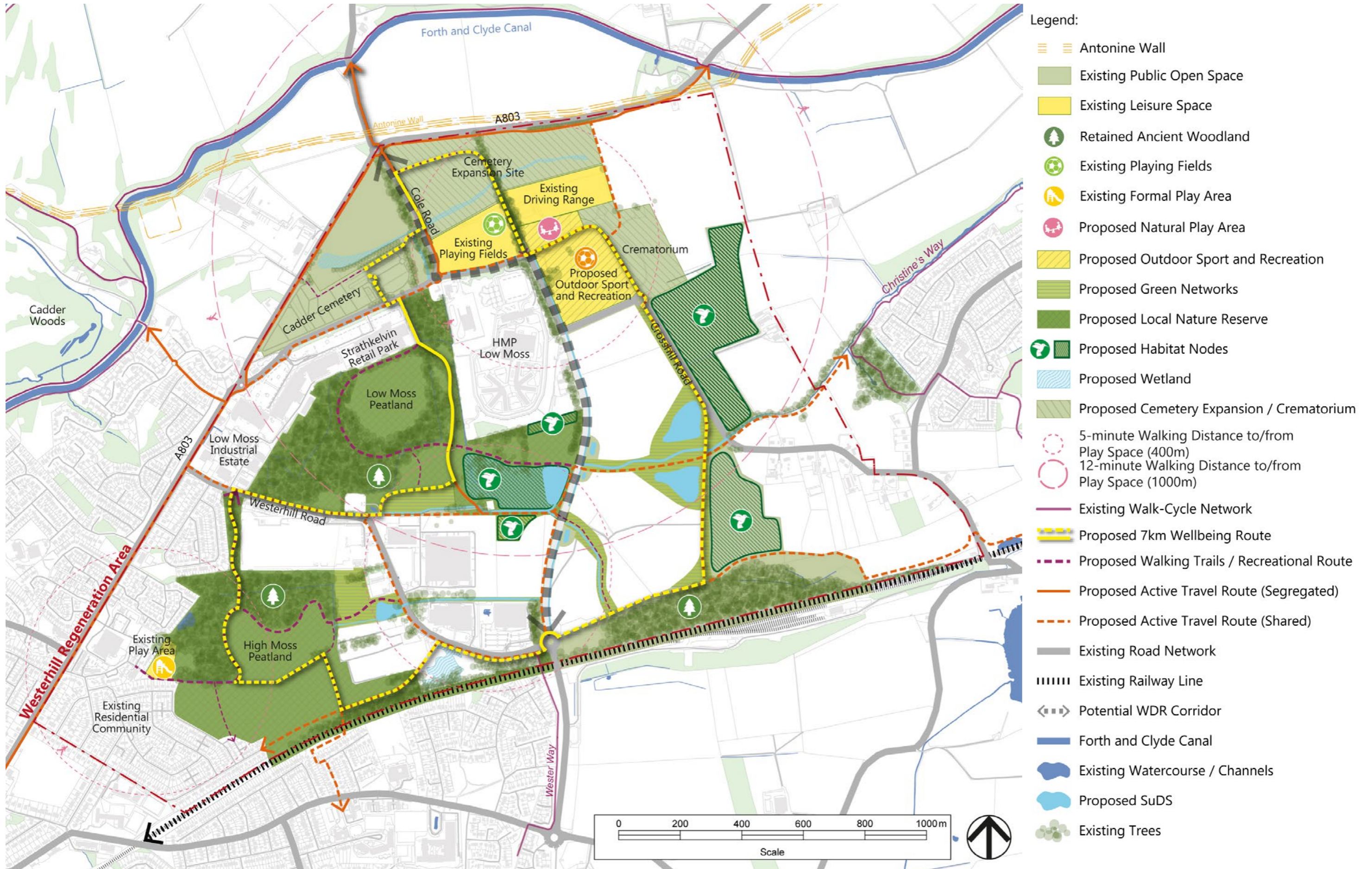


Figure 14. Open Space, Leisure, and Recreation Strategy Plan



Peatland landscape at Westerhill



Concrete Waves skatepark, Newquay



Greater Butterfly-Orchid and Curlew habitat in Bishopbriggs



Informal path networks at Forth Valley Hospital and Larbert Woods



Hedgerow at the Glacial Meltwater Channel, Westerhill



Natural play at Cuningar Loop, Scotland



Sculpture trail along wellbeing loop, Forest of Dean



Highbank Orchards, Kilkenny



Loretto Playing Fields, Bishopbriggs

2.7.2 Habitat Nodes

The proposed development of habitat nodes at Westerhill must conserve and enhance landscape character, biodiversity, good quality soils and peat and carbon rich soils in adherence to the LDP2, Policies 3.NE and 17. Refer to Appendix H for further detail.

HN1 - Enhanced Wetland/Riparian Habitat

- Biodiversity rich area including an attenuation pond and permanent water feature. Protective measures should be employed to ensure that the peatland would not be damaged. SuDS attenuation pond is outwith the wetland area and must not be located in areas of deep peat, and should not be considered as a part of peatland restoration.

HN2 – Community Open Space

- Protection of peatland, priority habitats and species. Tree planting and high-quality landscaping as part of all individual developments in the masterplan area. Space for community access within the development areas.

HN3A / HN3B – Peatland Restoration and Woodland Creation

- Protection and enhancement of the recently planted broad-leaved plantation woodland and semi natural woodland, and extension of woodland planting to create a habitat edge along the eastern boundary of the site.
- Ensure positive impact on carbon rich soils and hydrology, no detriment to restored peatland habitats and potential enhancement through planting peatland plant communities such as peat grasses and very short woody shrubs.

HN4 – Habitat Rich Amenity Landscape

- Contribute to the overall enhancement of biodiversity, contribute positively to surrounding habitat networks and strengthen ecological connectivity.

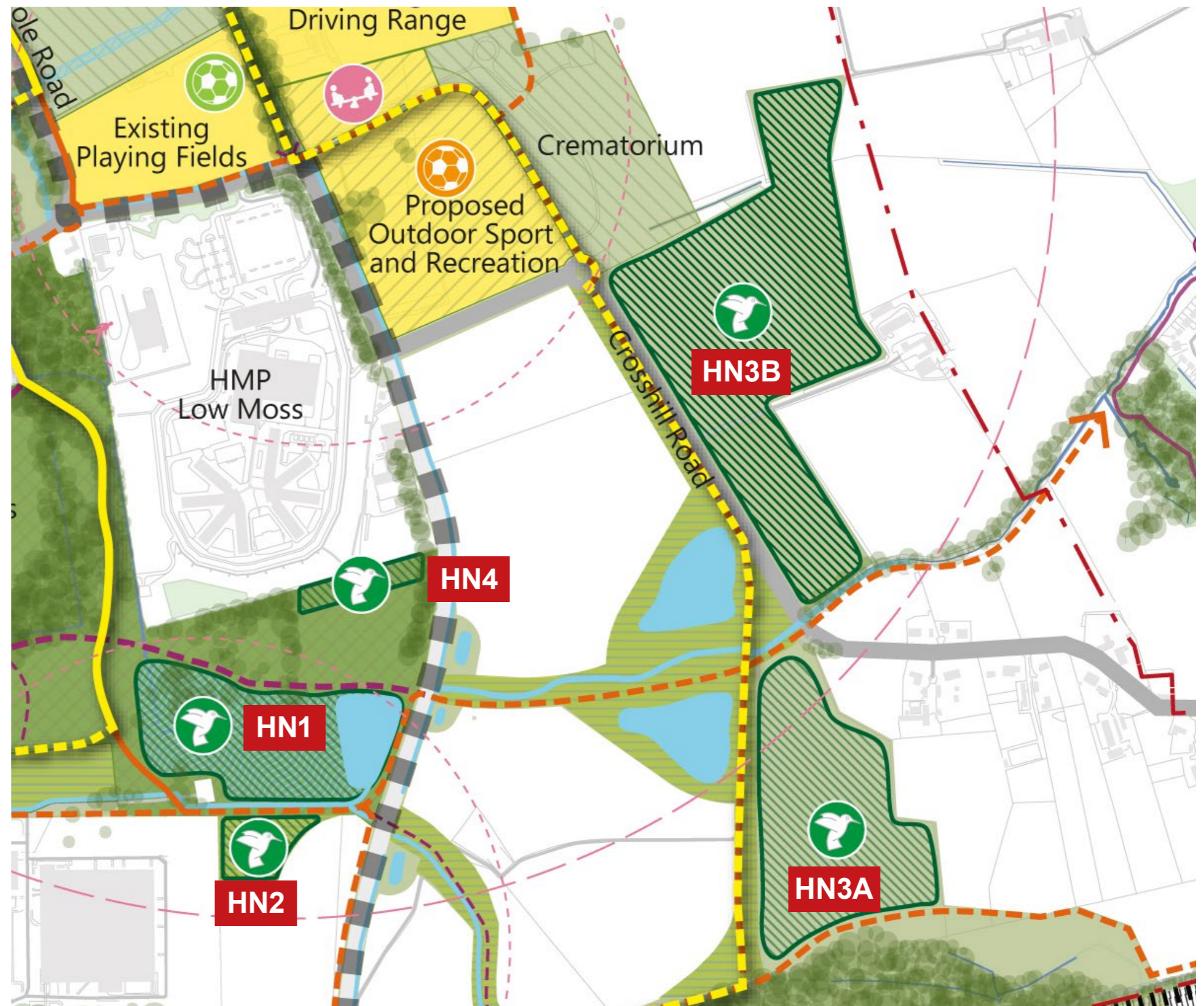


Figure 15. Proposed Habitat Nodes Plan

2.8 Movement and Access

2.8.1 Sustainable Transport and Access Strategy

A Transport Strategy has been prepared to support the development of the framework masterplan for Westerhill and provides further information on multi-modal transport analysis, objectives, options appraisal and roadmap for delivery of the above proposals.

The following design principles serve as guidance for movement, connectivity and accessibility to create a sustainable travel network at Westerhill and should be delivered in adherence to LDP2 Policies 3.TR,10 and 11.

- Segregated and - - - - shared active travel routes proposed to create accessible pedestrian and cyclist connectivity, which also link to existing walk-cycle networks in the surrounding communities on Bishopbriggs, Auchinairn, Lenzie and Kirkintilloch to enable sustainable travel.
- ◀▶▶ Delivery of the proposed WDR to connect the existing road network to the north and Lochgrog roundabout to the south.
- Proposed primary active travel route (specification of cycleway and footpart to be agreed with the Council) to serve as a primary north-south route for travel connecting the National Cycle Network along the Forth and Clyde Canal, Strathkelvin Retail Park, proposed Local Nature Reserve, proposed Westerhill community and existing Industrial Estate, and proposed Lenzie-Bishopbriggs active travel route Between Bishopbriggs and Lenzie.
- Upgrade and landscape improvements with traffic calming measures to the existing Westerhill Road.

- - - - Proposed shared active travel route (4m wide) to the east of the site to potentially serve as a defensible boundary.
- - - - Proposed primary and - - - - secondary footpath links through proposed LNR and existing open space to proposed active travel routes, which together create a wide-reaching network that promotes connectivity and accessibility
- ➔ Proposed points of access indicated to the development parcels on existing primary roads and the proposed WDR.
- ➔ Existing access points to plots / parcels must be retained.
- New bus route proposed via WDR with proposed bus stops a minimum of 400m apart.
- ☀ A mobility hub proposed as a central point for transit and wayfinding to allow easy connectivity /mobility throughout the site. The mobility hub would comprise facilities such as: bus stop, secure bike parking, docked cycle/e-bike/e-scooter hire, car club hire, community facilities, and delivery hub.
- Ⓢ Mini mobility hubs/cycle hubs are also proposed as points of connectivity and would comprise facilities such as docked cycle / e-bike / e-scooter hire, secure cycle parking, bus stops with shelter and ticketing facility.

Active Travel Network Connections

Proposed development at Westerhill must connect to the planned and proposed active travel connections in Bishopbriggs and Auchinairn, and around the site.



Local cyclists, East Dunbartonshire



Peatland boardwalk, Lenzie Moss



Indicative Business Park Mobility Hub by CoMo (UK)

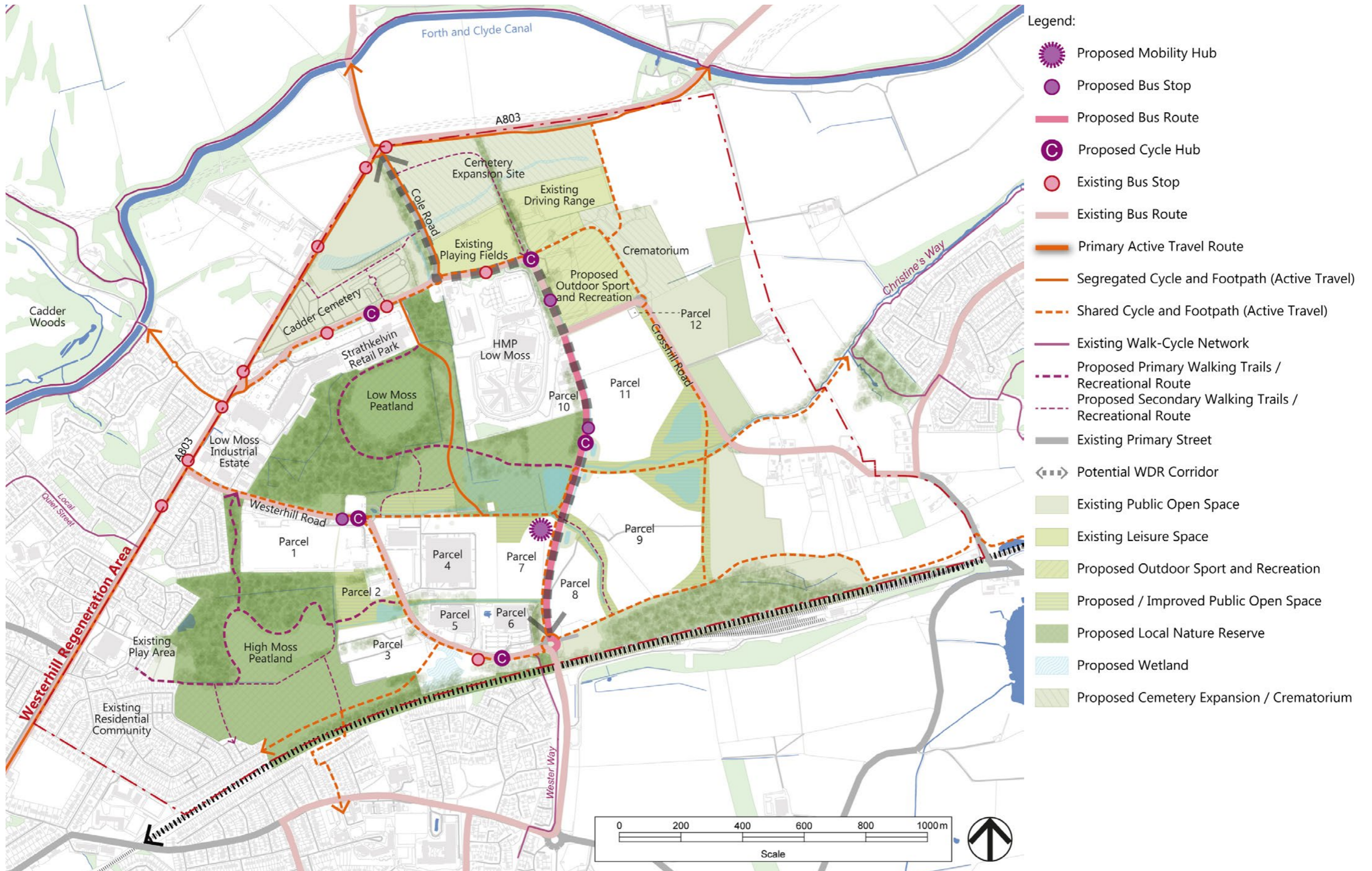


Figure 16. Sustainable Transport Strategy Plan

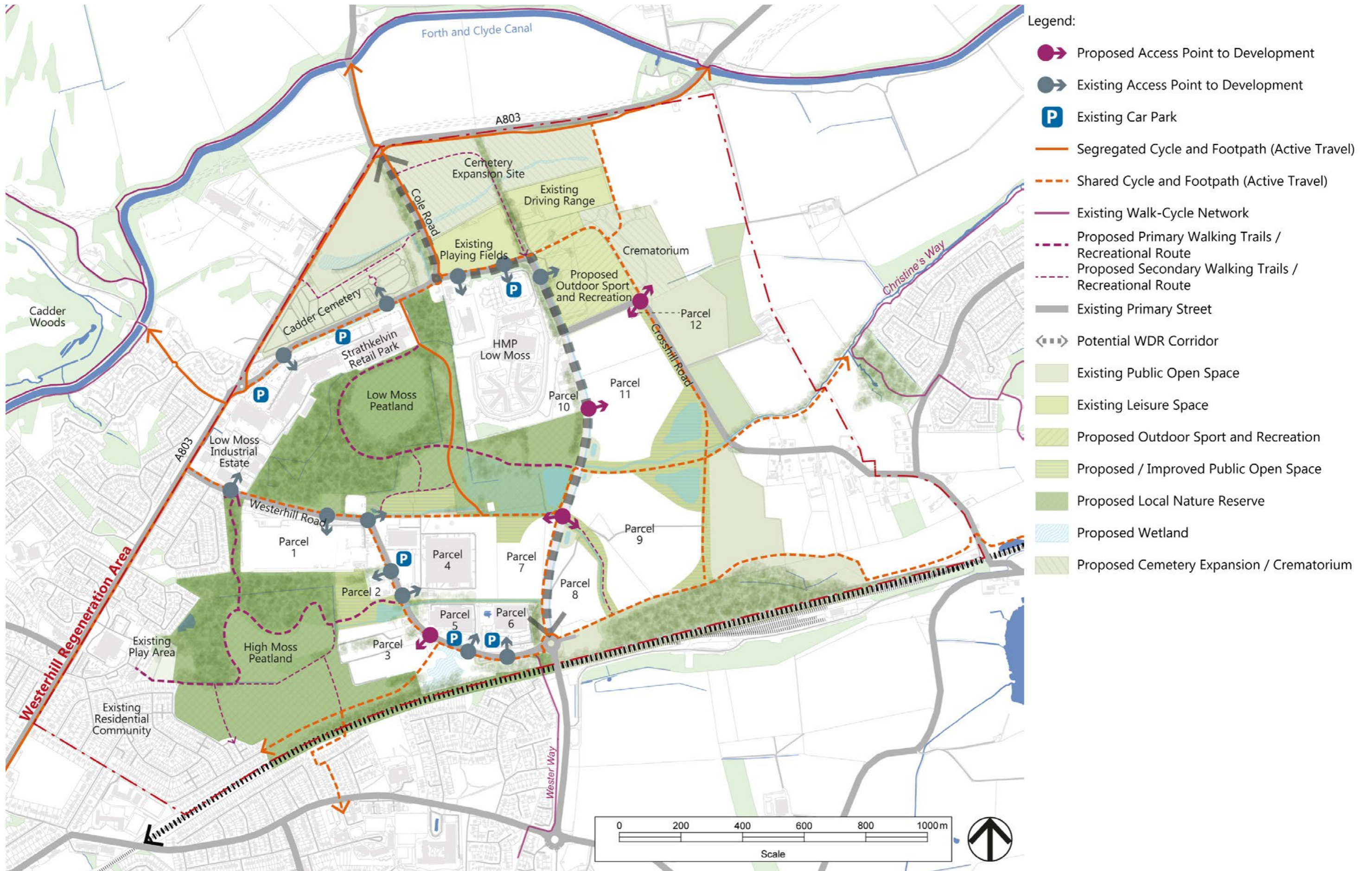


Figure 17. Movement and Access Strategy Plan

2.8.2 Parking Strategy

The parking areas are proposed to be located within each development parcel, thus providing vehicular and service access to all the plots. The parking areas will have integrated SuDS in the form of swales and tree planting, further contributing to the Biodiversity Net Gain.

The standards suggested should be reviewed at each phase of the development and there may be scope to reduce the standards depending upon the levels of car use and car ownership within the immediate area.

In addition to the basic parking provision, facilities for charging electric vehicles should be provided on plots and at Mobility Hub and Community Nodes.

For parking provision please refer to the Council's latest parking standards. This also includes disabled parking and electric vehicle parking standards.



Dismountable Car Parking - Vodafone Campus Newbury (UK)



Green wall screening at parking building, Granta Park Cambridge (UK)



Electric Car Charging Station, Chicago (USA)



Electric Car Charging Station, Dundee (UK)



Tree covered parking area, Granta Park Cambridge (UK)



Tree covered parking area, Witney (UK)

2.9 Drainage and SuDS Strategy

Sustainable Drainage Systems (SuDS) are water sensitive drainage systems which mimic natural catchment processes to manage urban runoff. A 'treatment train' of various SuDS is required to capture, detain, convey and discharge water from an urban environment. The treatment train concept is fundamental to designing a successful SuDS network at Westerhill and should be delivered in adherence to LDP2 Policies 3.TR,10 and 11.

As part of the SuDS network for Westerhill the following natural flood management methods should be considered:

- Source Control methods likely to be suitable for inclusion within development parcels may include green roofs, landscaped areas and permeable paving in non-adopted access roads, driveways, and car parks.
- Conveyance control methods may include the use of swales alongside roads rather than relying purely on traditional below ground pipes for conveyance of flows.
- Discharge controls may include ponds or basins with restrictive flow controls to provide the attenuation volume required for the development parcels.

A Drainage Strategy has been prepared to support the development of the framework masterplan for Westerhill and provides further information.

The Indicative Surface Water Drainage Strategy drawing 10051398-ARC-XX-XX-DR-CE-00004-P02 shows attenuation being provided in basins and swales which are indicative only and should be subject to detailed surveys and assessment for individual sites by the landowners or developers. Alternatively, a combination of different SuDS features within the development parcels should be provided. The responsibility to mitigate flood risk rest with the development of individual sites by landowners or developers

Development parcels 1 and 4 comprise existing warehousing buildings, which are to be retained and refurbished, and parcels 2, 5, 6, and 10 are existing buildings where the existing site usage is to remain. The surface water drainage infrastructure within, and downstream connectivity of runoff from these parcels is not clear at this stage but is assumed to remain unaltered.

The development parcels 2, 3, 5 and 6 naturally fall towards the low-lying area to the south. An additional attenuation pond might be required between development parcels 2 and 3 which is proposed to provide the required attenuation volume for runoff from this parcel. The location and shape of this basin have in part been determined by seeking to avoid areas of peat identified by the 2022 peat depth survey.

Development parcels 7 and 8, and the area to the south of HMP Low Moss, naturally fall towards the low-lying central area of the site which appears to periodically pond. Subject to a more detailed review of the site's topography and underlying geology (for which topographical surveys and ground investigations would be required), this central low-lying area may provide an opportunity to attenuate surface runoff from these development parcels by modifying this central area to provide a more formal attenuation pond, avoiding areas of deep peat and providing an opportunity to create an extended habitat node outwith the wetland feature.

In the eastern area of the site, where the land naturally appears to drain towards the Park Burn, it is proposed that a green-blue corridor be created by opening up the culverted section of the Park Burn and returning it to an open watercourse as an extension of the current mapped extent of the existing watercourse further east. Attenuation for development parcels 9, 11 and 12, which naturally fall towards the route of this currently culverted watercourse, would be provided either side of the watercourse.

Similarly, the route of the Westerhill Development Road (WDR) indicated on the Framework Masterplan generally falls towards the Park Burn. It is proposed that a swale be provided alongside the WDR to convey flows, with attenuation provided in a series of small basins. The drainage strategy for runoff from the WDR will need to be reviewed once the route of the WDR has been confirmed.

Additional swales have been proposed through the Green Network for conveyance flows from development parcels.



Swales and rain gardens in South Dalmarnock, east end of Glasgow



SuDS in an urban setting at Chiswick Business Park, London

2.10 Utilities Strategy

The utilities strategy sets out information associated with the future provision of utility services to future development envisaged by the Framework Masterplan, based upon anticipated resultant utility service demand being provided by the respective incumbent utility companies and utility service providers. Demand estimates have been made for electricity, potable water, foul sewerage, and telecoms. Based on these demand estimates, consultation has taken place with the incumbent local providers to confirm whether there is sufficient capacity within their local networks to meet the increased demand, and where a shortfall in capacity is identified, to ascertain the extent of network reinforcement works likely to be required.

2.10.1 Electricity

A peak electrical demand from the proposed development will be dependent upon the final development extents and mix of land uses / building types. The peak demand from the grid will also depend upon the exact form of heating to be used in both residential and non-residential buildings, noting the expectation that new buildings in Scotland are to be designed with zero emissions of greenhouse gases. Allowances for Electric Vehicle (EV) charging are also required.

An initial estimate of peak electrical demand for the proposed Framework Masterplan is approximately 8.1MVA.

A previous budget estimate from Scottish Power Energy Networks (SPEN), which was based on a higher estimate of peak loading of approximately 11.5MVA, suggested the extent of offsite network reinforcement works that would be required to provide sufficient capacity to the proposed development would require a total cost of circa £9m. This included for the provision of a new Primary Substation on site. This would require a land allocation of approximately 31m x 38m.

SPEN have also indicated that subject to a more detailed assessment, there may be an alternative option to provide up to 10MVA of supply without the need for the new Primary Substation. The alternative option would involve freeing up circuits at existing nearby Primary Substations to create a new 11kV ring for the proposed site. To assess this further SPEN would need to be instructed to carry out a more detailed feasibility study, for which there would be a charge. Therefore, at this stage, it is assumed that this alternative option would not be sufficient to provide for the full power requirements of the development, and that a new Primary Substation would be required. An indicative location for this is suggested at the northern end of the site, development parcel 12, to the east of the new Westerhill Development Road.

Further liaison with SPEN will be required to confirm a location for any new Primary Sub-Station, and therefore any new supply infrastructure leading out of this, but it is envisaged that the route of the Westerhill Development Road would provide a suitable corridor for providing new electrical supply infrastructure to the future development parcels situated towards the east of the site.

Development parcels must ensure grid capacity, and currently there are no proposals for public sector investment in a substation. Alternatively, sites are greatly encouraged to explore green energy to support their operation.

2.10.2 Gas

The Climate Change Act 2019 commits Scotland to net-zero emissions of all greenhouse gases by 2045.

It is anticipated that in future all new buildings in Scotland will be expected to be designed not to emit any greenhouse gases. Therefore, the supply of new gas infrastructure to supply the proposed development has not been considered.

2.10.3 Alternative Low Carbon Heating Strategies

Alternative heating strategies have been given further consideration in the Energy Strategy, but potential off-grid options include the use of Heat Pumps, or the introduction of a Natural Gas or Hydrogen based District Heating Network. Other options such as Solar Thermal or establishing a Geothermal District Heating network utilising the presence of disused mine workings in the area have also been considered but have now been discounted.

2.10.4 Portable Water

The peak water demand from the proposed development will be dependent upon the final development mix of land uses / building types. However, based on the proposed Framework Masterplan a peak potable water demand has been estimated as 8.4l/s.

A Pre-Development Enquiry, based on a previous estimate of the peak water demand being 18.7l/s, has been submitted to Scottish Water to enquire as to whether the existing potable water network has capacity to supply the development. A response received from Scottish Water states that whilst no upgrades to the relevant water treatment works would be required to serve the development, there is a potential issue with the local water supply & foul sewerage networks and that offsite network reinforcement works may be required.

Further modelling studies are needed to identify what (if any) water network upgrades would be required to serve the development, for which there is usually a cost that needs to be paid up front if these are instructed in advance of a development obtaining planning consent. If any offsite network reinforcement works are required,

the cost of these works would be met by Scottish Water, but worth noting that such upgrade works can typically take 12-18 months to be fully designed, procured, and delivered.

Further liaison with Scottish Water will be required to identify a suitable connection point to the existing potable water network in the area. However, it is envisaged that the route of the Westerhill Development Road would provide a suitable corridor for providing new potable water supply infrastructure to the future development parcels situated towards the east of the site.

2.10.5 Sewerage

Foul flows from the proposed development will be dependent upon the final development mix of land uses / building types. However, based on the proposed Framework Masterplan, a peak foul flow from the range of development indicated on the latest Urban Design Strategy drawing has been estimated as 7.8l/s.

For the proposed warehousing / logistics plots, a peak foul flow rate of 0.6l/s per hectare has been assumed, based on the “domestic” component only of the guidance in Sewers for Scotland. For the manufacturing / light industrial plots, a peak foul flow rate of 1.10l/s per hectare has been assumed (comprising 0.6l/s for “domestic” foul flows, and 0.5l/s for trade effluent flows from “normal industry”).

A Pre-Development Enquiry based on a previous higher estimate of the peak foul sewerage flow rate has been submitted to Scottish Water to enquire as to whether the existing foul sewer network has capacity to accept these additional flows. A response received from Scottish Water states that whilst no upgrades to the relevant sewage treatment works would be required to serve the development, there is a potential issue with the local foul sewerage networks and that offsite network reinforcement works may be required.

Further modelling studies are needed to identify what (if any) foul sewer network upgrades would be required to serve the development, for which there is usually a cost that needs to be paid up front if these are instructed in advance of a development obtaining planning consent. If any offsite network reinforcement works are required, the cost of these works would be met by Scottish Water, but worth noting that such upgrade works can typically take 12-18 months to be fully designed, procured, and delivered.

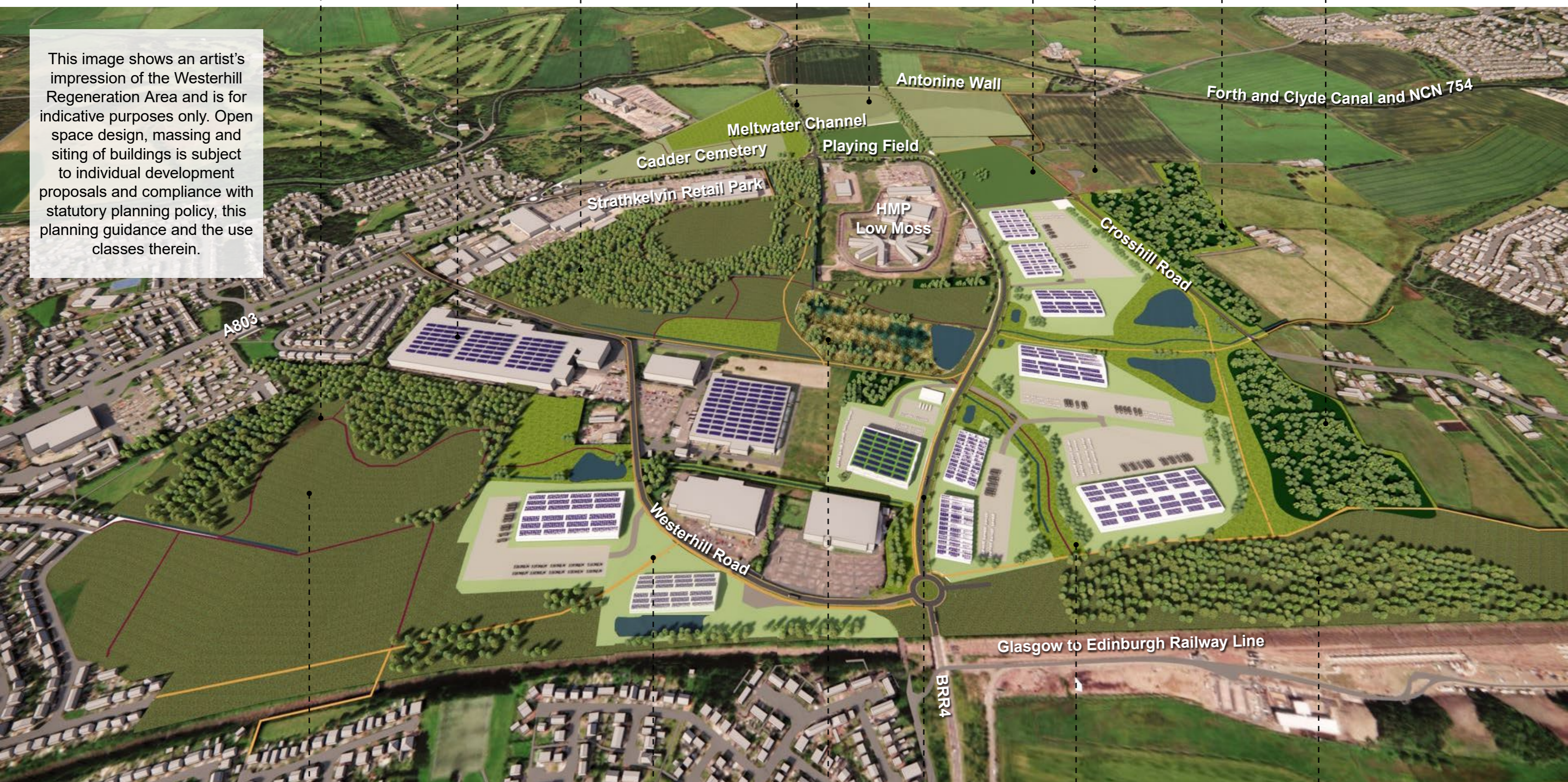
Based on the Scottish Water asset plans, larger diameter sewers are present to the west of the site, serving the existing Westerhill Industrial Estate and existing development further west. It is therefore presumed that this is the most likely point of connection to the existing foul sewer network. On this basis, site levels have been reviewed based on Lidar information, and it appears that other than development parcel 3, foul flows from the other future development parcels further east are likely to need to be pumped. An indicative location for a new adoptable foul pumping station is indicated on the Indicative Foul Water Drainage Strategy drawing 10051398-ARC-XX-XX-DR-CE-00003-P03.

2.10.6 Telecommunications

New telecommunications supply infrastructure will be required to supply the proposed development. BT Openreach currently offer Superfast Broadband (up to 80Mbps) in the Westerhill Masterplan development area. New Fibre to the Premises (FTTP) broadband infrastructure is available for commercial sites where available in the area.

This image shows an artist's impression of the Westerhill Regeneration Area and is for indicative purposes only. Open space design, massing and siting of buildings is subject to individual development proposals and compliance with statutory planning policy, this planning guidance and the use classes therein.

Retained Building to be Refurbished for Employment Use
 Priority Project - LNCS1 Local Nature Reserve Low Moss Peatland
 Priority Project - Proposed ATR1 (Westerhill North-South Active Travel Route)
 Proposed Cemetery Expansion Site
 Proposed Leisure Space
 Planned Crematorium
 Proposed Habitat Node Peatland Restoration and Woodland Creation



Potential Wellbeing Route comprising of walking trails and active travel routes
 Priority Project - LNCS2 Local Nature Reserve High Moss Peatland
 Priority Project - Proposed ATR2 (Westerhill East-West Active Travel Route)
 Potential Riparian Wetland
 Proposed Westerhill Development Road
 Proposed Green Network
 LNCS Cadder Yard with Ancient Woodland

Figure 18. Westerhill Regeneration Area Masterplan - Illustrative Aerial View

3.0 Delivery and Implementation

3.1 Delivery Strategy

3.1.1 Approach

The delivery of WRA Masterplan will require a long-term approach to development. This is triggered through land release and re-designation supported by planning policy, and public sector investment in transport infrastructure (proposed WDR). The Council and any relevant public sector partners will work with the landowners to bring forward potential development. The Masterplan is Planning Guidance and forms a material consideration for future development applications within the area.

Based on the economic analysis and market research carried out in the preparation of the Framework Masterplan, it is anticipated that delivery of proposals will advance in stages, consistent with the overall framework for development.

The Masterplan provides flexibility in relation to how sites are developed in more detail and subsequently brought forward through the planning process. Mini masterplans, for example, could be presented for one or more land parcels. This process would support a more manageable development scale and avoid a larger, over ambitious, detailed development application for the whole of the WRA. Planning Permission in Principle applications (with follow on Approval of Matters Identified in Conditions), or detailed Planning Applications may present the best solution dependent on the specific delivery arrangement and requirements of the site and end user.

The Masterplan sets the context for development, beyond the period of LDP2, as a strategic framework guiding future development, consistent with the core principles of NPF4. LDP2 policy 3.R and its subject policies provide the necessary policy checks and balances against which any new individual

development proposals will be assessed. Key policy designations and requirements of LDP2 are clearly set out relating to the need for, quality in design, technical and environmental requirements, sustainability, accessibility, and infrastructure requirements.

The Delivery Plan section of this document articulates shared infrastructure and parcel specific, requirements.

3.1.2 Delivery Stages

The following stages of implementation are anticipated in the long-term delivery of development in the WRA. Although these stages are not prescriptive, development is envisioned to progress as detailed below.

Table 4. Masterplan Delivery Stages from 2023, to 2035 and onwards.

| Delivery Stage | Land Parcels | Activity |
|----------------|-------------------------------|--|
| 2023 - 2031 | Parcels 1, 2, 4, 5, 6, and 10 | Promoting existing businesses and brownfield land development. Delivery of the WDR. |
| 2026 - 2035 | Parcels 3, 7, 8, and 9 | Economic growth through delivery of high-quality jobs on newly released development land. |
| 2035 onwards | Parcel 11 | Economic growth through delivery of high-quality jobs on newly released development land. |

3.1.3 Development Parcel Requirements

To assist the development of individual proposals, core requirements for each parcel have been set out within Appendix H.

As can be seen in Figure 27 Land Ownership Plan, 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 are compliance with statutory planning policy, this planning guidance, the WRA delivery plan, and the use classes therein.

Delivery, implementation and stewardship responsibilities of plot-level amenity space, ecological corridors / green networks through parcels, flood risk, sustainable drainage solutions, access to sustainable transport and parking, grid capacity, additional secondary and tertiary streets, and active travel connections, lies with the landowners/developers and must be demonstrated through the planning application process.

A network of SuDS with recommended solutions are indicated on the Framework Masterplan which should guide the design and development of sites and parcels. Each site will be required to bring forward appropriately designed, implemented and maintained individual SuDS solutions to effectively mitigate surface water flooding issues.

Likewise, on-plot utilities and grid capacity for development parcels must be delivered by landowners / developers. Development proposals are greatly encouraged to explore sustainable energy solutions to support their operation through, for example, low carbon heating strategies. Currently there are

no proposals for public sector investment in grid capacity. Off-plot utilities networks with connections to development parcels will be delivered by Scottish Power, Scottish Water, and other utility authorities with financial input from landowners/ developers, in consultation with the Council.

3.1.4 Sustainable Green and Active Travel Priorities

A key objective of the Masterplan is to create a vibrant and sustainable development and to bring forward an environment which is attractive to investment in. For this reason, alongside the delivery of supporting transport infrastructure and in the promotion and development of existing and future jobs in the area, there is a commitment to enhance the immediate environment to deliver a holistic approach to a sustainable employment area.

There are two main infrastructure priorities:

- A.** Achieving Local Nature Reserve (LNR) status for the Low Moss and High Moss Local Nature Conservation Sites (LNCS)
- B.** Establishing two main effective and efficient north-south and east-west active travel routes (ATR).

It is anticipated these priority sustainable infrastructure projects will be funded through various Planning Legal Agreements associated with the development of the land identified as parcels within the Framework Masterplan.

LNR status will be achieved through improvements to existing woodland, peatland restoration, protection and enhancement of priority species and habitats, for example additional dam work, water vole habitat enhancement and selective thinning along with interpretation relating to ecological management and enhancement.

This will also include the formalisation of existing informal walking trails and potential addition of boardwalks through areas underlain by carbon rich soils. Design and construction of any works in the LNR will minimise disturbance and excavation of carbon rich soil.

The two main ATRs are identified as:

- 1. North-south:** Proposed cycleway and footpath between Torrance Roundabout (via Strathkelvin Retail Park) in the north and Westerway, south of Lochgrog Roundabout.
- 2. East-west:** Proposed cycleway and footpath between Bishopbriggs and Lenzie/Kirkintilloch.

In delivering these ATRs further feasibility studies will be required to determine route layout and the most appropriate linkages to the wider active travel network and destinations. Where these routes run through development parcels it will be a requirement of the individual developments to deliver these safe and accessible sections an adoptable standard.

3.1.5 Future Green and Active Travel Infrastructure

Supporting future green networks, open space, and sustainable travel projects have been identified through the delivery of the Framework Masterplan and should be taken into consideration where required. These projects will aim to maintain and enhance the exceptional environmental assets, provide leisure and recreation facilities and enable sustainable connections to the local and regional employment market. They are subject to further investigation, feasibility assessments and exploration of funding from other sources.

3.2 Developer Contributions

To ensure successful delivery of the Westerhill Regeneration Area (WRA) Masterplan (the masterplan), and that the requirements of LDP2 Policy 3.R are met, the following section sets out the Council’s expectations for developer contributions towards the delivery of **biodiversity and green network improvements**, and **active travel routes and sustainable transport infrastructure**. All planning applications coming forward within the WRA will be expected to contribute as set out below.

3.2.1 Methodology and Calculations

Provision of greenspace and active travel are essential components of the masterplan in order to meet the vision of creating ‘an attractive and accessible investment location providing long-term opportunities for business, economic and inclusive growth’. Each of the interventions identified are considered necessary to ensure the masterplan vision is achieved, and to meet the requirements of LDP2 Policy 3.R and the relevant policies of NPF4. However, Circular 3/2012 (Revised 2020) Planning Obligations and Good Neighbour Agreements requires developer contributions to ‘fairly and reasonably relate in scale and kind to the proposed development.’ As such, any approach to seeking developer contributions must be reasonable in the scale of contributions that are sought and must not render new development economically unviable.

Based on initial costings work, it is estimated that the interventions outlined in the WRA Delivery Plan will cost:

- A. Biodiversity and greenspace = £18,118,307
- B. Active and sustainable travel = £10,396,414
- C. **Total Interventions** = £28,514,721

It must be emphasised that these are initial costings and that on-going feasibility and development work will continue to adjust and refine anticipated costs. Whilst the actual costs of these interventions will continue to evolve, it is important that expectations for developer contributions are clear from the outset. Circular 3/2012 states that ‘the planning service should support the delivery of **high-quality sustainable places** in support of the Government’s purpose and aspire to high levels of performance and customer service. For development management this requires processes, procedures and an approach that delivers **certainty and speed of decision making**.’ As such, in the interests of delivering high quality sustainable places – whilst also providing certainty and an efficient decision-making process – the initial costings are considered to provide a sufficient basis from which to formulate a clear, robust and upfront approach to contributions.

At £28,514,721, the total cost of the interventions is significant. It is considered that splitting these full costs across the WRA development parcels, would be extremely prohibitive in terms of economic viability, and as such would not constitute a fair contribution in line within the requirements of Circular 3/2012.

Consequently, the Council has sought to establish a reasonable level at which to cap the contributions, to ensure that they are of a reasonable scale and meet the requirements of Circular 3/2012. The Council’s has therefore undertaken a benchmarking exercise utilising information pertaining to recent planning applications and the scale of developer contributions sought. As the number of applications for business and light industry uses in East Dunbartonshire is low, the Council has also looked at contributions that have recently been paid by other types of development – but taking into account that land values and returns from business/ industry uses and the types of development suitable for the WRA, are lower than other types of development. The costings resulting from this work are set out in **Table 5** below.

To ensure contributions towards the overall delivery of the interventions are spread evenly across the WRA, contributions will be based on new floor space created by each development. The Masterplan sets out the indicative level of floorspace that could be provided on each land parcel, totalling 205,902sqm cumulatively across development parcels 1 – 11.

Table 5. Developer Contributions Calculations per Square-meter of New Floorspace

| Intervention Package | Total Estimated Cost | Reasonableness Cap | Divided by Total Potential New Floorspace | Equals Cost per sqm of new floorspace |
|-------------------------------|----------------------|--------------------|---|---------------------------------------|
| Biodiversity and Greenspace | £18,118,307 | £3,520,000 | 205,902 | £17.10 |
| Active and Sustainable Travel | £10,396,414 | £1,980,000 | 205,902 | £9.61 |
| TOTAL | £28,514,721 | £5,500,000 | 205,902 | £26.71 |

As per the initial costings for the interventions set out above, these are also indicative and are not intended to provide a definitive figure for new floorspace that will be created on each development parcel. However, they provide a basis to calculate an upfront contribution that is fair and provides certainty. As such the cost per square metre has been calculated by dividing the total cost of interventions by the total potential new floor space that could be created – see **Table 5**.

The costs set out above will be subject to indexation for inflation from the date at which the guidance is finalised. This will be addressed through the planning application process and the conclusion of a legal agreement.

If a proposal is for a type of development that does not include a measurable floorspace, an alternative contribution will be calculated which considers:

- the full site area identified within the redline boundary for the application and measuring this against the cumulative total of areas identified for development across the masterplan; and driveways, and car parks.
- the nature and the type of the proposed development.

Where a developer delivers one of the identified greenspace interventions onsite, this will be considered when assessing the need to provide a financial contribution.

3.2.2 Delivery and Spending Contributions

As developer contributions will not fund the full costs of the interventions in the WRA alone, the Council will investigate and pursue alternative sources of funding to supplement any monies brought in by developer contributions, thus ensuring the delivery of the wider masterplan interventions.

All contributions will be spent taking the following factors into account:

- the strategic importance and priority for delivery of each intervention within the masterplan, see **Table 6** and **Table 7** below;
- progress already made on delivering the highest priority interventions, including where this has been funded by previous contributions already received by the Council, or other sources of funding;
- other practical delivery matters such as land ownership or other constraints; and
- any on site delivery of the interventions listed in **Table 6** and/or **Table 7**.

In some cases, land may require to be transferred to the Council to ensure delivery of the intervention.

For the avoidance of doubt, contributions will be split between biodiversity and greenspace improvements and the provision of active and sustainable travel in line with the proportion by which the contributions have been sought (64% and 36% respectively). There may in some very limited circumstances be instances where elements of the two different types of interventions can be delivered in tandem and in such events a more flexible approach to spending the contribution may be justified.

If the Council has not spent the contribution within 10 years of receipt, the payment will be returned to the developer.

Table 6. Greenspace Projects Listed in Order of Priority

| Category/Priority | ID Reference | Intervention |
|---------------------------------|--------------|--|
| Local Nature Conservation Sites | LNCS1 | Upgrade Low Moss Local Nature Conservation Site to LNR status |
| | LNCS2 | Upgrade High Moss Local Nature Conservation Site to LNR status |
| | LNCS3 | Cadder Plantation LNCS Boardwalks and walking trails |
| Habitat Nodes | HN1 | Enhanced Wetland |
| | HN2 | Allotment / Orchard |
| | HN3A | Peatland Restoration and Woodland Plantation |
| | HN3B | Peatland Restoration and Woodland Plantation |
| | HN4 | Hedgerow Habitat |
| Open Space | OS1 | Outdoor Sport and Recreation Space |
| | OS2 | Cadder Open Space |
| | OS3 | Low Moss Recreation Area |
| | WT | Wellbeing Trail and Public Art |
| | N/A | Community Nodes |
| Green Network Nodes | GN1 | Connection between High Moss LNCS and Westerhill Road, and potentially on to WDR (between parcels 4 and 5) |
| | GN2 | Connection between Cadder Plantation LNCS and WDR/HN1 (between parcels 8 and 9) |
| | GN4A | Connection between Cadder Plantation LNCS and Crosshill Road/ HN1 and Crosshill Road (adjacent parcel 9) |
| | GN4B | Connection between GN4A and Outdoor Sport and Recreation Space to the north (adjacent parcel 11) |

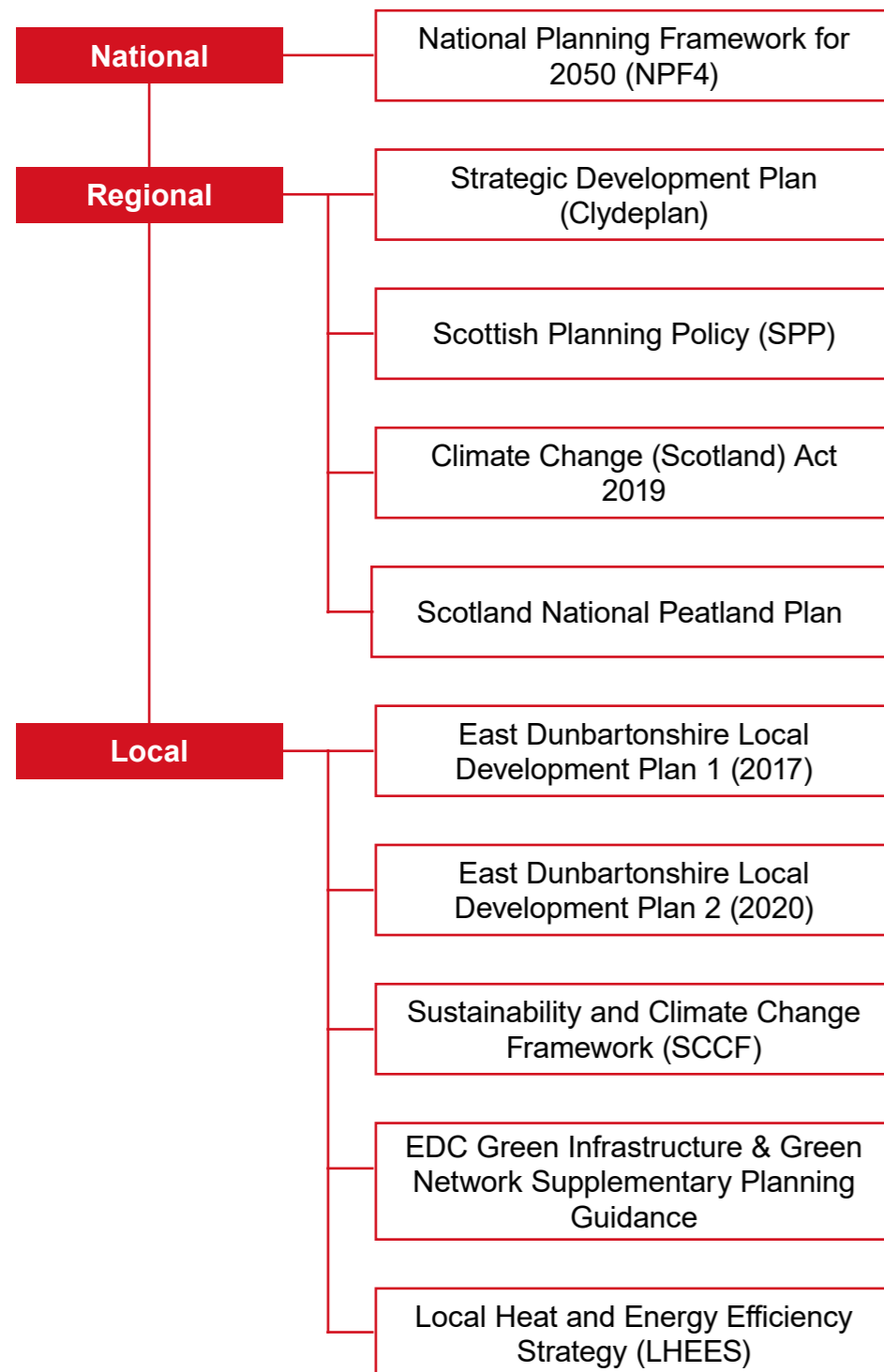
Table 7. Active Travel and Sustainable Travel Projects Listed in Order of Priority

| Priority | ID Reference | Intervention |
|----------|----------------------|---|
| 1 | ATR 1 | Westerhill north/south Active Travel Route (ATR) |
| 2 | ATR 2 | Westerhill east/west ATR |
| 3 | ATR 2A | A803 – WDR ATR |
| 4 | Central Mobility Hub | Travel hub: - Cycle Hub (5nr) - New bus stops |
| 5 | ATR 3 | Westerhill Road ATR |
| 6 | ATR 4 | Railway Bridge ATR |
| 7 | ATR 5 | Bishopbriggs-Lenzie ATR |
| 8 | ATR 6 | Cadder Yard ATR |
| 9 | ATR 7 | Crosshill Road east ATR |
| 10 | ATR 8 | Crosshill Road west ATR |
| 11 | ATR 9 | A803 – Crosshill Road ATR |
| 12 | ATR 10 | A803 north ATR |

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Appendix A. Planning Policy Review

Relevant national, regional and local policy documents and design guidance have been reviewed to ensure the proposed masterplan is in compliance with policies, guidance, themes and proposed outcomes. The adjacent chart summarises the key documents reviewed in the following section.



A.1 National Policy

A.1.1 National Planning Framework (NPF4)

NPF4 sets a vision to achieve a net-zero Scotland by 2045 with interim emissions reduction targets as 75% by 2030 and 90% by 2040.

Within the NPF4 is the **National Spatial Strategy for Scotland 2045**. This is long-term strategy for Scotland and is significantly driven by the goal of addressing climate change and contributing towards the UN Sustainable Development Goals. It is focused in achieving three outcomes:

Sustainable places:

Our future net zero, nature-positive places will be more resilient to the impacts of climate change and support the recovery and restoration of our natural environment.

Liveable places:

Our future places, homes and neighbourhoods will be better, healthier and more vibrant places to live.

Productive places:

Our future places will attract new investment, build business confidence, stimulate entrepreneurship and facilitate future ways of working – improving economic, social and environmental wellbeing.

Key Themes / Outcomes

- Renewed emphasis urban expansion should be limited where brownfield, vacant and derelict land and buildings can be used. It is also recognised that brownfield sites can alternatively make contributions to restoring biodiversity.
- Renewed support of a place-based approach to design 20-minute neighbourhood.
- Sustainable places that are liveable, productive and distinctive.
- Six qualities of successful places (designed for lifelong health and wellbeing; safe and pleasant; well-connected and easy to move around; distinctive; sustainable (including support of net zero); and adaptable).
- Recognition of the mitigation hierarchy to provide significant biodiversity enhancements.
- Applications to demonstrate how they help meet net zero carbon emissions by 2045.
- Development planning should be infrastructure first.
- Reducing need for unsustainable travel - developments which encourage reliance on the private car should not be supported.
- Stronger recognition of irreplaceable habitats with new protections outlined.
- Stronger support for wind farm, small scale renewables, solar energy and carbon capture / negative emissions developments.

A.2 Regional Policy

A.2.1 Strategic Development Plan (Clydeplan)

Vision

“...to create a resilient, sustainable compact city region attracting and retaining investment and improving the quality of life for people and reducing inequalities through the creation of a place which maximises its economic, social and environmental assets”.

Key Themes / Outcomes

- Regeneration: Development directed to sustainable brownfield locations. Maximising the use of existing infrastructure and assets. Integrate land use with sustainable transport networks. Recycle previously developed land. Minimal extension of the city region's built up area. Urban fabric renewed to carbon neutral standards.
- Low Carbon Infrastructure: Heat and power networks, network of waste management infrastructure, connected transport networks including active travel, green networks and sustainable drainage networks which contribute to a low carbon economy and lifestyles.
- Placemaking: Creating places which are distinctive, safe, welcoming, adaptable, resource efficient and easy to move around. Communities reinvigorated by local activity. Places enable individual health and wellbeing and where Green Networks connect urban and rural areas.

A.3 Local Policy

A.3.1 East Dunbartonshire Local Development Plan 2 (2022)

East Dunbartonshire Local Development Plan 2 (LDP2) 2022 supersedes the East Dunbartonshire Local Development Plan (LDP) 2017 with an agenda to achieve and deliver climate change obligations and mitigations and ensure high-quality design and placemaking. LDP2 includes a development strategy, and a series of community policies for each area of East Dunbartonshire, including Bishopbriggs, and subject policies for its overall development.

Policy 1 The East Dunbartonshire Development Strategy is a statement of the Council's policies and proposals in relation to the development and use of land. It sets out the following plan objectives which are relevant to future development at Westerhill.

- Promote sustainable development, as part of a low carbon economy, which is energy efficient, improves air quality and contributes to net zero emissions by 2045 and climate change mitigation and adaptation.
- Support the redevelopment or reuse of brownfield land within sustainable locations in the urban area or brownfield land with acceptable green belt uses.
- Improve the quality of design in our places and improve health and wellbeing, with opportunities for social interaction and recreation and enhancing green infrastructure.
- Protect and enhance the natural and historic environment of our towns, villages and countryside.
- Create places that are safe, easy to move around and are well connected by walking, cycling and public transport.
- Support the growth and diversification of businesses and attract employers to the local area.

The East Dunbartonshire Development Strategy directs development, in the first instance, to use brownfield land in an urban area or in the green belt. Sustainable uses of brownfield land within the green belt are those listed as acceptable green belt exceptions, including proposals, which may require to be supported by a robust business case, for uses compatible with a natural setting, such as agriculture and forestry, agricultural diversification ancillary to main agricultural use, and uses compatible and in scale with an existing operational industrial use.

Policy 3.R. Westerhill Regeneration Area is a community policy and identified as a key area of change within LDP2 which stipulates the development requirements at Westerhill.

Development at the Westerhill regeneration area will deliver a mix of land uses in order to regenerate brownfield land, deliver business and employment growth, provide a green network and transport network throughout the site and link Westerhill to Bishopbriggs town centre and Auchinairn. A masterplan is required for the Westerhill regeneration area which will articulate a deliverable vision for the medium- to long-term redevelopment of Westerhill and encourages landowners and occupiers, and business to invest in Westerhill. The masterplan will co-ordinate these requirements, set the context within which future planning applications will be assessed and ensure the subject policies 9 – 24 are delivered.

In order to regenerate the area, a masterplan approach to development is required. The Masterplan and associated proposals must meet the requirements set out below:

- A.** Land use zones.
- B.** An Environmental Sustainability Plan which will identify opportunities to deliver health, carbon reduction, climate change adaptation and biodiversity benefits, ensure appropriate solutions relating to peat and hydrology and

include opportunities for supporting renewable energy and heat as a key aspect of the site's development.

C. Key adjacencies and connections, including:

- A detailed green network which must provide an attractive setting for investment, landscape framework, quality open space and play facilities, protect and enhance High and Low Moss and areas of peat, protection of existing trees required to provide landscape setting, Tree Preservation Order and Native Woodland areas, improve biodiversity and ensure habitats and hydrology are not isolated.
- A detailed active travel network which must be integrated with the green network, link business and housing development throughout the area and to Bishopbriggs Town Centre and Auchinairn.
- Utilities infrastructure, including digital connectivity.

D. Design criteria which will ensure that all development on site is of high design quality, sustainable and energy and heat efficient, inclusive and set within the green and active travel networks.

E. Conceptual layouts which will guide detailed designs for future applications to be submitted in line with the approved Masterplan.

F. A phasing and implementation schedule.

G. Report of Consultation demonstrating that engagement formed part of the Masterplan process, including between businesses and landowners, the local authority and the local community.

This could form the basis of a Masterplan Consent Area. Options for funding models, such as land equalisation agreement, will be investigated through the Masterplan process to support and enable the delivery of mixed use regeneration as set out below.

Uses forming part of this masterplan will include:

- Business development - existing and proposed to include land for large floorspaces and microbusiness / start up units.
- A limited amount of residential development taking any impact upon education and health care or other facilities into account. (The Masterplan process has concluded housing use classes are not part of the permitted land uses.)
- Strathkelvin Retail Park – potential for expansion.
- Low Moss and High Moss Local Nature Conservation Sites will be protected and enhanced and incorporate active travel/recreation links which integrate sensitively into the surrounding habitats.
- Cemetery – Expansion of existing cemetery.
- Limited amount of residential to enable future developments.

Transport infrastructure which will form part of this masterplan will include:

- Bishopbriggs Relief Road Phase 5, currently referred to as the Westerhill Development Road (WDR).
- Comprehensive active travel routes.
- Investigation of the feasibility of and potentially deliver a bus based Park and Ride facility.
- A803 Sustainable Transport Corridor.

- Safeguarding of land for a potential rail station, working with Network Rail and North Lanarkshire Council. (This LDP2 requirement has subsequently been investigated through an addendum to a 2015 STAG report. Completed in 2023, the addendum concluded that a new station at Westerhill should not be considered further.)

There are other relevant community policies that should be taken into account for the development at Westerhill. They are as follows:

Policy 3. BE6 Low Moss Industrial Estate

An active mixed-use business site, predominantly industrial and wholesaling.
Development opportunity: There is an area of vacant land within the site which could be developed for further business use. Future development should be in keeping with the existing businesses, and use classes 4, 5 and 6 are preferred.

Policy 3. BE8 Westerhill Industrial Estate

An active business site with office and industrial uses.
Development opportunity: The vacant land on this strategic business site, identified in the East Dunbartonshire Economic Development Strategy, must be developed through a masterplan as part of the Westerhill Regeneration Area (see section 3.R for further details including key requirements).

Policy 3.CF Community Facilities, Green Network and Open Space

Facilities in Bishopbriggs will be enhanced through development and Council- led projects and protected from any loss or reduction in facilities.

Policy 3.CF1 Expansion to Cadder Cemetery

- A.** Protect and enhance the setting of the Antonine Wall World Heritage Site, as the site is in its Buffer Zone, and prior archaeological investigation including excavation required.
- B.** Landscaping plan for the site to address: retention and enhancement of woodland and hedgerows on or adjacent to the site and protect and enhance the Meltwater Channel, a Local Nature Conservation Site – Geodiversity; opportunity for green network biodiversity and access improvements; findings from a Protected Species survey.
- C.** Create path links to bus stops and National Cycle Route 754 (Forth and Clyde Canal).
- D.** Meet Flooding and Drainage Policy, including establish culverts related to the site, and carry out a prior assessment of the impact of the cemetery on groundwater.
- E.** Air quality impact assessment and noise impact assessment, due to proximity to A803; ground investigation required, in particular due to size of site; and mitigate any light issues from neighbouring land uses.

Other open space improvements and enhancements identified as priorities in the Open Space Strategy. The Green Network in and around Bishopbriggs incorporates nodes, access and habitat links including:

- GN2 Forth and Clyde Canal - strategic green network access and habitat links.
- GN4 River Kelvin - strategic green network habitat link.
- NE32 Bishopbriggs to Croy Mainline Railway Corridor - strategic green network habitat link.

Policy 3.TC3 Strathkelvin Retail Park Commercial Centre

The Council will safeguard the retail park for comparison goods retailing, with a presumption against convenience retail development.

Any proposal for uses other than comparison and bulky goods retail, such as food and drink or leisure, must demonstrate that it will not have any adverse impact on the role and function of the park as a comparison goods destination or negatively impact upon the network of centres, particularly Bishopbriggs and Kirkintilloch town centres.

Any further extension of the retail park must be carried out as part of an agreed Masterplan for the wider Westerhill area ensuring that any economic, environmental, and social considerations are addressed.

Policy 3.T New Tourism Development

New tourism development will be encouraged in Bishopbriggs, in line with Policy 16 – Tourism. The Council will support proposals which aim to create, protect and enhance destination clusters around East Dunbartonshire’s key tourism assets. In Bishopbriggs, tourism development should be focused on:

Policy WH1 Frontiers of the Roman Empire Antonine Wall World Heritage Site

Supports development which avoids adverse impacts on, protects and enhances the Antonine Wall in Bishopbriggs by:

- allowing visitors to learn about and experience its history;
- making sites on the Wall more accessible by providing nearby visitor accommodation,

- shelter, refreshments or toilet facilities; or,
- improving connectivity between the Wall and Bishopbriggs town centre (either in terms of a physical connection via active travel routes, or a thematic connection promoting the Wall).

Policy GN2 Forth and Clyde Canal

Visitor attractions which increase use of the Canal and towpaths, and promote, protect or enhance the Canal’s heritage or enhance the attractiveness of the canalside in Bishopbriggs are encouraged. This includes any relevant proposals that support and promote the Thomas Muir Heritage Trail section along the Canal towpath, between Bishopbriggs and Kirkintilloch. The Council will also be supportive of proposals for visitor accommodation on or near the Canal, subject to other relevant policies.

Policy 3.TR Transport

All new development in Bishopbriggs must be linked to and enhance the transport network, prioritising journeys made in line with the Sustainable Travel Hierarchy and Local Transport Strategy and Active Travel Strategy.

New development in Bishopbriggs must therefore prioritise access and onward connectivity by sustainable modes by linking in the development site with existing active travel networks to provide connections to local services and amenities, the bus network and Bishopbriggs rail station.

Policy 3.NE Natural Environment

All development should protect and enhance the natural environment in and around Bishopbriggs.

Policy 3.HE Historic Environment

Development should preserve and enhance the character, appearance and setting of the historic environment in Bishopbriggs. The town includes historic environment designations including:

International/ Nationally Important Sites at:

- WH1 The Frontiers of the Roman Empire (Antonine Wall) World Heritage Site and HE1 its buffer zone and SM (various) Antonine Wall related Scheduled Monuments.
- SM6770 & SM6772 The Scheduled Monument of the Forth and Clyde Canal (sections at Bishopbriggs).

Following are the subject policies that should be taken into account for the development at Westerhill.

- Policy 9. Climate Change, Sustainability and Energy Infrastructure
- Policy 10. Design and Placemaking
- Policy 11. Transport
- Policy 13. Community Facilities and Open Space
- Policy 14. Network of Centres and Retailing
- Policy 15. Business and Employment
- Policy 16. Tourism
- Policy 17. Natural Environment
- Policy 18. Water Environment and Flood Risk
- Policy 19. Historic Environment
- Policy 20. Managing Waste
- Policy 22. Digital Communications
- Policy 23. Airport and Hazardous Installations Safeguarding
- Policy 24. Developer Contributions

Appendix B. Sustainability & Climate Change Framework

The Council's ambition is: 'By 2020, East Dunbartonshire Council will demonstrate sustainability by delivering services in a way that protects and enhances the local and global natural environment while meeting social and economic needs, especially where those needs are greatest. By recognising and fostering the natural links between environmental, social and economic agendas, the Council will demonstrate forward thinking, creative and joined-up ways of working which show that being greener is compatible with, and can often enhance, the achievement of corporate and community benefits.'

The Framework's main objective are as follows:

Environmental

- Zero Carbon
- Maximising Resilience to the Impacts of Climate Change
- Zero waste
- Reversing Biodiversity Decline
- Sustainable material

In Scotland, peatland is a particularly significant aspect of the natural environment and East Dunbartonshire has a number of important lowlands raised bog peatlands. These areas are biodiversity-rich, play an important role in hydrology and flood management, perform a valuable carbon storage function, (helping to mitigate climate change), and provide crucial services to social and economic wellbeing.

Scotland's National Peatland Plan recognises the value of healthy peatlands and commits to improving degraded areas. In reference to sustainability in the built environment, the Council's Design and Placemaking Supplementary Guidance 2022 provides detail on the requirement for all new developments to incorporate sustainable materials, energy, design and construction methods, with particular emphasis on energy and heat-efficient buildings and sustainable drainage systems.

Planning Guidance on Renewable Energy and Low-Carbon Technology will also be produced to support LDP Policy 15. A District Heating Strategy will also be developed by the Sustainability Policy team within the Council, to enhance the heat efficiency of new and existing developments. This strategy will have a particular emphasis on corporate buildings and housing

stock, while also identifying opportunities to collaborate with the wider public sector and the private sector.

The team will also develop a Biomass Strategy that will acknowledge the potential opportunities relating to Corporate Asset Management and Economic Development among other areas of Council interest.

Social

- Maximising Opportunities to Promote Health and Wellbeing
- Supporting Fairness and Reducing Inequality Locally and Globally
- Promoting Community Empowerment

Community building as a Social Objective of the framework can also help promote employability in ways that support environmental protection.

In terms of wider community capacity-building, the Council is to deliver on its requirements under the Community Empowerment Act by continuing to promote the links between social wellbeing and environmental protection, especially through the community growing agenda; the Strategy will establish demand for food growing across the area and identify appropriate opportunities to help meet this demand.

On the other hand, the employability agenda will provide a particular focus; the Council will pursue work placements within existing sustainable organisations and will work with other organisations to consider opportunities for creating placements with an environmental theme.

Appendix C. Economic Policy

C.1 National

Scotland's National Strategy for Economic Transformation (2022) sets out a vision for Scotland as a wellbeing economy: thriving across economic, social and environmental dimensions, and one that delivers economic prosperity for all Scotland's people and places. The strategy seeks: to de-carbonising the economy; start up and growth; to attract inward investment; high living and working standards; to upgrading skills and; to make Scotland a leader in research and development.

The strategy seeks to build on Scotland's strengths to: win a greater share of domestic and international market opportunities; to support the development of Scottish supply chains, laying the foundations of a net zero industrial strategy; and to attract and deploy significant domestic and international private investment in Scotland.

Scottish Enterprise is Scotland's national economic development agency. SE seeks to attract investment into Scotland's industrial assets can deliver a step change in Scotland's productivity, with a particular focus on green energy and the high growth industries of the future. The Scottish Development International (SDI) Investment Plan identifies nine opportunity areas for inward investment – across three broad areas of Net Zero, Digital and High Value Manufacturing.

C.2 Regional

The Glasgow City Region accounts for roughly one third of the Scottish economy. The Glasgow City Region Economic Strategy (RES) sets out three Grand Challenges for the region: creating an inclusive economy; enhancing productivity; and addressing the climate emergency.

In addressing these challenges, seven transformational opportunities are identified to help reshape the economy for all: Foundational Economy, High Growth sectors, accelerating climate action, Health, Skills, Technology, and Place.

The RES recognises the strengths of East Dunbartonshire: a sustainable and resilient local economy; vibrant town centres, business parks and enterprise centres; tourism centred on an outstanding natural and historical environment; some of the most desirable neighbourhoods in Scotland; some of the highest earners in Scotland; and above average life expectancy.

The RES describes the need for the right environment to attract inward investors who bring well paid and highly productive jobs. It sets out the Glasgow City Region City Deal's aim to create a sustainable uplift in GVA / jobs and to use £1.3 billion of public sector investment to lever-in £3.3 billion of private sector investment. City Deal in East Dunbartonshire including at Westerhill are among the range of actions to deliver the RES.

C.2.1 High Growth Sectors

The RES seeks to build on the Region's competitive advantages in high growth sectors. The RES promotes the continued growth of these in order to capitalise on the Region's current competitive advantages in fields such as: Advanced Manufacturing, Digital Economy (IT, Telecoms and Media), Creative Industries, Fintech and Data ; Low Carbon, Adaptation and broader Environmental Goods and Services, Healthcare and Precision Medicine; and Space.

These link with regional strengths in the Creative and Cultural sectors which add vitality, vibrancy, branding and quality of life.

Underpinned by City Deal investment, Innovation Districts have helped make the region one of the UK's top three fastest growing technology investment hubs. Over the last five years, £0.75 billion has been invested in sectors such as Fintech, ICT, Health and energy. The emerging Regional Investment Zone is under development and aims to generate mid-to high skilled jobs, building on the strength of current and emerging cluster specialisms by enhancing connections to existing clusters and generating private sector investment in these.

The Regional Investment Zone is being developed and will focus on a chosen key sector, and this this will be confirmed later in 2024.

Westerhill is a key next generation location that will support these regional ambitions for high productivity, high growth investment.



Figure 19. High Growth Sectors

C.3 Local

East Dunbartonshire Economic Recovery Plan, 2021 (ERP) replaces the 2017 Economic Development Strategy and sets out a focussed approach to supporting local businesses and residents through the economic crisis and subsequent affects caused by the COVID-19 pandemic.

The Plan investigates the impacts of COVID-19 on East Dunbartonshire’s economy and establishes the key economic recovery issues, which are presented under the following four priority areas:

- **Business:** actions relating to financial support and recovery of business activity.
- **People:** actions focused on employment and socio-economic equality.
- **Community:** actions for regeneration and local investment.
- **Environment:** actions promoting environmental sustainability alongside economic resilience.

There is consistent policy and strategy support for mixed land uses at Westerhill, catalysed by the Westerhill Development Road (WDR). The ERP identifies the Westerhill Regeneration Area and the masterplan as a key deliverable to support local business, and attract new investment.

The ERP recognises the inherent strengths of the area such as a convenient location to the north of Glasgow with good transport links and access to the outdoors and healthier, wealthier and better qualified residents (than the Scottish average) with good schools and a high proportion of home ownership.

Despite these strengths, the area is heavily reliant on the public sector and micro-businesses with a limited supply of business

sites. The ERP and the Masterplan seek to address this by attracting investment and encouraging start-up businesses.

Appendix D. Economic Baseline

East Dunbartonshire, due to its location just north of the City of Glasgow, has traditionally had a high proportion of out-commuting. While by comparison with Scotland local residents are highly educated, highly paid and a higher proportion own their homes, the GVA generated within East Dunbartonshire is reduced as the residents are working elsewhere, while the age profile also reduces the workforce.

Consequently, the area’s job density – the ratio of total jobs locally relative to the working age population – is only 0.45, the second lowest jobs density in Scotland after East Renfrewshire which is in a similar position south-west of Glasgow. It is for this reason that higher quality jobs (for example those jobs with skills use and skills development, and good pay with job satisfaction) has become a target of the authority in its interventions, particularly its flagship regeneration project at Westerhill.

Table 8. Comparative Economic Indicators showing GVA, earnings and job density for East Dunbartonshire and for Scotland.

| Indicator | East Dunbartonshire | Scotland |
|--------------------------------|---------------------|------------|
| GVA | £1.383 bn | £149.94 bn |
| Earnings by place of residence | £745.30 | £640.30 |
| Earnings by place of work | £582.10 | £640.50 |
| Job Density | 0.46 | 0.81 |
| Claimant Count | 1.9% | 3.0% |

Sources
 GVA: ONS Regional gross value added (balanced) by industry: local authorities by ITL1 region 2021 (published 2023). Earnings: Nomis, ONS annual survey of hours and earnings 2022. Job density: Nomis, ONS jobs density 2021. Claimant count: Nomis, ONS claimant Count, September 2023.

D.1 Land Supply

The Local Development Plan Business Land Audit identifies that East Dunbartonshire has a lower number of business and employment land sites immediately available for development than is required to meet the expected level of demand based upon forecasts by Skills Development Scotland and the Regional Strategic Assessment for the City Deal.

This shortage of land flows through to a very limited supply of modern business units when measured against known demand from growing local SMEs and prospective inward investors. Bringing forward a masterplan for the Westerhill Regeneration Area, together with enabling transport infrastructure, will increase the business and employment land supply for the local authority area and for the wider city region.

D.2 Market Analysis and Observations

Analysis of market potential indicates that favourable industrial property market conditions are expected to continue in the medium to longer term, given continual demand and an ageing stock of existing buildings. With improved access via the WDR and the pending completion of existing strategic sites around the wider Glasgow conurbation, Westerhill’s market potential will steadily improve.

Westerhill is conceived as a post-NOVA (Robroyston) northern conurbation high amenity area for medium to larger modernising production and manufacturing businesses, local services Bishopbriggs, Kirkintilloch and the northern villages, and sub-regional logistics. There is strong strategic alignment with economic development strategy across stemming out-commuting, productivity enhancement, technology and skills, and replacing relocated employment.

Westerhill area is adjoined by Low Moss Industrial Estate, containing small scale light industrial, and the Strathkelvin Retail Park to the north east of the proposed regeneration area. Relocations by Aviva (to Motherwell) 2022 and Harper Collins in 2025 relocated their activity and jobs from the local area, (although understood limited job loss), and vacated distribution and office/call centre premises. John McGavigans Ltd, a leading electronics, automotive and industrial manufacturer, operates at the south of the proposed regeneration area, which are part of the CLL group.

Multi-occupied / managed business space is also an option, however the scale of demand is uncertain until activity on site gains some traction and the access, environment and amenities can support such investment. The local skills base offers potential for higher value service, scientific and technical activity as well as general office space. There may also be potential for such activity associated with modern manufacturing or production at Westerhill.

Retail and leisure uses would be ancillary to provide amenity for employment uses. Specific scope for retail/ leisure uses may however exist at Strathkelvin Retail Park, or any prominent gateway sites at Westerhill (for example café / restaurant uses as a social hub).

Although housing demand in the area is strong, the Westerhill Masterplan does not contain land use allocation for this and is employment focused. The examination of Local Development Plan 2 confirmed that housing land is not required at Westerhill.

The analysis of Westerhill concluded a market proposition and delivery plan will be required as part of the Masterplan. In the current market it may be sufficient to provide serviced sites with limited occupier incentives, although this will depend upon the offer at competing sites.

Appendix E. Constraints Plans

E.1 Planning Considerations

There is a large area of green belt within the site boundary, which covers the north and east of the site. This also covers the north, east and some of the west of the area surrounding the site boundary. This is important as it provides opportunity for habitat improvement and connectivity. The green belt is an LDP policy which covers the East Dunbartonshire area, with the exception of the upland areas; its objectives include maintaining the character and distinctiveness of the areas settlements, for instance between Bishopbriggs and Lenzie. A World Heritage Site Buffer Zone covers a northern portion of the site and limits the potential development opportunity of that area to a smaller set of greenspace uses.

Legend:

- Green Belt
- Sustainable Transport
- Indicative Westerhill Dev't Road
- Core Path
- Open Space and Community
- LNCS Geodiversity Site
- LNCS Biodiversity Site
- Conservation Area Landscape
- Local Nature Reserve Site
- Tree Preservation Order
- Antonine Wall Site Buffer Zone
- Scheduled Monument
- Listed Buildings
- Local Centre
- Business and Employment Site

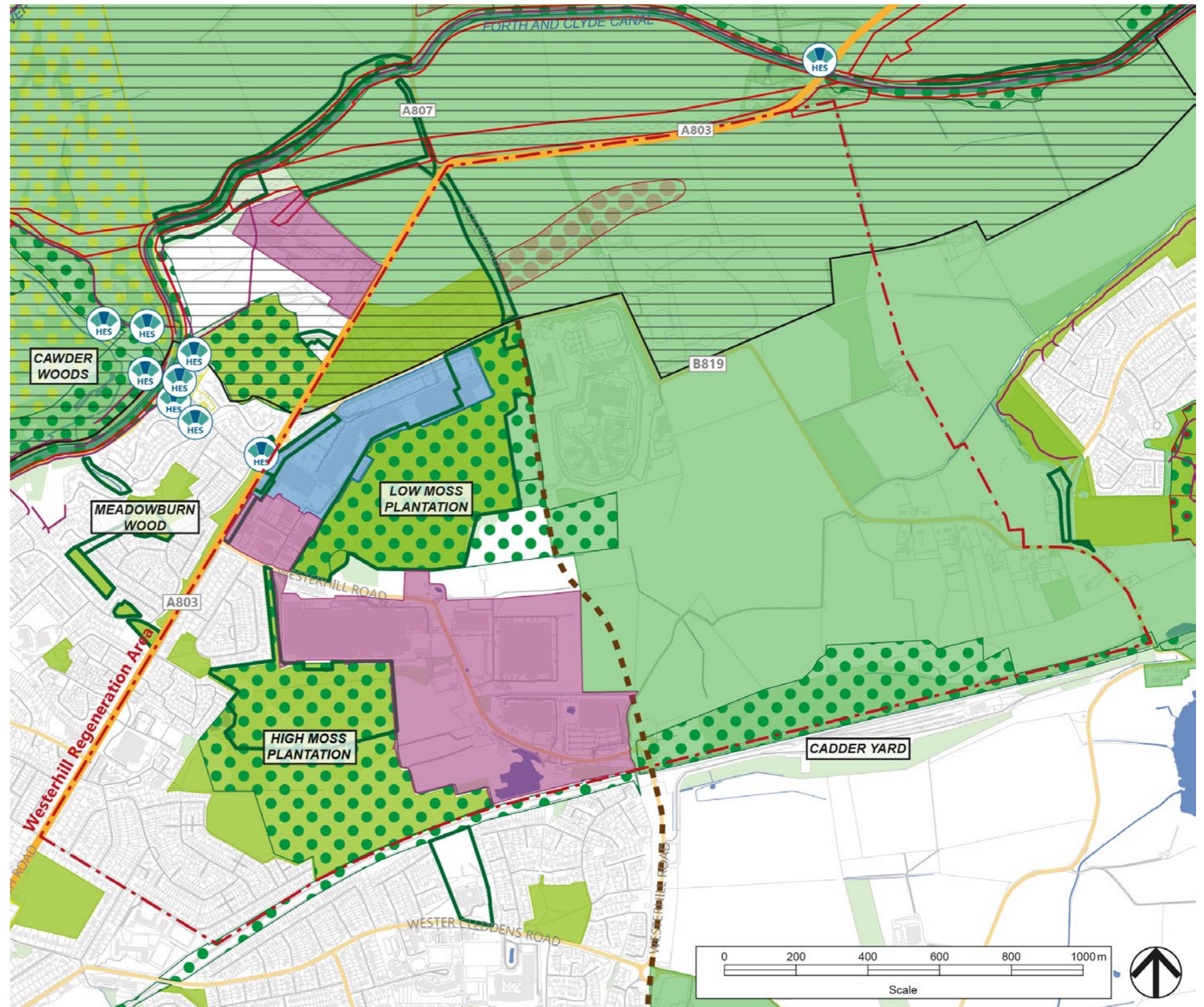


















Figure 20. Planning Constraint Plan

E.2 Land Use and Built Environment Considerations

The land cover within the site is a mix of industrial; business and office; agriculture; brownfield land; woodland; and peatland/ moorland. The Site is relatively flat and slopes from south to north towards the Forth and Clyde Canal. The highest point on the site is to the south at +65m and the lowest point of the site is to the south of the HMP Low Moss and to the north of Cadder Cemetery at +60m.

The site comprises a wide variety of existing uses, such as business/industrial (Westerhill Industrial Estate), retail (Strathkelvin Retail Park, ASDA), recreation (Loreto Playing fields and Bishopbriggs Golf Range), Cadder cemetery, and HMP Low Moss. The majority of the existing local retail, community and social infrastructure, such as restaurants and pubs, community centre, churches, post office, GP surgery, pharmacies and dentists, are located in Bishopbriggs town centre and surroundings, to the southwest of the site. Nurseries, primary and secondary schools are in proximity to the town centre to the south and west of the site. The intake capacity of these schools should be investigated further to inform the masterplan proposals.

Legend:

- | | | | |
|--|--|---|--------------------|
|  | Business and Employment Sites |  | Community Facility |
|  | Retail |  | Place of Worship |
|  | HMP Low Moss |  | Post Office |
|  | Cemetery and Crematorium |  | Restaurant |
|  | Recreation |  | Pub |
|  | Landownership Boundary (Refer to Appendix F) |  | GP Clinic |
|  | Primary School |  | Pharmacy |
|  | Secondary School |  | Dentist |

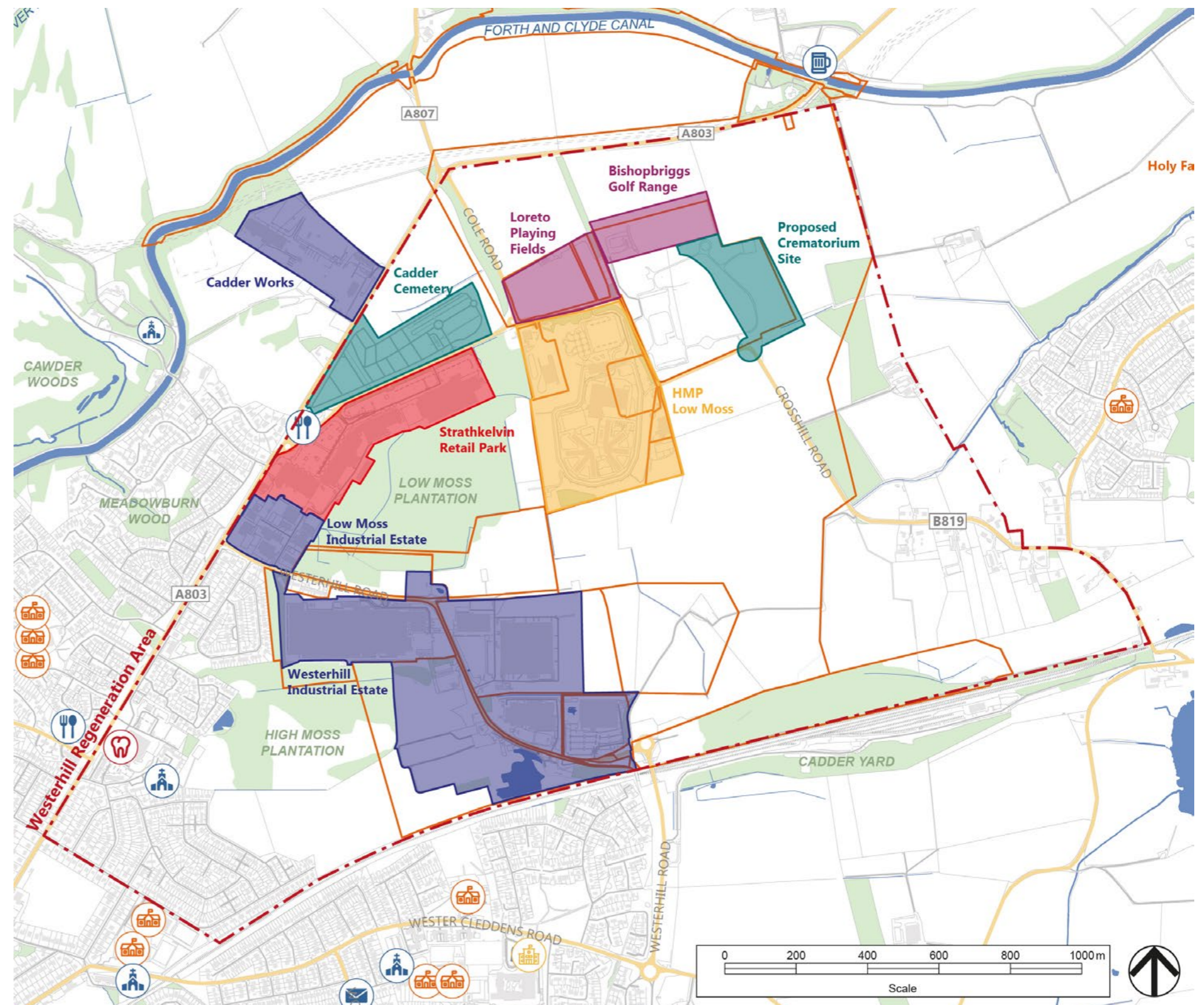


Figure 21. Land Use and Built Environment Constraint Plan with Landownership Boundary Overlay

E.3 Environmental Considerations

There are several environmental constraints shown in the Westerhill Site boundary. Key constraints will be the likely presence of Class 1 Nationally important carbon-rich soils associated with Low Moss and High Moss Plantation LNCSs. There are also a number of TPOs and ancient woodland within and in close proximity to the Westerhill site boundary. These factors are important and must be considered and protected in the design of the masterplan, especially with the ecology of the site being considered as a sensitive environment.

The presence of the Antonine Wall (UNESCO World Heritage site), the Forth and Clyde Canal (Scheduled Monument Heritage) and Listed Heritage Buildings also pose an environmental constraint and must be considered in the design and development of the Westerhill Regeneration Area Masterplan. There are limitations to developing within the World Heritage Site Buffer Zone.

A large section to the east of the site is identified as prime quality agricultural Land and extends across the Westerhill site boundary. Within East Dunbartonshire as a whole, only 5% of the district has prime agricultural soil. The meltwater channel running through the northern tip of the site will also be a key constraint and defines the topography of this area. The potential for surface water flooding (as mentioned above) poses potential risk to the development area, with certain areas being at high risk of flooding.

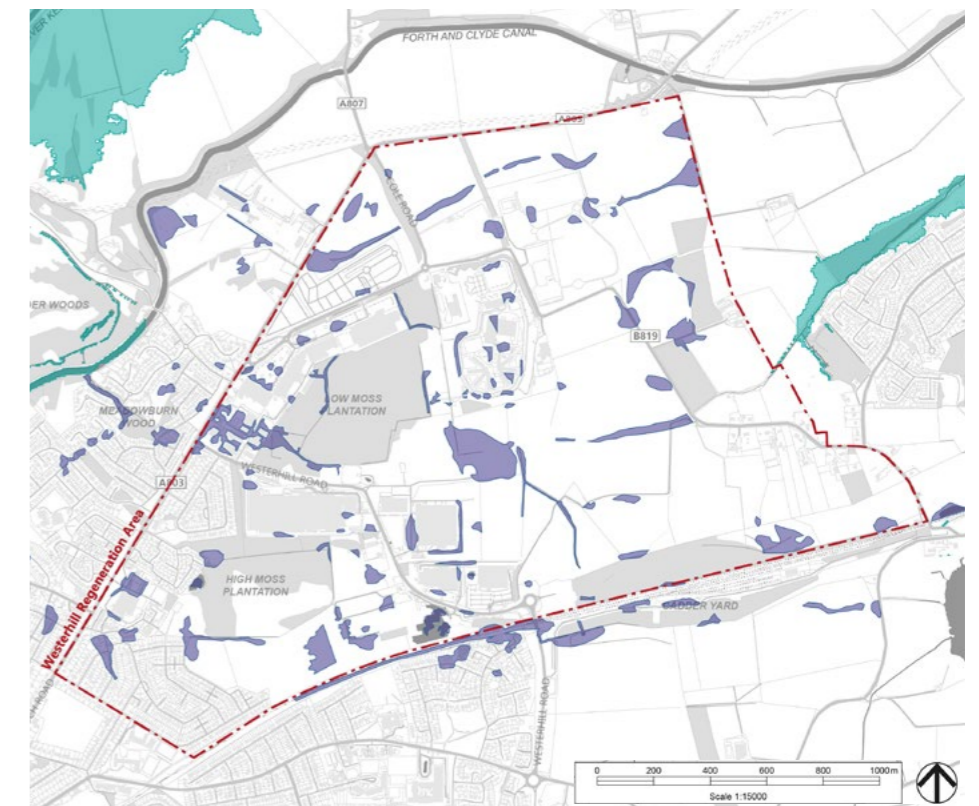
Currently East Dunbartonshire has not designated any areas of land as contaminated land as defined in the Environmental Protection Act 1990. However, a list of potential contaminated sites has been created based on previous land use. EDC have identified several zones of potential land contamination both within and in close proximity to the site boundary, and this will require careful consideration as re-use may require appropriate remediation to be undertaken. There may also be additional areas of previously unidentified contaminated land. These areas of potential contamination are in close proximity to protected heritage sites, tree preservation orders, native woodlands and LNCSs. The Masterplan presents an opportunity to upgrade vacant and derelict land and see the enhancement of brownfield sites.

There are a number of informal paths within the site boundary, however the exact frequency and nature of their use is poorly understood at this time.

There is some noise generated due to the vehicular traffic through the A803 to the north and west and railway line to the south, which do not have a significant impact on the site. However, there might be noise issues from the new Network Rail depot to the south of the railway line. A Noise Impact Assessment should be conducted for future developments in the area.

The western boundary of the site is adjacent to an Air Quality Management Area (AQMA) along the town centre stretch of the A803, Kirkintilloch Road. An Air Quality Assessment should be conducted for future developments in the area.

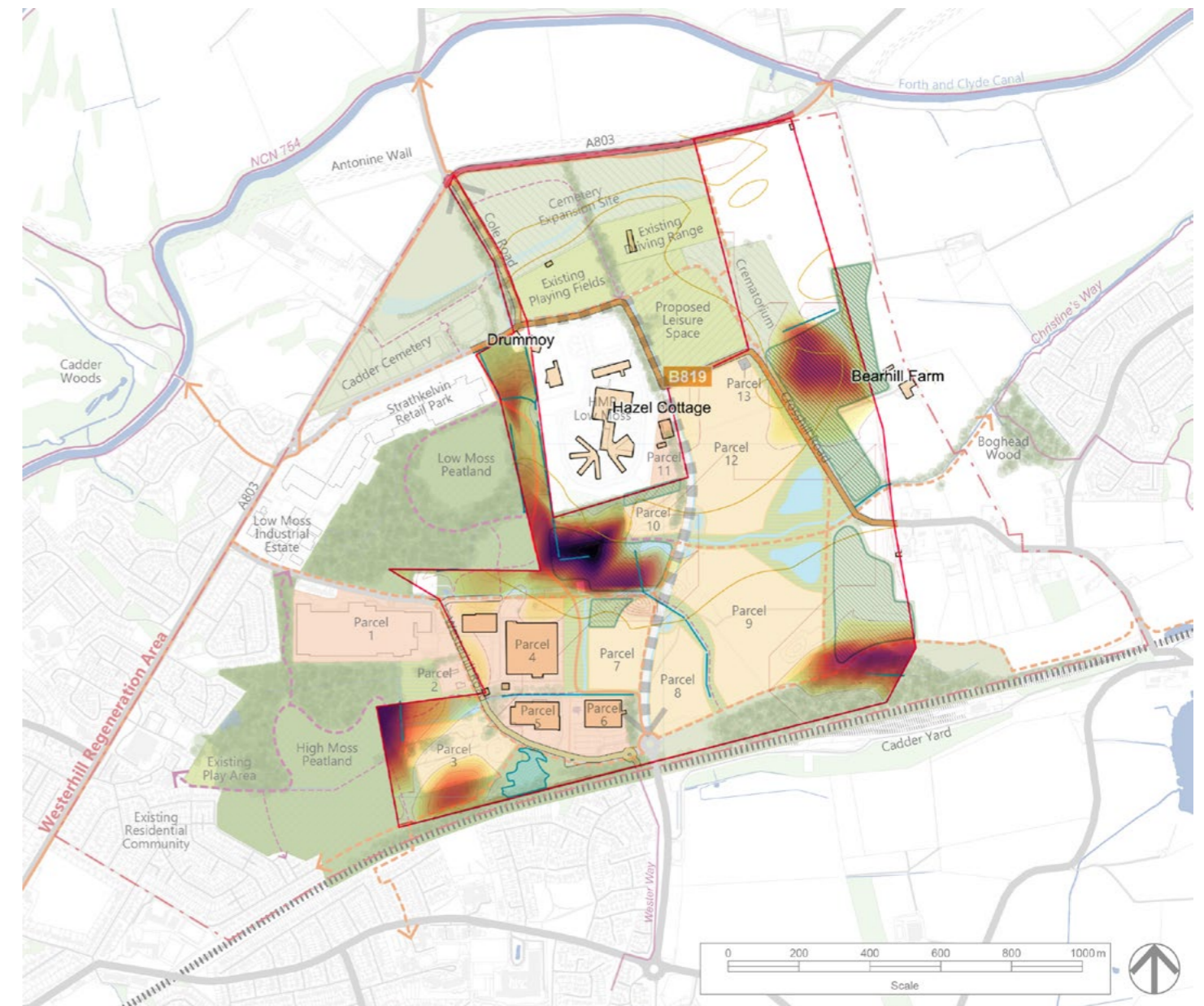
Proposals must consider the impact upon the noise levels and air quality of the existing residential communities. Due care must be taken to avoid adverse impact on the current extent of the AQMA.



Legend:

- Fluvial Flood Risk
- Surface Flood Risk

Figure 22. Flood Risk Plan



Legend

- Survey area boundary
- Substrate type**
(and depth of peat &/or gley sediment in cms)
- Peat
- Gley
- + Soil
- + Made ground
- + Hardstanding

Legend

- Survey area boundary
- Peat**
- Interpolated peat depth contours**
- 20 cm
- 100 cm
- 0 cm
- 10 cm
- 75 cm
- 150 cm
- 225 cm
- 300 cm
- 375 cm
- 450 cm
- 525 cm
- 600 cm
- 675 cm
- 750 cm

Figure 23. Peat Survey Plans

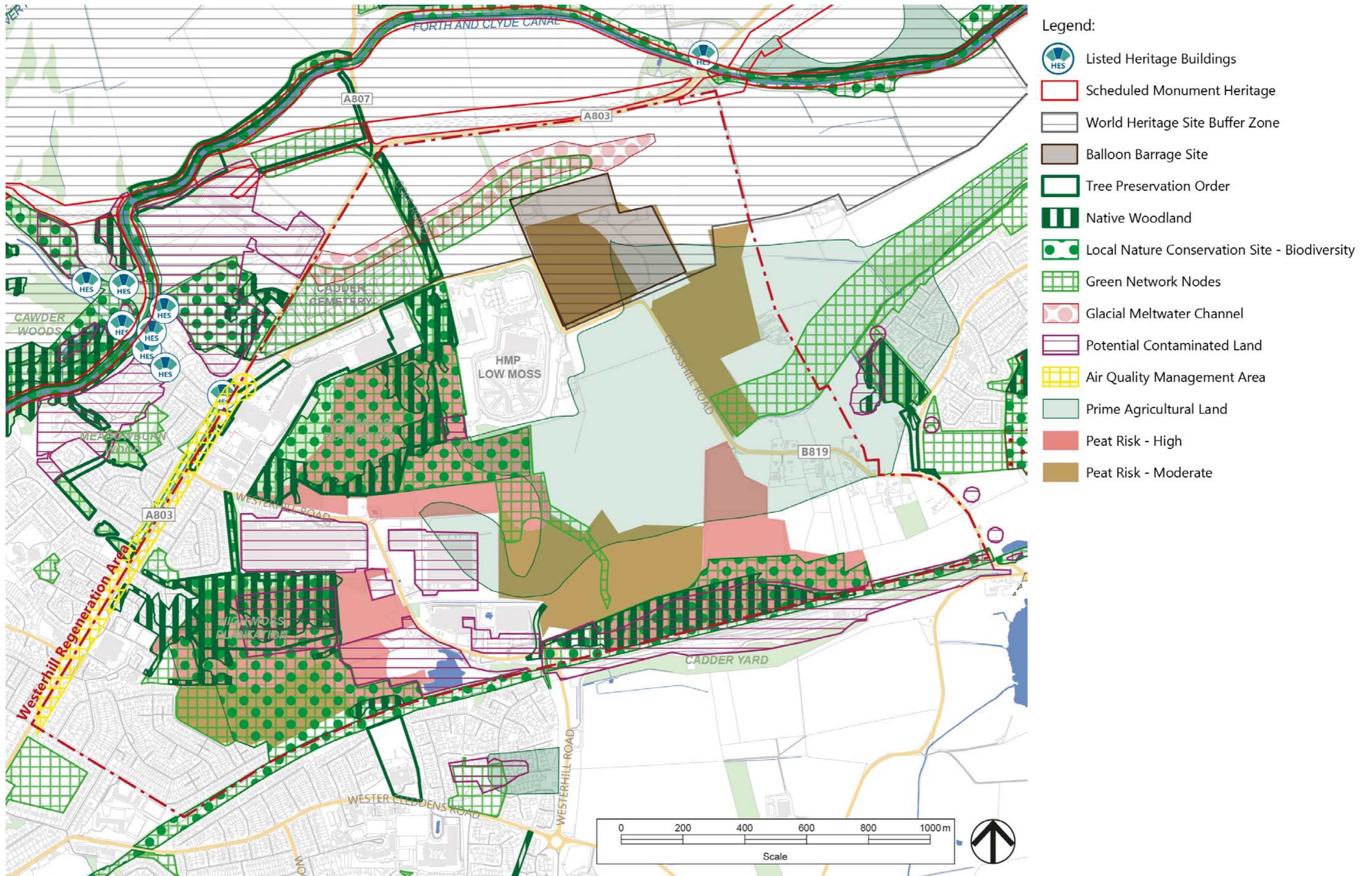


Figure 24. Environmental Constraint Plan

E.4 Utilities

E.4.1 Electricity

The Scottish Power Energy Network's asset plans for the area indicate the presence of several 11kV overhead cable routes running within the site boundary across areas of open farmland.

E.4.2 Gas

Scottish Gas asset plans for the area indicate the presence of Medium Pressure gas mains running with the highway corridors of Crosshill Road beyond the north-west corner of the site and Westerhill Road towards the south-west of the site. Low Pressure supply networks are also indicated throughout the site. The Fulcrum asset plans indicate an additional length of Medium Pressure gas main extending further along Crosshill Road to the north of the site boundary.

E.4.3 Potable Water

Scottish Water's potable water asset plans for the area indicate the presence of a significant 1400mm diameter trunk water main running through the site. In addition, there are several smaller water mains indicated supplying existing development within and adjacent to the site boundary.

E.4.4 Sewerage

Scottish Water's sewer asset plans for the area indicate the presence of existing foul and surface water sewer networks serving existing development within and adjacent to the site boundary.

E.4.5 Telecommunications

Asset plans received from both BT Openreach and Virgin Media indicate the presence of existing telecommunications cable networks serving existing development within and adjacent to the site boundary. These networks are predominantly within existing highway corridors including Westerhill Road and Crosshill Road.

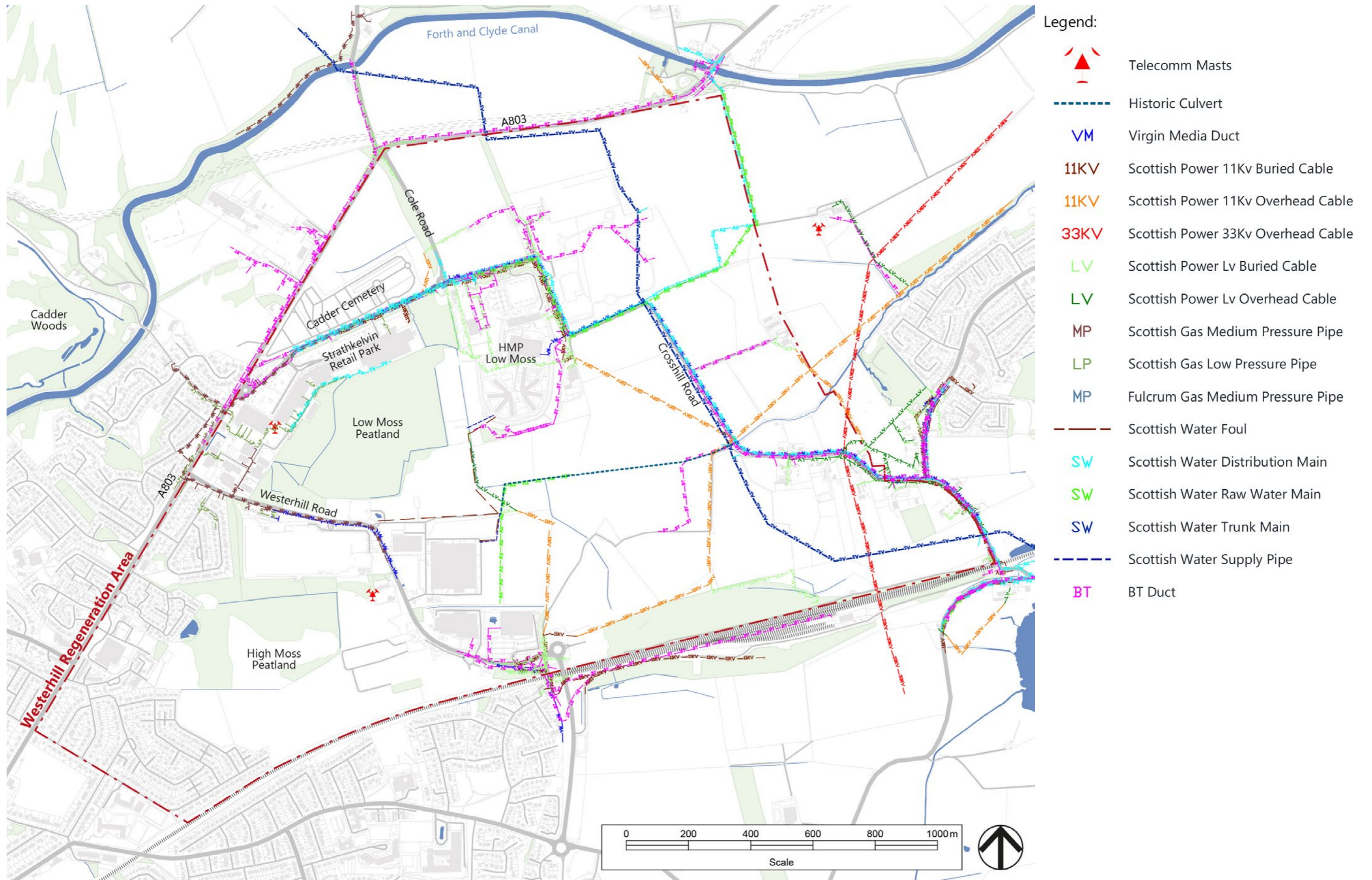


Figure 25. Utilities Constraint Plan

Appendix F. Landownership Plan

The adjacent plan provides an overview on the land ownership parcels in the site. The majority of the site is under private landownership.

EDC own only servitude land for roads and utilities.

Landowners:

- 1. HC Glasgow SARL
- 2. Westerhill Development Ltd
- 3. Eden River Propco 2 Limited
- 4. Westerhill SPV Limited - David Mouldsdaie
- 5. Harper Collins Publisher Ltd
- 6. Philip Charles Smith & Joyce Wilma Smith
- 7. Caledonian Properties Ltd
- 8. Commutaports Executive Pension Scheme
- 9. Scottish Ministers
- 10. HMP Low Moss
- 11. Secretary of State for Housing, Communities and Local Gov't
- 12. Lachlan Farries & Roseanne Farries
- 13. British Waterways Board

Leases:

- A. William Collins Sons and Company Ltd
- B. Aviva Central Services UK Limited
- C. Bishopbriggs Golf Range Limited
- D. Mitchells & Butlers Retail Limited

Servitude:

- E. East Dunbartonshire Council
- F. SP Distribution Limited
- G. James Cairney and Anne Marie Mclaughlin
- H. John Sydney Ford
- I. Colin Robert Mercer and Alison McPike
- J. Caledonian Properties Limited
- K. Network Rail Infrastructure Limited

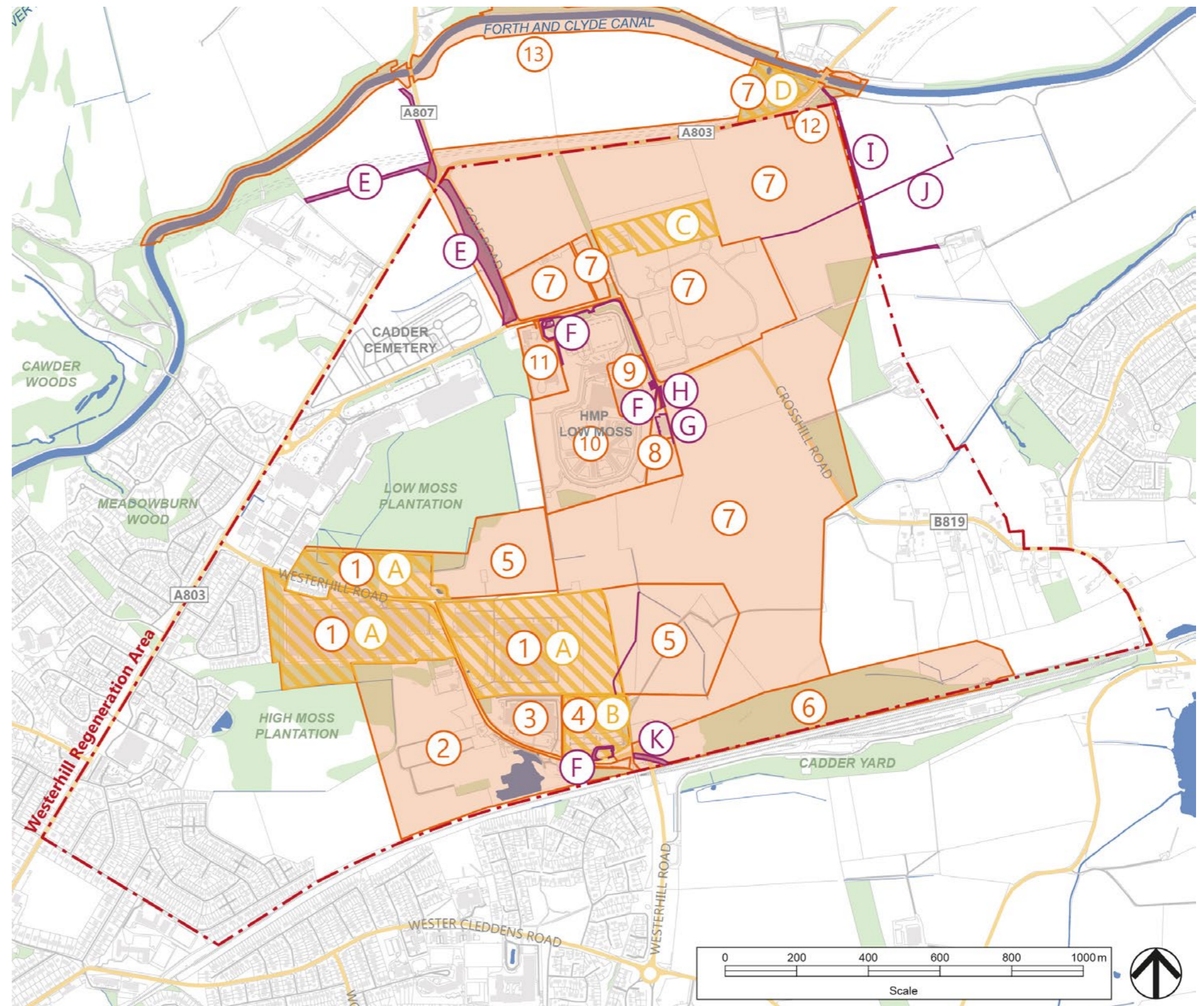


Figure 26. Landownership Plan



Legend:

- Framework Masterplan Parcel Boundary
- Land Ownership Boundary
- 1 HC Glasgow SARL
- 2 Westerhill Development Ltd
- 3 Eden River Propco 2 Limited
- 4 Westerhill SPV Limited - David Mouldsdales
- 5 Harper Collins Publisher Ltd
- 6 Philip Charles Smith & Joyce Wilma Smith
- 7 Caledonian Properties Ltd
- 8 Commutaports Executive Pension Scheme
- 9 Scottish Ministers
- 10 HMP Low Moss
- 11 Secretary of State for Housing, Communities and Local Government
- 12 Lachlan Farries & Roseanne Farries
- 13 British Waterways Board

Figure 27. Framework Masterplan Parcels with Land Ownership Plan

Appendix G. Opportunities Plan

Based on the baseline review, constraints plans and planning policies, a series of opportunities have been identified which are aligned to the project objectives and outline the core principles that have guided the development of the Regeneration Area Masterplan. The opportunities are summarised as follows:

1. Protection and Enhancement of High and Low Moss Plantations and high-quality peat soil areas.
2. Refurbishment of vacant buildings and improvements to the existing Westerhill Industrial Estate.
3. Connecting the existing landscape network and ecological features to create an accessible lung space for leisure and recreation for the Bishopbriggs and Auchinairn communities. Minimal impact within the setting of the Antonine Wall World Heritage Buffer Zone.
4. Potential activity-based open space on the former Barrage Balloon Site.
5. Improvements to the existing road network, such as Westerhill Road, Cole Road and Crosshill Road, to serve the proposals.
6. Potential for a mix of business, research and development, business incubator space, light industrial, warehousing and logistics.
7. Utilising the low points on the site and existing drains to create a surface water management system as an integral part of the site landscape and proposed open space.
8. Potential for creating a mobility hub on the site and improvements to existing bus services.
9. Enable an interconnected active travel network within the site with potential connections to the national cycle route and surrounding local cycleways.
10. An active travel route could potentially be explored as a defensible boundary to the east.



Figure 28. Opportunities Plan

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