



# **Local Development Plan 2 Monitoring Statement**

**October  
2019**

## **Appendix 7 - Site Assessments**



sustainable thriving achieving

**East Dunbartonshire Council**

[www.eastdunbarton.gov.uk](http://www.eastdunbarton.gov.uk)

Local Development Plan 2: Main Issues Report

Monitoring Statement Appendix 7: Site Assessments

SEA Environment Report Appendix B



## Contents

1. Introduction – Page 3
2. Sources of Sites – Page 4
  - a. Index of Sites
  - b. Location Plans of Sites
  - c. Urban Capacity Study
3. Sources of Information – Page 19
4. Site Assessment Objectives and Criteria – Page 20
  - a. Site Assessment Objectives and Criteria Table
5. Specialist Appraisal – Page 28
  - a. Biodiversity Appraisal
  - b. Open Space Appraisal
  - c. Flood Risk Appraisal
  - d. Environmental Health Appraisal
  - e. West of Scotland Archaeology Service
  - f. Green Belt Review
  - g. Community Facilities Assessment
  - h. Transport and Air Quality Appraisal
6. Individual Site Assessments – Page 255

## 1. Introduction

The site assessment process is part of the evidence base for the Local Development Plan 2 (LDP2) and provides a consistent framework for the evaluation of proposed development sites. The site assessments are part of the Strategic Environmental Assessment (SEA) process and assist in the identification of development proposal options within the Main Issues Report.

Circular 6/2013: Development Planning states that sites should be submitted early and not held back until later stages of plan preparation to ensure that the planning authority is able to properly assess the merits of the proposal. Sites submitted during the early engagement stage will be subject to SEA and public Main Issues Report consultation, thereby front-loading the planning system.

Owners/ developers/ agents and members of the public will be invited to provide comments on the site assessments, during the Main Issues Report consultation stage. The relevant site assessment will be updated to take account of any new factual information submitted. Similarly, where an additional site is suggested as part of the Main Issues Report consultation period a new site assessment will be carried out. The site assessments, updated to take Main Issues Report consultation into consideration, will be published as an appendix to the Monitoring Statement alongside the Proposed Plan.

The overall need or demand for housing development is considered in the Monitoring Statement and Main Issues Report, it is not therefore discussed in the site assessments.

This document includes information on the source of Sites, where information used in the site assessment has come from, the objectives and criteria used to assess the sites, specialist information produced to inform the site assessments and finally the site assessments themselves.



## 2. Sources of Sites

The sites contained within this Site Assessment are derived from the following sources:

- **Call for Sites** – During the Early Engagement (December 2018 – February 2019, more information can be found in the Report of Consultation) a Call for Sites was carried out. Following Government recommendations, the Call for Sites process allowed landowners, developers, individuals and communities to suggest sites for development.
- **Call for Sites - Council sites** – In addition, Council services were also asked to submit sites for development as required by their services responsibility.
- **Urban Capacity Study** – An independent Urban Capacity Study was commissioned by the Council to be carried out in order to survey land within East Dunbartonshire settlement boundaries in order to identify potential land for housing development. More information can be found in section 2c.
- **Local Development Plan** – A number of sites have been included in the site assessment process in order to determine whether they should be carried forward to Local Development Plan 2. These sites are being reassessed to ensure that SEA has been carried out on all sites should they be included within LDP2 and to ensure that sites included in LDP2 continue to be deliverable.

Section 2a lists all the sites considered and mapping is provided in section 2b.

a. [Index of Sites](#)

The following table shows the sites grouped by town/village, the source of the site and provides summary information on the use for the site and where housing the proposed number of houses on the site.

Town/ Village	Site Reference	Site Name	Call for Sites Source: Developer / Landowner, Community, Council	Use Suggested by Developer/ Landowner	For Housing Sites – Affordable Housing Units: (Developer proposal or Estimate)	For Housing Sites – Private Housing Units: (Developer proposal or Estimate)	For Housing Sites – Total Units Proposed (Developer proposal or Estimate)
<b>Bearsden</b>							
	S2 & S225	Langfaulds	Developer / Landowner	housing, sports facilities, open space	54	160	214
	S207	Boclair Farm	Developer / Landowner	housing	53	157	210
	S220	Edgehill Road	Developer / Landowner	housing	no units specified	no units specified	no units specified
	S228	Douglas Park Golf Club	Developer / Landowner	housing	no units specified	no units specified	no units specified
	S301	East of Stockiemuir Rd	Developer / Landowner	housing	12	38	50
	S305	Kessington Phase 2	Developer / Landowner	housing	30	90	120
	S310	Millichin Rd	Developer / Landowner	housing	168	504	672 Note: majority of site within Glasgow CC
	S311	190-196 Milngavie Rd	Developer / Landowner	housing	-	20-30	20-30
	S354	Langfaulds Cemetery	Council	cemetery	n/a	n/a	n/a
	S360	Nithsdale Crescent	Council	housing	27	0	27
<b>Milngavie</b>							
	S15 & S359	Douglaston Estate	Developer / Landowner	housing with open space and woodland improvements	13	39	52



	S16	Hunter Road	Developer / Landowner	housing	36	-	36
	S25	North of Old Mains Farm	Developer / Landowner	housing, business	33	100	133
	S49	Tambowie Farm	Developer / Landowner	Housing	40	120	160
	S186	Glassford House	Developer / Landowner	housing	5-10	15-30	20-40
	S223	Dougalston Ave	Developer / Landowner	housing	0	5-8	5-8
	S227	Halley's Garage, 111-115 Main Street	Developer / Landowner	housing	12	38	50
	S300	South Prestonfield	Developer / Landowner	housing	20	60	80
	S302	Chestnut Lane	Developer / Landowner	housing	13	180	200
	S313	Roselea Drive	Developer / Landowner	housing	TBC	TBC	TBC
	S317	Mugdock Road/ Drumclog Ave	Developer / Landowner	housing	-	1	1
	S336	Craigielea Crescent	Council	housing	18	-	18
	S350	Former Sewage Works - NE of Allander	Community Council	parking	n/a	n/a	n/a
<b>Bishopbriggs</b>							
	LDP 6.19 (part)	Meadowburn (West)	Developer / Landowner	housing	TBC	TBC	TBC
	S5	Wester Lumloch/ Westerhill Farm	Bishopbriggs	housing and open space	TBC	TBC	TBC
	S183	Thomas Muir Ave/ Calliburn Rd	Developer / Landowner	housing	23	76	99
	S203	Former Westerhill Rail Sidings	Developer / Landowner	business, rail halt, park and ride	n/a	n/a	n/a
	S224	Glenburn Gardens	Developer / Landowner	housing	4	-	4
	S303	S Westerhill Road	Developer / Landowner	housing	-	-	no units specified
	S304	Strathkelvin Retail Park, East	Developer / Landowner	housing	n/a	n/a	n/a
	S306	Former High School Site	Community Council	housing	TBC	TBC	TBC
	S312	Birkhill Ave	Developer / Landowner	housing	50	150	200
	S318	Stanley Drive	Council	housing	8	-	8
	S330	Duncryne Pl/Brackenbrae Rd	Council	housing	20	-	20

	S331	Lennox Crescent	Council	housing	20	-	20
	S332	Huntershill Rd/Crowhill Rd	Council	housing	28	-	28
	S333	Former School Site, Beech Road, Auchinairn	Council	housing	40	-	40
	S340	Bishopbriggs North – Site B	Developer / Landowner	housing	38	112	150
	S341	Bishopbriggs North – Site C	Developer / Landowner	Housing and cemetery	50	150	200
	S342 & S356	Bishopbriggs North – Site D	Developer / Landowner or Council	Other uses or cemetery	n/a	n/a	n/a
	S343	Crofthead Phase 2	Developer / Landowner	housing	38	112	150
	S362	North of Westerhill Road	Council	housing	TBC	TBC	TBC
	S363	East of Westerhill Road	Council	housing	TBC	TBC	TBC
<b>Kirkintilloch. Lenzie &amp; Waterside</b>							
Kirkintilloch	S7	Langmuir (South)	Developer / Landowner	housing	20	60	80
	S24	Kirkintilloch Gateway Site 1 Donald Mackinnon Avenue	Developer / Landowner	housing, hotel/ leisure, retail	95	-	95
	S57	Gartshore Estate	Housing, business, hotel, community facilities, open space	300	900	1200	3B, 3E, 3L, 2E, 2J
	S100	Kirkintilloch Gateway Site 2 - Woodilee Road	Developer / Landowner	housing and retail	TBC	TBC	TBC
	S111	Former Tom Johnston House	Council	housing	90	-	90
	S200	Gartconner	Developer / Landowner	housing	37	113	150
	S226	Whitegates	Developer / Landowner	housing	22	63	85
	S325	Langmuir Park	Council	housing	16	-	16
	S326	Merkland School, Langmuir Road	Council	housing	40	-	40
	S339	Saddler's Brae	Developer / Landowner	housing	50	150	200
	S346	Kirkintilloch Gateway Site 3 - Woodilee Road	Developer / Landowner	housing, care facility	TBC	TBC	TBC
	S347	Kirkintilloch Gateway Site 4 - 7 Woodilee Road	Developer / Landowner	housing	5-7	20-30	25-37
	S348	Wester Gartshore	Developer / Landowner	housing	100	300	400

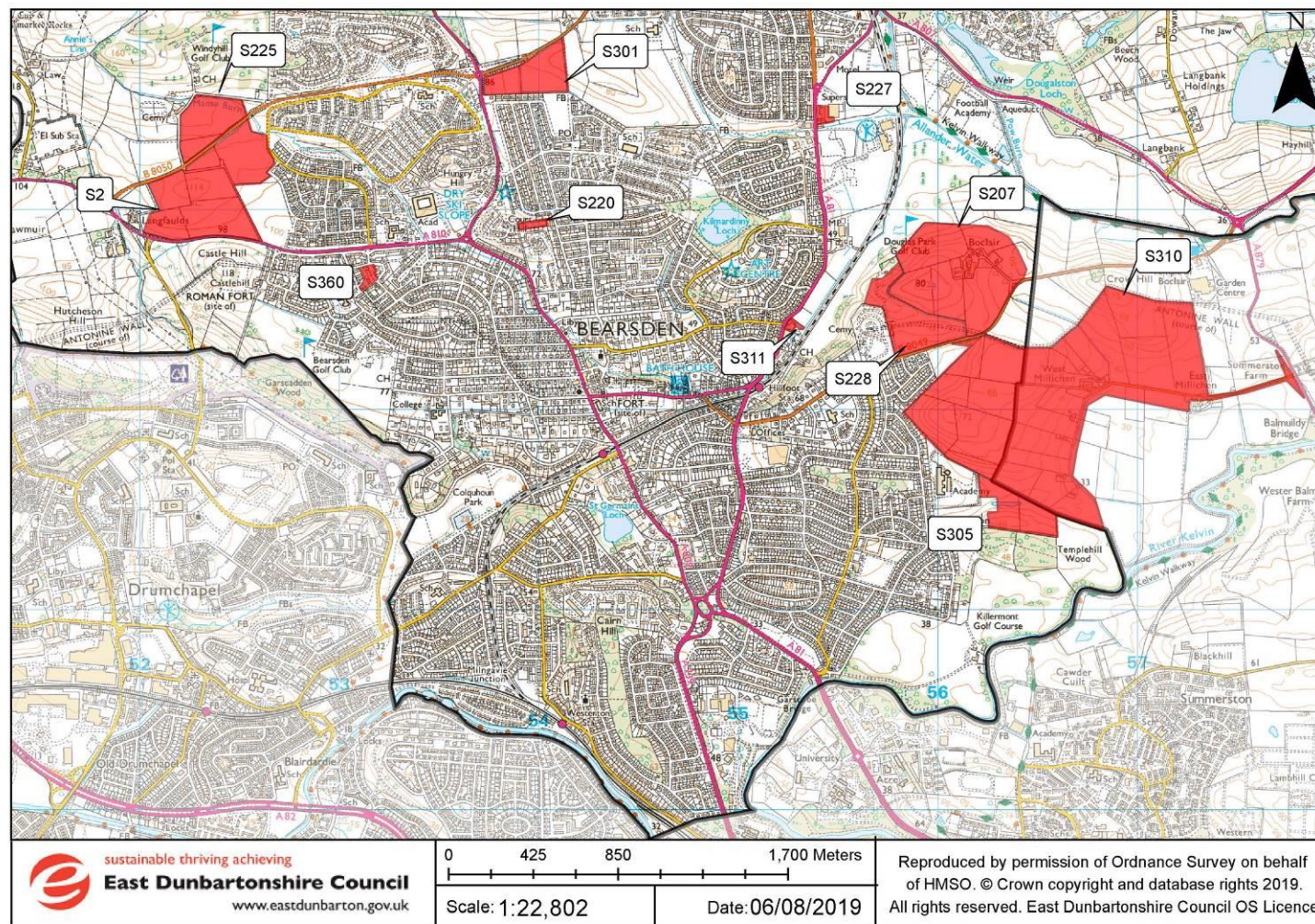


	S351	Friars Croft Oxcgangs	Council	housing	12	-	12
	S364	Parkview Avenue	Council	housing			
	S365	Langmuir Road	Council	housing			
Lenzie	LDP 6.46	Meadowburn Avenue	Developer / Landowner	housing	10	30	40
	S46	Boghead Road/ Crosshill Road	Developer / Landowner	housing, sports pitches and indoor sports facility	25	75	100
	S181	Blacklands Place	Developer / Landowner	housing	35	35	70
	S201	Crosshill Road	Developer / Landowner	housing	25	75	100
	S366	Former Campsie View School	Council	housing			
	S367	Former Lenzie Primary School	Council	housing			
Waterside	S208	Bankhead Rd	Developer / Landowner	housing	TBC	TBC	TBC
	S315	Waterside Bing	Developer / Landowner	business	n/a	n/a	n/a
	S345	Waterside Road / Gartshore Road	Developer / Landowner	housing and open space	TBC	TBC	80
	S353	Moss Road	Council	housing	12	-	12
<b>Lennoxtown, Milton of Campsie, Clachan of Campsie and Haughhead</b>							
Lennoxtown	LDP 6.56	Lennox Castle Hospital Phase 3 & 4	Developer / Landowner	housing	TBC	TBC	274
	LDP 6.57	Lennox Castle	Developer / Landowner	housing	TBC	TBC	33
	S314	Rowantree Place	Developer / Landowner	housing	25	75	100
	S321	St Machan's Way	Council	housing	2	-	2
	S351	Campsie Golf Club	Developer / Landowner	Club house	n/a	n/a	n/a
Milton of Campsie	S18	Redmoss Farm	Developer / Landowner	Housing, nature conservation improvements or nature conservation	300	-	300
	S205	West Birdston	Developer / Landowner	housing	13	40	53

	S322	Derrywood Road	Council	housing	40	-	40
<b>Torrance and Baldernock</b>							
Torrance	LDP 6.23	Kelvin View	Council	housing	25	-	25
	S204	East of Ferrymill Motors	Developer / Landowner	housing	TBC	TBC	TBC
	S222	S Campsie Rd	Developer / Landowner	housing	13	37	50
Baltimore	S23	Baltimore Road/ Paterson's Laun	Developer / Landowner	housing	TBC	TBC	TBC
	S221	East Baltimore	Developer / Landowner	housing	3	9	12
<b>Twechar</b>							
	LDP 6.41	Glen Shirva Road	Developer / Landowner	housing	TBC	TBC	29
	LDP 6.45	McDonald Crescent	Local Community	housing	TBC	TBC	92
Outwith Settlement - Near Cumbernauld	S27	Badenheath	Developer / Landowner	business, housing, other uses	Affordable Houses – 150 Age Exclusive / Retirement Living / Special needs – 25	25	200

b. [Location Plans of Sites](#) - The following maps show the location and boundary of the above sites, as submitted at the 'call-for-sites' stage.

## BEARSDEN





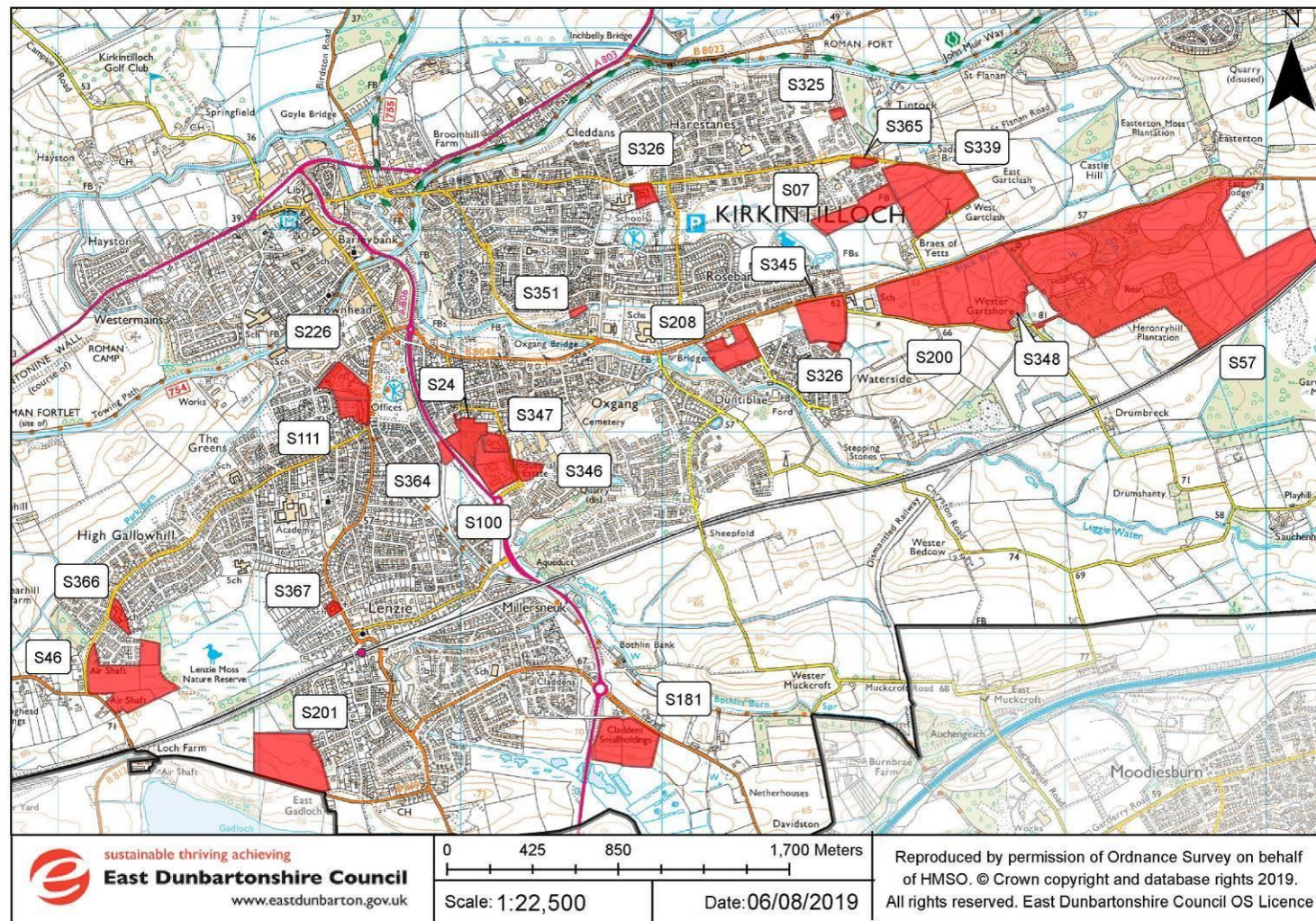
**East Dunbartonshire Council**  
sustainable thriving achieving  
www.eastdunbarton.gov.uk

Scale: 1:21,000  
Date: 06/08/2019

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database rights 2019. All rights reserved. East Dunbartonshire Council OS Licence

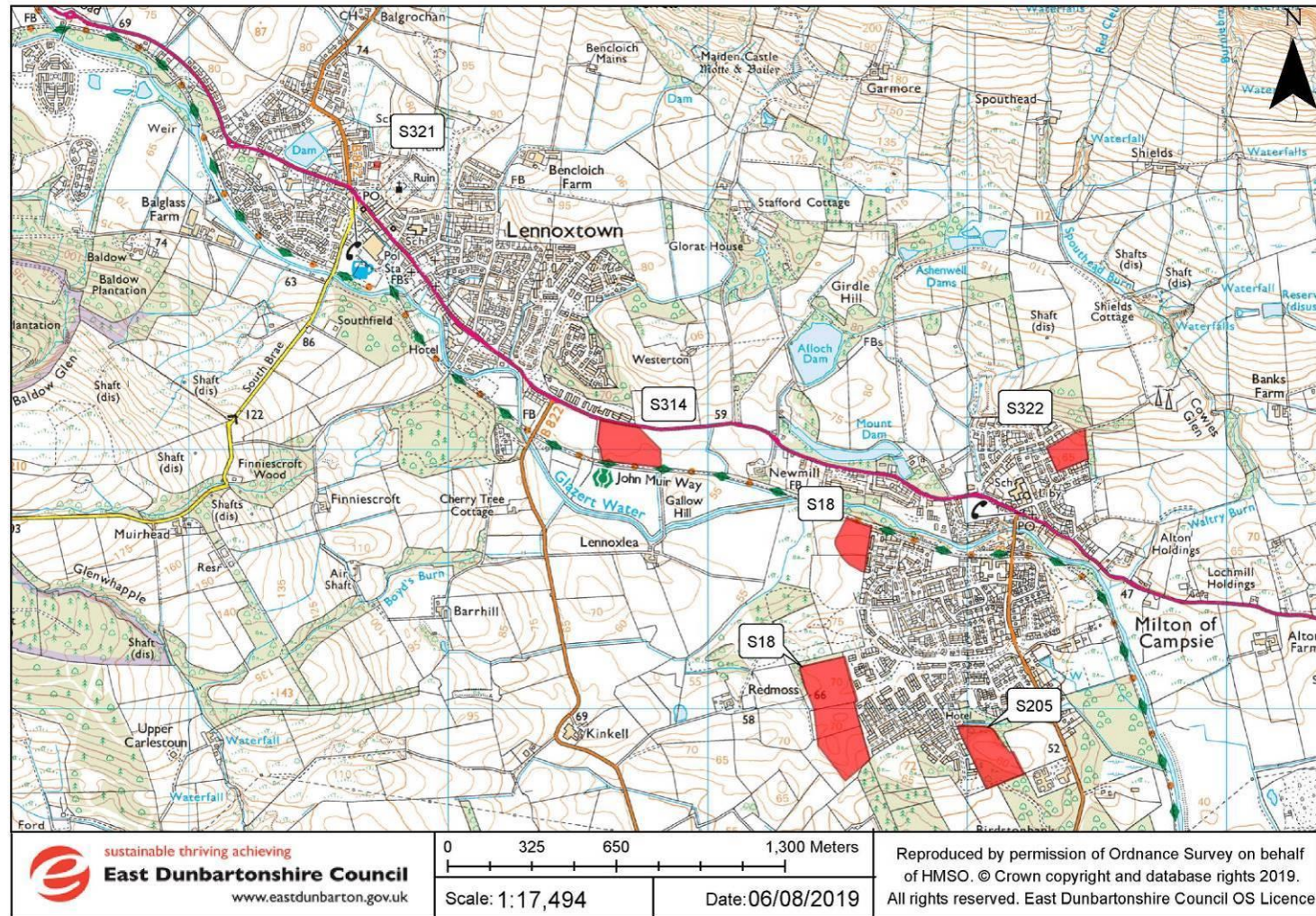


## KIRKINTILLOCH, LENZIE AND WATERSIDE



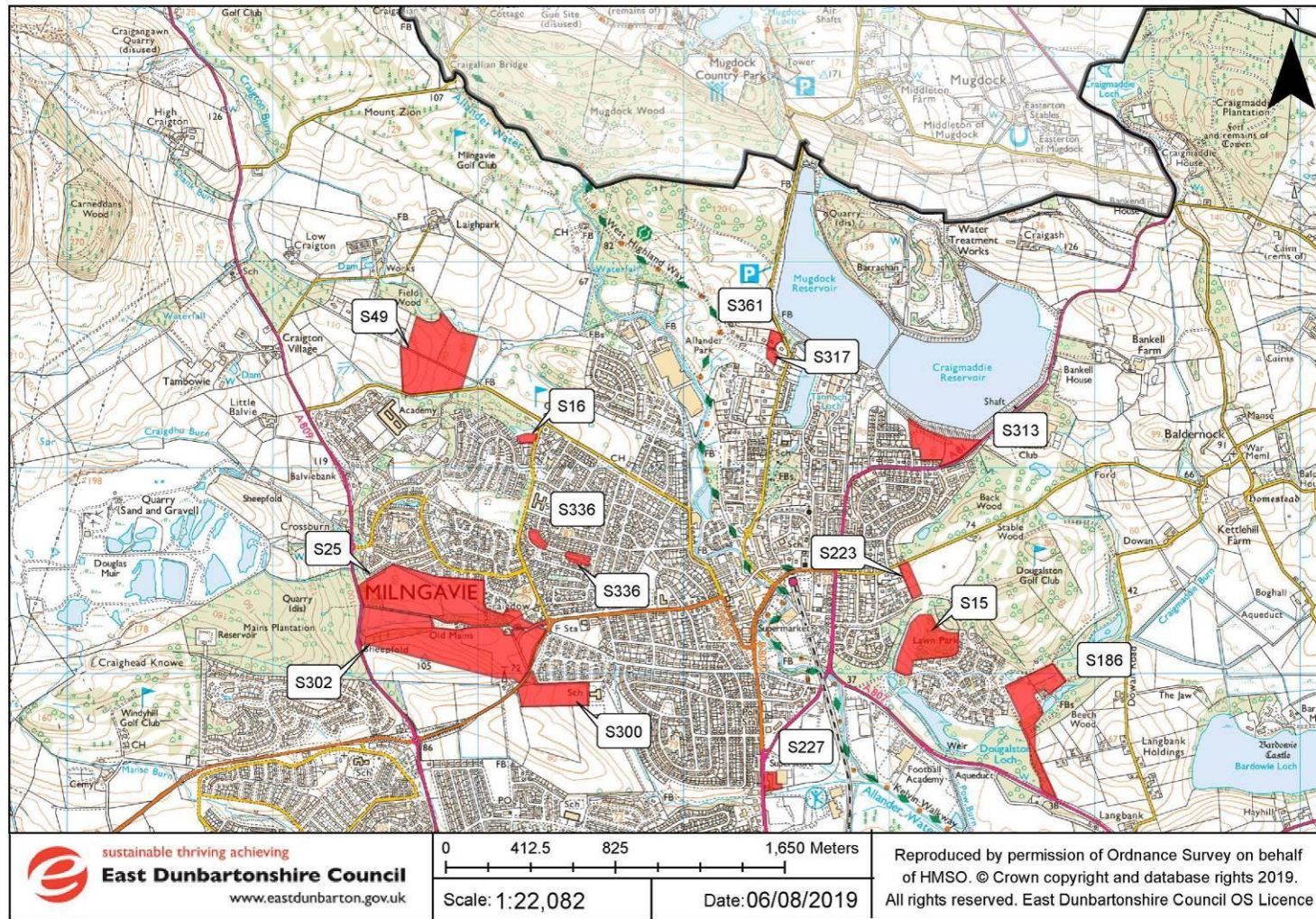


## LENNOXTOWN AND MILTON OF CAMPSIE



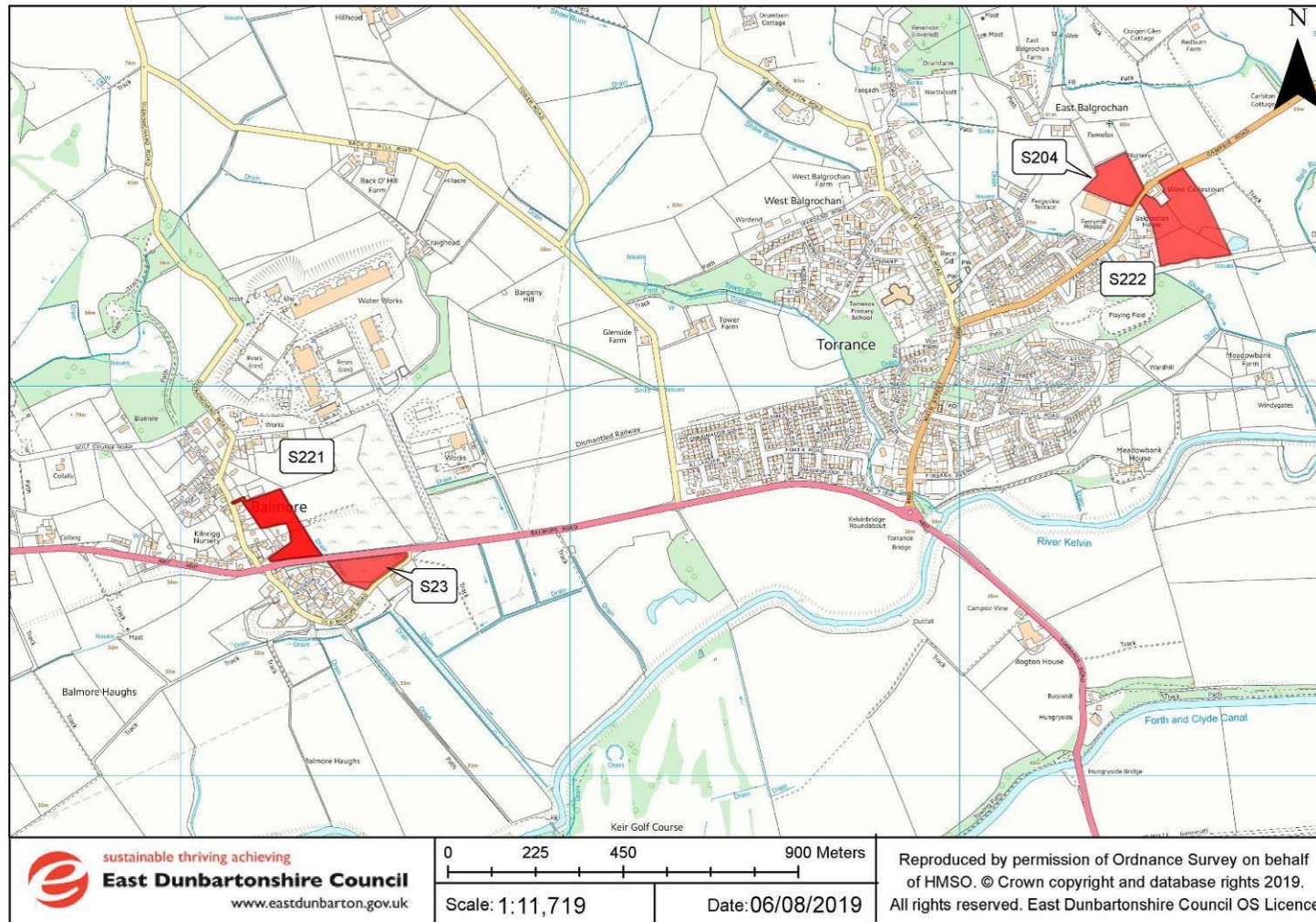


## MILNGAVIE



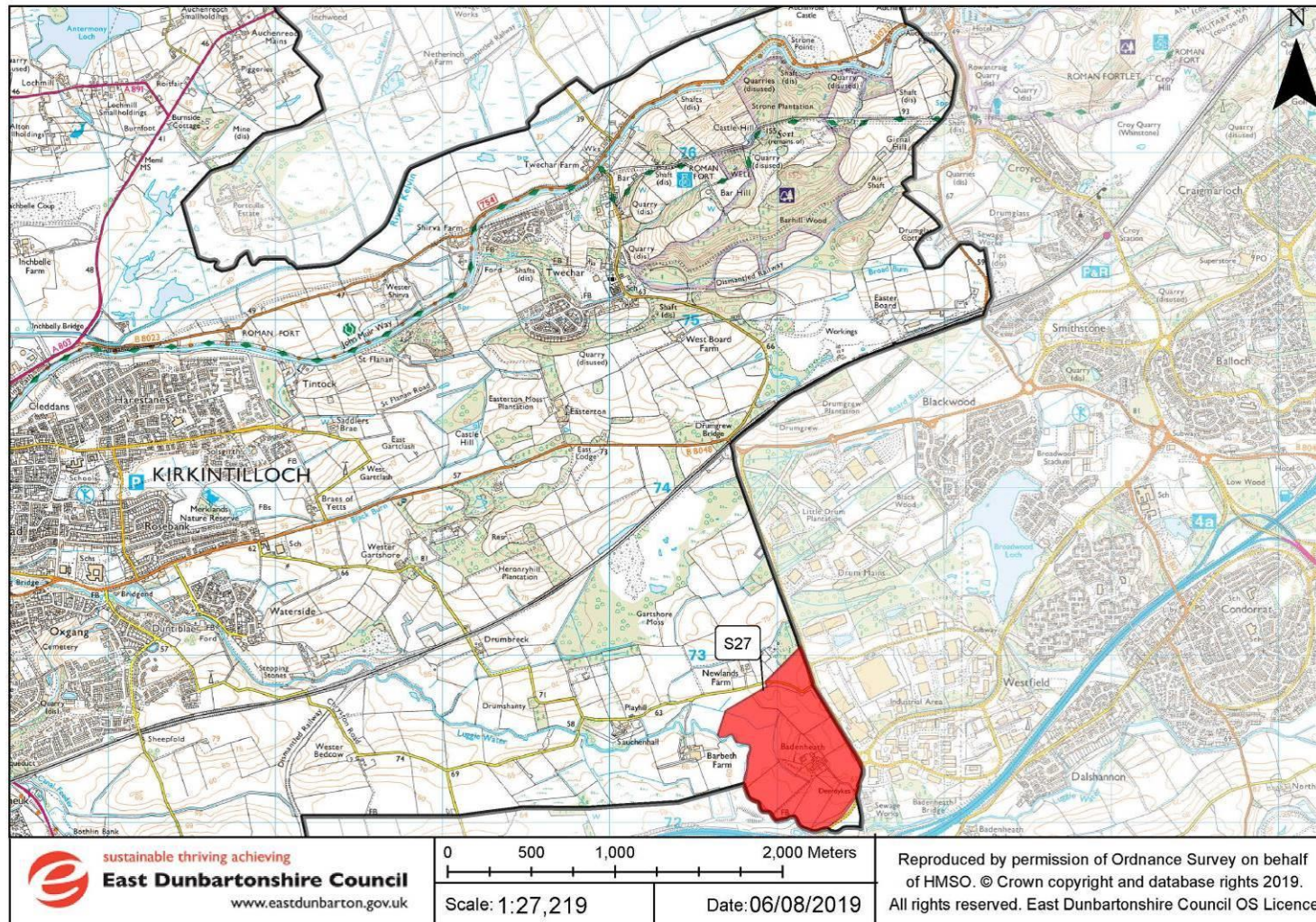


## TORRANCE AND BALDERNOCK





## TWECHAR



c. [Urban Capacity Study](#)

The following table provides a summary of sites that the Urban Capacity Study concluded may have potential for development.

Site suggested in UCS	Area	Ownership	Delivery/ Comments	Taken forward to Site Assessments?
Land north of Westerhill Road (UCS Ref 2a)	Bishopbriggs	Private	<ul style="list-style-type: none"> <li>Potential opportunity to be developed as part of wider Westerhill development</li> <li>Previous evidence of market interest</li> <li>Indicative capacity – High 42 Low 19</li> </ul>	Yes
Land east of Westerhill Road (UCS Ref 2b)	Bishopbriggs	Private	<ul style="list-style-type: none"> <li>Potential opportunity to be developed as part of wider Westerhill development</li> <li>Previous evidence of market interest</li> <li>Indicative capacity – High 230 Low 105</li> </ul>	Yes
Land between Initiative Road and Parkview Avenue (UCS Ref 4)	Kirkintilloch	EDC	<ul style="list-style-type: none"> <li>Site appears to avoid nearby open space</li> <li>Contains noise bund, remaining land very small, unlikely to be of interest to private developer</li> <li>Indicative capacity – 12 units</li> </ul>	Yes
Langmuir Road (UCS Ref 27)	Kirkintilloch	EDC	<ul style="list-style-type: none"> <li>Potential interest from Housing Service subject to further investigation</li> <li>Indicative capacity - 18</li> </ul>	Yes
Land near Campsie Parish Church (UCS Ref 6)	Lennoxtown	EDC	<ul style="list-style-type: none"> <li>Majority of site in flood risk area</li> <li>Back-land development</li> <li>Site previously considered undeliverable by Housing Service</li> <li>0.34ha</li> <li>Indicative capacity - 9</li> </ul>	No
Lennox Castle (UCS Ref 14)	Lennoxtown	Private	<ul style="list-style-type: none"> <li>Site currently allocated in Local Development Plan (See Lennoxtown etc. Community Section)</li> <li>Little developer interest</li> </ul>	No

			<ul style="list-style-type: none"> <li>• Heavily constrained Category A Listed Building</li> <li>• 0.47ha</li> <li>• Indicative capacity – 33</li> </ul>	
Lindsaybeg Road (UCS Ref 26)	Lenzie	Private (Unknown)	<ul style="list-style-type: none"> <li>• Land currently designated as Green belt</li> <li>• Eastern part of site (alongside Initiative Road) unsuitable for development due to topography, plot size and proximity to major road</li> <li>• Northern part of site (along Lindsaybeg Rd) would require removal of noise bund to achieve large enough developable area.</li> <li>• Indicative capacity – High 15 Low 12</li> </ul>	No
Drumclog Avenue (UCS Ref 3)	Milngavie	Private-Summerwood Developments Ltd	<ul style="list-style-type: none"> <li>• Planning application TP/ED/19/0023 refused on density and impact of the building size on surrounding area (April 2019)</li> <li>• Demonstrable developer interest subject to viability of reduced capacity</li> <li>• Indicative capacity – High 18 Low 8</li> </ul>	Yes

### 3. Sources of Information

Each site assessment includes:

- Site name and reference number, community area, existing and proposed land use
- Who submitted it and ownership information
- Mapping, aerial and site photos
- Land use considerations, opportunities and other information (from GIS)
- Other site specific factual information provided by the developer, key agencies and public
- Site assessment summary of key findings, including any potential improvements or adverse effects from development.
- SEA assessment considers potential positive or negative effects of development on the site. It also identifies potential mitigation measures necessary to allow the site to come forward, offset potential adverse environmental effects and/or where no significant adverse effects identified include environmental enhancements.
- Potential mitigation measures or suggested alterations for the site

Information for each site assessment has been gathered from a wide range of sources including:

- Adopted Local Development Plan (LDP) 2017 and Planning/ Supplementary Guidance mapping of policy safeguarded areas, environmental constraints and designations, GIS data
- Site specific environmental and other relevant information, including GIS data
- Other local data sets, for example those provided by key agencies.
- Consultation with other Council services and key agencies (including SEPA, SNH, Historic Environment Scotland, Scottish Water, Sportscotland, SPT)
- The previous LDP process – information from any previous site assessment work has been reviewed and updated.
- LDP2 early engagement – particularly the ‘call for sites’ exercise - sites suggested and information provided in the call for sites form (see section 2).
- Where a site capacity has not been suggested by the developer an estimate has been calculated by multiplying the developable site area with a density of 25 units per hectare, which is an average density for new developments in suburban East Dunbartonshire. This density will be refined at planning application stage when detailed information, such as site considerations and layouts, are available.
- Officer site visits
- Specialist appraisal – additional work has been carried out by specialist Council officers and an external consultant (see section 5).
- Additional site specific information provided by members of the public, during LDP early engagement.

The site assessments will be updated with any further key factual information submitted during the public consultation on the Main Issues Report.



## 4. Site Assessment Objectives and Criteria

The site assessments have been carried out in line with a set of objectives and criteria identified in section 4a. Site Assessment Objectives and Criteria Table.

This approach combines and updates the site assessment methods used in LDP process, including Proposed Plan - Environmental Report, 2015 (Appendix F) and Evidence Report 3 Site Assessment.

These objectives and criteria are derived from:

- Strategic Development Plan 2 (SDP) 2017 sets out an overall Vision and Spatial Development Strategy for the wider Glasgow city region, including East Dunbartonshire. This is based on a 'compact city region' approach with five key elements: strategic centres; regeneration; low carbon infrastructure; a re-balanced economy and placemaking. The SDP includes an 'Assessment of Development Proposals' tool (Diagram 10). This provides a framework for the assessment of applications deemed to be 'strategic' in scale. Schedule 14 of the SDP identifies which scale of proposals are considered strategic. The site assessment includes an objective that strategic development is in line with the spatial development strategy.
- Strategic Environmental Assessment (SEA) factors and Scottish Planning Policy, particularly its principal policies on sustainability and placemaking. These include: population and human health, cultural heritage, biodiversity, accessibility and air quality, water environment, material assets. Other Scottish Planning Policy objectives and criteria have also been included on site deliverability and ones relevant to different types of development: inclusive housing, sustainable economic growth or town centres.

The site assessment objectives, criteria and associated notes are set out in the table in section 4a. For each site assessment in section 6 these objectives and criteria has been considered. Much of the criteria is captured by the mapping provided in each site assessment and where required written information is provided. The site assessments are focused on identifying significant issues and mitigation. It should be noted that detailed siting, layout and design will depend on more site specific information provided at planning application stage, this information is therefore not provided in the site assessment. The objectives and criteria are a guide and are not comprehensive. The objectives which are not relevant to the site will not be addressed, for example if there is no impact on the historic environment it will not be referred to. Each site will be assessed on a case by case basis and only the objectives which are relevant to the specific site will be addressed in the summary, which only highlights key issues.

a. Site Assessment Objectives and Criteria Table

Factor - (Environmental & Land Use)(Annex 1)	Objectives  <i>Note – This includes SEA Objectives (SEA1 etc) &amp; Additional Planning Policy Objectives (P1 etc)</i>	Site Assessment Criteria - Will the Proposal:	Notes
Strategic Scale Development	P9 The proposal is in line with the Clydeplan, Glasgow & Clyde Valley Strategic Development Plan (SDP) Spatial Development Strategy, and supports its role and function.	<ul style="list-style-type: none"> <li>Is the proposal in line with the Strategic Development Plan (SDP) Spatial Development Strategy, and supports its role and function?</li> <li>Is the proposal in line with the SDP Vision – resilient, compact, city region?</li> </ul>	<ul style="list-style-type: none"> <li>SDP Schedule 10 sets out strategic scales of development. For housing this includes green field housing of ten or more units outwith housing allocations identified in the current LDP.</li> <li>Diagram 10 –development criteria in diagram 10, box 1 identifies when a proposal is a departure from the Strategic Development Plan.</li> </ul>
Population, Human Health	<p>SEA1. To improve human health and community wellbeing.</p> <p>P1 Development should be located where there is access to open space and community facilities to support healthy lifestyles.</p>	<ul style="list-style-type: none"> <li>Encourage employment opportunities within town centres or to areas in need of physical and social regeneration or create inward investment to the Council area?</li> <li>Through new development impact on noise or light pollution in existing settlements?</li> <li>Encroach upon areas of public open space or recreational provision, in particular green network access routes and core path network, or impact on their functions?</li> <li>Ensure adequate provision of open space, active travel routes and the green network?</li> <li>Be inappropriate as it will include housing or other sensitive receptors in the vicinity of SEPA regulated sites (for emissions to air, noise and odour)?</li> <li>Impact on existing sensitive receptors due to air, noise</li> </ul>	<ul style="list-style-type: none"> <li>Area of increase in new open space or decrease in open space provision on site. Is community food growing proposed?</li> <li>Is the development within 400m of usable / multifunctional open space, green network in particular core path or strategic access route?</li> <li>Is the development within 400m of a bus stop with frequent bus service?</li> <li>Will the development connect to / enhance links to active travel routes and green network access routes within 400m?</li> <li>Will the development be designed to cater for people with protected characteristics, in particular older and/or disabled people?</li> <li>Is the proposal for business, industry,</li> </ul>

		and/or odour emissions? (Including those proposals which require regulation by SEPA).	storage, commercial or retail uses? <ul style="list-style-type: none"> <li>• Is there potential for a noise and/or odour problem?</li> </ul>
<b>Cultural Heritage</b>	<p>SEA2. To protect, conserve, and where appropriate enhance the historic environment</p> <p>P2 Development create places with a distinct character and identity</p>	<ul style="list-style-type: none"> <li>• Impact on the Frontiers of the Roman Empire (Antonine Wall) World Heritage Site and/or its setting (buffer zone)?</li> <li>• Have a physical (direct) impact on any designated built heritage areas, including listed buildings or Scheduled Monuments Conservation Areas, gardens &amp; designed landscapes or archaeological sites and/or their setting (indirect)?</li> <li>• Have a physical effect on a non-designated area of local built environment interest and/or its setting, including significant archaeological sites and townscape protection areas?</li> </ul>	<ul style="list-style-type: none"> <li>• Does development include a building on Buildings at Risk Register for Scotland?</li> <li>• Is the development on or adjacent to the Forth &amp; Clyde Canal Scheduled Monument?</li> </ul>
<b>Biodiversity Flora and Fauna</b>	<p>SEA3. To protect, enhance, create and where necessary restore biodiversity and encourage habitat connectivity.</p> <p>P3 Development create places with a distinct character and identity and supports healthy lifestyles.</p>	<ul style="list-style-type: none"> <li>• Directly or indirectly impact on important functions or special interest of a designated sites of importance?</li> <li>• Affect the connectivity of habitats, including the green network?</li> <li>• Be in close proximity to a green network strategic asset, hub or habitat link or identified as a green network opportunity for habitat enhancement?</li> <li>• Impact on or result in the removal of priority biodiversity habitats, including semi natural woodland?</li> </ul>	<ul style="list-style-type: none"> <li>• A summary of survey findings on habitat types and notable species on Local Nature Conservation Sites (LNCS) and map of semi natural woodland are provided in the Natural Environment Planning Guidance</li> <li>• Net negative or positive effects identified in relation to protected designated sites (National, Regional and Local), as a result of development?</li> <li>• Likelihood of the presence of Protected Species on the site, for resting or breeding?</li> <li>• Any changes to the biodiversity quality and/or connectivity of the green network in East Dunbartonshire as a result of development? Green network includes the blue network of the water environment, in particular watercourses.</li> </ul>

<b>Soil &amp; Geology</b>	<p>SEA4. To maintain or improve soil quality, prevent any further degradation of soils and conserve recognised geodiversity assets.</p> <p>P4 Locate new development to regenerate and re-use previously developed, or brownfield, land.</p> <p>P5 Protect mineral resources from sterilisation</p>	<ul style="list-style-type: none"> <li>• Be located on sensitive soils, including good quality agricultural land, peatland and carbon-rich soils?</li> <li>• Provide the opportunity to remediate or enhance existing areas of potentially contaminated land, including through capping or remedial work?</li> <li>• Are there any ground conditions/ instability/ topography that could impact on or limit development?</li> <li>• Does the proposal comprise the redevelopment of brownfield, vacant and/or derelict land or greenfield land?</li> <li>• Is the proposal an infill development within the urban area?</li> <li>• Affect rocks or deposits of geodiversity interest, including Regionally Important Geological and Geomorphological Sites and Local Nature Conservation Sites for Geodiversity)?</li> <li>• Protect surface coal resources from sterilisation</li> </ul>	<ul style="list-style-type: none"> <li>• Maps of sensitive soils and information on the geological value of LNCS – Geodiversity are provided in the Natural Environment Planning Guidance</li> <li>• Any information on quality and depth of peatland / carbon-rich soils?</li> </ul>
<b>Landscape</b>	<p>SEA5. To protect and enhance the landscape character, local distinctiveness and promote access to the wider environment.</p> <p>P5 To protect and enhance the landscape setting of settlements.</p>	<ul style="list-style-type: none"> <li>• Have a potential impact on the landscape character, local distinctiveness, setting of settlements or significant views of the area?</li> <li>• Be located within existing green belt land?</li> <li>• Green belt defensibility, as defined by the Green Belt Boundary Review – low, medium or high?</li> <li>• Could the green belt boundary be strengthened by development?</li> <li>• Impact on the greenbelt functions?</li> <li>• Landscape capacity for development – low, medium or high?</li> <li>• Potential impact on special qualities of Local Landscape Areas?</li> <li>• Impact on or loss of woodland, hedgerow, mature</li> </ul>	<ul style="list-style-type: none"> <li>• Maps of the Landscape Character Areas and revised Local Landscape Areas, along with further information on characteristics or special qualities are set out in the Green Infrastructure/ Green Network Supplementary Guidance.</li> <li>• Green Belt Review identifies the functions of different parts of the green belt and boundary defensibility.</li> </ul>

		trees or other landscape features on site?	
<b>Water Quality</b>	<b>SEA6. To prevent deterioration and where possible enhance the water environment</b>	<ul style="list-style-type: none"> <li>• Be located on/ draining to water bodies/ water courses or other water environment that development could potentially lead to their degradation?</li> <li>• Increase pressure on or improve the ecological status of the water environment (including groundwater)?</li> </ul>	<ul style="list-style-type: none"> <li>• Scotland's Environment website includes information on the ecological status classification of water bodies within East Dunbartonshire and potential measures to address constraints and opportunities.</li> <li>• Any proposals for deculverting/ riverbank improvements/ SuDS?</li> </ul>
<b>Sustainable Transport and Air Quality</b>	<b>SEA7. To prevent deterioration and where possible enhance air quality</b>  <b>P6 Development is located where it reduces the need to travel.</b>  <b>P7 Development has a choice of sustainable transport modes.</b>	<ul style="list-style-type: none"> <li>• Significantly increase the need to travel?</li> <li>• Which settlement is the site within or adjacent to and does it have a town centre, a commercial centre, a local centre and/or a village centre?</li> <li>• Be located in close proximity to the existing public transport network, active travel network or safely accessible by walking and cycling?</li> <li>• Contribute to National Air Quality Standards being exceeded? If so, this is likely to have an impact on existing Air Quality Management Areas and the air quality of adjoining areas?</li> </ul>	<ul style="list-style-type: none"> <li>• Air Quality Planning Guidance provides further information.</li> <li>• Site within 400m of bus stop with a frequent service or rail station for public transport?</li> <li>• Site within 400m walking distance of village/ town or commercial centre? Routes created as part of development?</li> <li>• Does the site provide for direct access to the active travel and core path network?</li> </ul>
<b>Climatic Factors</b>	<b>SEA8. To contribute towards the reduction of Scottish greenhouse gas outputs in line with government targets.</b>  <b>SEA9. To reduce overall flood risk by ensuring new development is not at flood risk and it doesn't add to the risk elsewhere. For areas already at flood risk secure management measures.</b>  <b>P8 Development reduces energy consumption, makes use of opportunities for decentralised and local renewable or</b>	<ul style="list-style-type: none"> <li>• Be safely accessible by a range of transport modes, including walking, cycling &amp; public transport, or increase the demand for car-based travel?</li> <li>• Have the potential to integrate renewable energy technologies and enhance energy efficiency? (For example, Located on a flat site or a slope with a south or south westerly aspect, thereby maximising the potential for passive solar gain.)</li> <li>• Proposal for renewable energy or local combined heat and power.</li> <li>• Ability for development to connect to heat network/ source or incorporate Low to Zero Carbon technologies</li> </ul>	<ul style="list-style-type: none"> <li>• Does development have an adverse impact on any area of woodland, peat or carbon-rich soil areas?</li> <li>• The extent of any peatland or woodland improved?</li> <li>• SEPA flood map provides information.</li> </ul>

	low carbon sources of heat and power and/or produces energy and heat from renewable resources.	<ul style="list-style-type: none"> <li>• Location within or impact on an area of surface water flood risk or river flood risk?</li> <li>• Issues such as pluvial drainage?</li> <li>• Seek to protect, create or enhance natural resources for flood alleviation and carbon capture, i.e. impact/removal of mature trees, peatland or carbon rich soils</li> </ul>	
<b>Material Assets</b>	<p>SEA10. To promote the sustainable use of community assets, natural resources and material assets.</p> <p>P9 Development makes effective use of existing infrastructure and service capacity.</p>	<ul style="list-style-type: none"> <li>• Require significant new or improved infrastructure or utilise existing infrastructure, including drainage, paths and road networks? Identify vehicular access point.</li> <li>• Affect the capacity of water works and waste water treatment works?</li> <li>• Be accommodated by school capacity?</li> <li>• Reuse existing buildings and/or avoid the need for building demolition and significant waste arising from development / redevelopment?</li> <li>• Protection, enhancement and creation of a multifunctional green network. This includes where the site would affect access to public open space, recreational provision including food growing or core path network/right of way/ active travel network?</li> <li>• Impact on environmental infrastructure, including flood defences?</li> <li>• Be located within the buffer zone of the central Scotland gas pipeline? (see LDP)</li> <li>• Be consistent with an existing or proposed waste management site or will it be incompatible with or impact upon it?</li> <li>• Impact on an Airport and Health and Safety Consultation Area?</li> <li>• Is the proposal for a waste management facility?</li> </ul>	<ul style="list-style-type: none"> <li>• Urban capacity study will provide further information on buildings and areas with potential for regeneration.</li> <li>• Place Plan for Lennoxton and Twechar Masterplan provides information on land/buildings for regeneration</li> <li>• Does the development propose reuse of any buildings or vacant or derelict land?</li> <li>• Developer Contributions Supplementary Guidance provides information on school capacity</li> </ul>
<b>Creating Inclusive</b>	P10 The development should provide a	<ul style="list-style-type: none"> <li>• The location of housing development should consider</li> </ul>	Site Capacity - This was identified in the



<b>and Sustainable Communities</b>	<p>range of housing types to provide choice within the housing market area and meet housing needs.</p>	<p>the design, quality and density of development that can be achieved and individual and cumulative impacts of development. The density of new development is related to the character of the place and its relative accessibility, with higher densities appropriate at central and accessible locations.</p> <ul style="list-style-type: none"> <li>• Potential Site Capacity and/or developable area (ha) suggested by the developer.</li> <li>• If no site capacity is provided estimate this by multiplying the site area by 25 units to the hectare.</li> <li>• Is the proportion of affordable housing proposed for the site 25% or greater?</li> <li>• Any details provided by the developer on the range of tenures that could be accommodated, including unsubsidised affordable housing – list these.</li> <li>• Information on house types</li> </ul>	<p>Council's Planning Guidance Note on Residential Layout and Redevelopment. It advised that in East Dunbartonshire housing development in accessible urban locations will be expected to be of relatively high density, in the range of 25-30 dwellings/hectare; and, housing development in less accessible suburban locations will be expected to have a lower density, in the range of 17-25. This estimated capacity is subject to further detailed siting and design.</p>
<b>Supporting sustainable economic development</b>	<p><b>P11</b> Development provides new employment opportunities, enhances local competitiveness and promotes the integration of employment generation opportunities with infrastructure.</p> <p><b>P12</b> Provide a range and choice of marketable sites and locations for business.</p>	<ul style="list-style-type: none"> <li>• Floor space (square metres) of employment use proposed.</li> <li>• Is it a non business proposal on existing business area, in Local Development Plan 2, that will result in the loss of business land?</li> <li>• An existing employment premises or site that has been identified as surplus to requirements for business, in the business land review.</li> <li>• Development is well integrated and compatible with neighbouring land uses.</li> </ul>	<ul style="list-style-type: none"> <li>• If it is an existing business or employment site identify what contribution the proposal site makes to the range and choice of business sites, see business land review.</li> <li>• It is noted that construction jobs created during development are temporary.</li> <li>• Marketable land should meet business requirements, be serviceable within 5 years, accessible and have secure planning status.</li> </ul>
<b>Supporting Town or Village Centres</b>	<p><b>P13</b> Retail or high footfall development supports the role and function of town centres in the network of centres and addresses any gaps or deficiencies in provision.</p>	<ul style="list-style-type: none"> <li>• Floor space (square metres) of retail use proposed.</li> <li>• Support the roles and functions of the town or village centres.</li> <li>• Respect the scale of the town or village centre.</li> <li>• Development is well integrated and compatible with</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to Kirkintilloch Town Centre Masterplan, Town Centre Strategies for Bearsden, Milngavie and Bishopbriggs.</li> </ul>

		neighbouring land uses.	
<b>Deliverable Development</b>	<b>P14 Site is effective or capable of being effective, if a housing proposal to meet the housing land requirement.</b>	<ul style="list-style-type: none"> <li>• Available – if it has been submitted by a landowner, agent or developer.</li> <li>• Deliverable – Free from Constraints to development? Water and sewerage capacity is not a factor at this stage as Scottish Water undertakes to service all sites which are included in approved Development Plans.</li> <li>• Has site been marketed for its existing use, and if so for how long?</li> <li>• Ownership &amp; any developer interest</li> <li>• Estimated timescale for delivery – programming. Phasing (units per year)</li> </ul>	<ul style="list-style-type: none"> <li>• Effective sites within five years of the audit are free from the constraints to development defined in PAN 2/2010 Affordable Housing and Housing Land Audits. They include: ownership, physical (flood risk/ vehicular access/ ground stability, contamination, deficit funding, marketability, infrastructure, land use (identified as a preferred use in planning terms).</li> <li>• Does proximity to/ ability to connect to utilities (electricity, gas, telephone, water. sewage) constrain development.</li> <li>• Any developer information on marketing and/or estimate of programming?</li> </ul>

## 5. Specialist Appraisal

Specialist appraisal work has been carried out by a range of Council officers and an external consultant. This has provided additional information to allow the objectives and criteria set out in section 4 to be considered. The appraisals are as follows:

- a. Biodiversity Appraisal
- b. Open Space Appraisal
- c. Flood Risk Appraisal
- d. Environmental Health Appraisal
- e. West of Scotland Archaeology Service
- f. Green Belt Review
- g. Community Facilities Assessment
- h. Transport and Air Quality Appraisal

a. [Biodiversity Appraisal](#)

In order to provide specialist information relating to the Biodiversity Flora and Fauna factor in section 4a. Site Assessment Objectives and Criteria Table, the Council's biodiversity specialist has provided the following information on each site:

Site Ref.	Site Name	Biodiversity Officer comments
Bearsden		
S2 & S225	Langfaulds	Largely improved grassland but with a good network of long established hawthorn hedgerows (UK BAP, SBL and LBAP habitat) with associated shrubs, climbers and good diversity of ground flora, the integrity of which would need to be retained as part of landscaping/layout. This would require buffers to avoid disturbance and shading. Hedgerows also provide a habitat corridor function and any breaks in existing hedgerows should be avoided as part of any development. Farmland birds present e.g. yellowhammer (red list). Wetland area with snipe (amber list) adjacent. Manse Burn corridor is adjacent to the north and impacts on and enhancement of this would need to be considered within any proposals. Potential protected species present include: Badger (foraging), Bats (foraging), Nesting birds, Water vole (Manse Burn corridor only – suitability would need assessed)
S207	Boclair Farm	Largely improved grassland fields with network of native hedgerows (LBAP habitat). Could not access site properly but likely some of the hedgerows also meet criteria for UKBAP and SBL habitat. Integrity of any boundary features would need to be retained as part of landscaping/layout. This would require buffers to avoid disturbance and shading. Hedgerows also provide a habitat corridor function and any breaks in existing hedgerows should be avoided as part of any development. Potentially important foraging for migrant geese (greylag and pink foot). Typical farmland bird species likely present along with small mammals and pollinators. Potential protected species present include badger (foraging), bats (foraging and roosting) and nesting birds.
S220	Edgehill Road	Development on this site would result in the loss of significant trees which border the site. The site is sloped with access narrow and therefore negative impacts on and the loss of several large mature trees (beech and oak mainly with birch, sycamore and rowan present) would be unavoidable. Potential protected species present include bats (foraging and roosting) and nesting birds.

S228	Douglas Park Golf Club	Development of site would need to retain and enhance existing biodiversity features within layout and landscaping including remnant acid grassland, hedgerows, mature trees and adjacent birch woodland (LBAP habitats). Habitat connectivity across the site would also need to be maintained. Potential protected species on site include bat (foraging and roosting), nesting birds.
S301	E Stockiemuir Rd	Mainly improved grassland fields. Boundary features (Hedgerows, tree lines and ditch) would require to be retained and enhanced as part of development. Wet/marshy grassland area should also be retained and enhanced. Potential protected species on site include bat (foraging), badger (foraging), water vole and nesting bird.
S305	Kessington Phase 2	
S310	Millichin Rd	Site within relatively undisturbed rural area close to Bearden. Mostly improved/Semi-improved grassland, with hawthorn hedgerows and some mature trees. Area on south west may be marshy grassland but could not access it. Millichen area used by migratory geese (pink-foot and greylag) in significant numbers. Also other farmland birds such as tree sparrow, yellowhammer, skylark likely present. Potential protected species present include bat (foraging), badger, nesting bird. Further survey work would be required to fully evaluate the impacts on grassland, hedgerow, habitat connectivity, farmland birds, migratory geese and protected species such as badger.
S311	190-196 Milngavie Rd	No biodiversity issues. Opportunity for enhancement of habitat along the Manse Burn.
S354	Langfaulds Cemetery	No biodiversity issues. Opportunity for habitat creation as part of development.
S360	Nithsdale Crescent	No major biodiversity issues. Presence of bats and breeding birds to be assessed. Opportunity to create habitat (woodland, meadow, wetland) as part of landscaping.
Bishopbriggs		
LDP 6.19 (E part)	Meadowburn (West)	Development on this site would further the restriction of the canal corridor and compound the destruction of habitat caused by the existing development to the west. All habitats on site are common (broadleaved woodland, scrub and semi-improved neutral grassland – all LBAP habitats) but on balance with the development to the west causing recent loss of similar habitat this area should be retained for biodiversity. Active badger sett on site would need further investigation. Potential for roosting bats along canal and for foraging bats across the site.
S183, S352 & S357	Thomas Muir Ave/ Calliburn Rd	No biodiversity issues. Opportunity for habitat creation - woodland, wildflower meadow, wetland (SuDS) as part of landscaping.

S203	Former Westerhill Rail Sidings	Forms part of Cadder Yard LNCS. Development would impact so significantly on the LNCS it would have to be de-designated. Forms part of the railway corridor habitat network and the loss of woodland would restrict this corridor and limit its use by species e.g. badger, roe deer, woodland birds. . Site is mainly mixed plantation woodland (predominately birch but also some oak and Scot's pine). Marshy grassland, a small pond and lowland heath also present. Development on site would result in the loss of national and local priority habitats, the heathland in particular could not be mitigated for, and the designation of the LNCS. Any remainder of the site would be subject to increased disturbance following development which would make it less valuable for biodiversity.
S224	Glenburn Gardens	Site is within Rookery Plantation LNCS. Broadleaved woodland strip between residential area and golf course. Loss of woodland would result in a severe disruption to the habitat connectivity function of the LNCS and should therefore be avoided.
S303	S Westerhill Road	The area consists of a mosaic of LBAP habitats (neutral and marshy grassland, scrub, pond) and their loss could not be mitigated for onsite. Further survey work would be required to assess the habitats onsite. Part of the site is within High Moss LNCS. The presence of peat e.g. fen peat and the impact of development next to the core raised bog of High Moss LNCS would be required. Development on the raised bog area is to be avoided. A large buffer to the south would be required to ensure the integrity of the habitat corridor and to provide an area of habitat subject to less disturbance. This would also exclude the cyclepath/footpath to the south.
S304	Strathkelvin Retail Park, East	Forms part of Low Moss Plantation LNCS. Site is subject to legal agreement (section 75) in which the Council is committed to protecting and managing the site in perpetuity for nature conservation. Main habitat of section proposed for development is birch plantation woodland which provides a habitat buffer to protect and link the core raised bog habitat of the LNCS. Raised bog is an internationally important habitat. The area proposed for development includes dammed drains which if damaged/altered during development could irreversibly damage the raised bog. Restoration has been carried out on the core raised bog area via funding from Scottish Government. Development of this portion of the LNCS would isolate it from wider green network to the north which links through Cadder cemetery to the canal.
S306	Former High School Site	
S312	Birkhill Ave	Site consists of High Moss LNCS and additional area of marshy grassland. LNCS contains lowland raised bog, marshy grassland (which may also be on peat) and semi-natural broadleaved woodland as well as some areas of scrub. Development of this site would result in the irreversibly damage the lowland raised bog habitat. Marshy grassland and woodland provide buffer to the core peatland habitat and additional diversity to the habitats onsite. Development on this site to be avoided to ensure the integrity of the national priority lowland raised bog.
S318	Stanley Drive	Area of amenity grass/parkland adjacent to High Moss LNCS. Woodland edge of High Moss LNCS is included within the development site. Development would need to avoid the LNCS and be of a small enough scale to avoid impacting on the LNCS through disturbance, shading etc. Further investigation of the presence of peat soils is required.



S330	Duncryne Pl/Brackenbrae Rd	
S331	Lennox Crescent	Retain and enhance broadleaved woodland strip to the west adjacent to the Bishopbriggs to Croy Railway LNCS.
S332	Huntershill Rd/Crowhill Rd	Some limited development could be possible on the areas of hardstanding to the north and east of the site. The mixed plantation woodland requires management and although small and relatively isolated it will act as a stepping stone of habitat within the surrounding urbanised landscape. Removal of the woodland should be avoided.
S333	Former School Site, Beech Road, Auchinairn	No biodiversity issues.
S334	O'Neill Avenue, Auchinairn	No biodiversity issues. Opportunity for habitat creation as part of development to maintain habitat connections.
S335	Etive Crescent/Menteith Ave	No biodiversity issues. Opportunity for habitat creation as part of development to maintain habitat connections.
S340	Bishopbriggs North - Site B	Improved grassland. Retention and enhancement of boundary tree lines required. New planting required to the west to ensure a north/south habitat link to/from the canal. Assessment for bats (roosting and foraging), badgers (setts and foraging) required.
S341 & S358	Bishopbriggs North - Site C	Improved grassland. Retention and enhancement of boundary features (LBAP habitats) and mature tree lines would be required. Opportunity for habitat creation (woodland, meadow, wetland) including creation of new habitat links. Assessment of site's use by protected species including bats and badgers would be required.
S342 & S356	Bishopbriggs North - Site D & Site B, Cadder	Improved grassland. Retention and enhancement of boundary features (LBAP habitats) and mature tree lines would be required. Opportunity for habitat creation (woodland, meadow, wetland) including creation of new habitat links. Exclusion of geodiversity LNCS from development. Opportunity for interpretation of meltwater channel. Assessment of site's use by protected species including bats and badgers would be required.
S362	N of Westerhill Rd	Mostly marshy grassland (LBAP habitat) with Juncus, valarian, ragwort, marsh thistle. The presence of peat soils needs to be assessed. Site provides a buffer to Low Moss LNCS.
S363	E of Westerhill Rd	Site includes part of Low Moss LNCS. Broadleaved woodland, marshy grassland, acid grassland and unimproved neutral grassland (all LBAP habitat). Presence of peat needs to be assessed. Part of site outside of LNCS includes blaes pitch now naturalised with eyebright, ragwort (with cinnabar) white clover and area of neutral and marshy grassland with some hawthorn and willow scrub (all LBAP habitats). This area forms a buffer to the LNCS.
S5	Wester Lumloch	Large area of improved grassland fields. Small area of scrub and occasional trees. Boundary features also present. Area of remnant peat bog present in centre of site. Migratory geese species are known to use adjacent fields in significant numbers. Development would need to be at a low density to allow the retention and enhancement of existing boundary features. Further survey work would be required to assess the remnant peat bog area and a management programme put in place for its reinstatement, if reinstatement is possible. Surveys to assess impact on migratory geese, farmland birds and protected species would also be required.

S343	Crofthead Phase 2	Site contains Crofthead LNCS and a large semi-improved neutral grassland area linking to the canal. It is adjacent to the Canal LNCS. Mature native broadleaved woodland strip along the canal with bat roost potential. Badger are known to use the area. Development should avoid the LNCS but development outside the LNCS would isolate the LNCS from the wider habitat network along the canal reducing its value for biodiversity and the LNCS habitat's ability to sustain wildlife populations. If development does go ahead here a significant habitat link between the LNCS and the canal would be required (80-100m) and woodland buffer to the canal must be retained and enhanced.
Kirkintilloch. Lenzie, Waterside		
S100	Kirkintilloch Gateway Site 2 - Woodilee Rd	Much of the site is hardstanding, ruderal species. Could not access whole site and there seems to be extensive scrub to the north west which may need further investigation. Building may be used by nesting birds.
S111	Former Tom Johnston House Site	No significant biodiversity issues on site but enhancements would be required including habitat creation (wetland, grassland and woodland), including ensuring stepping stone habitat to the canal.
S200	Gartconner	Improved grassland fields. Boundary features (LBAP habitat) are of biodiversity interest but most hedgerows need gapping up. These and the mature trees on site to be retained and enhanced as part of the landscaping/layout.
S208	Bankhead Rd	Semi-improved neutral grassland (records show greater butterfly orchid (LBAP, SBL) is present) which was grazed by horses at time of visit. Wet grassland area to the west which is relatively species rich. Boundary tree lines and hedgerows (LBAP). Site provides additional habitat along the Luggie corridor and adds to the habitat mosaic of the corridor.
S226	Whitegates	No biodiversity issues on site. Demolition of buildings/structures will require protected species checks. Creation of habitat (woodland, meadow, wetland) as part of landscaping/layout.
S24	Kirkintilloch Gateway Site 1 - Donald Mackinnon Ave	Couldn't access this site but from roadside looks to be scrub (LBAP habitat) (willow dominated) with areas of grassland. Site would need further investigation to establish whether it is Scottish Biodiversity List habitat (Open habitat mosaic on previously developed land).
S325	Langmuir Park	No biodiversity issues on the site itself. Amenity grass and some scattered trees. Care would have to be taken to ensure a habitat connection was created through the site though.
S326	Merkland School	No biodiversity issues. Retention and enhancement of existing boundary trees where possible and native. Use of native species within landscaping. Demolition of building will require protected species checks.
S339	Saddler's Brae	Development on the northern portion of this site would have similar habitat fragmentation implications to S7 and is therefore to be avoided. Any development on the southern fields should protect and enhance the northern half of the site.
S345	Waterside Road / Gartshore Road	Marshy grassland site (LBAP) with small areas of scrub (LBAP). Loss of LBAP habitat could not be mitigated for onsite. There is potentially deep peat present, particularly to the south of the site. Deep peat is present in the adjacent Waterside Moss LNCS to the east.
S346	Kirkintilloch Gateway Site 3 - Woodilee Rd	Previously developed site which has now naturalised with patches of grassland, scrub (LBAP) and ruderals. Site will be utilised by nesting birds. Development should seek to retain/create some scrub habitat.

S347	Kirkintilloch Gateway Site 4 - 7 Woodilee Rd	Mostly hardstanding with ruderals. Building would have to be investigated for nesting birds and roosting bats.
S348	West Gartshore Farm (larger)	Could not properly access all of the site but looks to be mainly improved grassland fields. Boundary features (LBAP habitats) should be retained and enhanced. Presence/quality of wetland habitat to be further investigated. Opportunity for enhancement/wetland creation through development. Woodland and woodland edge buffer to be incorporated into the landscaping to the east to reduce disturbance on existing LNCS.
S351	Friars Croft Oxcgangs	Current habitats: Amenity grass and hardstanding. Mitigation: retention and protection of burn and surrounding trees to south and west.
S364	Parkview	Depression between road and residential area containing ditch, marshy grassland and scrub (LBAP habitats). Some mature trees and bramble to edge. Impact on drainage including A806 road drainage needs to be assessed.
S365	Langmuir Road	No major biodiversity issues. Amenity grass to east and improved grass to west - looks to be grazed. Hedgerow to road to be retained, enhanced and buffered to avoid shading. Mature trees and shrubs at back of houses and between field to be enhanced as part of landscaping.
S366	Former Campsie View School	No major biodiversity issues. Presence of bats and breeding birds to be assessed. Opportunity to create habitat (woodland, meadow, wetland) as part of landscaping.
S367	Former Lenzie Primary School	No major biodiversity issues. Presence of bats and breeding birds to be assessed. Opportunity to create habitat (woodland, meadow, wetland) as part of landscaping.
S57	Gartshore Estate	Woodland throughout the Estate forms part of the Gartshore Woods, Kennel plantation and Heronryhill plantation LNCS. Semi-natural broadleaved and semi-natural mixed woodland predominates (LBAP habitats) with some areas of plantation and scrub (LBAP habitat). Non-native species present (rhode, Japanese Knotweed) and woodlands require management. LNCS assessment suggests above average species diversity with some notable bird species present. Ecological assessment required to ascertain capacity for development on less biodiverse parts of site e.g. improved grassland. Habitat connectivity across the site to be maintained.
S7	Langmuir (South)	Site provides a habitat corridor for the movement of species to/from Merkland LNR. Development of this site would reduce the ability of Merkland LNR to sustain populations by isolating it from the wider habitat network.
LDP 6.46	Meadowburn Avenue	Conifer plantation (dense with little understorey/ground flora) with small areas of semi-improved neutral grassland, particularly to the north. Entrance to site for development is problematic as it would result in fragmentation of the Cult Burn and could affect Otter using the burn. Surveys for protected species should include otter, bat, water vole and badger. Site could be enhanced with native species in the landscaping, the planting of broadleaved trees and with the creation of meadow and wetland habitats linked to the Cult Burn corridor.

S181	Blacklands Place Southeast	Largely improved grassland fields with area of marshy grassland and hedgerows. Boundary features to be retained and enhanced with gapping up, increased diversity of tree species and introduction of climbers, shrubs and associated wildflowers. Large buffer of undeveloped land (100m) should remain to the south to reduce disturbance to adjacent Millersneuk LNCS. Assessment of impacts of any run off from the site during and post construction on the LNCS to be conducted. The extent of peat within the site also needs to be determined.
S201	Crosshill Road	Improved grassland field with boundary features and lowland raised bog to the north at Lenzie Moss LNCS. Buffer of undeveloped land (min 100m) required to the north to reduce disturbance on the sensitive habitat of the LNCS. Boundary features (hedgerow and dyke) to be retained and enhanced. Assessment of impacts on migratory geese species (greylag and pinkfoot) would be required. Extent of peat within site to be determined.
S46	Boghead Road/ Crosshill Road	Part of the site is within Lenzie Moss LNR and LNCS and is active lowland raised bog of national and European importance. The improved grassland, marshy grassland and playing pitches provide a buffer around the sensitive peat bog.
S315	Waterside Bing	Site needs flora survey conducted as bing habitats can host rare plant species. Baseline habitat and protected species surveys required to fully assess the impact any proposals would have on the mosaic of habitats currently present. Agreement would need to be reached on the final use of the site and long term restoration and management plan put in place for after industrial use.
S353	Moss Road	Area of hardstanding and amenity grass with sheds. No biodiversity issues. Native species to be used in landscaping and may be scope to enhance edge of burn to the north.
Lennoxton, Milton of Campsie, Clachan of Campsie and Haughead		
LDP 6.56	Lennox Castle Hospital Phase 3 & 4 etc	Protect and enhance tree belts and woodland throughout site and other linear features for commuting/foraging bats and other species. Connectivity to Glazert Water corridor to be maintained. Avoid impact on habitat created by existing SuDS.
LDP 6.57	Lennox Castle	Presence of bats and breeding birds would have to be determined and mitigation measures put in place as required.
LDP 6.61	Former Travelling Peoples Site, Primrose Way	Enhancement of woodland edge would be required.
S314	Rowantree Place	Improved grassland with hawthorn hedgerow to north and mature woodland strip to the south. Woodland corridor to the south to be protected and enhanced by creating a habitat buffer between it and any development and the other boundary features to be retained and enhanced.
S321	St Machan's Way	No biodiversity issues. Opportunity to use native species within landscaping and creating natural boundary features.
S355	Campsie Golf Club	Assessment of impact on adjacent Balchrochan Marsh LNCS required. Retention and enhancement of boundary trees and buffer to the LNCS required.

S18	Redmoss Farm	Both sites are within LNCS. Redmoss South consists of species rich semi-improved neutral grassland. Examples of this type of LBAP priority habitat to this quality are rare within ED. The north site is also semi-improved neutral grassland but suffers from disturbance and as it is not managed (grazed) as in the south, scrub, bramble and ruderals have encroached. Scrub is also an LBAP habitat, although it may require some management on this site. To the east is the village of Milton of Campsie and to the west of the site is largely intensively managed improved agricultural fields. The site is connected to the wider habitat network via the Glazert corridor to the north and by patches of hedgerows to the west. The LNCS both provide semi-natural habitat which is lacking within the immediate wider landscape.
S205	West Birdston	Site consists of semi-improved neutral grassland on the central hill with plantation broadleaved woodland to the south planted on grassland and broadleaved plantation/scrub to the north which forms part of the burn corridor. Habitats present on site are LBAP habitats and site also provides habitat connections for wildlife.
S322	Derrywood Road	Semi-improved neutral grassland with scattered trees, some scrub and bramble. Mature broadleaved woodland adjacent to the east. retention and enhancement of adjacent woodland and a buffer to the woodland. Area of scrub and bramble will be beneficial for nesting bird. Scope to include meadow, wetland and additional tree planting within landscaping.
Milngavie		
S15 & S359	Douglaston Estate	Site covers Dougalston Estate and Loch LNCS. LNCS represents a good mix of habitats within one site. Marshy grassland, scrub, carr, semi-natural broadleaved woodland and open water all LBAP habitats. Large area of habitat on the urban fringe. Loss of habitat would have negative impact on species locally with little opportunity to mitigate this on site.
S16	Hunter Road	Site is within the Craigton Wood LNCS. Landscaping would require to create and maintain a diverse woodland edge habitat. A buffer to the woodland and woodland edge would also be required for which there might not then be enough space to accommodate development.
S186	Glassford House	Within Douglaston Estate and Loch LNCS. Site contains semi-natural broadleaved woodland (LBAP Hab). Development has potential to fragment burn corridor which runs east/west through the site.
S223	Dougalston Ave	Within Douglaston Estate and Loch LNCS. Semi-improved neutral grassland (LBAP habitat).
S227	Halley's Garage	No biodiversity issues.
S25	North of Old Mains Farm	Marshy grassland/improved grassland hedgerows and significant native woodland area along the valley of the Craigdhu Burn (UKBAP, SBL and LBAP habitat). Any development which impacts on the burn corridor, native woodland, hedgerows (and associated shrubs, climbers, ground flora) and mature trees should be avoided. Woodland connectivity requires to be maintained. Area of grassland would require further survey but the grassland provides diversity to the other habitats present and adds to the mosaic of the site. An area of grassland would still need to be maintained and enhanced and the burn through the grazed land on the west would also require enhancements. Protected species relevant to the site include bat, badger, nesting birds and pine marten. Together with S302 this site forms an important habitat mosaic and connectivity for rural species.

S300	South Prestonfield	Improved grassland fields. Area of broadleaved woodland and hedgerow along roads. Retention and enhancement of boundary features and existing woodland area. Connectivity across the site should be improved. Site may provide foraging for badger and commuting/foraging for bats.
S302	Chestnut Lane	Improved grassland with hedgerow (UKBAP, SBL and LBAP habitat) and area of mature mixed conifer and broadleaved woodland (LBAP habitat) which forms a connection between 2 areas of long established native woodland. Established hedgerows (hawthorn, elder, some beech) with associated shrubs, climbers and ground flora. Impacts on all habitats (except improved grassland) to be avoided. Connectivity must be protected and enhanced across the site. Protected species relevant to the site include bat, badger, nesting birds and pine marten. Together with S25 this site forms an important habitat mosaic and connectivity for rural species.
S313	Roselea Drive	Area of semi-improved neutral grassland (LBAP habitat) with good diversity of wildflowers (previously grazed). Some small areas of scrub (LBAP habitat) and trees. Development would result in loss of LBAP habitats which could not be fully mitigated on site. Development on this site should be avoided.
S317	Mugdock Road/ Drumclog Ave	Small site within Mugdock and Drumclog LNCS and contains Wet woodland (from NWSS). Loss of this national priority habitat should be avoided.
S336	Ashburn Rd/Craigielea Crescent	Sloped amenity grass with scattered trees. Enhancements could be incorporated for biodiversity including retention of existing trees, additional tree planting and areas of wildflower meadow within the landscaping.
S350	Former Sewage Works - NE of Allander	Previously developed land now naturalised with ruderals, scrub and grassland. Adjacent to Allander LNCS. Potential for site to be Open Habitat Mosaic on Previously Developed Land. Site provides semi-natural habitat along this part of the Allander. Site also provides a screen and reduces the impact of the light pollution and noise disturbance from the adjacent pitches reaching the river. Development would need to leave buffer to the river and providing additional screening to avoid disturbance. However, providing access to the site may cause unmitigatable disturbance to the river corridor/Allander LNCS and therefore should be avoided.
S361	Drumclog Ave	Low density development only. Creation of woodland edge habitat to north to act as buffer to LNCS/SSSI.
S49	Tambowie Farm	Improved grassland with biodiversity boundary features. Enhancement of biodiversity features would be required at Craigton Burn and of boundaries (hedgerow and dyke). These provide habitat and also connectivity across the rural area. Small areas of marshy grassland or wetlands within depressions should be retained and enhanced. Assessment of how protected species (e.g. badgers and bats - foraging) use the site would be required.
Torrance and Baldernock		
S221	East Balmore	Assessment of quality of north portion of the site required as it could not be accessed. Retention and enhancement of native trees and hedgerows. No biodiversity issues in south of site.
S23	Balmore Road/ Paterson's Laun	Boundary features should be enhanced and native species used in the landscaping. No biodiversity issues.

LDP 6.23	Kelvin View	Site contains semi-improved neutral grassland, boundary features and a small strip of broadleaved woodland (all LBAP habitats). Further survey work would be required particularly in the grazed field to the east as this could not be accessed but yellow rattle, orchid species were visible from the edge. Some development may be possible but this would need to be coupled with the retention of areas of good quality grassland with appropriate long term management and retention and enhancement of hedgerows and woodland area.
S204	East of Ferrymill Motors	Retention and enhancement of boundary features/tree lines. Could not access the full site.
S222	S Campsie Rd	LNCS to south to be avoided. LNCS consists of species rich marshy grassland and open water. Impact of run off from any development to the north and so higher up the slope would have to be addressed. Fields to north of LNCS are improved grassland and of little biodiversity value. However boundary features should be retained and enhanced.
Twechar		
S27	Badenheath	LNCS areas to be retained, enhanced and buffered. The importance of the site for migratory geese needs to be investigated. Creation of wetland and meadow would be priority within the development landscaping.
LDP 6.41	Glen Shirva Road	Amenity grass with pockets of mature/semi-mature trees and shrubs. Native species to be used in landscaping to create woodland and woodland edges with grassland. Potential for wetland creation also.
LDP 6.45	McDonald Crescent	Improved grassland field adjacent to residential area to north and Gartshore Wood LNCS to the south. Woodland is broadleaved plantation of mainly beech and sycamore with some oak, birch and hawthorn. Woodland edge habitat to be enhanced with additional tree planting, grassland and scrub to provide a buffer to the LNCS from any development.

- b. [Open Space Appraisal – see table below](#)
- c. [Flood Risk Appraisal – see table below](#)
- d. [Environmental Health Appraisal – see table below](#)

Ref Number	Site Name	Flood Risk Officer Comments <i>Note: NFM = Natural Flood Management, F&amp;D = Flooding &amp; Drainage Guidelines for Developers, FRA = Flood Risk Assessment, SUDS = Sustainable Drainage Systems, DIA = Drainage Impact Assessment</i>	Streetscene/Sustainability/Open Space/ Arboricultural Officer Comments	Environmental Health <i>Note - AQIA = Air Quality Impact Assessment, NIA = Noise Impact Assessment</i>
<b>Bearsden</b>				
S2 & S225	Langfaulds	Included in Yoker NFM report for Garscadden Burn. Burns to SW feed into that. Manse Burn NE. NFM betterment, assess watercourses e.g. bank stabilisation, FRA - Council can share Manse Burn FRA. Creates run off into sensitive watercourses - manage this. Drainage strategy depends on topography - take a masterplan approach to the sites north and south of the Baljaffrey Road. Watercourse/ culvert through Ledi Drive. Flight path - check route, SuDS attract birds.	Significant size of site. Last main area of greenbelt prior to boundary with West Dunbartonshire. Development would need to extend and enhance local park at Langfauld Field preferably creating a neighbourhood standard park. Additional small amenity and play space would be required throughout the sites.	full AQIA, NIA, Active quarry nearby, Close proximity to ex-landfill - Ground investigation
S207	Boclair Farm	Surface water run off to be managed, low risk flood risk impacts to east.	Trees around farm are subject to a TPO. Area comprises of greenbelt. On site open space (neighbourhood standard) and play space would be required.	full AQIA, NIA, possible Ground investigation



S220	Edgehill Road	Site high and overland flow run off into gardens and path, needs managed.	The trees within this site are subject to a TPO and are to be retained as part of any development proposal. Closely associated with Baillie Drive Open space and forms connecting function for residents and wildlife. Access looks too tight so would most likely need to be via Baillie Dr OS impacting a small but important space.	Possible NIA depending on development
S228	Douglas Park Golf Club	Surface water to west linking to Manse Burn, trace drainage/ slopes. F&D policy to be met.	The trees within this site are subject to a TPO and are to be retained as part of any development proposal. Loss of well used Golf Course open space and semi-natural habitat associated with this site. On site open space and play space would be required. Retention of semi-natural features on site.	full AQIA, NIA, possible Ground investigation
S301	E Stockiemuir Rd	Flood risk from ditch on S boundary, this flows to Craigdhu Burn via a culvert, Meet F&D. Note Heather Ave flood alleviation scheme is downstream. Boggy/ wet site	The trees within this site are subject to a TPO and are to be retained as part of any development proposal. Loss of Greenbelt. Development should have access to core path. Enhancement of core path, Heather Avenue Park and Craigdhu Wedge required together with additional onsite open space.	full AQIA, NIA, possible Ground investigation
S305	Kessington Phase 2	SuDS on site, Check FRA for existing Kessington development, which would need updated. Original site has culverted watercourse in gardens which flooded in June 2018. How site impact existing SuDS and River Kelvin.	The trees within this site are subject to a TPO and are to be retained as part of any development proposal. Loss of greenbelt. Development should have access to Templehill Wood and SuDS area from Phase 1. Enhancement of Templehill Wood required.	Known noise source - Shielburn Dog Kennels

S310	Millichin Rd	FRA, meet F&D criteria	The trees within this site are subject to a TPO and are to be retained as part of any development proposal. Significant loss of Greenbelt. Neighbourhood scale park would need to be created with play options for all ages.	full AQIA, NIA - Traffic and Shielburn Kennel, Ground investigations
S311	190-196 Milngavie Rd	Site adjacent to Manse Burn and surface water flood risk in E of site, need FRA, site to north has surcharging sewer.	N/A	NIA - traffic, railway, full AQIA, Ground investigations
S354	Langfaulds Cemetery	F&D to be met, liaison with Streetscene over proposal. There has already been liaison with Streetscene re drainage to Manse Burn from existing cemetery	Would represent a good extension to current Langfaulds provision and provide long-term capacity for lairs. Currently in private ownership.	Nothing if proposed cemetery but otherwise AQIA, NIA, Active quarry nearby, Close proximity to ex-landfill - Ground investigation
S360	Nithsdale Crescent	Flood Risk - This location and its area has historical flooding issues. Existing sewers and systems are overwhelmed causing flooding. EDC are undertaking SWMP for Bearsden and this area will be included as part of possible solution works. The site will require to disconnect all Surface water from the sewers and take to existing surface water sewers in the area. EDC F&D requirements will require to be met. SEPA's flood map shows this area is affected by Pluvial flooding.		Possible AQIA depending upon traffic volumes joining nearby AQMA, NIA required due to adjacent commercial activities and possible future use of pub, Ground investigations required due to former use of site. Potential for asbestos given age of existing buildings being demolished.
<b>Bishopbriggs</b>				
S5	Wester Lumloch/ Westerhill Farm	Pluvial flood risk, ditch issues to E. on site, F&D guidance applies. No fluvial flood risk on SEPA map. Masterplan approach required.		
LDP 6.19 (E part)	Meadowburn (West)	FRA - Meadow Burn east of site, culverted under canal; Bishopbriggs Burn runs s of canal, to north west of site - potential blockage.	The trees which are subject to a TPO are to be retained as part of development proposals, important woodland corridor next to canal. Open space and play space required on site.	Full AQIA, Phase 1/2 Ground investigation

S183, S352 & S357	Thomas Muir Ave/ Calliburn Rd	F&D	Subject to Planning consent, tree survey report and Arboricultural Impact Assessment required. This will establish the trees to be retained/removed as part of development proposals. Currently forms part of open space maintained by the Council and referred to as Callieburn Park. Development would result in the loss of significant amount of open space currently used by local residents for recreation.	Full AQIA, Ground investigation
S203	Former Westerhill Rail Sidings	Watercourses in eastern part of site - DIA required & meet F&D , pluvial flooding on site and to e.	Could be used as informal open space which retains semi-natural features on site.	NIA, Ground investigations
S224	Glenburn Gardens	FRA needed, functional floodplain, watercourse through site. Not suitable for development.	All the trees within site are subject to a TPO and forms part of a woodland corridor which bounds Bishopbriggs Golf course. Access required from development onto core path and provide enhancement of Bishopbriggs public park.	No known issues
S303	S Westerhill Road	FRA required, surface flood risk, Council has existing DIA for past council office proposal. Site has low spots, ponds and wetland. Drains to Gadloch, masterplan approach required to this and adjacent sites.	Trees with TPO designation. On site open space and play space required. Enhancement of High Moss.	NIA, Ground investigations, Full AQIA
S304	Strathkelvin Retail Park, East	Watercourses to n, e and s, surface flood risk along these. Part of SuDS for retail park and road to north, drains s into Low Moss. F&D guidance. Consider as part of a masterplan approach, along with any adjacent site proposals.	All the trees within this site are subject to a TPO. Loss of open space and severs access to wider Low Moss open space site.	Ground investigation

S306	Former High School Site	Surface flood risk and culverts, open burn to E. Apply F&D, identify route of culverts - Bishopbriggs Burn and smaller burn. Deculvert smaller burn.	Onsite open space and play space required. Access to town centre and civic space required.	Site 344 in map - Ground Investigation, full AQIA, NIA
S312	Birkhill Ave	FRA, surface water flood risk, existing DIA for past council office proposal, nearby. Has low spots, ponds and wetland. Drains to Gadloch, masterplan approach to this and adjacent sites.	Trees designated TPOs. Would result in loss of open space of Neighbourhood status which cannot be replicated off site. Represents a significant area used by locals for recreation.	NIA, Ground Investigation, Full AQIA
S318	Stanley Drive	FRA, surface water flood risk, existing DIA for past council office proposal, nearby. Has low spots, ponds and wetland. Drains to Gadloch, masterplan approach to this and adjacent sites.	Would result in loss of open space. Retain trees on boundary of development site. Particularly wet site and is maintained by the council as Stanley Drive open space. Poor quality play park on-site.	Full AQIA, possible NIA, ground investigation
S330	Duncryne Pl/Brackenbrae Rd	F&D	Trees which are subject to TPO are to be retained as part of development proposals. Proposed allotment site in EDC Food Growing Strategy. Good coverage of semi-natural features within an urban setting. Onsite open space and play space required	Full AQIA, Ground investigation phase 1/2 - infilled site
S331	Lennox Crescent	F&D	Would result in loss of open space. Site has recently upgraded play park area. Potential scope for limited development around the play area however the site is very steep and with access requiring to be upgraded to link to St. Mungo Street. Enhancement of remaining space would be essential. Tree survey report and Arboricultural Impact Assessment required. This will establish the trees to be retained/removed as part of development proposals should permission to develop on parkland be granted.	NIA, full AQIA, Ground investigations

S332	Huntershill Rd/Crowhill Rd	F&D	Would result in the loss of open space with visual amenity value. Subject to Planning consent, tree survey report and Arboricultural Impact Assessment required. This will establish the trees to be retained/removed as part of development proposals. Onsite open space and play space required	NIA, full AQIA, Ground investigations
S333	Former School Site, Beech Road, Auchinarin	F&D, new SuDS for community centre (on site) will serve further development of this site, culverted watercourse to e - deculvert	Access should be provided from Kincardine Dr and to Woodhill Park.	Possible NIA, possible AQIA, Ground Investigations
S334	O'Neill Avenue, Auchinairn	Council has proposals for a climate ready park.	Forms part of Woodhill open space and proposed boundary includes recently installed play park. Area has burden regarding no development for housing due to existing mining. Forms part of area included in Green Infrastructure Fund proposals for creation of Climate Ready Park in Bishopbriggs.	Possible AQIA, ground investigations phase 1/2 - infilled site?
S335	Etive Crescent/Menteith Ave	Council has proposals for a climate ready park.	Forms part of Etive Park open space. Bishopbriggs Burn (culverted) runs through site. Area has burden regarding no development for housing due to existing mining. Forms part of area included in Green Infrastructure Funds proposals for creation of Climate Ready Bishopbriggs. Blaes pitch on-site and to the east of the Blaes is proposed allotment site as per the draft EDC food growing strategy.	NIA, full AQIA, Ground investigations
S340	Bishopbriggs North - Site B	Pluvial in south of site, F&D guidelines. Consider site along with any adjacent site proposals.	Greenbelt. Significant trees on-site subject to TPO should be retained. On site open space and play space required.	<b>Not supported - Industrial Noise, light, contaminated land issues - suggest cemetery</b>



S341 & S358	Bishopbriggs North - Site C	Culvert to sw leading to Bishopbriggs Burn - need to establish route of culvert west of the site, pluvial flood risk on site. F&D. Consider site along with any adjacent site proposals.	Greenbelt. <b>Not suitable for Cemetery because of low groundwater.</b> The trees which are subject to a TPO are to be retained as part of development proposals. On site open space and play space required (for housing)	NIA if housing. Full AQIA, Ground investigations if Housing
S342 & S356	Bishopbriggs North - Site D & Site B, Cadder	Need to establish route of culverts which link to the site, pluvial flood risk on site. F&D required, establish line of culvert from playing fields to retail park. Consider along with any adjacent site proposals.	Tree survey report and Arboricultural Impact Assessment required. This will establish the trees to be retained /removed as part of development proposals. Onsite open space and play space would be required. <b>Currently undertaking Stage 3, 12 month monitoring by Streetscene for Cemetery development.</b>	Depends on land use, possible light issues from driving range, NIA, AQIA, Ground investigations may be required.
S343	Crofthead Phase 2	Culvert through site leading to Bishopbriggs Burn - need to establish route of culvert, pluvial flood risk in site, particularly to north west. F&D. Flood risk from canal. FRA. CCTV survey. Check cctv and DIA carried out for the planning application for phase 1. Consider site along with any adjacent site proposals.	Used for informal recreation and access by local residents. On site open space and play space required.	<b>Not supported - Industrial Noise, light, contaminated land - gassing, old landfill issues, AQIA required</b>
S362	N of Westerhill Rd	Flood Risk - The site area is surrounding by existing drains and ditches. We have no records as is open green area and on SEPA's flood maps shown to be affected by Pluvial flooding. A FRA will be required for the site and EDC F&D will require to be met. SUDS and betterment to manage surface water run-off will be required however ground conditions by be an issue.		AQIA likely dependent upon traffic associated with development. NIA required due to adjacent industrial facilities and industrial estate. No obvious contamination concerns

S363	E of Westerhill Rd	Flood Risk - The site area is surrounding by existing drains and ditches. We have no records as is open green area and on SEPA's flood maps shown to be affected by Pluvial flooding. A FRA will be required for the site and EDC F&D will require to be met. SUDS and betterment to manage surface water run-off will be required however ground conditions by be an issue.		AQIA likely dependent upon traffic associated with development. NIA required due to adjacent industrial facilities and industrial estate. No obvious contamination concerns
<b>Kirkintilloch, Lenzie, Waterside</b>				
S7	Langmuir (South)	Fluvial flooding on south west, borders ditch, FRA, assess drains feeding in to e and w, F&D apply	Buffer to and access to existing open space at Merkland LNR. Open space and play space required on site.	High potential for ground gasses, ground investigations required.
S24	Kirkintilloch Gateway Site 1 - Donald Mackinnon Ave	F&D	Tree survey report and Arboricultural Impact Assessment required. This will establish the trees to be retained /removed as part of development proposals. Onsite open space and play space required	<b>Not suitable for housing development</b> - potential contamination. High likelihood of industrial noise, AQIA, NIA
S57	Gartshore Estate	Flood Risk - Some parts of the site are affected by Fluvial and Pluvial flood risk. There is also small tributaries which will require to be assessed in terms of flood risk. A FRA will be required for the site. The site will require to meet EDC F&D guidance.		AQIA likely given size of site and potential impact on local traffic volumes. NIA required due to adjacent road and rail links, plus nearby industrial/quarrying works, Ground investigations required due to previous uses of land
S100	Kirkintilloch Gateway Site 2 - Woodilee Rd	F&D	Tree survey report and Arboricultural Impact Assessment required. This will establish the trees to be retained /removed as part of development proposals. Onsite open space and play space required	<b>Not suitable for housing development</b> - potential contamination. High likelihood of industrial noise, AQIA, NIA

S111	Former Tom Johnston House Site		Tree survey report and Arboricultural Impact Assessment required. This will establish the trees to be retained /removed as part of development proposals. Onsite open space and play space required	NIA required, Ground investigations required,
S200	Gartconner		Greenbelt. Open space and play space required on site. Retain rural semi-natural features. Undertake tree survey	Ground investigations required, possible AQIA, probable NIA
S208	Bankhead Rd	Open ditch to south and Luggie to W, fluvial risk in west of site, open burn to north. FRA due to Luggie Water.	Would result in loss of open space associated with Luggie Water. Trees subject to TPO. Access to core path, open space and play space required on site.	NIA - road traffic + pumping station
S226	Whitegates	POAN/ planning application for site?	Tree survey report and Arboricultural Impact Assessment required. This will establish the trees to be retained/removed as part of development proposals. On site open space and play space required.	NIA required, Ground investigations required,
S325	Langmuir Park	Pluvial risk to north and west, F&D. open ditch to north	Would result in portion of Langmuir Park open space. Retain boundary features and transplant young signature trees.	No known issues
S326	Merkland School	Pluvial flooding on site, F&D policy	Retain trees on northern and western boundaries as part of development proposals. Provide links to and enhancement of surrounding open spaces.	Possible NIA, probable ground investigations required.
S339	Saddler's Brae	Fluvial flooding in centre of site bordering ditch, FRA, assess drains feeding in to e and w, F&D apply	Greenbelt. Open space and play space required on site. Semi natural features e.g. hedgerows should be retained.	Peatlands, High potential for ground gasses, ground investigations required.
S345	Waterside Road / Gartshore Road	FRA due to watercourse to S, note culvert downstream	Greenbelt. Tree survey required. Can currently be access for informal recreation. Open space and play space required.	Possible NIA,

S346	Kirkintilloch Gateway Site 3 - Woodilee Rd	F&D, pluvial risk	Tree survey report and Arboricultural Impact Assessment required. This will establish the trees to be removed/retained as part of development proposals. Woodland boundary.	<b>Not suitable for housing development</b> - potential contamination. High likelihood of industrial noise, AQIA, NIA
S347	Kirkintilloch Gateway Site 4 - 7 Woodilee Rd	FRA as ditch/ open watercourse on site, leading into culvert, under Kirkintilloch Relief Road. Some pluvial risk.	Tree survey report and Arboricultural Impact Assessment required. This will establish trees to be retained/removed as part development proposals. On site open space required.	<b>Not suitable for housing development</b> - potential contamination. High likelihood of industrial noise, AQIA, NIA
S348	West Gartshore Farm (larger)	Pluvial flooding in northern part and NE, F&D	Greenbelt. Extensive hedgerow around border. On site open space and play space required.	Ground investigations required, possible AQIA, probable NIA
S351	Friars Croft Oxgangs	Red Burn south of site, Discharges to Luggie. Culvert to west - with screen maintained by the Council. Pluvial flood risk	Would result in loss of open space. Contains newly upgraded play area. Note site to the West is owned by Housing.	No known issues
LDP 6.46	Meadowburn Avenue	Previous FRA for application, needs updated. Pluvial on site, culvert downstream under railway line - Bothlin Burn	Semi-natural features should be retained if possible. Majority of coniferous tree species are in a poor condition . On site open space and play space required.	NIA required, Ground investigations required,
S46	Boghead Road/ Crosshill Road	Surrounding watercourses, Gadloch Tunnel which drains to Park Burn - this is condemned and approx 15m below	Loss of open space and sports facilities. Area contains 2 recently upgraded football pitches and 1 rugby pitch. Partially in Lenzie Moss LNR.	NIA required, AQIA required, Ground investigations.
S181	Blacklands Place Southeast	Drains to Millersneuk Wetlands & Cult Burn, F&D. FRA study done for Claddens, fluvial risk to south.	Greenbelt. Would represent development creep eastwards of KLR. Onsite open space and play space required. Development should enhance access to Millersneuk Wetland.	NIA required , AQIA required, Ground investigations required due to possible gassing



S201	Crosshill Road	drains to north and west, pluvial risk along them, F&D	Greenbelt. Onsite open space and play space required.	NIA required
S315	Waterside Bing	fluvial from Luggie, pluvial risk to north and east, open ditches, sinks and issues in and around site. FRA	Would require to secure a long term future use for nature conservation and informal recreation.	NIA required - Rail noise. Ground investigations - spoil materials
S353	Moss Road		Greenbelt, Drains. Ensure access to existing path network is retained (there is a well-used path through centre of site) and enhance surrounding greenspaces.	No known issues
S364	Parkview	Flood Risk - This is a SUDS basin area and would object in terms of flood risk grounds. This area fills from existing surface water ditches located in this area. We recommend refusal and removal from this process.		NIA required due to adjacent Initiative road, AQIA unlikely to be required, Contaminated land ground investigations required due to previous use of surrounding land (Former railway/sidings)
S365	Langmuir Road	Flood Risk - We have no historical flood records as is private ground but doesn't mean it is not at risk. SEPA flood map shows Pluvial flooding in areas of the site. Localised ponding occurs and there are knowledge of existing surface water culverts in this area. EDC F&D will require to be met and a possible FRA will be required. SUD will be required to manage the surface water runoff and this will require to discharge to the broad burn located on the opposite side of Langmuir Road.		NIA possibly required depending upon number/location of houses adjacent to roadway, Contaminated land ground investigations required due to previous use of surrounding land (coal mining activities), AQIA not required.

S366	Former Campsie View School	Flood Risk - We have no historical flooding records however this does not mean the site does not flood. No risk from Fluvial flooding however Pluvial flooding will require to be managed. SEPA's map show no flood risk. EDC F&D will apply and we would be looking for betterment to the existing sewers / watercourses via SUDs measures and attenuating flows minimising flood risk in the area.		NIA possibly required depending upon number/location of houses adjacent to roadway. Ground investigations required due to former use of site and adjacent peat moss reserve (ground gassing), AQIA not required.
S367	Former Lenzie Primary School	Flood Risk - We have no historical flooding information however, there is a culverted watercourse which flows along the Northern part of the site. There is potential flood risk from this and this should be assessed to establish if this was to block what impact this would have on the site. SEPA/s flood map shows Pluvial flood risk and surface water will require to be managed on site. EDC F&D will require to met and betterment will be required.		Existing responses sent to planning re TP/ED/18/0378, NIA required due to roadway, ground investigations required due to former use of school. (both already carried out for this application), AQIA Not required.
<b>Lennoxtown, Milton of Campsie, Clachan of Campsie and Haughhead</b>				
LDP 6.56	Lennox Castle Hospital Phase 3 & 4 etc	Ongoing discussions due to current POAN/ application.	Subject to Planning consent, Tree survey report and Arboricultural Impact Assessment required. This will establish trees to be retained/removed as part of development proposals. On site open space and play space required.	No known issues
LDP 6.57	Lennox Castle	F&D	A listed building/extensive woodland. Trees subject to Tree Preservation Order to be retained as part of development proposals. Good access to surrounding greenspaces should be	No known issues

			provided/retained.	
LDP 6.61	Former Travelling Peoples Site, Primrose Way	FRA required, culverted watercourse on site, FRA from Glazert needs updated, pluvial flooding in site - overland flow from woodland.	Retain native woodland. Provide access to and enhance Redhills Woodland Open Space and Ferguson Park. Onsite play space required.	No known issues
S314	Rowantree Place	If there is a blockage on the Glazert Water - there would fluvial & pluvial flood risk on the southern part of site. FRA. Burn to south east - check if there is a culvert in site. Site shown to flood, affected by pluvial flooding. May need to open watercourse/ flood alleviation.	Greenbelt, borders Strathkelvin Path. On site open space and play space required.	NIA Road noise.
S321	St Machan's Way	F&D, route of culvert known, potential risk from open watercourse to N if blockage occurred	N/A	No known issues
S355	Campsie Golf Club	FRA	Subject to Planning consent, Tree survey report and Arboricultural Impact Assessment required. This will establish trees to be retained/removed as part of development proposals	No known issues
S18	Redmoss Farm	Surface water due to overland flows and pluvial risk. F&D. Historic flood issues nearby at Juniper Drive - into culvert leading to Kincaid House Hotel	Access to and enhancements of remaining open space/LNCS required. Would result in loss of portion of well-used open space. On site play space and open space required.	AQIA required.
S205	West Birdston	Historic flood issues nearby, at Juniper Drive - culvert leading to Kincaid Hotel. Would look for betterment from development. Watercourse to n is culverted in parts, this backs up at a garage near Birdston Road.	Greenbelt. Site forms part of Birdston Wood open space and contains part of a core path. Retention and enhancement of core path would be required. Site provides part of the open space requirements for new development to the east as onsite provisions falls short of LDP requirements. Open space and play space required on site.	Possible NIA - adjacent to hotel

S322	Derrywood Road	Reservoir to north east and there are issues flowing towards the site, which may have an impact. Check if the culvert which feeds the Brash Burn impacts on the site. F&D - including assess culverts and overland flow.	Greenbelt. Very wet site. Onsite open space and playspace required. Provide access to adjacent woodland and wider countryside/green network.	No known issues
<b>Milngavie</b>				
S15 & S359	Douglaston Estate	Tributary of Pow Burn through site to east, reservoir structure to NE, F&D guidelines.	Site is subject to a blanket Tree Preservation Order. On site open space (neighbourhood standard) and play space would be required.	NIA - Traffic and nearby kennels, possible AQIA, ground investigation
S16	Hunter Road	Culvert runs through wood and meets culverts from Mains Estate, then culvert flows to Allander Water. Council has information on culverts. F&D guidelines and hydraulic model on culvert. Surface water risk to east.	Site is subject to a blanket Tree Preservation Order. Loss of open space and ancient woodland. Important recreational resource for Milngavie and safe route to school. Issues with drainage on site.	Possible NIA - traffic
S25	North of Old Mains Farm	Craigdhu Burn and tributary to south. Would want burns kept open/ not culverted. Need FRA if bridges over burn proposed. River restoration - potential re-meander and attenuation. Manage run off. Tributaries of Craigdhu Burn, from Mains Plantation and higher ground, run through the site.	Trees subject to a Tree Preservation Order are to be retained. Significant area of greenbelt. Links urban Milngavie to A809 through woodland linear belt. On site open space and play space would be required.	Possible peat - Ground investigation required re ground gas. NIA likely due to road noise.
S49	Tambowie Farm	Craigton Burn to N and burn to S - fluvial flood risk so FRA. Need to manage surface water on site.	Significant area of greenbelt and links Clober Road to Craigton Village. This would essentially join these settlements. Fragmentation of the rural area. On site open space and play space would be required.	Currently unaware of issues
S186	Glassford House	Craigmaddie Burn south of site and in sw. Hydrological assessment, could be part of drainage strategy. Meet F&D guidelines. Sluices on burn and a controlled weir to create pond.	Site subject to a Tree Preservation Order. On site open space and play space would be required.	NIA - Kennels nearby.



S223	Dougalston Ave	pluvial flood risk to east, F&D guidelines	This site is subject to a Tree Preservation Order.	Currently unaware of issues
S227	Halley's Garage	Trash screen on Craigdhu Burn, beside Macdonalds. FRA needed as close to Craigdhu Burn.	N/A	full AQIA, NIA- Road and local timber merchant, detailed ground investigation, industrial land use - car garage, adjacent to bus garage
S300	South Prestonfield	Land drainage through school into Craigdhu Burn. Wet area. Meet F&D policy.	Development would result in the loss of Greenbelt and associated semi-natural boundary features. Tree survey required. Provision of access to and enhancement of Craigdhu Wedge and Heather Ave Park would be required.	Ground investigation. NIA likely due to road noise.
S302	Chestnut Lane	Craigdhu Burn to north and tributary in north west. Would want burns kept open/ not culverted. Need FRA if bridges over burn proposed. River restoration - potential remeander and attenuation. Manage run off. Tributaries of Craigdhu Burn from Mains Plantation and higher ground.	Area of greenbelt. Links urban Milngavie to A809 through woodland linear belt. Access to Mains plantation would have to be provided. Additional amenity greenspace and play space would be required on site.	Possible peat - Ground investigation required re ground gas. NIA likely due to road noise.
S313	Roselea Drive	Risk from dam structure to north being damaged. Pluvial flood risk on site. Drainage strategy and dialogue with SEPA when more detailed proposals are submitted.	Loss of open space, potentially excellent site for Allotments. Tree survey required.	Possible NIA - road noise, Old mine workings - Ground investigation required
S317	Mugdock Road/ Drumclog Ave	Pluvial risk to west, F&D guidelines. Check levels of site, particularly in relation to reservoir overflow, Tannoch Loch and Allander . No existing assessment on this area.	Area of long established woodland with amenity value. Loss of open space containing long established woodland reduces amenity value particularly for setting of WHW. On site play area would be required.	Currently unaware of issues

S336	Ashburn Rd/Craigielea Crescent	F&D guidelines.	Public open space with ornamental trees and forms modest area of amenity grassland within residential estate. Steeply sloping hill and therefore has some drainage issues at bottom of hill. Tree survey required	NIA - potential noise from local retail.
S350	Former Sewage Works - NE of Allander	Allander Flood Study is relevant to this site, site is functional flood plain. Could have porous paving & SuDS - to improve on existing hard standing.	Tree Survey required. Development would need to enhance/retain amenity value of Allander walkway	Currently unaware of issues
S361	Drumclog Ave	Flood Risk - We have no historical flooding records at this site however the Mugdock Reservoir lies to the north of the site. If this burst what would be the impact to the site if any? A FRA should be undertaken to assess this and also the site will require to meet our F&D requirements. SEPA's flood map show no potential risk however will require to manage surface water run-off from the site.		No Adverse comments/constraints
<b>Torrance &amp; Baldernock</b>				
S23	Balmore Road/ Paterson's Laun	FRA, River Kelvin flood defences protect area. May have been flooded in 1994. Small watercourse on west likely to back up if function floodplain is under water.	On site open space and play space required	Probable NIA - traffic noise, ground investigation
S221	East Balmore	FRA, River Kelvin flood defences protect area. May have been flooded in 1994. Pluvial flood risk in east of site, small watercourse on south east likely to back up if River Kelvin functional floodplain is under water.	Tree survey report and Arboricultural Impact Assessment required. Area to frontage used for community bedding. Greenbelt. Onsite open space and play space required	Probable NIA - traffic noise, ground investigations - part of area used for landfill
LDP 6.23	Kelvin View	Surface water flood risk on site , establish watercourses south of site and any culvert, find source of ditch nearby	Access to and enhancement of adjacent open space. Retention of semi-natural features on site.	LDP 6.19 on map. Ground investigation - old infill.

		draining from north. F&D guidelines.		
S204	East of Ferrymill Motors	surface water flood risk on site, F&D guidelines	Tree survey report and Arboricultural Impact Assessment required. This will establish the trees to be retained /removed as part of development proposals. Onsite open space and play space required	<b>Not supported, high likelihood of industrial noise</b>
S222	S Campsie Rd	Assessment of wetland and pond and how they drain. Not at risk from nearby Red Burn or Shaw Burn. F&D guidelines. Environmental impacts on LNCS - take into consideration as part of approach to any SuDS.	Extensive area of greenbelt at edge of rural village of Torrance. Subject to Planning consent, tree survey report and Arboricultural Impact Assessment required. This will establish the trees to be retained /removed as part of development proposals. Onsite open space and play space required	No known issues
<b>Twechar</b>				
LDP 6.41	Glen Shirva Road	flood risk from canal, F&D. SuDS on site - need to check drainage strategy for previous site.	Greenbelt. Part of geodiversity LNCS within site. Opportunity to provide geodiversity interpretation should be explored. Onsite open space and play space required. Enhanced buffer to LNCS and provide access to LNCS for informal recreation.	NIA required - local music and industrial sites. Ground investigations.
LDP 6.45	McDonald Crescent	Potential for pluvial risk on site - overland flow. F&D guidance.	Subject to Planning consent, Tree survey report and Arboricultural Impact Assessment required. This will establish trees to be retained/removed as part of development proposals. On site open space and play space required.	Ground investigations required
S27	Badenheath	Adjacent to Luggie Water - FRA, open drains. Fluvial and pluvial in west of site and pluvial in centre.	On site open space (neighbourhood standard) and play space would be required.	<b>Not advised for housing development</b> , LDP 13.19 on map. Possible odour issues - local knackery, composting/recycling plant, sewage works. NIA due to industrial noise

e. [West of Scotland Archaeology Service](#)

Site ref.	Site Name	WoSAS comments
<b>Bearsden</b>		
S2 & S225	Langfaulds	<p>These two plots lie to the north of the Antonine Wall, which is legally protected as a scheduled monument and is also designated as a World Heritage Site. A Roman Fort is also attached to the southern side of the wall on the summit of Castle Hill, less than 100m to the south of block S2. The site of this fort is likely to have been deliberately selected to provide good visibility over the ground immediately to the north. Development on plots S2 and S225 would result in a significant change to the setting of the wall and fort, and as such, would appear to be incompatible with the aims of planning policies and guidance associated with the treatment of scheduled monuments in general and the World Heritage Site in particular. As a result, it is likely that we would advise the Council to refuse planning consent for any applications that may be submitted for the development of housing on these sites.</p> <p>In addition to having a significant detrimental impact on the setting of the World Heritage Sites, development of these plots would also have a high potential to encounter and remove sub-surface archaeological material. This could relate to the operation of the Roman frontier, though there would also be a reasonable potential for material associated with other phases of activity to be present. Comparison with the 1st edition Ordnance Survey map of the mid 19th century shows evidence for previous industrial activity, with the site of the Langfaulds coal and lime works being present within plot S2. A bank of limekilns and a coal pit were also shown within this plot. In the event that that consent was granted for the development of these sites, it is likely that an extensive programme of archaeological fieldwork would be required. I would stress, however, that this would be very much a less favoured option, and that our preferred approach would be to avoid any potential direct or setting impacts on the historic environment through the refusal of planning consent for these plots.</p>



S207	Boclair Farm	<p>The southern end of this plot encompasses a section of the Antonine Wall that is legally-protected as a scheduled monument, meaning that the applicant would need to obtain Scheduled Monument Consent (SMC) from Historic Environment Scotland, in addition to planning consent, if any development were proposed in this section of the plot. This is unlikely to be forthcoming, meaning that it would not be possible for the applicant to develop the site as currently defined. In the event that the plot were to be redrawn to exclude the section that directly overlies the line of the wall itself, it is probable that the development would still have a significant detrimental impact on the World Heritage Site. Primarily, this would be in terms of its effect on the setting of the wall, which would be altered from open agricultural ground to suburban, though construction on the site would also have a high potential to encounter and remove significant sub-surface archaeological deposits associated with the operation of the wall. In the event that an application for the development of this site were to be approved, it is likely that an extensive programme of archaeological fieldwork would be required; however, it is probable that we would advise the Council to refuse any application for the development of this site as being incompatible with policies and guidance relating to the treatment of the World Heritage Site in the planning process.</p>
S220	Edgehill Road	<p>No sites are recorded in the HER database from within the area proposed for development, but comparison with the 1st edition Ordnance Survey map of the mid 19th century indicates that it occupies the eastern slope of a feature named 'Court Hill'. This place-name could suggest that the site was used as assembly or meeting place. In early medieval Britain, such hills were used for "moots," meetings of local people to settle local business. Among other things, proclamations might be read; decisions might be taken; or court cases might be settled. In Scotland, it is known that judges administered justice from Court Hills, and the appearance of the place-name on the 1st edition suggests that this area may have been used for this purpose. Unfortunately, the summit of the hill shown on the 1st edition is already substantially occupied by housing (on the street named 'Courthill'), but as the ground within block S220 does not appear to have been substantially disturbed by development during the modern period, it is possible that archaeological work may be required in relation to any subsequent planning application that may be submitted for the site.</p>

S228	Douglas Park Golf Club	<p>This plot is bisected by the line of the Antonine Wall, which is both legally-protected as a scheduled monument and is designated as a World Heritage site. At this stage, there is obviously no indication of the layout of any development that may be proposed for the site, but it is difficult to see how any development could be accommodated at this location without having a significant detrimental impact on the historic environment. The fact that the line of the Antonine Wall is scheduled means that the applicant would need to obtain Scheduled Monument Consent (SMC) from Historic Environment Scotland, in addition to planning consent, if a layout were proposed that would involve any direct physical impacts within the scheduled area. This is unlikely to be forthcoming, meaning that it would not be possible for the applicant to develop the site as currently defined. In the event that the plot were to be redrawn to exclude the line of the wall itself, it is likely that the development would still have a significant detrimental impact on the World Heritage Site. Primarily, this would be in terms of its effect on the setting of the wall, which would be altered from open ground forming part of a golf course to wholly suburban, though there would also be the possibility for construction on the site to encounter and remove significant sub-surface archaeological deposits associated with the operation of the wall. In the event that an application for the development of this site were to be approved, it is likely that an extensive programme of archaeological fieldwork would be required; however, this would appear to be a clear case where we would advise the Council to refuse any application for the development of this site as being incompatible with policies and guidance relating to the treatment of the World Heritage Site in the planning process.</p>
S301	E Stockiemuir Rd	<p>No sites are recorded in the HER database from within the boundaries of this plot. It was depicted as open agricultural ground on the 1st edition Ordnance Survey map of the mid 19th century, and comparison with current OS maps suggest that this remains the case. As the ground does not appear to have been subject to substantial levels of disturbance during the modern period, it would retain some potential to produce sub-surface archaeological deposits or features. As a result, it is likely that we would advise that any construction activity on the site should be preceded by a programme of evaluation trenching, designed to determine whether material of this type is present within its boundaries.</p>

S305	Kessington Phase 2	<p>This block is located immediately to the south of the buffer area that has been defined in relation to the Antonine Wall World Heritage Site. This would suggest that it would not be visible when viewed from the line of the wall, as it would be screened by intervening topography. The plot was shown as open farmland on the 1st edition Ordnance Survey map of the mid 19th century, though current aerial photographs suggest that the western end of the plot may have been subject to a degree of recent disturbance associated with the construction of new housing on Kessington Farm Way and Templehill View, primarily as a result of the construction of a SUDS pond in this section of the site. While this is likely to have had a detrimental impact on the survival of any archaeological material that may have been present in this portion of the plot, the remainder of it does not appear to have been subject to substantial disturbance during the modern period, meaning that it may retain some potential to produce buried archaeological material. As a result, it is likely that we would advise that evaluation trenching should take place in advance of the development of this plot</p>
------	--------------------	---

S310	Millichin Rd	<p>This block encompasses a huge area of ground, the development of which would raise serious archaeological issues. Most obviously, these relate to its impact on the Antonine Wall, which is both a scheduled monument and a World Heritage Site, and which forms the northern boundary of the plot for the majority of its length. Indeed, the northern boundary of the plot appears to run along the centre of the wall, meaning that it impinges into the legally-protected area associated with it. This would mean that the developer would need to obtain Scheduled Monument Consent (SMC) from Historic Environment Scotland, in addition to any grant of planning consent that the Council may be minded to issue. It is unlikely that SMC would be issued for a development that would directly affect the World Heritage Site.</p> <p>Even if the boundaries of the plot were to be redrawn so that it did not impinge on the scheduled area, its development would still raise significant archaeological issues. Its proximity to the wall, and to the site of a Roman camp and fortlet attached to its southern side, means that there would be a high potential for significant sub-surface archaeological deposits to be present; these would be at risk of damage or removal as a result of the large-scale earth-moving operations associated with modern construction. In addition to this potential direct impact, development of plot S310 would be likely to result in a significant change to the setting of the WHS. It is probable that the construction of housing across the area covered by block S310 would have a detrimental effect on the ability of the viewer to appreciate the position of the wall in relation to the wider landscape, and would be incompatible with the policies and guidance relating to the treatment of scheduled monuments and the WHS in the planning system. As a result, it is probable that we would advise the Council to refuse consent for the development of this plot.</p> <p>I would note that this assessment is based on the assumption that all of the ground defined as block S310 would be proposed for development; it is possible that more limited development could be accommodated within it, though this would still need to be assessed in terms of its effect on the setting of the World Heritage Site and its potential to encounter sub-surface archaeological material. If the principle of a more limited developer were to be accepted, it remains the case that archaeological fieldwork would be required in relation to it. I would also note that the eastern portion of block S310 appears to lie in the area that is covered by Glasgow City Council, rather than East Dunbartonshire.</p>
------	--------------	--

S311	190-196 Milngavie Rd	<p>One site is recorded in the HER database from within this plot, this being a valve chamber associated with the Loch Katrine Aqueduct. The record for the valve house states that it is located behind the car park of the retail outlets, and notes that the valve chamber has been raised and is covered by a soil embankment. The route of the aqueduct is shown on the 1st edition Ordnance Survey map of the mid 19th century, which indicates that it runs through the eastern end of the plot, between the existing building and the Manse Burn. It is likely that the presence of this aqueduct may act as a constraint on the development on a section of this plot, as it is probable that Scottish Water would wish to maintain a permanent wayleave to it; any prospective developer would need to confirm any restrictions that its presence may pose in terms of the design or layout of new buildings within the site.</p> <p>Other than its potential impact on elements of the aqueduct, the potential for development of this plot to have a direct impact on below-ground archaeological remains appears likely to be reasonably limited. This is because the plot as a whole appears to have been subject to disturbance associated with modern development, which is likely to have removed any sub-surface archaeological material that may have been present. I would note, however, that the plot lies only around 200m from the line of the Antonine Wall, which is both legally-protected as a scheduled monument, and designated as a World Heritage Site. Although the plot lies just outside the buffer area that has been defined in relation to the WHS, it is likely that development on it could still have an effect on the setting of the monument. It may therefore be necessary for any prospective developer to consider the scale, mass, and finish of any new structures on the site in terms of its impact on the setting of the World Heritage Site</p>
S354	Langfaulds Cemetery	<p>This plot is located to the north of the line of the Antonine Wall, and lies wholly within the buffer area defined in relation to the World Heritage Site. It is probable that development in this area would result in a change to the setting of the WHS, though if it is the case that this block would be used for an extension to the existing cemetery, it may be the case that the magnitude of this change would be substantially lower than if the site was proposed for housing or other modern development. When viewed from the Wall, and from the associated Roman fort on Castle Hill, it is possible that a cemetery extension would appear as a predominantly green space, meaning that this use may be less visually intrusive than would be the case for other types of modern development. It may, however, be necessary for any future applicant to supply visualisations demonstrating the appearance of the cemetery extension when viewed from the wall and fort in advance of the Council determining whether to grant planning consent. It is also possible that archaeological fieldwork may be required to assess the survival of buried deposits within the plot.</p>



S360	Nithsdale Crescent	<p>This plot overlies the line of the Antonine Wall, albeit in an area where the wall does not survive as an upstanding and visible feature. As a result, the development of the site would raise potentially serious archaeological issues. Both current and historic OS maps show the line of the Antonine Wall as running through the western end of the plot, and even though its course does not appear to be identifiable above ground, the possibility exists that elements associated with the World Heritage Site may still be present in the form of buried sub-surface deposits - it is likely, for example, that the line of the infilled ditch could still survive, possibly in conjunction with other elements, such as the base of the wall itself. It should also be noted that the course of the ditch shown on the 1st edition OS map of the mid 19th century appears to be on a slightly different alignment to that shown on current OS maps, meaning that there is likely to be a degree of uncertainty about its precise position. In addition, even if the alignment shown on modern maps is entirely accurate, the possibility would still exist that features associated with the frontier could be present beyond the line of the ditch - for example, additional defences comprising a dense arrangement of pits, each containing a sharpened stake and known to the Romans as <i>lilia</i>, have been identified in front of both Hadrian's Wall and the Antonine Wall.</p> <p>The section of wall that runs through plot S360 is not currently scheduled, meaning that it would not be necessary for any prospective developer to obtain Scheduled Monument Consent (SMC) in addition to planning consent. Although not currently benefiting from the legal protection afforded by scheduling, however, it remains the case that any material associated with the Antonine Frontier that may survive below ground level would represent an element of the World Heritage Site, and would by default be of national or international significance. Both National policies and supplementary planning guidance relating to the WHS state that elements associated with it should be preserved in situ, meaning that if material of this type is present within the prospective development area, there would be a clear basis on policy grounds to refuse any subsequent applications for the development of the site.</p> <p>In addition to the potential direct impact of construction on physical material associated with the frontier, consideration would need to be given to the effect of any development proposal on the setting of the WHS. In general, we would advise that the line of the wall should as far as possible be preserved as open ground. In this instance, it's obviously the case that modern development already directly overlies the line of the wall both to the north and south of plot S360; however, building over one of the few remaining areas where the line of the wall passes through open ground is unlikely to improve the setting or physical condition of the monument. It is possible that some form of development could be accommodated within the plot as a whole, but this would need to be carefully designed to take account of the presence of the World Heritage Site. As a minimum, the layout of the proposal would need to be designed to avoid positioning any elements directly on the line of the Roman frontier</p>
------	--------------------	--

		(with the addition of a suitable buffer), which would in turn minimise the potential for direct impacts on any surviving elements of the wall or its associated features. Even if this can be accomplished, however, it is probable that extensive archaeological fieldwork would still be required in relation to any proposal for the development of this plot.
<b>Bishopbriggs</b>		
LDP 6.19 (E part)	Meadowburn (West)	<p>This plot lies just outside the buffer area defined in relation to the Antonine Wall World Heritage Site, but is immediately adjacent to another scheduled monument, this being the line of the Forth and Clyde Canal, which runs along the norther boundary of the site. It appears that the northern boundary of the plot does not extend into the legally-protected area defined in relation to the canal, suggesting that construction on the site should not have a direct physical impact on the survival of the monument, though it seems probable that the erection of housing would result in a change to its setting. While consideration should be given to this during the assessment of any subsequent application for the development of the site, it is the case that existing housing is already present in relatively close proximity to the line of the wall in areas to both the east and west of this plot, suggesting that the degree of change from existing baseline conditions may not be great enough to warrant a recommendation that planning consent should be refused on this basis.</p> <p>The plot was shown as being open agricultural ground on the 1st edition Ordnance Survey map of the mid 19th century, but maps from the 20th century suggest that the majority of the ground within its boundaries may have been disturbed by quarrying. This type of operation is likely to have removed any sub-surface archaeological material associated with earlier phases of operation that may have been present, and depending on the scale of these former workings, it is possible that the development of this plot would not raise a particular archaeological issue.</p>

S5	Wester Lumloch & Westerhill Farm	<p>This plot of ground encompasses two farmsteads, which are identified on modern OS maps as Westerhill and Wester Lumloch. Both of these farms were depicted on the 1st edition Ordnance Survey map, indicating that both were in existence in the mid 19th century. However, Wester Lumloch also appears on Roy's Military Survey of Scotland (as 'W. Lumloch'), indicating that its origins pre-date the period of widespread agricultural improvement in the later 18th and 19th centuries. Westerhill does not appear on the Roy map, suggesting that its origins lie in the period between the mid 18th and mid 19th centuries. If development proposals were submitted that would require the removal of these settlements, it is likely that we would advise that a programme of archaeological work would be required. This would involve a certain amount of survey work to record the buildings that would be removed, but would also need to include intrusive fieldwork to attempt to identify any physical remains relating to pre-improvement occupation at Wester Lumloch. In addition, as the majority of the ground within the plot appears to represent agricultural land that has not been subject to substantial disturbance during the modern period, it is likely that we would also look for evaluation trenching to assess the survival of buried archaeological material relating to other phases of activity that may be present within the site</p>
----	----------------------------------	---

S183, S352 & S357	Thomas Muir Ave/ Calliburn Rd	<p>Comparison with the 1st edition Ordnance Survey map indicates that two of these plots, S352 and S357, were associated with the mining industry during the 19th century. On the 1st edition, S357, the small triangular plot at the western end of Kentigern Avenue, was shown as being occupied by a building that was identified as forming part of an Ironstone Pit, while S352 was shown as being partially covered by a tip of waste material presumably representing arisings from the workings. A tramway or mineral railway was shown as running along the northern boundary of the plot, to the rear of the modern houses on O'Neill Avenue. By the time that the 2nd edition map was surveyed at the end of the 19th century, plot S352 was shown as being wholly occupied by a tip of waste material, while the building within plot S357 was annotated as an 'Old Shaft', indicating that it had fallen out of use in the intervening period. It is unlikely that we would consider the tip of waste material to be of particular archaeological significance, but the site of the mine buildings could be of some interest in terms of the industrial history of the area.</p> <p>The third plot in this group, S183, does not appear to have been subject to the type of previous industrial activity described above, possibly because it formed part of the grounds of Springfield House, which was shown on the 1st and 2nd edition maps in the area now occupied by Huntly Court. The ground within this plot appears to have remained as relatively undisturbed greenfield, meaning that it would retain some potential to produce buried archaeological material. It is therefore likely that we would advise that a programme of evaluation trenching should be carried out in advance of the development of this site</p>
-------------------	----------------------------------	---

S203	Former Westerhill Rail Sidings	<p>This plot lies to the north of the railway line, and a feature associated with this use is recorded in the HER database from immediately adjacent to its boundaries, this being a squat cast-iron mile post, likely to date from 1842 and indicating the distance to Edinburgh and Glasgow. This mile post is designated as a category C-listed building, but as its recorded position lies just outside the boundaries of the plot, it is unlikely that it would be directly affected by construction on the site. I would advise, however, that the Council should ensure that this would indeed be the case, and that the mile post would be retained.</p> <p>The plot itself appears to occupy the northern portion of a mid 20th century railway marshalling yard. This feature is also recorded in the HER, which notes that 'the provision of new and technologically advanced marshalling yards in Scotland was a major feature of the 1955 Modernisation Plan for British Railways, being intended to replace a far greater number of smaller yards of simpler design and more limited capacity. The five Scottish locations selected for construction or development were Thornton in Fife, Millerhill in Lothian, Perth, Cadder, to the NE of Glasgow, and Mossend in South Lanarkshire. In the event, Cadder continued in use in much its former state, serving the northern side of the Glasgow conurbation'. The HER also notes that a possible small rectangular structure was identified on aerial photographs in 1993 from close to the northern boundary of the former yard, though it is unclear whether this was associated with the yard or relates to an earlier phase of activity. I do not have any information on the extent of groundworks associated with the creation of the Cadder yard, and much of it is shown as being under trees on current aerial photographs of the area. If extensive earth-moving was required for the formation of the yard, this would have an impact on the potential for buried archaeological material to survive within its boundaries.</p>
S224	Glenburn Gardens	<p>No sites are recorded from within this small plot, located at the southern end of Keir Drive. On the 1st edition, it was shown as forming part of a shelter belt named the Rookery Plantation, likely to have formed part of the designed landscape associated with Kenmure House. This plantation is still shown on current OS maps, with current aerial photographs indicating that the site continues to be under tree cover. Given its relatively small scale, development of the plot appears unlikely to raise a substantive archaeological issue, but it may be necessary to give some consideration to the effect of any subsequent development on the surviving elements of this designed landscape.</p>



S303	S Westerhill Road	<p>Two entries are recorded in the HER database from within the boundaries of plot S303. One of these relates to a record noting that a log boat was found in Cadder Moss in November of 1870, most likely found during drainage operations. The record for this log boat states that it was found on the lands of Littlehill Farm, with the grid reference provided for it falling on the northern boundary of block S303. From the report in the HER, it is apparent that this may not represent the precise location at which the log boat was found, as this does not appear to have been accurately recorded at the time of its discovery. However, Littlehill was shown on the 1st edition Ordnance Survey map of the mid 19th century at NGR 262410, 671377, on the western side of Westerhill Road and in the area that is surrounded by plot S303 on its western and southern side. As the plot as a whole lies in an area that was annotated as forming part of High Moss Plantation, this raises the possibility that additional material could be present in other peat deposits within the former moss.</p> <p>The other entry in the HER from within the boundaries of plot S303 relates to a programme of evaluation trenching carried out by staff from AOC Archaeology Group in January of 2014. This work was carried out in relation to a proposed mixed use development on land at Westerhill Road, and involved a 5% trenching sample of the available development area, excluding previous remediation areas. A total of 36 trenches of varying lengths and alignments were excavated encountering neither significant archaeological features nor artefacts, though it is noted that due to the type of the construction that was to be used on site at that time (stabilising the peat without extraction), it was not required to fully evaluate to the natural subsoil where peat depth was greater than 0.3 to 0.5m. This suggests that trenching did not extend through the full depth of any peat deposit present on the site, raising the possibility that material associated with prehistoric occupation could still be present at greater depths. In addition, as we did not provide advice to the Council in 2014, I have no information on how the area proposed for development at that time relates to block S303. If it is the case that they cover essentially the same area, and if the same construction techniques can be employed as were proposed at that time, it may be that no further archaeological work would be required in relation to this plot. Conversely, if block S303 covers areas that were not evaluated in 2014 (and have not been disturbed by development during the modern period), or if future construction would require excavations below the depths evaluation by AOC, it is possible that further fieldwork may be needed.</p>
------	-------------------	--

S304	Strathkelvin Retail Park, East	This plot is located immediately to the south of the buffer area defined in relation to the Antonine Wall World Heritage Site. However, it is unlikely that development on block S304 would result in a substantial change to the setting of the monument, primarily because modern development is already present on ground to the east, west and south of it, meaning that any new structure is likely to appear as a continuation of this when viewed from the wall. The plot itself was shown as being under tree cover on the 1st edition Ordnance Survey map of the mid 19th century, with these trees forming part of the Law Moss Plantation. The majority of this plantation appears to have been removed, with its site being occupied by the retail park and industrial estate, but current OS maps and aerial photographs indicate that the ground within block S304 continues to be under trees, these apparently representing the last surviving elements of the 19th century plantation. Although no sites have been recorded from within the boundaries of the block, the 'moss' element of the place-name suggests that the site is likely to represent former bog or moorland, raising the possibility that deposits of peat may be present; these could serve to mask buried archaeological material
S306	Former High School Site	I have been unable to identify the location of this plot on any of the PDF maps that were sent to us. As a result, I have not been able to assess the potential impact of the development of this site on the historic environment
S312	Birkhill Ave	No sites are recorded in the HER database from within this plot. However, it lies in an area that is annotated as High Moss Plantation, suggesting the presence of peat deposits, which can serve to mask buried archaeological features. The HER includes a record noting that a log boat was found in Cadder Moss in November of 1870, most likely found during drainage operations. The record for this log boat states that it was found on the lands of Littlehill Farm, though its precise find-spot was not recorded. However, Littlehill was shown on the 1st edition Ordnance Survey map of the mid 19th century at NGR 262410, 671377, on the western side of Westerhill Road. This raises the possibility that additional material could be present in other peat deposits in this area, within the former moss. Given that, it is likely that we would advise that archaeological work would be required in relation to any subsequent application for the development of this site

S318	Stanley Drive	No sites are recorded in the HER database from within this plot. However, it lies in an area that is annotated as High Moss Plantation, suggesting the presence of peatland. The HER includes a record noting that a log boat was found in Cadder Moss in November of 1870, most likely found during drainage operations. The record for this log boat states that it was found on the lands of Littlehill Farm, though its precise find-spot was not recorded. However, Littlehill was shown on the 1st edition Ordnance Survey map of the mid 19th century at NGR 262410, 671377, on the western side of Westerhill Road. This raises the possibility that additional material could be present in other peat deposits in this area, within the former moss. Given that, it is likely that we would advise that archaeological work would be required in relation to any subsequent application for the development of this site
S330	Duncryne Pl/Brackenbrae Rd	Comparison with the 1st edition Ordnance Survey map indicates that this plot was almost entirely occupied by Kenmure Quarry in the mid 19th century. Various ancillary structures, including a smithy and a well, were also shown on the 1st edition around the fringes of the quarry void. By the time that the 2nd edition map was surveyed, towards the end of the 19th century, the quarry was marked as disused, and the void was shown as being filled with water. The excavation of the quarry is likely to have wholly removed any archaeological material associated with earlier phases of occupation that may have been present, and while the quarry itself would represent an element of the historic environment, it is likely to be of limited significance. As a result, it is unlikely that we would consider archaeological work to be required in relation to the development of this plot.
S331	Lennox Crescent	Comparison with the 1st edition Ordnance Survey map indicates that this plot was largely occupied by Crowhill Quarry in the mid 19th century. By the time that the 2nd edition map was surveyed, towards the end of the 19th century, the quarry was marked as disused, though unlike other quarries in the vicinity, the void was not shown as being filled with water. The excavation of the quarry is likely to have wholly removed any archaeological material associated with earlier phases of occupation that may have been present, and while the quarry itself would represent an element of the historic environment, it is likely to be of limited significance. As a result, it is unlikely that we would consider archaeological work to be required in relation to the development of this plot.

S332	Huntershill Rd/Crowhill Rd	This block represents part of the garden ground associated with the category B-listed Huntershill House, which lies around 40m to the north. The house was built around 1765, and was famous as the home of Thomas Muir, an 18th century advocate and political martyr, who grew up here. In addition to the house itself, the garden is also recorded as a specific feature in the HER database, though there is little detail in the site record, while the gate piers at the entrance to the drive are also individually listed (again as category B). Current aerial photographs indicate that the entrance onto Crowhill road is blocked and that the garden is almost wholly occupied by mature trees. However, it is likely that some form of archaeological work would be required if development of this plot were to be taken forward.
S333	Former School Site, Beech Road, Auchinarin	No sites are recorded in the HER database from within the boundary of this plot. It was shown as undeveloped ground on the 1st edition Ordnance Survey maps, but current maps and aerial photographs indicate that the majority of the plot has been subject to reasonably substantial levels of disturbance during the modern period. There is likely to be little potential for archaeological material to survive at the southern end of the site, which is almost entirely occupied by the existing school buildings, car parks and playground, while creation of the red blaes football pitch would also have required a certain amount of ground disturbance. Although ground around the fringes of the site appear to have been less heavily affected, it is unlikely that we would consider archaeological work to be required in relation to the development of this site.
S334	O'Neill Avenue, Auchinairn	This plot was depicted as undeveloped farmland on the 1st edition Ordnance Survey map of the mid 19th century, and although the surrounding area has seen substantial development in the period since then, this block of ground appears to have remained as relatively undisturbed greenfield. Although no features are currently recorded in the HER database from within its boundaries, it may therefore retain the potential to produce previously-unrecorded sub-surface archaeological material. As a result, it is likely that we would advise that a programme of evaluation should be carried out across the site in advance of any development commencing, in order to assess whether material of this type is present.
S335	Etive Crescent/Menteith Ave	No sites are recorded in the HER database from within either of these blocks. Both were shown as unoccupied agricultural ground on the 1st edition Ordnance Survey map of the mid 19th century, and other than disturbance associated with the formation of a blaes football pitch on the western compartment, and the creation of a play area on the eastern block, this appears to remain largely the case. As the site appears to have been largely undisturbed by development during the modern period, it may retain the potential to produce buried archaeological deposits, and as a result, it is possible that we may advise that evaluation trenching should take place, in order to determine whether material of this type is present

S340	Bishopbriggs North - Site B	This plot lies immediately to the south of the legally-protected area that has been defined in relation to the line of the Antonine Wall; indeed, the course of the Military Way, the road that ran to the rear of the Wall and provided access for its garrison along its length, runs along the northern boundary of the site. This would suggest that there would be a high potential for sub-surface archaeological material associated with the Antonine frontier to be present within the plot. In addition to the possibility of development of the site encountering and removing buried archaeological deposits, features, and artefacts, it is also the case that the construction of new housing at this location would result in a substantial change to the immediate setting of the World Heritage Site, from an open field to a much more urbanised setting. Given the significance of the monument and the magnitude of change to its setting likely to result from construction of new housing at this location, it is probable that we would advise the Council to refuse planning permission for the development of this site as being incompatible with policies and guidance relating to the treatment of the World Heritage Site in the planning process.
S341 & S358	Bishopbriggs North - Site C	Although the boundaries of blocks S341 and S358 are slightly different, both cover largely the same area of ground on the southern side of the Antonine Wall, and both are located entirely within the buffer area defined in relation to the World Heritage Site. Given their proximity to the wall, there would be a reasonably high potential for buried remains associated with its operation to be present within the boundaries of these plots, and as a result, it is probable that archaeological fieldwork would be required in the event that planning permission was granted for their development. However, their position relative to the line of the wall also means that their development would likely result in a substantial detrimental change to the setting of this internationally-important monument, and as a result, it is likely that we would advise the Council to refuse any subsequent application for the development of these sites as being incompatible with policies and guidance relating to the treatment of the World Heritage Site in the planning process.



S342 & S356	Bishopbriggs North - Site D & Site B, Cadder	<p>These two plots are located immediately to the south of the line of the Antonine Wall, and lie wholly within the buffer area that has been defined in relation to the Antonine Wall World Heritage Site. Although the plots do not impinge on the legally-protected area defined in relation to the Wall itself, it is probable that new development on them would result in a substantial change to the setting of the monument, potentially removing a buffer of open space between the line of the wall and the closest modern development, resulting in a much more constrained and suburban setting for the World Heritage Site. This is unlikely to be compatible with the various policies and supplementary guidance relating to the treatment of the Antonine Wall in the planning process, and it is therefore likely that we would advise the Council to consider refusing consent for the development of these plots, in order to preserve the setting of this internationally-important monument.</p> <p>In the event that the Council considered the effect of the development of these plots on the setting of the Antonine Wall to be acceptable, the proposal would still raise significant archaeological issues in terms of the potential for buried archaeological material relating to the World Heritage Site to be present. Recent archaeological work carried out elsewhere on the wall has demonstrated that important physical remains can survive outwith the scheduled area, and in the event that proposals for development on these plots were accepted, we would advise that an extensive programme of archaeological work would be required in order to quantify and mitigate this impact. I would stress, however, that that our preferred approach would be to as far as possible maintain the existing setting of the Antonine Wall</p>
-------------	--	---

S343	Crofthead Phase 2	<p>This plot lies wholly within the buffer area that has been defined in relation to the Antonine Wall World Heritage site, with the line of the wall running along its northern boundary. The site of a Roman Fort is shown at the north-western corner of the block, though the associated entry in the HER database indicates that it has been wholly removed by sand quarrying. A manse, which was shown on the 1st edition Ordnance Survey map of the mid 19th century in the area immediately to the south of the site of the fort, also appears to have been removed. The potential for archaeological material to survive within the boundaries of this plot appears likely to be directly related to the extent of previous quarrying operations, as there is likely to be little scope of the survival of physical remains in areas that have been substantially disturbed by sand extraction. However, in addition to its possible direct impact on surviving deposits and features, the development of this plot would also have the potential to result in a substantial change to the setting of the Antonine Wall, and also on that of the Forth and Clyde Canal, which forms the northern and western boundary of the site and which is also designated as a scheduled monument. Extending modern development closer to the line of the Antonine Wall is likely to have a detrimental effect on the setting of the monument, and as a result, would require careful consideration. It is possible that development could be accommodated towards the southern and eastern portions of the site, but it is likely that we would advise that any application for the development of the site as a whole should be refused.</p>
------	-------------------	--

S362	N of Westerhill Rd	<p>No sites are recorded in the HER database from either site S362 or S363, located on the northern side of Westerhill Road; however, there is a record of a logboat having been found during drainage works in the area to the south in November 1870. The report on the discovery of this logboat indicates that it was found on the lands of Littlemill Farm. On the 1st edition Ordnance Survey map of the mid 19th century, Littlemill was shown around 200m to the south of plot S363; however, the record does not indicate precisely where on the lands of the farm the boat was found. Both of these plots occupy ground that appears to have been former mossland and which is likely to contain deep deposits of peat, suggesting that there may be some potential for similar or related material to be present. In addition, the 1st edition also shows the presence of a building annotated as 'Moss Lodge' on the northern side of Westerhill Road. This structure does not appear on current OS maps of the area, but it is possible that elements associated with it may survive close to the western boundary of plot S362.</p> <p>It appears that a certain amount of landscaping may have taken place within compartment S363 in relation to the formation of a football pitch, tennis court and pumping station; however, the majority of both blocks appears to represent relatively undisturbed greenfield, meaning that it is likely that we would advise that evaluation trenching should be carried out in advance of their development, to assess the survival of buried archaeological material within their boundaries</p>
------	--------------------	---

S363	E of Westerhill Rd	<p>No sites are recorded in the HER database from either site S362 or S363, located on the northern side of Westerhill Road; however, there is a record of a logboat having been found during drainage works in the area to the south in November 1870. The report on the discovery of this logboat indicates that it was found on the lands of Littlemill Farm. On the 1st edition Ordnance Survey map of the mid 19th century, Littlemill was shown around 200m to the south of plot S363; however, the record does not indicate precisely where on the lands of the farm the boat was found. Both of these plots occupy ground that appears to have been former mossland and which is likely to contain deep deposits of peat, suggesting that there may be some potential for similar or related material to be present. In addition, the 1st edition also shows the presence of a building annotated as 'Moss Lodge' on the northern side of Westerhill Road. This structure does not appear on current OS maps of the area, but it is possible that elements associated with it may survive close to the western boundary of plot S362.</p> <p>It appears that a certain amount of landscaping may have taken place within compartment S363 in relation to the formation of a football pitch, tennis court and pumping station; however, the majority of both blocks appears to represent relatively undisturbed greenfield, meaning that it is likely that we would advise that an evaluation trenching should be carried out in advance of their development, to assess the survival of buried archaeological material within their boundaries</p>
<b>Kirkintilloch, Lenzie and Waterside</b>		
S7	Langmuir (South)	<p>This plot lies to the south of Solsgirth House, which is a category B-listed building that is described as being of late 18th century date, with later Victorian editions. Comparison with the 1st edition Ordnance Survey map indicates that Solsgirth was surrounded by a small formal garden during the mid 19th century. This extended as far as the northern boundary of plot S07, though current OS maps indicate that three houses have already been constructed at the southern end of this garden. The plot itself was shown as being undeveloped on the 1st edition, and this also appears to be the case on modern OS maps of the area, suggesting that it is unlikely to have been substantially disturbed during the modern period. As a result, it may retain the potential to produce buried archaeological material relating to earlier phases of occupation, and it is therefore likely that we would advise that a programme of evaluation trenching should be carried out in advance of development of the site</p>

S24	Kirkintilloch Gateway Site 1 - Donald Mackinnon Ave	<p>The HER database contains a record relating to the discovery of a coin hoard consisting of about 16 ounces of silver coins, chiefly shillings of Elizabeth, James I, and Charles I, which were found in 1797 when raising the floor of an old house at Kirkintilloch. Although the grid reference associated with this record falls within plot S24, however, it appears unlikely that this reflects the actual find-spot, as it is apparent that it has been subject to a degree of rounding. The grid reference provided in the record is NGR 266000, 673000, indicating that it has been rounded to a kilometre square, indicating that the location at which the hoard was found is basically unknown, beyond the fact that it was somewhere in Kirkintilloch; this is likely to reflect the date at which the hoard was discovered, and the associated lack of precision in the original report.</p> <p>The HER also includes a record relating to a dovecot that falls within the boundaries of this plot. Again, however, I am uncertain of the accuracy of this record, as no such structure is shown on any of the OS maps available in our system. I would therefore treat the identification of this feature with a degree of caution. The 1st edition Ordnance Survey map of the mid 19th century does show the presence of a well at NGR 265981, 672986, apparently related to a farm named 'Back O'Loch', which was located just outside the boundary of the plot. This well does not appear on current OS maps of the area, and it is likely that it may have been removed, as current aerial photographs suggest that plot has been subject to a degree of disturbance during the course of the 20th century. The need for archaeological work in relation to any subsequent application for planning consent would be dependent on the scale of this previous disturbance, and the potential for sub-surface archaeological material to have survived it.</p>
S100	Kirkintilloch Gateway Site 2 - Woodilee Rd	<p>No sites are recorded in the HER database from within this plot. It was shown as being open ground on the 1st edition Ordnance Survey map of the mid 19th century, but it is apparent that much of the plot has been extensively developed since then. Current aerial photographs indicate that the southern end of the plot has been or is currently occupied by modern industrial buildings, with these being surrounded by associated access roads, parking, and areas of hardstanding. Construction of these features is likely to have involved fairly extensive ground disturbance, which will in turn have reduced the potential for significant sub-surface archaeological material to have survived. The northern section of the plot appears to have been less obviously affected by previous development of this type, though current aerial photos indicate that it is under tree cover. Given the limited size of this section of the plot, however, the potential for development to encounter significant sub-surface archaeological material seems likely to be low, and as a result, it is unlikely that we would consider archaeological work to be required in relation to any subsequent application for the development of this plot.</p>

S111	Former Tom Johnston House Site	<p>This plot is located around 60m to the west of a scheduled monument, this being the line of a feeder channel associated with the Forth and Clyde Canal. Although this feeder is considered to be of national importance as a result of its association with the canal, its course at this point lies on the opposite side of Lenzie Road, meaning that it should not be directly affected by the development of this plot.</p> <p>In terms of the plot itself, it was shown as being largely undeveloped on the 1st edition Ordnance Survey map, with the exception of a short stretch of the Monklands and Kirkintilloch Railway Line that was shown as running across the eastern end of the site. However, current OS Maps and aerial photographs indicate that the majority of the plot is occupied by surfaced yards, with a now-demolished office building having previously been present towards its eastern end. The HER also records that the site was previously occupied by a laundry (the Vivanda Laundry), though I have been unable to identify this business on any of the OS maps available in our system; however, it is listed as being of modern date. Erection of the office building and the creation of the associated yards is likely to have had a detrimental effect on the survival of any sub-surface deposits or features that may have been present, and as a result, it is unlikely that we would consider archaeological work to be required in relation to any subsequent application for the development of this plot.</p>
S200	Gartconner	<p>A quarry was shown on the 1st edition Ordnance Survey map in the north-east corner of this plot. This appears to be one of a sequence of former quarries depicted along the southern side of Kirkintilloch Road. The fact that these were annotated as 'old' quarries on the 1st edition suggests that they had already fallen out of use by the mid 19th century. The plot lies to the south of Braes of Yetts, which appeared on Roy's Military Survey of Scotland (as 'Grey Yetts') indicating that its origins pre-date the period of widespread agricultural improvement in the later 18th and 19th centuries. Other than the small area of previous quarrying, which can still be identified on current OS maps of the area, the site represents a large area of agricultural greenfield that does not appear to have been substantially disturbed during the modern period. As a result, it would have some potential to produce previously-unrecorded buried archaeological material, and it is therefore likely that we would advise that a programme of evaluation trenching should be carried out in advance of development of the site.</p>



S208	Bankhead Rd	<p>No sites are recorded in the HER database from within this plot, but comparison with the 1st edition Ordnance Survey map of the mid 19th century indicates that a farm named 'Merkland' was previously present on the eastern boundary of the site. This was shown as being of a courtyard style, a layout that is typical of farms dating from the period of widespread agricultural improvement in the later 18th and 19th centuries, though it is possible that this may have been constructed on the site of an earlier foundation. Merkland continued to be shown on maps into the 20th century, and although current maps indicate that it has now been removed, it is likely that elements associated with it will survive in the form of buried sub-surface deposits. It is likely that we would advise that a programme of archaeological work should be carried out in relation to any application for the development of this plot.</p>
S226	Whitegates	<p>This plot is located immediately to the south of a scheduled monument, this being the line of a feeder channel associated with the Forth and Clyde Canal. Although this feeder is considered to be of national importance as a result of its association with the canal, its course at this point lies on the opposite side of Marina Way, meaning that it should not be directly affected by the development of this plot. In addition, given that the area surrounding the canal feeder is already occupied by modern structures, the development of this site seems unlikely to result in a substantial change to the setting of this element of the monument.</p> <p>In terms of the plot itself, it was shown as being largely undeveloped on the 1st edition Ordnance Survey map, with the exception of a short stretch of the Monklands and Kirkintilloch Railway Line that was shown as running across the eastern end of the site. A weighing machine was shown on the 2nd edition map on the southern side of this railway line, in the vicinity of NGR 265420 673330; however, this structure appears to have been removed already. Current OS Maps and aerial photographs indicate that the majority of the plot is occupied by modern industrial structures and surfaced yards. The construction of these features is likely to have had a detrimental effect on the survival of any sub-surface deposits or features that may have been present, and as a result, it is unlikely that we would consider archaeological work to be required in relation to any subsequent application for the development of this plot.</p>

S325	Langmuir Park	This block is located in close proximity to two farmstead that appeared on the 1st edition Ordnance Survey map of the mid 19th century, but which are no longer shown on current OS maps of the area. On the 1st edition, a farm named 'Langmuir' comprising a single long building and an associated enclosure was shown in the area to the west of block S325, while a settlement named 'Corbethill' comprising two roofed buildings and three conjoined enclosures was depicted around 40m to the north-east. Neither of these settlements appear on current OS maps of the area, though it is possible that elements associated with them may survive below the current ground level. However, the mapped locations of both lie outwith the boundaries of this plot, and given its relatively small size, it is unlikely that we would consider archaeological work to be required in relation to its development
S326	Merkland School	No archaeological features are recorded in the HER database from within the former Merklands School site. It was shown as undeveloped agricultural ground on the 1st edition Ordnance Survey map of the mid 19th century, but it is apparent that it has been heavily developed since then. Given the scale of ground disturbance associated with construction of the various school buildings, the installation of services, and the provision of surfaced car-parks and play areas, there is unlikely to be much potential for archaeological material to be present within the boundaries of this plot.
S339	Saddler's Brae	No sites are recorded in the HER database from within the prospective development area, though an old coal pit was shown on the 1st edition OS map of the mid 19th century from close to its northern boundary, opposite Saddler's Brae Farm, while an old tramway was shown running down the western boundary of the site on the 2nd edition. Saddler's Brae itself was shown on the 1st edition (as 'Saddlebrae'), while Gartclash Cottage, which is located on the opposite side of the road at the north-east corner of the plot, partially occupies the site of West Gartclash Farm. In addition to being shown on the 1st edition, 'Gartclash' was shown on Roy's Military Survey of Scotland, conducted in the period 1747-55, suggesting that its origins pre-date the period of widespread agricultural improvement in the late 18th and 19th centuries. Other than the industrial features identified on historic mapping, the majority of the plot appears to represent greenfield that has not been subject to substantial disturbance during the modern period, other than that associated with general agricultural activity, and which as a result may retain some potential to produce buried archaeological material. It is likely that we would advise that a programme of evaluation trenching should be carried out across the site in advance of development.

S345	Waterside Road / Gartshore Road	No sites are recorded in the HER database from within this block. It was shown as undeveloped agricultural ground on the 1st edition Ordnance Survey map of the mid 19th century, and this appears to remain the case. Given the scale of the plot and the fact that it does not appear to have been subject to substantial previous disturbance, it would retain some potential to produce buried archaeological deposits or features, and as a result, it is likely that we would advise that a programme of evaluation trenching should be carried out to assess whether material of this type is present within its boundaries
S346	Kirkintilloch Gateway Site 3 - Woodilee Rd	No sites are recorded in the HER database from within the boundaries of this plot. It was shown as undeveloped ground on the 1st edition Ordnance Survey map, and this appears to remain the case, though there may have been a certain amount of earth-moving along its southern boundary associated with the creation of Woodcroft Drive. Current aerial photographs indicate that a short section of spur road has already been constructed, running into the site from Woodcroft Drive, suggesting that it is possible that the ground may already have been prepared for development, though this does not appear to be the case on the basis of the information currently available to me. The northern portion of the plot appears to be occupied by mature trees, and it is possible that these would be retained during any subsequent development, which would reduce the overall size of the area available for construction. On balance, it is unlikely that we would consider archaeological work to be required in relation to the development of this site
S347	Kirkintilloch Gateway Site 4 - 7 Woodilee Rd	No sites are recorded in the HER database from within this small plot. It was shown as being open ground on the 1st edition Ordnance Survey map of the mid 19th century, but it is apparent that it has been extensively developed since then. Current aerial photographs indicate that the plot is occupied by a modern industrial structure, which is surrounded by hardstanding. As a result of the disturbance associated with the creation of these features, the potential for significant sub-surface archaeological material to survive is likely to be low, and as a result, it is unlikely that we would consider archaeological work to be required in relation to any subsequent application for the development of this plot.

S348	West Gartshore Farm (larger)	An old quarry was shown at the north-west corner of this plot on the 1st edition OS map. This appears to be one of a sequence of former quarries depicted along the southern side of Kirkintilloch Road. The fact that these were annotated as 'old' quarries suggesting that they had already fallen out of use by the mid 19th century. The 1st edition also showed the presence of a well at around NGR 268813, 673697; this feature does not appear on current OS maps of the area, and it is possible that it may already have been removed as a result of the creation of what appears to be a surfaced yard or storage area that is visible on current aerial photographs. The plot lies between Wester Gartshore and Braes of Yetts, both of which appeared on Roy's Military Survey of Scotland (as 'W. Gartshores' and 'Grey Yetts' respectively'), indicating that these sites were occupied before the period of widespread agricultural improvement. As the site represents a large area of agricultural greenfield, it would have some potential to produce previously-unrecorded buried archaeological material, and as a result, it is likely that we would advise that a programme of evaluation trenching should be carried out in advance of development of the site.
S351	Friars Croft Oxbgangs	This small plot of ground is located between Friar's Croft and the Black Burn. It was shown as undeveloped agricultural ground on the 1st edition Ordnance Survey map of the mid 19th century, though the depiction of the burn on that map does suggest that the watercourse may have been artificially canalised at this point. This appears to be associated with a sluice that was shown on the Luggie Water, but there is no indication of any mill or structure having been present within the plot itself. Current aerial photos suggest that the eastern end of the plot is already under tarmac, and given its limited scale, it is unlikely that we would consider the development of this site to raise a particular archaeological issue.

S364	Parkview	<p>The grid reference provided for this site appears to be incorrect - it is actually located at NGR 265940, 672875. The HER database contains a record indicating that the former Kirkintilloch Gas Works formerly existed in the vicinity of this block. This is identified as being of 19th-20th century date, and does not appear to have been represented on either the 1st or 2nd edition Ordnance Survey maps of the area. Buildings apparently representing the gasworks do appear on OS maps from the 20th century, though they are not specifically annotated as such; however, these are shown beyond the eastern boundary of the site, suggesting that there is likely to be little potential for construction within the plot itself to encounter material associated with this former industrial use.</p> <p>On the 1st edition, plot S364 was shown as a triangle of land located at the junction of two railway lines, these being the Campsie Branch Railway, which ran along the eastern boundary of the site, and the Middlemuir Branch Junction, which ran along its western side, and which connected the Campsie Branch to the Monkland and Kirkintilloch Railway Line. The Campsie Branch appears likely to have been largely removed by construction of the A806 Kirkintilloch Bypass, but the course of the Middlemuir Branch Junction still appears on modern OS maps, on which it is annotated as a 'Dismantled Railway' running through Whitegates Park. On the 1st edition, the plot of ground between the two lines was shown as being unoccupied, but by the time that the 2nd edition was produced, towards the end of the 19th century, a small structure was depicted towards the northern end of the plot. This was identified as 'Middlemuir Cottage' on OS maps of the 20th century. Although it is possible that physical remains associated with this cottage could survive within plot S364, its late date of construction means that it is unlikely that we would consider these to raise a substantive archaeological issue.</p>
S366	Former Campsie View School	<p>No sites are recorded in the HER database from within this plot. It was shown as undeveloped farmland on all OS map editions available in our system up to the mid 20th century, but it is apparent that it has subsequently been heavily developed. Current OS maps and aerial photographs indicate that most of the plot is occupied by the buildings of the former Campsie View School or its associated playgrounds and car parks. Construction of these features is likely to have had a detrimental impact on the survival of any archaeological material that may have been present, and as a result, I would not consider the redevelopment of this plot to raise a particular archaeological issue.</p>

S367	Former Lenzie Primary School	<p>One site is recorded in the HER database from within this plot, this being the former Lenzie Primary School itself. The associated record contains little detail, but from comparison with available historic maps it is apparent that the core of the school was constructed in the mid 19th century, as it was not shown on the 1st edition Ordnance Survey map, but did appear on the 2nd edition (on which it was annotated as 'Lenzie Academy'). As a result of this late date of construction, I would not consider the removal of the school to raise an archaeological issue; however, it is apparent that it occupies a prominent position in the streetscape of the area, meaning that it is possible that the Council's Conservation Officer may wish to comment on any proposals for its removal, or which would result in a significant change to its fabric.</p>
------	------------------------------	---



S57	Gartshore Estate	<p>This plot covers a sizeable area, and a number of heritage features have been recorded from within its boundaries. All of these recorded features represent elements of the former Gartshore Estate, and include a category B-listed dovecot and stables complex. Both of these buildings survive as upstanding structures, as does the unlisted walled garden. Gartshore House itself has been demolished, but its position can be identified through comparison with historic maps - indeed, two locations can be identified, with the earlier house being shown on the 1st edition at NGR 269160, 673800, while the later 19th century mansion was shown around 60m to the south-east, in the vicinity of NGR 269200, 675730. Various ancillary structures can also be identified on these maps, including the kennels, a pheasantry, a cistern, a well, and what may be a lodge. A farmstead annotated as 'Muirside' was also shown on the 1st edition from within the boundaries of plot S57, while it is apparent that the area as a whole is likely to have been managed as an area of parkland associated with the mansion. Although not included in Historic Environment Scotland's Inventory, therefore, the ground within the plot can be considered as a locally-important designed landscape.</p> <p>In terms of the ground covered by this plot, it is unclear how much of it would actually be proposed for development. The suggested use includes housing, business, employment, hotel, shopping, community facilities and open space, but there is no information as to whether these would encompass the majority of the ground within the boundaries of the plot, or would be limited to specific blocks within it. Depending on the location and scale of development proposed, it is possible that some of the structures shown on available historic maps could be affected; should this be the case, it is likely that specific archaeological mitigation measures would be required to mitigate these impacts. It is also the case that large-scale development is likely to substantially alter the character of the designed landscape. In addition, it is likely that development of the scale suggested by the range of uses proposed would require substantial amounts of ground disturbance, meaning that there would be the potential to encounter and remove sub-surface archaeological material. As a result, it is probable that we would ask for evaluation trenching in relation to development of greenfield sections of the site.</p>
-----	------------------	---

S365	Langmuir Road	<p>The grid reference provided for this plot appears to be incorrect - it appears to centre on a plot of ground located on the eastern side of Lindsaybeg Road. The block at Langmuir Road is centred on NGR 267910, 674330. No sites are recorded in the HER database from this block of ground, located between Langmuir Road and Badenoch Avenue, though it does lie around 100m to the north of the category B-listed Solsgirth House. Solsgirth is identified in Historic Environment Scotland's Listed Building dataset as being of late 18th century date, with many Victorian additions; however, it is unlikely that development within plot S365 would have any effect on this structure.</p> <p>Comparison with available historic maps indicates that the plot itself has been subject to a certain amount of disturbance associated with previous industrial activity. A coal pit was shown in the eastern half of the plot on the 1st edition OS map of the mid 19th century, and this appears to have been surrounded by a certain amount of dumping. Later OS maps show the expansion of the area that had been affected by mining; on the 2nd edition map, most of the eastern end of the site was shown as having been disturbed in this way. There is unlikely to be much potential for archaeological material associated with earlier phases of occupation to survive in those sections of the site that have been affected by previous extractive industry. However, the western end of the plot appears to have been much heavily affected by use of this type, and may therefore retain some potential to produce buried archaeological material. As a result, evaluation trenching may be required in advance of the development of this section of the site.</p>
LDP 6.46	Meadowburn Avenue	<p>No sites are recorded in the HER database from within the boundaries of this plot, but comparison with the 1st edition Ordnance Survey map of the mid 19th century does show the presence of a farmstead named 'East Claddens'. This was shown as comprising a single roofed building with an enclosure attached to its northern side, located at NGR 266557, 671960. A well, presumably associated with the farmstead, was shown around 105m to the NNE. The settlement does not appear to have been represented on Roy's Military Survey of Scotland, suggesting that it may have been founded in the period between the mid 18th and mid 19th centuries. Neither the farm nor the well are depicted on current OS maps of the area, while aerial photographs indicate that the majority of the plot is covered by trees, meaning that I have been unable to determine whether they remain visible at ground level; however, it appears probable that material relating to the farm may survive either as upstanding and visible remains or in the form of buried sub-surface deposits. It is likely that some level of archaeological work would be required in relation to any subsequent application for the development of this plot.</p>

S46	Boghead Road/ Crosshill Road	Comparison with available cartographic sources suggest that the southern boundary of this plot may represent the northern boundary of a small designed landscape that was shown on Roy's Military Survey of Scotland in relation to a settlement at Loch. On the Roy map, Loch was shown at the centre of a series of rectangular enclosures, defined by red lines (usually taken to represent stone walls) and trees. This appears to represent a formal and deliberately-created landscape. The 1st edition Ordnance Survey map of around a century later shows the presence of a well at NGR 264200, 671842 and a shaft at NGR 264333, 671612. Both of these features appear on current OS maps of the area, though both are now annotated as disused air shafts, suggesting either that the identification of a well on the 1st edition was incorrect, or that modern OS surveyors have mis-identified the well as an air shaft. In any event, the identification of at least one air shaft suggests the possibility that underground remains associated with mining may be present. Current aerial photographs indicate that much of the plot is currently used as playing fields, but it is unclear how much landscaping may have been required to allow this use - if this has been fairly minimal, there may be scope for buried archaeological material to survive within the plot.
S181	Blacklands Place Southeast	This plot was shown as open agricultural ground on the 1st edition Ordnance Survey map of the mid 19th century, and this appears to remain the case. Although no sites are recorded from within its boundaries in the HER database, this would mean that it would have some potential to produce previously-unrecorded sub-surface archaeological material, and as a result, it is probable that we would advise that a programme of evaluation trenching should take place in advance of any proposal for development on the site.
S201	Crosshill Road	No sites are recorded in the HER from within the boundaries of this plot, which was shown as undeveloped agricultural ground on the 1st edition Ordnance Survey map of the mid 19th century. The area was also shown as unoccupied on Roy's Military Survey of Scotland, conducted in the period 1747-55, though Roy does suggest that the ground was under cultivation at that time. Roy did show the presence of a settlement at Loch, around 500m to the west, but the farm at East Gadloch and the house at Glenhead, to the south-east and east of the plot respectively, must post-date this period, as they were not shown. The plot is depicted as predominantly agricultural ground on current OS maps, and as this does not appear to have been subject to substantial disturbance during the modern period, may retain the potential to produce buried archaeological material. As a result, it is likely that we would advise that archaeological evaluation trenching should be carried out in relation to any subsequent application for the development of this site.

S315	Waterside Bing	This plot appears to encompass the full extent of the Waterside Bing. Although the bing itself is not recorded as a specific historic environment feature, it is likely to be related to the Wester Gartshore Colliery and its associated complex of coke ovens. This industrial facility was depicted on the 2nd edition Ordnance Survey map, with the associated site record indicating that the original pit was sunk in 1872, and that the colliery remained in production until 1950, having employed 318 people at its peak. Comparison with available maps suggests that the majority of the colliery structures have been removed, but the bing does still survive as a substantial monument to its former existence. I am aware that there are a number of bings that have been designated as scheduled monuments (particularly in West Lothian, where they act as prominent reminders of the shale-oil industry). Although the example at Waterside is not scheduled, it does represent a continuing indication of the former industrial use of the area. It is not clear what is proposed for the site - given the scale of the bing, it appears unlikely that the site would be used for housing - but presumably any redevelopment would necessitate the removal or levelling of the waste material
S353	Moss Road	This small plot is partially occupied by a number of wooden garages, most of which appear to occupy concrete slab foundations. A turning area is also present. No sites are recorded in the HER database from within its boundaries, and given its small scale and the extent to which it has already been disturbed by modern development, it is unlikely that we would consider archaeological work to be required in relation to any subsequent application for planning consent.
Lennoxton, Milton of Campsie , Clachan of Campsie and Haughhead		

LDP 6.56	Lennox Castle Hospital Phase 3 & 4 etc	<p>This block is located around 300m east of the site of Woodhead House, which is legally-protected as a scheduled monument. Woodhead was built by John Lennox, 6th of Balcorrach, perhaps soon after he succeeded his brother Duncan in 1572 . John Kincaid-Lennox, who succeeded to the property in 1833, then built Lennox Castle, and when this had been done, part of the old Woodhead was pulled down and the remainder preserved as a picturesque ruin; the basement was used unsuccessfully as an ice-house. However, the plot proposed for development is well clear of the ruinous remains of the earlier castle, meaning that it is unlikely that it would be directly affected by construction activity.</p> <p>A number of specific sites are recorded in the HER database from within the boundaries of this plot, all of which appear to represent elements of the former Lennox Castle Hospital. In April 1925 Glasgow Parish Council resolved to build a new Mental Deficiency Institution under the provisions of the 1913 Act, and in 1927 the castle and its estate were purchased and plans drawn up for what was intended to be the largest and best equipped hospital of its type in Britain. Providing 1,200 beds at the cost of £1.25m, work began converting the estate to the designs of Wylie, Shanks and Wylie. Lennox Castle itself was adapted into a nurses home. Later requisitioned under the Emergency Hospital Scheme, with ward huts constructed near the Castle, during WW2. A maternity unit was subsequently established on the site in 1941 which operated until 1964. Specific elements recorded from within this block include the mortuary block, the isolation block, the admissions block, the boiler house, and the sports pavilion, though other elements may also be present.</p> <p>The HER also includes an entry recording that a walkover survey and a programme of evaluation trenching were conducted in 2003 on the site of a residential development that was proposed for the site of the former hospital. We did not provide advice to East Dunbartonshire Council at that time, so I do not have access to a copy of the report outlining the results of this work, and have no information on whether it covered the full extent of the former hospital (including the block of ground that has been included in this consultation), or whether it looked only at a small sub-set of the former estate. It is therefore possible that further archaeological work may be required in relation to any future application for the development of this block.</p>
----------	--	---

LDP 6.57	Lennox Castle	<p>This block encompasses the category A-listed remains of the 19th century Lennox Castle, which was constructed between 1837 and 1841 to a design by David Hamilton to replace the earlier Woodhead House, the ruinous remains of which are located around 60m to the north-east. The remains of Woodhead House are legally-protected as a scheduled monument. Woodhead was built by John Lennox, 6th of Balcorrach, perhaps soon after he succeeded his brother Duncan in 1572. John Kincaid-Lennox, who succeeded to the property in 1833, then built Lennox Castle, and when this had been done, part of the old Woodhead was pulled down and the remainder preserved as a picturesque ruin; the basement was used unsuccessfully as an ice-house. The scheduled area associated with Woodhead House lies immediately to the north of the drive leading to Lennox Castle, meaning that it is possible that Scheduled Monument Consent (SMC) may be required in relation to any works to widen the track or to install new services running to the castle site.</p> <p>In terms of the remains of the 19th century castle, this is obviously a building of some architectural significance. It is likely that both Historic Environment Scotland and the Council's own Conservation Officer may wish to comment on the effect of any proposal to alter or remove the upstanding fabric of the building. If it is proposed for demolition or alteration, it is probable that some level of building survey would be required in order to ensure that there is an adequate record of the structure in its current form. In addition to any impact on the upstanding fabric of the former castle, its proximity to the scheduled remains of the late medieval Woodhead House means that there may be the potential for buried archaeological material associated with contemporary occupation to be present in the vicinity.</p>
----------	---------------	--



LDP 6.61	Former Travelling Peoples Site, Primrose Way	<p>Comparison with available historical mapping indicates that this block of ground was formerly occupied by various features associated with the Campsie Alum Works. Although the 1st edition Ordnance Survey map of the mid 19th century indicates that the core of the works complex, including the majority of the buildings, were located to the north-west of LDP 6.61, it does show the presence of a bank of limekilns within the plot. A pond, presumably associated with the control of water to the factory, was shown on the western boundary of the site, while various bings and tramways were also shown.</p> <p>Current aerial photos indicate that the central section of the plot is already occupied by tarmac roadways and areas of hardstanding, construction of which is likely to have had some impact on the survival of physical remains associated with the previous industrial use of the area. It is possible, however, that elements may survive in the wooded ground around Primrose Way. In particular, it is possible that elements of the former kiln bank could survive, as these are typically fairly heavily built structures that are difficult to remove, meaning that their foundations could still be present below the more recent surfacing.</p>
S314	Rowantree Place	<p>This plot occupies the western end of a field that is annotated as the 'Field of Blood' on current OS maps of the area. This annotation seems to have been included on all OS maps available in our system, back to the 1st edition map of the mid 19th century, but the HER database does not include any information to identify the origin of this name. It is possible that it could be associated with a prominent natural hillock on the southern side of the former railway line, which is identified as 'Gallow Hill', suggesting that it was used as a place of execution. However, there is also a local tradition that it represents the site where a group of reivers were surprised and killed by locals following a cattle raid. It is likely that the field would be considered to be of some importance in terms of the local heritage of the area, and it is possible that it may also retain the potential to produce buried archaeological material. In the event that development of this plot were to be taken forward, therefore, it is likely that we would advise that a programme of archaeological work should be carried out in advance.</p>
S321	St Machan's Way	<p>This plot encompasses a row of modern garages and a surfaced parking area on the south side of St Machan's Way. The ground was shown as being undeveloped on the 1st edition Ordnance Survey map of the mid 19th century, but it is apparent that it has been substantially disturbed as a result of construction during the modern period. This disturbance is likely to have had a detrimental effect on the survival of sub-surface archaeological material within the plot, and as a result of this, and of its small scale, it is unlikely that we would consider archaeological work to be required in relation to the development of this site.</p>

S355	Campsie Golf Club	No sites are recorded in the HER database from within this small plot. It is located around 70m to the south of Balgrechan, which appeared on the 1st edition Ordnance Survey map of the mid 19th century. The place-name also appeared on Roy's Military Survey of Scotland, conducted in the period 1747-55, indicating that the origins of occupation on the site pre-date the period of widespread agricultural improvement in the later 18th and 19th centuries. Roy also showed the presence of a settlement named 'Damhead' in the area to the SSE of Balgrechan, and it is possible that this could have been located in the vicinity of plot S355
S18	Redmoss Farm	No sites are recorded in the HER database from within the boundaries of the northern S18 plot, which is located to the west of Elizabeth Drive. It was shown as undeveloped farmland on the 1st edition Ordnance Survey map of the mid 19th century, and current OS maps indicate that this remains the case, though aerial photos suggests that it may no longer be actively cultivated and may now have been colonised by scrub. The southern plot on Redmoss Farm is located to the west of Glazert Avenue, Munro Drive, Cherry Place, and Juniper Drive. Again, no specific features are recorded in the HER database from within its boundaries, and it is also shown as undeveloped ground on both the 1st edition and current OS maps of the area. Given that neither plot appears to have been substantially disturbed during the modern period, both may retain the potential to produce buried deposits or features associated with earlier phases of occupation, and as a result, it is likely that we would advise that evaluation trenching should be carried out in advance of development taking place.
S205	West Birdston	No sites are recorded in the HER database from within the boundaries of this plot. It is shown as undeveloped ground on both the 1st edition Ordnance Survey map of the mid 19th century, and on current OS maps of the area, though current aerial photographs indicate that trees are present around both the northern and southern margins of the site. We would generally recommend that any development on areas of previously-undisturbed greenfield should be preceded by a programme of evaluation trenching, designed to determine whether sub-surface archaeological material is present. I am aware, however, that current aerial photographs indicate that the plot of ground immediately to the east of this compartment has been subject to recent development. I am unsure of whether evaluation trenching took place in advance of this work, but if it did not, it may be difficult for the Council to secure work of this type in advance of any development on plot S205.

S322	Derrywood Road	This plot of ground was shown as undeveloped farmland on the 1st edition Ordnance Survey map of the mid 19th century. Although it is now surrounding by modern housing on three sides, it does not appear to have been substantially disturbed during the modern period, meaning that it may retain the potential to produce buried archaeological material relating to earlier phases of occupation. As a result, it is likely that we would advise that evaluation trenching should be carried out in advance of development of the site.
<b>Milngavie</b>		
S15 & S359	Douglaston Estate	<p>Comparison with available historic maps suggests that these two blocks represent surviving elements of the former parkland associated with Dougalston House. Dougalston House was shown on the 1st edition Ordnance Survey map of the mid 19th century in the vicinity of NGR 256473, 674075, though its site is now occupied by modern housing on Lawn Park and Ewing Walk. The 1st edition indicates that block S15 formed an area of parkland associated with the house; this was shown as predominantly grassland, with a number of small irregularly-shaped stands of trees. Compartment S359 appears to broadly represent the belt of trees that was shown on the 1st edition surrounding the parkland and the site of the house, though at its southern end it also takes in ground that was formerly part of Dougalston Loch, which was shown as covering a larger area in the 19th century. Although somewhat overgrown, these blocks do generally maintain the layout of the former designed landscape, and although not included in Historic Environment Scotland's national Inventory, are likely to be of local interest. This would need to be taken into consideration when reaching a decision about the type of development that may be appropriate.</p> <p>In addition to the designed landscape itself, a number of specific features are recorded in the HER database from within the boundaries of these plots. These include the stables associated with Dougalston House, which were shown on the 2nd edition Ordnance Survey map at NGR 256405, 674313. A gate lodge was also shown on the 2nd edition, at NGR 255850, 673924. Both of these structures have subsequently been demolished, though it is possible that elements associated with them may survive on the ground. The HER also records that a stone mace-head held by Glasgow Museums is recorded as having been found somewhere in the vicinity, though its precise find-spot is not known. However, as the two blocks represent a substantial area of greenfield that does not appear to have been disturbed during the modern period, it is likely that we would advise that evaluation trenching should take place in advance of any large-scale development, with the aim of assessing whether buried sub-surface archaeological deposits are present.</p>

S16	Hunter Road	This plot is located to the east of Clober Farm, which is a category C-listed building and is described in Historic Environment Scotland's listed building dataset as an early 18th century farmstead with later wings dating from around 1800, which was restored and modernised in 1946. This date of construction is supported by the appearance of Clober on Roy's Military Survey of Scotland, which was conducted in the period 1747-55. The buildings of the farm are located on the eastern side of Hunter Road, and so would not be directly affected by construction on plot S16; however, the 1st edition shows the presence of a well, presumably associated with the farm, in what is now the parkland on the western side of the road. This well does not appear to survive as a feature that is visible at ground level, though it is possible that elements of it may survive in the form of below-ground deposits, depending on the scale of earth-moving operations that may have taken place as a result of landscaping and construction in the surrounding area.
S25	North of Old Mains Farm	This block of ground is located to the north of Old Mains Farm. Two of the farm buildings are a B-listed, with Historic Environment Scotland's listed building dataset suggesting that one may have originally been a dovecote, while the other small dwelling appears to represent a fragment of an earlier larger building. The listed building dataset does not suggest a date for these structures, but comparison with Roy's Military Survey of Scotland suggests that the site was occupied in the mid 18th century. Despite its proximity to the buildings at Old Mains, block S25 does not actually encompass the site of the listed buildings; however, its eastern end does cover the site of Mainmill, which was shown on the 1st edition Ordnance Survey map in the area immediately to the south of the Craigdhu Burn. It is possible that development on this portion of the plot could encounter physical remains associated with the buildings shown on the 1st edition, or of the water management system associated with a mill. In addition, the remainder of the plot comprises a substantial area of greenfield that does not appear to have been subject to disturbance during the modern period, meaning that it is likely to retain the potential to produce sub-surface archaeological material associated with earlier phases of occupation. As a result, it is probable that we would advise that evaluation trenching should take place in advance of any development of the site.

S49	Tambowie Farm	<p>No sites are recorded in the HER database from within this block. It was shown as undeveloped farmland on the 1st edition Ordnance Survey map of the mid 19th century, and this appears to remain the case. However, Roy's Military Survey of Scotland, conducted in the period 1747-55m shows the presence of a small square structure in the area between the designed landscapes associated with Craigton and Ballgie, and it is possible that this could be located in this plot. In addition, as the land represents a large area of greenfield that does not appear to have been subject to substantial levels of previous disturbance, it is likely to retain some potential to produce buried sub-surface archaeological material, and as a result, it is probable that we would recommend that a programme of evaluation trenching should be carried out in relation to any subsequent application for the development of the site.</p>
-----	---------------	---

S186	Glassford House	<p>This block forms part of the designed landscape associated with Dougalston House. Dougalston House was shown on the 1st edition Ordnance Survey map of the mid 19th century in the vicinity of NGR 256473, 674075, though its site is now occupied by modern housing on Lawn Park and Ewing Walk. On the 1st edition, plot S186 was shown as comprising two large rectilinear enclosures, likely to represent walled gardens associated with the house. A small structure annotated as an ice house was shown at the south-west corner of the easternmost of these enclosures; however, on current OS maps, the site of this structure is occupied by an A-listed building identified as the Factor's House. Historic Environment Scotland's listed building record for this structure describes it as being of 18th century date, with later extensions. It also notes that a domed ice house is approached through an outbuilding to the rear of the main house, suggesting that the structure marked as an ice house on the 1st edition was not wholly dedicated to this purpose, and that the annotation instead only applied to a small section of the building that was shown on that map.</p> <p>Although the A-listed Factor's House is specifically excluded from the area proposed for development as block S186, it remains the case that the open ground that surrounds it provides it with a setting that it likely to be broadly comparable with that present when the building formed part of the Douglaston Estate. Development of the site would potentially result in a significant change to this setting, as well as removing surviving elements of the former designed landscape. Consideration would need to be given to these factors when determining whether to grant consent for development on this site.</p> <p>In addition to the Factor's House, the 2nd edition OS map also showed what appears to have been glasshouses against the northern wall of the eastern enclosure. This map also indicates that the eastern enclosure was laid out with a formal pattern of paths, some elements of which remain visible on current aerial photographs. The western enclosure appears to have been less formally planted, but both would retain some potential to produce buried sub-surface archaeological material. It is therefore likely that we would advise that evaluation trenching should be carried out in advance of any development of the plot.</p>
------	-----------------	--



S223	Dougalston Ave	<p>No sites are recorded from within the boundaries of this small plot, but it is located around 140m west of a category B-listed dovecot. This structure was shown on the 1st edition Ordnance Survey map, indicating that it has been in place for at least the last 150 years. The dovecot appears likely to have formed part of the parkland associated with Douglaston House, which was located around 450m to the south, and although the House itself has been removed and its site over-built, remnants of the planting scheme associated with it are still identifiable. Although this designed landscape is not included in Historic Environment Scotland's Inventory of Gardens and Designed Landscapes, it is likely to be of some local significance. Development of this plot would therefore result in the removal of an additional section of this landscape. In addition, as the site does not appear to have been subject to substantial disturbance during the modern period, it is likely that we would advise that evaluation trenching should take place in advance of its development, to assess whether significant sub-surface archaeological deposits are present within its boundaries.</p>
S227	Halley's Garage	<p>A number of features are recorded in the HER database from immediately to the south of this plot, with perhaps the most interesting relating to the Bennie Railplane. This was erected in the late 1920s over the track running between Milngavie and Hillfoot Stations. Comprising an elevated track and a propeller-driven carriage suspended from a monorail, it was invented by George Bennie, and was intended to travel at up to 120mph. An initial test run for passengers took place in 1930, but speeds no higher than 50mph could be achieved on the track available. It proved too advanced for the time, and financial backing was not forthcoming. George Bennie died a bankrupt, and his prototype remained in situ until the mid-1950s. A goods shed present close to the south-west corner of the plot appears to have been used as a test shed/ hangar for the Railplane, though the original gantry, power system and associated structure has been dismantled. This building survives as a timber yard office.</p> <p>From the information available to me, it appears that no features or elements associated with the railplane survive within the prospective development plot, though it may be necessary to confirm that this is the case. Assuming that no material relating to the monorail survives, it is unlikely that the development of this site would otherwise raise a substantive archaeological issue, as all structures present on the site appear to be of modern date.</p>

S300	South Prestonfield	No sites are recorded in the HER database from within this plot, but it is located to the south-east of South Mains farm. South Mains appeared on the 1st edition Ordnance Survey map, though the layout of the modern farm is different to that shown in the mid 19th century, suggesting that all of the visible structures post-date this period. South Mains may also appear on Roy's Military Survey of Scotland, conducted in the period 1747-55, as a settlement named 'The Mains' was shown on the Roy map in approximately the same position relative to other named settlements. There may therefore be some potential for the plot to produce buried archaeological deposits associated with activity in the area during the period before the widespread agricultural improvements of the later 18th and 19th centuries. It is likely that we would advise that evaluation trenching should take place in advance of development of this plot, to assess the survival of buried archaeological material within its boundaries.
S302	Chestnut Lane	This block of ground is located to the south of Old Mains Farm. Two of the farm buildings are a B-listed, with Historic Environment Scotland's listed building dataset suggesting that one may have originally been a dovecote, while the other small dwelling appears to represent a fragment of an earlier larger building. The listed building dataset does not suggest a date for these structures, but comparison with Roy's Military Survey of Scotland suggests that the site was occupied in the mid 18th century. Despite its proximity to the buildings at Old Mains, block S25 does not actually encompass the site of the listed buildings; however, the plot does comprise a substantial area of greenfield that does not appear to have been subject to disturbance during the modern period, meaning that it is likely to retain the potential to produce sub-surface archaeological material associated with earlier phases of occupation. As a result, it is probable that we would advise that evaluation trenching should take place in advance of any development of the site.

S313	Roselea Drive	<p>This plot is located immediately to the south of Craigmaddie Reservoir, which is a category A-listed structure. It was designed by James M Gale and constructed between 1886 and 1896, and with the adjacent Mugdock Reservoir forms the focal point of a specially designed landscape setting which enhances their scenic and recreational value. The proposed development plot lies immediately adjacent to the southern embankment of the reservoir, and the eastern portion of the plot lies within the boundaries of this landscape, as defined in Historic Environment Scotland's Inventory of Gardens and Designed Landscapes. Although this section may appear to be a fairly peripheral component of the landscape as a whole, it is likely that its character would be significantly altered by the development of the plot, and I would therefore advise that this would need to be considered when assessing any future applications relating to the site.</p> <p>The HER also records the presence of two specific features relating to the reservoir from within the boundaries of the plot. The first of these relate to the former site of the main valve on the Craigmaddie no.5 main, which was housed in a small building. The site record indicates that this building has been dismantled, though manholes still indicate its location. The other feature is identified as 'Craigmaddie Well', and is described as comprising a masonry surround halfway up the Craigmaddie Reservoir. The report notes that the flow from the well almost instantly disappears into a pipe, and suggests that it could represent a natural spring which was diverted when the embankment was created. In the event that development of this site was taken forward, it is possible that some level of archaeological work would be required to assess and mitigate the impact of any proposals on elements associated with the reservoir and water supply system.</p>
S317	Mugdock Road/ Drumclog Ave	<p>No sites are recorded in the HER database from within the boundaries of this small plot. It was shown as unimproved ground on the 1st edition Ordnance Survey map of the mid 19th century, but current aerial photographs suggest that it is now occupied by mature trees. Although it does not appear to have been subject to substantial levels of disturbance during the modern period, the small scale of the plot would serve to limit its potential to produce significant sub-surface archaeological material, and as a result, it is unlikely that we would consider archaeological work to be required in relation to any subsequent application for its development.</p>
S336	Ashburn Rd/Craigielea Crescent	<p>No sites have been recorded from within either of the blocks of ground identified as S336. Both were shown as undeveloped farmland on the 1st edition Ordnance Survey map of the mid 19th century, and are also shown as open ground on current OS maps, though it is unclear the extent to which it may have been affected by ground disturbance associated with construction in the surrounding area. It is also apparent that the ground within the plots slopes fairly steeply from north to south, which would tend to mitigate against past settlement. On balance, it appears unlikely that we would consider archaeological work to be required in relation to the development of these plots</p>

S350	Former Sewage Works - NE of Allander	This plot is located just outside the boundary of the buffer zone defined in relation to the Antonine Wall World Heritage Site. It was depicted as undeveloped farmland on the 1st edition Ordnance Survey map of the mid 19th century, but more recent maps indicate that it has subsequently been occupied by a sewage works. Although the various elements of this works do not appear to have covered all parts of the plot, it is likely to have been sufficiently disruptive to limit the potential for sub-surface deposits associated with earlier phases of occupation to survive, and as a result, it is unlikely that we would consider archaeological work to be required in relation to the development of this site.
S361	Drumclog Ave	This plot is located immediately adjacent to the Inventory Designed Landscape associated with the Milngavie Reservoirs, and various 19th and 20th century structures associated with the operation of the water supply system have been recorded from the area to the north and north-east. However, none of these features are likely to be affected by development within the plot. In addition, I am aware that an application was submitted in March of this year for the construction of nine 2 bedroom flats in three blocks on the site (planning reference TP/ED/19/0023). We assessed this application when it was received, and considered that it did not appear to raise an issue of such magnitude as would lead us to advise that archaeological work was required. In part, this was because the supporting statement indicated that an extant consent was already in place for the erection of three houses on the site, but it was also the case that the ground within the plot had been subject to a certain amount of disturbance associated with the house that was previously present. It is likely that our response to any future application for the development of this site would be the same.
Torrance and Baldernock		

S23	Balmore Road/ Paterson's Laun	<p>This plot is located on the northern fringe of the buffer area defined in relation to the Antonine Wall World Heritage site; however, development on the site is unlikely to have a major impact on the setting of the monument, in part because it lies almost 1km to the north of the wall itself, though it is also the case that it would be partially screened by the existing buildings on Old Balmore Road, and at Bogside Farm. While development of the plot appears unlikely to have a direct or indirect impact on the Antonine Wall, however, comparison with available cartographic sources suggests that it would have some potential to produce physical remains associated with an earlier version of Bogside Farm. Although the current Bogside Farmhouse lies on the southern side of Old Balmore Road, the 1st edition Ordnance Survey map of the mid 19th century showed the farm as lying on the northern side of the road, close to the eastern end of plot S23. This accords with the position of Bogside as shown on Roy's Military Survey of Scotland, conducted in the period 1747-55, though it is noted that the alignment of the road shown on the Roy map appears to be different from that depicted on the OS cover of around a century later. The Roy map also suggests that Bogside may have been associated with a small formal garden, and some indication of this survives on the 1st edition in the form of a square enclosure shown in the area to the north of the buildings. By the time of the 2nd edition (c.1890), the current buildings at Bogside were shown on the southern side of the road, indicating that these were constructed in the second half of the 19th century. However, it is possible that the development of the plot could serve to expose and remove features associated with the pre-improvement settlement on the site, and as a result, it is likely that archaeological fieldwork would be required.</p>
S221	East Balmore	<p>This plot is located just beyond the boundary of the buffer area defined in relation to the Antonine Wall World Heritage Site; however, its development is unlikely to result in a substantial change to the setting of the wall, in part due to the distance between the plot and the monument, and in part as a result of the screening provided by existing buildings present in the surrounding area. No sites are recorded in the HER database from within the boundaries of S221, which was shown as being largely undeveloped ground on the 1st edition Ordnance Survey map of the mid 19th century, with the exception of the route of the Kelvin Valley Line of the North British Railway, which was shown as running across the centre of the plot. The route of this now-dismantled railway line continues to be shown on current OS maps of the area, but other than this, the majority of the plot appears to have been relatively unaffected by disturbance during the modern period. As a result, it may retain some potential to produce buried deposits or features associated with earlier phases of occupation.</p>

LDP 6.23	Kelvin View	<p>It lies on the south-eastern margin of Torrance, and falls within the buffer area defined in relation to the Antonine Wall World Heritage Site, though it lies around 1km north of the line of the wall itself. Although it is possible that development on the site may be visible from the wall, the separation between the two and the fact that the plot is located immediately adjacent to existing houses suggests that the degree of change to the setting of the wall resulting from construction on the site may fall within acceptable limits. I would advise, however, that the consideration should be given to the potential impact on the setting of the WHS when decisions are being made on the scale, mass, and external appearance of any development proposal that may subsequently be submitted for the plot.</p> <p>In addition to its potential indirect effect on the setting of the Antonine Wall WHS, comparison with the 1st edition Ordnance Survey map of the mid 19th century indicates that the eastern section of the plot was previously occupied by part of the formal gardens associated with Meadowbank House. Current OS maps suggest that the boundaries of this garden may still survive. The western section of the plot was shown as being undeveloped ground on the 1st edition, and does not appear to have been substantially disturbed in the intervening period, meaning that it may retain some potential to produce buried sub-surface archaeological material. It is likely that we would advise that a programme of evaluation trenching should be carried out in advance of the development of this plot, to assess the survival of material of this type within its boundaries.</p>
----------	-------------	---

S204	East of Ferrymill Motors	<p>This plot is located just outside the buffer area defined in relation to the Antonine Wall World Heritage site, and is likely to be sufficiently far from the wall itself to mean that its development would not result in a substantial change to the setting of the monument. However, the site does lie in an area with some potential to produce significant archaeological material. The HER database includes a record of a tumulus around 80m to the north of the site, with annotation on the 1st edition Ordnance Survey map of the mid 19th century indicating that an urn containing human bones had been found. It is recorded that the cairn was excavated in 1953, which revealed an irregular depression at the original ground level at its centre; this showed traces of a fire, and a few fragments of burnt bone and four sherds of coarse pottery were recovered. Although this feature no longer survives as an upstanding and visible feature, its proximity to plot S204 raises the potential for similar or contemporary material to be present within the boundaries of the plot.</p> <p>In addition to the possibility that material relating to prehistoric activity may survive in the vicinity, comparison with available historic maps indicates that plot S204 lies immediately to the north of a large mill pond that appeared on the 1st edition OS map. The 1st edition also showed a group of buildings on the northern side of the mill pond; these structures would have been located immediately adjacent to the boundary of the plot.</p> <p>As a result of the proximity of the plot to a prehistoric burial monument, it is likely that we would advise that archaeological work would be required in relation to any subsequent proposal for its development</p>
------	--------------------------	---



S222	S Campsie Rd	<p>This plot is located on the northern fringe of the buffer area that has been defined in relation to the Antonine Wall World Heritage Site. However, it is located almost 1.5km to the north of the wall itself, and would also be immediately adjacent to the existing buildings at the eastern end of Torrance, suggesting that development of the plot may not result in a major change to the setting of the monument. It is nevertheless the case that consideration would need to be given to this aspect when assessing any subsequent application relating to the plot, in terms of the scale, mass and external finish of any new buildings proposed for the site.</p> <p>In addition to the possible effect of the development on the World Heritage Site, the plot is also located in an area with some potential to produce significant archaeological material. The HER database includes a record of a tumulus around 180m to the north of the site, with annotation on the 1st edition Ordnance Survey map of the mid 19th century indicating that an urn containing human bones had been found. It is noted that the cairn was excavated in 1953, which revealed an irregular depression at the original ground level at its centre; this showed traces of a fire, and a few fragments of burnt bone and four sherds of coarse pottery were recovered. Although this feature no longer survives as an upstanding and visible feature, its proximity to plot S222 raises the potential for similar or contemporary material to be present within the boundaries of the plot. As a result of the proximity of the plot to a prehistoric burial monument, it is likely that we would advise that archaeological work would be required in relation to any subsequent proposal for its development.</p> <p>In addition to the possibility that material relating to prehistoric activity may survive in the vicinity, comparison with available historic maps indicates that plot S222 lies to the south-east of a large mill pond that appeared on the 1st edition OS map. The 1st edition also showed a group of buildings on the northern side of the mill pond; these structures would have been located close to the boundary of the plot.</p>
<b>Twechar</b>		
S27	Badenheath	<p>One site is recorded in the HER from within the boundaries of this development area, this being the former site of Badenheath Tower. This structure was shown on the 1st edition Ordnance Survey map of the mid 19th century, on which it was identified as being 'in ruins'. According to the OS Object Name Book, it was once owned by the Boyds, the Earls of Kilmarnock, and had formerly comprised a large peel or fortress surrounded by a moat. By the end of the 19th century, only the southern half of the oblong keep remained, standing to a height of around 40 feet, while the northern wall had been reduced to its foundations. MacGibbon and Ross considered that it was likely to be of late 15th century date. It is recorded that the tower was demolished in 1953 by the owner of Badenheath Farm, though as the record indicates that its walls were 6-7ft thick, it is possible that elements of this</p>

structure may survive below the current ground level. In addition, if it was indeed surrounded by a moat, evidence for this could also survive in the form of an infilled ditch.

In addition to the tower itself, Roy's Military Survey of Scotland, which was conducted in the period 1747-55, shows the presence of what appears to have been a reasonably sizeable settlement in the area to the south-east. This could equate to the settlement of Deerdykes / Ordchardtown that were shown on the 1st edition Ordnance Survey map of around a century later, though the representation on the Roy map suggests that the mid 18th century settlement was closer to the tower than the buildings depicted on the 1st edition. Roy also showed the presence of a number of other smaller settlements that are likely to lie within the area covered by this proposal. These include 'Benheith Town', located on the northern bank of the Luggie Water, in the area to the south of the modern farm; a settlement named 'Old Town', which was shown to the north-east of the tower; and 'Low Hole', which lay to the north-west. Low Hole also appeared on the 1st edition (as 'Laigh Hole'), but the other settlements were not shown, and none of them appear on current OS maps of the area. However, it is possible that elements associated with them will survive in the form of buried sub-surface deposits. Material of this type would be susceptible to damage or removal as a result of ground disturbance associated with construction. The representation of Badenheath on the Roy map may reflect the presence of an estate associated with the tower, as a walled enclosure is shown to the south and west of the building, with what appears to be formal tree-lined parkland running down to the Luggie Water. It is apparent that development of the site would raise potentially significant archaeological issues, and it is likely that we would advise that archaeological work would be needed in relation to any proposal for its development.

In addition to the potential for development of the site to have a direct impact on buried archaeological material within its boundaries, I would also note that the plot lies immediately to the north of the site of a scheduled Roman fort and annex, located on the southern side of the Luggie Water about 150m north-east of Mollins. Although the fort and annex are separated from the prospective development site by this watercourse, meaning that it should not be directly affected by construction activity, large-scale development would be likely to significantly affect the setting of this nationally-important monument. This should be a material consideration in the planning process, though it is acknowledged that the immediate setting of the fort has already been compromised by recent works associated with construction of the M80 and A80, which pass to the south and west of the fort respectively.

LDP 6.41	Glen Shirva Road	<p>This proposal would appear to raise potentially serious issues in terms of its effect on the historic environment. It lies immediately to the south of the line of the Antonine Wall, and to the north of the site of a Roman camp, both of which are legally-protected as scheduled monuments, and which also form part of the Antonine Wall World Heritage Site designation. The prospective development plot lies wholly within the buffer area defined in the WHS. Any development on the site is likely to result in a significant change to the setting of both of these monuments, primarily by interrupting visibility between them. There would also be a reasonably high potential for ground disturbance associated with construction to encounter and remove sub-surface archaeological material associated with the operation of the Roman frontier, though in this regard I am aware that the 1st edition OS map indicates that a coke works was present on the northern boundary of the plot during the mid 19th century; this is likely to have had some impact on the survival of buried archaeological material, at least within the footprint of the complex.</p> <p>Given its position in relation to elements of the Antonine frontier system, a clear case could be made to refuse proposals for development on this site under policies and supplementary planning guidance relating to the treatment of the WHS; however, I understand that the principle of development on this site may have been established already, meaning that refusal may no longer be an option. That being the case, it is likely that careful consideration would be needed in terms of the design of any development on the site. It is also likely that if the Council was minded to grant planning permission for a development on this site, we would recommend that a condition should be attached with the aim of securing the completion of a programme of archaeological fieldwork, with the aim of mitigating the effect of the proposal on sub-surface archaeological material that may be present within the plot.</p>
----------	------------------	---

LDP 6.45	McDonald Crescent	<p>This plot is located just outside the buffer zone defined in relation to the Antonine Wall WHS. It lies around 300m south of the scheduled Roman camp present to the south-east of Twechar, while another scheduled monument, a feeder channel running from the Board Burn to the Forth and Clyde Canal, is also present in the vicinity. Despite their relative proximity, neither of the scheduled monuments should be directly affected by development on site 6.45, and any impact on the setting of the WHS would also seem likely to be largely screened the existing buildings fronting onto MacDonald Crescent. As the ground to the rear of the plot is higher than on the frontage, it is possible that new buildings on the site would be visible when viewed from the Antonine Wall or associated camp, but the degree of change from the existing baseline seems likely to be limited. The plot does represent a large area of greenfield that does not appear to have been substantially disturbed during the modern period, and which as a result would retain some potential to produce unrecorded sub-surface archaeological material. As a result, it is likely that we would advise that a programme of evaluation trenching should be carried out in advance of development of the site, in order to assess this potential.</p>
----------	-------------------	--

f. [Green Belt Review](#)

The Council commissioned an independent study to be carried out which reviewed the East Dunbartonshire green belt and provide an assessment of its functions and boundaries. The Green Belt Review is Appendix 3 to the Monitoring Statement. The findings in the Green Belt Review has been incorporated into the site assessments as relevant.

## g. [Community Facilities Assessment](#)

### **Introduction**

Community facilities and services have a fundamental role to play in the creation of vibrant, healthy and happy communities. Scottish Planning Policy recognises the importance of the planning process in ensuring that communities have access to good quality amenities and services. This can be achieved through a development plan that both protects community facilities and encourages further enhancement through supportive planning policies; and manages the impact of new housing on the capacity on such services.

The demand for community facilities and services is dynamic and can be affected by a range of factors. This includes new development, demographic change and changes in the way people wish to access such amenities. The development of new housing can put additional pressure on existing community facilities and therefore could lead to demand exceeding capacity. Therefore it is important as part of the development plan process to assess the potential impact of development and how this impact could be addressed.

It should also be noted however that in some cases demand for certain facilities has, or is projected to, decrease and new development can contribute towards their long-term sustainability.

The aim of this assessment is to:

- undertake a broad assessment of the community facilities provided in East Dunbartonshire and the projected changes in provision,
- determine the potential impact of new development on existing capacity; and
- establish how capacity issues could be addressed.

Given that the Main Issues Report is a consultation document and does not represent the Council's settled view, an initial phase of the Community Facilities Assessment has been undertaken at this stage. Further assessment and modelling will likely be required at the Proposed Plan stage.

Planning regulations and policy are clear that if there are potential capacity issues on local services and/ or infrastructure as a result of new development then these should be addressed by increasing provision through developer contributions and that refusing planning applications is a last resort. Please see Policy 20 in the Monitoring Statement for further information on developer contributions.

The assessment is based on the scale of land allocations required to meet the preferred option in the Main Issues Report. In the event that an option which facilitates a much greater volume of housing land release is pursued, the impact upon the capacity of existing community facilities would be much greater. This could result in a requirement for significant new infrastructure such as new schools, nurseries and health and social care facilities to be delivered as an integral part of new large-scale development. Subsequently the approach in this Community Facilities Assessment would require to be revisited.

A broad assessment of each type of facility across the Council area is provided followed by a community assessment for each of the 7 identified community areas.

Note that the assessment focusses on the impact of facilities and services located within East Dunbartonshire. However, in some cases provision may be closer or provided within neighbouring authority areas, particularly with regards to Twechar which is closer to Kilsyth than Kirkintilloch but also parts of the Council area that are very close to the boundary with Glasgow.

### **Scope of Assessment**

Community facilities is a broad term that encompasses many different types of important local facility or service that includes, but is not restricted to; schools, health facilities, leisure centres, sports pitches, public open spaces, cemeteries and other facilities provided by the third and private sectors.

A key aim of the assessment is to determine how potential capacity issues would be addressed through the use of developer contributions and therefore the assessment focusses on facilities that are provided by the Council, Leisure and Culture Trust, Health and Social Care Partnership and any other associated partners.

It is important that the approach in the development plan is integrated with the relevant strategies and work-streams including:

- Local Outcome Improvement Plan and Place Plans
- Corporate Asset Management Plan
- Health and Social Care Partnership Strategic Plan
- Culture, Leisure and Sport Strategy and Playing Pitches Strategy

Open spaces, parks, play spaces, food growing opportunities and the green network are important local facilities that contribute to the vitality, health and wellbeing of the community. Given that these facilities are subject to spatial strategies and audits that are highly integrated with the Local Development Plan, they are not addressed in this assessment. However, they are addressed in the relevant sections of the Main Issues Report and Monitoring Statement and will inform the Proposed Plan.



The assessment is therefore broken down into the following sections:

1. Education
2. Health and Social Care
3. Culture and Leisure
4. Cemeteries

## **Education**

### Schools

School rolls are dynamic and changes can occur as a result of multiple factors that include but are not restricted to new housing development. General trends such as the rate of turnover in the existing housing stock, rises and falls in the birth rate, natural spikes and dips in demand and declining household sizes can all impact upon school roles. Please see East Dunbartonshire Today section of Monitoring Statement for information on recent demographic trends.

With regards to individuals schools there are two determining factors affecting capacity at any given time:

1. Spaces required for pupils who live within the designated catchment area; and
2. Demand for placing requests for pupils who live out with the designated catchment area.

The Primary School Improvement Programme commenced in 2014. This Programme was initiated in order to modernise the primary school estate and provide fit-for-purpose, state-of-the-art schools. The Programme also considered school rolls, increasing maintenance costs and reducing Council budgets. Extensive consultation was carried out with parents, pupils, staff, communities and a host of stakeholders throughout the Primary School Improvement Programme process. It should be noted that the modernisation of a school can have an impact on its roll as it can result in an increase in requests for places.

The following changes to the primary school estate have occurred since 2014:

- Holy Trinity Primary – replacing the former St Flannans and St Agathas Primaries
- Lairdsland Primary – replacing the old Lairdsland school building
- Lenzie Meadow Primary – replacing the former Lenzie and Lenzie Moss Primaries
- St Nicholas Primary – replacing the former St Andrews and St Josephs Primaries

- Thomas Muir Primary – replacing the former Auchinairn and Woodhill Primaries

Approximately two thirds of primary schools in East Dunbartonshire are currently predicted to have sufficient capacity to accommodate additional pupils and are therefore unlikely to exceed 90% capacity as a result of new development.

Of the primary schools that either currently exceed 90% capacity, or are at risk of doing so, it is considered that the capacity at all of these schools can be increased to accommodate additional demand through developer contributions, with the exception of Killermont Primary in Bearsden. Work is currently underway to increase the capacity of Killermont Primary by means of a physical extension to the building. Once the extension is complete the school is projected to remain at near capacity for the medium term and it is considered at this time that a further extension to the school building would be impractical.

Seven of the eight high schools in East Dunbartonshire are either exceeding 90% capacity, or are at risk of doing so. Therefore the capacity of all high schools in the area, with the exception of Kirkintilloch High, could be affected by new housing development. It is considered that the capacity of all 7 of the affected schools is capable of being increased through means such as a physical extension if required.

The Council is currently seeking to replace the existing Boclair Academy school building, which faces significant challenges both in terms of its condition and suitability, with a new and modern facility. The design and capacity of the new school will be based upon the current and projected school roll as things currently stand. In the event that the new school requires to be designed to accommodate additional pupils, or be extended at a later date, the costs of such work will be met by developer contributions.

The following categories of impact of new housing development upon the capacity of schools are used in the community sections of this assessment:

1. Unlikely – school unlikely to exceed capacity.
2. Potential – school could potentially exceed capacity as a result of new development.
3. Likely – school already at 90% capacity and/ or very likely to exceed capacity as a result of new development.
4. Currently exceeding capacity and creating additional capacity unsuitable - only applies to Killermont Primary
5. School located outside local authority area.

The assessment does not include additional support needs education which is provided at an authority wide level. It should be noted that the Council is currently reviewing additional supports needs education and it is proposed to merge the two current schools into a single facility to be located at Waterside.

## Early Years Education

The Scottish Government has pledged to increase the provision of free early learning and childcare provision to 1140 hours per year by August 2020, for children who are 3 or 4 years old, as well as 2 year olds whose parents/carers are on qualifying benefit. The Council has been preparing for the increase in funded hours through the development of new early years facilities in Bearsden, Kirkintilloch and Milngavie, and partnership working with private sector providers.

Although it is expected that sufficient new capacity will be delivered to accommodate the additional funded hours when it comes into force, new development could have a further impact on upon early years education capacity. The current Local Development Plan identifies early years education as a possible area where developer contribution may be required. However, the potential need for contributions, what the contribution would be and how it would be achieved are to be determined on a case by case basis. The preferred option in the Main Issues Report recommends that a number of developer contributions currently listed as possibly being required should be explored to determine if further clarity on the requirements should be provided; this includes early years education.

Given that early years education is provided in partnership with the private sector and because parents have greater choice in where their children would attend, the impact of new development on early years provision is likely to be best addressed at community level (in contrast to schools which have definable catchments and therefore the impact of new development upon the capacity of specific schools can be estimated).

## **Health and Social Care**

Planning and health are intrinsically linked. The Scottish Government is seeking to improve the role that the planning system can play in creating healthy and happy communities and is therefore requiring Planning Authorities and Health Boards to work more closely together.

There are 2 main areas in which planning can help improve health and wellbeing of communities;

1. *Placemaking* – Well-designed places have a positive impact upon population health through access to good quality open space, opportunities for active travel, easily accessible local services and by creating inclusive and age/ dementia friendly neighbourhoods.
2. *Integration of new development and health and social care services* – the impact of development on health and social care provision can be managed through the location of new development in areas with additional health and social care capacity and/ or the coordination of investment in expanded/ improved facilities.

Improving health and wellbeing through placemaking has been addressed in the Main Issues Report and Monitoring Statement and it is recommended that this should be a key priority in Local Development Plan 2. This Community Facilities Assessment is primarily concerned with the impact of new development on formal health and social care services and how these impacts could be addressed.

The East Dunbartonshire Health and Social Care Partnership brings together the Council, Greater Glasgow and Clyde NHS Board and other local partners such as GP's surgeries to oversee health and wellbeing services for the community. Operationally, the Health Social Care Partnership area is split into two localities:

1. West – Bearsden and Milngavie
2. East – Strathkelvin (Bishopbriggs, Kirkintilloch, Lennoxton, Milton of Campsie, Torrance and Twechar)

Please see indicative map overleaf of health and social care services provided within East Dunbartonshire. The Kirkintilloch Health and Care Centre, which opened in 2009, provides services across the whole of East Dunbartonshire, particularly the East Locality. There are no General Hospitals in East Dunbartonshire, the nearest of which are Stobhill Hospital and Gartnavel Hospital.

All areas in Scotland are currently experiencing pressures in health and social care provision and the recruitment of more GP's and associated improvements in multidisciplinary working is recognised as a national priority.

Scotland's population is aging and in East Dunbartonshire the proportion of older people is higher than the Scottish average, particularly in Bearsden and Milngavie. Please see East Dunbartonshire Today section of Monitoring Statement for further information on demographic trends.

Due to the aging population and recent care home and housing development there is particular pressure on GP surgeries in the West Locality. The Health and Social Care Partnership is exploring how health and social care capacity in the West Locality can be extended and improved, including possibly through the development of a new integrated health and social care facility. A business case is currently under development for such a facility to include local health and social care services, GP services and potential for local voluntary sector capacity. This will support a bid for funding and potential site identification in order to progress this development. Subject to the outcome of this work, it would be expected that all new housing and care home development would contribute towards the delivery of this additional capacity, through developer contributions.

Whilst the capacity of health and social care services in the East Locality are not under the same level of pressure as the West Locality, any significant land releases for housing development would likely put a strain on existing capacity and therefore would require new or extended health and social care facilities to be delivered through developer contributions.

The Council and Health and Social Care Partnership have commissioned a research study on older peoples and specialist housing which is ongoing. The recommendations of the research will help inform the key priorities, policies and work-streams of the Planning Service, Housing Service and the Health and Social Care Partnership, including the Proposed Plan.

**NHS Greater Glasgow & Clyde  
East Dunbartonshire HSCP  
GP Practices, Dentists & Pharmacies as at November 2015**

**Legend:**

- GP Practice (Blue square)
- Dental Practice (Red circle)
- Pharmacy (Green cross)
- Health Centre (Yellow square)
- East Dunbartonshire Health & Social Care Partnership Boundary (Black outline)

**Map Labels:**

- GP Practices: 43261, 40385, 40173, 40027, 40402, 40239, 40101, 43557, 43171, 43222, 43415, 43030, 43114, 43044, 43100, 43345, 43059.
- Dental Practices: Campsie Dental Practice, M Farren Limited, Cowgate Dental Surgery, Kirkintilloch Orthodontic Clinic, Terrance Dental Practice, Terrance Pharmacy, F J Murphy, J F Forbes, Woodhill Dental Surgery, Oak Tree Dental Practice, Bishopbriggs Dental Care, Dental Care By Claire Tierney, The Dental Professionals, Kensington Dental Practice, Dental FX, Bockar Dental Practice, Park Cottage Dental Practice, J H C Suttie & Co, Milingvie Dental Care, Beardsden Dental Care, Charwell Dental Care, Sealand Dental Care, Milingvie Orthodontics, Alford Dental Care, Jennings Dental Care, Gordon's Chemist, Boots UK, Local Boots Pharmacy, Hazell Hiram Dental Care, Alastair MacKenzie Dental Healthcare, Kirkintilloch Dental Centre, Bannerman's Pharmacy, Pulse Pharmacy, Sinclair Pharmacy, Mark Gallacher Dental Surgery, Well Pharmacy, Lloyd's Pharmacy, Boots UK, Milingvie Clinic, Milnervue Dental Practice, Woodhill Pharmacy, Morison's Pharmacy.
- Pharmacies: Campsie Pharmacy, Tesehar Pharmacy, Hazell Hiram Dental Care, Alastair MacKenzie Dental Healthcare, Kirkintilloch Dental Centre, Bannerman's Pharmacy, Pulse Pharmacy, Sinclair Pharmacy, Mark Gallacher Dental Surgery, Well Pharmacy, Lloyd's Pharmacy, Boots UK, Milingvie Clinic, Milnervue Dental Practice, Woodhill Pharmacy, Morison's Pharmacy, F J Murphy, J F Forbes, Woodhill Dental Surgery, Oak Tree Dental Practice, Bishopbriggs Dental Care, Dental Care By Claire Tierney, The Dental Professionals, Kensington Dental Practice, Dental FX, Bockar Dental Practice, Park Cottage Dental Practice, J H C Suttie & Co, Milingvie Dental Care, Beardsden Dental Care, Charwell Dental Care, Sealand Dental Care, Milingvie Orthodontics, Alford Dental Care, Jennings Dental Care, Gordon's Chemist, Boots UK, Local Boots Pharmacy.
- Health Centres: Kirkintilloch Health & Care Centre.

**Map Information:**

- Map of East Dunbartonshire showing the boundaries of the Health & Social Care Partnership.
- GP Practices, Dental Practices, Pharmacies, and Health Centres are marked on the map.
- GP Practices are marked with blue squares.
- Dental Practices are marked with red circles.
- Pharmacies are marked with green crosses.
- Health Centres are marked with yellow squares.
- The map includes a legend, a north arrow, and various labels for specific locations and services.

**Page Information:**

P.N. (25/11/2015) Information Services - NHS Greater Glasgow & Clyde  
Digital Boundaries: Crown Copyright. All rights reserved. Licence No: 100049670, 2015

## **Culture and Leisure Facilities**

There is a broad range of culture and leisure facilities across the authority area including community hubs, halls, libraries, arts venues, a museum, sports centres and various sports pitches, please see indicative map overleaf. Note that many culture and leisure facilities in the area are provided by the third and private sectors but are not included within this assessment as per the reasons set out in the 'Scope of this Assessment' section above.

A Culture, Leisure and Sport Strategy and an associated Pitches Strategy were published in 2016. The strategy sets out an overarching direction for the provision of culture and leisure in East Dunbartonshire and is aligned with the Council's capital programme.

There has been significant recent investment by the Council in culture and leisure facilities in East Dunbartonshire, the following having been delivered and opened since 2014:

- Auchinairn Community and Early Years Centre
- Bishopbriggs Memorial Hall Refurbishment
- Bishopbriggs Library and Community Hub
- Bearsden Community Hub
- Hillhead Community Centre
- Huntershill Community Sports Hub
- Kilmardinny House Arts Centre Refurbishment and extension
- Kirkintilloch Town Hall Refurbishment and extension
- Lennoxtown Community Hub
- Various upgrades to sports pitches

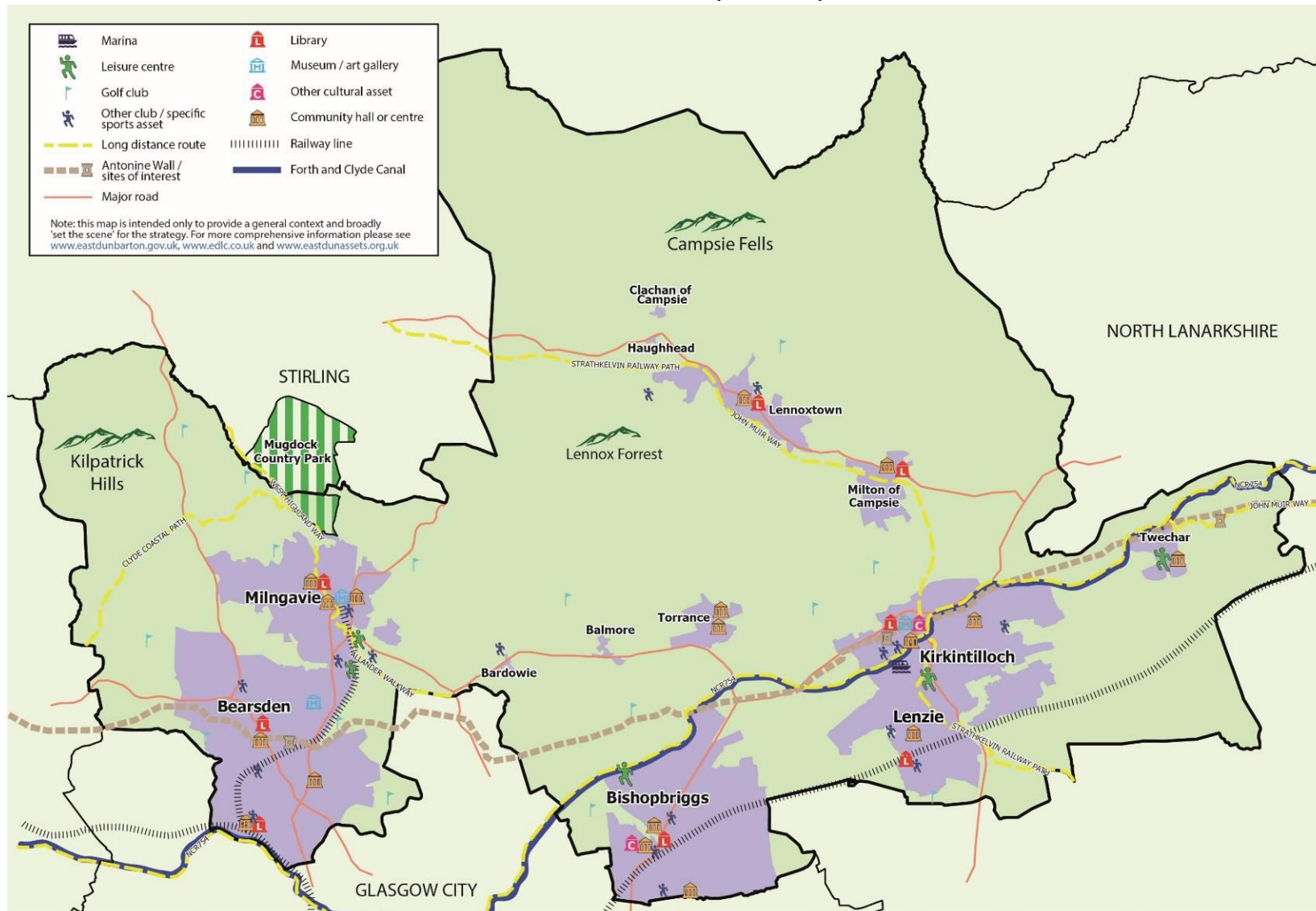
In terms of future investment the Council's capital programme commits the development of the following facilities:

- Replacement Allander Leisure Centre
- New Milngavie Community Hub
- Pitch upgrading and additional changing facilities at High Park, Lennoxtown

The Council also manages Mugdock Country Park, a small portion of which is located in East Dunbartonshire but is predominantly within the Stirling Council area. A strategy for the management and improvement of Mugdock Country Park was published in 2015 and new investment in the park has been ongoing.



## Distribution of Culture and Leisure Facilities across East Dunbartonshire (Indicative)



Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2015. All rights reserved. East Dunbartonshire Council OS Licence Number 100020774.



## Cemeteries

Local authorities are legally required to provide adequate burial provision by the Burial and Cremation (Scotland) Act 2016. The minimum requirement is at least one burial ground with availability within the local authority area at any time.

There are 7 cemeteries in East Dunbartonshire and there is generally sufficient capacity across the Council area:

- Cadder, High Park and Langfaulds cemeteries have capacity for new lairs.
- Old Aisle and Baldernock cemeteries have very limited supply of new lairs.
- New Kilpatrick and Campsie cemeteries have no capacity for new lairs.

Although some communities have limited provision within that specific area there is capacity available within a reasonable distance. It should be noted that residents can choose whichever cemetery they wish to purchase a lair, and are not restricted to the cemeteries listed in each of the settlement areas.

Although there is generally sufficient capacity there is a need however to look ahead for future capacity given that there is strict criteria for establishing and locating cemeteries. The development of cemeteries must adhere to strict guidance relating to factors such as the potential risk to groundwater and other aspects must be taken into account for operational reasons such as soil type, drainage, slope and accessibility.

In addition, there is significant pressure for the development of other land uses in the area. It is therefore important to take a long term approach and put provisions in place to identify and safeguard suitable land.

Therefore to ensure that longer term provision of cemeteries can be maintained the preferred option in the Main Issues Report identifies potential new cemetery sites in Bearsden and Bishopbriggs, see MIR Issues 6 and 13.

### **Capacity by Community Area**

- 1. Bearsden**
- 2. Bishopbriggs**
- 3. Kirkintilloch, Lenzie and Waterside**
- 4. Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie**
- 5. Milngavie**
- 6. Torrance and Baldernock**
- 7. Twechar**

## **Bearsden**

### **Education**

<b>Primary School</b>	<b>Impact of new development upon school capacity</b>
Baljaffray	Unlikely
Bearsden	Potential
Castlehill	Unlikely
Colquhoun Park	Unlikely
Killermont	Presently exceeding capacity – see page 111
Mosshead	Potential
St Nicholas'	Potential
Westerton	Unlikely

<b>Secondary School</b>	<b>Impact of new development upon school capacity</b>
Bearsden Academy	Likely
Boclair Academy	Likely – Replacement school
St Ninians High	Likely
Turnbull High	Potential

<b>Early Years Education</b>	
Current Council Operated Nurseries	4
Council Nursery Under Construction	1
Privately Operated Nurseries	9
Total	14
Is capacity projected to be sufficient?	Yes

### **Health and Social Care**

GP Practices	4
Dental Care	6
Pharmacies	5
Other health and social care facility - Bearsden Community Hub - Kirkintilloch Health and Care Centre	2
Is capacity projected to be sufficient?	Likely Impact

### **Culture & Leisure**

<b>Community Facility</b>	<b>Comment/ Status</b>
Allander Leisure Centre	Replacement facility in Council's capital programme
Bearsden Community Hub	New facility opened in 2017
Kilmardinny Arts Centre	Refurbished facility opened in 2017
Mugdock Country Park	Located within Stirling Council area but operated by EDC
Westerton Hall	
Westerton Library	

<b>Outdoor Sports Facilities</b>	
Pitches in use	19
Pitches not in use	0
Requirement or potential for improvement?	Yes

## Cemeteries

Cemeteries with no capacity for new lairs	New Kilpatrick Cemetery & Churchyard
Cemeteries with capacity	Langfaulds
Long term provision	Possible extension to Langfaulds (see MIR Issue 6)

## **Bishopbriggs**

### **Education**

<b>Primary School</b>	<b>Impact of new development upon school capacity</b>
Balmuildy	Unlikely
Meadowburn + Gaelic Unit	Unlikely
St Helen's	Potential
St Matthew's	Unlikely
Thomas Muir Primary	Likely
Wester Cleddens Primary	Unlikely

<b>Secondary School</b>	<b>Impact of new development upon school capacity</b>
Bishopbriggs Academy	Likely
Turnbull High	Potential

<b>Early Years Education</b>	
Current Council Operated Nurseries	4
Privately Operated Nurseries	3
Total	7
Is capacity projected to be sufficient?	Yes

### **Health and Social Care**

GP Practices	4
Dental Care	6
Pharmacies	5
Other health and social care facility - Bishopbriggs Community Hub - Kirkintilloch Health and Care Centre	2
Is capacity projected to be sufficient?	Potential Impact

### **Culture & Leisure**

<b>Community Facility</b>	<b>Comment/ Status</b>
Auchinairn Community and Early Years Centre	New facility opened in 2018
Bishopbriggs Library and Community Hub and Library	Refurbished facility opened in 2018
Bishopbriggs War Memorial Hall	Refurbished facility opened in 2018
Huntershill Sports Hub	New facility opened in 2017
Leisuredrome Leisure Centre	

<b>Outdoor Sports Facilities</b>	
Pitches in use	11
Pitches not in use	2
Requirement or potential for improvement?	Yes

Pitches not in use – blaes pitches

## Cemeteries

Cemeteries with capacity	Cadder
Long term provision	Possible new Bishopbriggs (see MIR Issue 13)

## Kirkintilloch, Lenzie and Waterside

### Education

Primary School	Impact of new development upon school capacity
Gartconner	Potential
Harestanes	Unlikely
Hillhead	Unlikely
Holy Family	Unlikely
Holy Trinity	Potential
Lairdsland	Likely
Lenzie Meadow	Potential
Millersneuk	Potential
Oxgang	Unlikely

Secondary School	Impact of new development upon school capacity
Kirkintilloch High	Unlikely
Lenzie Academy	Likely
St Ninians High	Likely

Early Years Education	
Current Council Operated Nurseries	5
Council Nursery Under Construction	1
Privately Operated Nurseries	6
Total	12
Is capacity projected to be sufficient?	Yes

### Health and Social Care

GP Practices	4
Dental Care	6
Pharmacies	5
Other health and social care facility - Kirkintilloch Community Hub - Kirkintilloch Health and Care Centre	2
Is capacity projected to be sufficient?	Potential Impact

### Culture & Leisure

Community Facility	Comment/ Status
Auld Kirk Museum	
Kirkintilloch Community Hub and William Patrick Library	New facility opened in 2012
Kirkintilloch Leisure Centre	
Kirkintilloch Town Hall	Refurbished facility opened in 2018
Lenzie Library	

Outdoor Sports Facilities	
Pitches in use	20
Pitches not in use	3
Requirement or potential for improvement?	Yes

Pitches not in use – blaes pitches



## Cemeteries

Cemeteries with very limited capacity for new lairs	Old Aisle
Cemeteries with capacity	Cadder (Bishopbriggs) or High Park (Lennoxtown)
Long term provision	Possible new Bishopbriggs (see MIR Issue 13)

## Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie

### Education

Primary School	Impact of new development upon school capacity
Craighead	Unlikely
Lennoxtown	Unlikely
St Machan's	Unlikely

Secondary School	Impact of new development upon school capacity
Kilsyth Academy	Outside Authority Area <sup>1</sup>
Turnbull High	Potential
St Ninian's High	Likely

Early Years Education	
Current Council Operated Nurseries	2
Is capacity projected to be sufficient?	Yes

### Health and Social Care

GP Practices	1
Dental Care	1
Pharmacies	1
Other health and social care facility - Kirkintilloch Health and Care Centre - Lennoxtown Community Hub	2
Is capacity projected to be sufficient?	Potential Impact

### Culture & Leisure

Community Facility	Comment/ Status
Craighead Library	Local facility
Lennoxtown Community Hub	New facility opened in 2016
Nearest Leisure Centre	Kirkintilloch

Outdoor Sports Facilities	
Pitches in use	5
Pitches not in use	2
Requirement or potential for improvement?	Yes

Pitches not in use – blaes pitches

### Cemeteries

Cemeteries with no capacity for new lairs	Campsie
Cemeteries with capacity	High Park
Long term provision	High Park

## Milngavie

### Education

Primary School	Impact of new development upon school capacity
Clober PS	Unlikely
Craigdhu PS	Potential
Milngavie PS	Unlikely
St Nicholas'	Potential

Secondary School	Impact of new development upon school capacity
Douglas Academy	Likely
John Paul Academy	Outside Authority Area
St Ninian's High	Likely
Turnbull High	Potential

Early Years Education	
Current Council Operated Nurseries	2
Council Nursery Under Construction	1
Privately Operated Nurseries	2
Total	5
Is capacity projected to be sufficient?	Yes

### Health and Social Care

GP Practices	2
Dental Care	4
Pharmacies	3
Other health and social care facility - Bearsden Community Hub (until establishment of Hub in Milngavie) - Kirkintilloch Health and Care Centre	2
Is capacity projected to be sufficient?	Likely Impact

### Culture & Leisure

Community Facility	Comment/ Status
Allander Leisure Centre	Replacement facility in Council's capital programme
Lillie Art Gallery	
Milngavie Community Education Centre	
Milngavie Town Hall	
Mugdock Country Park	Mainly located within Stirling Council area but operated by EDC
<i>Milngavie Community Hub</i>	<i>New facility identified in Corporate Asset Management Plan</i>

<b>Outdoor Sports Facilities</b>	
Pitches in use	6
Pitches not in use	2
Requirement or potential for improvement?	Yes

Pitches not in use – blaes pitches

### **Cemeteries**

Cemeteries with no capacity for new lairs	New Kilpatrick Cemetery & Churchyard (Bearsden)
Cemeteries with very limited capacity	Baldernock
Cemeteries with capacity	Langfaulds (Bearsden)
Long term provision	Possible extension to Langfaulds (see MIR Issue 6)

## Torrance and Baldernock

### Education

Primary School	Impact of new development upon school capacity
Baldernock	Unlikely
St Machan's	Unlikely
Torrance	Unlikely

Secondary School	Impact of new development upon school capacity
Boclair Academy	Likely
Douglas Academy	Likely
St Ninians' High	Likely
Turnbull High	Potential

Early Years Education	
Current Council Operated Nurseries	1
Privately Operated Nurseries	1
Total	2
Is capacity projected to be sufficient?	Yes

### Health and Social Care

Distance to nearest GP Practice	Balmore- Approx. 3.5 miles Bardowie- Approx. 2.5 miles Torrance- Approx. 3 miles
Local Dental Care	1 (Torrance)
Local Pharmacy	1 (Torrance)
Other health and social care facility - Community Hubs in Bearsden, Bishopbriggs and Kirkintilloch - Kirkintilloch Health and Care Centre	(2)
Is capacity projected to be sufficient?	Potential Impact

### Culture & Leisure

Community Facility	Comment/ Status
Torrance Community Centre	
Nearest Library	Balmore & Torrance - Bishopbriggs Bardowie – Milngavie Community Library and Education Centre
Nearest Leisure Centre	Balmore & Torrance - Leisuredrome Bardowie – Allander

Outdoor Sports Facilities	
Pitches in use	1
Pitches not in use	0
Requirement or potential for improvement?	No

## Cemeteries

Cemeteries with very limited capacity	Baldernock
Cemeteries with capacity	Langfaulds (Bearsden), Cadder (Bishopbriggs) or High Park (Lennoxtown)
Long term provision	Possible extension to Langfaulds or Cadder (see MIR Issues 6 & 13)

## Twechar

### Education

Primary School	Impact of new development upon school capacity
Holy Trinity	Potential
Twechar	Unlikely

Secondary School	Impact of new development upon school capacity
Kirkintilloch High	Unlikely
St Ninian's High	Likely

Early Years Education	
Current Council Operated Nurseries	1
Is capacity projected to be sufficient?	Yes

### Health and Social Care

Distance to nearest GP Practice	Approx. 4 miles
Distance to nearest Dental Care	Approx. 4 miles
Local Pharmacy	1
Other health and social care facility - Twechar Healthy Living & Enterprise Centre - Kirkintilloch Health and Care Centre	2
Is capacity projected to be sufficient?	Potential Impact

Note closer facilities may be provided within North Lanarkshire.

### Culture & Leisure

Community Facility	Comment/ Status
Twechar Healthy Living and Enterprise Centre	
Nearest Library and Community Hub	Kirkintilloch
Nearest Leisure Centre	Kirkintilloch

Note closer facilities may be provided within North Lanarkshire.

Outdoor Sports Facilities	
Pitches in use	2
Pitches not in use	0
Requirement or potential for improvement?	Yes

### Cemeteries

Cemeteries with very limited capacity	Old Aisle (Kirkintilloch)
Cemeteries with capacity	Cadder (Bishopbriggs)
Long term provision	Possible new Bishopbriggs (see MIR Issue 13)

Note closer facilities may be provided within North Lanarkshire subject to additional fees

## **h.**     [Transport and Air Quality Appraisal](#)

### **1. Introduction**

Land use and transport are highly interlinked, new development has a requirement for transport and transport networks determine where the most sustainably accessed sites for development are likely to be.

Any new development is likely to have some form of transport implication and this Transport and Air Quality Appraisal aims to determine the impact of the spatial strategy<sup>1</sup> and site options set out in the Main Issues Report on the transport network and local air quality and set out ways to support development and mitigate this impact.

Based on policy and guidance provided by the Scottish Government and Transport Scotland, this Transport Appraisal has the following aims:

- To understand impacts and mitigation at pre-Main Issues Report stage and therefore as early as possible in the Local Development Plan process
- Focus on enabling sustainable travel patterns which can help maintain and improve local air quality
- Understand the functioning and capacity of the current transport network
- Understand the social, economic, accessibility, safety and environmental impacts of development
- Take into account the Council's Local Transport Strategy and Active Travel Strategy and the impact of their projects in improving the network

In addition, it is important that this Transport Appraisal is proportionate. Transport Scotland advise that Transport Appraisal should reflect the scale of development taking place and that the approach taken to developing and informing the evidence base supporting the proposed Local Development Plan must be fit for purpose and reflect the complexity of the issues to be considered. Transport Scotland also emphasise that Transport Appraisal should in the main relate to the impact on the Strategic Transport Network. The Strategic Transport Network comprises Scotland's motorways, trunk roads and rail network. East Dunbartonshire's contribution to the Strategic Transport Network is through its rail lines. However, the Council recognise that considering local impacts is required and as such this document sets out a methodology for doing so, set within the context of Scottish Government and Transport Scotland guidance.

---

<sup>1</sup> A spatial strategy is a vision and strategy for land use which will meet the vision and objectives of a land use plan.



## 2. Scottish Government and Transport Scotland Policy and Guidance

The Scottish Government and Transport Scotland provide guidance on the requirements for the Local Development Plan process regarding setting a spatial strategy and assessing sites for inclusion as part of that spatial strategy. The following paragraphs set out the key requirements.

### Scottish Planning Policy

Web Link: <https://www.gov.scot/publications/scottish-planning-policy/>

Paragraphs 273 – 275 of Scottish Planning Policy set out the following requirements for Local Development Plans and their spatial strategies:

- The spatial strategies set out in plans should support development in locations that allow walkable access to local amenities and are also accessible by cycling and public transport.
- Plans should identify active travel networks and promote opportunities for travel by more sustainable modes in the following order of priority: walking, cycling, public transport, cars.
- In preparing development plans, planning authorities are expected to appraise the impact of the spatial strategy and its reasonable alternatives on the transport network, in line with Transport Scotland's DPMTAG guidance. This should include consideration of previously allocated sites, transport opportunities and constraints, current capacity and committed improvements to the transport network.
- Planning authorities should ensure that a transport appraisal is undertaken at a scale and level of detail proportionate to the nature of the issues and proposals being considered, including funding requirements.
- Appraisals should be carried out in time to inform the spatial strategy and the strategic environmental assessment.
- Where there are potential issues for the strategic transport network, the appraisal should be discussed with Transport Scotland at the earliest opportunity.
- Development plans should identify any required new transport infrastructure or public transport services, including cycle and pedestrian routes, trunk road and rail infrastructure. The deliverability of this infrastructure, and by whom it will be delivered, should be key considerations in identifying the preferred and alternative land use strategies.

### Development Planning and Management Transport Appraisal Guidance (DPMTAG)

Web Link: <https://www.transport.gov.scot/our-approach/industry-guidance/development-planning/>

DPMTAG provides guidance for Transport Appraisal to be carried out at a range of geographical and transport network scales, however it emphasises its use for the Strategic Transport Network. It sets a context of supporting a pattern of development which 'reduces the need to travel, facilitates use of sustainable travel modes and supports opportunities for active travel'. DPMTAG explains work that should be carried out in order to inform the preparation of a Local Development Plan:

- Establish a vision and objectives for the plan area
- Identify transport problems and opportunities

- Set transport planning objectives – these should express the transport outcomes sought for the plan and describe how potential transport problems could be alleviated
- Understand existing and future transport and accessibility issues resulting from land use changes in order to inform the preferred spatial strategy and alternatives
- Accessibility of potential alternative development sites can be analysed and compared adopting a qualitative approach as part of a qualitative appraisal. It may be appropriate to supplement a qualitative accessibility analysis with quantitative evidence from accessibility modelling tools as described in Annex 1.
- Carry out option generation and sifting in order to produce transport options that will meet the transport planning objectives identified earlier
- Appraise individual options in order to understand their viability, safety, deliverability and affordability

### Transport Assessment Guidance

Web Link: <https://www.transport.gov.scot/our-approach/industry-guidance/planning-applications/>

This Guidance relates to Transport Assessments which take place during development management, when a planning application is assessed. With regards to the LDP process the Guidance states that local authorities should ‘set out in their development plans their preferred sites for future development, based on accessibility appraisal or transport modelling, prioritising those sites which enable good accessibility by walking, cycling and public transport, and identifying residual traffic impacts and proposals for mitigation’. It also notes that ‘with several proposals in close proximity, a more detailed Transport Assessment of the cumulative impact of the proposals may be more appropriate than one for each proposal in isolation. If a planning authority wishes to promote several developments near each other, they should aim to assess the cumulative transport issues arising from the entire scheme, ideally at the time the site or area is being designated in the Development Plan’.

The Guidance focuses on Transport Assessment and explains that the scope and level of the TA should reflect the scale of the development and at paragraph 2.2 states that ‘Transport Assessment is a comprehensive and systematic process which aims to identify and address the transport issues relating to a proposed development. The TA deals with person-trips, not car trips. Transport Assessment applies therefore to new developments and changes of use or intensifications requiring planning permission that alter the transport features of the site. Transport Assessment focuses on the development site within a catchment area determined by the nature of the development, and assesses accessibility of the site to the catchment by different modes of travel’. The Guidance explains Transport Assessments should make use of principles relating to reducing the need to travel, ensuring access to sustainable modes, promoting demand management measures to reduce car use (e.g. car clubs, parking management) and improvements to the existing network. Further information can be found in East Dunbartonshire Council’s planning guidance on transport assessment, which guides development management, can be found at: <https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/planning-guidance>

### 3. Transport Appraisal - Methodology

The following table sets out the methodology followed by this Transport Appraisal. The stages in the methodology are not always carried out one after another, some stages take place simultaneously and inform each other.

Methodology Stage	Details	Document work presented in – this will be updated as progress is made through the LDP2 stages.
LDP2 Vision and Objectives	LDP2 vision and objectives will set context for the Transport Planning Objectives. The vision and objectives are developed through the various stages of the LDP2 process.	Monitoring Statement, Main Issues Report
Transport Problems and Opportunities	Identification of the problems and opportunities across the transport network as a whole. This includes a baseline assessment of current and forecast performance. This work sets the basis for setting Transport Planning Objectives and understanding the potential interventions for improving the transport network.	Detailed analysis is provided in the background reports which underpin the Local Transport Strategy and Active Travel Strategy.  Summaries of this work is provided in the Monitoring Statement (Policy 4, communities).
Transport Planning Objectives	Transport planning objectives are required to sit within the context of the overall LDP2 vision and objectives and are arrived at through analysis of the transport problems and opportunities.	Monitoring Statement Policy 4.
Spatial Strategy	LDP2 will set out a spatial strategy that will deliver on the vision and objectives of LDP2, this will reflect the Transport Planning Objectives. The spatial strategy will include development sites.	Monitoring Statement, Main Issues Report
Assessment of settlements and overall network capacity	Building on the Transport Problems and Opportunities, it is necessary to analyse the capacity of the East Dunbartonshire transport network and consider each settlements/route corridors network. This includes the consideration of the following: <ul style="list-style-type: none"> <li>Maps of current network which will show: bus stops, railway stations, route corridors, cycle routes, functional classification of the road network, critical links on the road network and parking etc.</li> </ul>	Detailed analysis is provided in the background reports which underpin the Local Transport Strategy and Active Travel Strategy. This includes route corridor studies for the A81 and A803/806.

Methodology Stage	Details	Document work presented in – this will be updated as progress is made through the LDP2 stages.
	<p>These maps will show any gaps and how these relate to development sites</p> <ul style="list-style-type: none"> <li>• Road safety</li> <li>• Current traffic flows on links and at junctions</li> <li>• Current peak periods on the adjacent road network</li> <li>• Bus patronage (where available)</li> <li>• Rail counts – as above</li> <li>• Cycle counts (where applicable)</li> <li>• Accessibility analysis</li> <li>• Relevant data from route corridor studies</li> <li>• Map of future network in line with LTS and ATS</li> </ul>	<p>A summary and mapping is provided in section 4 Transport and Air Quality Appraisal Findings below.</p>
Assessment of Sites	<p>Site assessment of individual proposed sites (see below) for development in order to understand the accessibility of each site and opportunities for integration/improvements to the local transport network. This includes the consideration of the following:</p> <ul style="list-style-type: none"> <li>• A site location plan showing the proposed development site in relation to the surrounding area and transport system including proximity to different modes of travel: NCN, local cycling routes, core paths, bus stops, rail stations, and road network.</li> <li>• Description of proposed land use / development</li> <li>• The scale of the development, based on number of residential units/ gross floor area</li> <li>• The existing use of the site</li> <li>• The existing land uses in the vicinity of the site</li> <li>• Existing site access arrangements including access constraints, where applicable.</li> <li>• Detail potential impacts on local air quality arising from development on the proposed site</li> </ul>	<p>Monitoring Statement Appendix 7 Site Assessments Section 4 Transport and Air Quality Appraisal Findings below</p>

Methodology Stage	Details	Document work presented in – this will be updated as progress is made through the LDP2 stages.
	<ul style="list-style-type: none"> <li>• Details of any proposed transport improvements or projects</li> <li>• Map of future network (as above) with sites shown</li> <li>• Consideration of developer proposals</li> </ul>	
Modelling of sites /packages – <i>Details to be confirmed for Proposed Plan subject to requirements.</i>	<p>Transport modelling of individual proposed sites (see below) for development in order to understand the trips, of all mode, which will be generated by the site. This may include the consideration of the following – <i>details to be confirmed for Proposed Plan subject to requirements:</i></p> <ul style="list-style-type: none"> <li>• The person trip generation for the proposed development (should consider the final capacity of site including house sizes and all modes)</li> <li>• Proposed vehicle trip rates/ generation</li> <li>• Proposed service vehicle trip rates/ generation</li> <li>• Proposed percentage modal split</li> <li>• Public Transport Impacts</li> <li>• Trip distribution – potential location of trip destinations (or origins) for the proposed development</li> <li>• Social impacts (e.g. accessibility), economic impacts (e.g. queuing and delays affecting journey times, journey time reliability, access to markets) and environmental impacts (e.g. emissions)</li> <li>• Surveys undertaken/ required and methods</li> <li>• Map of future network (as above) with sites shown</li> <li>• Cumulative Impact Appraisal for route corridors</li> </ul>	<i>To be confirmed/completed at Proposed Plan stage</i>
Generation of actions to improve network / mitigate	Based on the Transport Problems and Opportunities, Assessment of settlements and overall network capacity, assessment of sites and site modelling, actions should be generated which will meet the Transport Planning Objectives and improve the transport network in order to support the identified development sites and mitigate any impacts on the network. Actions must be technically feasible and be deliverable, including	Local Transport Strategy Active Travel Strategy Monitoring Statement Appendix 7 Site Assessment Transport and Air Quality Appraisal

Methodology Stage	Details	Document work presented in – this will be updated as progress is made through the LDP2 stages.
	<p>consideration of funding.</p> <p>A range of options have been generated, analysed and included in the Local Transport Strategy and Active Travel Strategy.</p>	
Implementation	<p>Actions to improve the transport network in order to support the identified development sites and mitigate any impacts on the network will be delivered through the following processes:</p> <ul style="list-style-type: none"> <li>• LDP2 site key requirements</li> <li>• The Local Transport Strategy sets out an Action Plan of projects for Active Travel, Public Transport, Roads and Parking. The actions were generated to satisfy Transport Planning Objectives that were derived from an analysis of an evidence base. The Action Plan therefore provides an evidenced based direction of future transport projects in East Dunbartonshire. Where development is likely to have a significant effect on the transport network, the developer is required to contribute financially to the delivery of projects identified in the Local Transport Strategy. This is in line with current LDP Policy 20 Developer Contributions and associated Supplementary Guidance</li> <li>• The Active Travel Strategy aims to: <ul style="list-style-type: none"> <li>- Facilitate an increase in the proportion of everyday and leisure journeys made by walking and cycling in East Dunbartonshire.</li> <li>- Deliver a more connected network of active travel routes and infrastructure, and;</li> <li>- Facilitate deliver of behaviour change</li> </ul> </li> </ul> <p>The associated Action Plan sets out a number of Actions for infrastructure and behaviour change. The infrastructure section of the Action Plan is derived from the evidence base intended to enhance and increase the active travel network in East Dunbartonshire. Where development is likely to have a significant</p>	Key requirements - Monitoring Statement Appendix 7 Site Assessments

Methodology Stage	Details	Document work presented in – this will be updated as progress is made through the LDP2 stages.
	<p>effect on the transport network, the developer is required to contribute financially to the delivery of the projects identified in the infrastructure section of the Action Plan. This is in line with current LDP Policy 20 Developer Contributions and associated Supplementary Guidance</p> <ul style="list-style-type: none"> <li>• Transport Assessment and Travel Plan as part of application – Early scoping during the development management planning application stage will determine the requirements for Transport Assessment. Where it is determined that a full Transport Assessment (TA) is required, a TA will assess the expected travel characteristics of a development site, provide a description of the likely impacts of the development on the transport network and provide a description of the measures that will be put in place to influence travel to/from the development site. A Travel Plan must also be developed through the TA process. A Travel Plan sets out a site specific package of measures which are aimed at encouraging sustainable travel to/from the proposed development. The actions included in the Travel Plan can be actions that are pre-existing in the Council's Local Transport Strategy or can be bespoke actions for the new development, e.g. linking the development to existing resources through safe walking and cycling access. Where a TA is required, this will require the developer to contribute financially to transport improvements in line with current LDP Policy 20 Developer Contributions and associated Supplementary Guidance.</li> <li>• Planning application conditions/legal agreement – Following on from the TA process and considering the projects indicated in the Travel Plan, the Planning Authority can include planning conditions into the application agreement to ensure there are benefits for the transport network and to mitigate against potential negative impacts of development on the network. The legal agreements including</li> </ul>	

Methodology Stage	Details	Document work presented in – this will be updated as progress is made through the LDP2 stages.
	<p>section 75 will confirm the requirements for the developer to deliver developer contributions to contribute to enhancements of the network as identified in the Local Transport Strategy and Active Travel Strategy Action Plans.</p> <p>4.</p>	



## 5. Transport and Air Quality Appraisal - Findings

### Assessment of settlements and overall network capacity

#### **Overall network**

Generally, East Dunbartonshire is characterised by an ageing and declining population with high levels of education and employment and is generally considered relatively affluent but with some pockets of deprivation. A large proportion of workers travel across the local authority border to Glasgow and this, along with high levels of car ownership, leads to a high level of car journeys along the main corridors.

The following general trends in East Dunbartonshire are observed:

- The majority of residents in East Dunbartonshire travelled to work or study by car or van (67% compared to the Scottish average of 62%)<sup>2</sup>
- The percentage of people using public transport to travel to work or study in East Dunbartonshire is very low compared to the Scottish average.
- The percentage of people walking or cycling to work or study in East Dunbartonshire is very low compared to the Scottish average.
- East Dunbartonshire school pupils have similar levels of active travel to school compared to the national average.<sup>3</sup>
- Rail patronage is rising in the long term and is relatively high compared to the Scottish average. However, recent years have seen falls in entries and exits at all stations in East Dunbartonshire with the exception of Lenzie.
- Bus patronage is falling locally and nationally, however, the patronage in East Dunbartonshire is low compared to the Scottish average.<sup>2</sup>
- East Dunbartonshire has very high levels of car ownership compared to regional and national levels.<sup>4</sup>
- The levels of road traffic reduced following the economic downturn in 2008. However, in 2017, road traffic levels followed the national trend and are now at their highest ever level. This represents a major transport issue for the future in East Dunbartonshire.<sup>5</sup>

---

<sup>2</sup> National Census 2011

<sup>3</sup> Sustrans Hands Up Scotland Survey 2018

<sup>4</sup> Scottish Household Survey 2016

<sup>5</sup> Scottish Transport Statistics 2018

- Road safety is improving in East Dunbartonshire with both serious and overall reported accidents down by almost 50% over the past decade.<sup>5</sup>
- Overall petrol and diesel consumption in East Dunbartonshire continues to fall<sup>5</sup>
- Air quality, although improving, is still a problem that requires further action to reduce harmful emissions and further monitoring is required. The Bishopbriggs and Bearsden Air Quality Management Area Action Plans set out detailed plans for improving air quality in these areas.

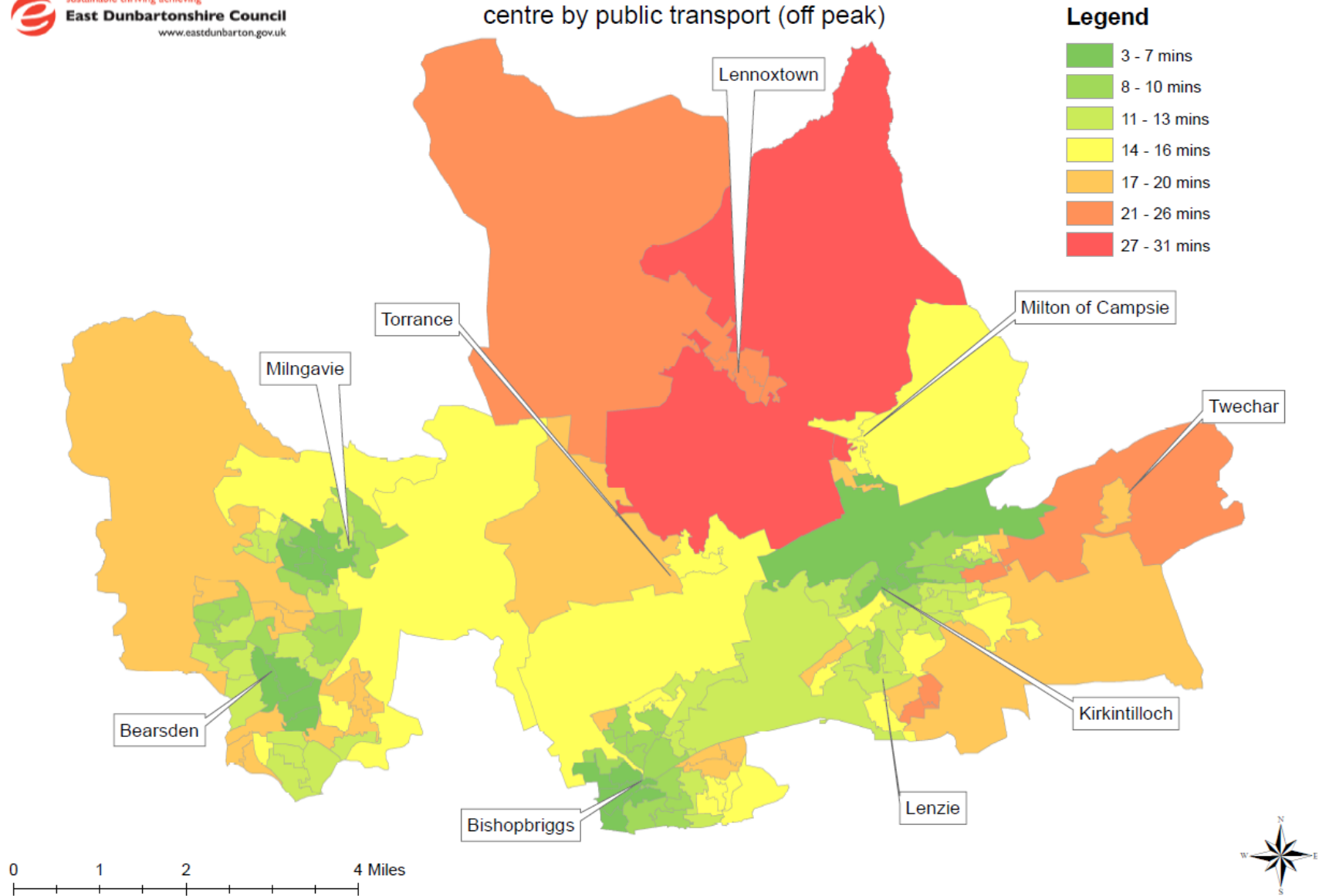
### **Accessibility analysis**

The Council have worked with SPT to produce an analysis of the accessibility of individual parts of the authority to areas and facilities such as town centres, schools, and healthcare.

A number of maps are detailed below which visually show the travelling time to these facilities for each data zone within East Dunbartonshire for car travel and public transport. Data zones are groups of 2011 Census output areas which have populations of around 500 to 1000 residents.

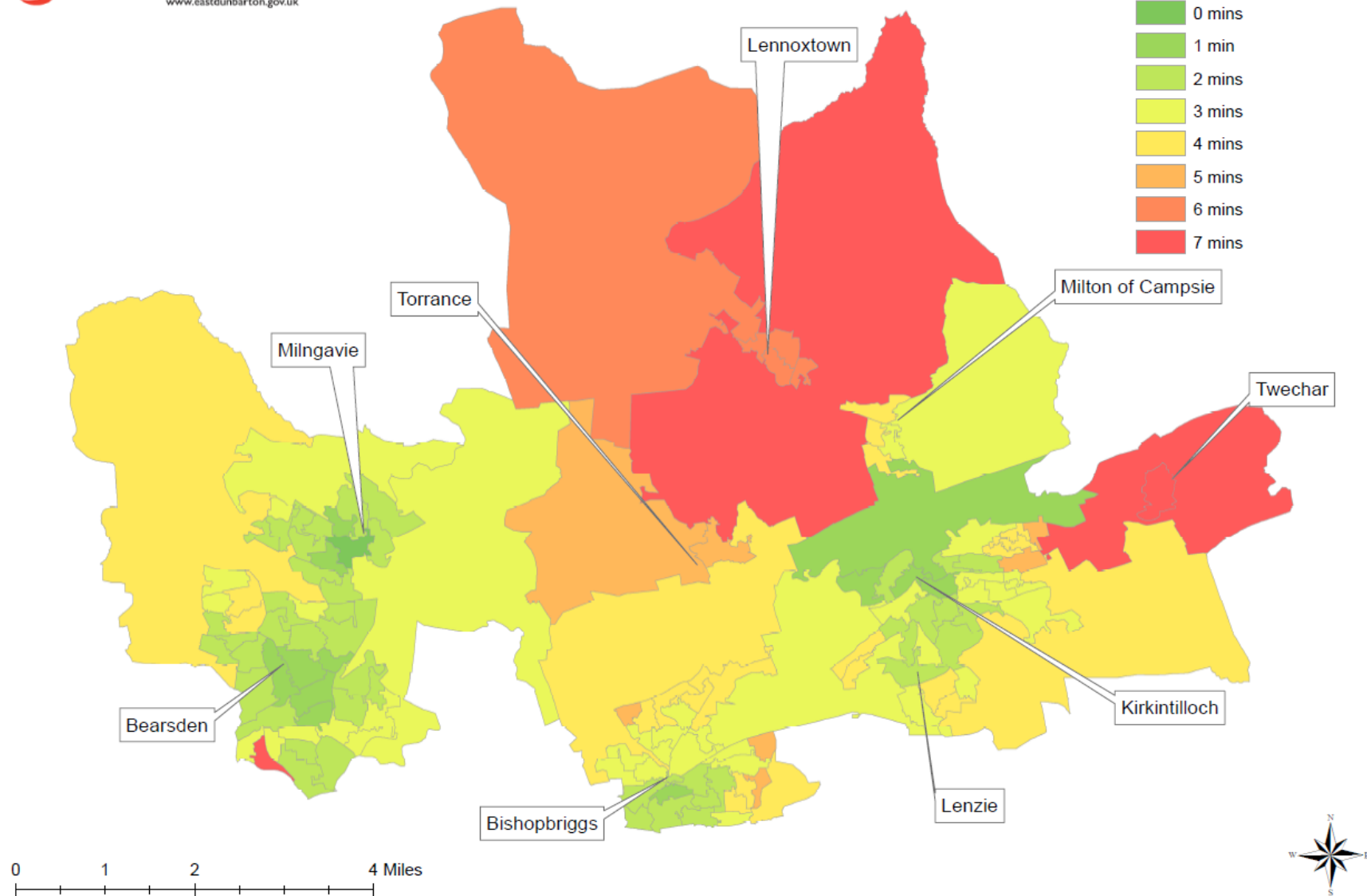
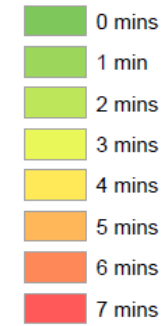
This accessibility analysis can be used following the Main Issues Report to show how accessible different packages of sites are on the current network and what may be required to improve their accessibility if required.

# Minimum travel time (minutes) to a town centre by public transport (off peak)



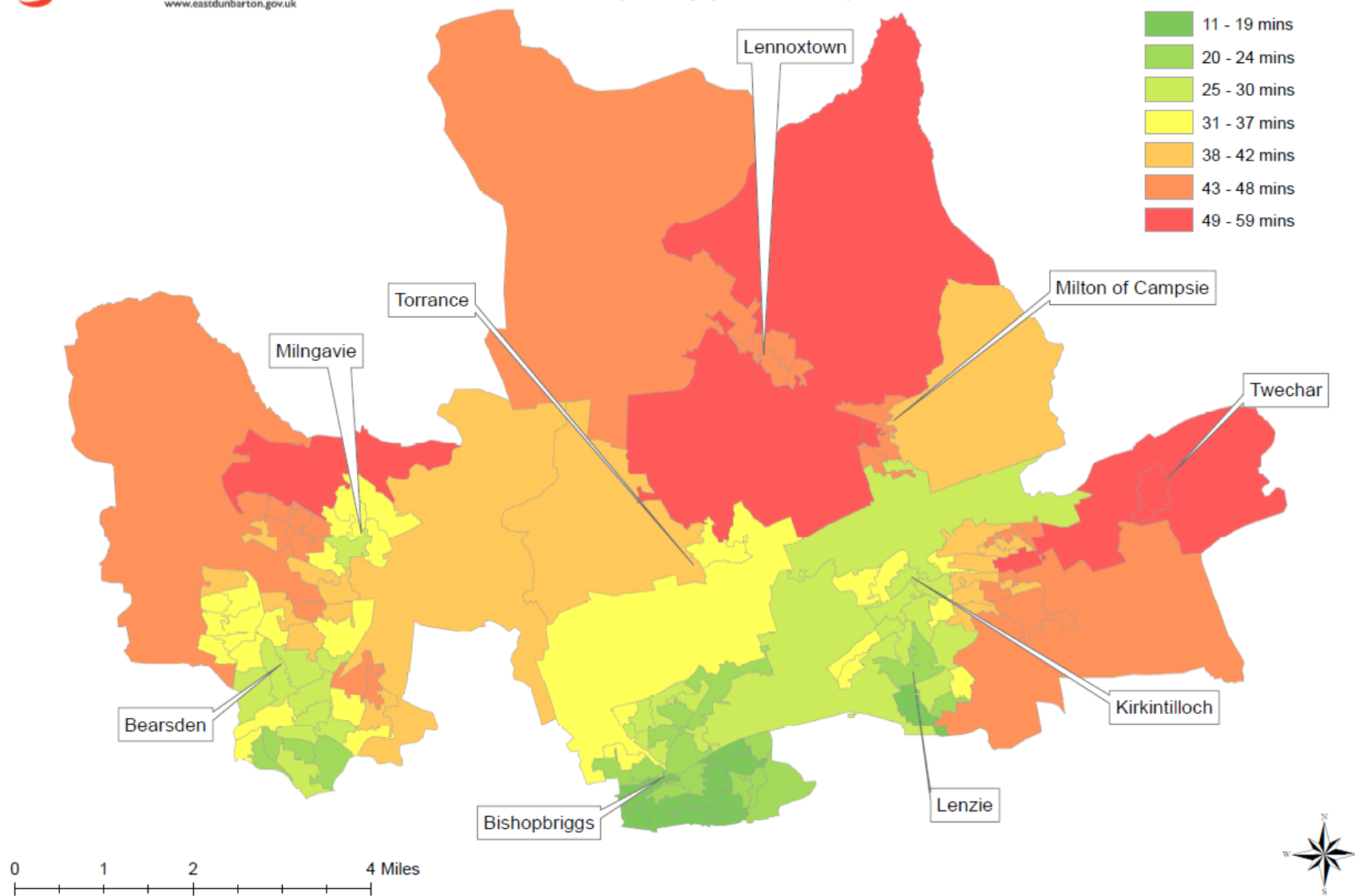
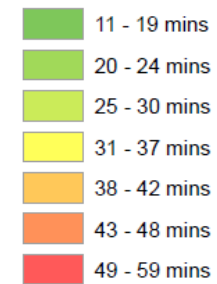
# Minimum travel time (minutes) to a town centre by car

## Legend

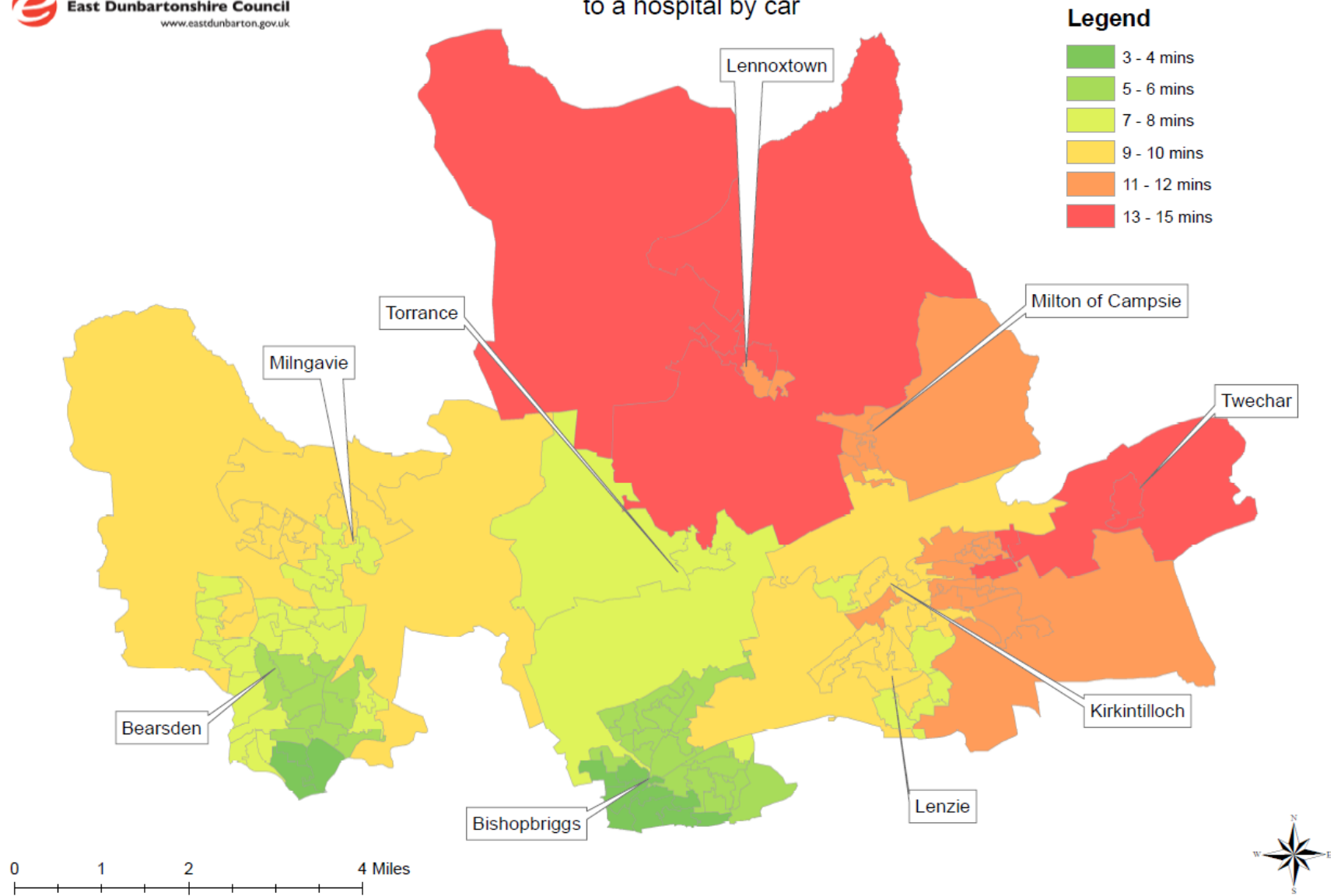


# Minimum travel time (minutes) to a hospital by public transport

## Legend



# Minimum travel time (minutes) to a hospital by car



## Assessment of settlements

This section of the report details assessments of the current transport networks in each of the communities. Each section includes a description of key transport statistics which can be viewed in more detail in the Evidence and Data background report which was created to inform the development of the Local Transport Strategy: <https://www.eastdunbarton.gov.uk/local-transport-strategy>. The background report includes detail on road use at key sites across the authority.

Each community section also includes maps showing the current transport network and the sites being assessed through this Transport and Air Quality Appraisal.

Each community section then details transport and air quality appraisals for each site which is being assessed through the LDP2 Site Assessment Stage. For each site, the appraisal assesses: the location, land use and scale of the site, the proximity to public transport, a transport and air quality site appraisal, committed projects from the Active Travel Strategy and Local Transport Strategy which could accommodate or mitigate demand from the site, and new measures which could mitigate the effects of the site on transport and air quality. This section will also recommend Delivery Mechanisms for each site following the Main Issues Report which can be carried forward to the Proposed Plan as Key Requirements.

The table below indicates the potential effect on local air quality that may occur if the development site was developed as proposed. When considering the potential effect a development site could have on local air quality, the following factors were considered.

- The existing transport network in the vicinity of the site (including: access to a frequent public transport network within 400m walking distance, access to active travel infrastructure and access to town centres by sustainable transport)
- The location of the site (e.g. proximity to town centres and Air Quality Management Areas).
- The proposed use of the site
- The scale of the site

The potential effects on air quality are categorised into Minimal, Moderate and Significant. The three categories generally relate to the likelihood of the location and land use of the site to increase the need to travel by private vehicle, however, the scale of the site is also an important consideration.

**Minimal:** The site is not likely to increase the need to travel by private vehicle due to the location and the availability of frequent public transport within 400m walking distance.

**Moderate:** The site could potentially increase the need to travel by private vehicle, due to the location and/or a lack of frequent public transport within a reasonable walking distance.

**Significant:** The site will increase the need to travel by private vehicle, due to either the location and/or a lack public transport within a reasonable walking distance.



# Bearsden

## Method of travel to work for



Other

2.7%

21% of people travel less than 5km to their work

2.8%

Includes cycling and other modes of transport



5%

138 Bus stops and shelters

Works from home

10.7%



11.9%

3 rail stations: Westerton, Bearsden and Hillfoot



66.9%

90% of households own at least 1 car or van

## Town Centre Car



2

Electric vehicle charging points

840

Uses of the charging points in 2018

190

Car Park spaces

6.	Service Number	7.	Service Route	8.	Frequency (Monday to Friday)
9.	6B/118	10.	Duntocher – Gartnavel Hospital / Glasgow	11.	One early service (6B) and hourly evening service (118)
12.	10A/310/B10/C10	13.	Balfron – Glasgow	14.	Hourly
15.	15	16.	Milngavie – Anniesland	17.	Hourly
18.	17	19.	Duntocher – Glasgow	20.	Every 15 minutes

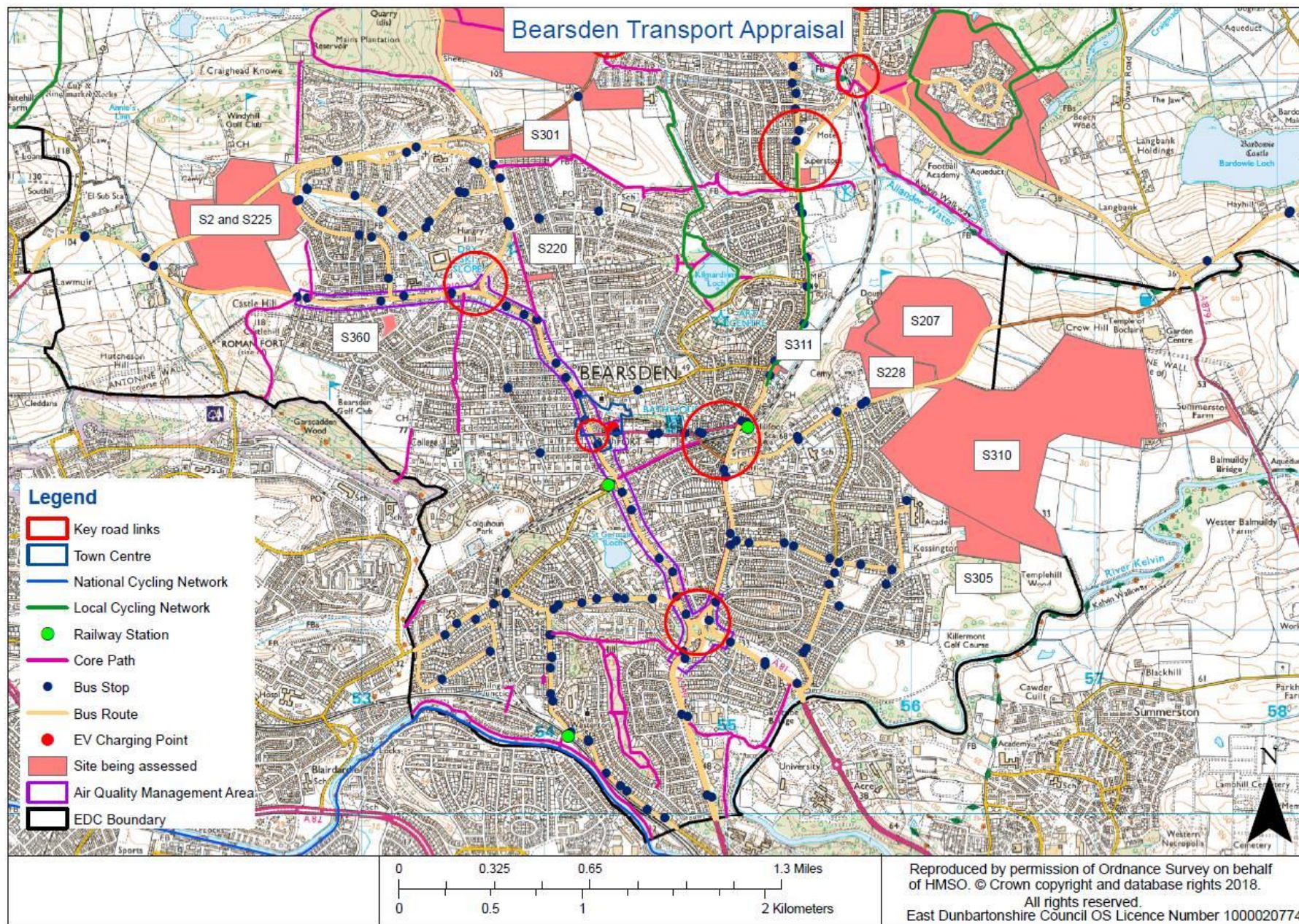
<b>21.</b>	<b>47/47A</b>	22. Milngavie – Kirkintilloch	23. Hourly
<b>24.</b>	<b>60A</b>	25. Castlemains – Easterhouse	26. Every 20 minutes
<b>27.</b>	<b>347</b>	28. Castlemains – Laurieston	29. Morning / evening service

**Local bus**  
**Hillfoot - Bearsden - Westerton**  
**2017/18 – 1.64 Million users**



**Rail use**







Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
<b>Bearsden</b>							
S2 and S225 – Langfaulds	Residential 214 units	350m (bus stop)	<p>Several bus stops are located within 400m walk of this site which are served by services 15 (hourly) and 17 (every 15 mins).</p> <p>Close access to existing core path, though not an extensive network.</p> <p>The site is also remote from any centre and associated facilities so therefore, this site would increase the need to travel, particularly by private vehicle given the poor public transport links in the area.</p> <p>Main access road from the site to Bearsden town centre is in the Bearsden Air Quality Management Area</p>	<b>Significant</b>		Enhance access to local core paths	
S207 – Bocclair	Residential	950m (bus stop)	Poor access to public transport – bus stops beyond 400m walk are	<b>Significant</b>	TOR Option 30 – A81 Junction	Mitigation could be to include access	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
Farm	210 units		<p>only served by 47A Milngavie to Kirkintilloch (hourly).</p> <p>Remote from town centre with core path (Allander water) providing an approximately 2km walk to Milngavie town centre.</p> <p>Therefore, this site would increase the need to travel, particularly by private vehicle given the poor public transport links in the area.</p>		Improvements	from site to core path with associated upgrades/improvements and improve public transport offering on Bocclair Road.	
S220 – Edgehill Road	In fill site – no designated land use yet	300m (bus stop)	<p>Good access to bus services with various bus stops within 400m walk served by services 17 (every 15 minutes) and 15 (hourly) as well as less regular services 6B, 118, and 347</p> <p>Core path links proposed development to A809 bus stops.</p> <p>Less than 1km walk to Bearsden</p>	<b>Minimal</b>	ATS 1.1 – Enhancement of path and cycle network - Bearsden	Protection and enhancement of core path	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			town centre.				
S228 – Douglas Park Golf Club	Residential	320m (bus stop)	<p>Access to bus stops are within 400m walk, however, are only served by 47A Milngavie to Kirkintilloch (hourly).</p> <p>The site is also remote from any centre and associated facilities so therefore, this site would increase the need to travel, particularly by private vehicle given the poor public transport links in the area.</p>	<b>Significant</b>	TOR Option 30 – A81 Junction Improvements	Mitigation could include new access to Hillfoot station through existing golf course site	
S301 – East of Stockiemuir Road	Residential 50 units	550m - 600m (bus stop)	<p>Poor access to public transport. Bus stops within 400m walk of centre of site are only served by service 347 (an early morning and late night hourly service).</p> <p>Bus stops out with 400m walk are served by infrequent services 15 (hourly) and 6B and 118.</p> <p>The site is also remote from any</p>	<b>Significant</b>	ATS 1.1 – Enhancement of path and cycle network - Bearsden	Mitigation could include improved access to core path (Craigdhu burn)	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			<p>centre and associated facilities so therefore, this site would increase the need to travel, particularly by private vehicle given the poor public transport links in the area.</p> <p>Main access road to Bearsden town centre is included in the Bearsden Air Quality Management Area.</p>				
S305 – Kessington phase 2	Residential 120 units	650m – 700m (bus stop)	<p>Poor access to public transport. Bus stops are out with 400m walk and served by 10A, B10, and C10 services (hourly).</p> <p>The site is also remote from any centre and associated facilities so therefore, this site would increase the need to travel, particularly by private vehicle given the poor public transport links in the area.</p>	<b>Significant</b>		Include access to nearest bus stops on Kessington Road	
S310 –	Residential	800m (bus	Poor access to public transport –	<b>Significant</b>	TOR Option 30 –		

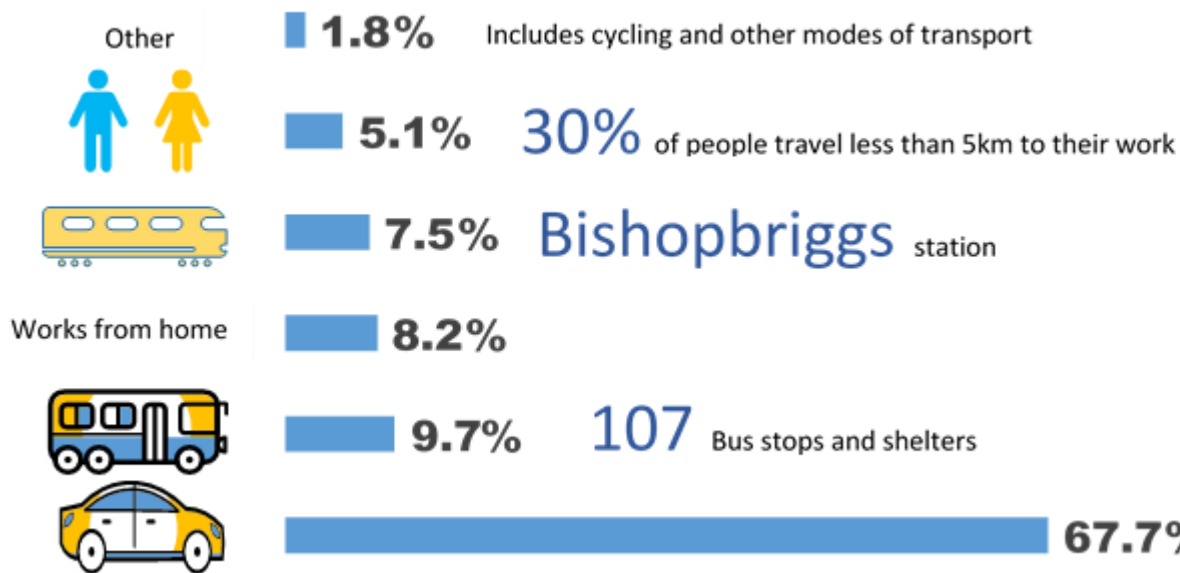
Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
Millichen Road	672 units (though most in Glasgow)	stop)	<p>bus stops beyond 400m walk are only served by 47A Milngavie to Kirkintilloch (hourly) and 10A, B10 and C10 services (hourly).</p> <p>The site is also remote from any centre and associated facilities so therefore, this site would increase the need to travel, particularly by private vehicle given the poor public transport links in the area.</p>		A81 Junction Improvements		
S311 – 190-196 Milngavie Road	Residential  Circa 20-30 units (flats)	150m – 200m (bus stop) 350 - 400m (rail station)	<p>Good access to public transport – bus stops within 400m walk are served by services 60A (every 20 mins), and B10 and C10 services (hourly).</p> <p>Within 400m walk of Hillfoot station which can also be accessed by using Bears Way segregated cycle way.</p> <p>Within a 10 minute walk to</p>	<b>Minimal</b>	<p>TOR Option 30 – A81 Junction Improvements</p> <p>ATS 1.16 – Secure cycle storage at rail stations and town centres</p>	Include secure cycle storage to encourage bicycle use given proximity to the Bears Way	



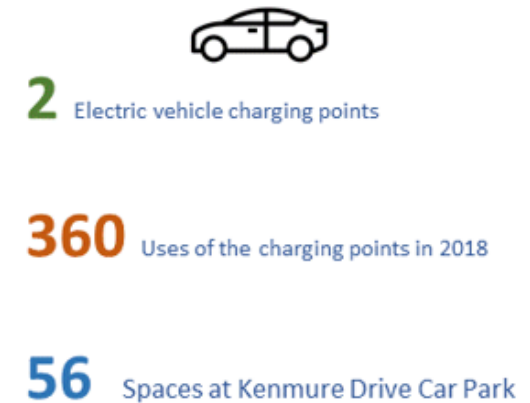
Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			Bearsden town centre.				
S360 – Nithsdale Crescent	Residential 27 units	150m (bus stop)  1700m (Bearsden rail station)	<p>This site has good access to bus services, with the nearest bus stops within 400m walk served by services 17 (every 15 minutes) and 15 (hourly) as well as less regular services 6B and 118.</p> <p>A core path is within 400m walking distance which provides a more direct route to Bearsden rail station which is approximately 20 minute walking distance away.</p> <p>The site is also within reasonable walking distance of both a primary and secondary school.</p>	<b>Minimal</b>			

## Bishopbriggs

### Method of travel to work for



### Town Centre Car



30. Service Number	31. Service Route	32. Frequency (Monday to Friday)
33. 57	34. Auchinairn – Silverburn	35. Every 15 minutes
36. 71/71A	37. Torrance – Glasgow	38. One morning service (71) and hourly evening service (71A)
39. 72	40. Glasgow – Kirkintilloch – Torrance	41. Hourly
42. 87	43. Auchinairn, Westerhill – Glasgow	44. Every 15 minutes
45. 88/88A/88C	46. Kirkintilloch – Glasgow	47. Every 15 minutes
48. 89/89A/89B	49. Kilsyth/Torrance/Bishopbriggs – Glasgow	50. Every 15 minutes
51. 142	52. Bishopbriggs Circular	53. Hourly

<b>54.</b>	<b>805</b>	55. Westerhill – Laurieston Road	56. Morning / evening service
<b>57.</b>	<b>845</b>	58. Torrance – Laurieston via Bishopbriggs	59. Morning / evening service

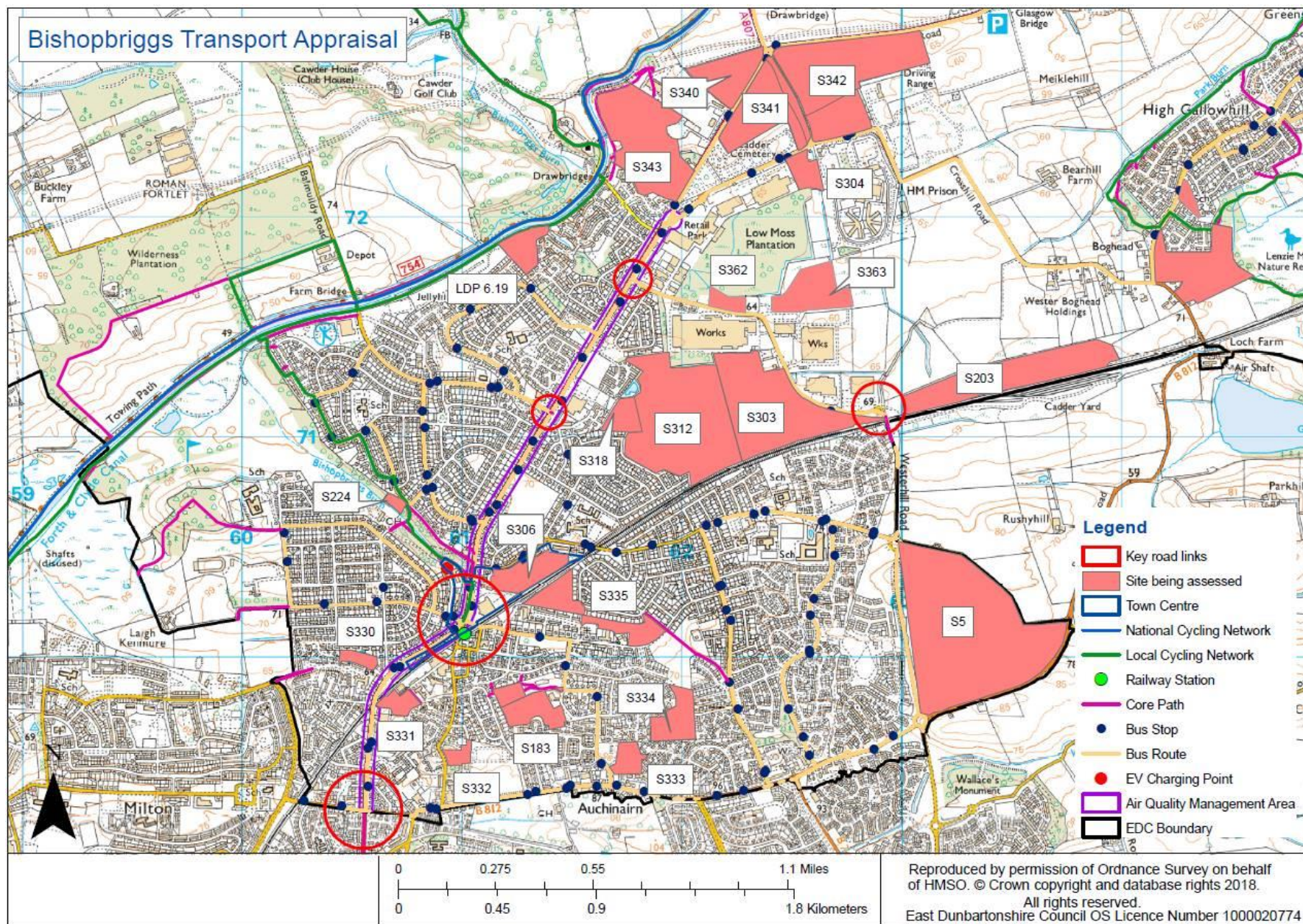
### Local bus

### Rail use

**2017/18 – 772,256 users**







Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
<b>Bishopbriggs</b>							
S5 – Wester Lumloch	Residential and open space	> 700m (bus stop)	<p>This site is not within 400m walking distance of a bus stop. The nearest bus stop is over 700m walking distance away and is served by the 805 service (morning and evening).</p> <p>It should also be noted there is currently no footway on either Wester Lumloch Road to the west of the site or Auchinairn Road to the south of the site.</p> <p>The site is also remote from any centre and associated facilities so therefore, this site would increase the need to travel, particularly by private vehicle given the poor public transport links in the area.</p>	<b>Significant</b>	<p>ATS 1.7 Bishopbriggs Relief Road (BRR) / Westerhill Road Active Travel Corridor (Now complete and known as the Wester Way)</p> <p>ATS 1.10 – Kirkintilloch/Lenzi e to Bishopbriggs route</p> <p>TOR Option 38 – Bus Park and Ride adjacent to BRR</p> <p>TOR Option 42 – Support delivery of phase 5 of BRR</p>	Must have footway and cycle improvements as part of any proposed development. Linking the site to the Wester Way and connecting the area to the south in Glasgow would improve connections across the boundary.	



Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
					Proposed Westerhill rail station		
S183 – Thomas Muir Ave -	Residential and open space  99 units	300m (bus stop)	Good access to bus. Bus stops within 400m walk served by 142 (Bishopbriggs circular, hourly), 87 (every 15 mins), and 72 (hourly).  Within 10 minute walking distance from Bishopbriggs rail station and Bishopbriggs town centre and associated facilities.	<b>Minimal</b>	ATS 1.6 A803 Improvements  ATS 1.16 – Secure cycle storage at rail stations and town centres  TOR Option 39 – A803 Quality Bus Corridor  TOR Option 41 – Auchinairn bus hub		
S203 – Former Westerhill Rail Sidings	Mixed use development around park and ride facility	> 800m (bus stop)	This site is not within 400m walking distance of a bus stop. The nearest bus stops are over 800m walk away and are served by the 87 service (every 15 mins),	<b>Significant</b>	ATS 1.7 Bishopbriggs Relief Road (BRR) / Westerhill Road Active Travel	Land safeguarded for proposed Westerhill Rail Station	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			<p>142 (hourly) and the less regular 805 service.</p> <p>Given the remoteness of this site and the proposed land use, this site would increase the need to travel, particularly by private vehicle given the poor public transport links in the area.</p>		<p>Corridor (Now complete and known as the Wester Way)</p> <p>ATS 1.10 – Kirkintilloch/Lenzi e to Bishopbriggs route</p> <p>TOR Option 38 – Bus Park and Ride adjacent to BRR</p> <p>TOR Option 42 – Support delivery of phase 5 of BRR</p> <p>Proposed Westerhill rail station</p>	Improved connection to bus stops on Westerhill Road.	
S224 – Glenburn Gardens	Residential 4 units	< 200m (bus stop)	Good access to public transport with bus stops within 400m walking distance served by 142	<b>Minimal</b>	ATS 1.6 A803 Improvements		

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			<p>(hourly), and less regular 88A, 88C and 89B services.</p> <p>Good access to the core path network, town centre, rail station and associated facilities.</p>		<p>ATS 1.16 – Secure cycle storage at rail stations and town centres</p> <p>TOR Option 39 – A803 Quality Bus Corridor</p>		
S303 – S Westerhill Road	Residential and mixed use	< 400m (bus stop)	<p>This site has a bus stop within 400m walking distance which is served by the 87 service (every 15 mins), 142 (hourly) and the less regular 805 service.</p> <p>Bishopbriggs centre and associated facilities is not within reasonable walking distance therefore this site is expected to increase the need to travel.</p>	<b>Moderate</b>	<p>ATS 1.7 Bishopbriggs Relief Road (BRR) / Westerhill Road Active Travel Corridor (Now complete and known as the Wester Way)</p> <p>ATS 1.10 – Kirkintilloch/Lenzie to Bishopbriggs route</p>	<p>Land safeguarded for potential park and ride facility.</p> <p>Link development to Wester Way and proposed link from Lenzie at the north side of the railway.</p>	



Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
					TOR Option 38 – Bus Park and Ride adjacent to BRR  TOR Option 42 – Support delivery of phase 5 of BRR  Proposed Westerhill rail station		
S304 – Strathkelvin Retail Park, East	Retail leisure development with food and drink	< 150m (bus stop)	Good access to public transport with bus stops within 400m walking distance served by service 88 (every 15 mins).	<b>Minimal</b>	ATS 1.6 A803 Improvements  TOR Option 42 – Support delivery of phase 5 of BRR  TOR Option 39 – A803 Quality Bus Corridor		
S306 – Former High School	Residential and mixed uses	< 100m (bus stop)	This site has good walking access to public transport including bus stops and Bishopbriggs rail	<b>Minimal / Significant</b> (depending on	ATS 1.6 A803 Improvements	Improved walking access to Bishopbriggs rail	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
Site		> 500m (rail station)	<p>station. The bus stops within a 400m walking distance are served by services 88, 88A, 88C (every 15 mins), 89, 89A, 89B (every 15 mins), 142 (hourly) and less regular services 71, 71A, and 845.</p> <p>Good walking access to town centre and associated facilities.</p> <p>The site is located adjacent to Bishopbriggs Air Quality Management Area.</p>	long stay car park component in an existing air quality management area)	TOR Option 39 – A803 Quality Bus Corridor	station	
S312 – Birkhill Ave	Residential and open space  200 units	> 450m (bus stop)	<p>The middle of the site is not within 400m walking distance of a bus stop. The nearest stop is on Westerhill Road which is served by the 87 service (every 15 mins), 142 (hourly) and the less regular 805 service.</p> <p>The site is not within reasonable walking distance of Bishopbriggs town centre and associated</p>	<b>Significant</b>	<p>ATS 1.6 A803 Improvements</p> <p>ATS 1.7 Bishopbriggs Relief Road (BRR) / Westerhill Road Active Travel Corridor (Now complete and known as the</p>	Pedestrian access to A803 bus corridor.	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			<p>facilities so this may increase the need to travel though the public transport links may mitigate the negative impacts of this.</p> <p>The site is located adjacent to Bishopbriggs Air Quality Management Area.</p>		<p>Wester Way)</p> <p>ATS 1.10 – Kirkintilloch/Lenzi e to Bishopbriggs route</p> <p>TOR Option 38 – Bus Park and Ride adjacent to BRR</p> <p>TOR Option 39 – A803 Quality Bus Corridor</p> <p>TOR Option 42 – Support delivery of phase 5 of BRR</p> <p>Proposed Westerhill rail station</p>		
S318 – Stanley	Residential	> 400m (bus stop)	The middle of the site is not within 400m walking distance	<b>Minimal</b>	ATS 1.6 A803 Improvements	Improved walking access from site	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
Drive	8 units		<p>from the middle of the site and these stops are served by regular services 88, 88A, 88C (every 15 mins), 89, 89A, 89B (every 15 mins), 142 (hourly) and less regular services 71, 71A, and 845.</p> <p>The site is adjacent to a supermarket which will reduce required vehicle journeys for food retail trips.</p>		<p>ATS 1.7 Bishopbriggs Relief Road (BRR) / Westerhill Road Active Travel Corridor (Now complete and known as the Wester Way)</p> <p>ATS 1.10 – Kirkintilloch/Lenzi e to Bishopbriggs route</p> <p>TOR Option 38 – Bus Park and Ride adjacent to BRR</p> <p>TOR Option 39 – A803 Quality Bus Corridor</p>	through to bus routes on A803	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
					TOR Option 42 – Support delivery of phase 5 of BRR  Proposed Westerhill rail station		
S330 – Duncryne PI Brackenbrae Rd -	Residential  20 units	200m (bus stop)  600m (rail station)	This site has good walking access to bus stops within 400m walking distance which are served by services 88, 88A, 88C (every 15 mins), 89, 89A, 89B (every 15 mins), 142 (hourly) and less regular services 71, 71A, and 845.  The site is within 10 minute walking distance from Bishopbriggs rail station, the town centre and associated facilities.	<b>Minimal</b>	ATS 1.6 A803 Improvements  TOR Option 39 – A803 Quality Bus Corridor	Walking access from site to A803 to be provided at South East corner of the site	
S331 – Lennox Cresc	Residential  20 units	< 300m (bus stop)  400m (rail)	This site has good walking access to bus stops within 400m walking distance which are served by services 88, 88A, 88C (every 15	<b>Minimal</b>	ATS 1.6 A803 Improvements  TOR Option 39 –	Enhancement and protection of core paths to provide good pedestrian	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
		station)	mins), 89, 89A, 89B (every 15 mins), 142 (hourly) and less regular services 71, 71A, and 845.		A803 Quality Bus Corridor	access to A803.	
S332 – Huntershill Rd/ Crowhill Rd	Residential  28 units	< 400m (bus stop)	This site is within 400m walking distance to bus stops which are served by regular service 87 (every 15 mins) and less regular service 72 (hourly).	<b>Minimal</b>	ATS 1.6 A803 Improvements  TOR Option 39 – A803 Quality Bus Corridor  TOR Option 41 – Auchinairn Bus Hub	Link core paths to get good pedestrian access to A803	
S333 – Former school, Beech Rd, Auchinairn	Residential  64 units	> 150m (bus stop)	This site is within 400m walking distance to bus stops which are served by regular service 87 (every 15 mins) and less regular services 72 and 142 (hourly). Service 142 will also provide a public transport link to the rail station, town centre and associated facilities.	<b>Minimal</b>	TOR Option 39 – A803 Quality Bus Corridor  TOR Option 41 – Auchinairn Bus Hub	Pedestrian access to Auchinairn Road bus corridor	
S334 –	Residential	< 300m (bus	This site is within 400m walking	<b>Minimal</b>	TOR Option 39 –	Enhance path links	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
O'Neill Ave	40 units	stop)	distance to bus stops which are well served by regular services 57 and 87 (every 15 mins).		A803 Quality Bus Corridor  TOR Option 41 – Auchinairn Bus Hub	within the area to provide more direct access to Auchinairn.	
S335 – Etive Crescent/ Menteith Ave	Residential and open space  50 units	< 400m (bus stop)  600m (rail station)	<p>This site is within 400m walking distance to bus stops, however, these stops are only served by an hourly 142 service.</p> <p>The site is within 10 minute walking distance from other bus stops which are served by regular services 88, 88A, 88C (every 15 mins), 89, 89A, 89B (every 15 mins), 142 (hourly) and less regular services 71, 71A, and 845.</p> <p>The site is within 10 minute walking distance from Bishopbriggs rail station, the town centre and associated facilities.</p>	<b>Minimal</b>	<p>ATS 1.6 A803 Improvements</p> <p>ATS 1.16 – Secure cycle storage at rail stations and town centres</p> <p>TOR Option 39 – A803 Quality Bus Corridor</p>	<p>Protection and enhancement of core path</p> <p>Include provisions for direct access to Bishopbriggs station and town centre</p>	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
S340 – Bishopbriggs N – Site B	Residential 150 units	< 250m (bus stop)	<p>This site is within 400m walking distance of bus stops served by regular services 88, 88A, 88C (every 15 mins), 89, 89A, 89B (every 15 mins), 142 (hourly) and less regular services 71, 71A, and 845.</p> <p>On current links, the site is within a 10 minute walk of the National Cycle Route 754 (Forth and Clyde Canal) which provides links to Bishopbriggs and Kirkintilloch town centres.</p> <p>However, the site is not within reasonable walking distance of Torrance or Bishopbriggs centres therefore the site is likely to increase the need to travel.</p> <p>The site is adjacent to the Bishopbriggs Air Quality Management Area.</p>	<b>Significant</b>	<p>ATS 1.4 – Bishopbriggs / Forth and Clyde Canal access</p> <p>ATS 1.6 A803 Improvements</p> <p>TOR Option 39 – A803 Quality Bus Corridor</p> <p>TOR Option 42 – Support delivery of phase 5 of BRR</p>	Create new connections to National Cycle Route 754 (Forth and Clyde Canal)	



Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
S341 – Bishopbriggs N – Site C	Residential and cemetery extension  200 units	< 250m (bus stop)	<p>This site is within 400m walking distance of bus stops served by regular services 88, 88A, 88C (every 15 mins), 89, 89A, 89B (every 15 mins), 142 (hourly) and less regular services 71, 71A, and 845.</p> <p>On current links, the site is within a 10 minute walk of the National Cycle Route 754 (Forth and Clyde Canal) which provides links to Bishopbriggs and Kirkintilloch town centres.</p> <p>However, the site is not within reasonable walking distance of Torrance or Bishopbriggs centres therefore the site is likely to increase the need to travel.</p> <p>The site is adjacent to the Bishopbriggs Air Quality Management Area.</p>	<b>Significant</b>	<p>ATS 1.4 – Bishopbriggs / Forth and Clyde Canal access</p> <p>TOR Option 39 – A803 Quality Bus Corridor</p> <p>ATS 1.6 A803 Improvements</p> <p>TOR Option 42 – Support delivery of phase 5 of BRR</p>	Create new connections to National Cycle Route 754 (Forth and Clyde Canal)	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
S342 – Bishopbriggs N – Site D	Non-residential development and upgraded playing field	< 400m (bus stop)	<p>This site is within 400m walking distance of bus stops served by regular services 88, 88A, 88C (every 15 mins), 89, 89A, 89B (every 15 mins), 142 (hourly) and less regular services 71, 71A, and 845.</p> <p>On current links, the site is within a 10 minute walk of the National Cycle Route 754 (Forth and Clyde Canal) which provides links to Bishopbriggs and Kirkintilloch town centres.</p> <p>However, the site is not within reasonable walking distance of Torrance or Bishopbriggs centres therefore the site is likely to increase the need to travel.</p> <p>The site is adjacent to the Bishopbriggs Air Quality Management Area.</p>	<b>Significant</b>	<p>ATS 1.4 – Bishopbriggs / Forth and Clyde Canal access</p> <p>ATS 1.6 A803 Improvements</p> <p>TOR Option 39 – A803 Quality Bus Corridor</p> <p>TOR Option 42 – Support delivery of phase 5 of BRR</p>	Create new connections to National Cycle Route 754 (Forth and Clyde Canal)	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
S343 – Crofthead phase two	Residential and open space  150 units	< 400m (bus stop)	<p>This site is within 400m walking distance of bus stops served by regular services 88, 88A, 88C (every 15 mins), 89, 89A, 89B (every 15 mins), 142 (hourly) and less regular services 71, 71A, and 845.</p> <p>The site is within a 5 minute walk of the National Cycle Route 754 (Forth and Clyde Canal) which provides links to Bishopbriggs and Kirkintilloch town centres.</p> <p>However, the site is not within reasonable walking distance of Torrance or Bishopbriggs centres therefore the site is likely to increase the need to travel.</p> <p>The site is adjacent to the Bishopbriggs Air Quality Management Area.</p>	<b>Significant</b>	<p>ATS 1.4 – Bishopbriggs / Forth and Clyde Canal access</p> <p>ATS 1.6 A803 Improvements</p> <p>TOR Option 39 – A803 Quality Bus Corridor</p> <p>TOR Option 42 – Support delivery of phase 5 of BRR</p>	Protection and enhancements of current core path network and connections to National Cycle Route 754 (Forth and Clyde Canal)	
S362 –	Residential,	> 500m (bus	This site is not within 400m	<b>Significant</b>	ATS 1.7	Provision of	

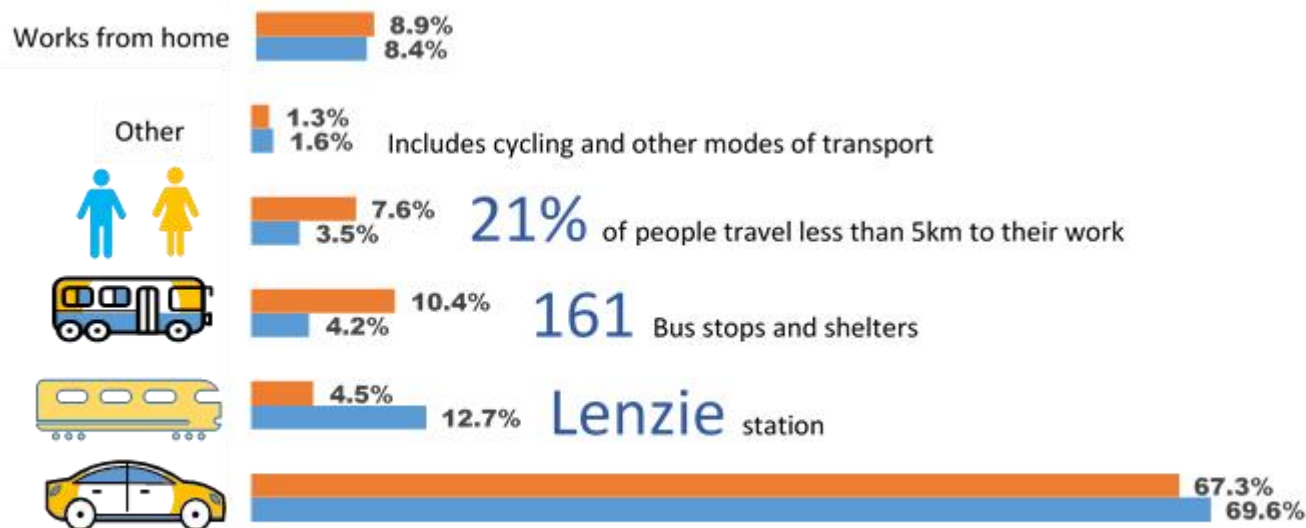
Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
North of Westerhill Road	business and employment or community facility	stop)	<p>walking distance of a bus stop. The nearest bus stop is over 500m walking distance and is served by the 87 service (every 15 mins), 142 (hourly) and the less regular 805 service.</p> <p>Bishopbriggs centre and associated facilities is not within reasonable walking distance therefore this site is expected to increase the need to travel.</p>		<p>Bishopbriggs Relief Road (BRR) / Westerhill Road Active Travel Corridor (Now complete and known as the Wester Way)</p> <p>ATS 1.10 – Kirkintilloch/Lenzie to Bishopbriggs route</p> <p>TOR Option 38 – Bus Park and Ride adjacent to BRR</p> <p>TOR Option 42 – Support delivery of phase 5 of BRR</p> <p>Proposed Westerhill rail</p>	walking and cycling facilities to A803 QBC.	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
					station		
S363 – East of Westerhill Road	Residential, business and employment or community facility	> 800m (bus stop)	<p>This site is not within 400m walking distance of a bus stop. The nearest bus stop is over 500m walking distance and is served by the 87 service (every 15 mins), 142 (hourly) and the less regular 805 service.</p> <p>Bishopbriggs centre and associated facilities is not within reasonable walking distance therefore this site is expected to increase the need to travel.</p>	<b>Significant</b>	<p>ATS 1.7 Bishopbriggs Relief Road (BRR) / Westerhill Road Active Travel Corridor (Now complete and known as the Wester Way)</p> <p>ATS 1.10 – Kirkintilloch/Lenzie to Bishopbriggs route</p> <p>TOR Option 38 – Bus Park and Ride adjacent to BRR</p> <p>TOR Option 42 – Support delivery of phase 5 of BRR</p>	Provision of walking and cycling facilities to A803 QBC.	

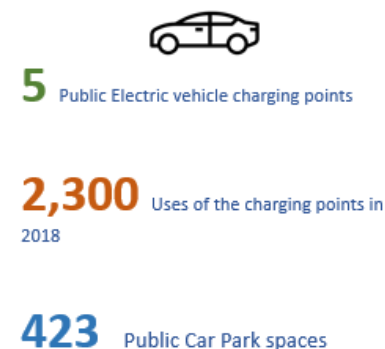
Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
					Proposed Westerhill rail station		
LDP 6.19 – Meadowburn West	Residential or open space	< 250m (bus stop)	<p>This site is within 400m walking distance of bus stops which are served by the 142 service (hourly).</p> <p>The site is not within reasonable walking distance of Bishopbriggs centre and associated facilities.</p> <p>The site has good walking/cycling access to National Cycling Route 754 (Forth and Clyde Canal) via a core path.</p> <p>Given the poor public transport connections within the area and the walking distance to the local centre, this site is likely to increase the need to travel with an emphasis on private vehicular travel.</p>	<b>Significant</b>	<p>ATS 1.4 Bishopbriggs/ Forth and Clyde Canal access</p> <p>ATS 1.6 A803 Improvements</p>	Protection and enhancement of core path on the site which delivers access to the National Cycling Route 754 (Forth and Clyde Canal)	

## Kirkintilloch, Lenzie and Waterside

### Method of travel to work for



### Town centre car parks



69% and 89% of households own at least 1 car or van in Kirkintilloch and Lenzie respectively.

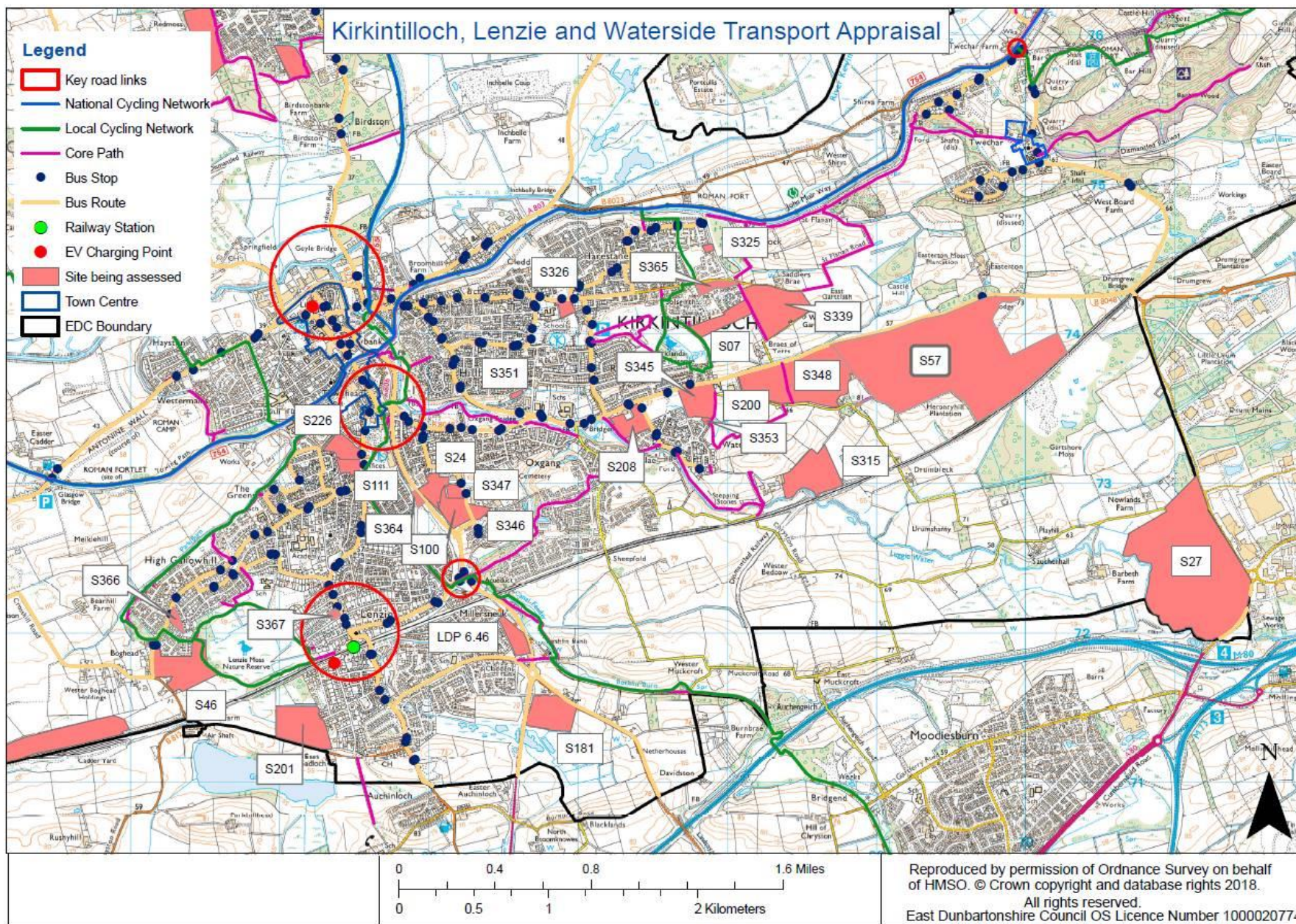
### Local bus

60. Service Number	61. Service Route	62. Frequency (Monday to Friday)
63. 47/47A	64. Milngavie – Kirkintilloch	65. Hourly
66. 72	67. Glasgow – Kirkintilloch – Torrance	68. Hourly
69. 88/88A/88C	70. Kirkintilloch – Glasgow	71. Every 15 minutes
72. X85	73. Campsie Glen – Glasgow	74. Half hourly
75. X87	76. Waterside – Glasgow	77. Half hourly
78. 178	79. Moodiesburn – Lenzie – Kirkintilloch	80. Hourly
81. 247	82. Kilsyth – Cumbernauld – Monklands Hospital	83. Hourly (for services which operate in Kirkintilloch)

### Rail use

<b>84.</b>	<b>84/84A/84B</b>	85. Banton – Twechar – Kirkintilloch	86. Hourly
<b>87.</b>	<b>801</b>	88. Harestanes/Campsie Glen – Laurieston	89. Morning / evening service
<b>90.</b>	<b>802</b>	91. Waterside – Laurieston Road	92. Morning / evening service





Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
<b>Kirkintilloch, Lenzie and Waterside</b>							
S07 – Langmuir (South)	Residential	> 1000m (bus stop)	<p>This site has poor walking access to public transport with the nearest stops over 1000m away which are served by the 88 (every 15 mins), X87 service (half hourly) and the less regular 801 and 84 services.</p> <p>Good access to the core path network, however access to local facilities and amenities is poor.</p> <p>This site will increase the need to travel particularly by private vehicle due to the lack of public transport links in the vicinity.</p>	<b>Significant</b>		Protection and enhancement of adjacent core path	



Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
S24 – Kirkintilloch Gateway Site 1 – Donald Mackinnon Ave	Residential 95 units	< 400m (bus stop)	<p>This site has access to bus stops within 400m walking distance, however, the stops are only served by the 72 service (hourly).</p> <p>Walking access to the town centre and associated facilities is poor and this therefore may increase the reliance on private vehicles for travelling to/from this site.</p>	Significant		Improve pedestrian access from site to town centre	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
S27 - Badenheat h	Residential, office, general industry, warehousing and distribution  200 units	> 450m (bus stop)	<p>This site does not have bus stops within 400m walking distance. The nearest bus stops are served by the X3 service (half hourly) and less regular services 38C and 42B.</p> <p>The residential element of this site is at the most northern point, which is the furthest point from the bus stops with regular services.</p> <p>The site is also not within reasonable walking distance of Westfield and Moodiesburn centres and associated facilities.</p> <p>Therefore, this site would increase the need to travel, particularly by private vehicles given the poor active travel and public transport links in the area.</p>	<b>Significant</b>			
S46 –	Residential	< 400m (bus	This site has access to bus stops	<b>Moderate</b>	ATS 1.10 –	Protection and	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
Boghead Road	and sports facilities  100 units	stop)  > 1000m (rail station)	within 400m walking distance which are served by the 88 service (every 15 mins).  The site has direct core path access to Lenzie rail station, however, it is over 1000m walking distance.		Kirkintilloch/Lenzie to Bishopbriggs route	enhancement of core paths and Lenzie Moss	
S57 – Gartshore Estate	Residential, community facility, office, light industry, open space, leisure  800-1200 units	> 750m (bus stop)	This site is not within reasonable walking distance of frequent public transport. The nearest bus stop is approximately 10 minute walk away following an unlit core path.  The site is also remote from local amenities and facilities. Poor active travel facilities currently exist in the site area.  Therefore, this site would increase the need to travel, particularly by private vehicles given the scale of the site and the	<b>Significant</b>			

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			poor active travel and public transport links in the area.				
S100 – Kirkintilloch Gateway Site 2 – Woodilee Road	Residential and retail	< 400m (bus stop)	<p>This site has access to bus stops within 400m walking distance, however, the stops are only served by the 72 service (hourly).</p> <p>Walking access to the town centre and associated facilities is poor and this therefore may increase the reliance on private vehicles for travelling to/from the site.</p>	<b>Significant</b> (depending on number of units)		Improve pedestrian access from site to town centre	
S111 – Tom Johnston House	Residential 90 units	< 100m (bus stop)	<p>This site has good access to bus stops within 400m walking distance which are served by regular services X85, X87, 88 and the less regular 178 service.</p> <p>The site is within good walking access to Kirkintilloch Leisure Centre and is within a 10 minute walk to the town centre and associated facilities.</p>	<b>Minimal</b>	TOR Option 49 – Improve the layout and associated transport infrastructure at Townhead	Include access arrangements to the Strathkelvin Railway Path	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
S181 – Blacklands Place Southeast	Residential and open space	> 1500m (bus stop)	<p>This site has very poor access to public transport with the nearest bus stops over 1500m walking distance away.</p> <p>The site is also remote from local amenities and facilities. Poor active travel facilities currently exist in the site area.</p> <p>Therefore, the poor public transport links in this area will increase the reliance on private vehicles for travelling to/from the site.</p>	Significant			
S200 – Gartconner	Residential 150 units	600m (bus stop)	<p>This site has poor access to public transport, with the nearest bus stops over 400m walking distance away and are served by 247 and 84 services (hourly).</p> <p>Therefore, the poor public transport links in this area will increase the reliance on private</p>	Significant		Protection and enhancement of core paths including access to the core path from the site.	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			vehicles for travelling to/from the site.				
S201 – Crosshill Road	Residential 100 units	600m (bus stop) 750m (rail station)	<p>This site is within a 10 minute walk from Lenzie rail station which provides connections to Glasgow, Edinburgh, Stirling, Alloa and Dunblane.</p> <p>The site does not have access to bus stops within 400m walking distance, however, the nearest bus stops (600m walking distance) are well served by regular services X85, X87 and less regular services 72 and 178 (hourly).</p>	<b>Moderate</b>	ATS 1.10 – Kirkintilloch/Lenzie to Bishopbriggs route		
S208 – Monastery Field	Residential	< 250m (bus stop)	This site is within 400m walking distance to bus stops which are served by the X87 service (half hourly) and less regular services 84A, 84B, and 802.	Moderate (depending on number of units)		Protection and enhancement of core paths including access to the core path from the site.	
S226 – Whitegates	Residential	< 200m (bus stop)	This site has good access to bus stops within 400m walking	<b>Minimal</b>	TOR Option 49 – Improve the	Protection of path from Marina Way	



Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
	85 units		<p>distance which are served by regular services X85, X87, 88 and the less regular 178 service.</p> <p>The site is within good walking access to Kirkintilloch Leisure Centre and is within a 10 minute walk to the town centre and associated facilities.</p>		layout and associated transport infrastructure at Townhead	towards Greens Avenue	
S315 – Waterside Bing	General industry and business	900m (bus stop)	<p>This site is not within 400m walking distance of a bus stop. The nearest bus stop is over 10 minute walk away served by the X87 service (half hourly), and less regular services 84A, 84B and 802.</p> <p>Given the current transport links available at the site and the proposed land use, it is likely this site will increase the need to travel particularly by private vehicular traffic.</p>	<b>Significant</b>		Include connections to local core paths	
S325 –	Residential	200m (bus	This site has good access to bus	<b>Minimal</b>		Link development	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
Langmuir Park	16 units	stop)	<p>stops within 400m walking distance which are served by regular services 88 (every 15 mins), X87 (half hourly) and less regular service 801.</p> <p>This site is not within reasonable walking distance of local services and amenities so is likely to increase the need to travel.</p>			site to existing core paths	
S326 – Merkland School	Residential 40 units	< 50m (bus stop)	<p>This site has good walking access to bus stops within 400m walking distance which are served by 88 (every 15 mins), X87 (half hourly), and 84 (hourly).</p> <p>The site is not within reasonable walking distance of a town centre and associated facilities which may increase the need to travel. The public transport links can mitigate against the potential volume of vehicular traffic</p>	<b>Moderate</b>			

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
S339 – Saddlers Brae	Residential and open space  200 units	1400m (bus stop)	<p>This site has poor walking access to public transport with the nearest stops over 1000m away which are served by the X87 service (half hourly) and the less regular 801 service.</p> <p>Good access to the core path network, however access to local facilities and amenities is poor.</p> <p>This site will increase the need to travel particularly by private vehicle due to the lack of public transport links in the vicinity.</p>	<b>Significant</b>		Protection and enhancement of core paths including access to the core path from the site.	
S345 – Waterside Road Gartshore	Residential and open space	< 400m (bus stop)	<p>The nearest bus stops to this site are served by hourly services 84 and 247. Access to a more regular service (X87) is over 400m walking distance away (approximately 500m).</p> <p>This site will increase the need to</p>	<b>Moderate</b> (depending on number of units)		Protection and enhancement of core paths including access to the core path from the site.	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			travel, most likely by private vehicle given the public transport options available in the area.				
S346 – Kirkintilloch Gateway Site 3 – Woodilee Road	Residential	< 400m (bus stop)	This site has access to bus stops within 400m walking distance, however, the stops are only served by the 72 service (hourly). Walking access to the town centre and associated facilities is poor and this therefore may increase the reliance on private vehicles for travelling to/from this site.	<b>Significant</b> (depending on number of units)		Improve pedestrian access from site to town centre	
S347 – Kirkintilloch Gateway Site 4 – Woodilee Road	Residential	< 400m (bus stop)	This site has access to bus stops within 400m walking distance, however, the stops are only served by the 72 service (hourly).  Walking access to the town centre and associated facilities is poor and this therefore may increase the reliance on private vehicles for travelling to/from this site.	<b>Significant</b> (depending on number of units)		Improve pedestrian access from site to town centre	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
S348 – Wester Gartshore	Residential 350 units	> 1000m (bus stop)	<p>This site has very poor access to public transport with the nearest bus stops over 1000m walking distance away. There are nearby core paths however, they do not lead to local amenities or facilities.</p> <p>Therefore, this site will increase the need to travel particularly by private vehicle due to the lack of public transport links in the vicinity.</p>	<b>Significant</b>		Protection and enhancement of core paths including access to the core path from the site.	
S351 – Friars Croft Oxbgangs	Residential 14 units	400m	<p>This site is within 400m of bus stops which are served by the 88 service (every 15 mins).</p> <p>This site is within 1000m walk of Kirkintilloch town centre and associated facilities.</p>	<b>Minimal</b>			
S353 – Moss Road	Residential 12 units	< 400m	This site is within 400m walking distance to bus stops which are served by the X87 service (half hourly) and less regular services	<b>Minimal</b> (due to number of units)		Protection and enhancement of core paths including access to	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			84A, 84B, and 802.			the core path from the site.	
S364 – Parkview	Residential	> 500m	<p>This site is not within 400m walking distance of a bus stop. The nearest bus stop is over 500m walking distance away however, it is well served by the X87 service (half hourly) and the less regular 801 service.</p> <p>Kirkintilloch centre and associated facilities is not within reasonable walking distance.</p>	<b>Moderate</b>		Provision of walking and cycling access to link to nearby core paths	
S365 – Langmuir Road	Residential	> 900m (bus stop)	<p>This site is not within 400m walking distance of a bus stop. The nearest bus stop is over 900m walking distance and is served by the 88 (every 15 mins), X87 service (half hourly) and the less regular 801 and 84 services.</p> <p>Good access to the core path network, however access to local facilities and amenities is poor.</p>	<b>Significant</b>		Protection and enhancement of core paths including access to the core path from the site.	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			This site will increase the need to travel particularly by private vehicle due to the lack of public transport links in the vicinity.				
S366 – Former Campsie View School	Residential	< 50m (bus stop)	<p>This site is within very close walking distance to bus stops which are served by the 88 service (every 15 mins).</p> <p>The site is not within reasonable walking distance to a centre or local facilities and amenities so is expected to increase the need to travel, however, the public transport facilities can mitigate the potential impacts on air quality.</p>	<b>Minimal</b>		Create access to core paths in Lenzie Moss which can provide a walking and cycling link to Lenzie rail station	
S367 – Former Lenzie Primary School	Residential	< 50m (bus stop)  300m (Rail station)	This site is within very close walking distance to bus stops which are served by the X85 and X87 (half hourly) and the 178 (hourly) service.	<b>Minimal</b>	50. Continue to work with SPT to investigate ways of improving bus provision	Include provisions for safe walking and cycling access to public transport connections.	

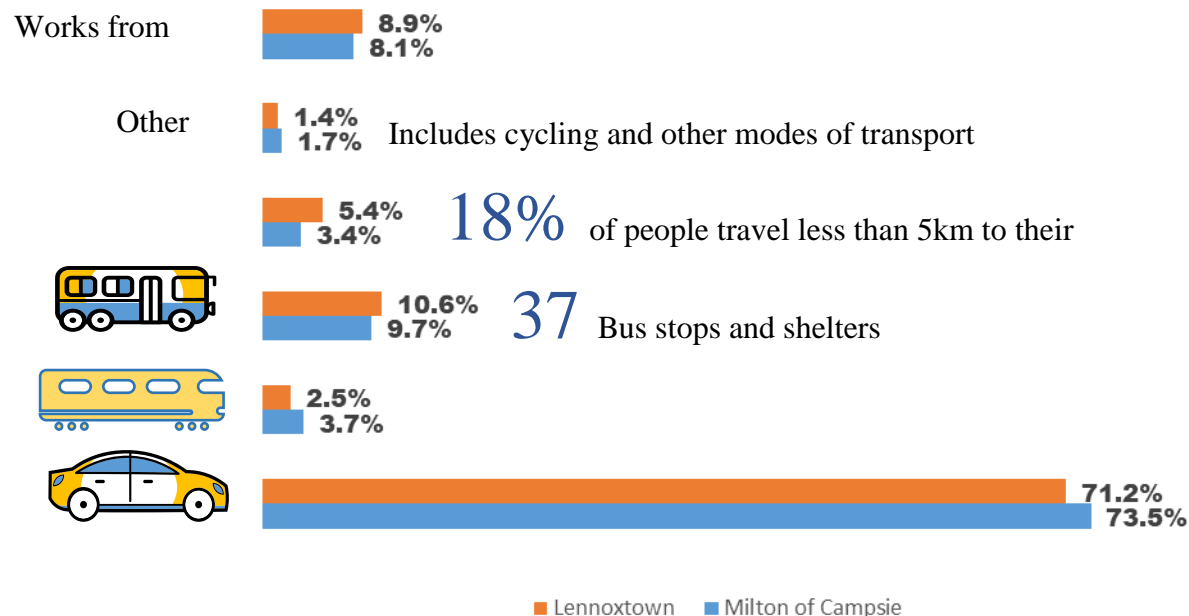
Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			<p>The site is also within 5 minute walking distance of Lenzie rail station with half hourly services to locations such as Glasgow, Edinburgh, Stirling, Alloa and Dunblane.</p> <p>The site is also within 5 minute walking distance of Lenzie centre and associated facilities.</p>		between Kirkintilloch, Lenzie and Woodilee		
LDP 6.46 Meadowburn, Lenzie	Residential 40 units	700m (bus stop) 1400m (Lenzie rail station)	<p>This site is not within 400m walking distance of a bus stop. The nearest bus stop is 700m walking distance away and is served by the 72 service (hourly).</p> <p>The site is not within reasonable walking distance of Lenzie station or Lenzie centre and associated facilities.</p> <p>Therefore, this site will increase the need to travel particularly by</p>	<b>Moderate</b>		Access from Meadowburn Avenue must include footpath improvements.	



Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			private vehicle due to the lack of public transport links in the vicinity.				

# Lennoxtown, Milton of Campsie, Haughhead and Clachan of

## Method of travel to work for

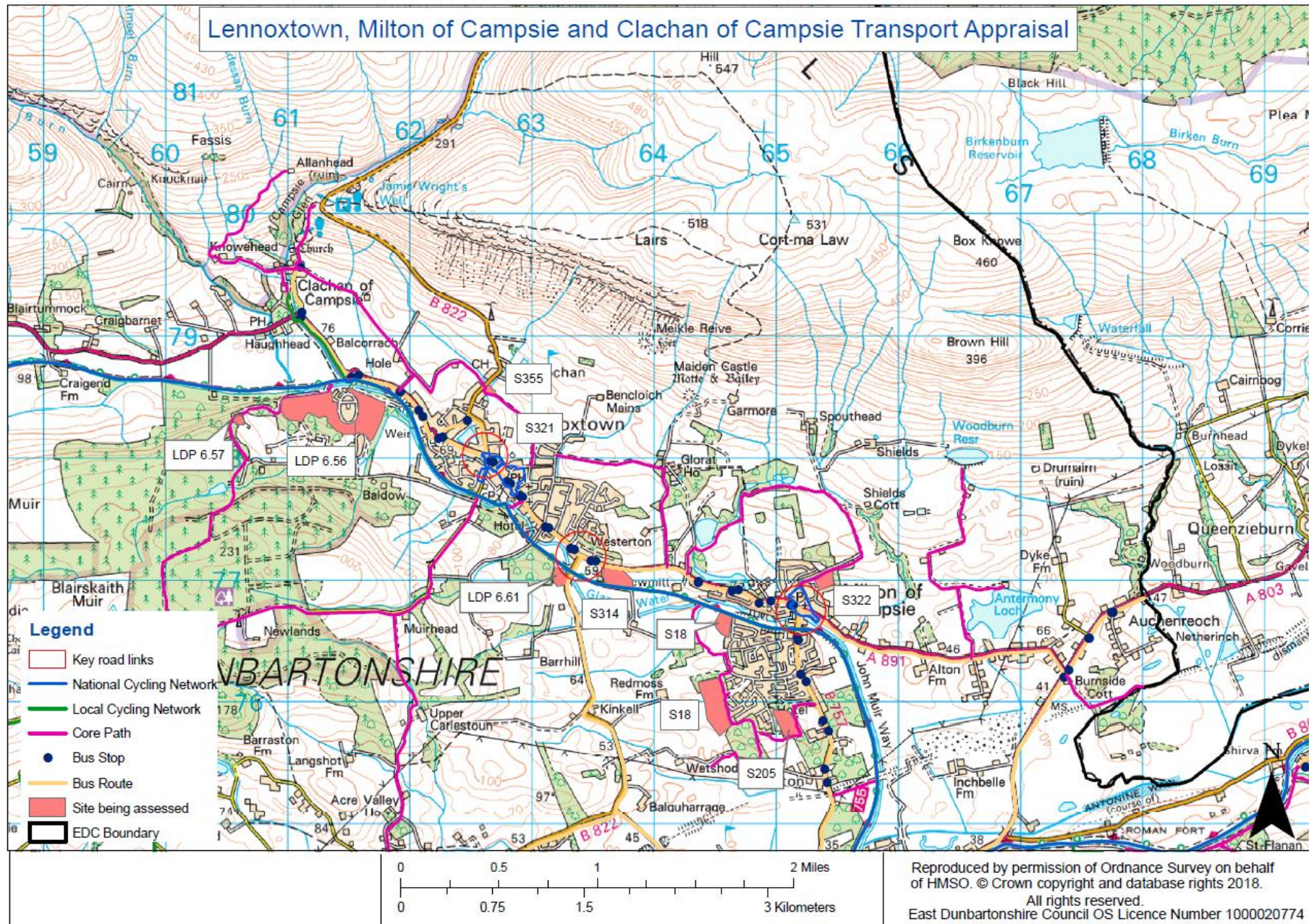


## Local bus

93. Service Number	94. Service Route	95. Frequency (Monday to Friday)
96. X85	97. Campsie Glen – Glasgow	98. Half hourly
99. 88C	100. Glasgow – Campsie Glen	101. 1 Morning/night service
102. 89B	103. Glasgow – Bishopbriggs Retail Park	104. Morning / evening service
105. 801	106. Harestanes/Campsie Glen – Laurieston	107. Morning / evening service
108. 803	109. Campsie Glen – Laurieston Road	110. Morning / evening service



# Lennoxtown, Milton of Campsie and Clachan of Campsie Transport Appraisal



Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
<b>Lennoxtown, Milton of Campsie, and Clachan of Campsie</b>							
LDP 6.56 – Lennox Castle Hospital	Residential 274 units	< 400m (bus stop)	<p>This site is within 400m walking distance of bus stops which are served by the X85 service (half hourly) and less regular services 801, 803 and 88C.</p> <p>This site has good access to the National Cycle Route 755 (Strathkelvin Railway Path) which provides good walking access to Lennoxtown centre and associated facilities.</p> <p>Given the sites location, it may increase the need to travel with an emphasis on private vehicular traffic, however, the public transport links available will mitigate this.</p>	<b>Significant</b>	<p>ATS 1.13 – East Dunbartonshire Loop</p> <p>TOR Option 50 – Ensure continuation of X85 service</p>	New and enhanced connections to the National Cycle Route 755 (Strathkelvin Railway Path).	
LDP 6.57 – Lennox Castle	Residential 33 units	> 1200m (bus stop)	This site has very poor access to public transport with the nearest bus stops over 1000m walking distance away.	<b>Moderate</b>	ATS 1.13 – East Dunbartonshire Loop	Protection and enhancement of core paths including access to	



Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			<p>There is a core path which links into the National Cycle Route 755 (Strathkelvin Railway Path) which provides good walking access to Lennoxtown centre and associated facilities. However, Lennoxtown centre is not within reasonable walking distance.</p> <p>Therefore, this site will increase the need to travel particularly by private vehicle due to the lack of active travel and public transport links in the vicinity of the site.</p>		TOR Option 50 – Ensure continuation of X85 service	the core path from the site.	
S355 Campsie Golf Course	Golf course clubhouse	> 500m (bus stop)	<p>This site has very poor access to public transport as the nearest bus stops are over 500m walking distance away and are only served by services 88C and 89B which only operate several times a day.</p> <p>Bus stops served by more regular</p>	Minimal		Enhanced access to core path network Improved public transport availability within 400m walking distance of the site.	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			<p>services are almost 800m walking distance away.</p> <p>A core path exists nearby to the site.</p> <p>Lennoxtown centre is over 10 minute walk from the site.</p> <p>Given the information above, it is likely this site will increase the need to travel particularly by private vehicle due to the lack of public transport links in the vicinity of the site.</p> <p>The land use for the site is to build a replacement club house for the golf club. Therefore, it is not expected to be a new trip attractor due to the new facility being a replacement.</p>				
LDP 6.61 – Former Travelling	Residential 18 units	< 400m (bus stop)	This site is within 400m walking distance of bus stops which are served by the X85 service (half	<b>Minimal</b>	ATS 1.13 – East Dunbartonshire Loop	Improved connection to National Cycle	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
Peoples Site			<p>hourly) and less regular services 88C, 89B, 801, and 803.</p> <p>This site is within 150m walking distance of the National Cycle Route 755 (Strathkelvin Railway Path) which provides good walking access to Lennoxtown centre and associated facilities.</p> <p>However, Lennoxtown centre is over 10 minute walk away. Given the sites location, it may increase the need to travel with an emphasis on private vehicular traffic, however, the public transport and active travel links available will mitigate this.</p>		TOR Option 50 – Ensure continuation of X85 service	Route 755 (Strathkelvin Railway Path).	
S18 – Redmoss	Residential 300 units	> 850m (bus stop)	This site has very poor access to public transport with the nearest bus stops over 850m walking distance away. The bus stops are served by the X85 service (half hourly) and less regular services	<b>Significant</b>	TOR Option 50 – Ensure continuation of X85 service	Protection and enhancement of core paths including access to the core path from the site.	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			<p>88C, 89B, 801, and 803.</p> <p>The site is not within reasonable walking distance of Milton of Campsie centre and associated facilities.</p> <p>Therefore, this site will increase the need to travel particularly by private vehicle due to the lack of active travel and public transport links in the vicinity of the site.</p>				
S205 – West Birdston	Residential  Circa 53 units	< 400m (bus stop)	<p>This site is within 400m walking distance of bus stops which are served by the X85 service (half hourly) and less regular services 88C, 89B, 801, and 803.</p> <p>The site is not within reasonable walking distance of Milton of Campsie centre and associated facilities.</p> <p>Given the sites location, it may</p>	<b>Significant</b>	TOR Option 50 – Ensure continuation of X85 service	Protection and enhancement of core paths including access to the core path from the site.	

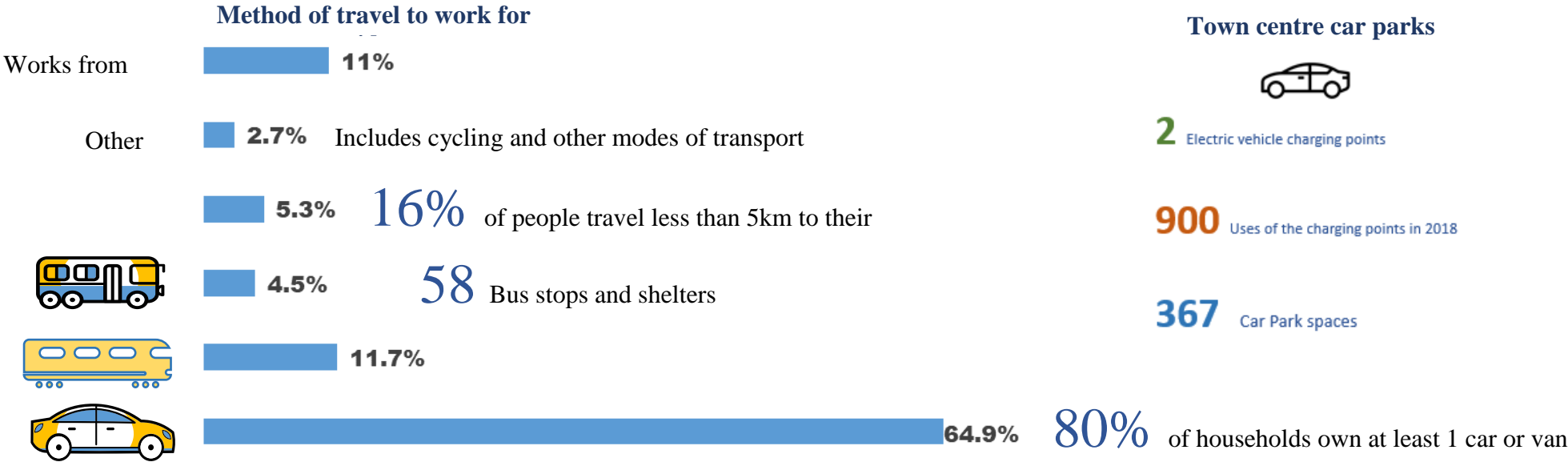


Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			increase the need to travel with an emphasis on private vehicular traffic, however, the public transport links available will mitigate this.				
S314 – Rowantree Place	Residential 100 units	< 250m (bus stop)	<p>This site is within 400m walking distance of bus stops which are served by the X85 service (half hourly) and less regular services 88C, 89B, 801, and 803.</p> <p>This site is within 150m walking distance of the National Cycle Route 755 (Strathkelvin Railway Path) which provides good walking access to Lennoxtown centre and associated facilities.</p> <p>However, Lennoxtown centre is over 10 minute walk away. Given the sites location, it may increase the need to travel with an emphasis on private vehicular traffic, however, the public</p>	<b>Significant</b>	<p>ATS 1.13 – East Dunbartonshire Loop</p> <p>TOR Option 50 – Ensure continuation of X85 service</p>	Improved connection to National Cycle Route 755 (Strathkelvin Railway Path).	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			transport links available will mitigate this.				
S321 – St.Machan's Way	Residential 4 units	> 250m (bus stop)	<p>This site is within 400m walking distance of bus stops which are served by the X85 service (half hourly) and less regular services 88C, 89B, 801, and 803.</p> <p>The site is also within 5 minute walking distance of Lennoxton centre and associated facilities.</p>	<b>Minimal</b>	TOR Option 50 – Ensure continuation of X85 service		
S322 – Derrywood Rd	Residential 30 units	600m (bus stop)	<p>This site has poor access to public transport as the nearest bus stops are not within 400m walking distance. Due to the layout of the adjacent properties it is also unlikely a more direct path can be created between the site, the bus stops and Milton of Campsie centre and associated facilities.</p> <p>Therefore, this site will increase the need to travel particularly by</p>	<b>Moderate</b>	TOR Option 50 – Ensure continuation of X85 service	Protection and enhancement of core paths including access to the core path from the site.	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			private vehicle due to the lack of active travel and public transport links in the vicinity of the site				

# Milngavie

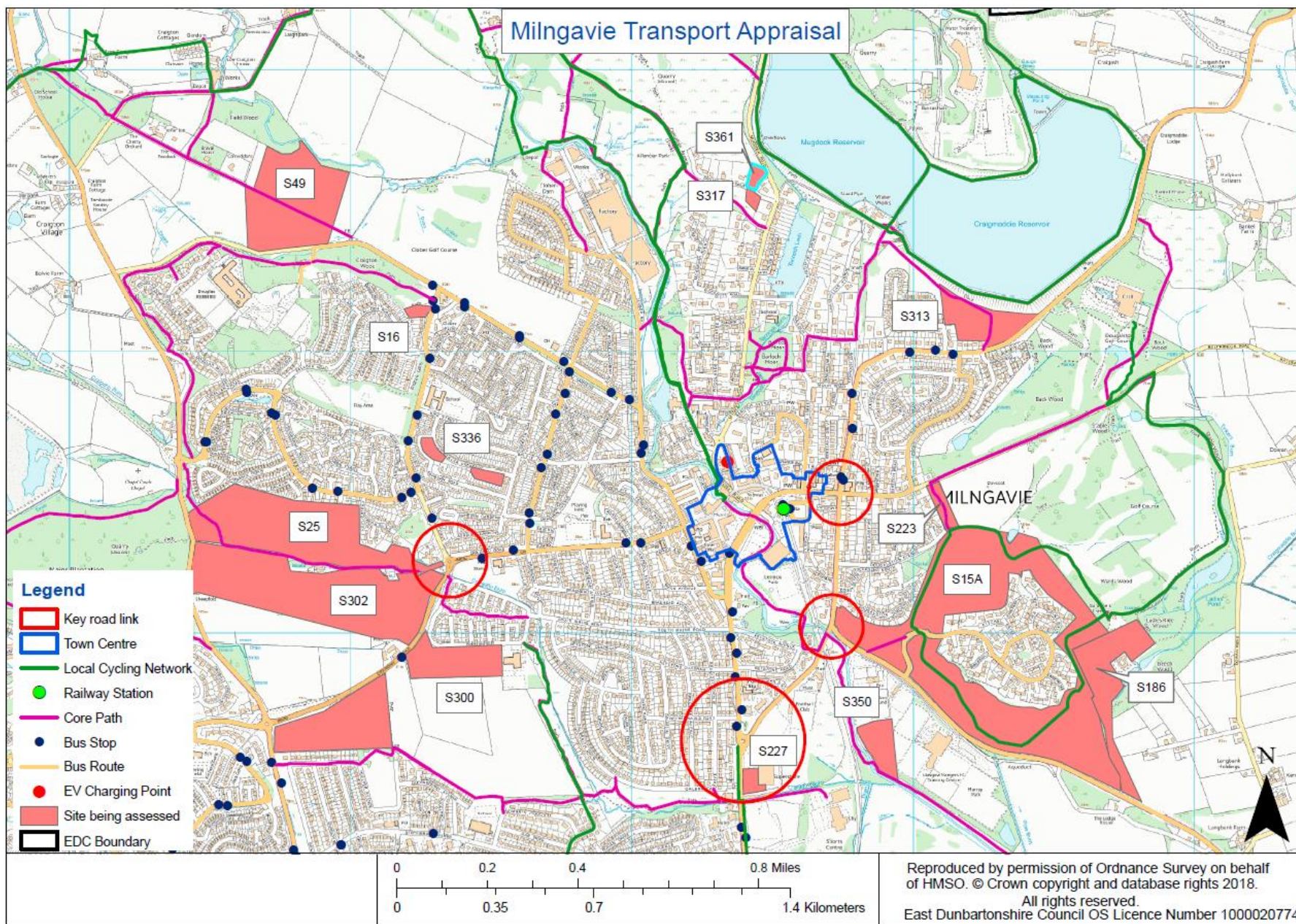


## Local bus

## Rail use

111. Service Number	112. Service Route	113. Frequency (Monday to Friday)
114. 10A/310/B10/C10	115. Balfron – Glasgow	116. Hourly
117. 15	118. Milngavie – Anniesland	119. Hourly
120. 47/47A	121. Milngavie – Kirkintilloch	122. Hourly
123. 60A	124. Castlemains –	125. Every 20 minutes

	Easterhouse	
<b>126. 347</b>	127. Castlemains – Laurieston	128. Morning / evening service
<b>129. 512</b>	130. Milngavie – Balfron via Drymen	131. One morning and evening service





Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
<b>Milngavie</b>							
S15A – Dougalston Estate	Residential 50-55 units	> 1000m (bus stop) > 1000m (rail station)	Access to public transport including bus stops and rail stations is about 1km walk from this site. There is good access to the core path network.  A reliance on private vehicle trips could generate trips on already busy Auchenhowie junction.	<b>Moderate</b>	ATS 1.12 – A807 Torrance to Milngavie/Bearsden	Enhanced access to Milngavie station.  Protection and enhancement of core paths.	
S16 – Hunter Road	Residential 36 units (flats)	< 100m (bus stop)	Good access to bus stops within 400m walk from this site. These bus stops are served by services including 60A (every 20 mins), and 15 (hourly). Good access to the core path network and local schools.  The site is remote from town centres and associated facilities and could result in an increase in private vehicular traffic though public transport links available	<b>Minimal</b>	ATS 1.2 – Enhancement of path and cycle network - Milngavie		

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			should mitigate this impact. Low number of units could also reduce the increase in potential vehicle movements.				
S25 – North of Old Mains Farm	Residential  Circa 133 units	< 300m (bus stop)	<p>Bus services on Castlemains Road are within 400m walking distance from the middle of the site. Castlemains Road is served by frequent bus services including 60A (every 20 mins) and 15 (hourly).</p> <p>Good access to the core path network.</p> <p>This site is remote from existing town centres, rail stations and facilities so may increase the need to travel with particular emphasis on private vehicular traffic.</p>	<b>Significant</b>	ATS 1.2 – Enhancement of path and cycle network - Milngavie	Create access from site through to Castlemains Road bus route	
S49 – Tambowie Farm	Residential  160 units	> 700m (bus stop)	Poor access to public transport, town centres and facilities.	<b>Significant</b>			



Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			<p>Good access to the core path network.</p> <p>This site would increase the need to travel, particularly by private vehicle given the poor public transport links in the area.</p>				
S186 – Glassford House	Residential 20-40 units	> 1500m (bus stop)	<p>Access to public transport including bus stops and rail stations is over 1km walk from this site.</p> <p>There is good access to the core path network.</p> <p>A reliance on private vehicle trips could generate trips on already busy Auchenhowie junction.</p>	<b>Moderate</b>	ATS 1.12 – A807 Torrance to Milngavie/Bearsden	<p>Enhanced access to Milngavie station.</p> <p>Protection and enhancement of core paths.</p>	
S223 – Dougalston Avenue	Residential 5-8 units	500m (bus stop)	<p>Access to public transport including bus stops and Milngavie station is within a 10 minute walk of this site, however the bus stops are not within 400m walking distance.</p>	<b>Minimal</b>		<p>A core path runs through the middle of this site, so this would need to be protected/enhanced.</p>	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			Access to Milngavie town centre and associated facilities within 10 minute walking distance.				
S227 – Halley’s Garage	Residential 38-50 units	< 200m (bus stop)	<p>This site has good access to bus stops on the A81 which is served by regular services including: 60A (every 20 mins), 47 (hourly) and B10, C10 and 10A (hourly).</p> <p>The site has good cycling access to Hillfoot station via the Bears Way segregated cycleway.</p> <p>The site has good access to the core path network.</p>	<b>Minimal</b>	TOR Option 28 – A81 Quality Bus Corridor	Include secure cycle storage to encourage bicycle use given proximity to the Bears Way	
S300 – South Prestonfield	Residential Up to 80 units	> 650m (bus stop)	<p>Poor access to public transport with no bus stops or rail connections within a 400m walking distance.</p> <p>Good walking access to the core path network and a primary school.</p>	<b>Significant</b>	ATS 1.2 – Enhancement of path and cycle network - Milngavie	Protection and enhancement of core paths including access from the site to the core paths.	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			<p>The site is remote from the town centre and has limited access to community facilities, therefore, this site would increase the need to travel, particularly by private vehicle given the poor public transport links in the area.</p> <p>Private vehicular traffic may have a negative effect on the Bearsden Air Quality Management Area given likely flows to and from the site through Stockiemuir Road/Drymen Road.</p>				
S302 – Chestnut Lane	Residential 200 units	> 650m (bus stop)	<p>Poor access to public transport with no bus stops or rail connections within a 400m walking distance.</p> <p>Good walking access to the core path network.</p> <p>The site is remote from the town</p>	<b>Significant</b>	ATS 1.2 – Enhancement of path and cycle network - Milngavie	Protection and enhancement of core paths including access from the site to the core paths.	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			centre and has limited access to community facilities, therefore, this site would increase the need to travel, particularly by private vehicle given the poor public transport links in the area.				
S313 – Roselea Drive	Residential  Infill site with no indication of capacity	200m (bus stop)	<p>Access to bus stops are within 400m walking distance, however, are currently only served by B10 and C10 services which are hourly.</p> <p>Access to Milngavie rail station, town centre and associated facilities is over 1km walking distance away.</p> <p>Therefore, this site would increase the need to travel, particularly by private vehicle given the poor public transport links in the area and could increase private vehicular traffic on the A81.</p>	<b>Significant</b>		Enhancement and protection of core paths	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
S317 – Mugdock Road	Residential 1 unit	> 1000m (bus stop)	This site is earmarked for 1 residential unit only therefore impacts on the transport network are expected to be negligible	<b>Minimal</b>			
S319 – Former St.Joseph's Primary	Residential	< 200m (bus stop)	The Council is currently proposing to use this site for an early years base, therefore, this site is not currently being assessed for residential use.				
S336 – Craigielea Crescent	Residential 18 units	< 400m (bus stop)	This site is within 400m walking distance of bus stops which are served by services 60A (every 20 mins), 15 (hourly) and less regular services, 308 and 512	<b>Minimal</b>	ATS 1.2 – Enhancement of path and cycle network - Milngavie		
S350 – Allander Halt	Parking	N/A	Vehicle access to this site would be from A807 Auchenhowie Road via a road adjacent to the sports club which is not in public ownership and is not suitable for this volume of daily traffic as it is one lane only.  Development of the site into a future park and ride facility for	<b>Significant</b>			


Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			<p>the proposed Allander rail station would require the creation of safe, well lit access paths from the car park to the Allander rail station site. This would be approximately 400-500m walk.</p> <p>This would require the removal of greenspace and would be constructed on SEPA flood risk areas.</p> <p>The location and proposed land use of the site would increase the volume of vehicular traffic in the local area. This increase in vehicular traffic would impact on the Burnbrae roundabout and the A807 Auchenhowie Road junction. This could increase congestion in the local area with potential negative implications for local air quality.</p>				

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			The location of a park and ride facility on this side of the railway would be less favourable due to the increase in distance vehicles would have to travel from the south and west in order to access the proposed Allander rail station. It would also increase the distance required to walk from the park and ride facility to the train which would be less favourable and would reduce the ability of the facility to facilitate a shift to sustainable travel.				
S361 – Drumclog avenue	Residential	> 1000m (bus stop)	This site is earmarked for 1 residential unit only therefore impacts on the transport network are expected to be negligible	<b>Minimal</b>			

# Torrance and Baldernock

## Method of travel to work for

Works from  **11%**

Other  **2.8%** Includes cycling and other modes of transport

 **4.6%** **17%** of people travel less than 5km to their



 **5.6%** **23** Bus stops and shelters



 **3%**



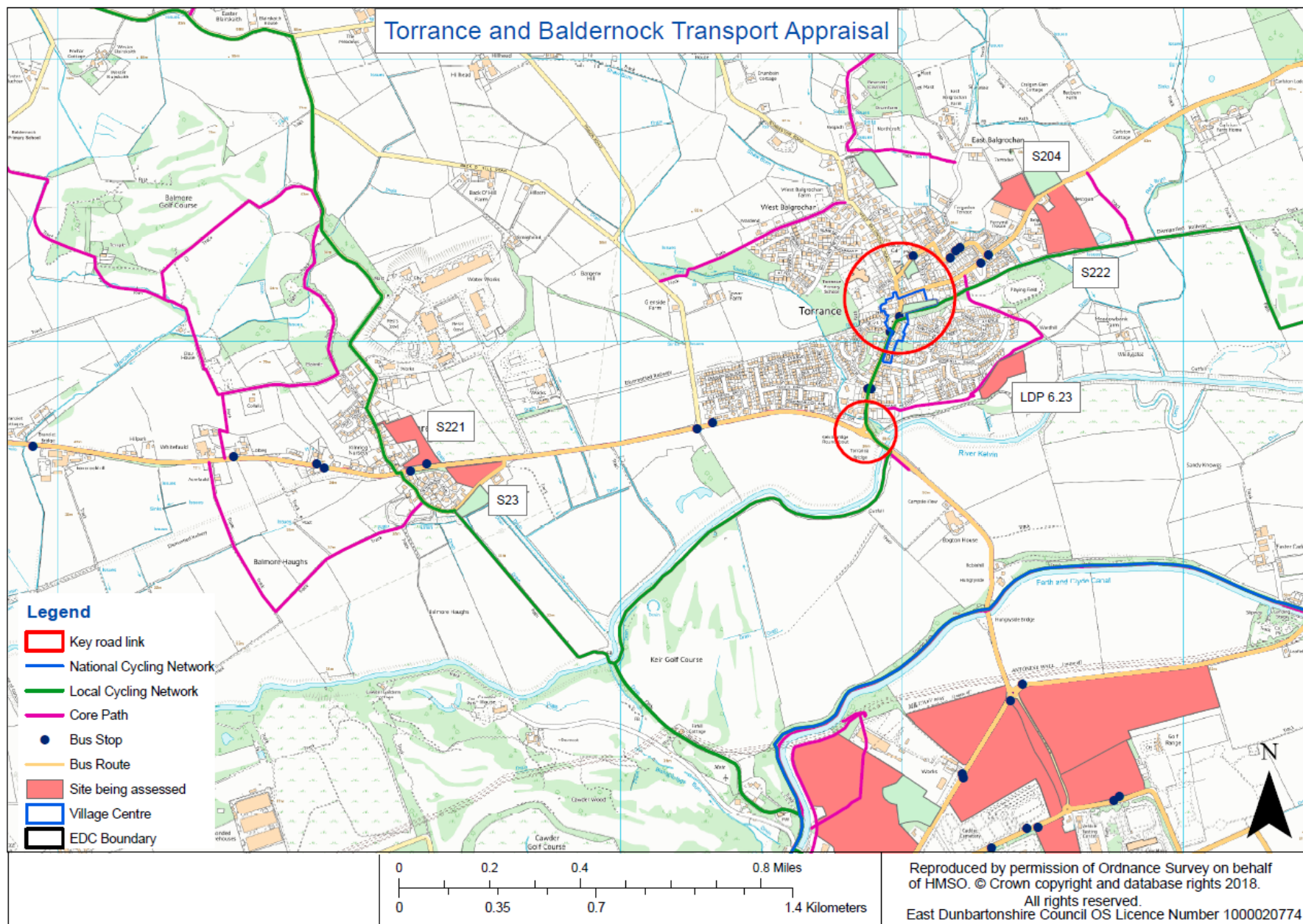
 **73%** **90%** of households own at least 1 car or van

## Local bus

132. Service Number	133. Service Route	134. Frequency (Monday to Friday)
135. 47/47A	136. Milngavie – Kirkintilloch	137. Hourly
138. 68	139. Torrance – Glasgow	140. One morning / evening service
141. 72	142. Glasgow – Kirkintilloch – Torrance	143. Hourly
144. 89A	145. Torrance – Glasgow	146. Hourly
147. 89B	148. Bishopbriggs Retail Park –	149. Half hourly (morning /



	Glasgow	evening)
<b>150. 845</b>	151. Torrance – Laurieston via Bishopbriggs	152. One morning / evening service



Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
<b>Torrance and Baldernock</b>							
S23 – Balmore Paddock	Residential	< 250m (bus stop)	<p>This site is within 400m walking distance of bus stops, however, this stop is only served by services 47, 47A (hourly) and a less regular 68 service.</p> <p>This site has good access to the core path network, however is remote from any centre and associated facilities.</p> <p>Therefore, this site would increase the need to travel, particularly by private vehicle given the poor public transport links in the area.</p>	<b>Minimal</b> – due to low number of expected units	<p>ATS 1.5 – East – West connectivity improvements – Allander walkway to Cadder Bridge</p> <p>ATS 1.12 – A807 Torrance to Milngavie/Bearsden</p>	Enhancement of core paths and connection from development site to the core paths	
S204 – Ferrymill motors	Residential	< 100m (bus stop)	This site is within 400m walking distance of bus stops which are served by services 47, 72, 89A/89B (hourly) and less regular services 68, 71 and 845.	<b>Moderate</b>	ATS 1.8 – Torrance to Birdston via the River Kelvin railway path		

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			<p>This site is within a 10 minute walk of Torrance centre, however there are limited associated facilities in this centre. Therefore, this site may increase the need to travel given its location.</p> <p>There may be a particular focus on private vehicular traffic given the poor frequency and choice of public transport alternatives.</p>		ATS 1.12 – A807 Torrance to Milngavie/Bearsden		
S221 – East Balmore	Residential 12 units	< 100m (bus stop)	<p>This site is within 400m walking distance of bus stops, however, this stop is only served by services 47, 47A (hourly) and a less regular 68 service.</p> <p>This site has good access to the core path network, however is remote from any centre and associated facilities.</p> <p>Therefore, this site would increase the need to travel,</p>	<b>Minimal</b> – due to low number of units	<p>ATS 1.5 – East – West connectivity improvements – Allander walkway to Cadder Bridge</p> <p>ATS 1.12 – A807 Torrance to Milngavie/Bearsden</p>	May need to relocate bus stop	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			particularly by private vehicle given the poor public transport links in the area.				
S222 – South Campsie Rd	Residential 50 units	< 400m (bus stop)	<p>This site is within 400m walking distance of bus stops which are served by services 47, 72, 89A/89B (hourly) and less regular services 68, 71 and 845.</p> <p>This site is within a 10 minute walk of Torrance centre, however there are limited associated facilities in this centre. Therefore, this site may increase the need to travel given its location.</p> <p>There may be a particular focus on private vehicular traffic given the poor frequency and choice of public transport alternatives.</p>	<b>Moderate</b>	<p>ATS 1.8 – Torrance to Birdston via the River Kelvin railway path</p> <p>ATS 1.12 – A807 Torrance to Milngavie/Bearsden</p>	Enhancement of adjacent core path	
LDP 6.23 Kelvin View, Torrance	Residential 25 units	600m (bus stop)	<p>This site is not within 400m walking distance of a bus stop. The nearest bus stop is 600m walking distance away and is</p>	<b>Moderate</b> – due to low number of units	ATS 1.8 – Torrance to Birdston via the River Kelvin	Protection and enhancement of adjacent core path	


Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			<p>served by services 47, 72, 89A/89B (hourly) and less regular services 68, 71 and 845.</p> <p>This site is within a 10 minute walk of Torrance centre, however there are limited associated facilities in this centre.</p> <p>Given the location of the site and the poor access to frequent public transport, this site is likely to increase the need to travel with an emphasis on private vehicular traffic.</p>		<p>railway path</p> <p>ATS 1.12 – A807 Torrance to Milngavie/Bearsden</p>		

# Twechar

## Method of travel to work for

Works from home  **8.3%**

Other  **1.6%** Includes cycling and other modes of transport

 **8.9%** **38%** of people travel less than 5km to their



 **11.1%** **22** Bus stops and shelters



 **1.8%**

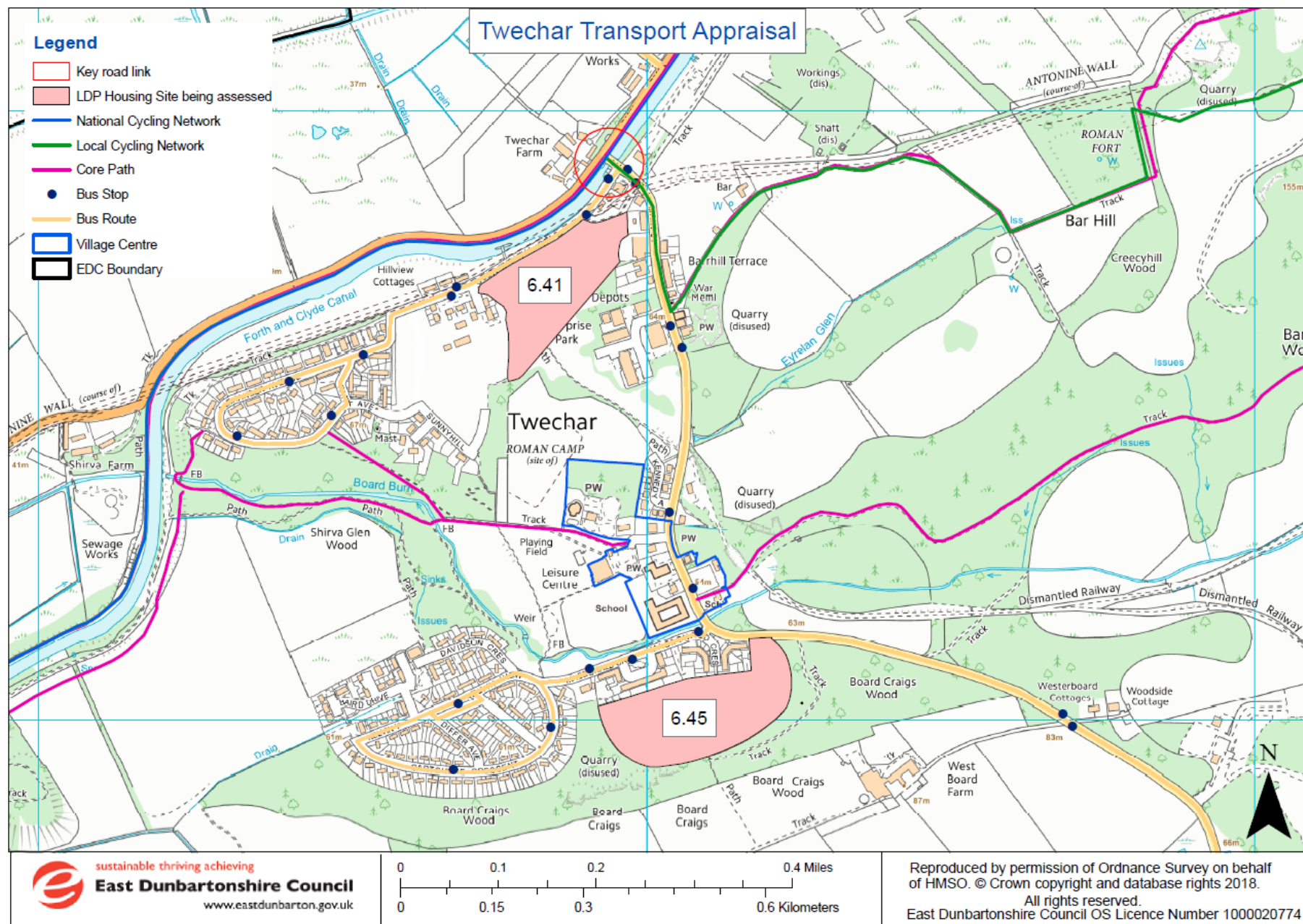


 **68.3%**

**66%** of households own at least 1 car or van

## Local bus

153. Service Number	154. Service Route	155. Frequency (Monday to Friday)
156. 47/47A	157. Milngavie – Kirkintilloch	158. Hourly
159. 68	160. Torrance – Glasgow	161. One morning / evening service
162. 72	163. Glasgow – Kirkintilloch – Torrance	164. Hourly
165. 89A	166. Torrance – Glasgow	167. Hourly
168. 89B	169. Bishopbriggs Retail Park – Glasgow	170. Half hourly (morning / evening)
171. 845	172. Torrance – Laurieston via Bishopbriggs	173. One morning / evening service





Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
<b>Twechar</b>							
LDP 6.41 – Glen Shirva	Residential 29 units	< 200m (bus stop)	<p>This site is within 400m walking distance of bus stops which are served by services 84/84A/84B, 344/344A/344B, and 381 (all hourly).</p> <p>The site is within 500m walking distance of Twechar centre and associated facilities.</p> <p>Given the sites location and poor frequency of public transport, it may increase the need to travel with an emphasis on private vehicular travel.</p>	<b>Moderate</b>		Enhancement of existing footpath to Twechar centre	
LDP 6.45 – McDonald Crescent	Residential 92 units	< 150m (bus stop)	<p>This site is within 400m walking distance of bus stops which are served by services 84/84A/84B, 344/344A/344B, and 381 (all hourly).</p> <p>The site is within 400m walking</p>	<b>Significant</b>		Footpath access from site to bus stops through McDonald Crescent	

Site reference	Proposed land use	Approximate walking distance (m) to public transport	Site Assessment Information	Potential effect on local air quality	LTS/ATS projects which will accommodate or mitigate demand from site	Mitigation for site assessments (key requirements for LDP2)	Delivery mechanism
			<p>distance of Twechar centre and associated facilities.</p> <p>Given the sites location and poor frequency of public transport, it may increase the need to travel with an emphasis on private vehicular travel.</p>				

## [G Community Facilities Assessment](#)

### **Introduction**

Community facilities and services have a fundamental role to play in the creation of vibrant, healthy and happy communities. Scottish Planning Policy recognises the importance of the planning process in ensuring that communities have access to good quality amenities and services. This can be achieved through a development plan that both protects community facilities and encourages further enhancement through supportive planning policies; and manages the impact of new housing on the capacity on such services.

The demand for community facilities and services is dynamic and can be affected by a range of factors. This includes new development, demographic change and changes in the way people wish to access such amenities. The development of new housing can put additional pressure on existing community facilities and therefore could lead to demand exceeding capacity. Therefore it is important as part of the development plan process to assess the potential impact of development and how this impact could be addressed.

It should also be noted however that in some cases demand for certain facilities has, or is projected to, decrease and new development can contribute towards their long-term sustainability.

The aim of this assessment is to:

- undertake a broad assessment of the community facilities provided in East Dunbartonshire and the projected changes in provision,
- determine the potential impact of new development on existing capacity; and
- establish how capacity issues could be addressed.

Given that the Main Issues Report is a consultation document and does not represent the Council's settled view, an initial phase of the Community Facilities Assessment has been undertaken at this stage. Further assessment and modelling will likely be required at the Proposed Plan stage.

Planning regulations and policy are clear that if there are potential capacity issues on local services and/ or infrastructure as a result of new development then these should be addressed by increasing provision through developer contributions and that refusing planning applications is a last resort. Please see Policy 20 in the Monitoring Statement for further information on developer contributions.

The assessment is based on the scale of land allocations required to meet the preferred option in the Main Issues Report. In the event that an option which facilitates a much greater volume of housing land release is pursued, the impact upon the capacity of existing community facilities would be much greater. This could result in a requirement for significant new infrastructure such as new schools, nurseries and health and social care facilities to be delivered as an integral part of new large-scale development. Subsequently the approach in this Community Facilities Assessment would require to be revisited.

A broad assessment of each type of facility across the Council area is provided followed by a community assessment for each of the 7 identified community areas.

Note that the assessment focusses on the impact of facilities and services located within East Dunbartonshire. However, in some cases provision may be closer or provided within neighbouring authority areas, particularly with regards to Twechar which is closer to Kilsyth than Kirkintilloch but also parts of the Council area that are very close to the boundary with Glasgow.

### **Scope of Assessment**

Community facilities is a broad term that encompasses many different types of important local facility or service that includes, but is not restricted to; schools, health facilities, leisure centres, sports pitches, public open spaces, cemeteries and other facilities provided by the third and private sectors.

A key aim of the assessment is to determine how potential capacity issues would be addressed through the use of developer contributions and therefore the assessment focusses on facilities that are provided by the Council, Leisure and Culture Trust, Health and Social Care Partnership and any other associated partners.

It is important that the approach in the development plan is integrated with the relevant strategies and work-streams including:

- Local Outcome Improvement Plan and Place Plans
- Corporate Asset Management Plan
- Health and Social Care Partnership Strategic Plan
- Culture, Leisure and Sport Strategy and Playing Pitches Strategy

Open spaces, parks, play spaces, food growing opportunities and the green network are important local facilities that contribute to the vitality, health and wellbeing of the community. Given that these facilities are subject to spatial strategies and audits that are highly integrated with the Local Development Plan, they are not addressed in this assessment. However, they are addressed in the relevant sections of the Main Issues Report and Monitoring Statement and will inform the Proposed Plan.

The assessment is therefore broken down into the following sections:

1. Education
2. Health and Social Care
3. Culture and Leisure
4. Cemeteries

## **Education**

### Schools

School rolls are dynamic and changes can occur as a result of multiple factors that include but are not restricted to new housing development. General trends such as the rate of turnover in the existing housing stock, rises and falls in the birth rate, natural spikes and dips in demand and declining household sizes can all impact upon school roles. Please see East Dunbartonshire Today section of Monitoring Statement for information on recent demographic trends.

With regards to individuals schools there are two determining factors affecting capacity at any given time:

1. Spaces required for pupils who live within the designated catchment area; and
2. Demand for placing requests for pupils who live out with the designated catchment area.

The Primary School Improvement Programme commenced in 2014. This Programme was initiated in order to modernise the primary school estate and provide fit-for-purpose, state-of-the-art schools. The Programme also considered school rolls, increasing maintenance costs and reducing Council budgets. Extensive consultation was carried out with parents, pupils, staff, communities and a host of stakeholders throughout the Primary School Improvement Programme process. It should be noted that the modernisation of a school can have an impact on its roll as it can result in an increase in requests for places.

The following changes to the primary school estate have occurred since 2014:

- Holy Trinity Primary – replacing the former St Flannans and St Agathas Primaries
- Lairdsland Primary – replacing the old Lairdsland school building
- Lenzie Meadow Primary – replacing the former Lenzie and Lenzie Moss Primaries
- St Nicholas Primary – replacing the former St Andrews and St Josephs Primaries

- Thomas Muir Primary – replacing the former Auchinairn and Woodhill Primaries

Approximately two thirds of primary schools in East Dunbartonshire are currently predicted to have sufficient capacity to accommodate additional pupils and are therefore unlikely to exceed 90% capacity as a result of new development.

Of the primary schools that either currently exceed 90% capacity, or are at risk of doing so, it is considered that the capacity at all of these schools can be increased to accommodate additional demand through developer contributions, with the exception of Killermont Primary in Bearsden. Work is currently underway to increase the capacity of Killermont Primary by means of a physical extension to the building. Once the extension is complete the school is projected to remain at near capacity for the medium term and it is considered at this time that a further extension to the school building would be impractical.

Seven of the eight high schools in East Dunbartonshire are either exceeding 90% capacity, or are at risk of doing so. Therefore the capacity of all high schools in the area, with the exception of Kirkintilloch High, could be affected by new housing development. It is considered that the capacity of all 7 of the affected schools is capable of being increased through means such as a physical extension if required.

The Council is currently seeking to replace the existing Boclair Academy school building, which faces significant challenges both in terms of its condition and suitability, with a new and modern facility. The design and capacity of the new school will be based upon the current and projected school roll as things currently stand. In the event that the new school requires to be designed to accommodate additional pupils, or be extended at a later date, the costs of such work will be met by developer contributions.

The following categories of impact of new housing development upon the capacity of schools are used in the community sections of this assessment:

1. Unlikely – school unlikely to exceed capacity.
2. Potential – school could potentially exceed capacity as a result of new development.
3. Likely – school already at 90% capacity and/ or very likely to exceed capacity as a result of new development.
4. Currently exceeding capacity and creating additional capacity unsuitable - only applies to Killermont Primary
5. School located outside local authority area.

The assessment does not include additional support needs education which is provided at an authority wide level. It should be noted that the Council is currently reviewing additional supports needs education and it is proposed to merge the two current schools into a single facility to be located at Waterside.

### Early Years Education

The Scottish Government has pledged to increase the provision of free early learning and childcare provision to 1140 hours per year by August 2020, for children who are 3 or 4 years old, as well as 2 year olds whose parents/carers are on qualifying benefit. The Council has been preparing for the increase in funded hours through the development of new early years facilities in Bearsden, Kirkintilloch and Milngavie, and partnership working with private sector providers.

Although it is expected that sufficient new capacity will be delivered to accommodate the additional funded hours when it comes into force, new development could have a further impact on upon early years education capacity. The current Local Development Plan identifies early years education as a possible area where developer contribution may be required. However, the potential need for contributions, what the contribution would be and how it would be achieved are to be determined on a case by case basis. The preferred option in the Main Issues Report recommends that a number of developer contributions currently listed as possibly being required should be explored to determine if further clarity on the requirements should be provided; this includes early years education.

Given that early years education is provided in partnership with the private sector and because parents have greater choice in where there children would attend, the impact of new development on early years provision is likely to be best addressed at community level (in contrast to schools which have definable catchments and therefore the impact of new development upon the capacity of specific schools can be estimated).

## Health and Social Care

Planning and health are intrinsically linked. The Scottish Government is seeking to improve the role that the planning system can play in creating healthy and happy communities and is therefore requiring Planning Authorities and Health Boards to work more closely together.

There are 2 main areas in which planning can help improve health and wellbeing of communities;

1. *Placemaking* – Well-designed places have a positive impact upon population health through access to good quality open space, opportunities for active travel, easily accessible local services and by creating inclusive and age/ dementia friendly neighbourhoods.
2. *Integration of new development and health and social care services* – the impact of development on health and social care provision can be managed through the location of new development in areas with additional health and social care capacity and/ or the coordination of investment in expanded/ improved facilities.

Improving health and wellbeing through placemaking has been addressed in the Main Issues Report and Monitoring Statement and it is recommended that this should be a key priority in Local Development Plan 2. This Community Facilities Assessment is primarily concerned with the impact of new development on formal health and social care services and how these impacts could be addressed.

The East Dunbartonshire Health and Social Care Partnership brings together the Council, Greater Glasgow and Clyde NHS Board and other local partners such as GP's surgeries to oversee health and wellbeing services for the community. Operationally, the Health Social Care Partnership area is split into two localities:

1. West – Bearsden and Milngavie
2. East – Strathkelvin (Bishopbriggs, Kirkintilloch, Lennoxton, Milton of Campsie, Torrance and Twechar)

Please see indicative map overleaf of health and social care services provided within East Dunbartonshire. The Kirkintilloch Health and Care Centre, which opened in 2009, provides services across the whole of East Dunbartonshire, particularly the East Locality. There are no General Hospitals in East Dunbartonshire, the nearest of which are Stobhill Hospital and Gartnavel Hospital.

All areas in Scotland are currently experiencing pressures in health and social care provision and the recruitment of more GP's and associated improvements in multidisciplinary working is recognised as a national priority.

Scotland's population is aging and in East Dunbartonshire the proportion of older people is higher than the Scottish average, particularly in Bearsden and Milngavie. Please see East Dunbartonshire Today section of Monitoring Statement for further information on demographic trends.



Due to the aging population and recent care home and housing development there is particular pressure on GP surgeries in the West Locality. The Health and Social Care Partnership is exploring how health and social care capacity in the West Locality can be extended and improved, including possibly through the development of a new integrated health and social care facility. A business case is currently under development for such a facility to include local health and social care services, GP services and potential for local voluntary sector capacity. This will support a bid for funding and potential site identification in order to progress this development. Subject to the outcome of this work, it would be expected that all new housing and care home development would contribute towards the delivery of this additional capacity, through developer contributions.

Whilst the capacity of health and social care services in the East Locality are not under the same level of pressure as the West Locality, any significant land releases for housing development would likely put a strain on existing capacity and therefore would require new or extended health and social care facilities to be delivered through developer contributions.

The Council and Health and Social Care Partnership have commissioned a research study on older peoples and specialist housing which is ongoing. The recommendations of the research will help inform the key priorities, policies and work-streams of the Planning Service, Housing Service and the Health and Social Care Partnership, including the Proposed Plan.

[illegible]

## **Culture and Leisure Facilities**

There is a broad range of culture and leisure facilities across the authority area including community hubs, halls, libraries, arts venues, a museum, sports centres and various sports pitches, please see indicative map overleaf. Note that many culture and leisure facilities in the area are provided by the third and private sectors but are not included within this assessment as per the reasons set out in the 'Scope of this Assessment' section above.

A Culture, Leisure and Sport Strategy and an associated Pitches Strategy were published in 2016. The strategy sets out an overarching direction for the provision of culture and leisure in East Dunbartonshire and is aligned with the Council's capital programme.

There has been significant recent investment by the Council in culture and leisure facilities in East Dunbartonshire, the following having been delivered and opened since 2014:

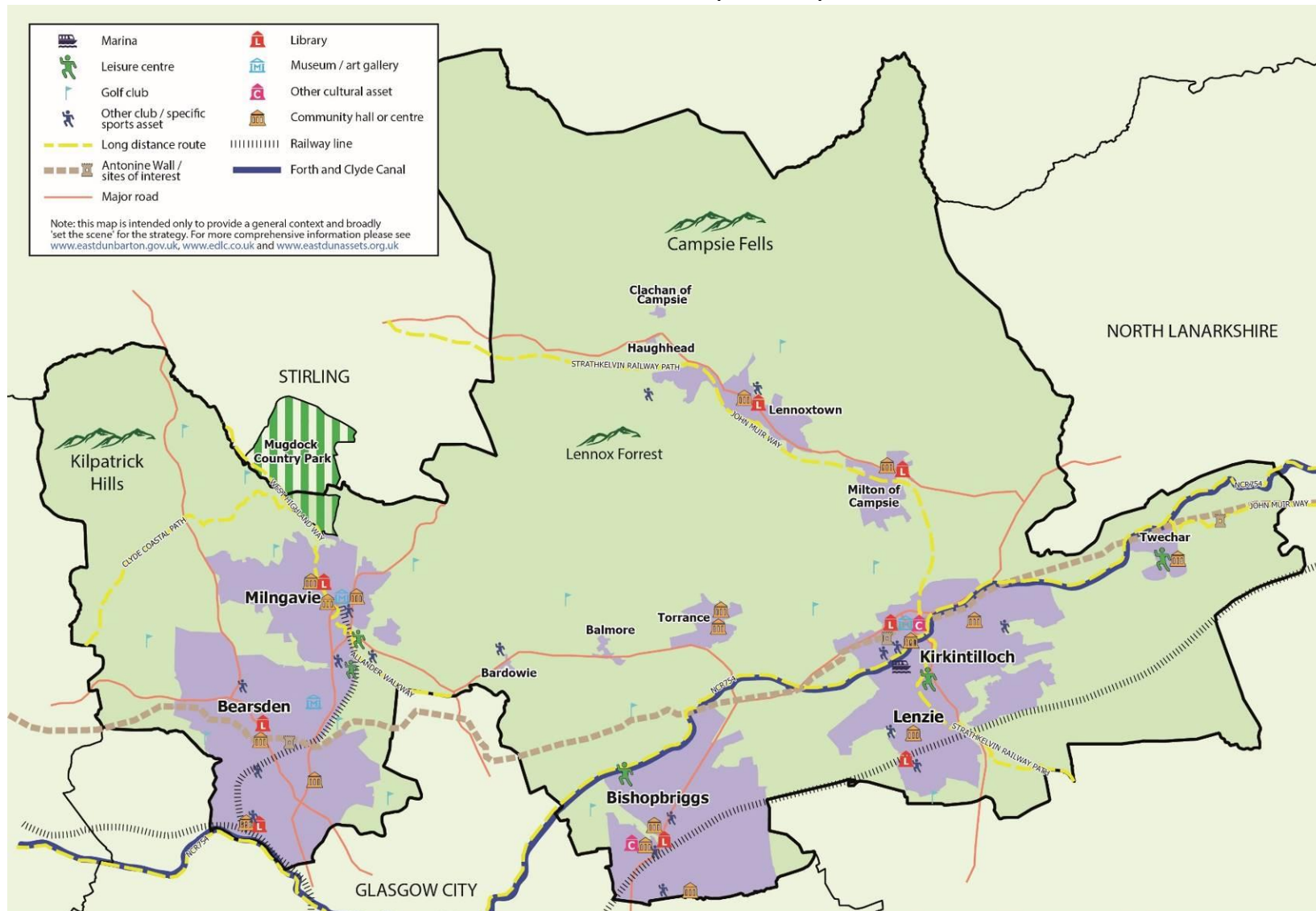
- Auchinairn Community and Early Years Centre
- Bishopbriggs Memorial Hall Refurbishment
- Bishopbriggs Library and Community Hub
- Bearsden Community Hub
- Hillhead Community Centre
- Huntershill Community Sports Hub
- Kilmardinny House Arts Centre Refurbishment and extension
- Kirkintilloch Town Hall Refurbishment and extension
- Lennoxtown Community Hub
- Various upgrades to sports pitches

In terms of future investment the Council's capital programme commits the development of the following facilities:

- Replacement Allander Leisure Centre
- New Milngavie Community Hub
- Pitch upgrading and additional changing facilities at High Park, Lennoxtown

The Council also manages Mugdock Country Park, a small portion of which is located in East Dunbartonshire but is predominantly within the Stirling Council area. A strategy for the management and improvement of Mugdock Country Park was published in 2015 and new investment in the park has been ongoing.

## Distribution of Culture and Leisure Facilities across East Dunbartonshire (Indicative)



Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2015. All rights reserved. East Dunbartonshire Council OS Licence Number 100020774.

## Cemeteries

Local authorities are legally required to provide adequate burial provision by the Burial and Cremation (Scotland) Act 2016. The minimum requirement is at least one burial ground with availability within the local authority area at any time.

There are 7 cemeteries in East Dunbartonshire and there is generally sufficient capacity across the Council area:

- Cadder, High Park and Langfaulds cemeteries have capacity for new lairs.
- Old Aisle and Baldernock cemeteries have very limited supply of new lairs.
- New Kilpatrick and Campsie cemeteries have no capacity for new lairs.

Although some communities have limited provision within that specific area there is capacity available within a reasonable distance. It should be noted that residents can choose whichever cemetery they wish to purchase a lair, and are not restricted to the cemeteries listed in each of the settlement areas.

Although there is generally sufficient capacity there is a need however to look ahead for future capacity given that there is strict criteria for establishing and locating cemeteries. The development of cemeteries must adhere to strict guidance relating to factors such as the potential risk to groundwater and other aspects must be taken into account for operational reasons such as soil type, drainage, slope and accessibility.

In addition, there is significant pressure for the development of other land uses in the area. It is therefore important to take a long term approach and put provisions in place to identify and safeguard suitable land.

Therefore to ensure that longer term provision of cemeteries can be maintained the preferred option in the Main Issues Report identifies potential new cemetery sites in Bearsden and Bishopbriggs, see MIR Issues 6 and 13.

### **Capacity by Community Area**

- 1. Bearsden**
- 2. Bishopbriggs**
- 3. Kirkintilloch, Lenzie and Waterside**
- 4. Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie**
- 5. Milngavie**
- 6. Torrance and Baldernock**
- 7. Twechar**



## **Bearsden**

### **Education**

<b>Primary School</b>	<b>Impact of new development upon school capacity</b>
Baljaffray	Unlikely
Bearsden	Potential
Castlehill	Unlikely
Colquhoun Park	Unlikely
Killermont	Presently exceeding capacity – see XXX
Mosshead	Potential
St Nicholas'	Potential
Westerton	Unlikely

<b>Secondary School</b>	<b>Impact of new development upon school capacity</b>
Bearsden Academy	Likely
Boclair Academy	Likely – Replacement school
St Ninians High	Likely
Turnbull High	Potential

<b>Early Years Education</b>	
Current Council Operated Nurseries	4
Council Nursery Under Construction	1
Privately Operated Nurseries	9
Total	14
Is capacity projected to be sufficient?	Yes

### **Health and Social Care**

GP Practices	4
Dental Care	6
Pharmacies	5
Other health and social care facility - Bearsden Community Hub - Kirkintilloch Health and Care Centre	2
Is capacity projected to be sufficient?	Likely Impact

### **Culture & Leisure**

<b>Community Facility</b>	<b>Comment/ Status</b>
Allander Leisure Centre	Replacement facility in Council's capital programme
Bearsden Community Hub	New facility opened in 2017
Kilmardinny Arts Centre	Refurbished facility opened in 2017
Mugdock Country Park	Located within Stirling Council area but operated by EDC
Westerton Hall	
Westerton Library	

<b>Outdoor Sports Facilities</b>	
Pitches in use	19
Pitches not in use	0
Requirement or potential for improvement?	Yes

## Cemeteries

Cemeteries with no capacity for new lairs	New Kilpatrick Cemetery & Churchyard
Cemeteries with capacity	Langfaulds
Long term provision	Possible extension to Langfaulds (see MIR Issue 6)



## **Bishopbriggs**

### **Education**

<b>Primary School</b>	<b>Impact of new development upon school capacity</b>
Balmuildy	Unlikely
Meadowburn + Gaelic Unit	Unlikely
St Helen's	Potential
St Matthew's	Unlikely
Thomas Muir Primary	Likely
Wester Cleddens Primary	Unlikely

<b>Secondary School</b>	<b>Impact of new development upon school capacity</b>
Bishopbriggs Academy	Likely
Turnbull High	Potential

<b>Early Years Education</b>	
Current Council Operated Nurseries	4
Privately Operated Nurseries	3
Total	7
Is capacity projected to be sufficient?	Yes

### **Health and Social Care**

GP Practices	4
Dental Care	6
Pharmacies	5
Other health and social care facility - Bishopbriggs Community Hub - Kirkintilloch Health and Care Centre	2
Is capacity projected to be sufficient?	Potential Impact

### **Culture & Leisure**

<b>Community Facility</b>	<b>Comment/ Status</b>
Auchinairn Community and Early Years Centre	New facility opened in 2018
Bishopbriggs Library and Community Hub and Library	Refurbished facility opened in 2018
Bishopbriggs War Memorial Hall	Refurbished facility opened in 2018
Huntershill Sports Hub	New facility opened in 2017
Leisuredrome Leisure Centre	

<b>Outdoor Sports Facilities</b>	
Pitches in use	11
Pitches not in use	2
Requirement or potential for improvement?	Yes

Pitches not in use – blaes pitches

**Cemeteries**

Cemeteries with capacity	Cadder
Long term provision	Possible new Bishopbriggs (see MIR Issue 13)

## Kirkintilloch, Lenzie and Waterside

### Education

Primary School	Impact of new development upon school capacity
Gartconner	Potential
Harestanes	Unlikely
Hillhead	Unlikely
Holy Family	Unlikely
Holy Trinity	Potential
Lairdsland	Likely
Lenzie Meadow	Potential
Millersneuk	Potential
Oxgang	Unlikely

Secondary School	Impact of new development upon school capacity
Kirkintilloch High	Unlikely
Lenzie Academy	Likely
St Ninians High	Likely

Early Years Education	
Current Council Operated Nurseries	5
Council Nursery Under Construction	1
Privately Operated Nurseries	6
Total	12
Is capacity projected to be sufficient?	Yes

### Health and Social Care

GP Practices	4
Dental Care	6
Pharmacies	5
Other health and social care facility - Kirkintilloch Community Hub - Kirkintilloch Health and Care Centre	2
Is capacity projected to be sufficient?	Potential Impact

### Culture & Leisure

Community Facility	Comment/ Status
Auld Kirk Museum	
Kirkintilloch Community Hub and William Patrick Library	New facility opened in 2012
Kirkintilloch Leisure Centre	
Kirkintilloch Town Hall	Refurbished facility opened in 2018
Lenzie Library	

Outdoor Sports Facilities	
Pitches in use	20
Pitches not in use	3
Requirement or potential for improvement?	Yes

Pitches not in use – blaes pitches

## Cemeteries

Cemeteries with very limited capacity for new lairs	Old Aisle
Cemeteries with capacity	Cadder (Bishopbriggs) or High Park (Lennoxtown)
Long term provision	Possible new Bishopbriggs (see MIR Issue 13)

## Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie

### Education

Primary School	Impact of new development upon school capacity
Craighead	Unlikely
Lennoxtown	Unlikely
St Machan's	Unlikely

Secondary School	Impact of new development upon school capacity
Kilsyth Academy	Outside Authority Area
Turnbull High	Potential
St Ninian's High	Likely

Early Years Education	
Current Council Operated Nurseries	2
Is capacity projected to be sufficient?	Yes

### Health and Social Care

GP Practices	1
Dental Care	1
Pharmacies	1
Other health and social care facility - Kirkintilloch Health and Care Centre - Lennoxtown Community Hub	2
Is capacity projected to be sufficient?	Potential Impact

### Culture & Leisure

Community Facility	Comment/ Status
Craighead Library	
Lennoxtown Community Hub	New facility opened in 2016
Nearest Leisure Centre	Kirkintilloch

Outdoor Sports Facilities	
Pitches in use	5
Pitches not in use	2
Requirement or potential for improvement?	Yes

Pitches not in use – blaes pitches

### Cemeteries

Cemeteries with no capacity for new lairs	Campsie
Cemeteries with capacity	High Park
Long term provision	High Park

## Milngavie

### Education

Primary School	Impact of new development upon school capacity
Clober PS	Unlikely
Craigdhu PS	Potential
Milngavie PS	Unlikely
St Nicholas'	Potential

Secondary School	Impact of new development upon school capacity
Douglas Academy	Likely
John Paul Academy	Outside Authority Area
St Ninian's High	Likely
Turnbull High	Potential

Early Years Education	
Current Council Operated Nurseries	2
Council Nursery Under Construction	1
Privately Operated Nurseries	2
Total	5
Is capacity projected to be sufficient?	Yes

### Health and Social Care

GP Practices	2
Dental Care	4
Pharmacies	3
Other health and social care facility - Bearsden Community Hub (until establishment of Hub in Milngavie) - Kirkintilloch Health and Care Centre	2
Is capacity projected to be sufficient?	Likely Impact

### Culture & Leisure

Community Facility	Comment/ Status
Allander Leisure Centre	Replacement facility in Council's capital programme
Lillie Art Gallery	
Milngavie Community Education Centre	
Milngavie Town Hall	
Mugdock Country Park	Mainly located within Stirling Council area but operated by EDC
<i>Milngavie Community Hub</i>	<i>New facility identified in Corporate Asset Management Plan</i>

<b>Outdoor Sports Facilities</b>	
Pitches in use	6
Pitches not in use	2
Requirement or potential for improvement?	Yes

Pitches not in use – blaes pitches

### **Cemeteries**

Cemeteries with no capacity for new lairs	New Kilpatrick Cemetery & Churchyard (Bearsden)
Cemeteries with very limited capacity	Baldernock
Cemeteries with capacity	Langfaulds (Bearsden)
Long term provision	Possible extension to Langfaulds (see MIR Issue 6)

## Torrance and Baldernock

### Education

Primary School	Impact of new development upon school capacity
Baldernock	Unlikely
St Machan's	Unlikely
Torrance	Unlikely

Secondary School	Impact of new development upon school capacity
Boclair Academy	Likely
Douglas Academy	Likely
St Ninians' High	Likely
Turnbull High	Potential

Early Years Education	
Current Council Operated Nurseries	1
Privately Operated Nurseries	1
Total	2
Is capacity projected to be sufficient?	Yes

### Health and Social Care

Distance to nearest GP Practice	Balmore- Approx. 3.5 miles Bardowie- Approx. 2.5 miles Torrance- Approx. 3 miles
Local Dental Care	1 (Torrance)
Local Pharmacy	1 (Torrance)
Other health and social care facility - Community Hubs in Bearsden, Bishopbriggs and Kirkintilloch - Kirkintilloch Health and Care Centre	(2)
Is capacity projected to be sufficient?	Potential Impact

### Culture & Leisure

Community Facility	Comment/ Status
Torrance Community Centre	
Nearest Library	Balmore & Torrance - Bishopbriggs Bardowie – Milngavie Community Library and Education Centre
Nearest Leisure Centre	Balmore & Torrance - Leisuredrome Bardowie – Allander

Outdoor Sports Facilities	
Pitches in use	1
Pitches not in use	0
Requirement or potential for improvement?	No



## Cemeteries

Cemeteries with very limited capacity	Baldernock
Cemeteries with capacity	Langfaulds (Bearsden), Cadder (Bishopbriggs) or High Park (Lennoxtown)
Long term provision	Possible extension to Langfaulds or Cadder (see MIR Issues 6 & 13)

## Twechar

### Education

Primary School	Impact of new development upon school capacity
Holy Trinity	Potential
Twechar	Unlikely

Secondary School	Impact of new development upon school capacity
Kirkintilloch High	Unlikely
St Ninian's High	Likely

Early Years Education	
Current Council Operated Nurseries	1
Is capacity projected to be sufficient?	Yes

### Health and Social Care

Distance to nearest GP Practice	Approx. 4 miles
Distance to nearest Dental Care	Approx. 4 miles
Local Pharmacy	1
Other health and social care facility - Twechar Healthy Living & Enterprise Centre - Kirkintilloch Health and Care Centre	2
Is capacity projected to be sufficient?	Potential Impact

Note closer facilities may be provided within North Lanarkshire.

### Culture & Leisure

Community Facility	Comment/ Status
Twechar Healthy Living and Enterprise Centre	
Nearest Library and Community Hub	Kirkintilloch
Nearest Leisure Centre	Kirkintilloch

Note closer facilities may be provided within North Lanarkshire.

Outdoor Sports Facilities	
Pitches in use	2
Pitches not in use	0
Requirement or potential for improvement?	Yes

### Cemeteries

Cemeteries with very limited capacity	Old Aisle (Kirkintilloch)
Cemeteries with capacity	Cadder (Bishopbriggs)
Long term provision	Possible new Bishopbriggs (see MIR Issue 13)

Note closer facilities may be provided within North Lanarkshire subject to additional fees.

## 6. Individual Site Assessments

Bearsden

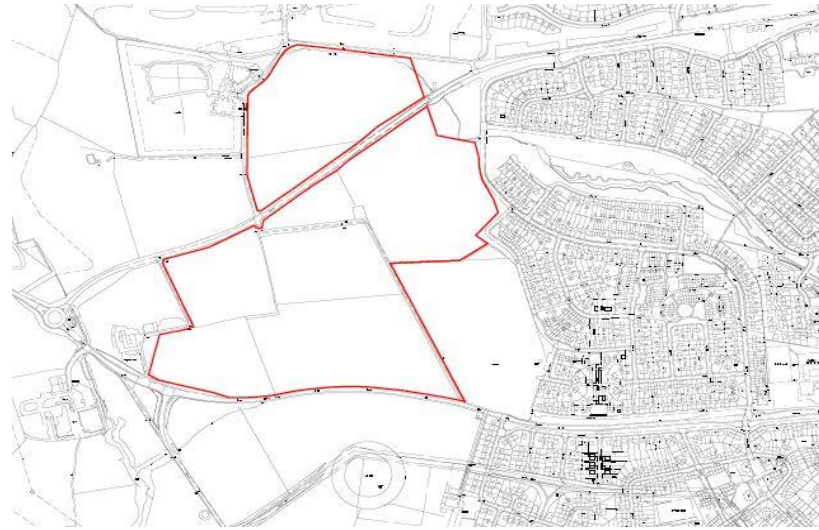
## Individual Site Assessment

Site Reference:	S2 & S225
Site Name:	Langfaulds
Address:	Baljaffray Road, Bearsden
Site Suggested By:	Ryden
Site Owner / Agent:	Stewart Milne Homes
Current Land Use:	Greenfield
Suggested Land Use:	Housing, sports facilities, open space
Site Size	30 hectares
Developable area (if available):	7.2 hectares
LDP Stage Suggested:	LDP2 Early Engagement

Aerial view



Site location plan – provided by promoter



Site Photo northern section, looking north east

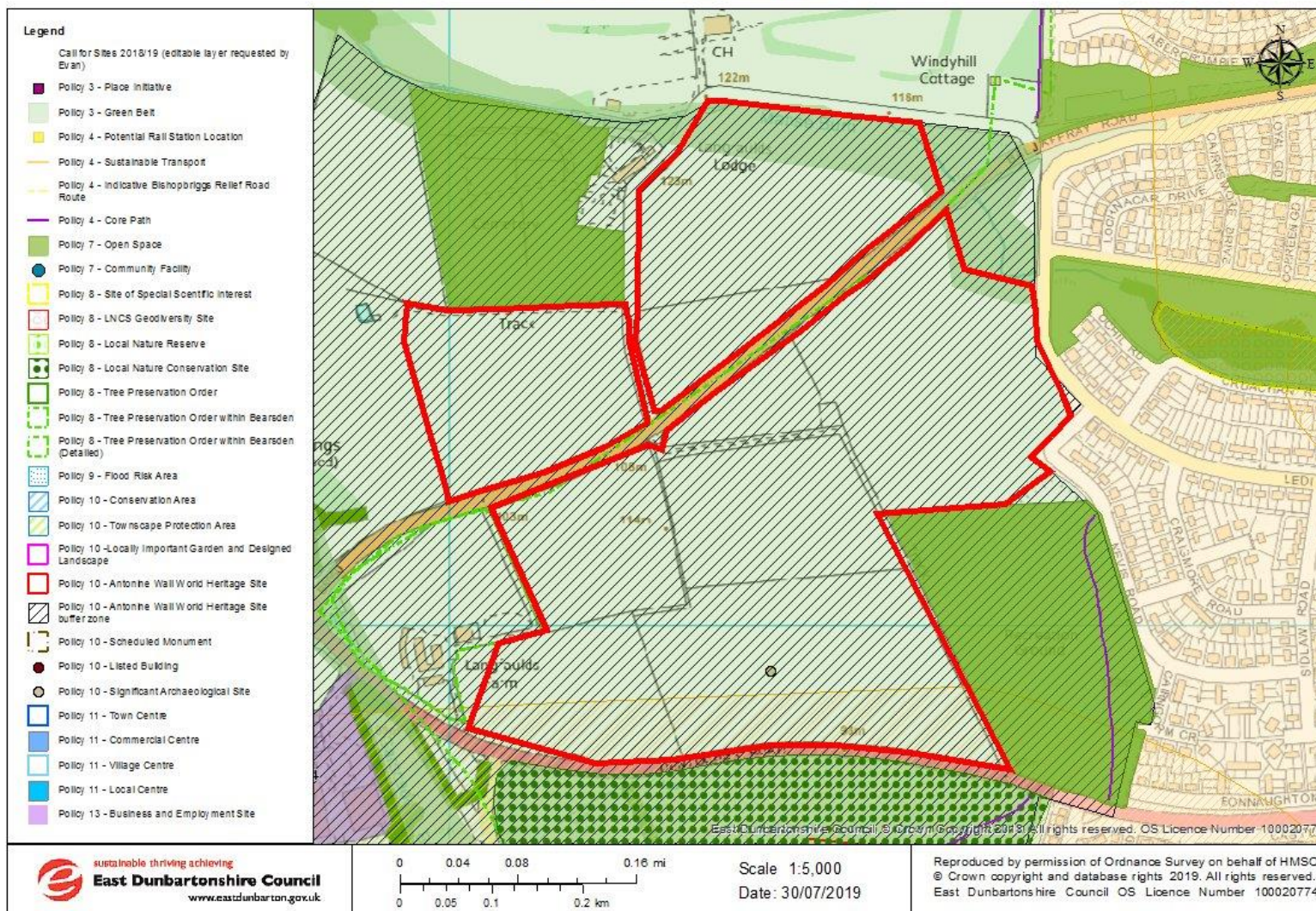
Site photo – southern section looking north west



Site Plan / Constraints Map (including Legend)



## EDC LDP 2 Site Assessment





### Information Provided by Ryden:

**Proposed development:** Agricultural land consisting mainly of improved grassland, currently used for grazing livestock. Includes areas of scrub, marshy grassland, scattered trees and hedges. Proposed for residential use, comprising:

54 affordable houses – (25%)

80 private houses (3 bed or less) – (37.5%)

80 private houses (4 bed or more) – (37.5%)

**Total – 214 units**

- Forms an organic extension to urban area
- Potential to create robust settlement boundary
- Opportunities to integrate with existing path and open space network
- No technical constraints
- Impact on Antonine Wall WHS or Castle Hill SM can be mitigated by layout, screening and design. Discussions with Historic Environment Scotland indicate development capacity.

**Deliverability:** Delivery within 5-10 years. Site is effective, no ownership issues.

### Information Provided by Key Agencies:

**SEPA:** A small watercourse flows adjacent to the north of the site which could represent a potential flood risk.

**SNH:** Site S2 not supported at LDP1. Site provides an important green belt function, contributing to the [landscape] setting of Bearsden and preventing coalescence between Bearsden and Faifley to the west. These comments apply to the new site S225

**HES:** Castlehill is a fort located on a local high point on the Antonine Wall. It has important, open views northwards over land that drops slightly and then rises in a steady slope. The proposed development site is on the slope to the north of the fort, and it would dominate views from the monument. We consider that development on the suggested scale would have significant detrimental effects on the setting of the WHS, and alter the potential to understand Castlehill in its landscape context. On this basis, we would recommend that this allocation is not taken forward.

**Scottish Water:** A 21-inch trunk main is located on the north edge of site. No connection from trunk main, but connection to east of site possible. Further discussion required.

**Information Provided by Public:**

Additional information could be provided during Main Issues Report Consultation period

**Strategic Environmental Assessment**

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	--	-	+ / ?	--	0 / +	--	-	- / 0

**Assessment Summary:**

The site is unsuitable for development for the following reason(s):

- Green belt function and defensibility (medium /high)
- Impact on Antonine Wall World Heritage Site Buffer Zone (entire site is within the existing Buffer Zone) and Castlehill Roman Fort significant archaeological site

**Additional SEA commentary:**

- Potential significant detrimental effects on the cultural heritage asset (Antonine Wall), Castlehill Roman Fort and its setting.
- Proposed development on this site has the potential to provide an opportunity to remediate and enhance an area of potentially contaminated land given former uses in the centre of the site and in close proximity to the north-eastern edge.
- Despite access to bus service within 400m from the centre of the proposal site, due to the remote nature of the site from the town centre and facilities, development is likely to increase private vehicular travel in the area and is unlikely to improve active travel participation. This can have adverse impacts on greenhouse gas emissions while also affecting the local community and air quality levels, particularly given the Bearsden Air Quality Management Area which is located along an 'A' road which will be used by vehicles to access the site from Bearsden.
- The northern and north-eastern edges of the site, particularly around the Manse Burn which is within the northern boundary and in close proximity to the north-eastern boundary, have been identified as having high biodiversity value and form part of the wider green network. There is also mature trees and hedgerows within the site boundaries with additional wildlife and habitat value.

**Proposed Mitigation Measures / Suggested Alterations:**

- Replace open space on site to the same or better quality and meeting the development's needs.
- Site located in a sensitive archaeological area. Extensive investigation required.
- Evaluate potential impact on Antonine Wall and its setting and protect through detailed design process in consultation with Historic Environment Scotland.
- Evaluate potential impact on Castle Hill Roman Fort and its setting. Requires protection through detailed design process in

consultation with Historic Environment Scotland.

- Evaluate & mitigate impact on Manse Burn Wildlife Corridor and high biodiversity interest in north east of site, including protected species. Potential protected species present include: Badger (foraging), Bats (foraging), Nesting birds, Water vole (Manse Burn corridor only – suitability would need assessed)
- Retain integrity of the network of long established hawthorn hedgerows (UK BAP, SBL and LBAP habitat) with associated shrubs, climbers and good diversity of ground flora, as part of landscaping/layout. This would require buffers to avoid disturbance and shading.
- Any breaks in existing hedgerows should be avoided as part of any development, as these provide an important habitat corridor function. Farmland birds present e.g. yellowhammer (red list). Wetland area with snipe (amber list) adjacent.
- Included in Yoker Natural Flood Management (NFM) report for Garscadden Burn. Creates run off into sensitive watercourses – needs managed. Drainage strategy depends on topography - take a masterplan approach to the sites north and south of the Baljaffrey Road. Watercourse/ culvert through Ledi Drive. Flight path - check route.
- Flood risk assessment is required to determine the flooding risk from the Manse Burn, sewer capacity and to ascertain the developable extent of the area in relation to the functioning flood plain of the Burn.
- Water resilient measures required to aid drainage and improve water quality through the use of SuDS (however note that SuDS attract birds).
- Air quality impact assessment and noise impact assessment required to establish impact of nearby quarry
- Ground investigation required in relation to nearby former-landfill site
- Development would need to extend and enhance local park at Langfauld Field preferably creating a neighbourhood standard park. Additional small amenity and play space would be required throughout the sites.

## Individual Site Assessment

Site Reference:	S207
Site Name:	Boclair Farm
Address:	Boclair Road, Bearsden
Site Suggested By:	Keppie
Site Owner / Agent:	Robertson Homes
Current Land Use:	Greenfield/Agricultural
Suggested Land Use:	Housing
Site Size	20 Hectares
Developable area (if available):	20 hectares
LDP Stage Suggested:	LDP 2 Early Engagement

Aerial view



Site Photo – view south west towards Bocclair Rd



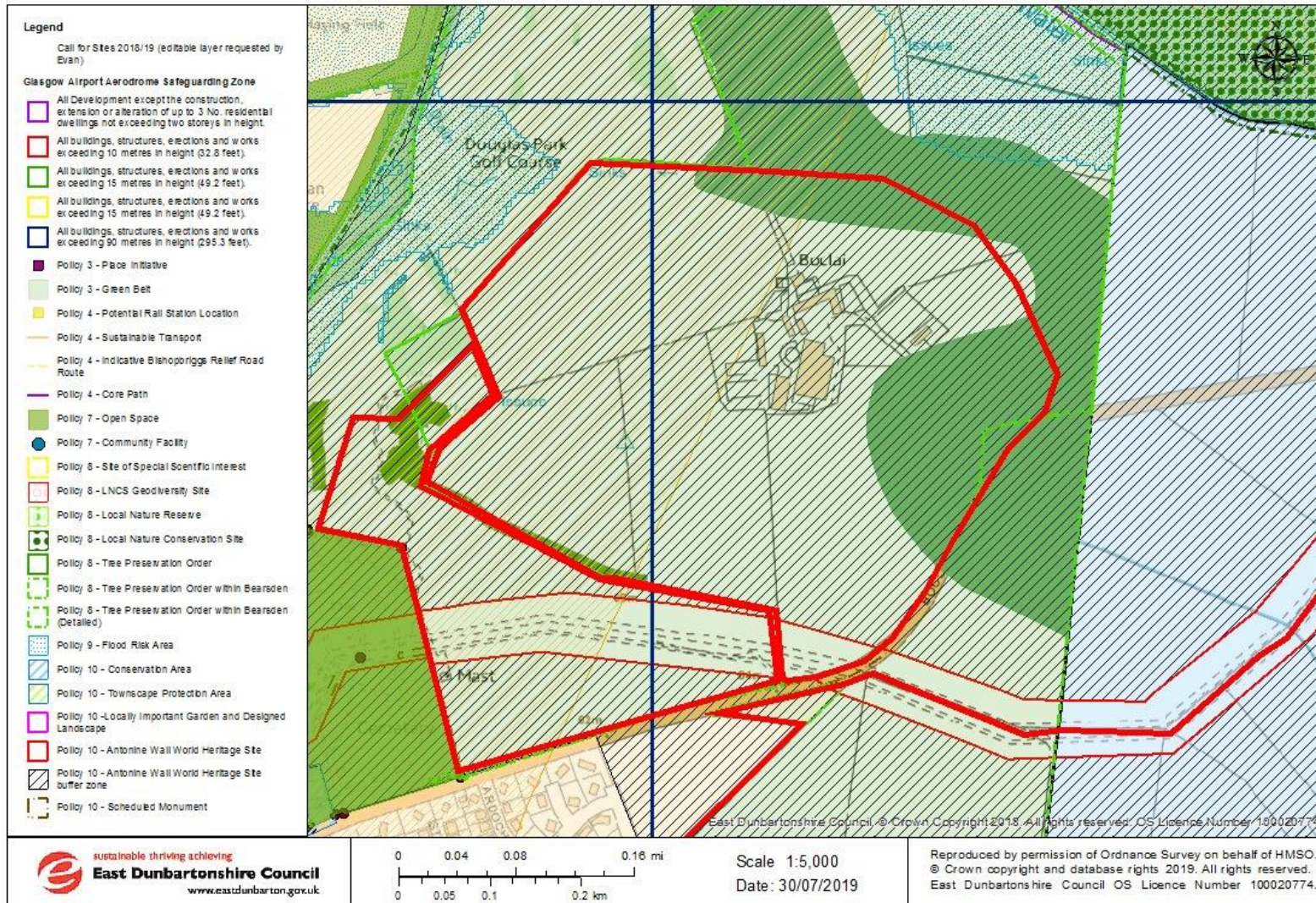
Site Photo





## Site Plan / Constraints Map

### EDC LDP 2 Site Assessment



Information Provided by Keppie:

**Proposed development:**

- Proposed residential development of circa 210 units, (of which circa 160 private units with additional 25% affordable homes) with enhanced open space and structural planting.

Affordable Housing (Flats): 53

Private Housing (3 beds or less): 57

Private Housing (4 beds or more): 100

- Access into the site from Boclair Road.
- From a review of the SEPA Flood Maps, it is noted that part of the site (in the south eastern corner) is at risk of pluvial flooding. Any development proposals will therefore be accompanied by a flood risk assessment to ensure flood risk is not increased.
- The nearest bus stops are located within 5 minutes walk of the site (within 400m along Boclair Road). The nearest railway station (Hillfoot) is located circa 1km from the site and provides services to Milngavie, Cumbernauld, Glasgow and Edinburgh. The nearest Core Path is located circa 400m to the north of the site and runs along the Allander Water connecting into Milngavie to the northwest of the site.
- Local Centre (Asda Superstore) – 1km from site.  
Bearsden Town Centre – 1.6km from site.  
Commercial Centre – Strathkelvin Retail Park located 6km from site (only Commercial Centre within authority area).
- A small section of the Antonine Wall runs through a small section of the south east corner of the site - this is outwith the



proposed developable area. The category B Listed Kilpatrick Cemetery is located to the south west of the site. The precedent for residential development adjacent to these designations has been established locally and throughout the Council area.

- Appropriate landscape buffers can also be provided where necessary.

**Deliverability:** Anticipated 5-year build programme of private units:

Year 1 = 30 Private Units

Year 2 = 30 Private Units

Year 3 = 30 Private Units

Year 4 = 30 Private Units

Year 5 = circa 37 Private Units

#### Information Provided by Key Agencies:

**SNH:** Visually prominent site with Antonine Wall running through the southern part of the site.

**HES:** The proposed development would be highly prominent in views north from the Wall. It would also be very visible in views from the south towards the Wall, which are very important to the understanding of the function of the Wall in its historical context and to an appreciation of the Wall in its modern and current setting. As such, the proposed development would have a significant detrimental effect on the setting of the World Heritage Site. On this basis, we would recommend that this allocation is not taken forward.

#### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	--	--	X	--	0	--	--	-

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- The southern part of the site would have a significant adverse impact on the Antonine Wall World Heritage Site.
- Greenbelt function and defensibility (medium/high)
- Low landscape capacity for development

**Additional SEA commentary:**

- Potential significant detrimental effects through the site being entirely within the Antonine Wall Buffer Zone and part of the line of the Wall being within the proposed site to the south.
- A number of species including Brown Hare and Wintering Geese have been identified on or near the site. Potential protected species present include badger (foraging), bats (foraging and roosting) and nesting birds. Development has the potential to remove habitats for these and other important species.
- The site is within the designated flood risk area and there is additional risk in the north-east corner of the proposed site
- The site is outwith local facilities and amenities (2km walk from Milngavie town centre) and the infrequency of the hourly bus services to Kirkintilloch (beyond 400m from site). This, coupled with the scale of proposed development, has the potential to significantly increase the need for unsustainable travel methods and increase reliance on private vehicular travel with potential adverse effects in relation to greenhouse gas emissions and on local air quality.

**Proposed Mitigation Measures / Suggested Alterations:**

- Site located in a sensitive archaeological area relating to Antonine Wall. Extensive investigation required.
- Protect the section of the World Heritage Site on the site from development and conserve its setting. Additional surveys required to protect the cultural heritage asset in conjunction with Historic Environment Scotland in order to avoid, reduce or mitigate impacts identified.
- Integrity of any boundary features would need to be retained as part of landscaping/layout. This would require buffers to avoid disturbance and shading. Hedgerows also provide a habitat corridor function and any breaks in existing hedgerows should be avoided as part of any development.
- Surface water run-off to be managed, low risk flood risk impacts to east.
- Flood risk assessment is required to determine the risk of flooding, sewer capacity and to ascertain the full extent of the

developable area.

- Include access from site to core path with associated upgrades and improve public transport offering on Bocclair Road.
- Development should not have a negative impact on the operation and safety of Glasgow Airport or conflict with the golf course to the north.
- Air Quality and Noise Impact Assessments required
- Ground investigation potentially required
- On site open space (neighbourhood standard) and play space would be required.

## Individual Site Assessment

Site Reference:	S220
Site Name:	Edgehill Road
Address:	Bearsden
Site Suggested By:	Jigsaw Planning
Site Owner / Agent:	John A Russell & Louise E Jewell
Current Land Use:	Vacant
Suggested Land Use:	Housing, Office, Light Industry
Site Size	0.485 ha
Developable area (if available):	0.485 ha
LDP Stage Suggested:	LDP 2 Early Engagement

Aerial Photo



Site Plan



Site Photo

Site Photo

Site Plan / Constraints Map (including Legend)	



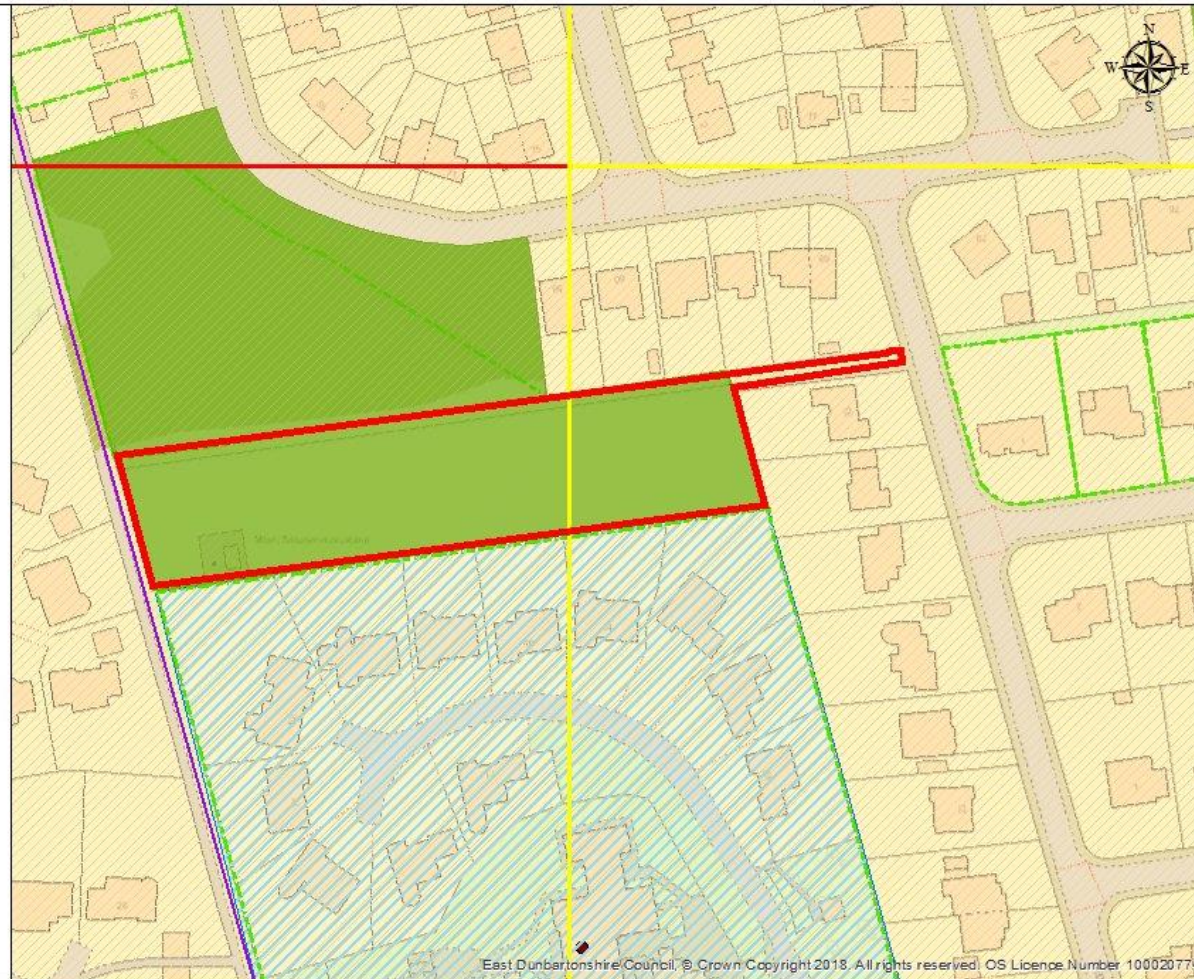
## EDC LDP 2 Site Assessment

### Legend

Call for Sites 2018/19 (editable layer requested by Evan)

#### Glasgow Airport Aerodrome Safeguarding Zone

- All Development except the construction, extension or alteration of up to 3 No. residential dwellings not exceeding two storeys in height.
- All buildings, structures, erections and works exceeding 10 metres in height (32.8 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 90 metres in height (295.3 feet).
- Policy 3 - Place Initiative
- Policy 3 - Green Belt
- Policy 4 - Potential Rail Station Location
- Policy 4 - Sustainable Transport
- Policy 4 - Indicative Bishopcleeve Relief Road Route
- Policy 4 - Core Path
- Policy 7 - Open Space
- Policy 7 - Community Facility
- Policy 8 - Site of Special Scientific Interest
- Policy 8 - LNCS Geodiversity Site
- Policy 8 - Local Nature Reserve
- Policy 8 - Local Nature Conservation Site
- Policy 8 - Tree Preservation Order
- Policy 8 - Tree Preservation Order within Bearsden
- Policy 8 - Tree Preservation Order within Bearsden (Detailed)
- Policy 9 - Flood Risk Area
- Policy 10 - Conservation Area
- Policy 10 - Townscape Protection Area
- Policy 10 - Locally Important Garden and Designed Landscape
- Policy 10 - Antonine Wall World Heritage Site
- Policy 10 - Antonine Wall World Heritage Site buffer zone
- Policy 10 - Scheduled Monument





Information Provided by Jigsaw Planning:

**Proposed development:**

The land is privately owned by the Russell family and is surplus land from when this area of Bearsden was developed. The family wish to see the land reallocated as part of the general residential area due to the private nature of the land. It is acknowledged that the land is used as a short cut and there have recently been works undertaken by EDC on the site.

- The land is currently allocated as Open Space in the adopted LDP.
- Bus stops - various within 500m
- Railway stations – Bearsden 1.45km, Hillfoot 1.77km
- Extensive residential paths
- Bearsden Academy 550m
- St Nicholas Primary School 700m
- Bearsden Town Centre 800m
- Access to be taken from Edgehill Road
- Telecomms mast on site

**Deliverability:**

Unknown. To be established through working with a developer.

Information Provided by Key Agencies:

**SNH:** This is an apparently well-used open space connecting to Edgehill road. If carried forward should evaluate and protect mature trees etc on site and incorporate into development to enhance sense of place. No existing or obvious potential road access to site from east or west.

#### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period

### Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	-	X	-	X	0	X	-

**Assessment Summary:**

The site is unsuitable for development for the following reason(s):

- Open Space (Baillie Drive)

**Additional SEA commentary:**

- Development of the proposal site would result in the loss of valuable open space in a heavily built up area. .
- There are access issues for the site with the proposed access being from the currently narrow track onto Edgehill Road which is also bordered by mature trees. This will need to be significantly improved to provide access to potential residential properties.
- Good access to regular bus services within 400m from the proposal site, although the site is approximately 900m walk to the town centre.
- Development on this site would result in the loss of significant trees which border the site (some protected by TPO). The site is sloped with access narrow and therefore negative impacts on and the loss of several large mature trees (beech and oak mainly with birch, sycamore and rowan present) would be unavoidable. Potential protected species present include bats (foraging and roosting) and nesting birds.

**Proposed Mitigation Measures / Suggested Alterations:**

- Evaluate, conserve and enhance good quality trees and hedges on the site.
- Site is elevated resulting in overland flow run off into gardens and path - needs managed.
- Noise impact assessment potentially required depending on development
- Site forms important connecting function for residents and wildlife. Access looks tight so would most likely need to be via Baillie Dr open space impacting a small but important space

- Potential archaeological interest – investigation required.

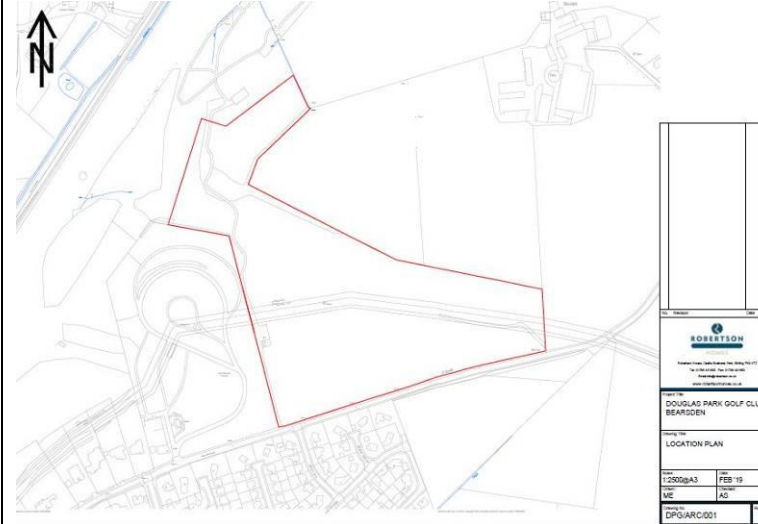
## Individual Site Assessment

Site Reference:	S228
Site Name:	Douglas Park Golf Club
Address:	Hillfoot, Bearsden
Site Suggested By:	DM Hall
Site Owner / Agent:	Robertson Homes
Current Land Use:	Golf Course
Suggested Land Use:	Housing
Site Size	n/a
Developable area (if available):	n/a
LDP Stage Suggested:	LDP2 Early Engagement

Aerial view



Site boundary - provided by promoter



Site Photo – south boundary (Boclair Road)

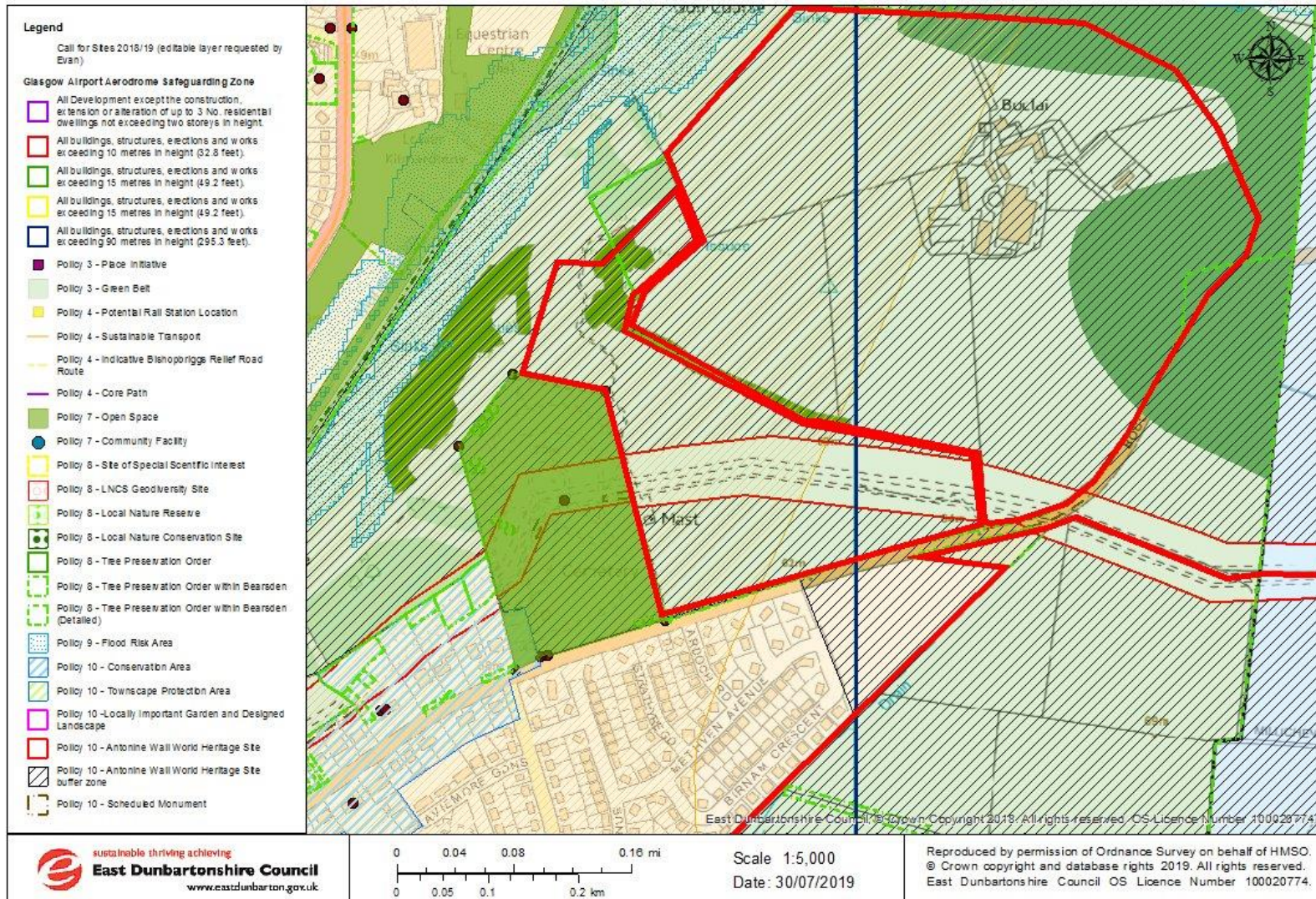


Site Photo



## Site Plan / Constraints Map

### EDC LDP 2 Site Assessment



Information Provided by DM Hall:

**Proposed development:**

The intention is to develop the land currently occupied by holes 12-16. Most of the housing will be located south of the Antonine Wall, and north of Bocclair Road, and accessed from a new proposed junction on Bocclair Road. The type of junction is being considered, but will either be a standard T junction, traffic lights, or a mini-roundabout.

The land north of the wall will either be accessed across the wall, if this is permissible, or from Bocclair Farm, if land is released there in conjunction with this site. The intention is to develop the site with a mix of 4-bed and 5-bed dwellings, with smaller properties for affordable housing. Once commenced, the dwellings will be built over one to two years. An example of what can be developed in this area is provided to the immediate south, where CALA Homes (West) Ltd secured planning permission for 20 new dwellings, of which 5 (25%) are affordable.

The site is well advanced and is selling well. The planning permission granted for the above development is particularly noteworthy because whilst that site is allocated for housing in EDLDP1, it also lies within the Antonine Wall World Heritage Site Buffer Zone, and Historic Environment Scotland did not object. Clearly, it is accepted that the land being considered here is closer to the Antonine Wall, and indeed includes the Wall itself. However, this does nonetheless indicate that with a sympathetic understanding of the Wall, its environs and importance, development is possible within the Buffer Zone.

**Deliverability:**

As soon as EDC indicate that the site can be developed, Robertson Homes plan to submit a detailed planning application for the dwellings and the Golf Club will apply for the new golf holes. Based upon the general timing of the EDLDP2, planning applications could come forward at some point in 2020, and the site would be developed for dwellings from c. 2023 onwards. The dwellings will not commence until c. 2023, so that time is available for the new golf holes to be constructed and made available to play upon. This is because the Golf Club does not want to be in the position of the golf course ceasing to be an 18-hole course, even temporarily.

The pre-application stage will likely be around 6 months. This period will be required in order to allow a full archaeological investigation of the site to take place, and for other technical studies to be prepared. It will also give time for a golf course architect to design the proposed new holes for the golf course.



- **Ownership** – The site is owned in its entirety by Douglas Park Golf Club who wish to see it developed.
- **Physical** - There are no significant aspect, or ground stability, issues known for this site.
- **Contamination** – There are no known contamination issues on the site. However, a full site investigation will be undertaken in putting a scheme together for the site.
- **Deficit funding** – The site can be developed without the involvement of the public purse.
- **Marketability** – It is considered that there will be a market for new open-market housing in this area. CALA West Ltd is currently building close by with good sales rates. Bearsden is, and will continue to be, a popular location for families to live and there is no doubt that new housing on this site will sell, and quickly.
- **Infrastructure** – It is understood that there will be no problems with infrastructure, but further research is on going, and the appropriate providers are being contacted.
- **Land use** – It is considered that housing is the most logical use for this land, provided this is laid out and designed in such a way as to respect the heritage and to avoid the Antonine Wall.

#### Information Provided by Key Agencies:

**SNH:** Site bisected by Antonine Wall. Some development possible at south western corner of the site adjacent to Boclair Road

**HES:** The proposed development would entirely enclose the Antonine Wall in this section of the scheduled monument, isolating it from its present rural setting and making it a part of urban Bearsden. It is unlikely that scheduled monument consent would be granted for development within this area and if this site is taken forward to the next stage this should be made clear. We also consider that this allocation has the potential for a significant detrimental impact on the setting of the wall and it could inhibit the understanding and appreciation of the scheduled monument. On this basis, we would recommend that this allocation is not taken forward.

**Sport Scotland:** Existing outdoor sports facility (golf course) at the site. Development proposals should take this into account and the provisions of SPP will apply in relation to compensatory provision for any loss of the facility.

<b>Information Provided by Public:</b> Additional information could be provided during Main Issues Report Consultation period

Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	--	--	X	--	0	--	-	--

**Assessment Summary:**

The site is unsuitable for development for the following reason(s):

- Site could have a significant adverse impact on Frontiers of the Roman Empire (Antonine Wall) World Heritage Site (FRE(AW)WHS)
- Greenbelt function and defensibility (medium/high)

**Additional SEA commentary:**

- Potential significant detrimental effects through development of the site being entirely within the Antonine Wall Buffer Zone and the line of the Wall runs directly through the centre of the proposed site.
- The site is in close proximity to the fluvial flood risk area from the Manse Burn to the west. Additional investigation should be undertaken to determine any flooding risk for the proposal site.
- A number of species including Brown Hare and Wintering Geese have been identified on or near the site. Development has the potential to remove habitats for these and other important species including bats (foraging and roosting) and nesting birds.
- The site is out-with local facilities and amenities and the infrequency of the nearby bus services (hourly to Kirkintilloch) has the potential to significantly increase the need for unsustainable travel methods and increase reliance on private vehicular travel with potential adverse effects in relation to greenhouse gas emissions and on local air quality.
- Additional infrastructure requirements may be an issue in terms of access to the northern section of the site as it will require development directly across the line of the Antonine Wall.
- The trees on site are also designated under a Tree Preservation Order and provide additional local landscape value.
- The site is directly adjacent to an area of potentially contaminated land (Old Kilpatrick Cemetery) to the west. This should be further investigated to identify any impacts on the proposal site.

**Proposed Mitigation Measures / Suggested Alterations:**

- Site located in a sensitive archaeological area. Extensive investigation required. Avoid and protect the section of the World Heritage Site on the site from development and conserve its setting. Additional surveys required to protect the cultural heritage asset in conjunction with Historic Environment Scotland in order to avoid, reduce or mitigate impacts identified.
- Retain and enhance existing biodiversity features within layout and landscaping including remnant acid grassland, hedgerows, mature trees and adjacent birch woodland (LBAP habitats).
- Habitat connectivity across the site should be maintained.
- Protected species surveys to be carried out for the identification of protected species such as reptiles, otters, bats, badgers, and nesting birds. If such species are found to be using the site, especially for sheltering, any development proposal should retain these important features, where possible, or secure licences from SNH including detailed mitigation plans and/or include compensation if necessary.
- Surface water to west linking to Manse Burn. Flood risk assessment is required to determine the risk of flooding, sewer capacity and to ascertain the full extent of the developable area.
- Development should not have a negative impact on the operation and safety of Glasgow Airport
- Investigate and remediate potentially contaminated land.
- Any development would require new access to Hillfoot Station through existing golf course site.
- Air Quality and Noise Impact Assessments required
- Ground investigation potentially required
- On site open space and play space would be required.



## Individual Site Assessment

Site Reference:	S301
Site Name:	East of Stockiemuir Road
Address:	Land to east of Stockiemuir Road, Bearsden
Site Suggested By:	Gladman
Site Owner / Agent:	Mains Estate Ltd
Current Land Use:	Agricultural
Suggested Land Use:	Housing, Community, Open Space
Site Size	6.9ha
Developable area (if available):	n/a
LDP Stage Suggested:	LDP2 Early Engagement

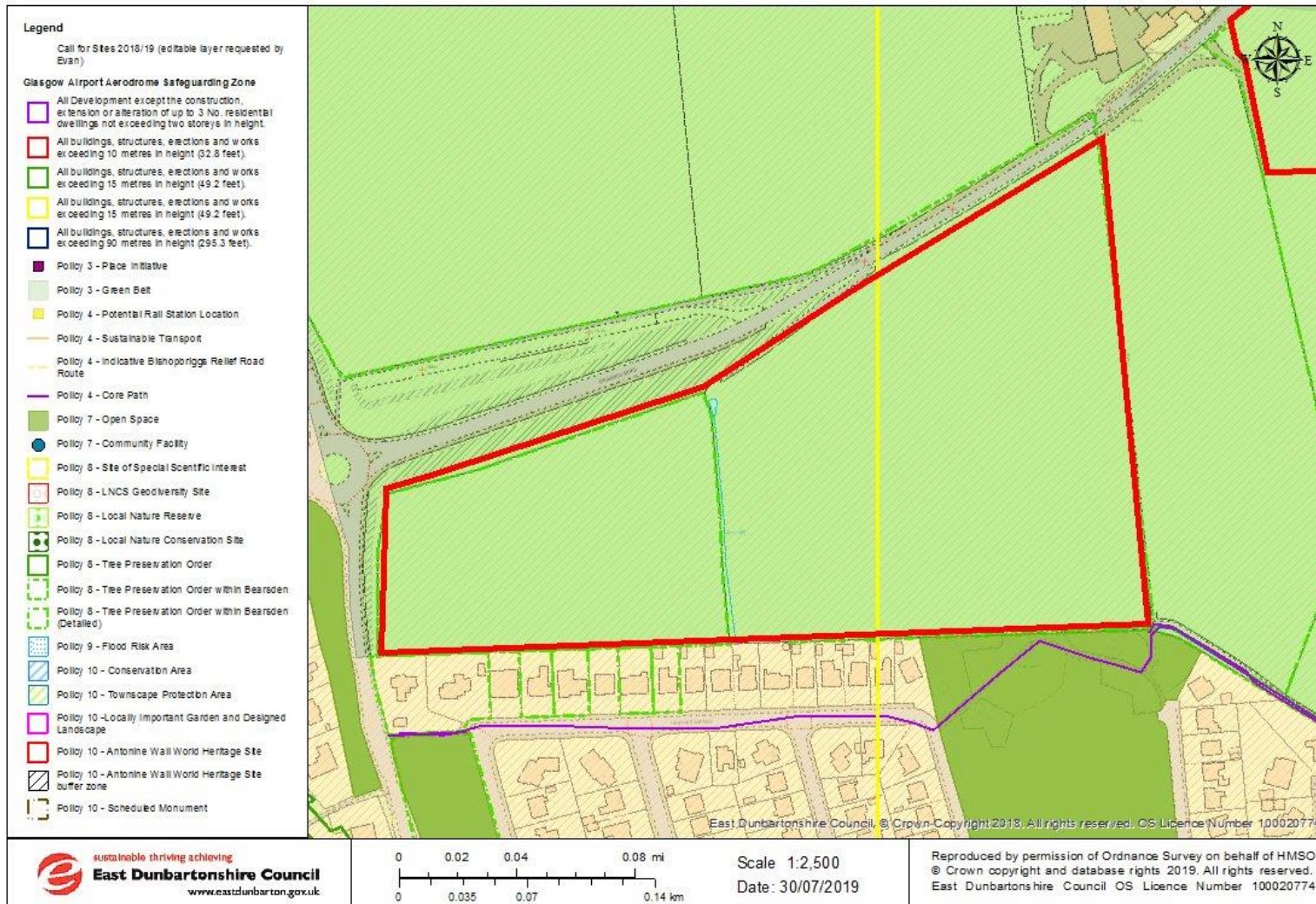
[illegible]



Site Plan / Constraints Map



## EDC LDP 2 Site Assessment



### Information Provided by Gladman:

**Proposed development:**

The proposed residential development comprises up to 50 units including at least 25% affordable housing on-site. A significant part of the eastern section of the site has been included as open space / community use depending on local needs and able to link to the existing play/open space to the south, bringing the space into public use. The eastern boundary also comprises an existing public path that is currently under-utilised. The proposed development will enhance the existing path and improve linkages through the site providing connections to the wider network and countryside.

**Deliverability:**

The site is effective and there are no physical constraints that would prevent the site being delivered within five years and contributing towards the effective housing land supply from adoption of the LDP. The site could be delivered as one phase.

### Information Provided by Key Agencies:

**SEPA:** A small watercourse flows through the site, which could represent a potential flood risk.

**SNH:** Visually prominent site which prevents ultimate coalescence between Bearsden and Milngavie as well as providing landscape setting for both. Greenbelt function highlighted during LDP1 preparation process. Some development might be possible at the most western part of the site but likely access constraints also.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	-	X	--	- / ?	--	--	X

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Greenbelt function and defensibility (medium/high)

### Additional SEA commentary:

- Significant risk of coalescence with Milngavie (including setting precedent) and significant impact on settlement pattern and landscape character. Landscape capacity issues as it clearly visible being on Craigdhu Road. Development in this location would adversely affect the settlement pattern and identities and significantly reduce the visual barrier between the two settlements, particularly considering the eastern half of the site.

- The trees on site are also designated under a Tree Preservation Order and the site also hosts other boundary/landscape features including the treeline, hedgerows and ditch which should be retained and enhanced as part of any development.
- Development in this location and poor access to public transport (infrequent service) would significantly increase the need to travel with a particular emphasis on unsustainable methods of transport due to the distance from local services, amenities and rail connection.

**Proposed Mitigation Measures / Suggested Alterations:**

- Boundary features (hedgerows, tree lines and ditch) should be retained and enhanced as part of any development. Wet/marshy grassland area should also be retained and enhanced.
- Potential protected species on site include bat (foraging), badger (foraging), water vole and nesting bird – further assessment required.
- Air Quality and Noise Impact Assessments required
- Ground investigation potentially required
- Development should have access to core path. Enhancement of core path, Heather Avenue Park and Craigdhu Wedge required together with additional on-site open space
- Potential archaeological interest – further investigation required

## Individual Site Assessment

Site Reference:	S305
Site Name:	Kessington Phase 2
Address:	Bearsden
Site Suggested By:	Iceni
Site Owner / Agent:	Balfour Beatty
Current Land Use:	Greenfield
Suggested Land Use:	Housing
Site Size	5.7 ha
Developable area (if available):	n/a
LDP Stage Suggested:	LDP2 Early Engagement

Aerial view



Site boundary – provided by promoter



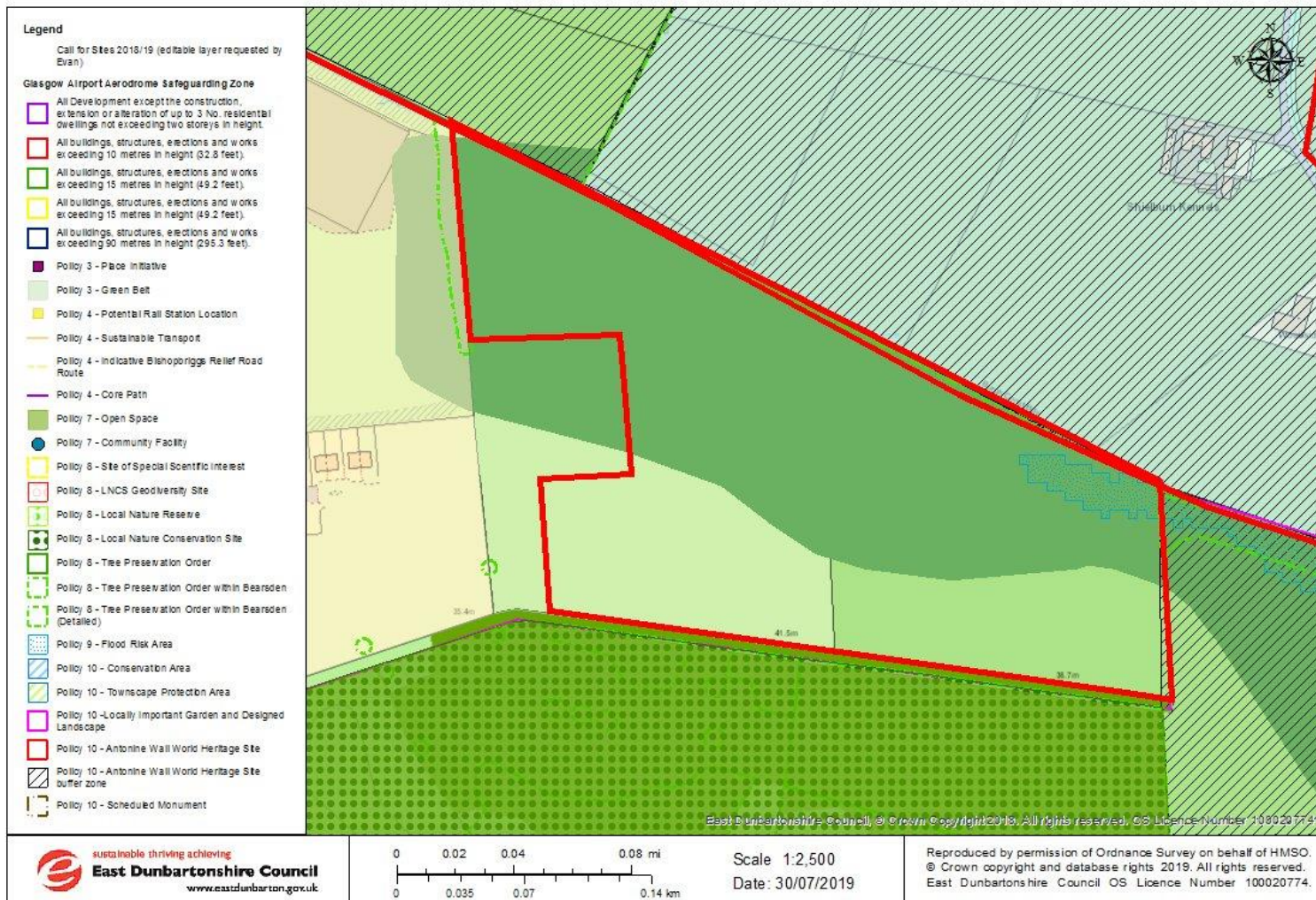
Site Photo

Site Photo

Site Plan / Constraints Map



## EDC LDP 2 Site Assessment



## Information Provided by Icen:

### Proposed development:

Phase 2 of a recently completed development to the west of the site. Balfour Beatty Homes recently completed this 79-unit development, with a mix of private and affordable units being delivered over a 4 year period. BBH completed phase 1 in partnership with Link Housing Association who delivered the 20 units of social rent homes on the site. The site lies immediately to the east of phase 1 on the eastern edge of Bearsden. The proposed development mix would consist of 3, 4 and 5 bedroom houses. BBH will work alongside a registered social landlord to deliver the affordable housing element – similar to the successful contract in phase 1 awarded to Link Housing Association. Assuming this site is promoted in the LDP 2 it could deliver from 2021, with a likely 36 units per annum being completed (market housing). The affordable section, circa 30 units could be delivered as one initial phase.

Affordable Houses – 30

Private Houses (3 bed or less) – 45

Private Houses (4 bed or more) – 45

TOTAL - 120

### Deliverability:

The site is considered an effective site in terms of criteria set out in Planning Advice Note 2/2010: Affordable Housing and Land Supply. The commentary below relates to the criteria in the PAN 2/2010.

- **Ownership** – The site is controlled by Balfour Beatty Homes who have an option agreement over the entire site and own the access into the site.
- **Physical** – as set out in appendix 3, Engineering Deliverability, there are not considered to be any physical constraints to the delivery of this site for residential development.
- **Contamination** – there is not anticipated to be any contamination issues at the site, given this is a greenfield site.
- **Deficit funding** – no deficit funding is required for this site.
- **Marketability** – as shown from phase 1 adjacent this is a highly marketable site that will deliver both affordable and private for sale units.



- **Infrastructure** – as confirmed in appendix 3, Engineering Deliverability there are no infrastructure issues that rule out this site coming forward in the Plan period.
- **Land use** – whilst the land is green belt at present, this is a sustainable location for a settlement extension and as considered above the proposal is acceptable in landscape impact terms.

#### Information Provided by Key Agencies:

**SEPA:** Part of the site is assessed as being covered by fluvial flood risk.

**SNH:** Phase 2 has potential to connect to River Kelvin, Kelvin Walkway and green networks beyond.

**Scottish Water:** Surface water sewer through north west edge

#### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	0 / ?	- / ?	-	--	- / ?	--	-	-

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Green belt function and defensibility (high)
- Within the catchment of Killermont Primary School
- Flood risk (partial)

**Additional SEA commentary:**

- The proposal site is directly north of the Killermont House locally important Garden and Designed Landscape and Templehill Woods which is a native woodland habitat.
- The large proportion of the site (north) is classified as Prime Quality Agricultural Land and the whole site is designated as a Tree Preservation Order.
- Small area to the north east of the proposal site is within the flood risk area (fluvial). The site is also at risk of surface water flooding encompassing the southern and eastern boundaries of the proposed site.
- Poor access to public transport (bus stops between 650m-700m from the centre of the site only served by hourly services) and given the scale of the proposed development and over 2km walk from Bearsden town centre would significantly increase the need to travel with a particular emphasis on unsustainable methods of transport due to the distance from local services, amenities and rail connection.

**Proposed Mitigation Measures / Suggested Alterations:**

- Flood risk assessment is required to determine the risk of flooding, sewer capacity and to ascertain the full extent of the developable area.
- SuDS required on site - check flood risk assessment for existing Kessington development, which would need to be updated (Original site has culverted watercourse in gardens which flooded in June 2018).
- Conserve, enhance and maintain trees, hedges and biodiversity on the site.
- Air Quality and Noise Impact Assessments required
- Ground investigation potentially required
- Development should have access to Templehill Wood and SuDS area from Phase 1. Enhancement of Templehill Wood required.

- Potential archaeological interest – further investigation required

## Individual Site Assessment

Site Reference:	S310
Site Name:	Millichen Road
Address:	Boclair, Bearsden
Site Suggested By:	Montagu Evans
Site Owner / Agent:	Caledonian Properties Ltd / Mactaggart and Mickel Homes Ltd
Current Land Use:	Greenfield
Suggested Land Use:	Housing
Site Size	25 ha
Developable area (if available):	n/a
LDP Stage Suggested:	LDP2 Early Engagement

Aerial view



Site Photo – View south west from Bocclair Road



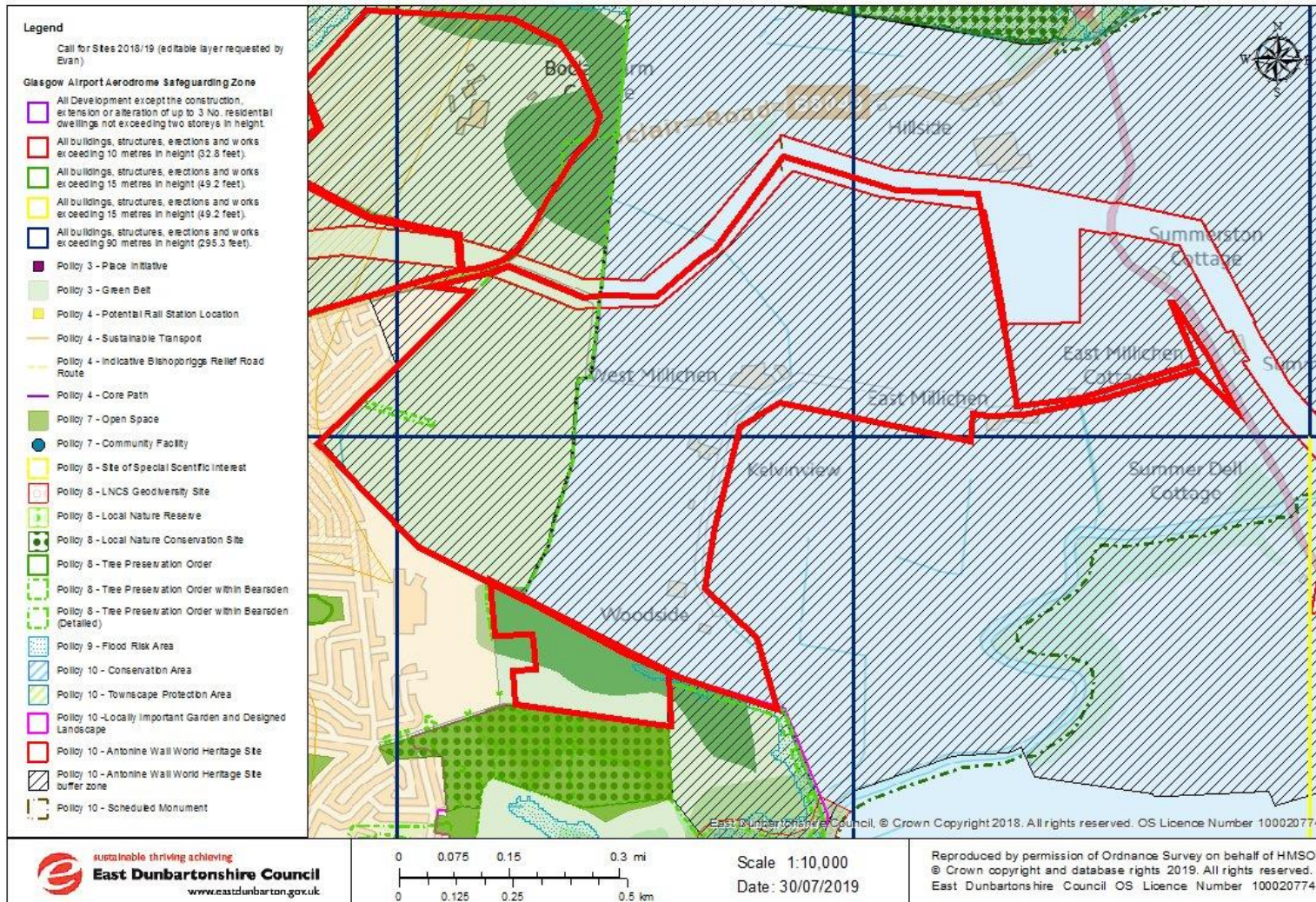
Site Photo – view south from Bocclair Road



Site Plan / Constraints Map	



## EDC LDP 2 Site Assessment





### Information Provided by Montagu Evans:

**Proposed development:** The proposal seeks to provide:

- The provision of additional owner occupation housing;
- Additional investment in the local community; and
- The potential to improve local infrastructure and accessibility.

It will be comprised of the following mix of house types:

- 4 + Bed houses – 343
- Semi-detached – 168
- Townhouses – 101
- Colonies - 30 duplexes, 30 flats
- Affordable Housing – 25%

TOTAL - 672

**Deliverability:** An application for planning permission in principle will be brought forward in early course. Three builders delivering 30 units per year (90 annually over the site).

### Information Provided by Key Agencies:

**SEPA:** A small watercourse flows through the site, which could represent a potential flood risk. Part of the site is also at fluvial flood risk.

**SNH:** Only western part of the site within EDC area. A very large undulating site at urban edge. Likely adverse impact on setting of Antonine Wall which forms northern boundary of the site. Relatively shallow hills nevertheless form landscape setting for this part of Bearsden.

**HES:** Development on the suggested scale is likely to have a significant detrimental impact on the setting of the WHS. There may be some potential for development in the lower, southern part of the Buffer Zone in this area. However, the scale, layout and design will be crucial considerations in the acceptability of the proposals in this part of the site. If this cannot be achieved then we would recommend that this allocation is not taken forward.

#### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period

### Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
---------------------------	-------------------	-----------------------------	----------------	-----------	---------------	-------------	------------------	-----------------

0	--	-	X	--	0	--	--	-
---	----	---	---	----	---	----	----	---

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Green belt function and defensibility (medium/high)
- The northern most area of the proposed development site would partly cover the line of the Antonine Wall. The remainder of the site is located entirely within the Antonine Wall buffer zone
- Located within the Killermont Primary School catchment area

Note that the site transcends the boundary between Glasgow and East Dunbartonshire. A larger proportion of the site (approximately two thirds) is located in Glasgow.

### Additional SEA commentary:

- The site is outwith acceptable local facilities and amenities distance. Given the proposed large scale of the proposal and the infrequency of the nearby bus services (hourly), development has the potential to significantly increase the need for unsustainable travel methods and increase reliance on private vehicular travel, with potential adverse effects in relation to greenhouse gas emissions and on local air quality.
- The trees on site are designated under a Tree Preservation Order and provide additional local landscape value.
- Small area to the south-east corner of the site is classified as Prime Quality Agricultural Land.
- The existing urban area fringe and western area of the site offer landscape value and character provision for Bearsden and provide green network and habitat value for the area. Potential development in this location could significantly impact on the landscape value, in particular the views into the site from Bocclair Road and adjacent housing to the west.

**Proposed Mitigation Measures / Suggested Alterations:**

- Site located in a sensitive archaeological area. Extensive investigation required.
- Avoid and protect the section of the World Heritage Site on the site from development and conserve its setting. Additional surveys required to protect the cultural heritage asset in conjunction with Historic Environment Scotland in order to avoid, reduce or mitigate impacts identified.
- Area used by migratory geese (pink-foot and greylag) in significant numbers. Other farmland birds such as tree sparrow, yellowhammer, skylark likely present. Potential protected species present include bat (foraging), badger and nesting birds. Further survey work would be required to fully evaluate the impacts on grassland, hedgerow, habitat connectivity, farmland birds, migratory geese and protected species.
- Flood risk assessment is required to determine the risk of flooding, sewer capacity and to ascertain the full extent of the developable area.
- Air Quality Impact Assessment required
- Noise Impact Assessment re: Traffic and Shielburn Kennel
- Ground Investigation required
- Neighbourhood scale park would need to be created with play options for all child age groups.

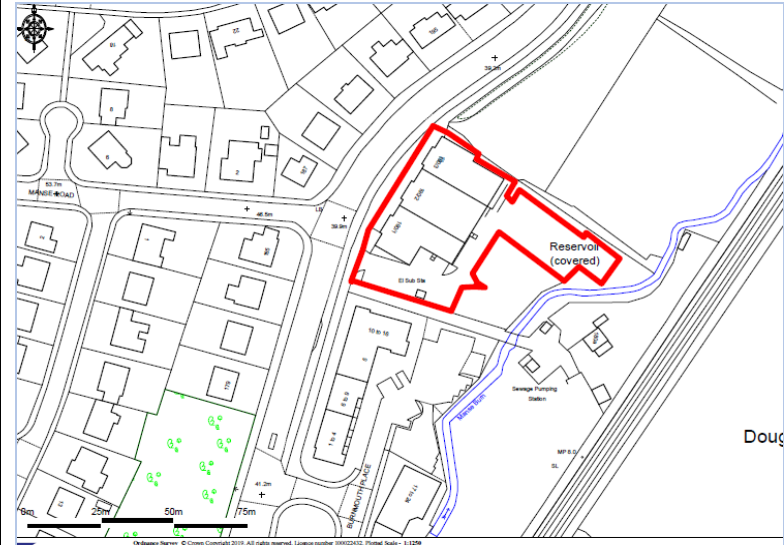
## Individual Site Assessment

Site Reference:	S311
Site Name:	190-196 Milngavie Road
Address:	Bearsden
Site Suggested By:	Montagu Evans
Site Owner / Agent:	John Hogg Pension Trustee
Current Land Use:	Brownfield/Retail
Suggested Land Use:	Housing/Retail
Site Size	0.27 ha
Developable area (if available):	n/a
LDP Stage Suggested:	LDP2 Early Engagement

Aerial view



Site boundary – provided by promoter



Site Photo – looking into site from Milngavie Rd



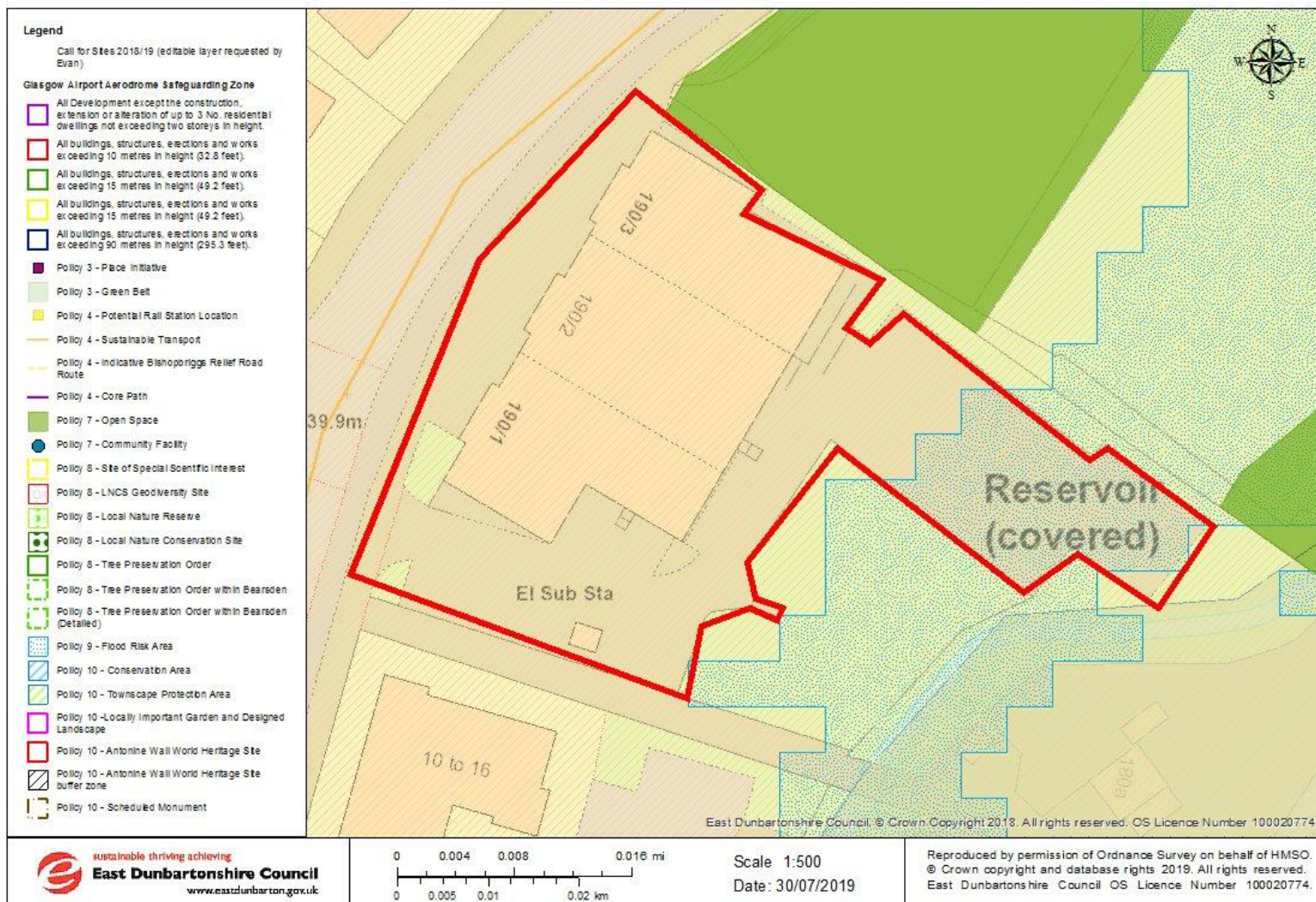
Site Photo – rear of site
---------------------------



Site Plan / Constraints Map	



## EDC LDP 2 Site Assessment





### Information Provided by Montagu Evans:

**Proposed development:** Site represents a mixed use development opportunity. The site is currently occupied by a retail parade, which is restricted to non-food retailing. One of the units was vacated by American Golf in October 2018, after the retailer entered administration. Interest has been expressed in the use of this unit for convenience and restaurant use, therefore the owner is pursuing applications to vary the restrictions in the short term. Over the medium to long term, we consider that the site has opportunity for a residential led mixed-use development, potentially as a flatted development with retail at ground floor.

Private Flats: 20-30 (25% affordable)

Age Exclusive/ Retirement Living: 20-30

Class 1/2/3 – 1,000sqm

**Deliverability:** Medium to long-term development opportunity. 5 years +.

### Information Provided by Key Agencies:

**SEPA:** Part of the site is at fluvial flood risk.

**SNH:** Brownfield site. Opportunity to connect to Manse Burn and green networks beyond.

**Scottish Water:** Site boundary over sewer and four trunk feeds from water treatment works. Site is also on top of underground reservoir. Contact must be made with SW due to critical infrastructure in the vicinity of this site.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
+	X	X	?	X	- / ?	++	0 / -	0

### Assessment Summary:

This site has potential for development.

### Additional SEA commentary:

- An area of potentially contaminated land is in close proximity to the proposal site (south-east) in relation to the Sewage Pumping Station. This requires further investigation to identify any potential impacts or remediation requirements for the proposal site.
- A section of the site (east) is within the SEPA flood risk area (fluvial) due to the proximity to the Manse Burn and the area is also

at high/medium risk of surface water flooding.

- Good access to public transport (150m-200m to bus stops and 400m to Hillfoot Station) accessible via Bears Way segregated cycle way and within 10 minute walk to Bearsden town centre.

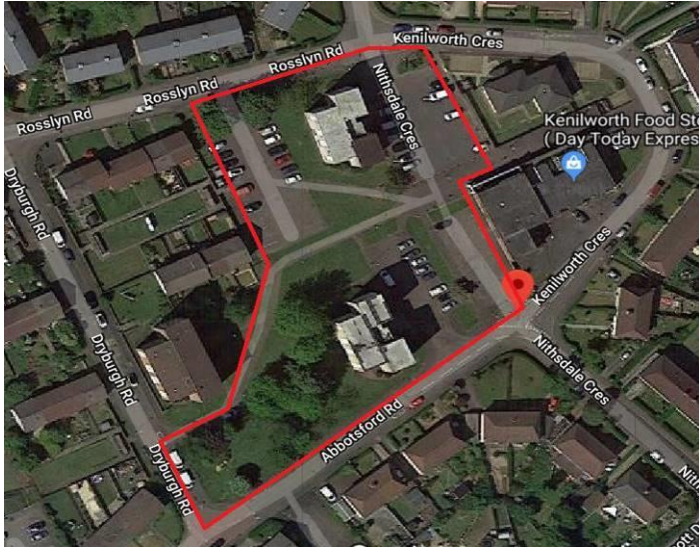
**Proposed Mitigation Measures / Suggested Alterations:**

- Flood risk assessment is required to determine the risk of flooding, sewer capacity and ascertain the full extent of the developable area. (Site to north has surcharging sewer).
- Site adjacent to Manse Burn with surface water flood risk in east of site.
- Opportunity for enhancement of habitat along Manse Burn
- Noise Impact Assessment in relation to traffic and railway line
- Air Quality Impact Assessment required
- Ground Investigation required
- Evaluate potential impact on setting of Antonine Wall

### Individual Site Assessment

Site Reference:	S360
Site Name:	Nithsdale Crescent
Address:	Nithsdale Crescent, Bearsden
Site Suggested By:	EDC
Site Owner / Agent:	EDC/private
Current Land Use:	Brownfield
Suggested Land Use:	Housing
Site Size	0.68 hectares
Developable area (if available):	0.68 hectares
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo – View from south east corner



Site Photo – view from north side (Rosslyn Rd)



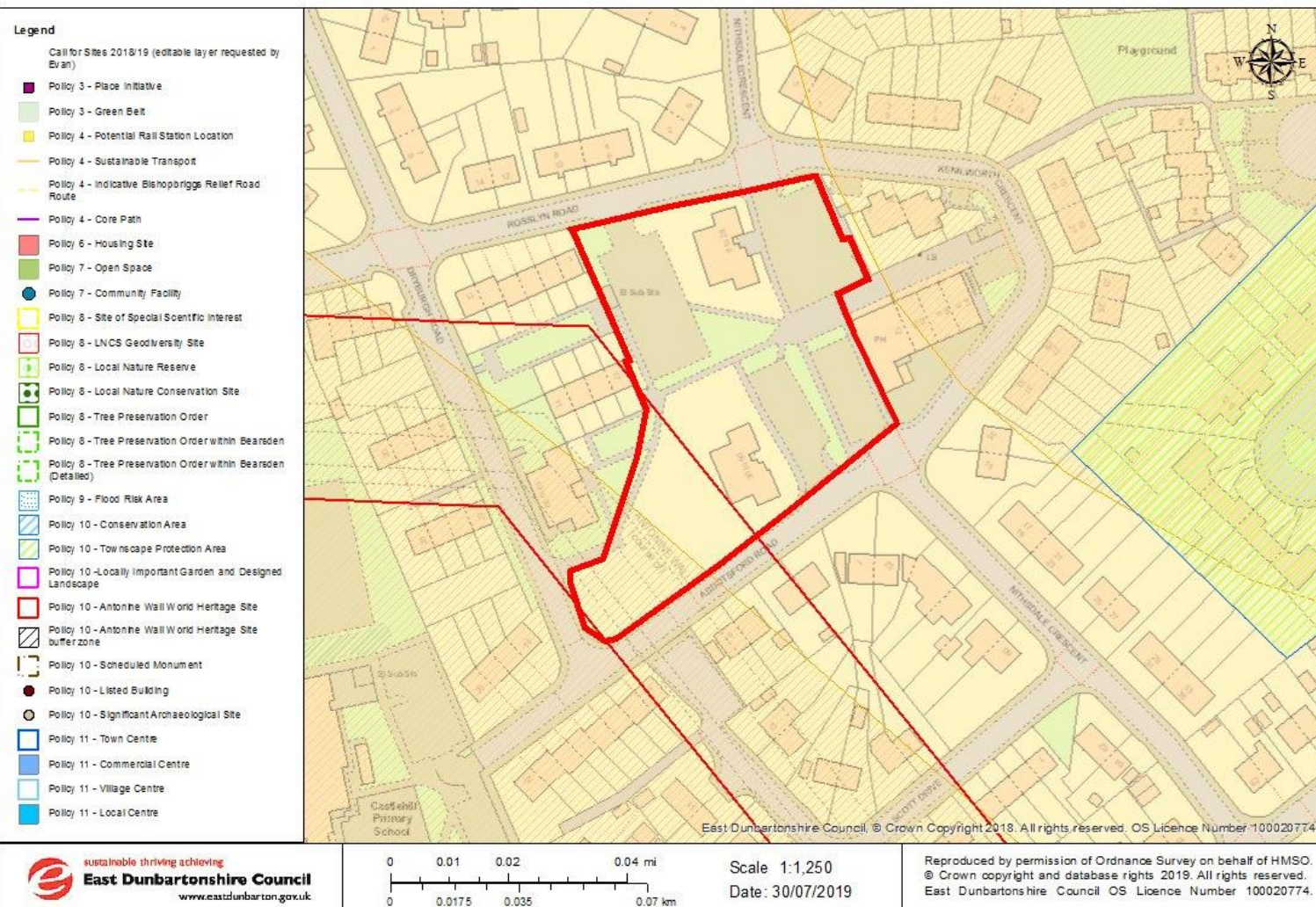
Site Photo – looking into site from south west



Site Plan / Constraints Map (including Legend)	



## EDC LDP 2 Site Assessment



## Information Provided by EDC (Housing Service):

### **Proposed development:**

- 20 affordable flats
- 7 affordable houses

### **Feasibility Analysis (Collective Architecture on behalf of EDC)**

“A complex site currently occupied by two medium rise flatted blocks the majority of which is council ownership however does contain a number of owner occupiers, the blocks also have known asbestos related problems. There are a number of access points and a series of footpaths / car parks associated with the buildings and it is difficult to determine which are allocated to our site. There is also the added difficulty of being in close proximity to the line of the Antonine Wall which may bring archaeological difficulties and an electrical substation.”

- Bus stop 150m away at Ledi Drive
- Bearsden train station 1600m away
- 1300m health centre
- 1300m to town centre

**Deliverability:** One of the blocks has been empty for 4/5 years and is due for demolition. The other block is currently occupied with council tenants and 4 private owners. The Council have initiated a CPO process to gain control of the entire building.

- CPO Process – 5-18 months
- Pre planning design – 8 weeks
- Planning – 12 weeks
- Build – 52 weeks



### Information Provided by Key Agencies:

**SEPA:** Nearby surface water flooding and a number of historical flood records for surface water in the area.

**HES:** We are happy that there is potential for development on this site. Although the site extends over the Antonine Wall World Heritage site, we are minded that direct impacts can be avoided by design. As this is a brown field site, we are satisfied that the proposals will have no impact on the setting of the World Heritage Site.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	- - / ?	X	X	- / ?	X	+	0	- / ?

### Assessment Summary:

This site has potential for development.

### Additional SEA commentary:

- Mature trees within the area of open space covering the line of the Antonine Wall WHS.
- Demolition of existing structures will be required with the potential for significant waste, noise and dust impacts. Full review of infrastructure provision for any proposed structures will be required including drainage, utilities and sustainable travel and access.
- Good access to bus stops with regular services. The site is within 20-minute walking distance from Bearsden rail station along a nearby core path proving a direct route. The site is also within reasonable walking distance to primary and secondary schools as well as Bearsden town centre and associated local amenities and facilities.

### Proposed Mitigation Measures / Suggested Alterations:

- Protect and enhance the Antonine Wall WHS. Retain open space on the course of the WHS and exclude from the developable area. Archaeological watching briefs - Minimise and monitor ground disturbance
- Trees of value should be retained and open space enhanced as part of any development proposal. Tree Survey required, together with Tree Retention/Removal Plan
- Presence of bats and breeding birds to be assessed. Opportunity to create habitat (woodland, meadow, wetland) as part of

landscaping.

- Good Practice Guidelines (e.g. construction dust management, use of low noise machinery) must be followed, and the erection of temporary noise screens.
- Sewers and water systems in this area are currently overwhelmed, causing pluvial flooding. This site will therefore require to disconnect all surface water from sewers. It should also be noted that this area is included in a Surface Water Management Plan being undertaken by the Council and any works will need to take this into account.
- Possible AQIA depending upon traffic volumes joining nearby AQMA
- Noise Impact Assessment required due to adjacent commercial activities
- Ground investigations required due to former use of site. Potential for asbestos given age of existing buildings to be demolished.

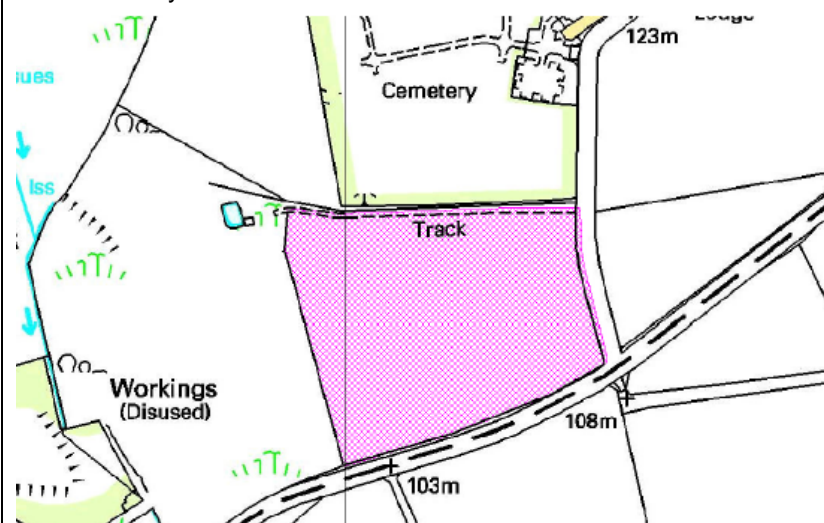
## Individual Site Assessment

Site Reference:	S354
Site Name:	Langfaulds Cemetery Extension
Address:	Baljafray Road, field south of Langfaulds Cemetery
Site Suggested By:	East Dunbartonshire Council
Site Owner / Agent:	East Dunbartonshire Council
Current Land Use:	Prime agricultural land
Suggested Land Use:	Cemetery
Site Size	4.14 ha
Developable area (if available):	4.14 ha
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site boundary



Site Photo – from south east corner



Site photo – from north east corner



Site Plan / Constraints Map (including Legend)	



## EDC LDP 2 Site Assessment

### Legend

Call for Sites 2018/19 (editable layer requested by Euan)

- Policy 3 - Place Initiative
- Policy 3 - Green Belt
- Policy 4 - Potential Rail Station Location
- Policy 4 - Sustainable Transport
- Policy 4 - Indicative Bishopbriggs Relief Road Route
- Policy 4 - Core Path
- Policy 7 - Open Space
- Policy 7 - Community Facility
- Policy 8 - Site of Special Scientific Interest
- Policy 8 - LNCS Geodiversity Site
- Policy 8 - Local Nature Reserve
- Policy 8 - Local Nature Conservation Site
- Policy 8 - Tree Preservation Order
- Policy 8 - Tree Preservation Order within Bearsden
- Policy 8 - Tree Preservation Order within Bearsden (Detailed)
- Policy 9 - Flood Risk Area
- Policy 10 - Conservation Area
- Policy 10 - Townscape Protection Area
- Policy 10 - Locally Important Garden and Designed Landscape
- Policy 10 - Antonine Wall World Heritage Site
- Policy 10 - Antonine Wall World Heritage Site buffer zone
- Policy 10 - Scheduled Monument
- Policy 10 - Listed Building
- Policy 10 - Significant Archaeological Site
- Policy 11 - Town Centre
- Policy 11 - Commercial Centre
- Policy 11 - Village Centre
- Policy 11 - Local Centre
- Policy 13 - Business and Employment Site



East Dunbartonshire Council © Crown Copyright 2018. All rights reserved. OS Licence Number 100020774

### Information Provided by East Dunbartonshire Council (Neighbourhood Services )

**Proposed development:** The site would provide additional lair capacity for Bearsden and Milngavie, and is located directly south between the existing cemetery and the main Baljaffray Road. The site would comprise of amenity grass lair space with strip founds, main and subsidiary access tracks. Infrastructure such as drainage would be required. It is proposed the construction of the cemetery take place after a long term, once the existing Cemetery is full, subject to site ownership transfer and planning permission.

**Deliverability:** Long-term use of the site, as currently there is good provision within the existing Cemetery. Given the limitations on the use of sites as Cemeteries (SEPA Groundwater requirements), this site provides very good potential as a cemetery provision on a long term basis (current provision within Langfaulds will expire in circa 50 years' time).

### Information Provided by Key Agencies:

**SEPA:** There are potential impacts to groundwater from a cemetery. We would expect an assessment to determine the suitability of the site to be carried out (LUPS GU32)

**SNH:** In WHS buffer zone. Very long term lead in (50 years)

**HES:** We have reviewed this proposed development site with reference to its proximity to sites S2 & S225. In our view, the low [landscape] profile of cemetery development, and the distance of the proposed development from the Castlehill section of the WHS Site mean that it is unlikely to have a significant detrimental impact on the setting of the WHS and the ability to understand and appreciate the scheduled monument.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period



## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
X	-	X	X	0	- / ?	-	- / ?	- / ?

### Assessment Summary:

The following significant issues exist on the site:

- Antonine Wall Buffer Zone (entire site is within the existing Buffer Zone)
- Site is located on prime agricultural land

### Additional SEA commentary:

- Potential detrimental effects on the setting of the Antonine Wall WHS. Archaeological fieldwork and evaluation recommended.
- Despite access to bus service approximately 400m from the centre of the proposal site, due to the remote nature of the site, development is likely to increase private vehicular travel in the area and is unlikely to improve active travel participation. This can have adverse impacts on greenhouse gas emissions while also affecting the local community and air quality levels, particularly given the Bearsden Air Quality Management Area which is located along an 'A' road which will be used by vehicles to access the site from Bearsden.

**Proposed Mitigation Measures / Suggested Alterations:**

- Opportunity for green network and open space creation/enhancement
- Opportunity for habitat creation as part of development

Bishopbriggs

## Individual Site Assessment

Site Reference:	LDP 6.19
Site Name:	Meadowburn West
Address:	Bishopbriggs
Site Suggested By:	-
Site Owner / Agent:	Cala Homes
Current Land Use:	Woodland and grassland
Suggested Land Use:	Housing or open space
Site Size	2.7 hectares
Developable area (if available):	-
LDP Stage Suggested:	LDP (Meadowburn West part of allocated housing site)

Aerial Photo



Site Photo



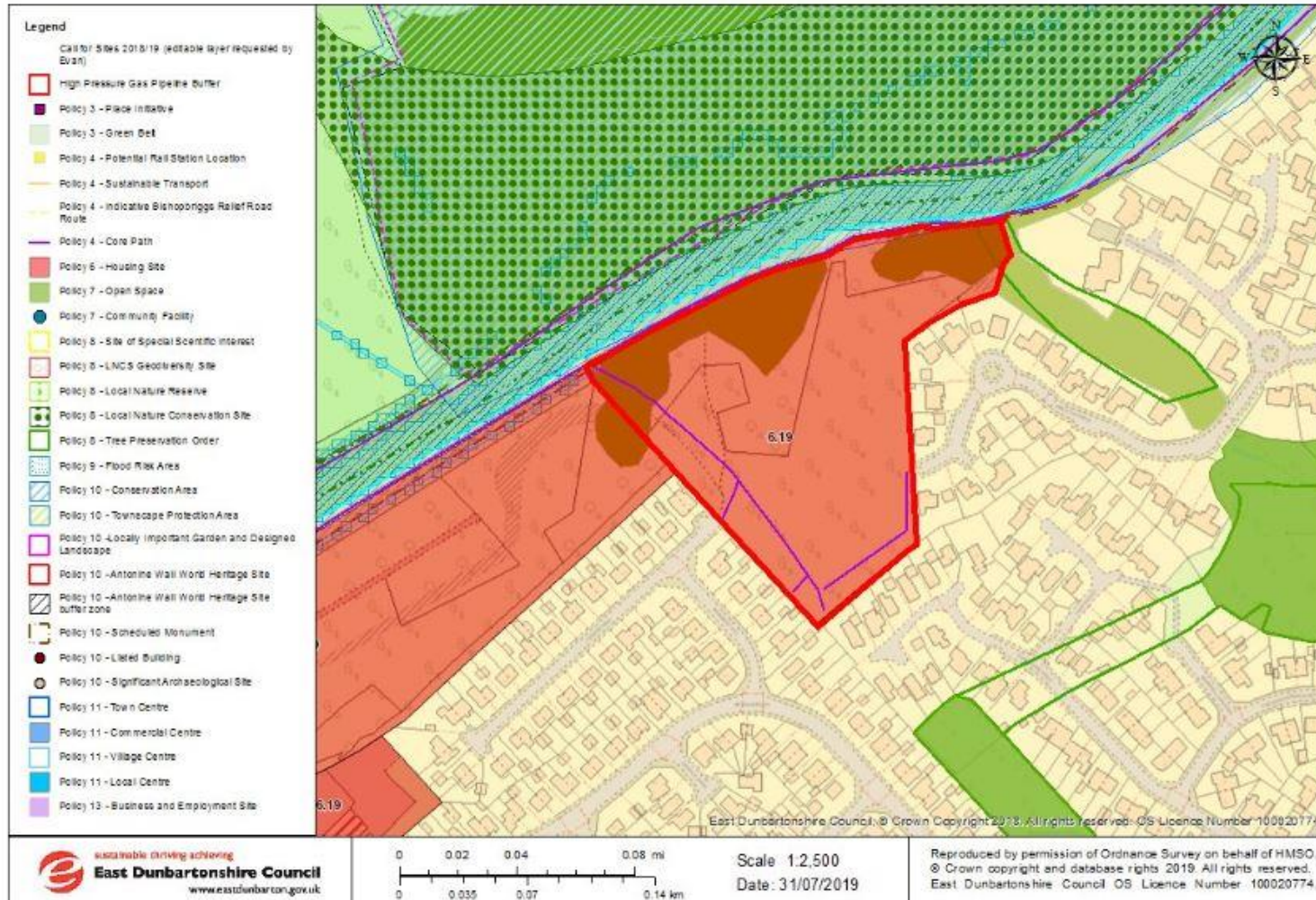
Site Photo





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



### Information Provided by Cala Homes:

Proposed development: This is part of the wider site LDP 6.19 – Cadder Works, Jellyhill, Meadowburn West. Cala Homes' Planning Application TP/ED/17/0051 was granted on appeal, for the majority of the housing allocation west of the site. Erection of 135 dwellings, (including affordable housing) with associated roads, landscaping and amenity open space. Affordable Housing is to be provided by Link Housing Association.

Deliverability: The Housing Land Audit 2018 identifies the wider site as effective, with no constraints. However the section of the site at Meadowburn West is constrained by potential contamination.

### Information Provided by Key Agencies:

**SEPA:** Adjacent to a small watercourse which could represent a flood risk. Would also highlight residual risk from the canal.

**SNH:** Eastern part of allocated site is well contained by woodland along the canal edge to the north. If the site is taken forward there is an opportunity to extend and enhance the green network along Forth and Clyde Canal whilst retaining high quality woodland. The development should be integrated with surrounding housing enabling connectivity with existing core paths, at western and south western edge of the site.

**Scottish Forestry:** Retain woodland through site design or Scottish Government, Control of Woodland Removal Policy.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	- / ?	-- / ?	+ / ?	--	- / ?	--	--	- / ?

### Assessment Summary:

This part of an allocated housing site is constrained because:

- Potentially contaminated land of former quarry. This quarry was first shown in the Historic OS mapping of the area (Epoch 5 – 1948 – 1977).
- Native woodland in north west, along the northern edge and a pocket in the north east which contribute to the wider green network and link to the Canal LNCS corridor. The site includes LBAP priority habitats and development on this site would have a negative impact on the strategic green network habitat link of the canal and adjacent LBAP priority habitats and potentially Protected Species.
- Potential localised flood risk from canal and adjacent watercourses.



- The site is not within 400m of a bus stop, and does not have a frequent service.
- Localised flood risk

Additional SEA commentary:

- A small section of woodland in the north east corner has been identified as having significant value and therefore designated as a TPO.
- The site is directly adjacent to the Forth and Clyde Canal and associated SEPA flood risk area. Localised flood risk as The northern edge of the site is also at high/medium risk of surface water flooding.
- Core paths run directly through the western and southern edges of the site and connect to the Canal core path network.
- The site is within 400m walking distance of bus stops, although only serviced hourly. The site is not within walking distance to Bishopbriggs town centre (approximately 2km). The site has good walking access to the National Cycle Route 754 (Forth and Clyde Canal) which provides links to Bishopbriggs and Kirkintilloch town centres. Despite this, development in this location with poor public transport connections or walking distance to related services and is likely to increase private vehicular travel impacting on local air quality levels (particularly given the A803 AQMA) and resulting transport related carbon emissions.

**Proposed Mitigation Measures / Suggested Alterations:**

- Protect and enhance and expand the setting of the Scheduled monument and green network of Forth & Clyde Canal to north
- Protect and enhance good quality biodiversity value of Local Nature Conservation Site of Canal and on site.
- Protection and enhancement of core path on the site which delivers access to the National Cycling Route 754 (Forth and Clyde Canal) Protect TPO trees and conserve good quality woodland on site
- Watercourse east of the site and Canal and watercourse to north so flood risk assessment
- Full Air Quality Impact Assessment required
- Ground investigation required

- Protected species survey
- Open space and play space required on site.

## Individual Site Assessment

Site Reference:	S5
Site Name:	Wester Lumloch/ Westerhill Farm
Address:	South of Westerhill Road, Bishopbriggs
Site Suggested By:	Montagu Evans
Site Owner / Agent:	Caledonian Properties Ltd
Current Land Use:	Agricultural land and two farm buildings
Suggested Land Use:	Housing and open space
Site Size	32.01 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP (unallocated), LDP2 Early Engagement

Aerial Photo



Site Photo –from South East



Site Photo – From West



Site Photo – From South



## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



### Information Provided by Montagu Evans:

Proposed development: Housing and open space, unit numbers are to be confirmed. New pedestrian/ cycle routes would be proposed as part of any future new development proposals. Site is 800m from Bishopbriggs Academy and 900m from St Helen's Primary School.

Indicative masterplan shows potential vehicular and pedestrian accesses from Westerhill Road and Auchinairn Road, open space in north west, centre and south east of site, including a SUDS pond in south east.

Deliverability: Taylor Wimpey and Caledonian properties have established the sites could be combined to offer prospects for housing development over the short/ medium term. An application could be brought forward in six months, if supported by the Council in the Plan.

### Information Provided by Key Agencies:

**SEPA:** A small watercourse flows through the site and could represent a flood risk.

**SNH:** Open rolling fields are part of the setting of Bishopbriggs. East of Wester Lumloch Farm (at top of the ridge east of Bishopbriggs on Auchinairn Road B812) the open fields and road have a strongly rural character and are disconnected from the town both visually and perceptually, [though note that Bishopbriggs town sign is at the far east of this site at the junction with Westerhill Road].

Westercladdens roundabout and new road (Wester Lumloch Road) is a strong edge to the town. Should the site be taken forward advise that development should be kept to the west part of the site and should not extend up to or beyond the ridge between the two farms. A new strong edge should be established to provide a defensible and sustainable settlement boundary and prevent future spread further into the open countryside to the east.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
--	X	-- / ?	-- / ?	-- / ?	- / ?	--	--	-- / ?

### Assessment Summary:

Site is strategic in scale.

The site is unsuitable for development because:

- Carbon rich and deep peat soils in centre of site,
- Low landscape capacity for development, development would be visually prominent, spilling over the drumlins and change the rural character of the B812.
- Overall green belt defensibility high, with high value for ecosystem goods and services, medium/ high spatial function. The Bishopbriggs relief road to the west is a defensible green belt boundary and development of the site could lead to urban coalescence with Robroyston and towards Lenzie. Site is in a sensitive green belt wedge between settlements and Glasgow,

particularly given development of Robroyston.

- Further constraints on the site include: Site is more than 400m from a bus stop and it does not have a regular service. There are no footways along Wester Lumloch Road or Auchinairn Road, adjacent to the site.
- Multiple localised sections of the site are at high/medium risk of surface water flooding in the centre, south western edge and east.
- Remnant peat bog in centre of site, ecological importance of site high for birds and medium for other protected species.

Additional SEA commentary:

- Site is remote from Bishopbriggs town centre and Strathkelvin Retail Park and approximately 700m from bus stops only serviced in the morning and evening. There are currently no footways along Wester Lumloch Road to the west or Auchinairn Road to the south. Given these factors with poor public transport links and active travel development of this scale in this location would significantly increase private vehicular travel impacting on air quality levels and resulting transport related carbon emissions.

### Proposed Mitigation Measures / Suggested Alterations:

- Green network opportunity for wetland enhancement, woodland and open space creation and access to open space.
- Landscape framework for site, to enhance the countryside setting of Bishopbriggs, conserve rolling farmlands landscape character and provide a new defensible greenbelt boundary.
- Assessment of peat bog and its potential for reinstatement and management
- Provide open spaces which protect and enhance the climate change mitigation value and biodiversity interest of the remnant peat bog and visually relate to the open space in the residential area of Bishopbriggs East across the relief road.
- Retention of traditional farmhouses and farm buildings to retain that aspect of the identity and historical character of the site.
- Protect protected species on site



- Localised surface water flood risk, including small watercourse on site, meet Flooding and Drainage Guidance.
- Retention and enhancement of existing boundary features.
- Surveys to assess impact on migratory geese, farmland birds and protected species required.
- Archaeological investigation is required of agricultural land and Wester Lumloch or Westerhill farmsteads, if they are to be redeveloped.
- Must have footway and cycle improvements as part of any proposed development. Linking the site to the Wester Way and connecting the area to the south in Glasgow would improve connections across the boundary.
-

## Individual Site Assessment

Site Reference:	S183
Site Name:	Thomas Muir Avenue/ Callieburn Park
Address:	Bishopbriggs
Site Suggested By:	Geddes Consulting
Site Owner / Agent:	The site is under control of Robertson Living
Current Land Use:	Open space
Suggested Land Use:	Residential and open space
Site Size	3.08 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP (allocated housing site ref 6.27), LDP2 Early Engagement, call for sites

Aerial Photo



Site Photo - from Callieburn Road



Site Photo



Site Photo

## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



### Information Provided by Geddes:

Proposed development: The proposal is for infill residential development, consisting of 99 units, of which 23 will be affordable housing. It will infill the land between the existing housing at Avon Drive, Thomas Muir Avenue and Callieburn Road.

Access via Thomas Muir Avenue and/or Callieburn Court for cyclists and pedestrians. Bishopbriggs Town Centre is located 700m north from the centre of the site. Auchinairn Local Centre is located 700m south-east from the centre of the site.

Further land owned by the landowner in the Callieburn Park open space area to the north of this site can be transferred to the Council. The loss of part of the open space can result in benefits for the surrounding community and the Council. This could include upgrading of the remainder of the open space or a financial contribution to other open space requirements defined by the Council.

No watercourses run through or adjacent to the site.

Deliverability: At approximately 30 homes per annum, the site will be developed over a 3 year period including affordable houses. This site is effective. There are no ownership or physical constraints on this site.

Note – there may be potential for the Council to provide affordable housing.

### Information Provided by Key Agencies:

**SNH:** Prominent open space which would benefit from enhancement and improvement. If housing is carried forward it should be pulled back to lower ground adjacent to existing houses while retaining connectivity

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	X	0	+ / ?	- / ?	X	++	+	0

### Assessment Summary:

The Housing Land Audit 2017 identifies LDP6.27 with a capacity of 10 and it is effective site, with no constraints.

The site is unsuitable for development because:

- The majority of the site is in Callieburn Park Open Space, and development would result in the loss of significant amount of open space currently used by local residents for recreation. The Open Space Strategy categorises the park as not fit for purpose which should be improved, with a quality score of 44.95. The open space priority project for this park is core path enhancement along with open space improvements, new play park.

Additional SEA commentary:



- The area to the north east of the site is within a potentially contaminated land.
- Development would result in the loss of this area of a significant proportion of the open space for the local residents and green network asset.
- Good access to bus stops within 400m from site with frequent services and within a 10 minute walk from Bishopbriggs rail station, town centre and associated services and amenities.

#### **Proposed Mitigation Measures / Suggested Alterations:**

- Improve the quality of the remaining open space and green network opportunity, including core path enhancement along with open space improvements, new play park.
- Provide path links into the open space and core path
- Design so that development fronts onto the open space, to improve passive surveillance
- Landscape framework for development on this prominent hill slope, with opportunity to enhance the open space and biodiversity, including wetland SuDS, protect good quality trees.
- Compensatory open space provision.
- Full Air Quality Impact Assessment required
- Ground investigation required
- Archaeological investigation of former mining buildings and structures north east of the nursing home and parkland in site.
- Meet Flooding and Drainage Guidelines

## Individual Site Assessment

Site Reference:	S203
Site Name:	Land east of Westerhill Road
Address:	Bishopbriggs
Site Suggested By:	Montagu Evans
Site Owner / Agent:	Philip Smith Commercials Ltd
Current Land Use:	Former railway sidings, now woodland
Suggested Land Use:	Potential mixed use development around park and ride facility with associated roadside uses and limited commercial development
Site Size	12.8 hectares
Developable area (if available):	-
LDP Stage Suggested:	LDP2 Early Engagement



Aerial Photo



Site Photo – View from Crosshill Road, looking south



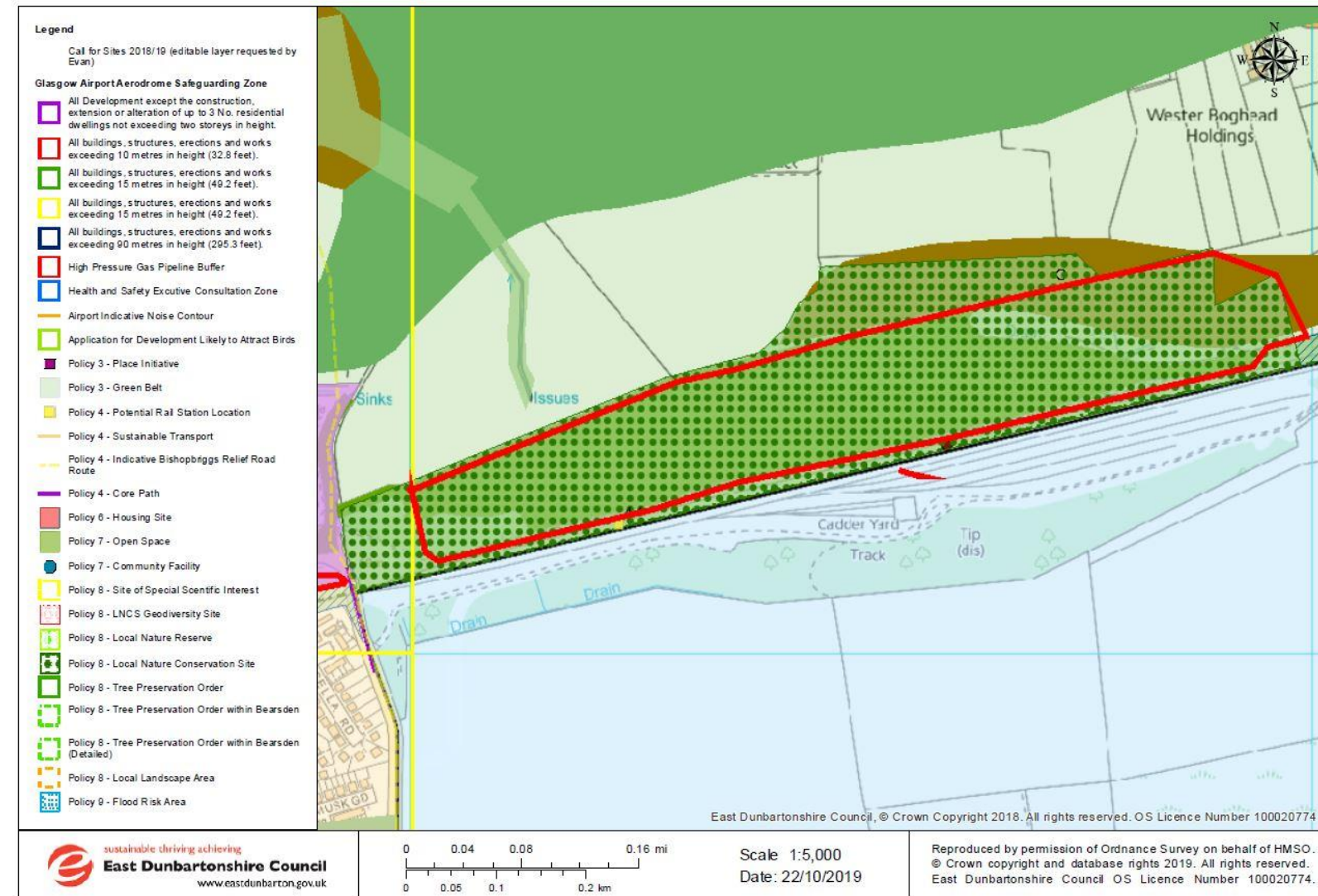
Site Photo



Site Photo

# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by Montagu Evans:

**Proposed development:**

Potential mixed use development opportunity around park and ride facility with associated roadside uses and limited commercial development, i.e. drive through/pub/garden centre.

The site benefits from good access onto the emerging Bishopbriggs Relief Road, with the current LDP retaining land for either a train station or bus park and ride. The site can deliver of this infrastructure, as referred to in the recent Transport Options Report. Employment will be generated as a result of operation of park and ride together with additional uses.

Development will focus on westernmost area of site, with potential landscape enhancement on undeveloped area to east. This will create a defensible green belt boundary and improved access to rural areas. Site access from roundabout on Westerhill Road.

SEPA flood maps show limited surface water flooding on site.

**Deliverability:**

In 5 years, subject to Council park and ride ambitions.

### Information Provided by Key Agencies:

**SEPA:** Areas of medium and low flood risk from surface water on the northern edge and east of the site. Some natural drains in area so consideration of drainage arrangements should include careful SUDS design. Preference for connection to Scottish Water sewer although this may be some distance away from site.

**SNH:** If this site is taken to capacity study stage consider existing landform, landscape pattern, open views into the site and the potential screening effects of existing regenerative birch woodland.

Wooded site which is well screened from the railway. If site is carried forward then substantial woodland should be retained as visual screening and for noise attenuation. However development would extend beyond the existing settlement boundary increasing coalescence with Lenzie. Any development should be constrained to the western part of the site where there is existing access provision.

Site has biodiversity interest – it encompasses core acid grassland, heathland, woodland and wetland habitats. Site design should

consolidate habitats and expand associated networks. Of those habitats the acid grassland and heathland are least common in East Dunbartonshire and would therefore be a priority. Impossible to take forward as proposed without substantial adverse impacts on the integrity of the LNCS.

Scottish Water: Connection would need to be from Western edge as oppose to 56 inch Trunk Main.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
? / +	0 / -	--	-- / +	--	--	--	--	--

## Assessment Summary:

The suggested development is part of a 12.8ha site, so may be major development and therefore strategic in scale.

The site is unsuitable for development because:

- Site is in Cadder Yard LNCS – biodiversity, which includes native woodland over site. Development would have a significant impact on the biodiversity value of the LNCS. Development on site would also result in the loss of national and local priority habitats, the heathland in particular could not be mitigated for. Site is within strategic green network habitat link, the loss of woodland would restrict this corridor and limit its use by species.
- Deep peat and carbon rich soils at eastern end of site
- Overall greenbelt defensibility high, with medium to high spatial function, high ecosystem services and medium community and recreational assets. The site is informal natural open space.

It also has the following constraints:

- Medium landscape capacity for development, with medium sensitivity due to landscape character and relationship to settlement form and landscape features. The site lies within the well wooded railway corridor passing through the countryside and providing green belt defensibility in preventing the coalescence of Bishopbriggs and Lenzie. There is potential capacity for some development for business use or use associated with the railway as long as it is effectively screened by existing trees to maintain this important green belt function.
- In the western part of the site is near an area affected by LDP Proposal 4.4 – there is a requirement to safeguard land for a potential park and ride facility adjacent to a rail halt site, with a minimum of 300 spaces, subject to transport appraisal.
- The site is south west of the proposal 4.5 which safeguards land for Bishopbriggs Relief Road, Phase 5, subject to feasibility assessment, so must take this into consideration.
- Localised flood risk
- This site is not within 400m walking distance of a bus stop with a frequent service.

## Additional SEA commentary:

- There is potential for employment opportunities through the proposed development. There is also scope for the potential improvements to rail infrastructure on site, therefore improving general transport conditions, reducing road congestion and contributing to economic growth.
- Proposed development would require removal of scrub woodland LNCS of high biodiversity value. Development would represent an intrusion into a sensitive wildlife corridor and LNCS. SNH have previously advised against release of the site and recommend that the potential biodiversity loss, potential effects on wider ecological networks and landscape value is carefully considered in the decision making process.
- Encompassing habitats (core acid grassland, heathland, woodland and wetland habitats) should be taken into consideration particularly the acid grassland and heathland which are least common in East Dunbartonshire and would therefore be deemed a priority for mitigation.
- There is a 'C' listed milestone post at Cadder Yard to the south of the site along the rail line. Development is likely to have minimal impact from a cultural heritage perspective.
- Development would be in an area of deep peat (east of proposal site) and constitute the loss/disturbance to a Raised Peat Bog.
- Development of the site could present an opportunity for enhancement to an area of potentially contaminated land through capping or remedial work.

#### Proposed Mitigation Measures / Suggested Alterations:

- Safeguard land for park and ride and proposed rail halt.
- Evaluate, avoid, mitigate or offset impacts on high biodiversity interest, Local Nature Conservation Site, woodland habitat and enhance green network, including natural open space.
- Conserve and protect indicated Protected Species.
- Any proposed design should consolidate existing surrounding habitats (core acid grassland, heathland, woodland and wetland habitats) and expand associated networks.
- Additional survey work and assessments to be undertaken to determine the extent and nature of peat and consequently the potential developable area.
- Development on land where peat is present should be avoided and enhancement measures implemented to create wetland

habitat.

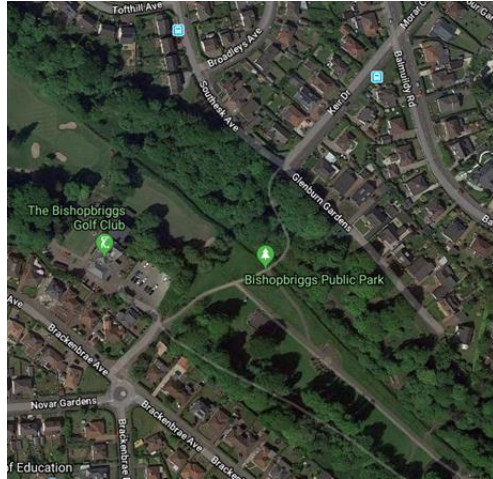
- Protect the 'C' listed milestone post at Cadder Yard, to the south of the site
- Provide cycle/pedestrian path to link Bishopbriggs and Lenzie, as proposed in Active Travel Strategy.
- Noise Impact Assessment required
- Ground investigation required
- Meet Flooding and Drainage Guidelines and drainage impact assessment required
- Improved connection to bus stops on Westerhill Road

## Individual Site Assessment

Site Reference:	S224
Site Name:	Glenburn Gardens
Address:	Southesk Avenue, Bishopbriggs
Site Suggested By:	Dawn Developments Ltd
Site Owner / Agent:	Bishopbriggs Golf Course
Current Land Use:	Woodland
Suggested Land Use:	housing
Site Size	0.49 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP2 Early Engagement, call for sites.



Aerial Photo



Site Photo – View from xx



Site Photo



Site Photo – From Bishopbriggs Park, in Background





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



### Information Provided by Dawn Developments:

Proposed development: If the proposal for four houses is allocated golf club facilities will be upgraded. No part of the site is in SEPA flood map flood risk area or at flood risk from surface water. The site is sloping so no flood risk from Bishopbriggs Burn on south western boundary. There is a culvert on site. The proposal would not have a negative impact on the setting of Bishopbriggs.

Site is adjacent to core paths which provide a link to Bishopbriggs town centre, within 5 minutes walking distance.

Deliverability: All four houses would be delivered within one year of planning consent.

### Information Provided by Key Agencies:

**SEPA:** adjacent to an area of fluvial flood risk

**SNH:** Small site but housing here would be out of keeping with local character and would introduce development into well-used burnside woodland. If site is developed then existing paths and networks should be retained.

Would fragment and therefore disrupt the integrity of the LNCS along Bishopbriggs Burn.

**Scottish Forestry:** Woodland protected by Scottish Government, Control of Woodland Removal Policy.

**Scottish Water:** Trunk main to northern edge, sewer to southern and eastern edge.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	-	--	X	--	- / ?	++	- / +	- / ?

### Assessment Summary:

The site is unsuitable for development because:

- Medium/ high green belt defensibility.
- The site is part of the Rookery Plantation LNCS and in the green network. Loss of woodland would result in a severe disruption to the habitat connectivity function and should be avoided.

Other constraints:

- Localised flood risk as Bishopbriggs Burn floodplain on the site, watercourse passing through the site Site is within 400m of a bus

stop, but it does not have frequent service

Additional SEA commentary:

- As well as potentially fragmenting the habitat value and green network asset of the LNCS, development in this location could also adversely impact Kenmure locally important Garden and Designed Landscape and also impact the tree assets within the TPO which is present on site. Due to the close proximity to the Bishopbriggs Burn, the south-western edge and an area directly through the proposal site are within the SEPA flood risk area (fluvial) and also the south-western boundary is potentially at risk from surface water flooding.
- Good access to bus stops within 400m from site and good walking access to core path network, Bishopbriggs rail station, town centre and associated services and amenities.

**Proposed Mitigation Measures / Suggested Alterations:**

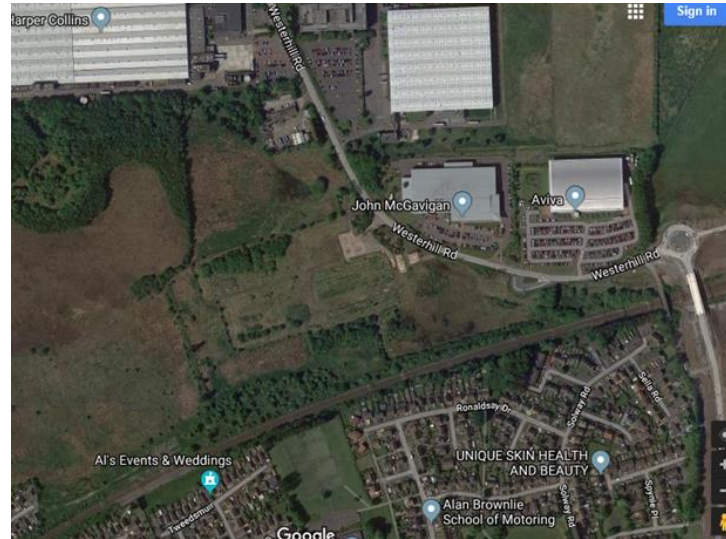
- Protect and enhance good quality woodland and biodiversity habitat links in the green network, in particular the wood and adjacent Bishopbriggs Burn. Protect the locally important garden and designed landscape.
- Protect core path and provide enhanced path links to connect to the core path network and consider impact on Bishopbriggs Public Park.
- Assessment of Protected Species.
- Flood risk assessment
- Flood risk assessment required
- Establish viability of connecting to sewer to ensure capacity is not an issue.

## Individual Site Assessment

Site Reference:	S303
Site Name:	South Westerhill Road
Address:	Bishopbriggs
Site Suggested By:	North Planning & Development
Site Owner / Agent:	Luddon Construction
Current Land Use:	Vacant, former petroleum fuel depot
Suggested Land Use:	residential and mixed use
Site Size	16 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP2 Early Engagement, call for sites



Aerial Photo



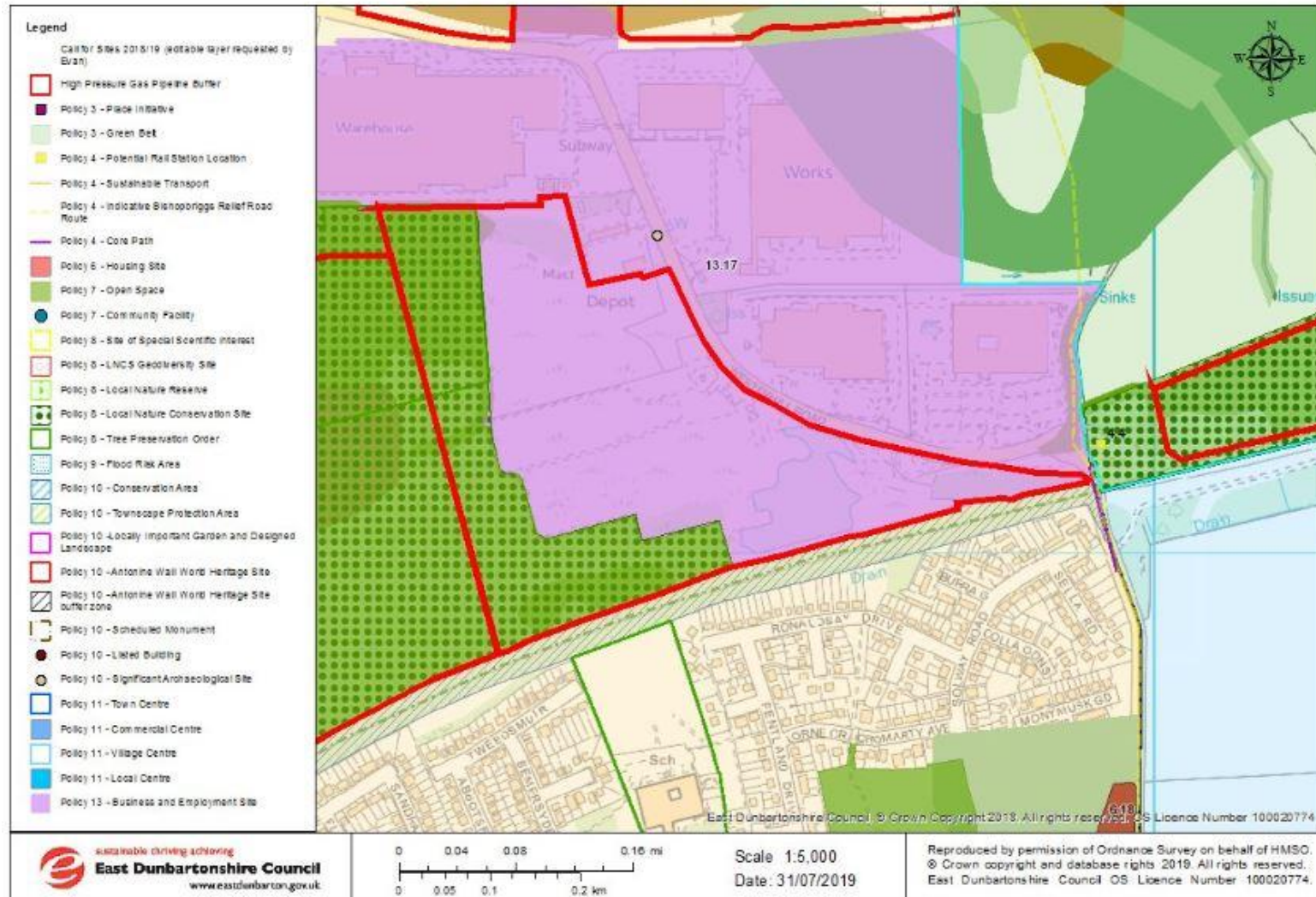
Site Photo – View from East





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment





### Information Provided by North Planning & Development:

#### Proposed development:

This representation is made on behalf of Taylor Wimpey. Mixed use development which includes an element of residential, site is 1 – 1.5 km from Bishopbriggs Town Centre and 0.5km from Strathkelvin Retail Park. Primary access would be taken from Westerhill Road, and with potential for this to be from multiple points. A footpath/cycle link can also be provided along the southern edge of the site, where it abuts the railway line, in line with the Council's stated aspiration to connect the business/industrial area at Westerhill Road with the residential area to the west of the site, and to Bishopbriggs Town Centre.

Deliverability: n/a

### Information Provided by Key Agencies:

**SNH:** Support masterplan for this site (in addition to sites S312 Birkhill Avenue and S318 Stanley Drive). Enhance and retain existing links to green networks - particularly through existing woodland on southern edge of the site.

The western part of the housing site overlaps with the High Moss LNCS. Any development should respect the integrity of this designation.

**Scottish Forestry:** Scottish Government Control of Woodland Removal Policy - Could be worked around by the Developer by incorporating into the housing siting design.

**Scottish Water:** No build over. Soil Investigation essential to update on hydrocarbon levels.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
--	X	--	? / - / +	-	- / ?	--	--	--

### Assessment Summary:

The site is major development in scale and is therefore strategic in scale.

The site and adjacent sites in Westerhill need to form part of a masterplan. This should address the following constraints on the site:

- Site is safeguarded for business and employment
- SEPA flood map identifies areas at high/medium risk of surface water flooding
- High Moss LNCS in western part of site, with native woodland in north-west (partly designated as a TPO) and south-west
- High biodiversity value as the area consists of a mosaic of priority LBAP habitats, including peatland and raised bog.

Additional SEA commentary:

- Development in this location would result in the loss of valuable open space adversely impacting the green network and habitat link on site and between Low Moss LNCS.
- Access to bus stop on Westerhill Road with frequent service. Despite this, development in this location and of such a scale is likely to significantly increase private vehicular travel in the local area impacting on air quality and emissions levels given the distance from the town centre, local amenities and services and Bishopbriggs rail station.

#### Proposed Mitigation Measures / Suggested Alterations:

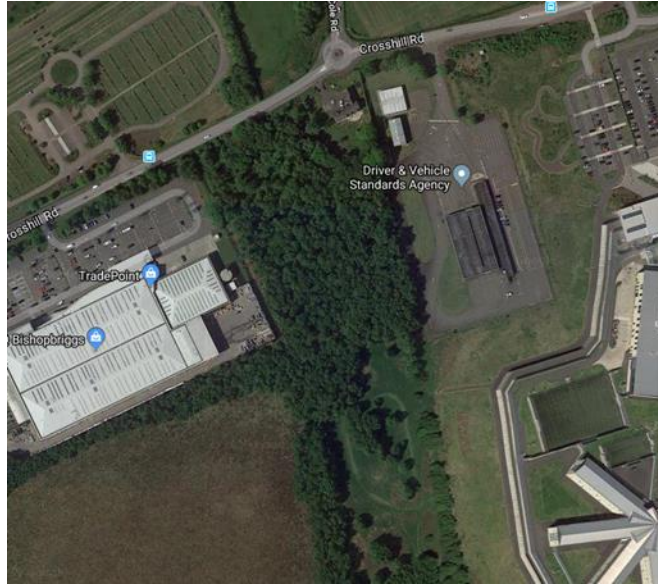
- Masterplan for this and other sites in Westerhill area
- Provide business/ industry and commercial uses on at least a half of the developable area of the site, as well as residential
- Flood risk assessment, due to localised surface water flood risk
- Conserve and enhance High Moss LNCS, mainline railway line LNCS, TPO and strategic green network habitat link, including native woodland and investigate peat and high carbon rich soils. Development on the raised bog area is to be avoided. A large buffer is to be provided to the south of the site to protect the habitat link of the mainline railway, which would exclude the cyclepath/ footpath.
- Survey work to assess the biodiversity on site.
- Landscape framework/ plan which addresses sensitive southern edge along railway, western edge with LNCS and eastern edge along Westerhill Road. Include native species and green infrastructure on site which provides habitat links to the LNCSs and green network in the west of the site and south of the site.
- Significant archaeological find of a log boat near the site. Past archaeological evaluation within this site. Further archaeological investigation may be required.
- Create footpath link to bus stops on Westerhill Road and Bishopbriggs town centre and railway station
- Full Air Quality Impact Assessment required
- Ground investigation required
- Noise Impact Assessment

- On site open space and play space required.

## Individual Site Assessment

Site Reference:	S304
Site Name:	Strathkelvin Retail Park (E)
Address:	Bishopbriggs
Site Suggested By:	Iceni
Site Owner / Agent:	Derwent London plc / Caledonian Property Ltd
Current Land Use:	Natural open space
Suggested Land Use:	Retail, leisure development, with food and drink
Site Size	1.75 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP (not allocated for retail), LDP2 Early Engagement, call for sites

Aerial Photo

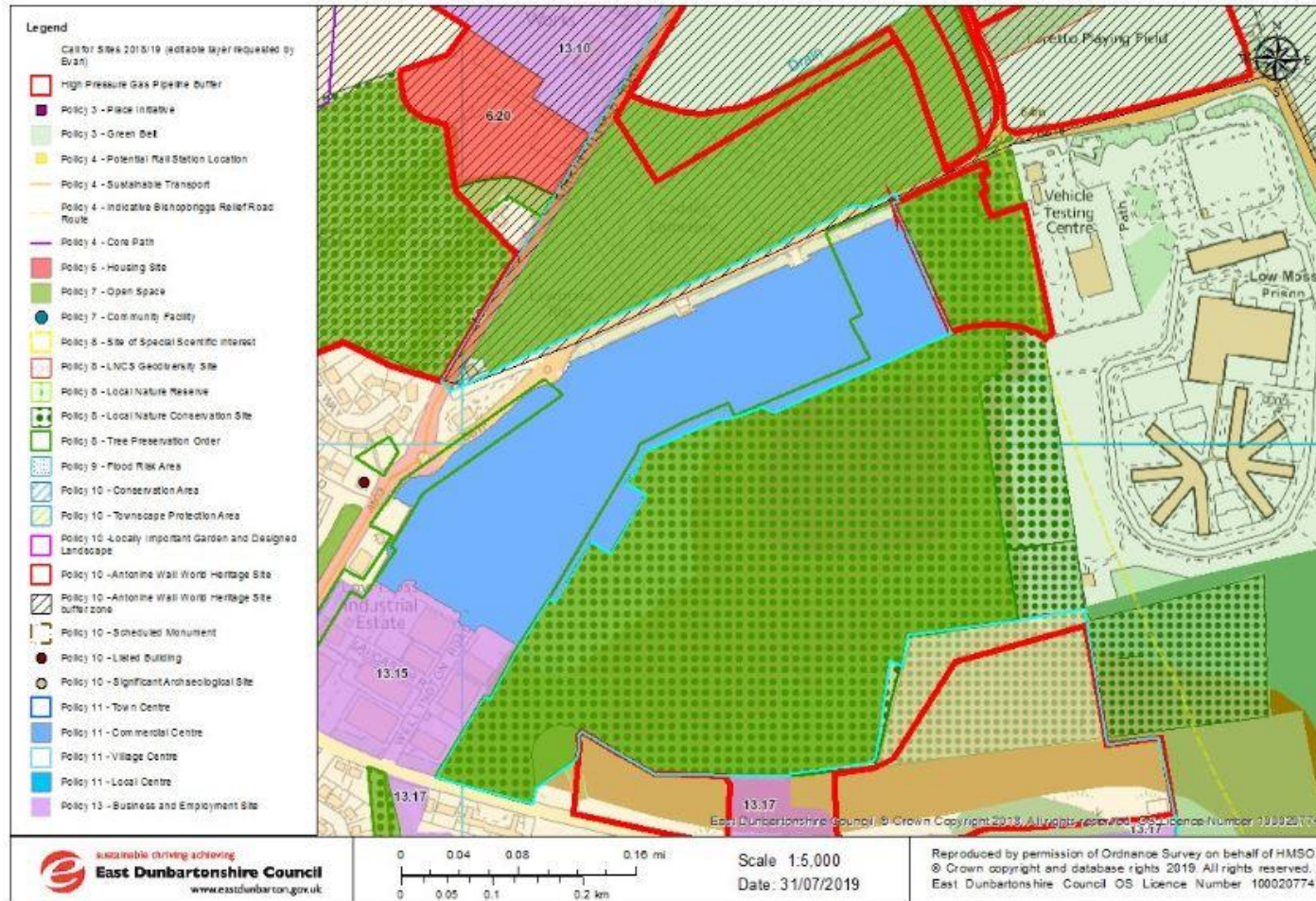


Site Photo – View from Strathkelvin Retail Park



## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



### Information Provided by Icen:

#### Proposed development:

This part of the greenbelt is not performing any function in regards to leisure or outdoor recreation.

Propose the removal of the section of open space and Low Moss Local Nature Conservation Site designation on the site and an eastwards expansion of the adjacent commercial centre of the Strathkelvin Retail Park. This is to allow for retail and leisure development, with food and drink which will form a new leisure anchor and family friendly end to the retail park. A green edge of trees and landscaping will be maintained on the boundary of the site as part of any development. Explore the opportunity of opening up the Low Moss area to visitors as part of this extension to the retail park and provide links to surrounding attractions.

The proposal will allow for the further growth and improvement of the primary retail destination within East Dunbartonshire. The main aim is to create a new family oriented leisure anchor and hub in the east end of the retail park and improve the overall visitor experience. It will increase footfall in this part of the Strathkelvin Retail Park and improve the overall offer for this destination.

The location of the Bishopbriggs Relief Road has now changed to further east than the retail park, therefore this land will be within the core settlement boundary for Bishopbriggs when the road is completed. There is a bus stop (both sides of the A803) adjacent to the site. The existing secondary access point from the A803 provides access into the site.

#### Deliverability:

If the site is promoted in the new LDP 2 it would take 12 months to obtain all required statutory consents. Thereafter the development would be likely be another nine months to build. The SEPA flood map show the site is at low river flood risk and low surface water flood risk.

### Information Provided by Key Agencies:

**SNH:** All of this site is within the LNCS designation. It is therefore very difficult to see how it could be taken forward without adverse impacts to the integrity of the designation.

This site is open space / green belt, adjacent to a relatively large allocation for commercial centre. Is a dense wooded site which creates a buffer between the commercial area and the vehicle testing site / prison to the east. If site is allocated then this woodland should be assessed and mapped as there are likely to be trees of value for good placemaking - in addition to those with TPO. Trees and the mature hedge on the boundary with Crosshill Road (B819) should both be retained and reinforced where necessary. A green network buffer should also be retained at the southern edge of the site where it abuts the Low Moss LNCS site - whilst ensuring opportunity for



responsible access.

**Scottish Forestry:** Protect woodland under Scottish Government Control of Woodland Removal Policy/ Tree Preservation Order in Low Moss Plantation.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	--	--	--	-- / ?	X	-- / ?	--

### Assessment Summary:

The site and adjacent sites in Westerhill need to form part of a masterplan. This should address the following constraints on the site:

- High biodiversity value of Low Moss Plantation LNCS and green network habitat links. Woodland provides a habitat buffer to protect and link the core raised bog habitat of the LNCS, an internationally important habitat. Development of this portion of the LNCS would isolate it from wider green network to the north which links through Cadder cemetery to the canal.
- High green belt defensibility, with functions of separating prison from retail park and ecological function of LNCS and providing a habitat link.
- Trees currently protected by a TPO and form landscape setting for the retail park and screen the vehicle testing centre.
- SEPA flood map shows surface water flood risk
- Development of the site would result in the loss of open space, of neighbourhood value, which links the countryside to the north and retail park/ cemetery to the wider Low Moss open space site. Open Space Strategy identifies the open space at Low Moss as good quality. It identifies an open space priority project of Access improvements, wetland creation, biodiversity improvements and interpretation required.

Additional notes - Site has good access to public transport with bus stops within 400m walking distance with a frequent bus service. Legal agreement for site states that Low Moss Plantation LNCS is to be managed by the Council in perpetuity for nature conservation.

Additional SEA commentary:

- Within the southern boundary of the proposal site there is an area of carbon-rich soils and deep peat, which is connected to the wider blanket raised bog (internationally important habitat) and deep peat habitat which is within the Low Moss Plantation LNCS.
- 

#### Proposed Mitigation Measures / Suggested Alterations:

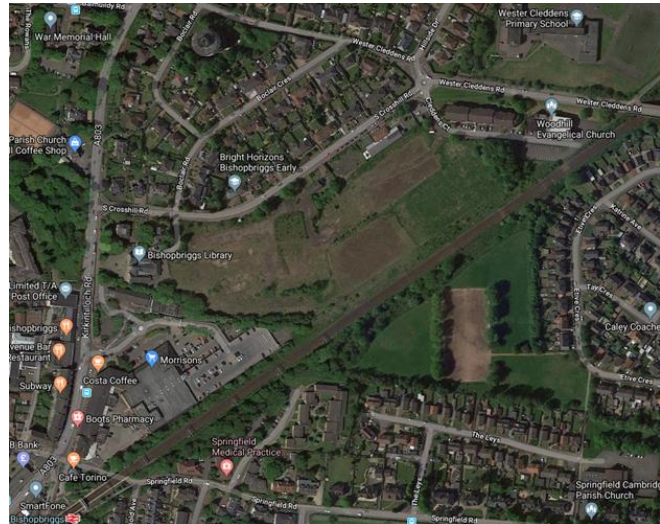
- Development at Westerhill is to be subject to a masterplan.
- Protect and enhance LNCS and green network habitat links
- Enhance the wider open space
- Provide landscape setting for the retail park and to screen the vehicle testing centre
- Provide robust landscape buffer to the south of the site leading into the wider LNCS.

- Create appropriate access links into the LNCS
- Protect, enhance and expand area of deep peat and carbon-rich soils.
- Ground investigation required
- Archaeological investigation required.
- Meet flooding and drainage guidance, due to localised surface water flood risk

## Individual Site Assessment

Site Reference:	S306
Site Name:	Former Bishopbriggs High School Site
Address:	South Crosshill Road, Bishopbriggs
Site Suggested By:	Milton of Campsie Community Council
Site Owner / Agent:	Morrisons
Current Land Use:	Vacant Land
Suggested Land Use:	Residential and Mixed Uses
Site Size	3.3 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP 6.17 allocated for housing on eastern third of site, remaining site was retained within the town centre boundary but not allocated, LDP2 Early Engagement, call for sites.

Aerial Photo



Site Photo – View from Morrisons' Car Park



Site Photo – From South West



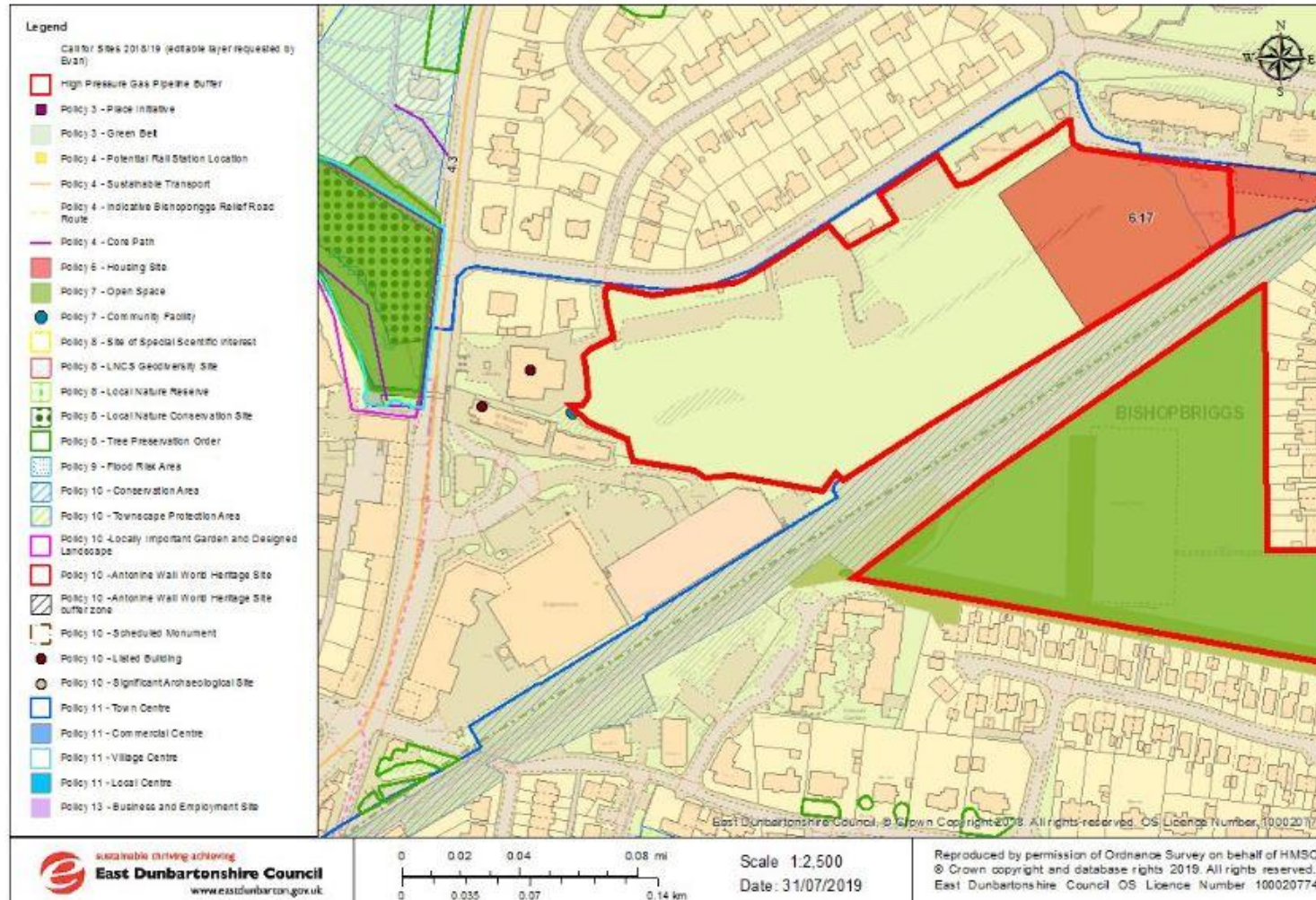
Site Photo– From South East





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



### Information Provided by William Morrison Supermarkets:

#### Proposed development:

TP/ED/06/1320 - redevelopment to include 3000sq m new build unrestricted Class 1 retail floorspace with approx 2000sq m of Class 4 business space, civic square and long stay car parking and retention of community facilities, all accessed from Kirkintilloch Road. 200 residential units together with associated parking and open space, all of which is being accessed from South Crosshill Road. Status – unknown.

TP/ED/08/0858 - erection of 154 residential dwellings (18 town houses & 136 flats) including demolition of existing house, with associated access and landscaping. Status – unknown.

A masterplan produced by the landowner was approved for the town centre in 2012. Approval for specified matters for a new food store was approved within the town centre in August 2013 (Planning and Environmental Appeals Division reference PPA-200-2020) which lapsed in August 2015.

TP/ED/18/0406 – Proposal of Application Notice received from Wm Morrison Supermarkets plc on 6.6.18 for Demolition of existing supermarket, mixed use development comprising retail, petrol filling station and residential (potentially including flats, houses, care/retirement home) together with access, parking, hard & soft landscaping, environmental improvements to existing Triangle Centre, erection of temporary foodstore and other associated works.

#### Deliverability:

Housing Land Audit 2017 – Identifies that the housing allocation LDP 6.17 - Bishopbriggs Town Centre has a site capacity of 46 units however it is not effective due to ownership and marketability constraints. The market builder associated with the site was Amec Developments. Previous planning applications for the site have not been determined and no planning application has been submitted recently.

### Information Provided by Key Agencies:

**SEPA:** In line with River Basin Management Plan objectives deculverting of the watercourse should be considered. Adjacent to a minor watercourse that could represent a potential flood risk

**SNH:** Create links to local and wider green networks.

HES: we consider that it should be possible to develop this land without detrimentally affecting the setting of the B-listed (LB22286) former library and adjacent C-listed church (LB22287). However, the impact of development here on these assets would need to be considered at design stage if development is taken forward.

### Information Provided by Public:

Milton of Campsie Community Council also propose that this brownfield site is redeveloped for housing.

## Strategic Environmental Assessment

### Assessment Table Key

++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
+ / ?	- / ?	X	X	0	- / ?	++ / ?	- / ?	- / ?



## Assessment Summary:

Note - The site is in Bishopbriggs town centre. The LDP Community Strategy for Bishopbriggs, Torrance, Balmore and Bardowie. identifies the site as vacant and derelict land and identified the potential future use as mixed uses. The LDP states that Bishopbriggs town centre provides a mix of convenience retail, commercial and community uses which are important to surrounding communities and the overall strength of the network. A masterplan is required for the site which should:

- A. Provide new convenience retail floorspace that links well with existing uses
- B. Provide new residential development
- C. Provide centrally-located building(s) suitable for community uses
- D. Provide a new central civic area and improve existing public realm
- E. Improve connectivity and link Kirkintilloch Road with new development
- F. Improve non-vehicular access by providing well-defined street patterns and all-ability pedestrian and cycle routes, cycle lanes and cycle storage
- G. Increase parking to accommodate new development
- H. Provide unrestricted long-stay parking facilities to encourage town centre footfall and reduce through-flow of commuter traffic on Kirkintilloch Road.

Bishopbriggs Town Centre Strategy sets objectives for the town centre to be safe and attractive, distinctive and vibrant, accessible and connected and sustainable and community led. It identifies the action of progressing a masterplan and appropriate development of the site for a range of uses including improved convenience retail, residential, community uses, access and public realm. This will deliver a coordinated approach to address priorities outlined in the Bishopbriggs Town Centre Strategy.

The following constraints exist on the site:

- The SEPA flood map shows areas of surface water flood risk on the site, in particular in the eastern part of the site adjacent to the railway.
- The site is within the town centre which is identified in the LDP as suitable for a mix of uses. The A masterplan is required to deliver this mix of uses.
- Potential contamination from former school.

Additional SEA commentary:

- Public transport and active travel to and from the site for the proposed uses would be adequately provided by Kirkintilloch Road bus route/ frequent services, within 400m, and Bishopbriggs rail station in close proximity. Town centre shops within walking

distance. The creation of a long stay car park will encourage car travel to the town centre location with the intention of reducing commuter traffic and directly improve air quality levels in the local area, given the current Air Quality Management Area designated along the A803 through the town centre.

- Proposal site could impact on the setting of the category C listed St Mathews Church and Bishopbriggs Community Hub.
- A number of sections of the site, mostly concentrated to the east are at high and medium risk of surface water flooding.

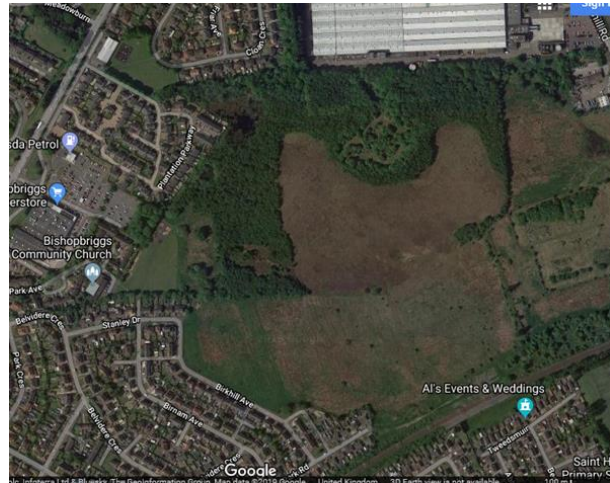
#### **Proposed Mitigation Measures / Suggested Alterations:**

- A Masterplan should be prepared for the development of a range of uses on the site including improved convenience retail, residential, community uses, civic space/public realm and improved circulation and parking.
- Meet flooding and drainage guidance, identify culverts on site and deculvert smaller burnLandscaping plan for the site, introducing green infrastructure into the urban area. Retain good quality trees along South Crosshill Road. Protect and enhance the green network strategic habitat link and LNCS of the mainline railway corridor.
- Provide path links to and from the A803 and South Crosshill Road and improved walking access to Bishopbriggs rail station.
- Onsite open space and play space required.
- Development to conserve the character and appearance and setting of the category C listed St Matthews Church and category B listed Bishopbriggs Community Hub.
- Provide improved walking access to Bishopbriggs rail station and town centre.
- Full Air Quality Impact Assessment required
- Ground investigation required
- Noise Impact Assessment

## Individual Site Assessment

Site Reference:	S312
Site Name:	Birkhill Avenue
Address:	Bishopbriggs
Site Suggested By:	North Planning & Development
Site Owner / Agent:	Caledonian Property, under option to Taylor Wimpey
Current Land Use:	peatland, grassland and woodland
Suggested Land Use:	Residential and open space
Site Size	22 hectares
Developable area (if available):	10 hectares
LDP Stage Suggested:	LDP2 Early Engagement, call for sites.

Aerial Photo



Site Photo – From West towards High Moss



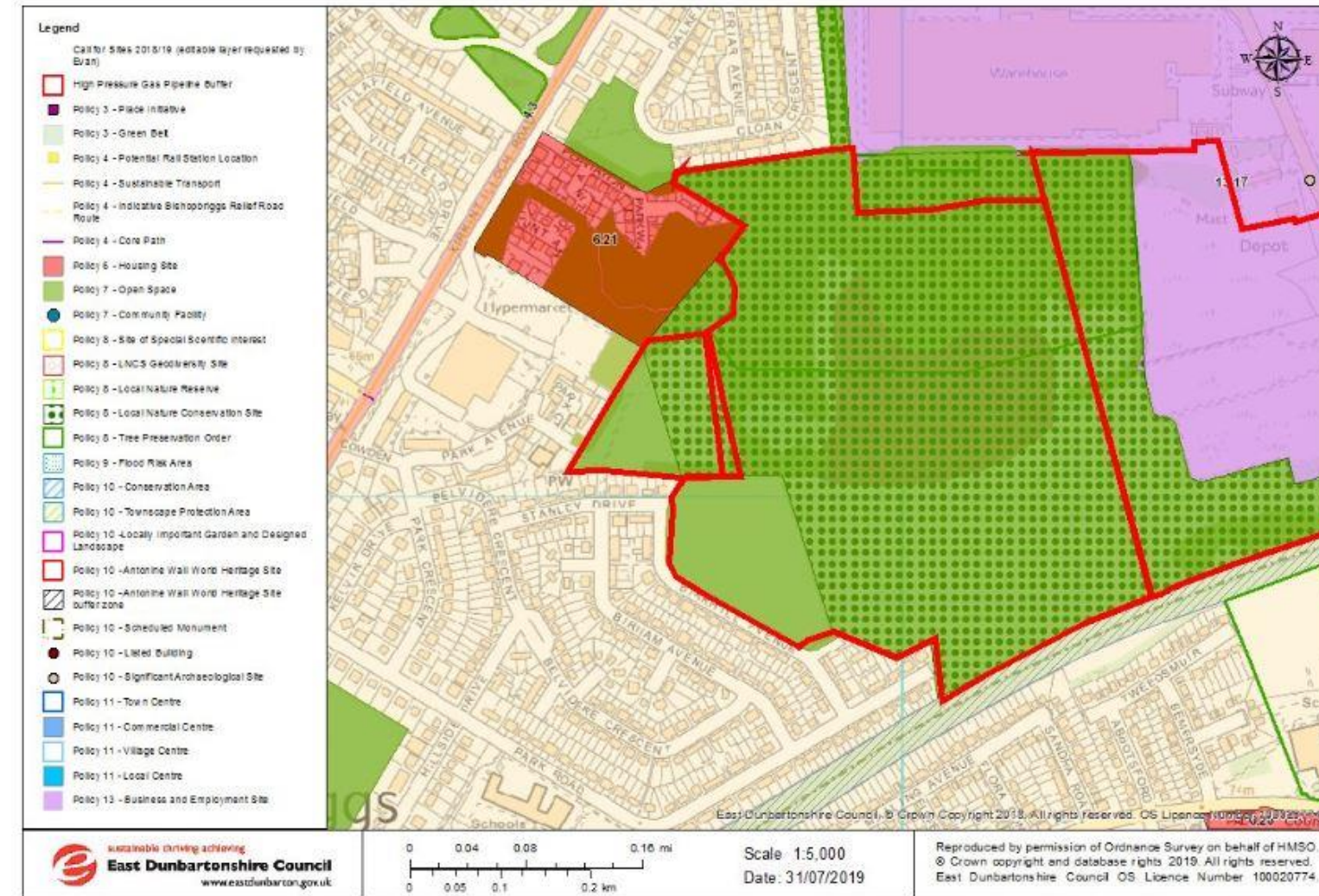
Site Photo – From West towards Railway Line





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



### Information Provided by North Planning & Development:

Proposed development: The proposal is for 200 houses, with a wide range of house types and tenures, adjacent to Birkhill Avenue and an enhanced open space. 25% affordable houses. Site can be accessed from several points – Park Road, Stanley Drive, Birkhill Ave., it is approx 1.5 km from Bishopbriggs railway station. The site is natural/ semi natural open space, an LNCS and is in the green network.

Deliverability: Site is under control of Taylor Wimpey and is effective and does not have technical constraints to development. Site could be completed within 3 – 5 years, with 50 – 70 units per annum. The SEPA flood map identifies flood risk on the site and there are minor watercourses in the site, that will be included in the open space.

### Information Provided by Key Agencies:

**SEPA:** A peat depth survey may be required to assess volume to be disturbed/re-use etc.

**SNH:** The majority of this proposal is within the High Moss Plantation LNCS. Very difficult to see how it could be taken forward without adverse impacts to that designation.

Some (in terms of landscape) potential for development here though a smaller number of houses would be more appropriate. Masterplan required for this site plus S303 South Westerhill Road and S318 Stanley Drive.

**Scottish Forestry:** Protect woodland under Scottish Government Control of Woodland Removal Policy

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
--	X	--	--	-	-- / ?	--	--	--

### Assessment Summary:

The site and adjacent sites in Westerhill need to form part of a masterplan. This should address the following constraints on the site:

- Site is entirely within the High Moss Plantation LNCS, with native woodland in north. Development of this site would result in the irreversibly damage the lowland raised bog habitat. Marshy grassland and woodland provide buffer to the core peatland habitat and additional diversity to the habitats onsite. Development on this site to be avoided to ensure the integrity of the national priority lowland raised bog.
- The area of deep peat and carbon rich soils.
- SEPA flood map identifies parts of site at high/medium risk of surface water flooding predominantly in the south eastern corner of the site
- Would result in loss of open space of Neighbourhood status which cannot be replicated off site. Represents a significant area

used by locals for recreation. The Open Space Strategy identifies the open space at High Moss as very good quality. It identifies an open space priority project of potential for improved access from Westerhill to Bishopbriggs along the southern border. It is a green network hub.

Note - the site is more than 400m from a bus stop, with a frequent bus service.

Additional SEA commentary:

- There is a large blanket bog and deep peatland habitat in the centre of the proposed development area. This area is unsuitable for development and any proposed development within the vicinity could adversely impact the ecology and hydrology of the important habitat.
- Development in this location would result in the loss of valuable open space adversely impacting the green network and habitat link on site and between Low Moss LNCS.
- A large proportion of the site to the north is also designated as a TPO.
- The proposal site, in particular the eastern is not easily accessible by public transport or active travel alternatives, particularly areas to the south and east. Therefore, development in this location and of such a scale is likely to significantly increase private vehicular travel in the local area impacting on air quality and emissions levels.
- Development in this location could adversely impact on the setting of this area of Bishopbriggs and landscape character.

#### Proposed Mitigation Measures / Suggested Alterations:

- Masterplan for this and other sites in Westerhill area
- Flood risk assessment due to surface water flood risk
- Avoid development on Lowland Raised Bog and deep peat and carbon rich soils. protect, enhance and expand the Lowland Raised Bog and other high quality habitat.
- Conserve and enhance High Moss LNCS, mainline railway line LNCS, TPO and strategic green network habitat link, including native woodland
- Landscape framework/ plan which addresses sensitive southern edge along railway, western edge along Birkhill Avenue. Include



native species and green infrastructure on site which provides part of a habitat links to the Low Moss LNCS to the north and green network on site and south of the site.

- Create pedestrian access to A803 bus corridor, including a footpath link to bus stops on Westerhill Road and Bishopbriggs town centre and railway station
- Ground investigations
- Full Air Quality Impact Assessment required
- Noise Impact Assessment required
- Significant archaeological site nearby where log boat found, also peat deposits likely, therefore archaeological investigation required.

## Individual Site Assessment

Site Reference:	S318
Site Name:	Stanley Drive
Address:	Bishopbriggs
Site Suggested By:	The Housing Team (Council)
Site Owner / Agent:	The Council
Current Land Use:	Open space
Suggested Land Use:	residential
Site Size	0.57 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP2 Early Engagement, call for sites

Aerial Photo



Site Photo – View from Stanley Drive



## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



### Information Provided by the Housing Team:

The Open Space Strategy identifies the open space at High Moss as very good quality.

#### Proposed development:

The proposal is for eight affordable houses. The site is maintained grassland with a play park to the north. There is a proposal to move the play park to the SW of the site, which would free up space for development.

Site access from Park Avenue, bus stop is circa 300m away.

Deliverability: If planning permission is approved the proposal will be built in 34 weeks.

### Information Provided by Key Agencies:

**SNH:** The eastern half of the proposal is within the High Moss Plantation LNCS. Some housing could therefore be accommodated, but beginning to surrender this LNCS to development (there are a number of proposals affecting it) would set a concerning precedent and the whole of this site could therefore not be developed without adverse impacts on the integrity of the LNCS.

Well used open space. Housing should overlook paths.

**Scottish Water:** Sewer transecting western quadrant of site.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	- / ?	- / ?	-	- / ?	0	- / ?	- / ?

### Assessment Summary:

The site and adjacent sites in Westerhill need to form part of a masterplan. This should address the following constraints on the site:

- The eastern half of the site is within the High Moss Plantation LNCS and is part of the wider green network. Native woodland on/ adjacent to the site: in the western, northern and southern edges of the site and adjacent to the east of the site.
- SEPA flood map identifies localised areas at high/medium risk of surface water flooding predominantly in the east of the site
- Would result in loss of open space.
- Bus stops, with frequent services, are more than 400m from site.

Additional SEA commentary:

- Proposal area is in close proximity to an area of potentially contaminated land.
- Potential impact on the hydrology of the High Moss lowland raised peat bog to the east and disturbance of peat in development of the site.
- Bus stops/services are beyond 400m from site. However the services are frequent and the site is also adjacent to a supermarket for retail needs.

**Proposed Mitigation Measures / Suggested Alterations:**

- Masterplan for this and other sites in Westerhill area
- Flood risk assessment is required due to localised surface water flood risk.
- Establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Improved walking access from site through to bus routes on A803.
- Conserve and enhance High Moss LNCS and green network, including native woodland, and avoid disturbance
- Landscape framework/ plan which addresses sensitive northern and eastern boundaries with the LNCS and retains good quality trees. Include native species and green infrastructure on site to provide robust buffer forming part of a habitat links to the High Moss LNCS and green network east of the site.
- Ensure there is alternative play park provision to replace poor quality facility on site
- Retain/ create path links to adjacent LNCS and relocated play park, providing path links to adjacent residential areas, including Mount Arran Court and the supermarket to the west. Also ensure there are path links to bus stops on Kirkintilloch Road.
- Investigate for presence of deep peat and carbon-rich soils, due to nearby High Moss lowland raised peat bog.
- Full Air Quality Impact Assessment required

- Ground investigation required, including the presence of peat soils
- Noise Impact Assessment



## Individual Site Assessment

Site Reference:	S330
Site Name:	Duncryne Place/ Brackenbrae Road
Address:	Bishopbriggs
Site Suggested By:	The Housing Team (Council)
Site Owner / Agent:	The Council
Current Land Use:	Scrub land
Suggested Land Use:	housing
Site Size	0.95 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP2 Early Engagement, call for sites

Aerial Photo



Site Photo



Site Photo



## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



<p><b>Information Provided by the Council (Housing Service):</b></p> <p>Proposed development:</p> <p>Affordable housing – 20 houses. The following issues need addressed: ground conditions/ soil stability, peat or carbon rich soil, high pressure gas pipeline buffer, topographical features e.g. slope / cliff, woodland. The site is scrubland and grassland which are LBAP priority habitats.</p> <p>Site has access from Duncryne Place, site access may be constrained.</p> <p>Bus stop 200m from site 250m to town centre</p> <p>Deliverability: If planning permission is approved the development will take 42 weeks to build.</p>
<p><b>Information Provided by Key Agencies:</b></p> <p>No comments provided.</p>
<p><b>Information Provided by Public (other factual information):</b></p> <p>This section will be revisited after Main Issues Report consultation.</p>



## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	X	- / ?	+ / ?	-	X	+	+	- / ?

### Assessment Summary:

Site preferred for housing development based on the following:

- brownfield land with access to frequent public transport service, within 400m.

Site constraints include:

- Potentially contaminated land, due to former quarry.
- Site identified as having potential for community food growing

Additional SEA commentary:

- Proposal site is fully within a potentially contaminated land site related to the former Kenmure Quarry.
- There are mature trees throughout the site and along the borders, north western section protected by a TPO, which would be adversely impacted or removed by any development proposals. Scrubland and grassland present on site are priority habitats within the LBAP.
- Public transport and active travel to and from the site for the proposed use would be adequately provided by frequent bus services along A803, within 400m, and being within a 10 minute walk to Bishopbriggs rail station and town centre facilities and services, contributing to an improvement in air quality levels in the local area, given the current Air Quality Management Area designated along the A803 through the town centre.

#### Proposed Mitigation Measures / Suggested Alterations:

- Protect and enhance good quality trees, including TPO trees in NW of site, and scrub/ grassland habitat of biodiversity value on the site
- Design to respect the layout, character and density of the area.
- Provide path links to adjacent streets and walking access from site to A803 to be provided at South East corner of the site
- Onsite open space and play space required. Provide for community food growing on the site
- Establish viability of connecting to sewer to ensure capacity is not an issue.
- Consult with utility provider if development is compatible with a gas pipeline
- Full Air Quality Impact Assessment required
- Ground investigation required
- Meet Flooding and Drainage Guidelines
- Provide community food growing opportunities on the site

## Individual Site Assessment

Site Reference:	S331
Site Name:	Lennox Crescent
Address:	Bishopbriggs
Site Suggested By:	The Housing Team (Council)
Site Owner / Agent:	The Council
Current Land Use:	Playpark and open space
Suggested Land Use:	Residential
Site Size	1.1 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP2 Early Engagement, call for sites

Aerial Photo



Site Photo - from Lennox Crescent



Site Photo





## Site Plan / Constraints Map (including Legend)

### Information Provided by The Housing Team:

Proposed development: Propose mixed uses on the site including affordable housing (12 flats and 8 houses). Site has access from Lennox Crescent, site 600m from bus stop and 500m?? from Bishopbriggs town centre.

The following issues need addressed: ground conditions/ soil stability, peat or carbon rich soil, significant level changes and potential drainage issues. The play park on the site is not very well used. There is an LNCS geodiversity on the site??

Deliverability: If planning permission is approved the development will take 42 weeks to build.

### Information Provided by Key Agencies:

**SNH:** There is a core path through this site that should be kept open within any new development.

**Scottish Water:** Surface water pipes to North Western edge.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
--	X	- / ?	+ / ?	-	X	+	- / ?	- / ?

### Assessment Summary:

The site is unsuitable for development because:

- Would result in loss of open space. The site is part of a good quality open space and the recently updated Lennox Crescent Playground.

Other constraints:

- SEPA flood map shows an area of surface water flood risk on the northern fringe of the site, along the railway line
- Potential contaminated land due to quarry.

Additional SEA commentary:

- There are mature trees throughout the site and on the northern, western and southern edges which would be adversely impacted or removed by any development proposals. Although there are no biodiversity designations and the biodiversity and habitat value on site is relatively negligible, the open space is part of a wider green network, connected to the railway LNCS corridor and may act as a habitat stepping stone.
- Public transport and active travel to and from the site for the proposed use would be adequately provided by frequent bus services, within 400m, and being within walking distance to Bishopbriggs rail station and town centre facilities and services, contributing to an improvement in air quality levels in the local area, given the current Air Quality Management Area designated along the A803 through the town centre.
- Proposal site is fully within a potentially contaminated land site related to the former Huntershill Quarry.

#### **Proposed Mitigation Measures / Suggested Alterations:**

- Protect and enhance good quality trees on the site
- Enhancement and protection of core paths to provide good pedestrian access to A803 and provide/ improve paths links to adjacent streets, including St Mungo Street
- Protect and enhance green network strategic habitat link and LNCS of railway corridor to north west. Retain and enhance woodland strip to the west, adjacent to LNCS.
- The design of the site and its access point should enhance the visual amenity and security of the open space.
- Protect and enhance the functions of the open space and play areas.
- Landscape Plan which addresses steep slopes, retains and new planting to reinforce good quality trees on the site and integrates development with the remaining open space.
- Full Air Quality Impact Assessment required
- Ground investigation required
- Noise Impact Assessment
- Meet Flooding and Drainage Guidelines, consider deculverting watercourse to east.

- Establish viability of connecting to sewer to ensure capacity is not an issue.

## Individual Site Assessment

Site Reference:	S332
Site Name:	Huntershill Rd/ Crowhill Rd
Address:	Bishopbriggs
Site Suggested By:	The Housing Team (Council)
Site Owner / Agent:	The Council
Current Land Use:	Woodland and car park
Suggested Land Use:	housing
Site Size	1.3 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP2 Early Engagement, call for sites

Aerial Photo



Site Photo – from East towards Huntershill House



#### Site Photo



#### Site Photo





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



### Information Provided by The Council (Housing Service):

The site is adjacent to Huntershill House, a listed building, category B. The house is identified on the Scottish buildings at Risk Register, as poor condition and moderate category of risk. Consent is being sought for alterations and change of use to the house to form a care home ref: TP/ED/16/0444 (at July 2016).

Proposed development: 28 affordable housing units: 18 flats and 10 houses. The following issues need addressed: ground conditions/ soil stability, peat or carbon rich soil, slope/ topographical feature, woodland and/ or the potentially contaminated land.

Site has access from Huntershill Road and Crowhill Road. Bus stop 600m from site and local centre of Huntershill Village 500m from the site.

Deliverability: If planning permission is granted 42 weeks to build the site.

### Information Provided by Key Agencies:

**HES:** Potential setting impacts on B-listed Huntershill House (LB22281). The house is important for its architectural merit and its historic connection with the political martyr Thomas Muir. A significant proportion of this proposed allocation is situated over the former garden ground of Huntershill House (now woodland). It is our view that development in the area in front of Huntershill House would detrimentally affect its historic context. However, development outwith the area bounded by Crowhill Road and Huntershill Way (ie the eastern part of the site) is unlikely to have a significant impact on the setting of the house.

**Scottish Forestry:** Protect woodland under Scottish Government Control of Woodland Removal Policy/ Tree Preservation Order

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.



## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	- / ?	- / ?	+ / ?	-	X	+	0 / ?	0 / ?

### Assessment Summary:

The site is unsuitable for the following reasons:

- The proposal would be a loss of an open space adjacent to Huntershill Playing Fields, which is part of a good quality open space.

Other constraints:

- The site is the grounds and setting of Category B listed Huntershill House.
- SEPA flood map shows an area of surface water flood risk north of the site
- Woodland on the site. Development should avoid woodland as it is a green network habitat stepping stone.

- Potential contaminated land south of the site.

Additional SEA commentary:

- There is a mixed plantation woodland covering most of the proposal site which would be adversely impacted or removed by any development proposals. Although there are no biodiversity designations and the biodiversity and habitat value on site is relatively negligible, the woodland area is part of a wider green network and may act as a habitat stepping stone.
- Public transport and active travel to and from the site for the proposed use would be adequately provided by frequent bus services, within 400m, and being within walking distance to Bishopbriggs rail station and town centre facilities and services, contributing to an improvement in air quality levels in the local area, given the current Air Quality Management Area designated along the A803 through the town centre.
- The southern edge of the proposal site is within an area of potentially contaminated land (Bishopbriggs Industrial Estate) and is also in close proximity to potentially contaminated land from Huntershill Quarry.

**Proposed Mitigation Measures / Suggested Alterations:**

- Meet flooding and drainage guidelines.
- Conserve the character, appearance and setting of the category B listed Huntershill House and its gatepiers.
- Provide opportunity for food growing on site
- Protect and enhance good quality trees and woodland on the site, including those covered by a TPO.
- Link core paths to get good pedestrian access to A803
- Green Network Opportunity for a habitat mosaic.
- The design of the site and its access point should enhance the visual amenity and security of the open space. Onsite open space and play space required
- Investigate and if necessary remediate ground conditions/ soil stability, and/ or the potentially contaminated land, related to a

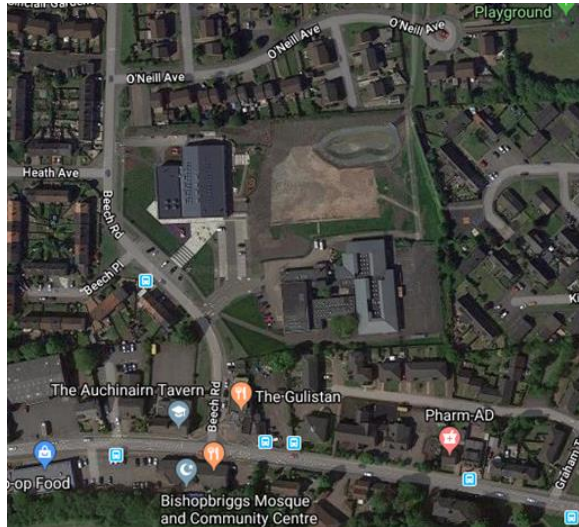
former quarry and Bishopbriggs Industrial Estate.

- Protect and enhance the functions of the open space and play areas.
- Landscape Plan which addresses the setting of Huntershill House and its gatepiers, retains and new planting to reinforce good quality trees along the edge of the site at Crowhill Road and adjacent to the playing fields and integrates it with the remaining open space.
- Establish viability of connecting to sewer to ensure capacity is not an issue.
- Full Air Quality Impact Assessment required
- Ground investigation required
- Noise Impact Assessment
- It is likely that archaeological work would be required.

## Individual Site Assessment

Site Reference:	S333
Site Name:	Former School, Beech Road,
Address:	Auchinairn, Bishopbriggs
Site Suggested By:	The Housing Team (Council)
Site Owner / Agent:	The Council
Current Land Use:	Former school and playground
Suggested Land Use:	housing
Site Size	1.6 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP2 Early Engagement, call for sites

Aerial Photo



Site Photo

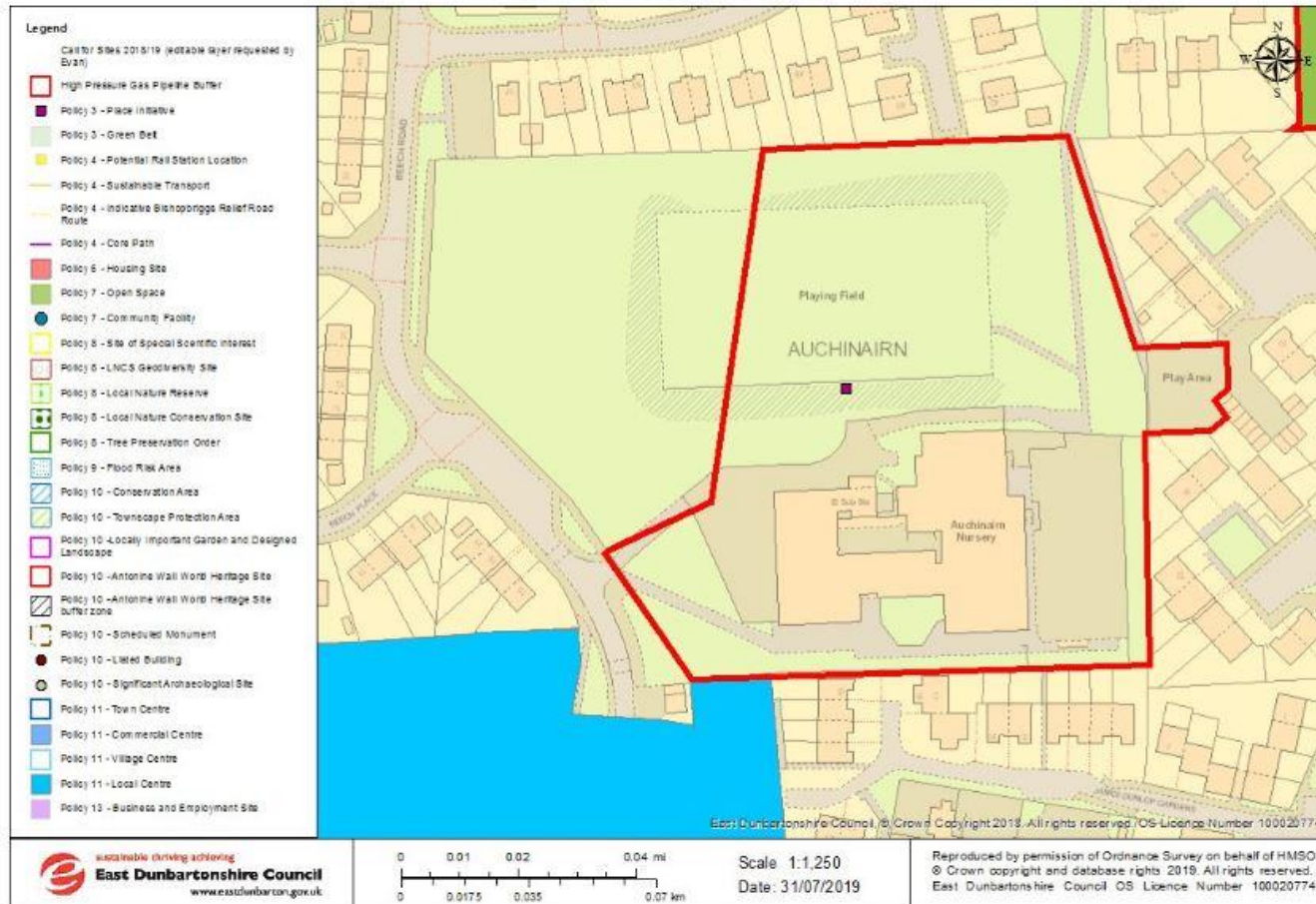


Site Photo



Site Plan / Constraints Map (including Legend)

# EDC LDP 2 Site Assessment



### Information Provided by the Housing Team:

Proposed development:

Propose affordable housing (24 flats and 40 houses).

Site has access from Beech Road, bus stop is adjacent to site and site is 500m from the local centre at Auchinairn.

Land adjacent to the recently developed Auchinarin Community hub and nursery. Drainage infrastructure (SuDS) already in place. The following issues need addressed: potentially contaminated land, ground conditions/ soil stability, peat or carbon rich soil, sloping topography. There is a culverted burn along the eastern edge of the site.

Deliverability: If planning permission is approved the development will take 64 weeks to build.

### Information Provided by Key Agencies:

**Scottish Water:** Existing sewer for former primary school in site.

### Information Provided by Public:

A member of the public suggested that the site is used for the development of a gymnastics facility (approx 470sqm) and car parking. East Dunbartonshire is one of the only Local Authorities left in Scotland which does not have a purpose built gymnastics training facility for the community (especially children and young adults). Close access to adjacent community centre, local bus stops and pathways to leading to the centre of Auchinairn.



## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	X	X	+ / ?	X	+ / ?	+	+	-- / ?

### Assessment Summary:

This site is preferred for housing because it is a brownfield site, has good access to bus stops, within 400m with frequent service and is adjacent to local services and facilities.

A constraint on the site is to carry out a flood risk assessment, due to the culverted burn on the eastern edge of the site.

#### Additional SEA commentary:

- Proposal site is in close proximity to an area of potentially contaminated land to the west.
- Public transport to and from the site for the proposed use would be adequately provided by frequent bus services, within 400m, providing a sustainable transport link to Bishopbriggs rail station and town centre, contributing to an improvement in air quality

levels in the local area, given the current Air Quality Management Area designated along the A803 through the town centre.

**Proposed Mitigation Measures / Suggested Alterations:**

- Flood risk assessment is required to determine the flooding risk and ascertain the developable extent of the area, include consideration to deculverting the burn to the east of the site and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Investigate and remediate where possible ground condition, soil instability and potential contamination.
- Pedestrian access to Auchinairn Road bus corridor. Provide access through the site and a path link to the existing path to O'Neill Avenue in the north east, and Woodhill Park, Kincardine Drive to the east and the Community / Early Years Centre. Provide a path from the playpark to the north east of the site.
- Enhance the biodiversity value and landscape feature of the green infrastructure of the SUDS area.
- Conserve and enhance the remainder of the site (north west) as open space for local residents, currently part of blaes pitch and grassland.
- Air Quality Impact Assessment required
- Ground investigation required
- Noise Impact Assessment

## Individual Site Assessment

Site Reference:	S340
Site Name:	Bishopbriggs North, Site B
Address:	Kirkintilloch Road, Bishopbriggs
Site Suggested By:	Montagu Evans
Site Owner / Agent:	Caledonian Estates
Current Land Use:	agricultural
Suggested Land Use:	residential
Site Size	5 hectares
Developable area (if available):	-
LDP Stage Suggested:	LDP (unallocated), LDP2 Early Engagement, call for sites

Aerial Photo



Site Photo – From Entrance to Industry to West





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment

**Legend**

- Call for Sites 2018/19 (editable layer requested by Ewan)
- High Pressure Gas Pipeline Buffer
- Policy 3 - Place Initiative
- Policy 3 - Green Belt
- Policy 4 - Potential Rail Station Location
- Policy 4 - Sustainable Transport
- Policy 4 - Indicative Bishopscroft Relief Road Route
- Policy 4 - Core Path
- Policy 6 - Housing Site
- Policy 7 - Open Space
- Policy 7 - Community Facility
- Policy 8 - Site of Special Scientific Interest
- Policy 8 - LINC3 Geodiversity Site
- Policy 8 - Local Nature Reserve
- Policy 8 - Local Nature Conservation Site
- Policy 8 - Tree Preservation Order
- Policy 9 - Flood Risk Area
- Policy 10 - Conservation Area
- Policy 10 - Townscape Protection Area
- Policy 10 - Locally Important Garden and Designed Landscape
- Policy 10 - Antonine Wall World Heritage Site
- Policy 10 - Antonine Wall World Heritage Site buffer zone
- Policy 10 - Scheduled Monument
- Policy 10 - Listed Building
- Policy 10 - Significant Archaeological Site
- Policy 11 - Town Centre
- Policy 11 - Commercial Centre
- Policy 11 - Village Centre
- Policy 11 - Local Centre
- Policy 13 - Business and Employment Site

East Dunbartonshire Council © Crown Copyright 2018. All rights reserved. OS Licence Number 100020774

Scale 1:2,500  
Date: 31/07/2019

Reproduced by permission of Ordnance Survey on behalf of HMSO.  
© Crown copyright and database rights 2019. All rights reserved.  
East Dunbartonshire Council OS Licence Number 100020774

### Information Provided by Montagu Evans:

Proposed development:

Proposed 150 housing units (with 25% affordable) which are part of a masterplan area, site B along with sites C and D (which are subject to separate site assessments). This is a natural extension to Bishopbriggs, well contained by industrial facilities (to south west) and a remnant shelterbelt to the north.

Strathkelvin retail park is nearby.

Proposed stand off area from tree shelterbelt (12m wide) underplanted with locally appropriate species, along the north of the site. Frontage onto and site access from Kirkintilloch Road.

Deliverability:

Development timeframe beyond 5 years.

### Information Provided by Key Agencies:

#### **Historic Environment Scotland: -**

We consider that the following development site has the potential for significant adverse effects on the historic environment. We would not support its inclusion in the LDP in its current form.

This proposed development site is to the south of the Antonine Wall and military way, SM7551, and wholly within the Antonine Wall WHS Buffer Zone. It is bounded to the north by the Wall, and to the south-east by Kirkintilloch Road. The Wall survives as buried remains, visible as cropmarks and in excavation, of the ditch, berm, rampart and military way. It follows the line of a ridge, overlooking lower, flat ground to the north.

The proposals are for the construction of 150 houses on this 5 ha. site, giving a dense pattern of housing immediately adjacent to the Wall on a site which is presently in agricultural use. A change from its current open, rural context to one that is heavily built-up along the southern line is likely to have a significantly detrimental impact on the setting of the WHS. On this basis, we would recommend that this allocation is not taken forward.

**SNH:** Reasonably well-contained by existing industrial area and roads but disconnected from settlement. If the site is taken forward the

mature tree belt at the north western side of the site (along the Military Way) should be retained and strengthened to maintain the setting of the Antonine Wall WHS. The wall on Kirkintilloch Road (A803) should be retained and integrated into the development and additional screening should be established here and on the boundary with the industrial area. Opportunity should be explored to make connections to local and wider green networks and to enable off road cycling and walking to Bishopbriggs and beyond. e.g to the NCR on Forth and Clyde Canal to the north. The site should be part of a more extensive masterplan / design brief for this area.

**Scottish Water** - Undertake water and drainage modelling work due to the size of the site, to ensure no detriment to existing customers and identify where sewer connections can be made.

No build over. Main extension will be required.

#### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

### Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	-- / ?	- / ?	X	--	X	--	-	0

### Assessment Summary:

Site suggestion for 150 units, which is major development and therefore strategic in scale.

The site is unsuitable for development because:

- The Frontiers of the Roman Empire (Antonine Wall) World Heritage Site (WHS) in the western corner of the site. The northern border of the proposal site is directly adjacent to line of the Antonine Wall and is entirely within its buffer zone.
- The site is part of an area (including the field to the north) with an overall green belt defensibility which is high, with significant spatial functionality. The area has a high spatial function as it provides an important buffer between the town and important historical assets and environmental features. Medium/ high visual environmental quality and sense of place, as the area is important in defining the WHS line, although the intrinsic landscape value is limited. The site's relationship to the existing settlement form is poor. However it has a less sensitive landscape character as it is a triangular area within this wider area contained by industrial uses to the west, a road to the south and east and a tree belt in the north.
- The site has an adjacent business use which generates industrial noise and light issues,

Other Constraints:

- The site has medium landscape capacity for development.
- potential contaminated land issues.

Additional SEA commentary:

- The site is within 400m walking distance of bus stops with frequent services and within a 10 minute walk of the National Cycle Route 754 (Forth and Clyde Canal) which provides links to Bishopbriggs and Kirkintilloch town centres. Despite this, development in this location beyond reasonable walking distance to Bishopbriggs town centre and associated services and



amenities (including rail connection) and of this proposed scale is likely to increase private vehicular travel impacting on air quality levels and resulting transport related carbon emissions.

- Mature tree belt on the northern boundary and pocket of woodland in the north east corner is designated as a TPO.

#### Proposed Mitigation Measures / Suggested Alterations:

- Protect and enhance the setting of Frontiers of the Roman Empire World Heritage Site (Antonine Wall), archaeological evaluation required.
- Landscaping framework and plan for the site to address the site characteristics/ sensitivities as it is part of an area with an overall landscape capacity of medium. The site has the medium sensitivity landscape feature of mature trees (TPO) on the northern boundary and the medium sensitivity of visual prominence and sensitive views from the site, clearly visible from WHS and Kirkintilloch Road. Set development back from the ridgeline and mature tree boundary to limit visual impact. Reinforce the landscape framework and green network along the northern boundary of the site and provide landscaping along Kirkintilloch Road frontage. Retain stone wall along Kirkintilloch Road. Screen the site from industrial use to the west.
- Biodiversity enhancement opportunity along the northern edge of the site – trees, grassland and hedgerows and west of the site to enhance the habitat link to the canal.
- Protected Species surveys
- Assessment of noise and lighting impact of adjacent industrial use to north on suggested residential uses, to ensure its operations are not compromised.
- Create new connections to National Cycle Route 754 (Forth and Clyde Canal).
- On site open space and play space required.
- Meet Flooding and Drainage Guidelines

## Individual Site Assessment

Site Reference:	S341
Site Name:	Bishopbriggs North, Site C
Address:	Kirkintilloch Road, Bishopbriggs
Site Suggested By:	Montagu Evans
Site Owner / Agent:	Caledonian Estates
Current Land Use:	agricultural
Suggested Land Use:	Residential and cemetery extension
Site Size	7.3 hectares
Developable area (if available):	-
LDP Stage Suggested:	LDP (not allocated), LDP2 Early Engagement, call for sites

Aerial Photo



Site Photo –Looking North from Cadder Cemetery



From A803, showing tree belt to east

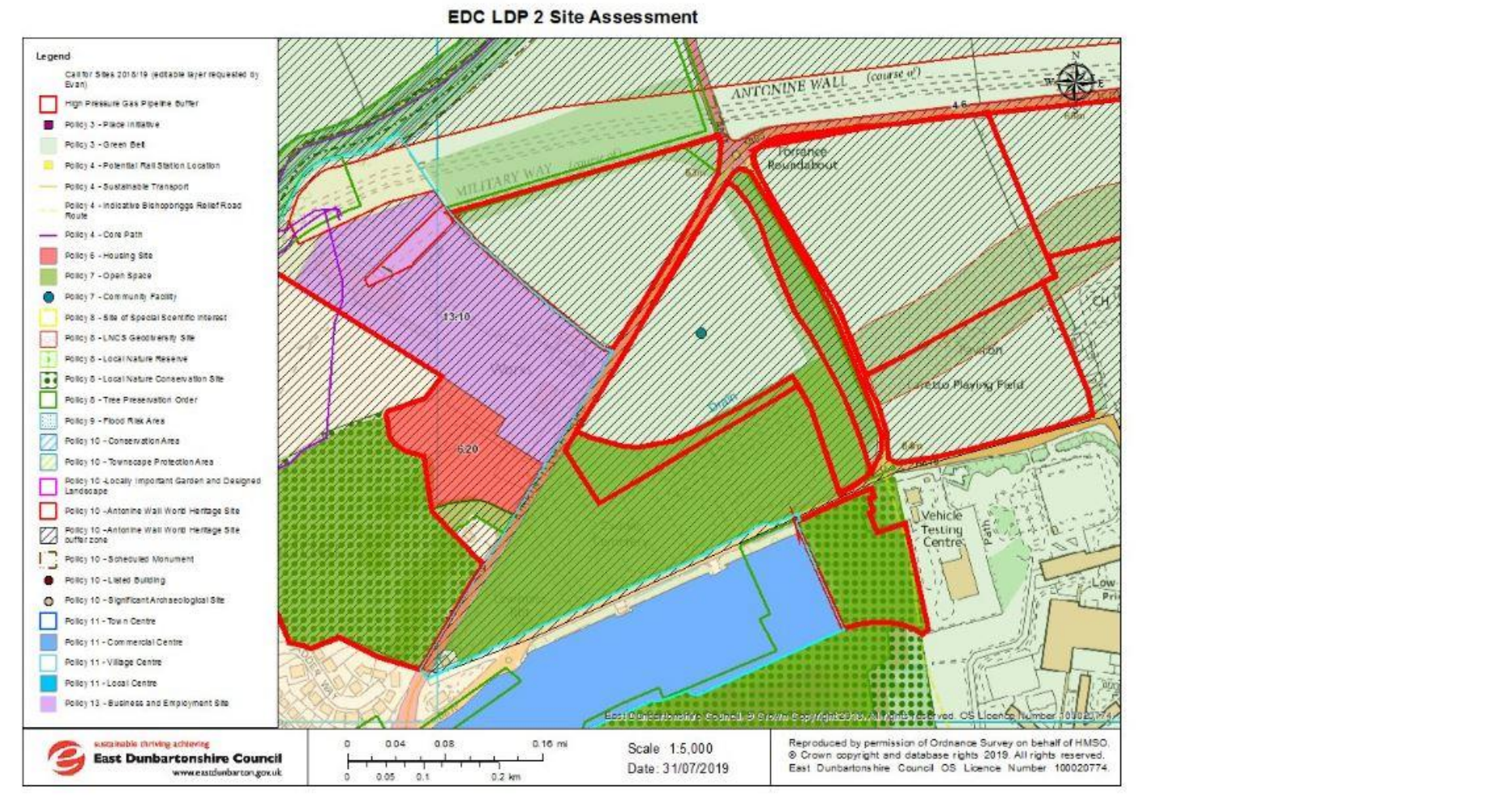


### From A803 towards cemetery





## Site Plan / Constraints Map (including Legend)



### Information Provided by Montagu Evans:

#### Proposed development:

Proposed 200 housing units (with 25% affordable) which are part of a masterplan area, site C along with sites B and D (which are subject to separate site assessments). This is a natural extension to Bishopbriggs, well contained by roads, Cadder cemetery and is screened along Cole Road by TPO woodland. Strathkelvin retail park is nearby.

Proposed stand off area from shelterbelt (12m wide) underplanted with locally appropriate species, along the east of the site. Frontage onto and site access from Kirkintilloch Road.

Developer suggests potential extension to Cadder Cemetery in southern section of site (approx. 1 ha). The landowner provided permission for the Council to carry out site investigation works in order to establish whether the site and ground along the southern edge (S358) is suitable for cemetery development. The Council has however discounted the site for future cemetery development due to groundwater levels.

#### Deliverability:

Housing development timeframe beyond 5 years.

### Information Provided by Key Agencies:

#### **Historic Environment Scotland: -**

We consider that the following development site has the potential for significant adverse effects on the historic environment. We would not support its inclusion in the LDP in its current form.

The proposed development site is adjacent and to the south of the above site, within the Antonine Wall WHS Buffer Zone. The site is currently in agricultural use, and is bounded to the north-west by Kirkintilloch Road, and to the south by the Cadder Cemetery. The proposals are for a high-density development of 200 houses on 7.5 ha., and together with the site S340, it could have a very significant adverse impact on the setting of the World Heritage Site, changing it from a rural and open context to one that was urban. On this basis, we would recommend that this allocation is not taken forward.

**SEPA:** A small watercourse flows through the site which could represent a flood risk. There are potential impacts to groundwater from a cemetery. We would expect an assessment to determine the suitability of the site to be carried out

**SNH:** These two sites, in combination with adjoining sites that have been carried forward, help to prevent coalescence with Kirkintilloch and would extend the settlement edge if allocated. If taken forward the woodland at the east boundary of S341, alongside Cole Road, should be retained and reinforced to provide a strong edge.

**SW** - Undertake water and drainage modelling work due to the size of the site, to ensure no detriment to existing customers and identify where sewer connections can be made.  
No buildover. Main extension will be required.

**Scottish Forestry:** Retain woodland edge through design.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
---------------------------	-------------------	-----------------------------	----------------	-----------	---------------	-------------	------------------	-----------------

0	- / ?	- / ?	X	--	- / ?	--	-	0
---	-------	-------	---	----	-------	----	---	---

### Assessment Summary:

Site suggestion is major development and therefore strategic in scale.

The site is unsuitable for development or the following reasons:

- The entire site is within the buffer zone of the Antonine Wall WHS and in close proximity to the line of the wall itself.
- Overall landscape capacity for development is low, as the function of visual and environmental quality and sense of place in this part of the green belt is medium/high. The site is sensitive in landscape terms due to its location, unrelated to settlement form and surrounded by open undeveloped land, and its distinctly agricultural character. It provides a gentle landscape transition from countryside, to the open space of the cemetery and the town.
- Overall green belt defensibility of the area is high, with significant spatial functionality. It provides important buffer between the town and important historical assets and environmental features. Clear existing boundaries and difficulties of integration of development due to intervening uses. Also medium to high function of visual quality and setting of settlement. And medium to high ecosystem services including areas to hold surface water flood risk.
- Part of the area is at surface water flood risk from small watercourse in south west of site.

The following constraints also exist on the site:

- Native woodland tree belt with mature trees and TPO designation along eastern edge of site

Note - The site is not suitable for use as a cemetery because of groundwater levels.

Additional SEA commentary:

- The south eastern part of the site encroaches onto the open space of the cemetery and is unsuitable for development.
- The site is within 400m walking distance of bus stops with frequent services and within a 10 minute walk of the National Cycle



Route 754 (Forth and Clyde Canal) which provides links to Bishopbriggs and Kirkintilloch town centres. Despite this, development in this location beyond reasonable walking distance to Bishopbriggs town centre and associated services and amenities (including rail connection) and of this proposed scale is likely to significantly increase private vehicular travel impacting on air quality levels and resulting transport related carbon emissions.

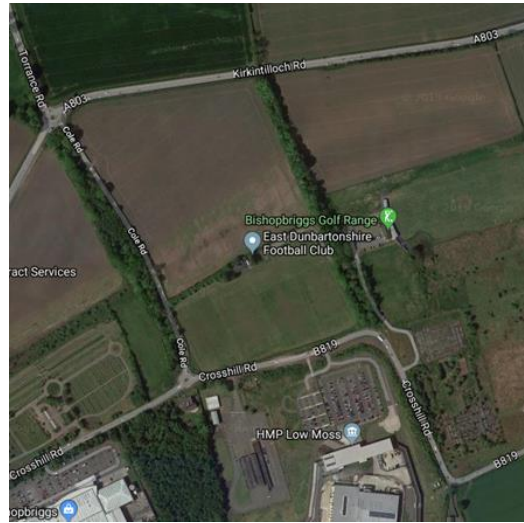
### Proposed Mitigation Measures / Suggested Alterations:

- Protect and enhance the setting of Frontiers of the Roman Empire World Heritage Site (Antonine Wall).
- Landscaping framework and plan for the site to address the site characteristics/ sensitivities as it is part of an area with a low overall landscape capacity with high sensitivity due to landscape character and relationship to settlement form. The site has the significant landscape feature of the TPO tree belt and is clearly visible from Kirkintilloch Road. Protect, buffer and enhance the woodland along the eastern boundary of the site and provide landscaping along Kirkintilloch Road frontage. Retain stone wall along Kirkintilloch Road.
- Meet Flooding and Drainage Guidelines, including establish route of culvert to south west.
- Provide path link to bus stops on Kirkintilloch and/or Crosshill Road.
- Green network opportunity – biodiversity enhancement of boundary features, woodland and mature trees. Opportunity for creation of habitat and new habitat links, and path access improvements, particularly in tree belt and sloping southern edge of site beside watercourse
- Assessment of site's use by protected species required
- On site open space and play space required
- Create new connections to National Cycle Route 754 (Forth and Clyde Canal). Full Air Quality Impact Assessment required
- Ground investigation required
- Noise Impact Assessment
- Archaeological evaluation required

## Individual Site Assessment

Site Reference:	S342 & S356
Site Name:	Bishopbriggs North, Site D
Address:	Kirkintilloch Road, Bishopbriggs
Site Suggested By:	S342 - Montagu Evans and S356 - the Streetscene Team (Council)
Site Owner / Agent:	Caledonian Estates c/o Galbraith (land agents)
Current Land Use:	Agricultural & Loretto Playing Field & pavillion
Suggested Land Use:	Non-residential development and upgraded playing field (4ha).
Site Size	12.2 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP (not allocated), LDP2 Early Engagement, call for sites

Aerial Photo



Site Photo – Site S356 from Driving Range to South



Site Photo – S342 & Meltwater Channel from East



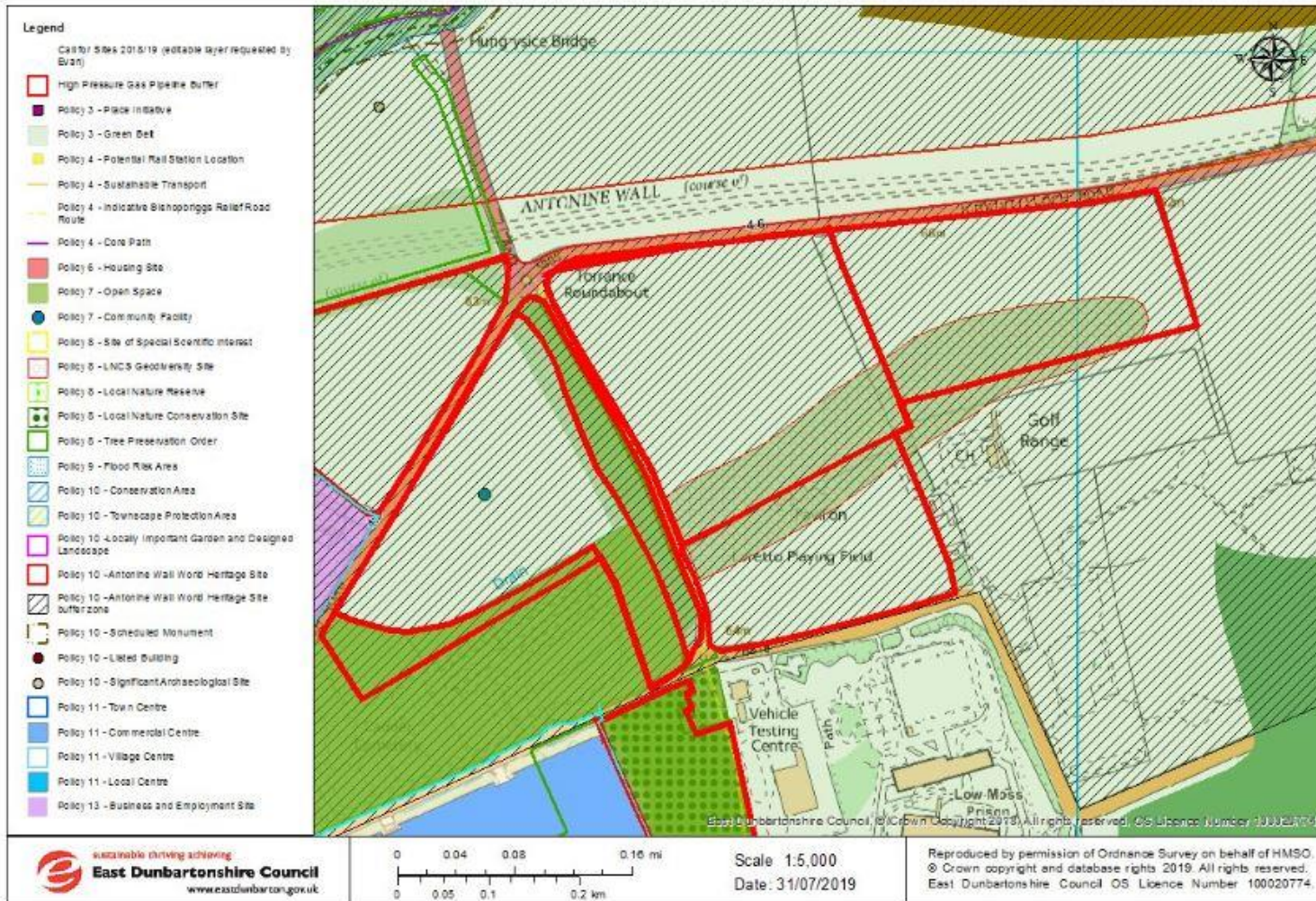
Site Photo – South part of S342, Loretto Playing Field





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



## Information Provided by Montagu Evans:

### Proposed development:

A non residential and upgraded playing field part of a masterplan area, site D along with suggested residential sites B and C (which are subject to separate site assessments). This is a natural extension to Bishopbriggs, contained by Low Moss Prison to the south, the Cole Road TPO woodland to the west and an on site shelterbelt to the east. Strathkelvin retail park is nearby.

Proposed stand off area from shelterbelt (12m wide) underplanted with locally appropriate species, along the north east of the site. Locally appropriate new shelterbelt planting along the north of the site. Site access from Kirkintilloch Road.

Retain and upgrade playing field as a local community area. Council has progressed proposals for Bishopbriggs relief road which will support the masterplan area.

Capacity at the existing Cadder Cemetery is decreasing, and once provision at Old Aisle ceases there will be burden placed on burial sites at Cadder to serve primarily both Kirkintilloch and Bishopbriggs residents. It is therefore required a new site be found to provide lair space on the medium-long term for East Dunbartonshire residents, and as Burial Authority it is a priority for the Council to have a dedicated site for future use in this regard.

The landowner provided permission for the Council to carry out site investigation works in order to establish whether the site is suitable for cemetery development. The site is part of a 14.2ha area which was investigated, which includes the northern part of this site and the field to the east (S356). It is arable land with woodland shelterbelt and meltwater channel geological feature (Local Nature Conservation Site – Geological). The Council suggest that this site S356 (which includes site 340) could provide additional lair capacity for Bishopbriggs and Kirkintilloch. The site currently forms 2 large arable fields, and the Council proposes the development of the site as a cemetery, subject to landowner agreement. This would be carried out in phases and according to demand. The site would comprise of main entrance set back from Cole Road, amenity grass lair space with strip founds, main and subsidiary access tracks, operational depot, waiting area and car parking. Infrastructure such as drainage and supply to mains electricity would be required.

The Council notes that may require widening of the Cole Road in part to accommodate cemetery entrance, as sightlines are currently poor in relation to turning off near the road junction at Torrance roundabout. The site is close to the Strathkelvin Retail Centre and existing Cadder Cemetery site which has a regular bus service. Depending on the requirements of users, the provision of a bus stop may have to be addressed outside of the main entrance to the proposed cemetery.

The proposed area developable for the cemetery excludes the LNCS geodiversity, in the south of the site, and an area constrained by a water pipe in the north east of the site.

The Council advises that the woodland strip on site that would be maintained in the majority. The cemetery site is within the buffer zone of the Frontiers of the Roman Empire (Antonine Wall) World Heritage Site. The level of the site will not be altered and therefore the existing gradients will remain in situ. All boundary features will be enhanced for biodiversity (gapping of hedgerows, double planted, and landscaped areas will be native, pollen rich and foraging rich). Interpretation relating to the Antonine Wall and LNCS Geodiversity will be provided and infrastructure kept to a minimum and screened to blend in with the environment.

There is also scope to provide an active travel route from Strathkelvin Retail Park to the Canal should there be neighbouring landowner consent.

**Deliverability:**

The landowner suggested a development timeframe beyond 5 years.

However the Council identified that it is proposed the construction of the cemetery take place within 5 years, subject to further analysis, site ownership transfer and Planning permission. Stage 3 analysis will be completed by December 2019/January 2020. Detailed design Spring 2021, with submission of major planning app for approval by Winter 2021. Procurement of services and Construction expected in Spring 2022, with construction over Winter 2022/Spring 2023 subject to available funding.

**Information Provided by Key Agencies:**

**Historic Environment Scotland: -**

We consider that the following development site has the potential for significant adverse effects on the historic environment. We would not support its inclusion in the LDP in its current form.

The Antonine Wall WHS Buffer Zone and bounded to the north by the Antonine Wall SM7553, 375m south of Hungryside to 55m north-north-east of Leafield. The proposals are for non-residential development of the site, including upgrading the existing playing field in the southern part of the area, and creating a cemetery extension for Cadder Cemetery. The present land use is agricultural land on the northern part of the site, adjacent to the Wall, and sports facilities on the southern part of the site. HM Prison Low Moss forms the southern boundary of the site.

The potential adverse impacts of both the playing field upgrade and creation of the cemetery extension on the setting of the World Heritage Site could be mitigated by careful design and the application of development management policies for archaeological sites. However, it is unclear from the proposals what additional non-residential development is or would be proposed for the site. Adverse impacts on the setting of the WHS and potentially on undesignated archaeological remains would be very likely from any development of the fields which adjoin the Wall. It is unclear at this stage how the setting impacts could be mitigated. Further consultation with Historic

Environment Scotland is therefore recommended for any development in this area.

**SNH:** Located to the east of Cole Road these two sites are well beyond the settlement boundary. An open agricultural area that helps to prevent coalescence with Kirkintilloch. If taken forward these two sites should be the subject of an overall development brief /single masterplan in combination with sites S340 – site B, S341 and S358 – site C and should not be built out before the sites to the west of Cole Road.

The geological LNCS that could be affected by this proposal - it is not clear to what extent it is proposed that such sites will be protected by the LDP.

**Scottish Water** - Undertake water and drainage modelling work due to the size of the site, to ensure no detriment to existing customers and identify where sewer connections can be made.

Site B: 562 trunk main running through northern and eastern edge of site.

#### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.



## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	- / ?	-- / ?	-- / ?	--	- / ?	--	-	- / ?

### Assessment Summary:

Site suggestion is strategic in scale, for 6.2 ha of non-residential development or a cemetery proposed by the Council on the north of the site and extending into the field to the east.

The site and adjacent sites in Westerhill need to form part of a masterplan. This should address the following constraints on the site:

- the SEPA floodmap shows surface water flood risk in the LNCS (Geological) glacial meltwater channel.
- Overall landscape capacity for development is low, with high sensitivity due to landscape character and relationship to settlement form. The site is sensitive in landscape terms due to its location, unrelated to settlement form and surrounded by open undeveloped land, and its distinctly agricultural character. It provides a gentle landscape transition from countryside, to the open space of the playing fields and the town.

- The entire site is within the buffer zone of the Antonine Wall WHS and in close proximity to the line of the wall itself.
- The LNCS (Geological) of the glacial meltwater channel to the north of the playing field (S342) and spanning a large proportion of the site on the southern edge (S356).
- The open space of the playing field on the site, which links to the green network of the cemetery.
- Tree belt with mature trees along eastern edge of site and north of the playing fields (S342) and along the southern boundary, through the centre of the site dividing the fields as well hedgerows and tree belts along the northern boundary on Kirkintilloch Road (S356).
- Overall green belt defensibility of the area is high, with significant spatial functionality. It provides important buffer between the town and important historical assets and environmental features. Clear existing boundaries and difficulties of integration of development due to intervening uses. Also medium to high function of visual quality and setting of settlement. And medium to high ecosystem services including areas to hold surface water flood risk and geodiversity site.

Additional SEA commentary:

- The site is within 400m walking distance of bus stops with frequent services and within a 10 minute walk of the National Cycle Route 754 (Forth and Clyde Canal) which provides links to Bishopbriggs and Kirkintilloch town centres. Despite this, development in this location beyond reasonable walking distance to Bishopbriggs town centre and associated services and amenities (including rail connection) and of this proposed scale is likely to increase private vehicular travel impacting on air quality levels and resulting transport related carbon emissions.

**Proposed Mitigation Measures / Suggested Alterations:**

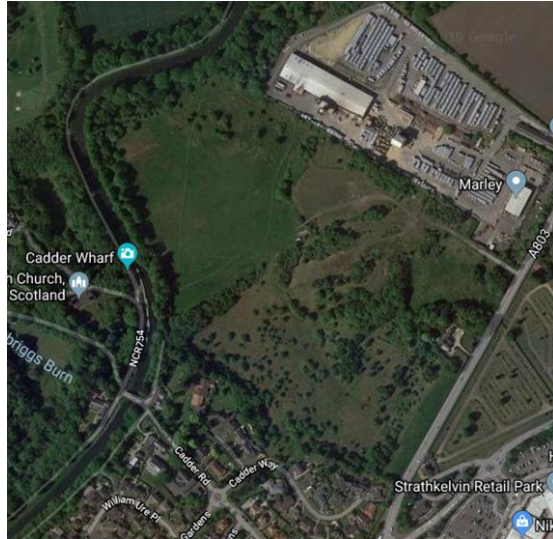
- Protect and enhance the setting of the WHS.
- Landscaping framework and plan for the site to address the site characteristics/ sensitivities as it is part of an area with a low landscape capacity and high sensitivity due to its rural character, unrelated to existing built form. The tree belt and hedgerows on the eastern boundary (S341) are a significant landscape features. Protect, buffer and enhance the woodland along the eastern boundary of the site and throughout site and provide a tree belt along Kirkintilloch Road frontage. Retain boundary feature along Kirkintilloch and Cole Roads.

- Meet Flooding and Drainage Guidelines, including establish culverts related to the site
- Provide path link to bus stops on Kirkintilloch and/or Crosshill Road.
- Avoid development in the LNCS (Geological) and protect, enhance and interpret it.
- Green network opportunity – biodiversity enhancement of boundary features – mature tree lines. Opportunity for creation of habitat and new habitat links and path access improvements, particularly in tree belt, LNCS and playing field.
- Assessment of site's use by protected species required
- Safeguard playing field as open space and part of green network. Onsite open space would be required.
- Create new connections to National Cycle Route 754 (Forth and Clyde Canal).
- Safeguard cemetery site. The suitability of the site for a cemetery use is being assessed
- Archaeological evaluation required
- Air Quality Impact Assessment required
- Ground investigation required
- Noise Impact Assessment
- Mitigate any light issues, from neighbouring land uses

## Individual Site Assessment

Site Reference:	S343
Site Name:	Crofthead, Phase 2
Address:	Kirkintilloch Road, Bishopbriggs
Site Suggested By:	Iceni Projects, on behalf of Mactaggart & Mickel Homes Ltd & separately by Montagu Evans
Site Owner / Agent:	Caledonian Properties Limited
Current Land Use:	Former quarry, now woodland and grassland
Suggested Land Use:	residential and open space
Site Size	13.88 hectares
Developable area (if available):	Approximately 4 ha in north of site.
LDP Stage Suggested:	LDP (not allocated), LDP2 Early Engagement, call for sites

Aerial Photo



Site Photo – N Part of Site with Canal to West



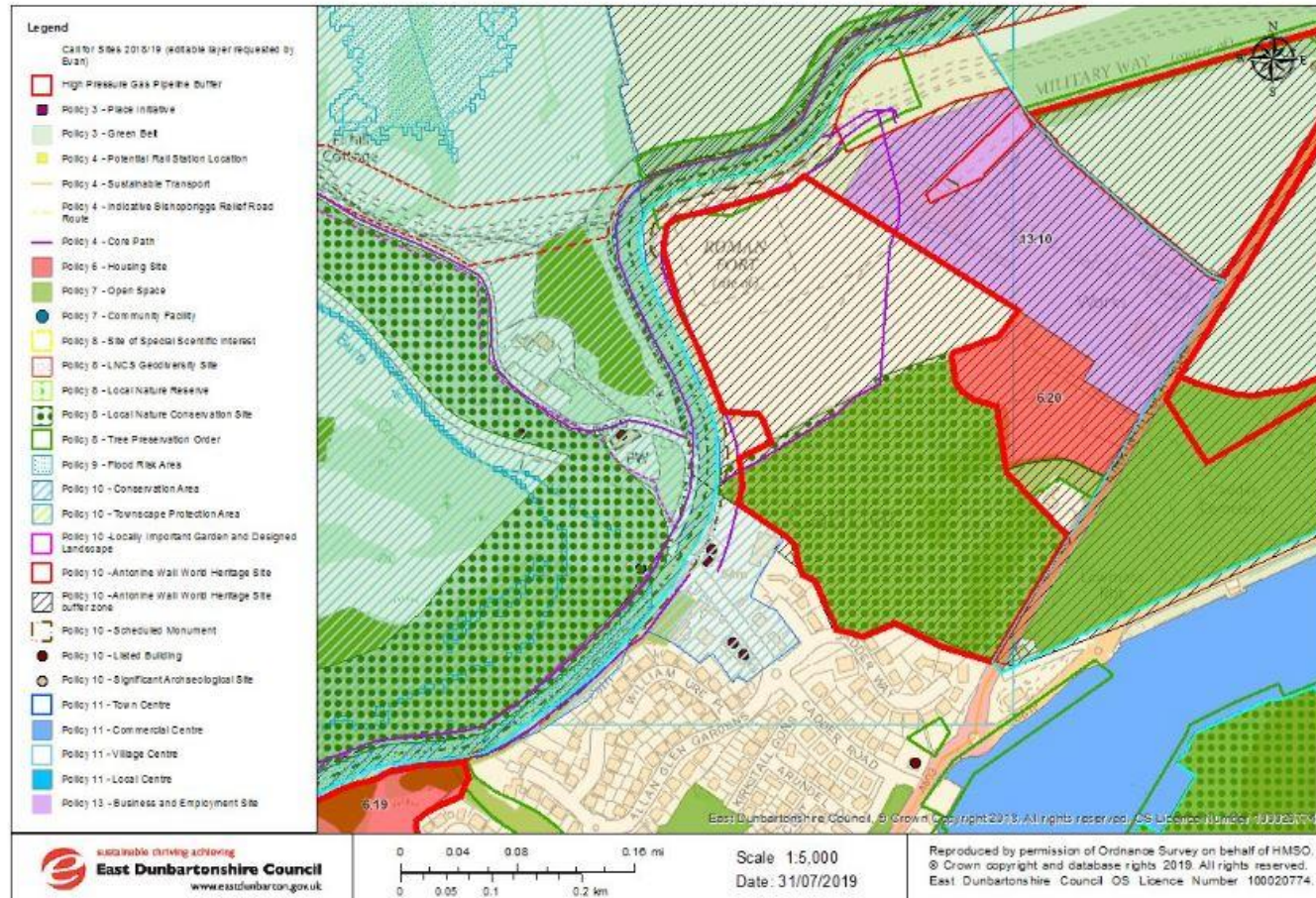
Site Photo – N Part of Site with Industry to East





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



Information Provided by Icen:

Proposed development:

Development would be a natural extension to and infill of Bishopbriggs.

Crofthead Phase 1 housing allocation is north east of the site, Mactaggart & Mickel have submitted a planning application for 53 houses there (Ref: TP/ED/18/0872). The site is brownfield and is within the Bishopbriggs settlement boundary. It is in a sustainable location near to bus stops (400m from the edge of the site), Strathkelvin Retail Park (within 500m of edge of site), schools and other amenities. Access to the site will be taken from Kirkintilloch Road through the Phase 1 site. A traffic signal control and reduction in speed limit at the entrance will be put in place as part of the Phase 1 application works. Cycle and core path access to Canal Towpath north west of the site.

The proposal is for 150 units. It is proposed that a number of smaller, more affordable homes will be provided for downsizers, smaller families & retirement living in line with the demand outlined in the Local Housing Strategy. More than half of the homes will be three bedroom or less. No flats are proposed and around 10% will be housing for retirement living. Build to Rent investment may also be proposed. 25% affordable housing will be provided.

The SEPA flood map indicates the site to have a localised medium to high risk of surface water flooding within the north west of the site. The flooding map within the Envirocheck report indicated there to be no identified risk from flooding within site or its immediate vicinity.

Site includes a section of the Frontiers of the Roman Empire (Antonine Wall) World Heritage Site (WHS), is in its buffer zone, is adjacent to Forth & Clyde Canal Scheduled Monument and the listed building of Crofthead Cottage. The Geophysical Survey has identified that it is extremely unlikely that there are any surviving archaeological remains within the survey area and the evidence strongly suggests that the area has been subject to extraction in the past. Therefore, the archaeological potential of the site is considered to be very low. This conclusion has been accepted by WoSAS. An Archaeological Desk Based Assessment was prepared by Headland for Phase 1 which included the promotion site within the survey boundaries. This demonstrated that there will be no significant setting impacts on heritage assets from the proposed development, and are no known heritage assets within the site boundary, and the likelihood that significant archaeological remains survive within the site boundary is deemed to be very low.

A Preliminary Ecological Appraisal, Geophysical Survey and Tree & Woodland Assessment have been undertaken to establish baseline conditions and to make recommendations where appropriate. This has informed the creation of the Landscape Development Framework which has helped to establish buffer zones and therefore an approximate developable area. The development will enhance and complement the boundary to the Cadder LNCS to provide a landscape buffer, whilst improving pedestrian access via new path links through the LNCS. No development is proposed within the LNCS, the area is included within the boundary of the promotional site to demonstrate protection and enhancement of this feature. The tree belts along the canal will also be protected and enhanced.

The majority of habitats and plant species recorded within the site boundaries are widespread and common throughout similar



brownfield sites in Scotland. Features with the potential to support roosting bats were identified, and no evidence of otter was recorded during the survey. Various mitigation and biodiversity enhancement measures, as well as further surveys are noted within the Preliminary Ecological Appraisal. Trees should be retained as a buffer zone, such as along the canal belt, consistent with the Landscape Development Framework. The remaining tree cover is of limited arboricultural or landscape value.

Note – Montagu Evans suggest an alternative approach of developing on part of the LNCS and leaving the north western part of the site adjacent to the Canal as a potential opportunity to offset the potential effects of development on the LNCS.

#### Deliverability:

The site is effective and deliverable, and Mactaggart & Mickel Homes have an option agreement on the land and are committed to its delivery. It is expected works will begin in 2021 (Q4), with 40 units delivered a year.

#### Information Provided by Key Agencies:

##### **Historic Environment Scotland: -**

We consider that the following development site has the potential for significant adverse effects on the historic environment but that this could be mitigated by design and the application of development management policies for archaeological sites:

This proposed development site is to the east of Bishopriggs, south of the Antonine Wall and military way, SM7551, and immediately to the south and east of the Forth and Clyde Canal, Bishopriggs to Kirkintilloch, SM6770. It falls wholly within the WHS Buffer Zone, and covers the location of an excavated Roman Fort and the now-demolished Cadder Manse. The place name 'Cadder', which derives from the Gaelic for 'border or boundary wood' emphasises the definitive importance of the Wall to this history of this location.

The Wall at this point follows a low, east-west orientated ridge of land which overlooks lower-lying flat ground to the north. The Forth and Clyde Canal follows the northern edge of the Wall for a short distance, and then displaces the line of the Wall for c. 250m along the northern boundary of the proposed site, following the northern wall of the fort, before turning south to skirt higher ground to the west. The Canal therefore forms the northern and part of the eastern boundaries of the development site.

The proposals are for 150 houses, filling in the presently open land around Crofthead Cottage. A small area to the north of the cottage has existing planning permission for housing development, and these new proposals are set forth as phase two of that development.

The physical relationship between the Canal and Wall at this point is important to understanding the landscape context and historical contexts of both monuments. The line of the Wall to a great extent determined the line of the Canal and both, in their different times,

responded to the requirement for movement and control of movement in the narrow neck of land which forms the Central Belt of Scotland.

We feel that there is some capacity, with careful attention to design and scale, for development in the south-western corner of the site. However, the proposed scale of development would have a significant impact on the setting of both monuments, and would restrict understanding and appreciation of them. We therefore recommend that the boundaries of the proposed development site should be redrawn to reflect this. If the issues highlighted above cannot be resolved then we would recommend that this allocation is not taken forward.

**SEPA:** Highlight the residual risk from the canal

**SNH:** A large part of the area enclosed in the proposal site boundary overlaps with the Cadder LNCS. However it is stated that this is to protect the site and that none of this area will be developed. Certainly development of this area of LNCS should be resisted.

Some potential (in landscape terms) to develop southern part of this site while maintaining adequate set back from the Antonine Wall WHS. Establish screening to neighbouring industrial area and to (A803) road. Ensure good connectivity to and through the adjacent housing. Strengthen existing green networks within the site and establish new links to networks beyond. Create new robust links to walking and cycling routes along the Forth and Clyde Canal (also NCR)

**SW** - Undertake water and drainage modelling work due to the size of the site, to ensure no detriment to existing customers and identify where sewer connections can be made.

Scottish Forestry: Protect woodland under Scottish Government Control of Woodland Removal Policy.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	--	-	?	-	- / ?	--	--	- / ?

### Assessment Summary:

Site suggestion for 150 units, which is major development and therefore strategic in scale.

The site is unsuitable because:

- The site is entirely within the buffer zone of the Antonine Wall WHS and the north east corner of the site is on the line of Wall itself. The Forth and Clyde Canal Scheduled Monument is adjacent the site, to the north, so the site is in its setting. The site provides a natural green area with open views to and from these heritage assets.
- The site would result in loss of an open space used for informal recreation and access
- Crofthead LNCS encompasses the southern half of the site, including areas of native woodland. Mature native woodland strip adjacent to the Canal LNCS and strategic green network habitat and access link. Development should avoid the Crofthead

LNCS and development to the north would isolate it from the wider habitat network along the Canal and reduce its biodiversity value.

- The overall landscape capacity of the site is low, with landscape features of high sensitivity. Provide a green buffer between the town and the canal.
- The adjacent business uses create industrial noise and light issues.

Other constraints are:

- Potentially Contaminated Land - potential for elevated soil gas on site, associated with a former landfill site
- Surface water flood risk in north west of site.
- core paths.

Additional SEA commentary:

- The site is within 400m walking distance of bus stops with frequent services and within a 10 minute walk of the National Cycle Route 754 (Forth and Clyde Canal) which provides links to Bishopbriggs and Kirkintilloch town centres. Despite this, development in this location beyond reasonable walking distance to Bishopbriggs town centre and associated services and amenities (including rail connection) and of this proposed scale is likely to increase private vehicular travel impacting on air quality levels and resulting carbon emissions.

#### Proposed Mitigation Measures / Suggested Alterations:

- Green network opportunity for woodland and path access enhancement.
- Protect TPO in N and south west edges of site
- Protect, enhance and expand green network, including avoiding development on Cadder and Canal LNCSs and woodland on site. Avoiding development on Cadder LNCS. Create a significant habitat link between the LNCS and the Canal and retain and enhance woodland buffer to canal.
- Assessment of protected species required

- Protect and enhance setting of Frontiers of the Roman Empire (Antonine Wall) WHS and Canal Scheduled Monument.
- Protection and enhancement of core paths. Create new connections to National Cycle Route 754 (Forth and Clyde Canal).
- Landscape framework and plan required to address low landscape capacity of the site and landscape features present.
- On site open space and play space required.
- Flood risk assessment and/or meet flooding and drainage guidelines, due to surface water and adjacent canal. Need to establish route of culvert through the site.
- Assessment of noise and lighting issues, including adjacent industrial use
- Ground investigations
- Air Quality Impact Assessment
- Archaeological evaluation for any areas that have been less disturbed by quarrying.

## Individual Site Assessment

Site Reference:	S362
Site Name:	North of Westerhill Road
Address:	Westerhill Road, Bishopbriggs
Site Suggested By:	Urban Capacity Study (Council)
Site Owner / Agent:	
Current Land Use:	Vacant land
Suggested Land Use:	Housing
Site Size	0.98 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo – View from East, Beyond Car Park





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



### Information Provided by the Urban Capacity Study:

Proposed development: Opportunity for housing and also offers the opportunity to be redeveloped into a community facility. With it being in close proximity to current industrial area may have the potential to be reallocated as a Business and Employment site.

Deliverability: ownership unclear.

### Information Provided by Key Agencies:

**SEPA:** Small watercourse/drain flows through allocation and potential flood risk from this source should be taken cognisance of. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required.

**SNH:** Rough Grassland, probably over peaty soils, adjacent to, but not presently within LNCS. If this site is hydrologically connected with the adjacent LNCS - allocated to protect a remnant bog habitat, and if building here would cause hydrological disruption to the adjacent bog LNCS leading to further habitat degradation, then suggest development here be discouraged.

Spreads development to southern edge of Low Moss Plantation. No defensible boundary - concern. Likely to result in infill and spread. If developed, need to create defensible boundary and landscape framework to avoid spread.

**FCS:** No woodland on site, but broadleaf woodland adjacent to the north.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	-	-- / ?	--	-- / ?	0	-- / ?	- / ?

### Assessment Summary:

The site and adjacent sites in Westerhill need to form part of a masterplan. This should address the following constraints:

- The majority of the site is deep peat and carbon rich soils.
- High/medium surface water flood risk along the northern edge of the site.
- Site is more than 400m walking distance from a bus stop, with a frequent service.
- Potential impact on LNCS and open space north of the site, which includes native woodland

Additional SEA commentary:

- The site has a small area of native woodland along the western boundary.
- The site is mostly marshy grassland LBAP habitat with Juncus, Valarian, Ragwort and marsh thistle and is directly south and in close proximity to the Low Moss Plantation LNCS, providing an important buffer with Tree Preservation Order.
- Potential impact on the hydrology of the Low Moss Plantation to the north and disturbance of peat in development of the site.
- Bus stops/services are slightly beyond 400m from site. However the services are frequent with direct links to Bishopbriggs rail station and close proximity to Strathkelvin Retail Park

#### Proposed Mitigation Measures / Suggested Alterations:

- Avoid development on the deep peat and carbon rich soils
- Avoid development on area of surface water flood risk
- Flood risk assessment is required and Flooding and Drainage Guidelines need met.
- SUDS and betterment to manage surface water run-off will be required
- Protect the native woodland north of the site
- Protect and enhance the adjacent Local Nature Conservation Site and open space
- Archaeological evaluation required.
- Provision of walking and cycling facilities to A803.
- Air Quality Impact Assessment likely and Noise Impact Assessment (due to adjacent industrial uses) required

## Individual Site Assessment

Site Reference:	S363
Site Name:	East of Westerhill Road
Address:	Westerhill Road, Bishopbriggs
Site Suggested By:	Urban Capacity Study (Council)
Site Owner / Agent:	
Current Land Use:	Vacant land, former sports pitch and former tennis court
Suggested Land Use:	Housing or business and employment
Site Size	5.42 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP2 Early Engagement



Aerial Photo



Site Photo – View from Green Belt to East



Site Photo – Looking West

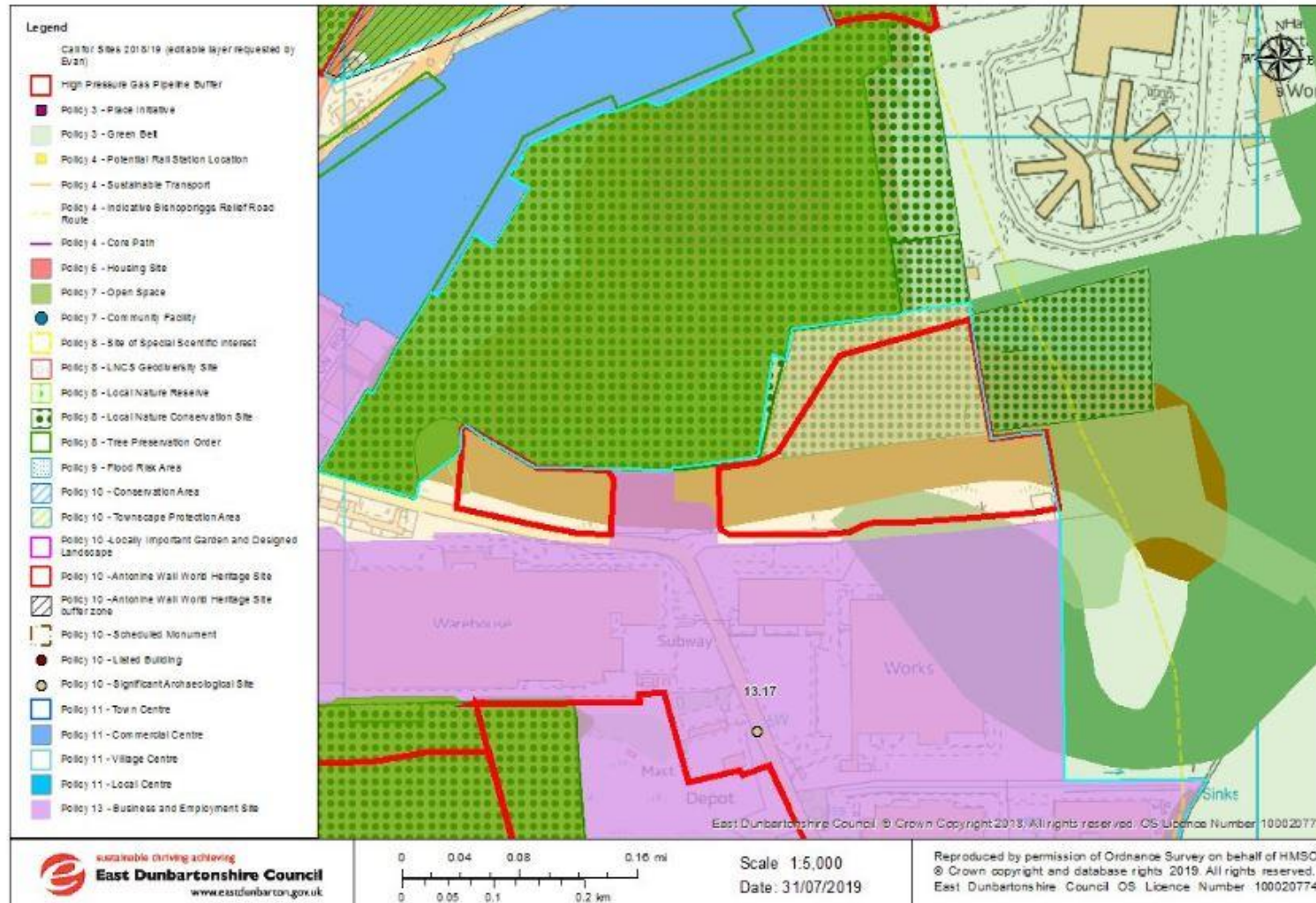


Site Photo – Looking East



## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment





### Information Provided by the Urban Capacity Study:

Proposed development: Opportunity for housing and also offers the opportunity to be redeveloped into a community facility. With it being in close proximity to current industrial area may have the potential to be reallocated as a Business and Employment site.

Deliverability: ownership unclear. Estimate 136 houses.

### Information Provided by Key Agencies:

**SEPA:** Small watercourse/drain flows through allocation and potential flood risk from this source should be taken cognisance of. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required.

**SNH:** Rough Grassland, probably over peaty soils, adjacent to, but not presently within LNCS. If hydrologically connected with the adjacent LNCS - which has been allocated to protect a remnant bog habitat and if building here would cause hydrological disruption to the adjacent bog LNCS leading to further habitat degradation, and also potentially conflict with proposals to extend the LNCS into same area, then suggest development be discouraged.

Spreads development to southern edge of Low Moss Plantation. No defensible boundary - concern. Likely to result in infill and spread. If developed, need to create defensible boundary and landscape framework to avoid spread.

**FCS:** No woodland on site, but broadleaf woodland adjacent to the north

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
--	X	--	-- / ?	-	-- / ?	--	--	--

### Assessment Summary:

The site and adjacent sites in Westerhill need to form part of a masterplan. This should address the following constraints:

- The deep peat and carbon rich soils on site
- The impacts on the Local Nature Conservation Site on and adjacent to the site, which is part of a green network habitat link.
- Parts of the site are shown on SEPA flood maps as at risk from surface water, this includes surrounding drains and ditches.
- Site is more than 400m walking distance from a bus stop, with a frequent service.
- Potential impact on adjacent open space and consider demand for former sports pitch and tennis court on site.

- LDP Safeguarding for Bishopbriggs relief road, phase 5, east of the site

Additional SEA commentary:

- The site is also bordered on the northern edge by Low Moss Plantation Tree Preservation Order and there is Prime Quality Agricultural Land to the south and north-east corner of the proposal site.
- There is an area of potentially contaminated land (Low Moss Plantation) directly north bordering the proposal area. Given the former uses for treating sewage and/or other effluent there is potential for some contamination within the proposal area which should be investigated.
- Access to frequently serviced bus stop on Kirkintilloch Road and Westerhill Road are approximately 800m and 1km respectively, from the centre of the site. Despite this, development in this location and of such a scale is likely to significantly increase private vehicular travel in the local area impacting on air quality and emissions levels given the distance from the town centre, local amenities and services and Bishopbriggs rail station. The eastern edge of the proposal area is at high risk of surface water flooding which should be investigated further.

**Proposed Mitigation Measures / Suggested Alterations:**

- Avoid development on the deep peat and carbon rich soils
- Mitigate any flood risk from the pond west of the site and ditches north of the site
- Flood risk assessment is required and Flooding and Drainage Guidelines need met.
- SUDS and betterment to manage surface water run-off will be required
- Protect and enhance the Local Nature Conservation Site on and adjacent to the site and woodland north of the site
- Protect the prime quality agricultural land in the south and north east corner of the site.
- Consider the provision of sports pitches and tennis courts in the area and need to compensate for the loss of these facilities on the site.

- Consider any implications from the safeguarding of land for Bishopbriggs Relief Road Phase 5.
- Provide access to Low Moss Local Nature Conservation Site
- Provide a landscape framework for the site, which protects good quality biodiversity habitat and trees
- Archaeological evaluation required.
- Air Quality Impact Assessment likely and Noise Impact Assessment (due to adjacent industrial uses) required
- Provision of walking and cycling facilities to A803

Kirkintilloch, Lenzie, Waterside

## Individual Site Assessment

Site Reference:	S07
Site Name:	Langmuir (South)
Address:	Land to the south of Applecross Rd, Solsgirth Gardens and Badenoch Rd, Kirkintilloch
Site Suggested By:	Geddes Consulting for Taylor Wimpey West Scotland
Site Owner	Taylor Wimpey West Scotland
Current Land Use:	Other Green field - Agriculture
Suggested Land Use:	Residential
Site Size	3.61 Hectares
Developable area (if available):	TBC
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo – View from xx



Site Photo



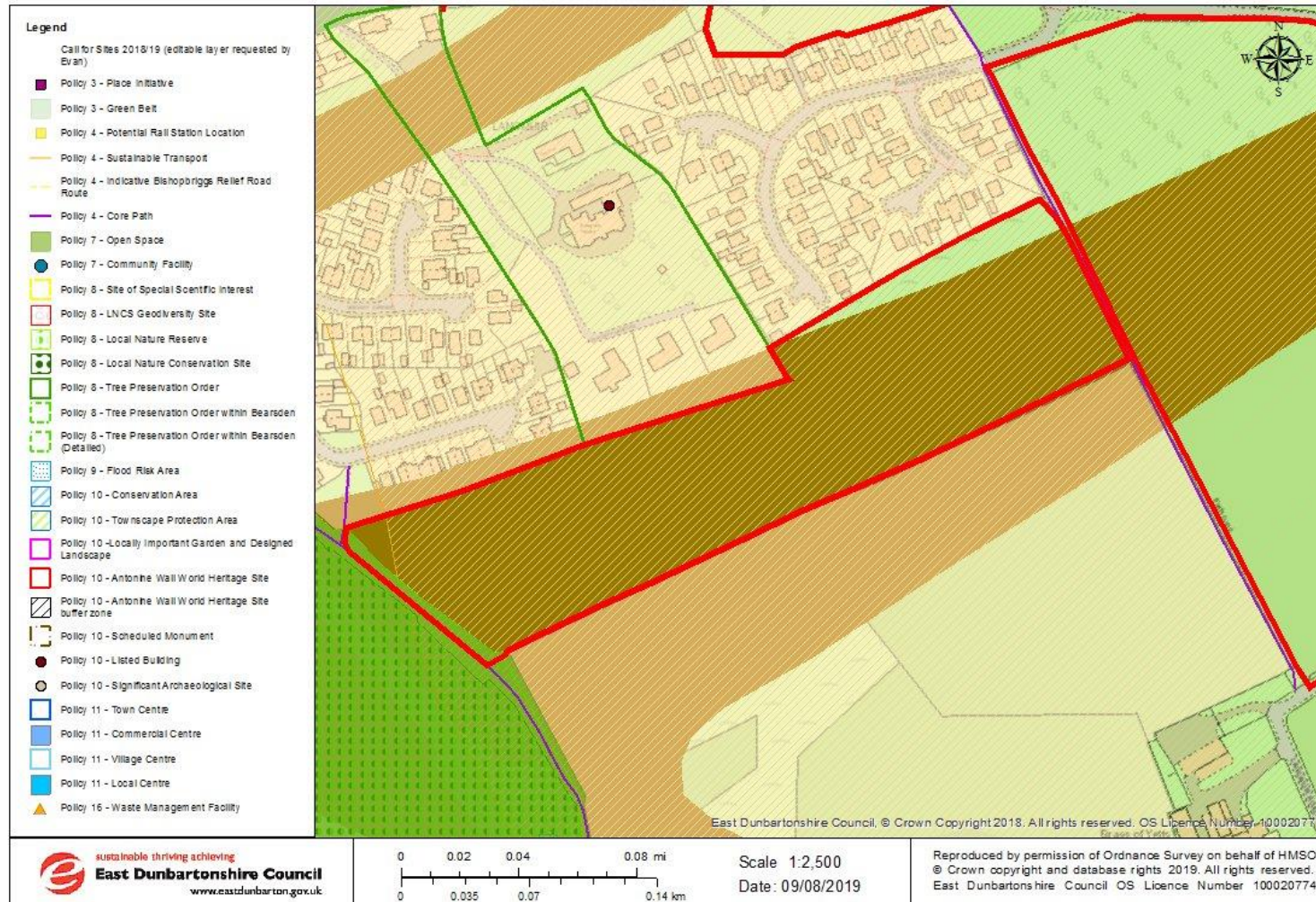
Site Photo





# Site Plan / Constraints Map

## EDC LDP 2 Site Assessment



### Information Provided by Geddes Consulting for Taylor Wimpey West Scotland:

#### **Proposed development:**

Residential proposal with the number of units and housing mix to be determined at a later date. The amended proposal has had full regard for the appraisal and the conclusions of the Reporter at the Examination of the LDP – reference Langmuir Site LDP 7. Development of the site will create a robust Green Belt boundary and will form a logical expansion to the pattern of development, linking the Langmuir area of Kirkintilloch with the emerging development at Braes O' Yetts. The site's role as a wildlife corridor will be retained.

#### **Deliverability:**

The site would be under construction within a two year period of the site being allocated in the next Adopted Local Development Plan would deliver about 40 units per annum and the site is in the sole ownership and control of the developer.

### Information Provided by Key Agencies:

**SEPA:** A peat depth survey may be required to assess volume to be disturbed/re-use etc. Adjacent to a minor watercourse that could represent a potential flood risk.

**SNH:** As the site is on the boundary of the Merklands LNR it risks limiting wildlife corridors in and out of this site - which is already surrounded by a lot of housing. If the site is developed it should be well integrated with the existing housing to the north. Strong boundary should be established at the southern edge to create defensible new boundary for the settlement.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
X	X	--	--	-	0	--	-	-

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- High greenbelt functions and defensibility.
- Overall high biodiversity value including deep peat and important link to Merkland Nature Reserve.

- High to medium risk of pluvial flooding.

Site is located on edge of existing settlement within 15 minute walking distance of a primary school and bus stop, less than 30 minutes to local centre and more than 30 minutes to the nearest train station. Site has medium landscape capacity for development on the north east part however site has high green belt defensibility and functions including preventing coalescence, good access, high biodiversity value connecting Local Nature Reserve and landscape with some medium sensitivities.

**Additional SEA commentary:**

- Any development at this location could potentially 'land lock' Merkland Local Nature Reserve, thus impacting negatively upon associated wildlife corridors and access routes.
- The site has poor access to public transport (over 1km to bus stop with frequent bus service) and is a significantly outwith reasonable walking distance to Kirkintilloch town centre with the associated amenities and services. Therefore private vehicular travel is likely to significantly increase with this development which is likely to impact negatively on local air quality and transport related emissions.

**Proposed Mitigation Measures / Suggested Alterations:**

- Evaluate, avoid, mitigate or offset impacts on high biodiversity interest, water quality adjacent to Local Nature Reserve and enhance green network.
- Conserve and protect indicated Protected Species.
- Additional survey work and assessments to be undertaken to determine the extent and nature of peat and consequently the potential developable area.
- Development on land where peat is present should be avoided and enhancement measures implemented to create wetland habitat.
- Limited landscape capacity in north east, reinforce potential green belt boundary by development facing the conserved valley floor and provide recreational access to it.

- Ensure that the core path network is maintained and is still accessible by any proposed development.
- Flood risk assessment is required to determine the flooding risk and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.

## Individual Site Assessment

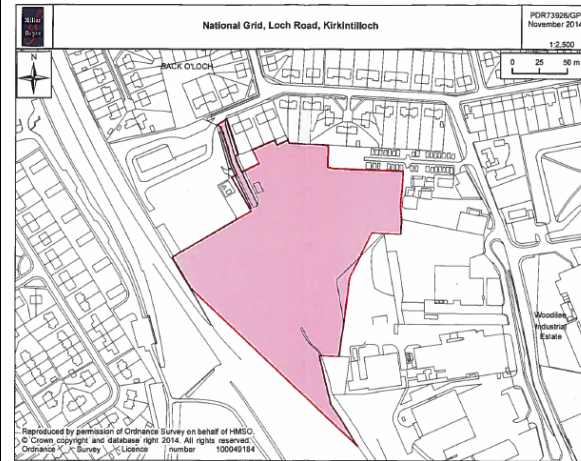
Site Reference:	S24
Site Name:	Kirkintilloch Gateway - Site 1
Address:	South of Donald Mackinnon Ave, Kirkintilloch
Site Suggested By:	Sim Group Holdings
Site Owner	Sim Group Holdings
Current Land Use:	Vacant (Business Designation)
Suggested Land Use:	Residential
Site Size	2.66 Hectares
Developable area (if available):	2.66 Hectares
LDP Stage Suggested:	LDP 2 Early Engagement



Aerial Photo



Site Plan



Site Photo – View from western boundary



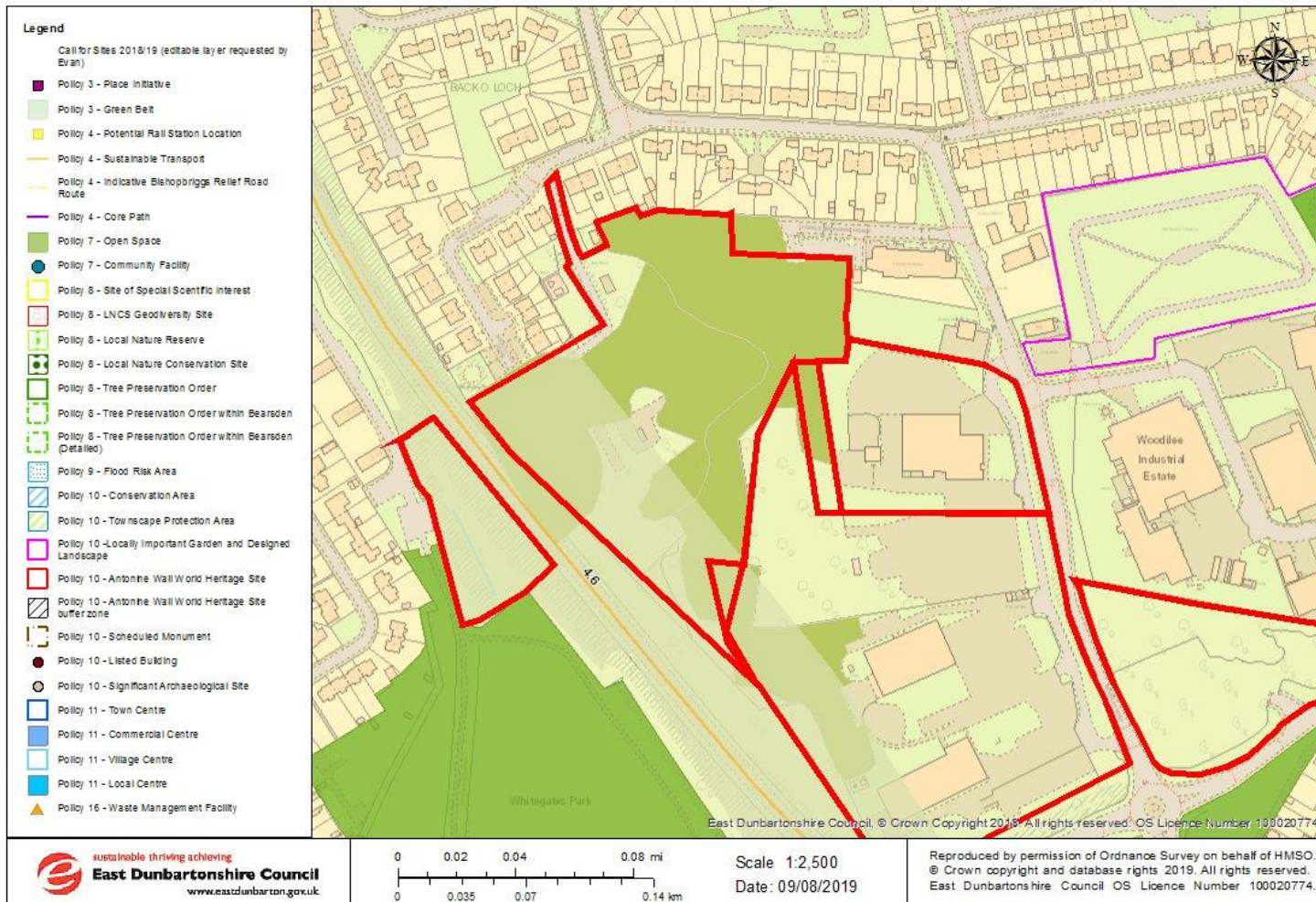
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



<p>Information Provided by Sim Group Holdings:</p> <p><b>Proposed development:</b>  Affordable Flats – 58  Affordable Houses - 37</p> <p><b>Deliverability:</b> Developer indicates a 12 month development phase (approx.)</p>
<p>Information Provided by Key Agencies:</p> <p><b>SEPA:</b> A small watercourse flows through the site and could represent a flood risk.</p> <p><b>SNH:</b> Development brief with sites S100, S346 and S347 is required.</p>
<p>Information Provided by Public:</p> <p>Additional information could be provided during Main Issues Report Consultation period.</p>

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	-- / ?	+ / ?	--	- / ?	--	- / ?	-- / ?

### Assessment Summary:

This site has the potential for development, subject to a mixed use masterplanned approach with adjacent sites (S100, S346 & S347) as part of LDP site13.23, and subject to further investigation of the following constraints:

- Potential contamination
- Compatibility of housing with surrounding business uses

### Additional SEA commentary:

- Proposal site currently designated for economic development purposes.
- Proposed development of the site will ensure the redevelopment of brownfield land and also has the potential to provide an opportunity for contaminated land remediation and / or enhancement. Phase 1 remediation has been completed on site from the former gas works but the land is still potentially contaminated and required further investigation.
- Locally known flooding issues on site and close proximity to minor water course (Bothlin Burn) to the south of the site.
- Development of the site has the potential to require significant new infrastructure provision, including drainage, path and road networks.
- The site is in close proximity to an hourly bus service on Woodilee Road. The site is unlikely to encourage active travel participation given the distance from the site to town centre, local amenities and services. Therefore, given the poor public transport provision and walking access to the town centre, development of this scale in this location is likely to significantly increase the reliance on private vehicles for travelling to and from the site, adversely impacting on local air quality levels and related transport emissions.
- A large proportion of the site is currently native woodland which would be significantly impacted and / or removed through the proposed development. The western and southern edges of the site are also part of the wider green network.

#### Proposed Mitigation Measures / Suggested Alterations:

- Investigate and remediate, where appropriate, any potential contamination identified and ground conditions.
- Flood risk assessment is required to determine the flooding risk in relation to the proximity to the Bothlin Burn and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Potential for green network enhancement through wetland and woodland creation and open space enhancements.
- Conserve and enhance native woodland.

- Investigate if on Scottish Biodiversity List habitat (Open habitat mosaic on previously developed land) and mitigate.

## Individual Site Assessment

Site Reference:	S57
Site Name:	Gartshore Estate
Address:	B8048, Kirkintilloch
Site Suggested By:	Caledonian Trust plc
Site Owner / Agent:	Caledonian Trust plc
Current Land Use:	Woodland, agriculture, brownfield site of former mansion house, individual residential properties
Suggested Land Use:	Residential, community facility, office, light industry, open space, leisure
Site Size	68.5 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP (unallocated), LDP2 Early Engagement



Aerial Photo



Site Photo



Site Photo



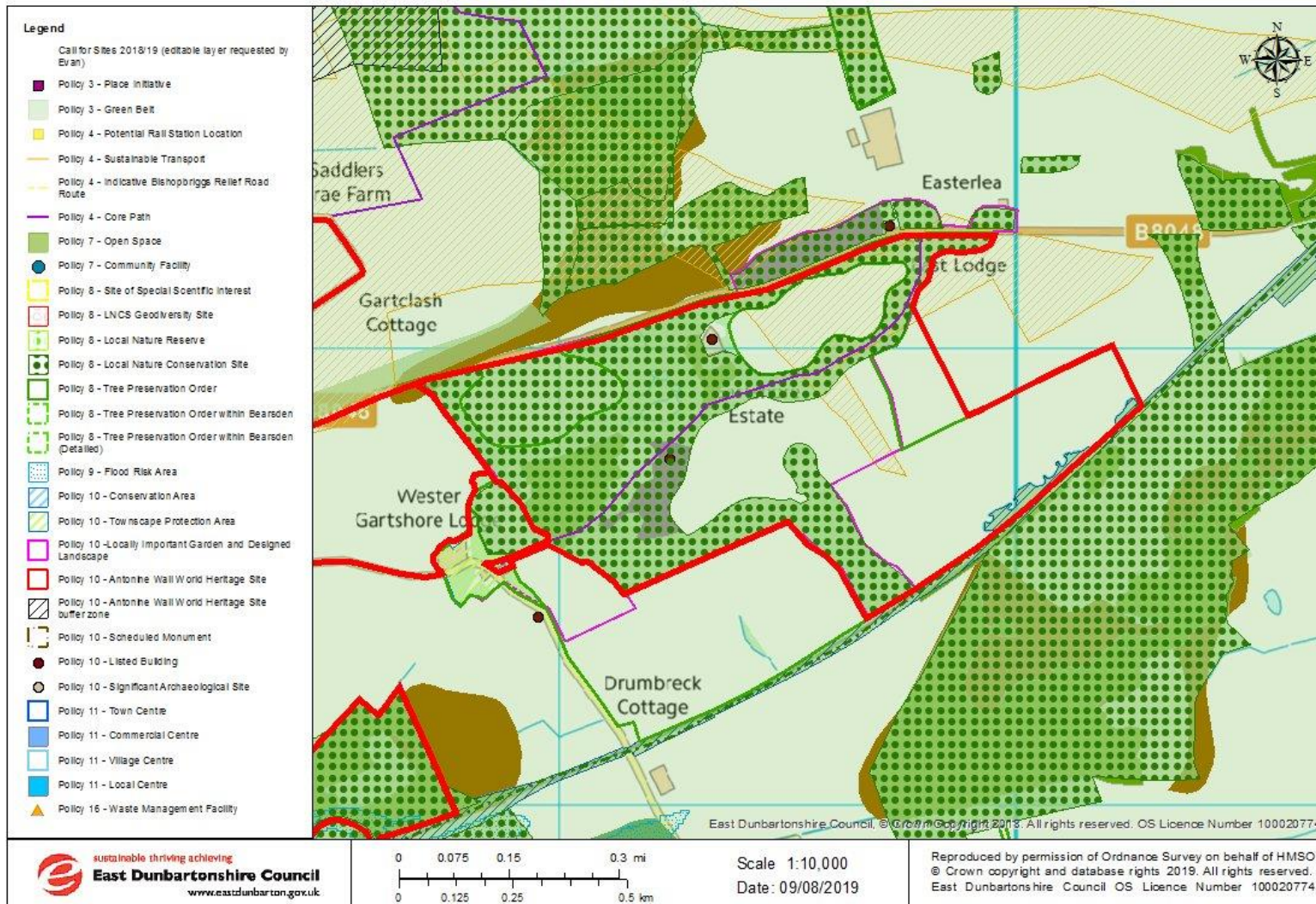
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by Caledonian Trust:

Proposed new settlement suggested by developer, to be master planned.

Suggested uses in the new settlement include housing, a high quality business park with ancillary uses including potential hotel/conference centre on a 5.3ha site. Also propose bus stops, open space and a village centre community services and facilities commensurate with its size including shops, cafe and GP facilities.

There is to be high quality mixed tenancy housing of between 800 and 1200 units including: 200 – 300 affordable housing units, 300 – 400 private housing units (flats and houses of three or less bedrooms), 200-400 private houses of four or more bedrooms, and potential to include age exclusive/ retirement living.

Woodlands on site would be retained, improved and expanded. Natural water features and man made water features would be incorporated into master plan designs. The listed buildings on the site are to be retained, restored and brought back into use. The new settlement will respect the locally important garden and designed landscape and Local Nature Conservation Site, which are deteriorating. These natural and historic designations; including tree belts; will be retained, restored and improved with open space including cycleways and paths.

Deliverability: The developer suggests a programming and phasing of the new settlement over two to ten years. They also suggest that the time required pre site start to gain consents and overcome site constraints is two years. The developer estimates that approximately 100 units could be delivered each year. There are no legal burdens such as ransom strips or restrictive covenants on the site. Site is largely unused and agricultural land is leased on short leases. There is a burn and pond on site but site has not flooded. Access to the site via B8048 and Gartshore Road.

### Information Provided by Key Agencies:

**Historic Environment Scotland:** Note that the site contains category B-listed Gartshore Stables, Dovecot and (is near the) Quaker's Cemetery. Consider that there may be scope for a sensitively designed development within the proposed site boundary, provided that appropriate mitigation measures are implemented to ensure that the setting of these heritage assets is not negatively impacted upon. This should be incorporated into a design brief.

**SEPA:** Two small watercourses pass through the northern section of the site. There is also a linear pond adjacent to the Glasgow - Edinburgh railway line, a smaller pond located in the NW corner of the site. Whilst most of the site is developable it will be necessary to

ensure that all development is sufficiently set back from and elevated above these features. Further information in the form of a detailed site layout and further topographic information or a Flood Risk Assessment will be required.

A minor watercourse flows along the site boundary which could represent a potential flood risk. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required.

**SNH (landscape):** This would represent a significant development outwith the settlement envelope. Contact Environment Scotland as locally important HGDL. Relatively well contained site with strong woodland structure. However, need to create a defensible boundary to south and east to avoid infill and spread. Any development should respect and enhance existing key buildings and gardens/ woodland/ mature trees to avoid adverse impact on their character, key views and setting. A capacity study should be carried out to determine how best to accommodate built development within the existing strong landscape framework.

#### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

### Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	- / ?	- -	- / + / ?	- -	-	- -	- -	- -

### Assessment Summary:

Site is strategic in scale and does not meet the spatial development strategy of the Glasgow and Clyde Valley Strategic Development Plan as it is isolated development in the countryside.

The site is unsuitable for development for the following reason(s):

- The proposal includes high footfall uses including a shop, GP surgery and hotel which network of centres and retail policy directs to town centres such as Kirkintilloch.
- The proposal includes business uses which business and industry policy directs to allocated business and employment land.
- Much of the site is a Local Nature Conservation Site (Gartshore Woods, Kennel Plantation and Heronryhill), woodland (sections of which are native woodland to the west and centre of the site) and part of the green network where development should be avoided.
- The site has low landscape capacity for development, it is woodland and agricultural land on a prominent ridgeline between the mainline railway and the B8048, which is part of the eastern setting of Kirkintilloch. The site has high quality sensitive landscape features as it contains a garden and designed landscape, including woodland, which has high value for a work of art, historical, architectural and scenic reasons and high potential for recreational value. Development of this scale would have an adverse impact on the appearance and character of this designated area.
- The overall greenbelt defensibility of the site is medium/ high, with high functions for spatial function, visual and environmental quality and ecosystem goods and services. This is because of its natural environment functions, it is detached from settlements and is former estate grounds in the green belt, it forms part of the setting of Kirkintilloch, in particular when approached by road from the south east.

Additional SEA commentary:

- The site is not in close proximity to a main public transport corridor with the nearest bus stops over 400m walk from site (only providing an hourly service) and unlikely to support sustainable transport options. Therefore, the significant scale of the proposal, poor public transport links along with the distance to local amenities and services are likely to significantly increase private vehicular travel adversely impacting on local air quality and increasing transport related emissions. However, local services have been included as part of the proposal.
- The majority of the site forms part of the green network including the valuable woodland habitats, protected by Tree Preservation Orders.
- Small area in the north-western edge of the proposal has been identified as an area of carbon-rich organic soils and peat.
- There are 4 areas of potentially contaminated land throughout the proposal area.
- The whole proposal site is encompassed by the Gartshore House locally important Historic Garden and Designed Landscape.
- There are two category B listed buildings (Dovecot and Gartshore Stables within the proposal area and is also in close proximity to the Gartshore Conservation area and the category B listed building Quaker Cemetery.
- SEPA flood mapping identifies a number of areas throughout the proposal site which are high risk of surface water flooding and development should be avoided in these locations.

#### Proposed Mitigation Measures / Suggested Alterations:

- Category B listed buildings of Dovecot and Gartshore Stables to be restored and given a new use. Setting of Quaker Cemetery to be conserved.
- The Gartshore Conservation Area and its setting should be conserved and enhanced
- The green network on and linked to the site should be conserved and enhanced. This includes Gartshore Woods, Kennel Plantation, Heronryhill Local Nature Conservation Site, including native woodland in the centre and south west of the site, and Bishopbriggs to Croy Mainline Railway Local Nature Conservation Site (and strategic green network habitat link). The deep peat and carbon rich soil in the north west of the site and Tree Preservation Order should be protected.
- The development and its landscape framework should be designed to address the key characteristics of the rolling farmland landscape character area, in particular the undulating landform and woodland and high quality features of the garden and

designed landscape.

- The minerals safeguarding area (surface coal) in the north east of the site should be safeguarded.
- SEPA flood map areas of surface water flood risk in the north, centre and south of the site should be avoided for development and watercourses considered. Flood Risk Assessment required
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Investigate and remediate any potential contamination identified.
- Additional survey work and assessments to be undertaken to determine the extent and nature of peat and consequently the potential developable area.

## Individual Site Assessment

Site Reference:	S100
Site Name:	Kirkintilloch Gateway (Site 2)
Address:	Woodilee Industrial Estate, Woodilee Road, Kirkintilloch,
Site Suggested By:	Colliers International for Tame Construction Ltd
Site Owner / Agent:	Tame Construction Ltd
Current Land Use:	Vacant Brownfield (Business Designation)
Suggested Land Use:	Residential & Retail
Site Size	2.8 Hectares
Developable area (if available):	2.8 Hectares
LDP Stage Suggested:	LDP 2 Early Engagement



Aerial Photo



Site Location Plan



Site Photo – from eastern boundary looking west

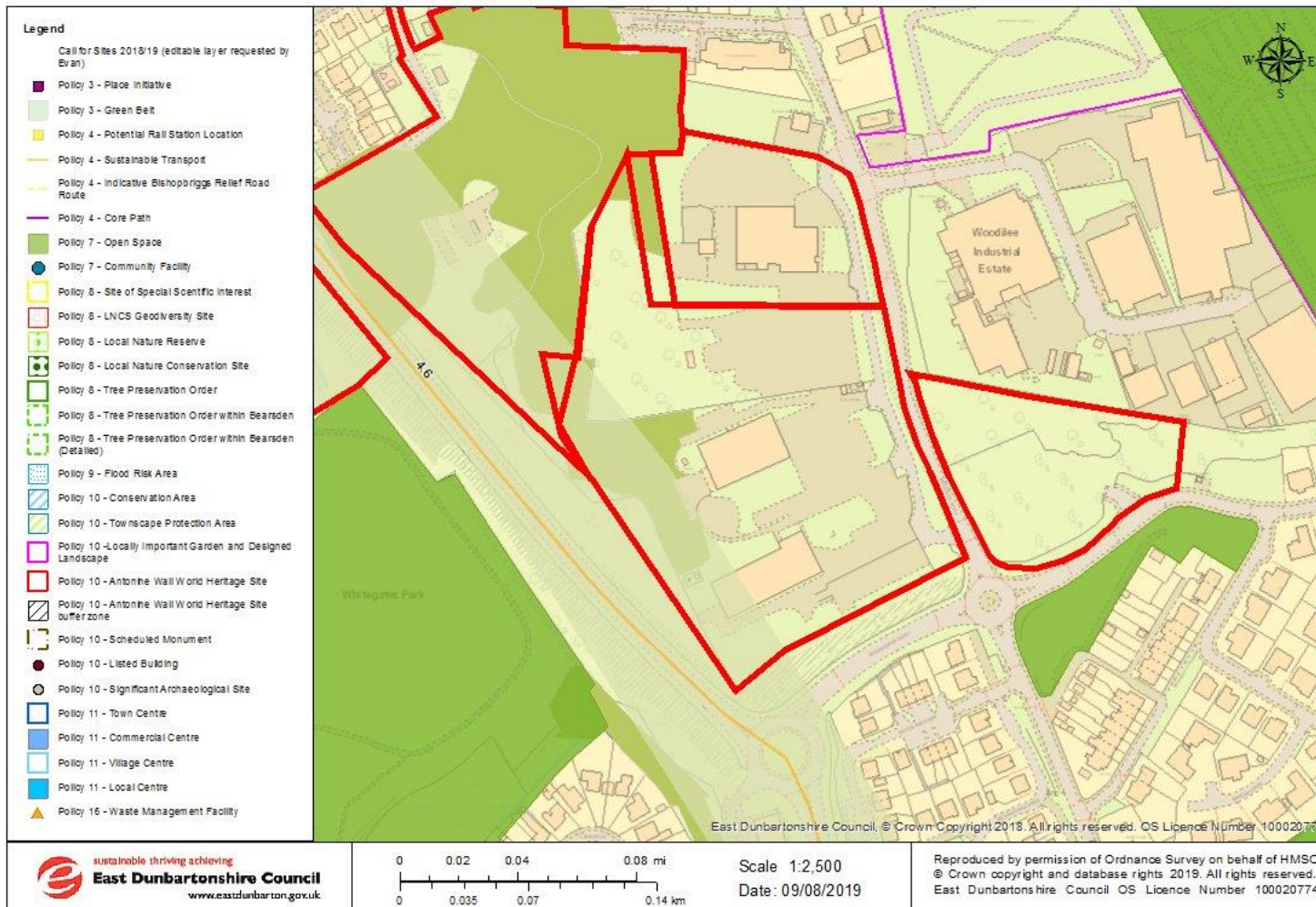


Site Photo



# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



**Information Provided by Colliers International:**

**Proposed development:** Mixed-use development comprising housing and discount retail uses. Number and mix of housing units to be determined. Foodstore to be approx. 2000sqm.

**Deliverability:** Developer is in control of the site and has unsuccessfully marketed the site for business and industrial use since 2002.

**Information Provided by Key Agencies:**

**SEPA:** A small watercourse flows through the site and could represent a flood risk.

**SNH:** Development brief with sites S24, S347 and S346.

**SW:** Existing foul and surface water pipes mid site.

**Information Provided by Public:**

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	X	- / ?	+ / ?	--	- / ?	--	-- / ?	-- / ?

### Assessment Summary:

This site has the potential for development, subject to a mixed use masterplanned approach with adjacent sites (S23, S346 & S347) as part of LDP site 13.23, and subject to further investigation of the following constraints:

- Potential contamination
- Compatibility of housing with surrounding business uses

### Additional SEA commentary:

- Proposal site currently designated for economic development purposes.
- Proposed development of the site will ensure the redevelopment of brownfield land and also has the potential to provide an



opportunity for contaminated land (Former Loch Road Gas Works) remediation and / or enhancement.

- Locally known flooding issues on site and minor water course (Bothlin Burn) within the north-west of the site. Small sections of the site are also at high and / or medium risk of surface water flooding. Culverted burn on site.
- Development of the site has the potential to require significant new infrastructure provision, including drainage, path and road networks. The site will also have significant demolition of current structures from previous uses and resulting waste arisings.
- The site is in close proximity to an hourly bus service on Woodilee Road. The site is unlikely to encourage active travel participation given the distance from the site to town centre, local amenities and services. Therefore, given the poor public transport provision and walking access to the town centre, development of this scale in this location is likely to significantly increase the reliance on private vehicles for travelling to and from the site, adversely impacting on local air quality levels and related transport emissions.
- A section to the west of the site in currently native woodland which would be significantly impacted and / or removed through the proposed development. This area along with the whole western and south-western edges of the site are also part of the wider green network.

#### **Proposed Mitigation Measures / Suggested Alterations:**

- Investigate and remediate, where appropriate, any potential contamination identified and ground conditions.
- Flood risk assessment is required to determine the flooding risk in relation to the proximity to the Bothlin Burn, investigate presence of culverts and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Potential for green network enhancement through wetland and woodland creation and open space enhancements.
- Conserve and enhance native woodland and other mature trees within the proposal area.
- A waste management plan should be produced in order to manage the significant demolition and construction waste as a result of development of the site and avoid or mitigate the effects on the surrounding area and population in relation to noise and dust

## Individual Site Assessment

Site Reference:	S111
Site Name:	Site of Former Tom Johnston House
Address:	Lenzie Rd, Kirkintilloch
Site Suggested By:	Milton of Campsie Community Council
Site Owner / Agent:	The Council
Current Land Use:	Vacant land, with temporary storage
Suggested Land Use:	Residential
Site Size	2.05 Hectares
Developable area (if available):	2.05 Hectares
LDP Stage Suggested:	LDP (unallocated for housing), LDP2 Early Engagement

Aerial Photo



Site Photo



Site Photo



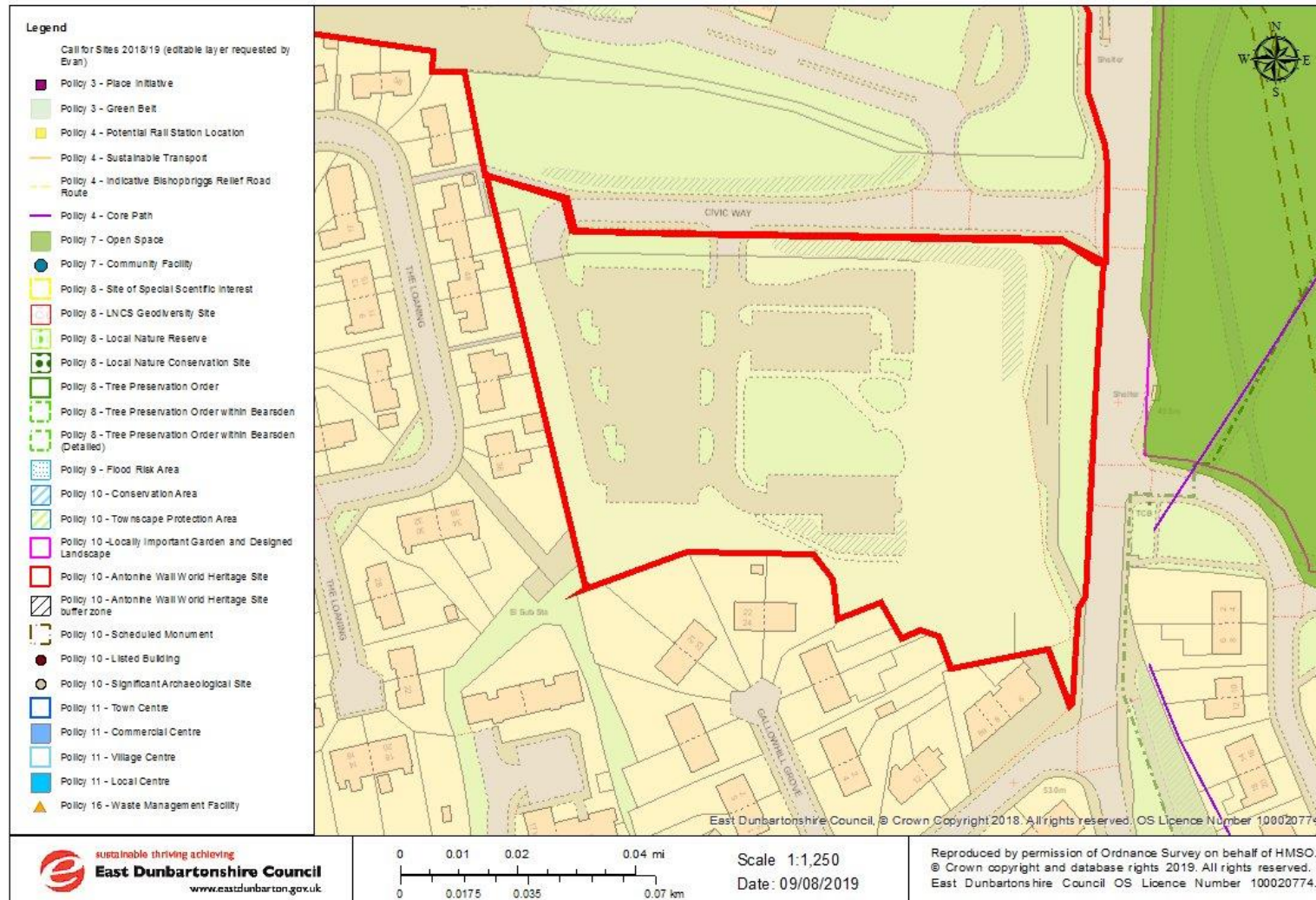
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



--

<p><b>Information Provided by the Council:</b></p> <p>Previous proposals for a supermarket and ancillary uses, on this site and the Whitegates to the north, were granted on 21.3.16 (TP/ED/14/0510).</p> <p>The Council's Housing Team has produced a Proposal of Application Notice for development on this site. The proposal is for affordable housing development for 90 housing units, block of flats fronting Kirkintilloch Road with terraced housing perpendicular to the flats along Civic Way and to the rear. Vehicular access from Civic Way.</p> <p>Deliverability: deliverable by council within five years.</p>
<p><b>Information Provided by Key Agencies:</b></p> <p><b>Scottish Water:</b> Existing sewer services on site to surrounding customers.</p>
<p><b>Information Provided by Public:</b></p> <p>Additional information could be provided during Main Issues Report Consultation period.</p>

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
X	X	X	+ / ?	-	- / ?	++	- / ?	- / ?

### Assessment Summary:

The site is strategic in scale, as 90 units are proposed.

The following significant issues exist on the site:

- The site is safeguarded for business and employment, under policy 13 – Creating a Supportive Business and Employment Environment, site 13.31. The Community Strategy identifies that the site is for mixed use development, including business and employment uses.
- The Business Land Review findings, on whether loss of employment land is justifiable?
- SEPA Flood Map shows western half of site in flood risk area, from Park Burn

Additional SEA commentary:

- Previous building structure has been demolished and the majority of waste cleared from site.
- The majority of the site is at medium risk from surface water flooding and has locally known issues from previous flood events due to the proximity to Park Burn.
- Development of the site will require additional infrastructure provision in terms of utilities, drainage, path and road creation/enhancement.
- Mature trees are within the proposal area and around the entire boundary.
- There is an area of potentially contaminated land within the southern boundary of the proposal area.
- The proposal site is in close proximity to the town centre, local amenities and services which can be accessed from an active travel and public transport perspective.

**Proposed Mitigation Measures / Suggested Alterations:**

- Flood risk assessment is required to determine the flooding risk and ascertain the developable extent of the area. The SEPA flood map shows an adjacent area of pluvial flood risk. Establish viability of connecting to sewer to ensure capacity is not an issue. Survey of culverted watercourse required, drainage implications should be evaluated and mitigated in accordance with drainage study.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Incorporate good quality trees into the landscape framework for the site.
- Investigate and remediate, where appropriate, any potential contamination identified.
- Waste management plan to manage potential construction waste from the development of the site.

## Individual Site Assessment

Site Reference:	S200
Site Name:	Gartconner
Address:	Land east of Gartconnor Primary School, Wester Gartshore Farm, Kirkintilloch
Site Suggested By:	Persimmon Homes
Site Owner / Agent:	Persimmon Homes
Current Land Use:	Other Green belt - Agriculture
Suggested Land Use:	Residential
Site Size	6.47 Hectares
Developable area (if available):	6.47 Hectares
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo



Site Photo



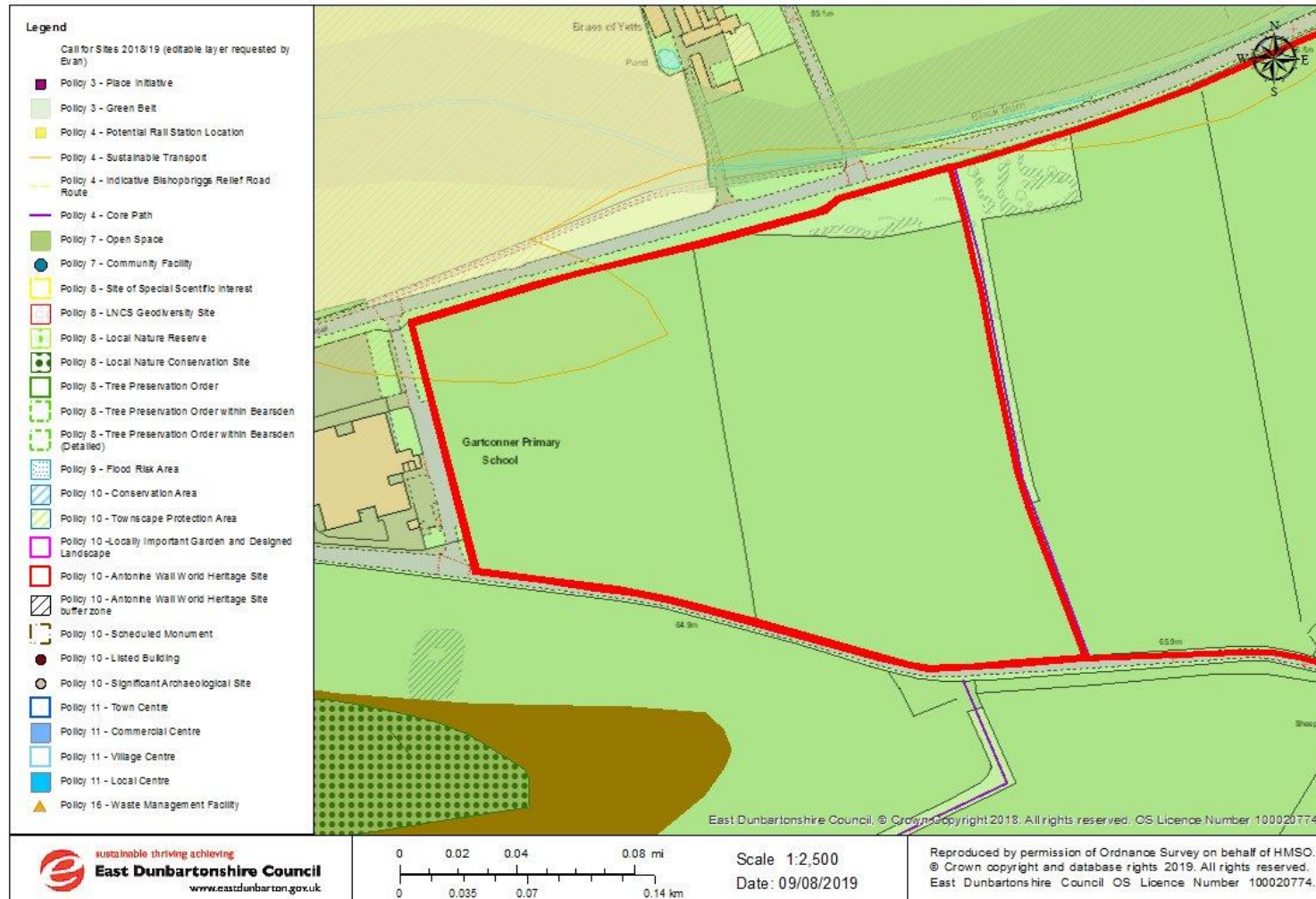
Site Photo





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment





--

<p>Information Provided by Persimmon:</p> <p><b>Proposed development:</b> Potential for circa 150 homes as a logical expansion to Kirkintilloch. Would include 25% affordable.</p> <p>Affordable Houses – 37 Private houses (3 bed or less) – 93 Private houses (4 bed or more) - 20</p> <p><b>Deliverability:</b> Start on-site 2024 following the grant of planning permission and obtaining technical approvals. 30 units would be delivered annually.</p>
<p>Information Provided by Key Agencies:</p> <p><b>SEPA:</b> A small watercourse flows adjacent to the site and could represent a flood risk.</p> <p><b>SNH:</b> Landscape comments - site is beyond the settlement edge.</p> <p><b>Scottish Water:</b> No comments.</p>
<p>Information Provided by Public:</p> <p>Additional information could be provided during Main Issues Report Consultation period.</p>

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	-	+ / ?	--	-	--	--	-

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Medium to High greenbelt functions and defensibility.
- Low landscape capacity for development.
- Sterilisation of workable Mineral Resource. This designation covers a very small section towards the north and north-west part of the site.

Additional SEA commentary:

- Development of the site could create additional light and noise pollution to an otherwise quiet rural edge of Kirkintilloch. It could also reduce the rural setting of adjacent Gartconner Primary School.
- The north eastern edge of the site is within an area of potentially contaminated land in related to Braes O Yetts Quarry.
- The site is on open countryside forming the eastern setting for Kirkintilloch and development would breach a defensible green belt boundary and could also set a precedent for further development to the east of the town. SNH commented that the site is highly visible from a wide area and does relate well to the existing settlement pattern, nested within the broad valley. Housing on this site would clearly alter the settlement pattern and the setting of Kirkintilloch by extending the eastern border, particularly south of Kirkintilloch Road.
- The site has limited biodiversity value but there would be some potential impact on mature trees and old hawthorn trees.
- Locally known flooding issues manifest at this location, including an area of medium to high risk from surface water flooding from Black Burn.
- The site is not in close proximity to a main public transport corridor with the nearest bus stops over 400m walk from site (only providing an hourly service) and unlikely to support sustainable transport options. Therefore poor public transport links along with the distance to local amenities and services are likely to significantly increase private vehicular travel adversely impacting on local air quality and increasing transport related emissions.

Proposed Mitigation Measures / Suggested Alterations:

- Protect and enhance boundary features (mature trees and hedgerows) on site through appropriate siting and design of any proposals.
- Flood risk assessment is required to determine the flooding risk in relation to the proximity to the Black Burn and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact

development may have from a flooding and drainage perspective.

- Investigate and remediate any potential contamination identified.

## Individual Site Assessment

Site Reference:	S208
Site Name:	Monastery Field
Address:	Land to the west of Bankhead Road
Site Suggested By:	Geddes Consulting for Taylor Wimpey West Scotland
Site Owner / Agent:	Taylor Wimpey West Scotland
Current Land Use:	Other green field
Suggested Land Use:	Residential
Site Size	3.29 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP (unallocated), LDP 2 Early Engagement, call for sites.

Aerial Photo



Site Photo



Site Photo



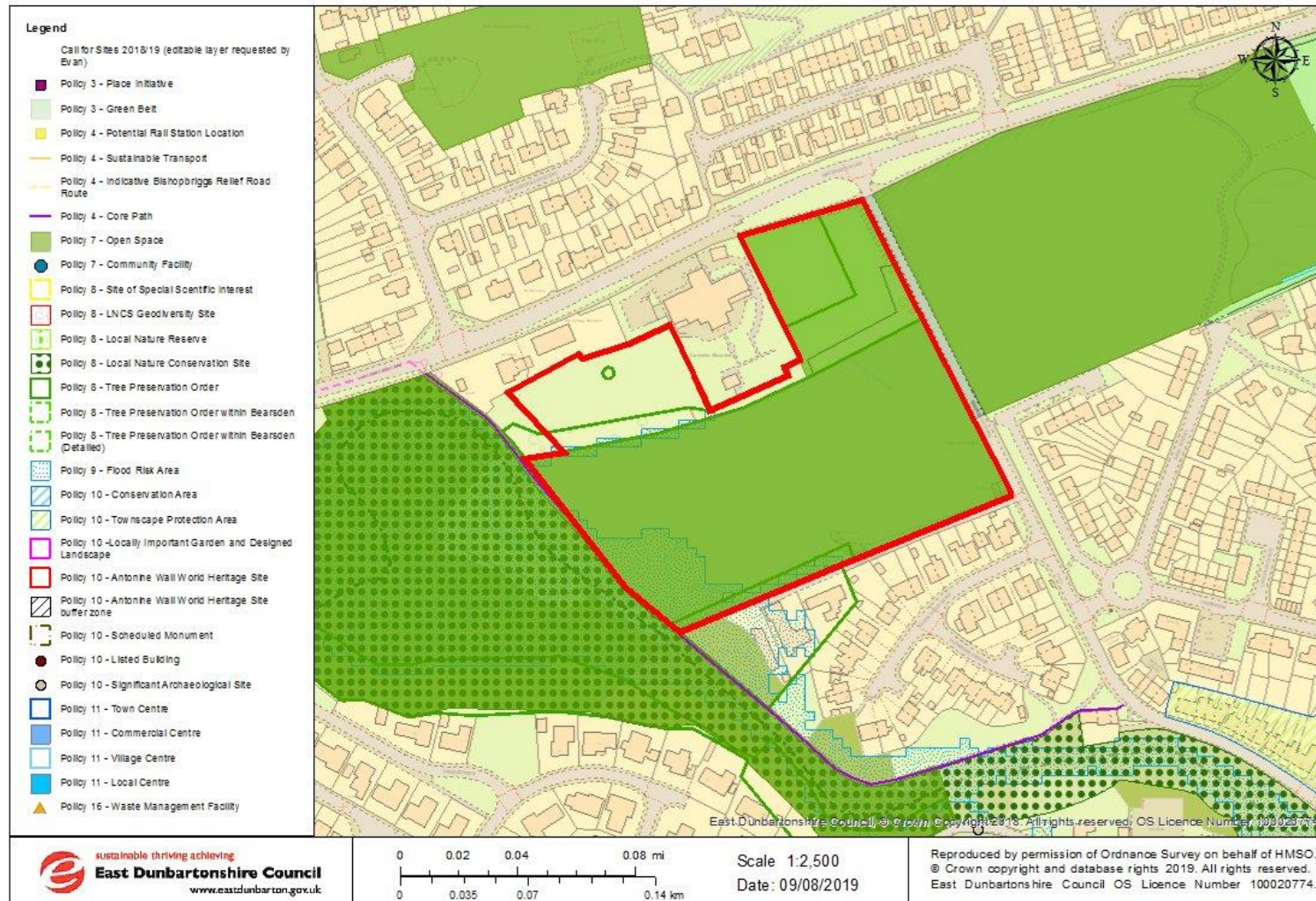
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment





## Information Provided by Geddes:

**Proposed development:** housing, with a proportion of affordable.

The developer considers that coalescence is no longer a function of the Green Belt and this was changed in the approval of Scottish Planning Policy 2014. The urban expansion of Kirkintilloch in an eastward direction, especially along Waterside Road and Market Road has dramatically impacted on the physical identity of Waterside as a separate settlement. For the following reasons, the developer considers that Waterside is not a physically separated settlement adjacent to Kirkintilloch. When viewed from Gartshore Road, Waterside is seen in the context of the urban structure of Kirkintilloch. When viewed from Bankhead Road in panorama, the urban structure of Kirkintilloch is visible in all directions. When viewed from Waterside Road, the existing tree planting allows filtered views which show Waterside in the context of the urban structure of Kirkintilloch. The developer considers it is also evident in land use terms, that the physical separation of Waterside from Kirkintilloch is formed by a playing field which is an urban use. The Council has also approved the adjacent Waterside Park Open Space as the proposed location of a new Additional Support Needs School. This infills the separation between Rosebank and Waterside. A planning application is expected to be submitted soon. The separate physical identity of Waterside was effectively lost with the housing development on its western edge along Market Road, and also the housing development to the north of Waterside Road.

The developer considers that with regard to the LDP Examination Reporter's conclusions about site LDP 10 South of Waterside Road (The north eastern part of the site), given the scale of physical development already around Waterside, the key issue in considering further development is to maintain the character and landscape setting of the built-up area of Waterside. The character of Waterside can be maintained through retaining the careful use of landscaping and open space. This may include the retention and enhancement of the existing mature tree belt on the site. The Reporter acknowledged that the site is currently relatively inaccessible as open space and has limited recreation value. The development of the site will open links between Bankhead Road and the Luggie Burn, providing new path links between the two. This will enhance the community and amenity value of the land.

The Reporter found that the development of the LDP 208 site for housing would have adverse impacts on the Sisters and visitors to the Carmelite Monastery adjacent to the north of the site. The developer considers that the Reporter did not specify how these adverse impacts would be derived. The Monastery is currently adjacent to housing on Waterside Road, subject to the impact of traffic noise from Waterside Road and overlooked by existing two-storey housing. The developer considers that further development south of the Monastery would not detract from the existing amenity enjoyed by the Carmelite Sisters and if required, measures can be taken to build a boundary wall to the south of the Monastery. They consider that the proposed housing would be visually separated from the Monastery by the use of landscaping and boundary treatments.

The north western part of the site is within the urban area where infill housing is supported. The site includes individual trees and an

existing belt of mature trees. The Carmelite Monastery is beyond this tree belt.

SEPA flood maps indicate that there is a high to medium risk of river (fluvial) flooding to the west of the site, along the course of the Luggie Burn. No development is proposed in this area. This will be used as open space in the proposal. New paths will be provided within the development, opening access between Bankhead Road and the Core Path ED/631/1 along the Luggie Burn.

The Luggie Water LNCS will not be affected by the proposal. No development is proposed on the western area of the site, nearby the LNCS. The area selected for development will be informed by technical assessments. The site's role as a wildlife corridor will be maintained. It will still retain its wildlife value. Notable species within this LNCS are otter, kingfisher, reed bunting, sedge warbler and yellowhammer.

No flood defence on the site but no development will be proposed on land within the 1:200 year flood risk. Field drains run adjacent to the northern and southern boundaries. Luggie Burn runs near to the western boundary of the site. The proposal will incorporate SuDS measures to maintain discharge rates to greenfield levels.

Tree Preservation Orders STR 071 and STR 131 are on the site.

**Deliverability:** The site would be under construction within a two year period of the site being allocated in the next Adopted Local Development Plan. Up to 40 homes per annum. Taylor Wimpey has full control over the land holding. Access via Bankhead Road. This site is effective. There are no ownership or physical constraints on this site which give rise to adverse abnormal costs to prevent the development of this proposal during the period of the LDP. The site is within the ownership of Taylor Wimpey, an established national housebuilder.

### Information Provided by Key Agencies:

**SEPA:** Part of the site is at fluvial flood risk.

**SNH:** Site prevents coalescence of Rosebank and Waterside. If site is developed retain existing woodland and mature trees. Reinforce existing green networks and ensure good connectivity to Luggie Water.

**Scottish Water:** Sewers middle of site and trunk main on Southern edge.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

### Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	--	+ / ?	--	- / ?	--	--	-

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- The majority of the site is open space.

- Overall Green belt defensibility: Medium to High, with high spatial function.
- The site provides an open setting for the adjacent monastery and helps protect the amenity of its residents. This is important for the monasteries way of life, as it is a contemplative religious order which is also open to visitors.
- The SEPA flood maps show fluvial flood risk, including west of the site in the area proposed as open space.
- The site is adjacent to the green network and LNCS of the Luggie Water to the west, which has high wildlife value

Additional SEA commentary:

- Development of the proposal site would result in the loss of valuable open space and the southern section of the site, south of the Monastery, is part of the wider green network with links to the adjacent Luggie Water LNCS.
- Ecological surveys indicated a high and medium environmental importance for protected species on site. Site provides additional habitat along the Luggie corridor and adds to the habitat mosaic of the corridor.
- The proposal site has areas of tree cover protected by TPO.
- The southern and western edges of the site are within the SEPA flood risk area (fluvial) and there are also locally known flooding issues in close proximity to the proposal area.
- The site is less than 250m from a bus stop serviced every half hour. Despite this, given the scale of the proposal, the distance to the town centre and associated amenities and services is likely to increase private vehicular travel, adversely impact on air quality and transport related emissions.
- There is an area of potentially contaminated land adjacent to the proposal site to the south.

**Proposed Mitigation Measures / Suggested Alterations:**

- Evaluate, avoid, mitigate or offset impacts on high biodiversity interest, in particular on the Luggie Water LNCS
- Enhance green network of the Luggie Water and protect core paths and right of way. Green network opportunity for woodland.
- Conserve and protect indicated Protected Species.
- Flood risk assessment is required to determine the flooding risk in relation to the Luggie Water and drains within the site

boundary and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.

- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Protect and conserve trees within the site boundary through appropriate siting and design of any proposal.
- Investigate and remediate where possible any potential contamination on site.

## Individual Site Assessment

Site Reference:	S226
Site Name:	Whitegates
Address:	Whitegates Industrial Estate, Civic Way, Kirkintilloch
Site Suggested By:	Persimmon Homes
Site Owner / Agent:	Sim Property (Whitegates) Ltd
Current Land Use:	Partly occupied industrial land
Suggested Land Use:	Residential
Site Size	2.7 Hectares
Developable area (if available):	2.7 Hectares
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo



Site Photo



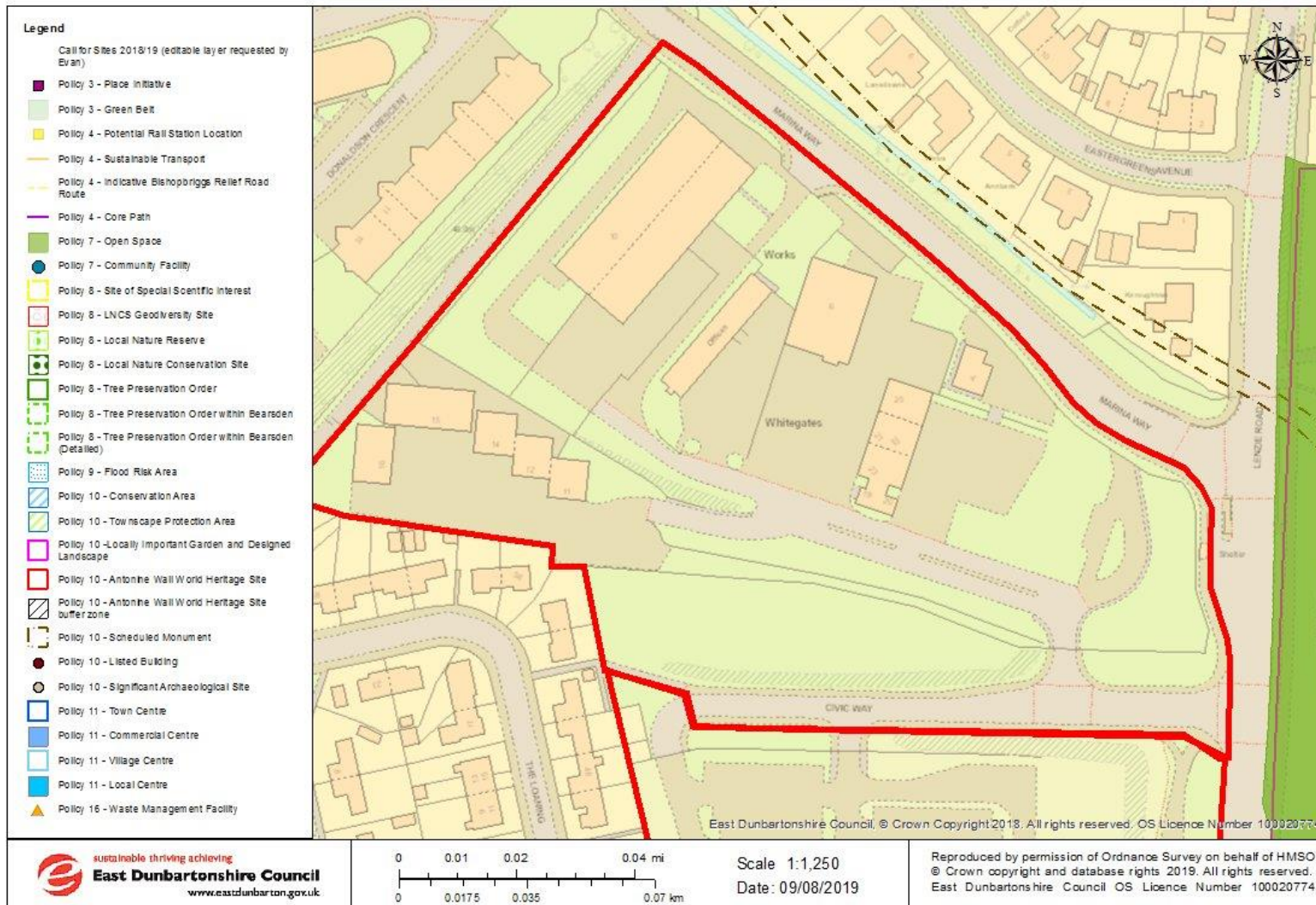
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



--

### Information Provided by Persimmon Homes:

Proposed development: The proposal is on a split level industrial estate with a mix of vacant and operating commercial premises, with vacant brownfield land in the east. The proposal is for 85 units including: affordable units – 18 flats and 4 houses, private units – 12 flats and 51 houses. The site contains a range of large and small industrial units in varying condition. The site has been marketed for 3 – 5 years.

There are bus stops along Lenzie Road immediately to the east of the site and the site is close to existing cycle routes and footways to the town centre and local amenities. Two accesses to an adoptable standard would be formed off Civic Way and one off Marina Way.

The comprehensive redevelopment of the site will be more visually appealing than the existing mix of industrial buildings. Landscaping will be native and maintained by a Factor. The development will have a neutral impact on the setting of the Woodhead Park Locally Important Designed Landscape and nearby canal feeder. The latter is a Scheduled Monument.

Previous proposals for a supermarket and ancillary uses, on this site and the site of former Tom Johnstone House to the south, were granted on 21.3.16 (TP/ED/14/0510). The site is currently subject of a planning application for residential development (reference TP/ED/19/0050).

Deliverability: Start on-site 2020 following the grant of planning permission and obtaining technical approvals. 30 units would be delivered annually. Access onto Marina way is currently limited to the formal vehicular access. The developer is in discussion with the Council to amend the burden to allow footpath connections to the new homes. Heads of Terms have been agreed to purchase a small section of Council land.

### Information Provided by Key Agencies:

SEPA: A small watercourse flows adjacent to the site and could represent a flood risk.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
X	X	X	+ / ?	-	X	+	- / ?	- / ?

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- The site is safeguarded for business and employment uses under policy 13. The Business Land Review findings, on whether loss of employment land is justifiable?
- Flood risk on the edge of the site, particularly the eastern edge

Additional SEA commentary:

- Proposal site currently designated for economic development purposes and also has businesses occupying and functioning out of units within the industrial estate.
- The majority of the site is within an area of potentially contaminated land.
- There are banks of and scattered mature trees throughout the proposal area.
- The eastern edge of the site is a high and / or medium risk of surface water flooding.
- The proposal site has good access to bus stops within 200m which have regular services and is within walking distance to the adjacent Kirkintilloch Leisure Centre and within a 10m minute walk from the town centre and associated amenities and services.
- Development of the site has the potential to require significant new infrastructure provision, including drainage, path and road networks. The site will also have significant demolition of current structures from previous uses and resulting waste arisings. Protected species checks will be required ahead of any demolition.

#### Proposed Mitigation Measures / Suggested Alterations:

- Investigate and remediate, where appropriate, any potential contamination.
- Flood risk assessment is required to determine the flooding risk and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Investigate quality of trees on throughout the site and protect if valuable.
- Ensure footpath connections are retained and enhanced where appropriate.
- A waste management plan should be produced in order to manage the significant demolition and construction waste as a result of development of the site and avoid or mitigate the effects on the surrounding area and population in relation to noise and dust.

## Individual Site Assessment

Site Reference:	S325
Site Name:	Langmuir Park
Address:	Land west of Auchendavie Road and north of Kinkell Gardens, Kirkintilloch
Site Suggested By:	EDC Housing Service
Site Owner / Agent:	EDC
Current Land Use:	Open Space
Suggested Land Use:	Residential
Site Size	0.28 hectares
Developable area (if available):	0.28 hectares
LDP Stage Suggested:	LDP2 Early Engagement



Aerial Photo



Site Photo – View from Auchendavie Road



Site Photo



Site Photo



# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment





<p>Information Provided by East Dunbartonshire Council Housing Service:</p> <p><b>Proposed development:</b></p> <p>16 affordable houses</p> <p><b>Deliverability:</b> Site would be included within the East Dunbartonshire Strategic Housing Investment Plan and funds would be allocated to enable delivery.</p>
<p>Information Provided by Key Agencies:</p> <p><b>Scottish Water:</b> 4" CI main running through Northern edge of site.</p>
<p>Information Provided by Public:</p> <p>Additional information could be provided during Main Issues Report Consultation period.</p>

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	-	X	-	X	-	-	--

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Land is currently designated as open space and is identified in the Open Space Strategy 2015 as a 'good' quality local park.
- Vehicular access for site would be from Auchendavie Road, which is a narrow rural road disconnected from the built form of the surrounding. Therefore may not be suitable for a new connection. Additionally, Auchendavie Road does not have footways, however footway connections would be possible from the park.

Additional SEA commentary:

- Development of the proposal area would result in the loss of valuable open space.

- Sections of the site are at high and / or medium risk of surface water flooding.
- The site has limited biodiversity value, however it does host some mature trees and hedgerows. The park is part of the wider green network and may act as a habitat stepping stone with links to the Tintock Woods native woodland to the east of the proposal area.
- The site is in close proximity (approximately 150m) to public transport access through bus stops on Ellisland with a regular service. The site is unlikely to encourage active travel participation given the distance from the site to town centre, local amenities and services. Therefore private vehicular travel is likely to increase through this development with related adverse impacts on air quality and transport related emissions.

#### Proposed Mitigation Measures / Suggested Alterations:

- Enhance remaining parkland in accordance with Open Space Strategy priorities for Langmuir Park (New woodland creation and open space enhancements).
- Further assessment to ascertain suitability of Auchendavie Road for a vehicular connection.
- Flood risk assessment is required to determine the flooding risk and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Ensure accessibility/path network is retained and enhanced through the proposal site to the remainder of the Park and linking residential areas.
- Contribution to replacement and enhanced open space and / or green network within the Park or in alternative location.
- Design of development must respect scale and character of surrounding semi-rural area.

## Individual Site Assessment

Site Reference:	S326
Site Name:	Merkland School
Address:	Merkland School, Langmuir Road, Kirkintilloch
Site Suggested By:	EDC Housing
Site Owner / Agent:	EDC
Current Land Use:	Additional Needs School (Primary & Secondary)
Suggested Land Use:	Residential
Site Size	1.0 hectares
Developable area (if available):	1.0 hectares
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo



Site Photo

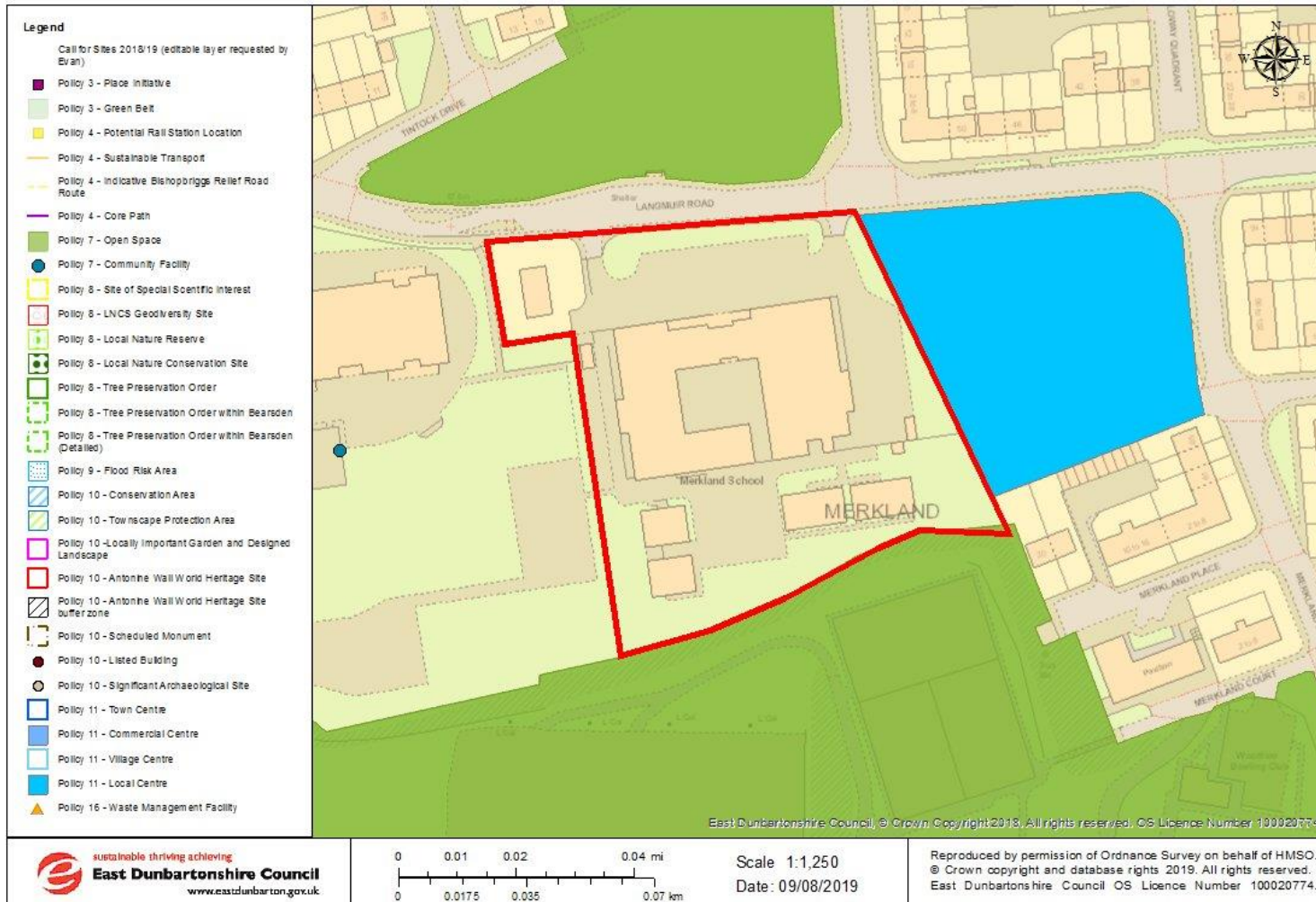


Site Photo



# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



<p>Information Provided by East Dunbartonshire Council Housing Service:</p> <p><b>Proposed development:</b> Accessible brownfield site.</p> <p>20 affordable houses 20 affordable flats <b>Total – 40 units</b></p> <p><b>Deliverability:</b> Delivery of the site after 2022 when Merkland School is expected to become surplus to the Education Service's requirements upon completion of the replacement ASN school at Waterside.</p>
<p>Information Provided by Key Agencies:</p> <p><b>Scottish Water:</b> 4" CI main running through Northern edge of site.</p>
<p>Information Provided by Public:</p> <p>Additional information could be provided during Main Issues Report Consultation period.</p>



## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
X	X	- / ?	+ / ?	-	X	- / ?	X	-- / ?

### Assessment Summary:

Site has potential for development based on the following:

- Infill development on brownfield land.
- Site is accessible by public transport and is adjacent to a local centre.

Additional SEA commentary:

- There is an area of potentially contaminated land directly to the south of the site north in relation to Merkland Recreational Ground.

- There are mature trees along the northern and western boundaries of the proposal area.
- The site is adjacent to the local centre and bus stops are present in front of the proposal site along Langmuir Road. Despite this, the site is still a significant distance from the town centre and additional amenities and services which is unlikely to encourage greater active travel participation resulting in private vehicular travel and adverse impacts on local air quality.
- Development of the site would require the demolition of existing structures, significant waste arisings and infrastructure provision.

#### **Proposed Mitigation Measures / Suggested Alterations:**

- Further assessment required to determine underground conditions including the location of sewers, gas pipeline and local culvert, and identify any appropriate action required.
- Further assessment required to determine if contamination is present, the extent of any contamination and appropriate remedial measures.
- Ensure protection of significant trees on and adjacent to boundary.
- A waste management plan should be produced in order to manage the significant demolition and construction waste as a result of development of the site and avoid or mitigate the effects on the surrounding area and population in relation to noise and dust.

## Individual Site Assessment

Site Reference:	S339
Site Name:	Saddlers Brae
Address:	Land between Langmuir Road and Braes Of Yetts, Kirkintilloch
Site Suggested By:	Clarendon Planning and Development for Barratt Homes
Site Owner / Agent:	Prem Yetts Ltd and Saddlers Brae Farm (Barratt have Legal Control)
Current Land Use:	Other green field - agriculture
Suggested Land Use:	Residential and Open Space
Site Size	9.8 Hectares
Developable area (if available):	TBC
LDP Stage Suggested:	LDP 2 Early Engagement

Aerial Photo



Site Photo



Site Photo



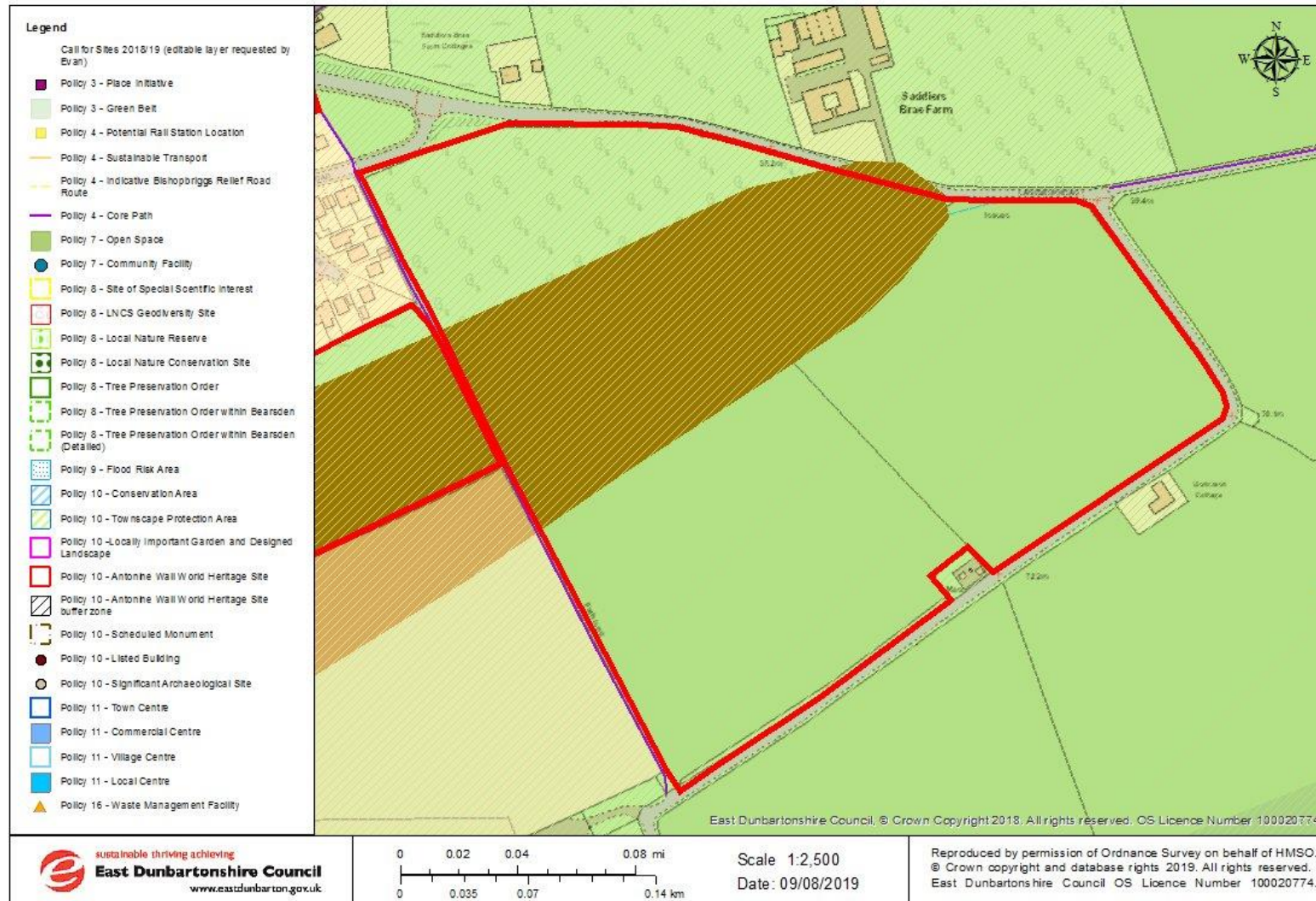
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by Clarendon Planning and Development for Barratt Homes:

**Proposed development:** The proposal is for a residential development with associated open space and landscaping, forming an eastern extension of the existing residential area. The proposal will create 68 No. construction jobs per annum, 27 No. full-time jobs and £33m economic output generated overall.

Approx 200 homes (mix to be determined)

**Deliverability:** Based upon the Council's Development Plan Scheme 2018-19, it is anticipated that the site could be included within a Proposed LDP by Summer 2021. A detailed planning application would be submitted on confirmation of allocation with planning and technical consents potentially achievable by Summer 2022 to allow for site start. Site programming would be 40 units per annum (private) allowing for site completion by 2027, including the affordable element which could be developed in tandem with the private units.

### Information Provided by Key Agencies:

**SEPA:** A small watercourse flows through to the site and could represent a flood risk.

**SNH:** Despite being bounded by roads which could create a defensible settlement edge going forward, this site is deeply rural and one of a number of small hills that form the landscape setting of this part of Kirkintilloch. Any development should be restricted to the northern part of the site and should be well below the brow of the hill. Existing roadside hedges should be retained and reinforced where necessary.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
X	X	--	--	--	0	--	-	-

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Medium to high greenbelt functions and defensibility
- Presence of deep peat and sterilisation of mineral resource



- High biodiversity value.

**Additional SEA commentary:**

- Overall high biodiversity value including deep peat and important link to Merkland Local Nature Reserve.
- Any development at this location could potentially 'land lock' Merkland Local Nature Reserve, thus impacting negatively upon associated wildlife corridors and access routes.
- The site forms a significant part of the setting for Kirkintilloch from Langmuir Road. Overall the landform provides a distinctive edge to the settlement and performs valuable green belt functions which should be retained. This significantly limits any potential landscape capacity for development.
- The site has poor walking access to public transport with the nearest bus stops over 1km from site (served by a half hourly service) The site has good access to the core path network, although access to local amenities and services is poor. Therefore private vehicular travel is likely to significantly increase with this development which is likely to impact negatively on local air quality and transport related emissions.
- Despite access to the site via Langmuir Road, additional infrastructure improvements to the road network may be required to ensure access to the adjacent residential area at Badenoch Road is not adversely affected.

**Proposed Mitigation Measures / Suggested Alterations:**

- Evaluate, avoid, mitigate or offset impacts on high biodiversity interest, water quality adjacent to Local Nature Reserve and enhance green network.
- Conserve and protect indicated Protected Species.
- Additional survey work and assessments to be undertaken to determine the extent and nature of peat and consequently the potential developable area.
- Development on land where peat is present should be avoided and enhancement measures implemented to create wetland habitat.

- Flood risk assessment is required to determine the flooding risk in relation to the minor watercourse present on site and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Ensure that the core path network is maintained and is still accessible by any proposed development.

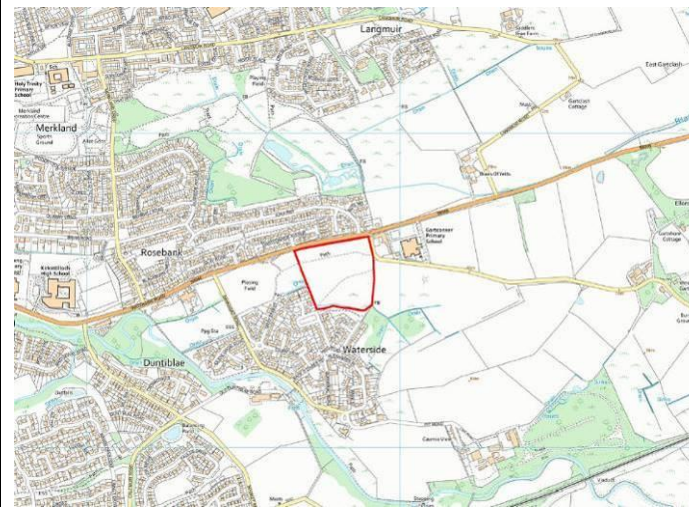
## Individual Site Assessment

Site Reference:	S345
Site Name:	Waterside Rd/ Gartshore Rd
Address:	Land to the south of Waterside Road and west of Gartshore Road, Kirkintilloch
Site Suggested By:	Geddes Consulting on behalf of Taylor Wimpey West Scotland
Site Owner / Agent:	Taylor Wimpey West Scotland
Current Land Use:	Other green field - vacant
Suggested Land Use:	Residential and Open Space
Site Size	4.55 Hectares
Developable area (if available):	TBC
LDP Stage Suggested:	LDP 2 Early Engagement

Aerial Photo



Site Location



Site Photo



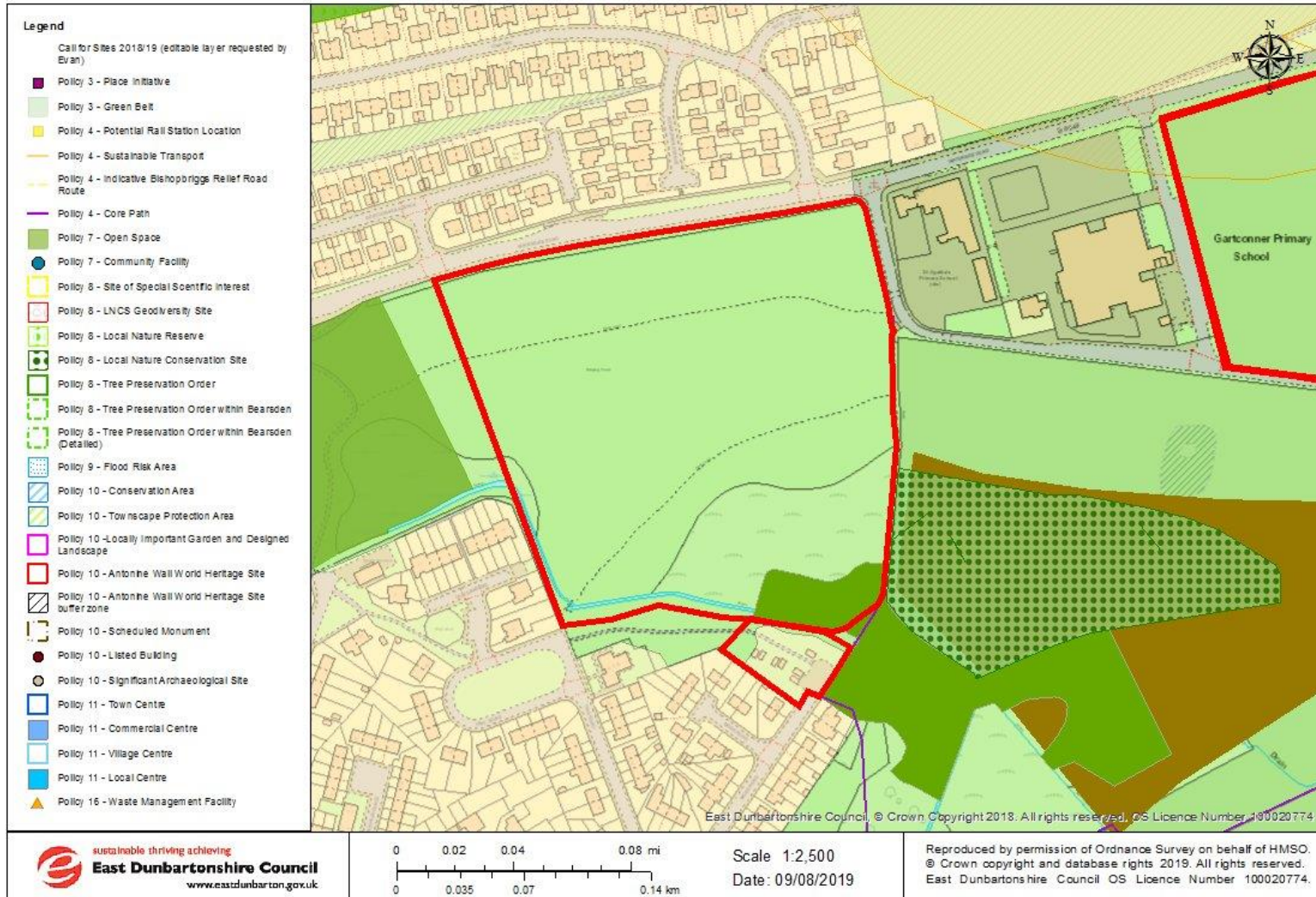
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



--

Information Provided by Geddes Consulting on behalf of Taylor Wimpey West Scotland:

**Proposed development:** The site is proposed for residential development. The exact housing mix is yet to be determined. An area of open space will be delivered to the south of the site. This amenity area will include publicly accessible open space, structural planting and wetland enhancement and ponds on the area of wet grassland to the south of the site.

**Deliverability:** The site would be under construction within a two year period of the site being allocated in the next Adopted Local Development Plan. Up to 40 homes per annum. This proposal will proceed independently of any other housing development in Kirkintilloch. Taylor Wimpey has full control over the land holding.

Information Provided by Key Agencies:

**SEPA:** A small watercourse flows adjacent to the site and could represent a flood risk.

**SNH:** Site prevents coalescence of Rosebank and Waterside and provides informal access and core path network between the two. If site is developed retain existing woodland and mature trees especially along Waterside Road B8048. Reinforce existing green networks.

**SW:** Sewer transecting periphery of North Eastern corner.

Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	--	? / --	--	-	--	--	-

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Medium/ high greenbelt function and defensibility
- Loss of public open space



**Additional SEA commentary:**

- The site is in a greenfield location and occupies an undulating open field of unimproved wet tussock grassland, wild flowers and taller scrub. The site is open to views from all directions, including core paths and informal access around and through the site.
- The site performs an important spatial green belt function in preventing coalescence of Waterside with Rosebank to the north. Development of the site would leave an isolated pocket of undeveloped land to the west which is likely to come under increased development pressure, further reducing the green belt functionality for this part of Kirkintilloch.
- Ecological surveys indicated low importance for bats, water voles and birds, whereas there was medium importance for badgers and otters.
- There is potentially deep peat present, particularly to the south of the site given that deep peat is present in the adjacent Waterside Moss LNCS to the east.
- The site is within 400m walking distance to a bus stop serviced hourly and others approximately 500m from site serviced more regularly. Despite this, the scale of the proposal and distance to local amenities and services are likely to significantly increase private vehicular travel adversely impacting on local air quality and increasing transport related emissions.
- There are potential flooding issues arising from the watercourse within the southern boundary of the site, which discharges to a culvert at the south western boundary. This area should be excluded from any development proposal.

**Proposed Mitigation Measures / Suggested Alterations:**

- Evaluate, avoid, mitigate or offset impacts on high biodiversity interest and enhance green network.
- Conserve and protect indicated Protected Species.
- Flood risk assessment is required to determine the flooding risk in relation to the watercourse within the southern boundary and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.

- Protect and conserve trees within the site boundary through appropriate siting and design of any proposal.
- Investigate the presence of peat and carbon rich soils and ensure any development proposal has no adverse impact directly or indirectly.

## Individual Site Assessment

Site Reference:	S346
Site Name:	Kirkintilloch Gateway Site 3
Address:	Woodcroft Drive
Site Suggested By:	Extra Lifestyle Limited
Site Owner / Agent:	n/a
Current Land Use:	Brownfield
Suggested Land Use:	Residential led mixed use
Site Size	1 ha
Developable area (if available):	1 ha
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo



Site Photo

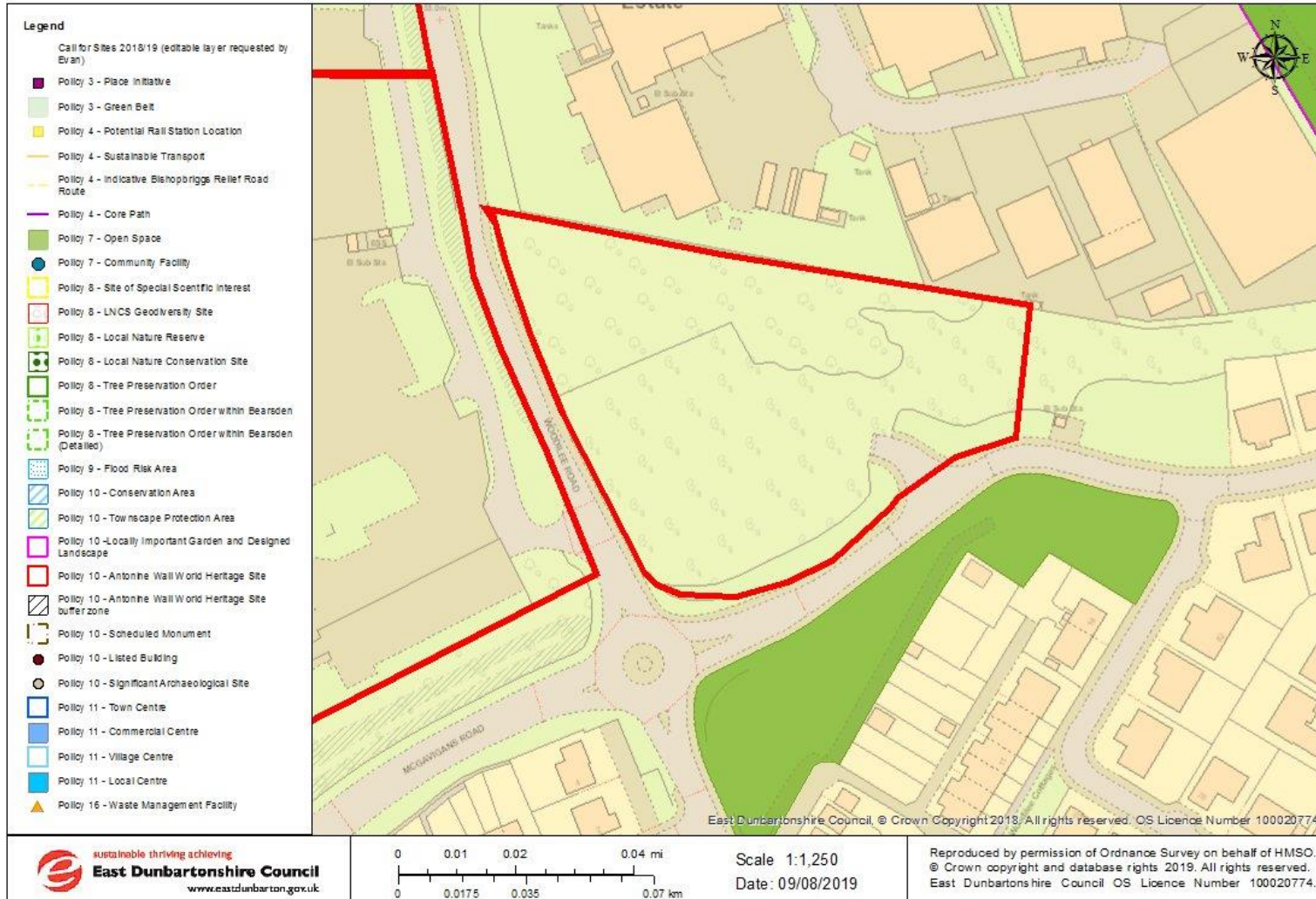


Site Photo



# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment





<p>Information Provided by: Extra Lifestyle Limited:</p> <p><b>Proposed development:</b> ExtraLifestyle Limited suggested the site is developed for quasi - residential led mixed use development, with employment components. They noted that the proposal could create key worker care jobs, respite and activity co-ordination.</p> <p><b>Deliverability:</b> They anticipate that it could be developed in 3 to 5 years. Considerations on the site include: ground conditions and soil stability, topographical features. They noted that there is a section 75 agreement which relates to the site.</p>
<p>Information Provided by Key Agencies:</p> <p><b>SNH:</b> Development brief with sites S24, S100 and S347.</p> <p><b>Scottish Water:</b> Third party natural piped water lies beneath site.</p>
<p>Information Provided by Public:</p> <p>Additional information could be provided during Main Issues Report Consultation period.</p>

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	X	- / ?	X	-- / ?	X	-- / ?	- / ?	- / ?

### Assessment Summary:

This site has the potential for development, subject to a mixed use masterplanned approach with adjacent sites (S23, S100 & S347) as part of LDP site 13.23, and subject to further investigation of the following constraints:

- Potential contamination
- Compatibility of housing with surrounding business uses

### Additional SEA commentary:

- Proposal site currently designated for economic development purposes.



- Proposed development of the site will provide an opportunity to redevelop an area of brownfield land.
- Locally known flooding issues on site and small sections of the site are also at high and / or medium risk of surface water flooding.
- The site is in close proximity to an hourly bus service on Woodilee Road. The site is unlikely to encourage active travel participation given the distance from the site to town centre, local amenities and services. Therefore, given the poor public transport provision and walking access to the town centre, development in this location is likely to increase the reliance on private vehicles for travelling to and from the site, adversely impacting on local air quality levels and related transport emissions.
- A large proportion of the site, to the north, is a scrub, grassland and woodland habitat with mature trees throughout.

**Proposed Mitigation Measures / Suggested Alterations:**

- Flood risk assessment is required to determine the flooding risk and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Conserve and enhance valuable mature trees within the proposal area.
- Investigate ground conditions and soil stability.

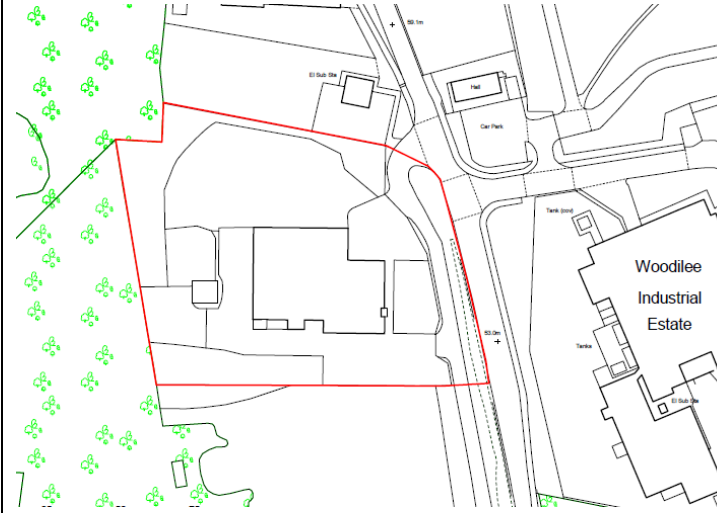
## Individual Site Assessment

Site Reference:	S347
Site Name:	Kirkintilloch Gateway Site 4 – 7 Woodilee Road
Address:	7 Woodilee Road, Kirkintilloch, G66 3UR
Site Suggested By:	Montagu Evans for Philip Smith Commercials Ltd
Site Owner / Agent:	Philip Smith Commercials Ltd
Current Land Use:	Brownfield - Vacant Industrial Premises
Suggested Land Use:	Residential
Site Size	0.93 Hectares
Developable area (if available):	0.93 Hectares
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Location Plan



Site Photo

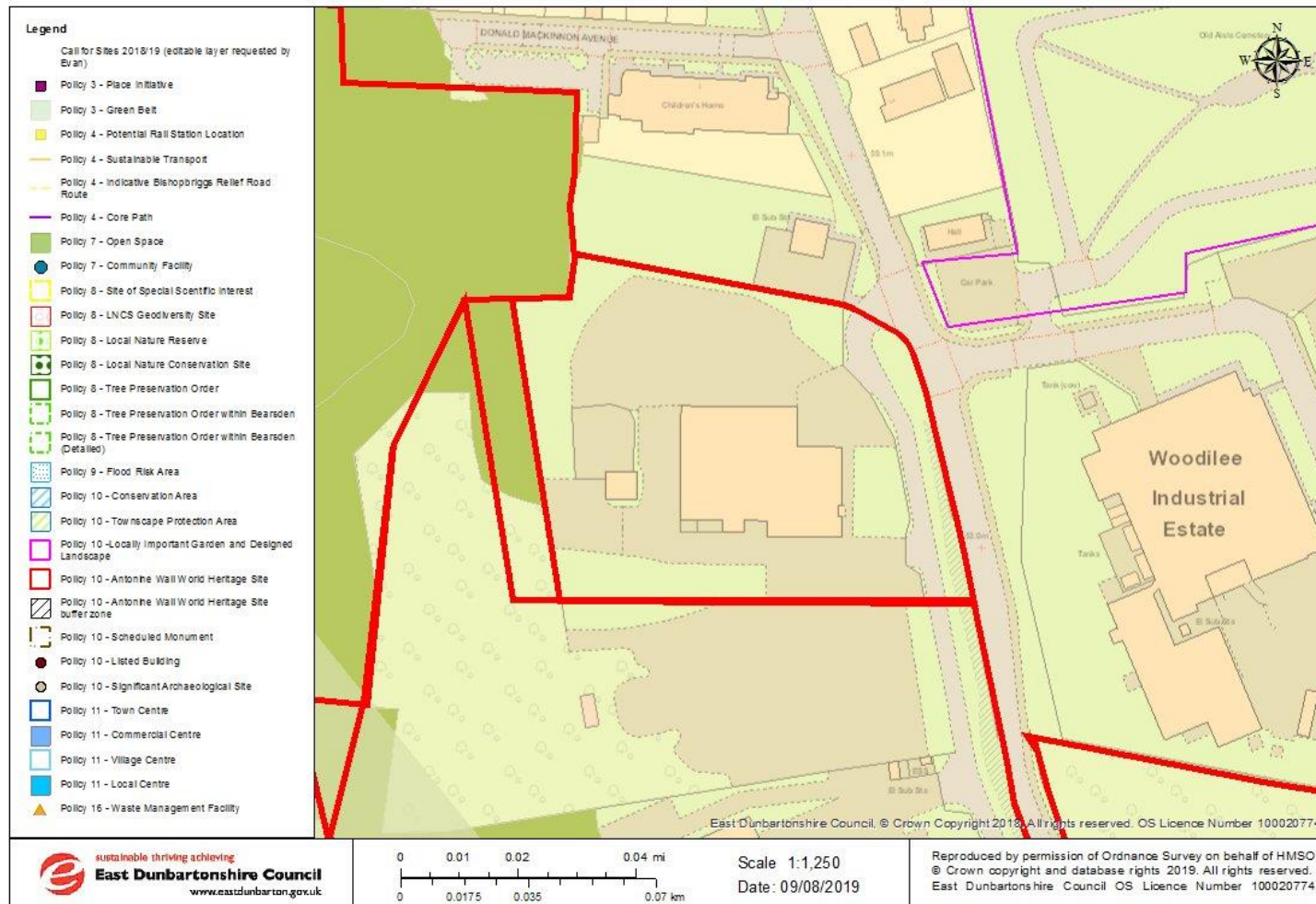


Site Photo



# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by Montagu Evans:

**Proposed development:** Potential opportunity for this site to be allocated as part of a larger scale residential development alongside adjoining landholdings to west and south in order to achieve the regeneration of this area.

Affordable Houses – 5-7

Private Houses (3 bed or less) – 20/30

Allocation of the site as a Business and Employment Area is no longer appropriate. Increased residential occupation, and especially the Woodilee estate to the south, limit opportunities for intensive storage/industrial uses.

**Deliverability:** Appoint developer and design team secure planning and other statutory consents – 2 years; Build Programme - 1 year

### Information Provided by Key Agencies:

**SNH:** Development brief with sites S24, S100 and S346.

**Scottish Water:** Sewer build-over mid site.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	0 / ?	+ / ?	- / ?	X	--	- / ?	-- / ?

### Assessment Summary:

This site has the potential for development, subject to a mixed use masterplanned approach with adjacent sites (S23, S100 & S346) as part of LDP site 13.23, and subject to further investigation of the following constraints:

- Potential contamination
- Compatibility of housing with surrounding business uses

### Additional SEA commentary:



- Proposal site currently designated for economic development purposes.
- Proposed development of the site will ensure the redevelopment of brownfield land and also has the potential to provide an opportunity for contaminated land (Former Loch Road Gas Works) remediation and / or enhancement.
- Locally known flooding issues on site and small sections of the site (particularly to the east) are also at high and / or medium risk of surface water flooding.
- Development of the site has the potential to require significant new infrastructure provision, including drainage, path and road networks. The site will also have significant demolition of current structures from previous uses and resulting waste arising.
- The site is in close proximity to an hourly bus service on Woodilee Road. The site is unlikely to encourage active travel participation given the distance from the site to town centre, local amenities and services. Therefore, given the poor public transport provision and walking access to the town centre, development in this location is likely to increase the reliance on private vehicles for travelling to and from the site, adversely impacting on local air quality levels and related transport emissions.
- The proposal site has mature trees throughout the area, particularly along the western boundary.

#### Proposed Mitigation Measures / Suggested Alterations:

- Conserve and enhance mature trees throughout the site, particularly those on the western boundary for connections to the western native woodland and green network link.
- Investigate and remediate, where appropriate, any potential contamination identified and ground conditions.
- Flood risk assessment is required to determine the flooding risk and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- A waste management plan should be produced in order to manage the significant demolition and construction waste as a result of development of the site and avoid or mitigate the effects on the surrounding area and population in relation to noise and dust.



## Individual Site Assessment

Site Reference:	S348
Site Name:	Wester Gartshore Farm
Address:	Land between Gartshore Road and Waterside Road, Wester Gartshore Farm, Kirkintilloch
Site Suggested By:	Persimmon Homes
Site Owner / Agent:	Mr Chapman
Current Land Use:	Other green belt – agriculture
Suggested Land Use:	Residential
Site Size	20.2 Hectares
Developable area (if available):	20.2 Hectares
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo



Site Photo

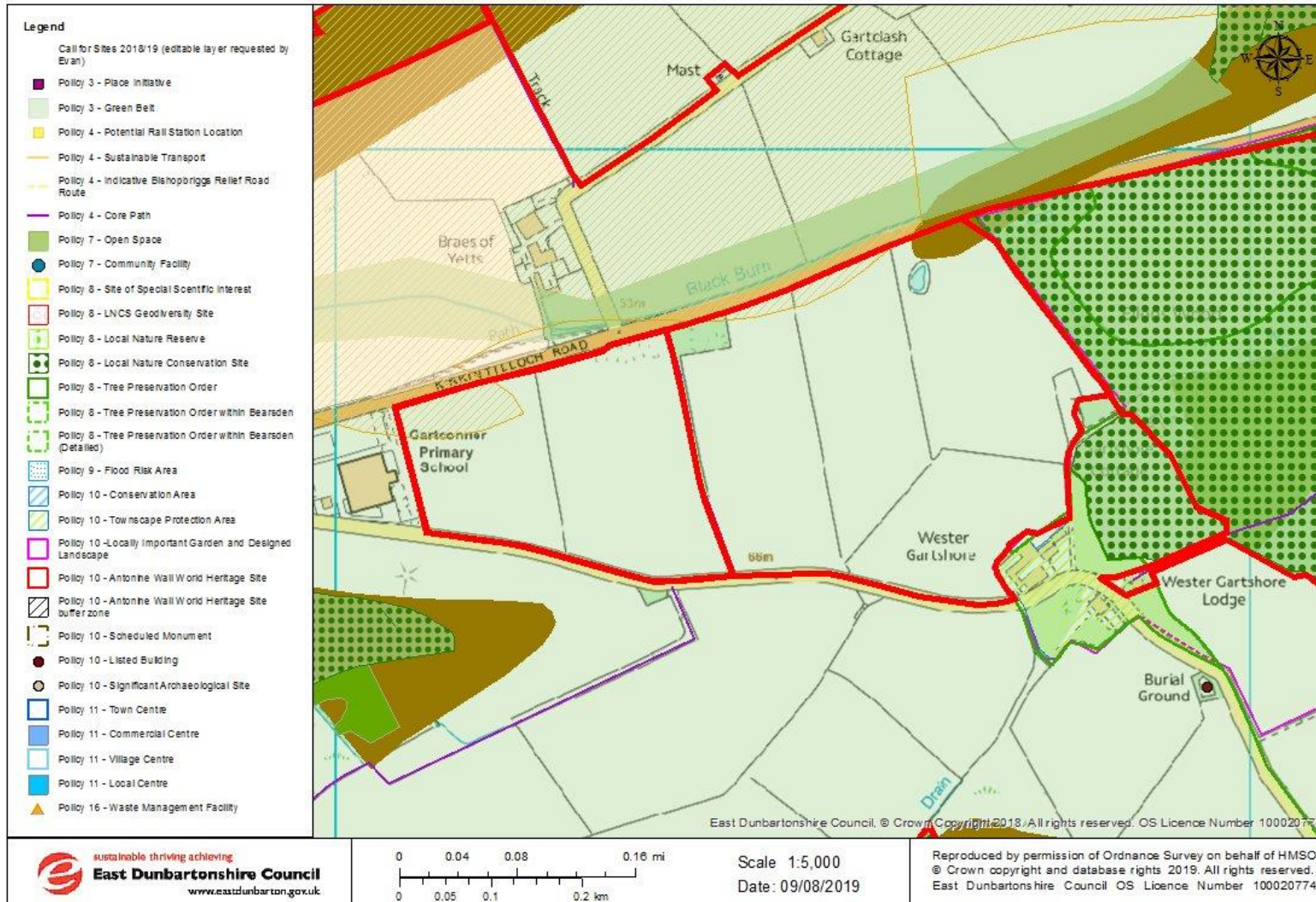


Site Photo



# Site Plan / Constraints Map

## EDC LDP 2 Site Assessment





--

### Information Provided by Persimmon Homes:

**Proposed development:** Potential for circa 350 homes as a logical expansion to Kirkintilloch. Would include 25% affordable.

Affordable Houses – 100

Private Houses (3 bed or less) - 230

Private Houses (4 bed or more) - 70

A new roundabout is proposed to create a new access and entrance feature for the town. This will require publically adopted carriageway.

**Deliverability:** Under full control of Persimmon. Start on-site 2024 following the grant of planning permission and obtaining technical approvals. 30 units annually.

### Information Provided by Key Agencies:

**SEPA:** A small watercourse flows adjacent to the site and could represent a flood risk.

**SNH:** Well beyond the existing settlement edge the site provides setting for eastern Kirkintilloch. Any development should be kept below the brow of the hill and should not extend east of the woodland opposite the junction with Langmuir Road. At this point the existing woodland and roadside hedges should be reinforced and a new robust settlement edge could be created.

**Scottish Water:** Sewer running through eastern edge of site.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	-	- / + / ?	--	-	--	--	--

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Medium to high greenbelt functions and defensibility.
- Low landscape capacity for development.
- Sterilisation of workable Mineral Resource. This designation covers a very small section towards the north and north-west part of

the site.

**Additional SEA commentary:**

- Development of the site could create additional light and noise pollution to an otherwise quiet rural edge of Kirkintilloch. It could also reduce the rural setting of adjacent Gartconner Primary School.
- There is an area of potentially contaminated land within the centre of the northern border of the site north in relation to Braes O Yetts Quarry.
- The site is on open countryside forming the eastern setting for Kirkintilloch and development would breach a defensible green belt boundary and could also set a precedent for further development to the east of the town, particularly north of Kirkintilloch Road to match this proposed development. The site is highly visible from a wide area and does relate well to the existing settlement pattern, nested within the broad valley. Housing on this site would clearly alter the settlement pattern and the setting of Kirkintilloch by extending the eastern border, particularly south of Kirkintilloch Road.
- The site has limited biodiversity value but there would be some potential impact on mature trees and old hawthorn trees.
- Locally known flooding issues manifest at this location, including an area of medium to high risk from surface water flooding from Black Burn, particularly along the northern and north-eastern edge of the site.
- The north-eastern edge of the proposal has been identified as an area of carbon-rich organic soils and peat.
- The site is not in close proximity to a main public transport corridor with the nearest bus stops over 400m walk from site (only providing an hourly service) and unlikely to support sustainable transport options. Therefore, the significant scale of the proposal, poor public transport links along with the distance to local amenities and services are likely to significantly increase private vehicular travel adversely impacting on local air quality and increasing transport related emissions.

**Proposed Mitigation Measures / Suggested Alterations:**

- Protect and conserve boundary features (mature trees and hedgerows) on site through appropriate siting and design of any proposals.

- Woodland and woodland edge buffer to be incorporated into the landscaping requirements to the east of any proposal to reduce the disturbance on existing LNCS.
- Flood risk assessment is required to determine the flooding risk in relation to the proximity to the Black Burn and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Investigate and remediate any potential contamination identified.
- Additional survey work and assessments to be undertaken to determine the extent and nature of peat and consequently the potential developable area.
- Development on land where peat is present should be avoided and enhancement measures implemented to create wetland habitat.
- Notify Coal Authority



## Individual Site Assessment

Site Reference:	S351
Site Name:	Friars Croft Oxbgangs
Address:	Land south of Friars Croft, Kirkintilloch
Site Suggested By:	EDC Housing Service
Site Owner / Agent:	EDC
Current Land Use:	Open space
Suggested Land Use:	Residential
Site Size	1.3 hectares
Developable area (if available):	TBC
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo



Site Photo

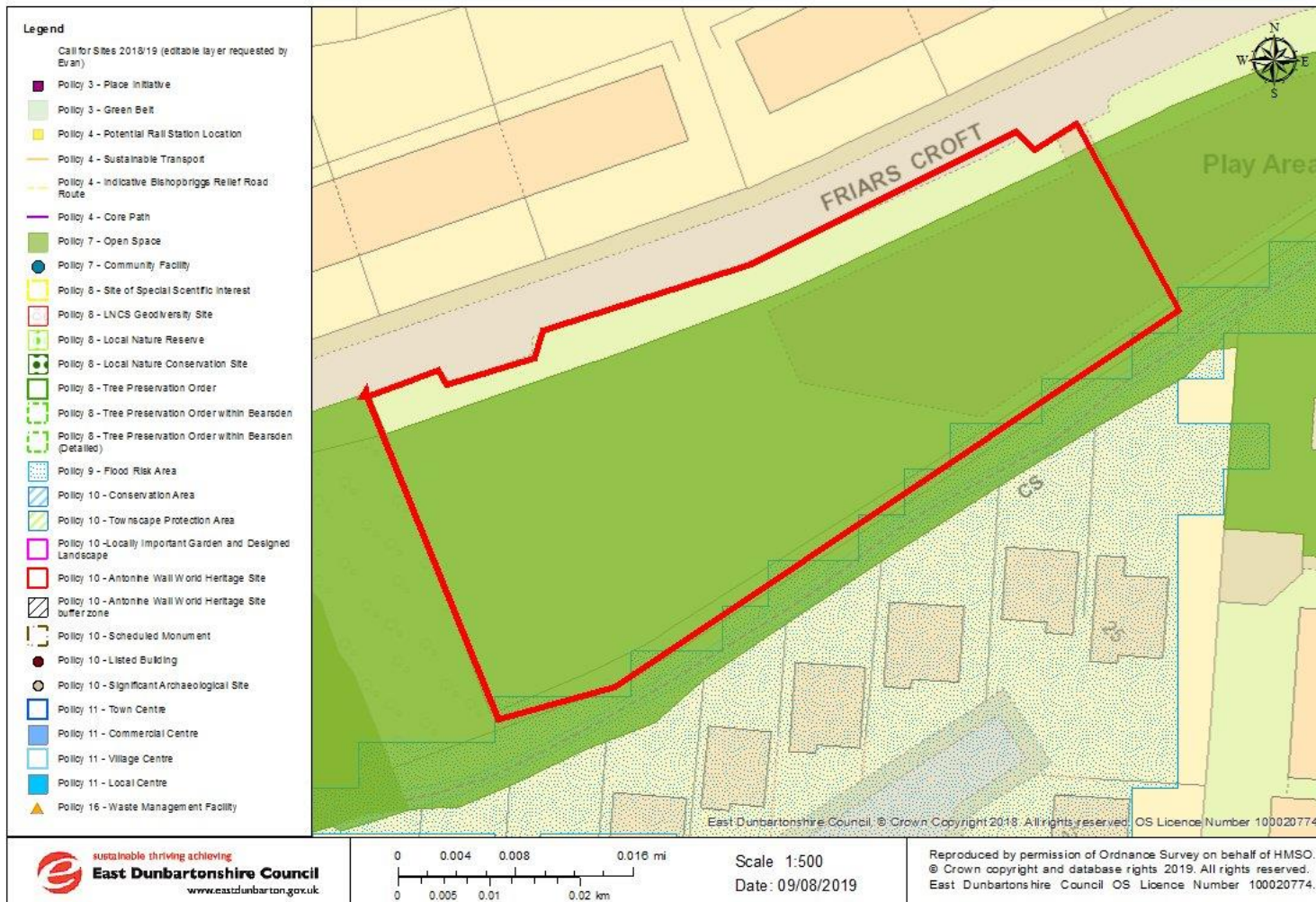


Site Photo



# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



Information Provided by East Dunbartonshire Council Housing Service:

**Proposed development:**

8 affordable flats

6 affordable houses

**Total – 14 units**

**Deliverability:** Site would be included within the East Dunbartonshire Strategic Housing Investment Plan and funds would be allocated to enable delivery.

Information Provided by Key Agencies:

**SEPA:** Adjacent to an area of fluvial flood risk.

**SNH:** No comments.

**Scottish Water:** Sewer through running North West of site.

Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.



## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	0	+ / ?	X	- / ?	-	-	- / ?

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Loss of open space (including very close proximity to a recently refurbished play area).

Additional SEA commentary:

- The southern edge of the site is within the SEPA flood risk area (fluvial) and is also at high risk of surface water flooding which is all related to the close proximity to Black Burn which runs parallel to the south-east of the site.
- The proposal site is entirely within an area of potentially contaminated land (Redbrae).
- The site has limited biodiversity value, although development would result in the loss of an area of open space and is also part of

the wider green network.

- Proposal site is in close proximity to bus stops/services along Redbrae Road. The site approximately 1000m from the town centre, local amenities and services, which is outwith active travel distances, although the site does have access to the core path network.

#### **Proposed Mitigation Measures / Suggested Alterations:**

- Flood risk assessment is required to determine the flooding risk in relation to the proximity to the Black Burn and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Investigate and remediate any potential contamination identified.
- Protect the existing play park to the east of the site.
- The design of any development should respect and enhance the setting of the play park.

## Individual Site Assessment

Site Reference:	LDP 6.46
Site Name:	Meadowburn Avenue
Address:	Lenzie
Site Suggested By:	Miller Homes
Site Owner / Agent:	Miller Homes
Current Land Use:	
Suggested Land Use:	Housing
Site Size	n/a
Developable area (if available):	n/a
LDP Stage Suggested:	Local Plan 2



Aerial Photo



Site Photo



Site Photo



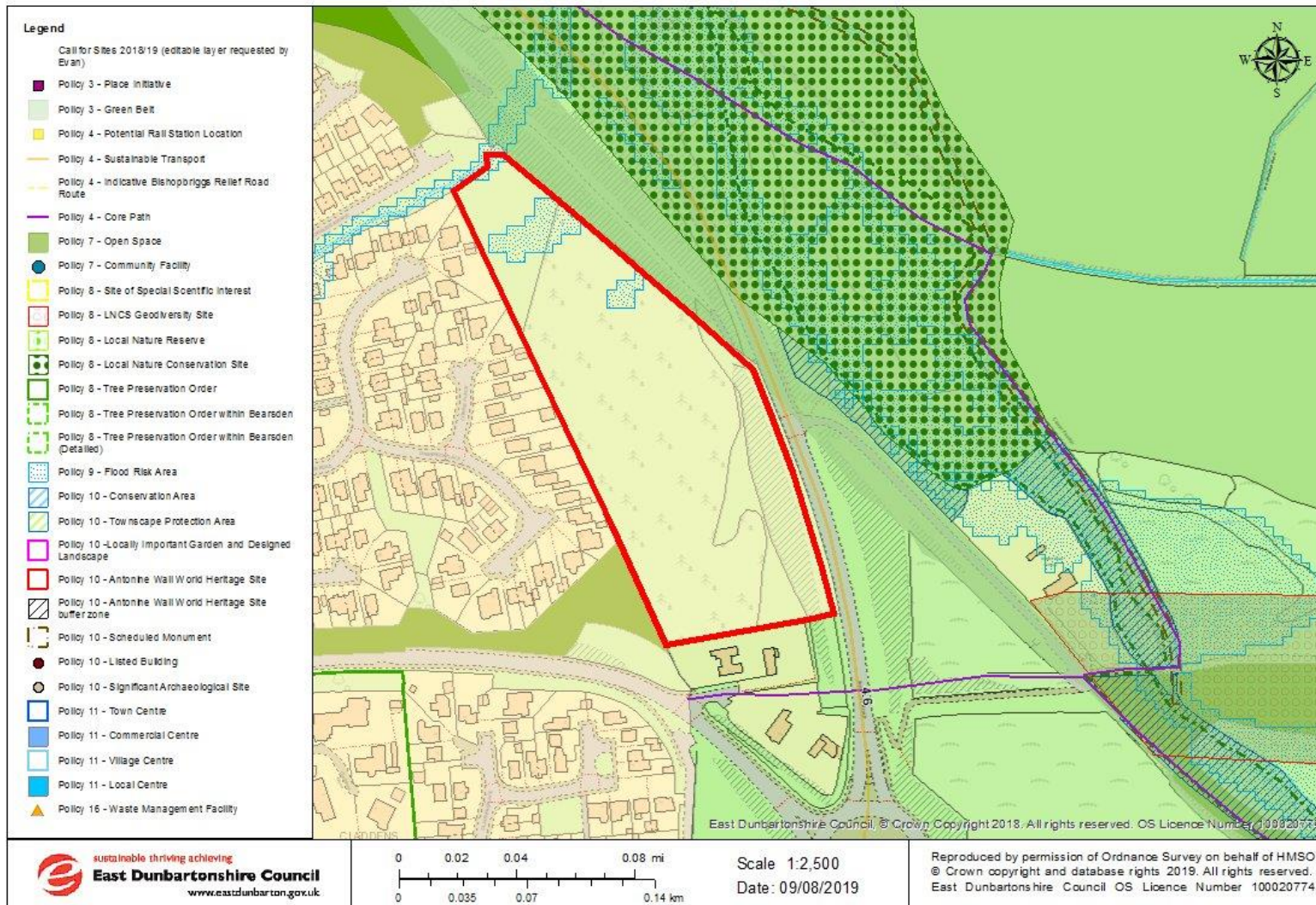
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by Miller Homes:

**Proposed development:** 40 units including affordable element to be delivered by local authority

Private – 30 units

Affordable – 10 units

**Deliverability:**

Private Programming

2020/21 – 20

2021/22 – 10

Affordable Programming

2020/21 = 10

### Information Provided by Key Agencies:

SEPA:

SNH:

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	- / ?	X	--	-- / ?	--	--	-- / ?

### Assessment Summary:

The following significant issues exist on the site:

- Small areas of flood risk at north end of site

Additional SEA commentary:

- Approximately 75% of the site is currently conifer plantation, planted with various species, including Spruce, Pine and Larch, which provide a robust buffer separating the residential area(Dumbreck Place and Earlsburn Road) and Initiative Road. Development of this site would result in the loss of the tree assets and habitat. The site is also in close proximity to the Oxbang (Woodilee Hospital Woods) LNCS.

- Development of this site would result in the loss of green space, in the form of woodland habitat and reduce the access to such land for local residents in close proximity.
- As a result of the required access from Meadowburn Avenue, the existing watercourse (Cult Burn) connected to Bothlin Burn within the sites northern boundary would need to be culverted to allow access to site, This would involve significant infrastructure provision, earthworks and alterations / re-alignment of the Cult Burn to accommodate development in this location.
- Areas within the northern (and north east) section of the site is within the SEPA fluvial flood risk area related to the Cult Burn. Sections of the site (west and south) are also at high risk of surface water flooding.
- The site is over 700m walking distance from a bus stop with an infrequent (hourly) service. The site is also beyond a reasonable walking distance from Lenzie rail station (1.4km) and associated services and amenities (800m from Millersneuk shops). Therefore, given the poor access to public transport and distance from local amenities and service, development of this site is likely to increase private vehicular travel impacting on local air quality and related transport emissions.

#### Proposed Mitigation Measures / Suggested Alterations:

- Access to be taken from Meadowburn Avenue, including road and footpath improvements
- Flood risk assessment is required to ascertain the developable extent of the site relative to the Cult Burn within the northern edge of the site and to establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have.
- Green network opportunity for woodland enhancement
- Protected species surveys to be carried out for the identification of protected species such as reptiles, otters, bats, badgers, and nesting birds. If such species are found to be using the site, especially for sheltering, any development proposal should retain these important features, where possible, or secure licences from SNH, including detailed mitigation plans and/or include compensation if necessary.

## Individual Site Assessment

Site Reference:	S46
Site Name:	Boghead Road
Address:	Boghead Road, Lenzie
Site Suggested By:	Iceni Projects
Site Owner / Agent:	Bees Nees Leisure
Current Land Use:	Existing sport pitches, natural open space and agricultural land
Suggested Land Use:	Residential and Sports Facilities
Site Size	6.5 Hectares
Developable area (if available):	TBC
LDP Stage Suggested:	LDP (unallocated), Early Engagement call for sites.



Aerial Photo



Site Photo



Site Photo



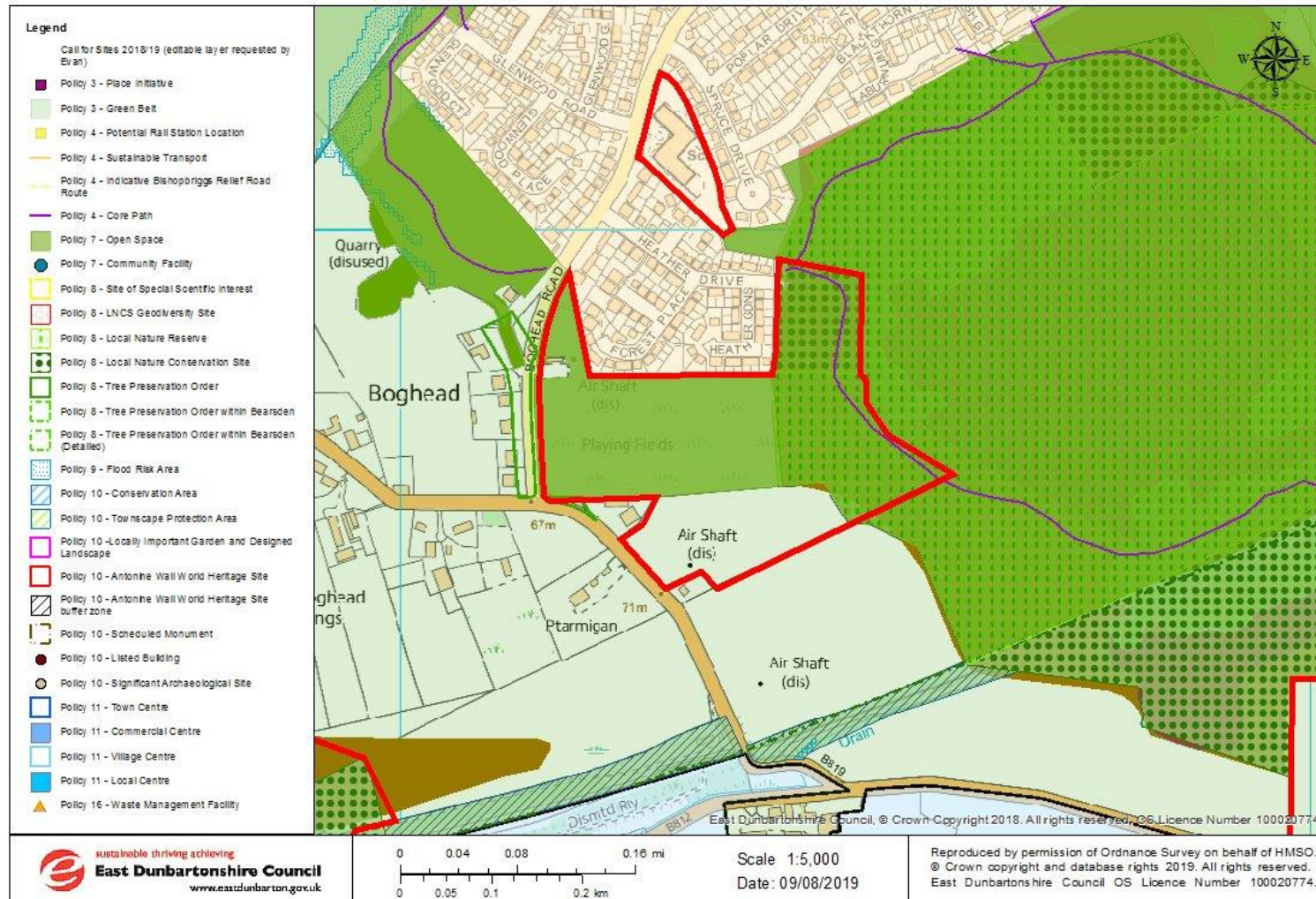
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by Icen:

Proposed development: 100 housing units, all weather pitches and new changing facilities. The project will include the following:

- \* Community sports building including large clubroom capable of sub-division for use by small interest groups (eg dance and drama) and local businesses for meeting purposes or seminars; changing facilities, fitness room, offices, bar and dining area with integrated spectator stand;
- \* All weather sports pitches, sprint track and small field sports area, and tennis courts;
- Car parking, soft landscaping, footpath link to Lenzie Moss;
- Enabling development of approx. 100 houses which includes 25 affordable houses

Deliverability: The site could deliver from 2021, with a likely 30 units per annum being completed (market housing). The affordable section, circa 25 units could be delivered as one initial phase. The community pitches could be delivered as part of any initial phase.

### Information Provided by Key Agencies:

**SEPA:** A peat depth survey may be required to assess volume to be disturbed/re-use etc. A small watercourse flows adjacent to the site and could represent a flood risk.

**SNH:** A large part of the eastern end of this proposal overlaps with the Lenzie Moss LNR and LNCS. Development of this site should be resisted. Raised bogs are hydrologically connected habitats. Damage to this part alone could result in degradation to the whole designation.

Open fields providing setting for Lenzie and should be retained. If site is developed a new robust edge should be created at southern boundary. Retain and enhance roadside planting on Crosshill Road B819. Ensure path and green network connectivity to Lenzie Moss.

**Sportscotland:** Existing outdoor sports facility (pitches) at the site. Development proposals should take this into account and the provisions of SPP will apply in relation to compensatory provision for any loss of the facility.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	--	--	--	--	--	-	0

### Assessment Summary:

The development is strategic in scale. The site is unsuitable for development for the following reason(s):

- Loss of open space -identified in the open space strategy 2015 as very good quality and including 3 grass pitches and changing facilities.
- Medium to high greenbelt functions and defensibility. The green belt land at this location provides a clear buffer and boundary to the settlement edge which would be highly sensitive to any built development.
- Carbon rich soils in the eastern part of the site, an active lowland raised bog. The site is being actively managed for peat and

would therefore damage this carbon sink.

- The eastern part of the site is of high ecological importance as it is part of Lenzie Moss LNR, LNCS and native woodland (NE edge), also a green network hub. Lowland raised bog is a habitat of European importance,

Additional SEA commentary:

- Development of the site would result in the loss of valuable recreation (playing field) and open space. Although as part of the proposal new facilities would be created to compensate. The pitches provide an essential buffer around the sensitive peat bog.
- Development would extend the settlement pattern of Lenzie to the south and west and reduce the separation of the settlement from the small holdings and Bishopbriggs.
- South eastern part of the site includes an active peat bog which forms part of an LNCS and is of European importance. Ecological surveys indicate concerns that the loss of the area of mixed habitat will have a negative impact on the Lenzie Moss Local Nature Reserve, as the proposed site is considered a buffer zone for the LNR itself, protecting the area from the negative effects of development. It also acts as a reservoir and additional habitat for many species of flora and fauna. The proposed development area of Lenzie Moss is the only unworked area of peat bog present at Lenzie Moss Local Nature Reserve and as such is of the highest ecological importance of all habitat types present at Lenzie Moss.
- The Dunbartonshire Biodiversity Action Plan red list species affected include: Skylark; Meadow Pipit; Reed Bunting; Kestrel; Dragonfly spp; Common Shrew; Round leafed sundew; Devil's-bit Scabious; amphibian spp; and water vole. The nationally rare Bog Rosemary is present in one colony to the south west of the peat bog. There are concerns that this development will negatively impact upon this species as the proposed development extends close to where this species is located.
- There are significant views from Lenzie Moss onto the proposal site and the site provides a countryside setting for the settlement with links to Lenzie Moss LNR to the east.
- Development would have an adverse impact on hydrology of the peat bog, which is crucial to the habitat areas associated with the LNR. This is unlikely to be compensated by alternative hydrology solutions. Development would have to consider the nearby Stand Burn and Park Burn to the west and a culverted minor watercourse which runs under part of the site at considerable depth so there is no opportunity for restoration. The site has access to bus stops with frequent services within 400m from site. The site also has direct access to Lenzie rail station and town centre with associated amenities and services, however it is over 1km walking distance. Therefore development of this scale in this location is likely to increase reliance on private vehicles for travelling resulting in adverse impacts on air quality and transport related emissions.

### Proposed Mitigation Measures / Suggested Alterations:

- Flood risk assessment is required to ascertain the developable extent of the site relative to the minor watercourses to the immediate east of the site and to establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have.
- Retention and enhancement of the core path network connection.
- Upgrade on site and/or compensatory provision off site of sports pitches and sports facilities of better or equal quality than those being lost through development.
- Evaluate, avoid, mitigate or offset impacts through detailed design process incorporating open spaces, appropriate landscaping and including links into the Local Nature Reserve.
- Conserve and protect indicated Protected Species.
- Green network opportunity for woodland, heathland and open space enhancement
- New landscaping to south and east, partly to screen significant views from the Moss.
- Protect , enhance and expand the biodiversity and recreational value of the Lenzie Moss green network, in particular the Local Nature Conservation Site and Local Nature Reserve) and water quality.
- Investigate and remediate ground instability and any potential contamination related to disused air shafts

## Individual Site Assessment

Site Reference:	S181
Site Name:	Blacklands Place Southeast
Address:	Land to the south of Blacklands Place and east of Initiative Road, Lenzie
Site Suggested By:	Gladman Developments Ltd
Site Owner / Agent:	Baliquharrage Farm, Lennoxtown,
Current Land Use:	Agriculture
Suggested Land Use:	Residential and Open Space
Site Size	5.7 Hectares
Developable area (if available):	TBC
LDP Stage Suggested:	LDP (unallocated)



Aerial Photo



Site Photo



Site Photo



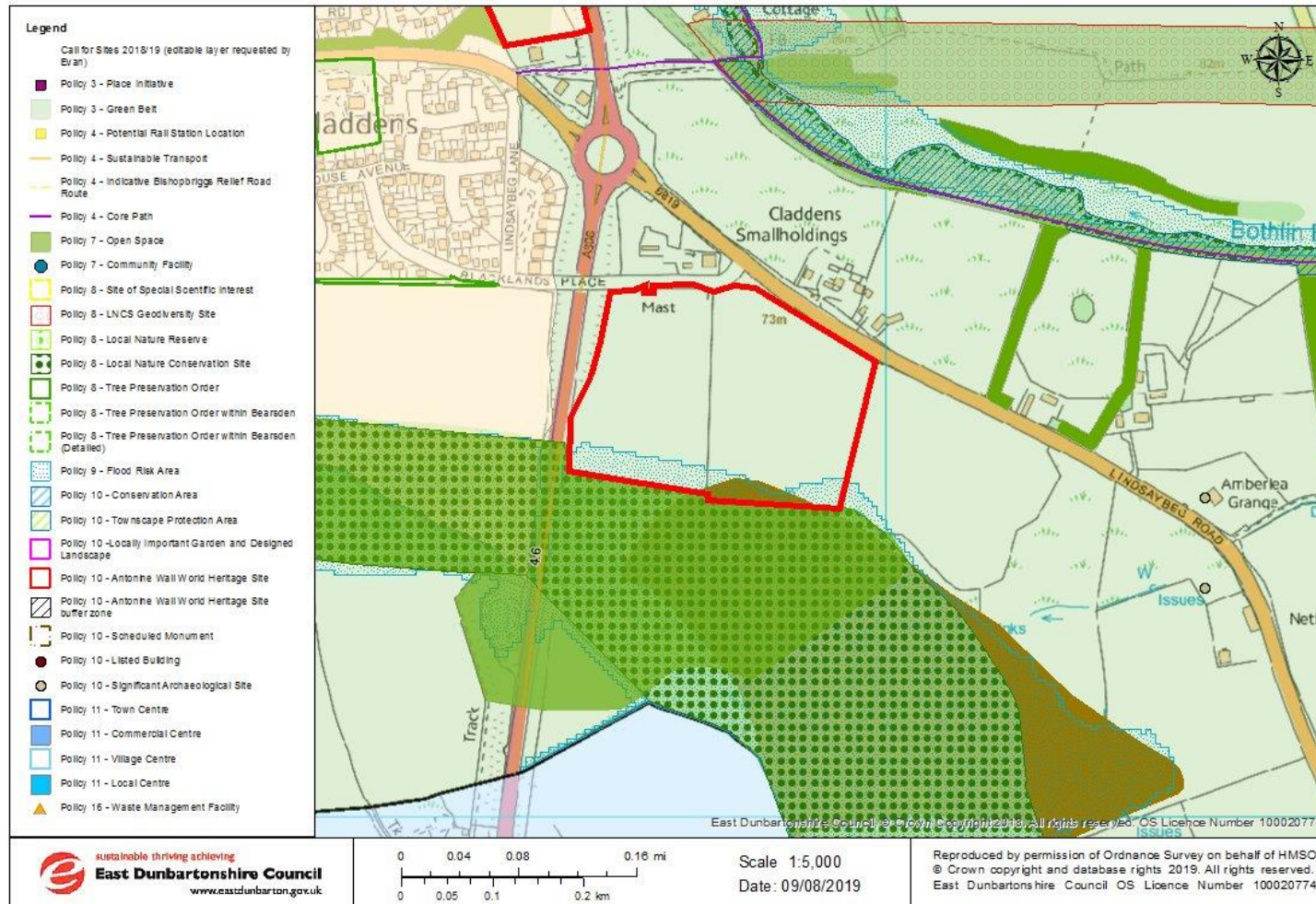
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by Gladman:

Proposed development: Proposed housing development, 70 units, with 50% affordable houses, open space, green space and access to green network. It will incorporate a broad range of house types and affordable provision including social rent.

There is a bus stop less than 400, from the site. The applicable catchment denominational and non-denomination schools are operating at sufficient capacity to accommodate pupils generated from the proposed use.

Deliverability: The site is effective and can be delivered within 5 years contributing towards the effective, and affordable housing land supply. There are no physical or environmental constraints that would preclude development. Propose c.30 units/year.

### Information Provided by Key Agencies:

**SEPA:** Part of the site is at fluvial flood risk.

**SNH:** The southern part of this site overlaps with the Millersneuk Wetland LNCS. Any development should not adversely effect the integrity of this designation.

Very open south-facing site beyond the edge of Lenzie which is clearly defined here by the minor road (Blacklands Place) and bridge over A806 (Initiative Road). If developed the site should be well screened from A806 and planting should be of similar character to site LDP 6.36 to the west of the road. Opportunity to enhance and create green networks such as connecting to wetland beyond southern boundary of the site.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	X	--	- / ?	--	-	--	--	-

### Assessment Summary:

The site is unsuitable for development and the following significant issues exist on the site:

- Medium to high greenbelt functions and defensibility. The road to west provides a clear, defensible green belt boundary and development of the site would set a precedent for other development of agricultural/ smallholding land east of the road. The open countryside is an important part of the setting of Lenzie.
- Low landscape capacity for development.

Additional SEA commentary:

- High ecological value exists within the adjoining Millersneuk Wetland LNCS, particularly with respect to water voles. Development of the proposal site is likely to adversely impact on wintering geese including a loss of habitat. It could also

cause disturbance to geese, waders, duck and skylark.

- Proposal site is within a greenfield location on the eastern side of Initiative Road. Development could have a detrimental impact on the settlement pattern and landscape character of the area. The site is elevated, prominent and highly visible on the hillside open to views from a wide area. Mitigation in terms of the creation of recreational and open spaces within the design of any proposal are unlikely to avoid or compensate for the adverse impacts on landscape and would not relate well to the existing built up area.
- Presence of peat on southern part of the site
- Southern boundary of the site is within the SEPA flood risk area and proximity to the Cult Burn which runs along the southern boundary of the site may represent additional issues from a water quality and flooding perspective.
- The site has very poor access to public transport with the nearest bus top over 1.5km walking distance from site. Due to the lack of public transport options, the remoteness of the site from local amenities and services and poor active travel facilities in the area, Development of the site would significantly increase the need to travel with a particular emphasis on private vehicular travel. This is likely to have an adverse impact on local air quality and lead to an increase in transport related emissions.

#### **Proposed Mitigation Measures / Suggested Alterations:**

- Incorporate robust landscaping and appropriate buffer (minimum of 100m) to minimise disturbance, further exacerbate adverse impacts and separate any future development from the Millersneuk Wetland LNCS.
- Protected species surveys to be carried out for the identification of protected species. If such species are found to be using the site, especially for sheltering, any development proposal should retain these important features, where possible, or secure licences from SNH including detailed mitigation plans and/or include compensation if necessary.
- Habitats found to provide shelter or other important features for protected species should be retained, where possible, alongside any proposed development.
- Flood risk assessment is required to determine the flooding risk in relation to the proximity to the Cult Burn and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact

development may have from a flooding and drainage perspective.

- Green network opportunity for woodland and wetland
- General water environment restoration opportunity and careful SUDS design required.
- Protect the area of peat and high carbon soils in the southern part of the site.
- Protect and enhance the Milersneuk wetlands LNCS south of the site

## Individual Site Assessment

Site Reference:	S201
Site Name:	Crosshill Road
Address:	Land to the north of Crosshill Road and west of Heriot Road, Lenzie
Site Suggested By:	Persimmon Homes
Site Owner / Agent:	Caledonian Properties
Current Land Use:	Other Green field - Agriculture
Suggested Land Use:	Residential
Site Size	20 hectares
Developable area (if available):	20 hectares
LDP Stage Suggested:	LDP (unallocated)

Aerial Photo



Site Photo – View from Crosshill Road



Site Photo



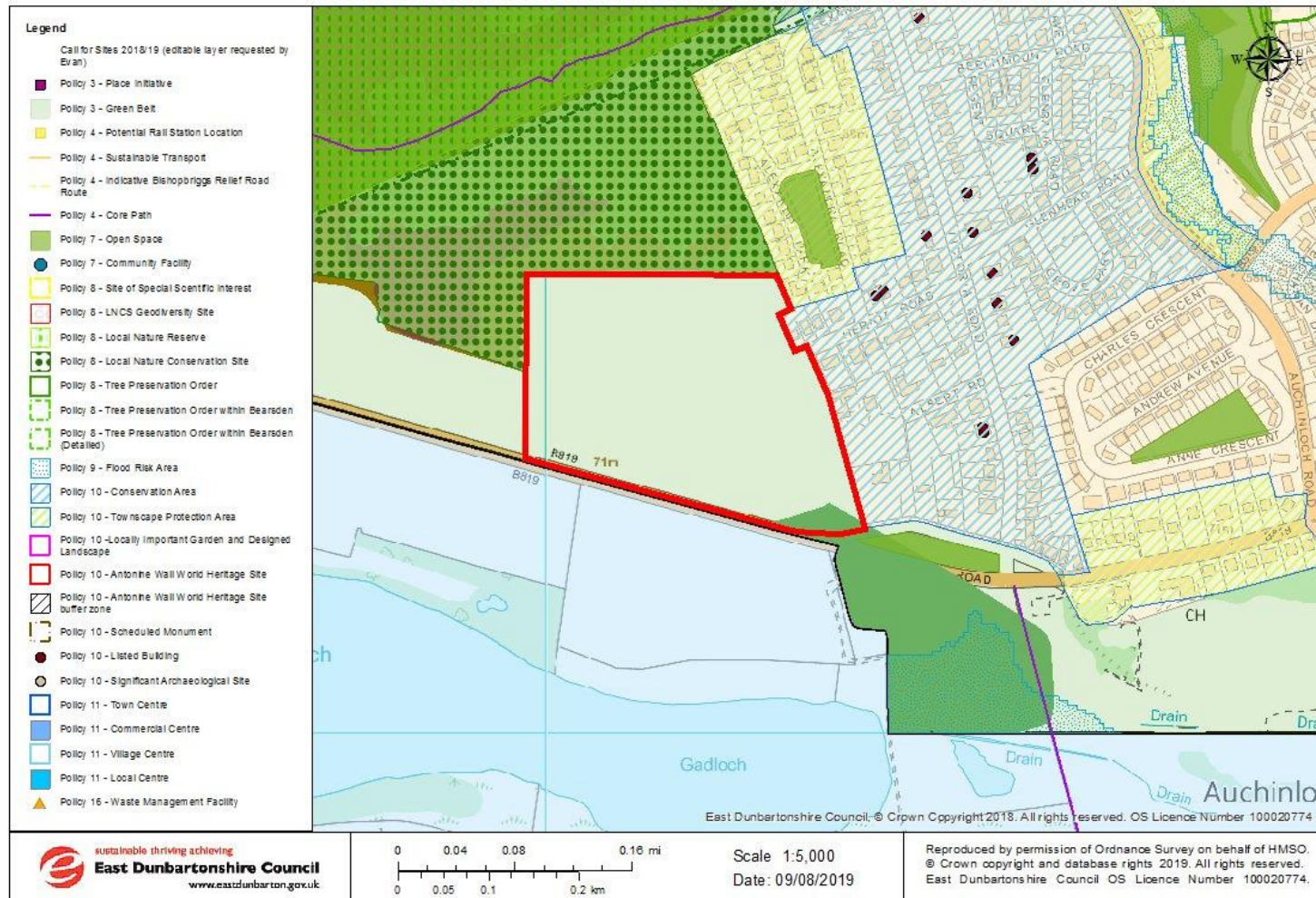
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by Persimmon Homes:

#### **Proposed development:**

25 affordable houses  
60 private houses with 3 bedrooms or less  
15 private houses with 4 bedrooms or more  
Total – 100 units

There are few housing sites left in Lenzie. The future development of Lenzie is physically constrained and this site represents a logical opportunity for expansion of the town. Residents would be within 500m of the bus route on Auchinloch Road and around 650m of Lenzie Train Station.

**Deliverability:** Start on-site 2024

### Information Provided by Key Agencies:

**SNH:** Very open site outwith Lenzie, highly visible from Crosshill Road B819. Provides setting for Lenzie. If developed would need to establish a new defensible edge along north and western edges. This could help to prevent further settlement expansion as well as creating new green network opportunities. Retain and reinforce the existing hedge along Crosshill Road.

**Scottish Water:** 56" trunk main to Southern edge of site- contact must be made with SW at the earliest opportunity.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	X	- / ?	- / ?	--	X	+ / -	+ / -	- / ?

### Assessment Summary:

The site is unsuitable for development and the following significant issues exist on the site:

- Medium to high greenbelt functions and defensibility. Development breaches current well-defined and defensible greenbelt boundary.
- Low landscape capacity for development including an adverse impact upon the landscape setting of the Gadloch.
- Medium and high surface water flood risk from drain to the west of the site.
- Likely negative impact upon nearby LNCS and migrating birds.

Additional SEA commentary:

- The boundary gardens from Albert Road, Heriot Road and Alexandra Park, to the west of the site provide a strong defensible green belt boundary. The proposal site's sloping agricultural field and native woodland habitat to the north also provide a valuable landscape character and green belt function to the setting of this area of Lenzie and green entrance to the settlement from Crosshill Road.
- The site is approximately 600m and 700m from bus and rail connections respectively. Despite being outwith the set parameters of 400m from site, the bus services are frequent and access to the rail connection provides wider benefits providing connections to Glasgow Edinburgh Stirling, Alloa and Dunblane.
- Small area to the south east of the site is classified as Prime Quality Agricultural Land

Proposed Mitigation Measures / Suggested Alterations:

- Strengthened active travel links and connection to local centre and public transport opportunities.
- Protect, enhance and expand biodiversity value of Lenzie Moss LNCS and green network links by providing robust buffer (minimum of 100m) along the northern and western edges of the site and appropriate landscaping in this area, as well as the southern boundary.
- Retain boundary stone walls and hedgerows.
- Establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.

## Individual Site Assessment

Site Reference:	S315
Site Name:	Waterside Bing
Address:	Land at Waterside Bing, Pit Road, Kirkintilloch, G66 3ND
Site Suggested By:	The Profili Partnership LLP
Site Owner / Agent:	A & E Holdings Ltd
Current Land Use:	Brownfield
Suggested Land Use:	General industry & business
Site Size	8.19 Hectares
Developable area (if available):	-
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo



Site Photo



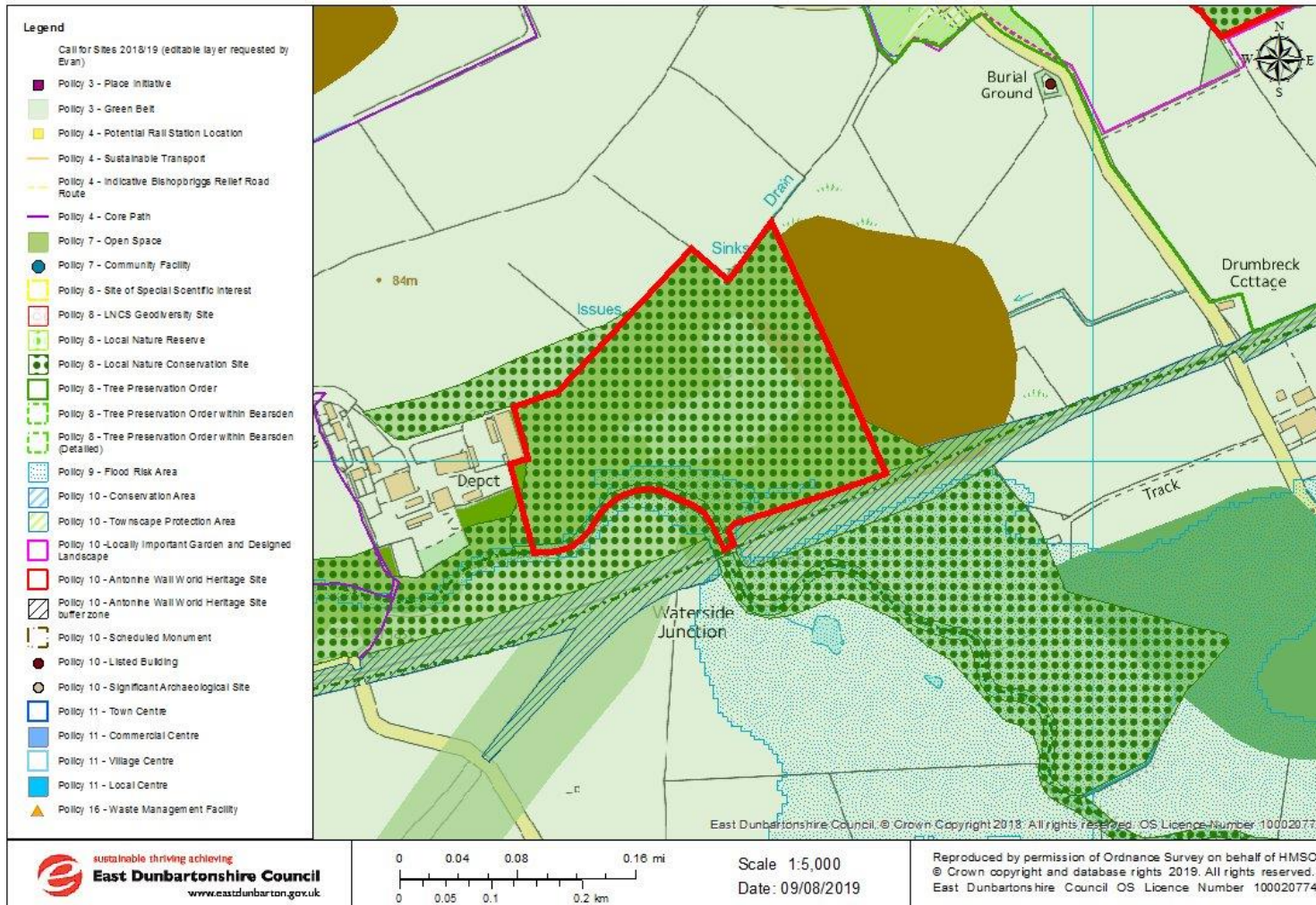
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment





## Information Provided by Profili Partnership:

### **Proposed development:**

Site containing Colliery Waste tip from former Wester Gartshore Colliery and derelict since 1950 and listed in the Vacant & Derelict Land Survey 2016 - 2017 by the Council under Site Code ED00991. The site is dominated by the partially vegetated spoil heap of Waterside Bing which is a Local Nature Conservation Site (LNCS) and the Luggie Burn which is the south eastern boundary of the site and is also a LNCS. There are some trees within the site that are irregularly distributed across the bing and around the boundary.

The proposal is to remove the dome of unstable colliery waste and develop office, light industry, general industry, warehousing and distribution and open space on the western and central part of the site. A mixed use proposal comprising the creation of business/industrial facilities, circa 12,000 square metres, following removal of the bing material and remediation of the bing, alongside new habitat creation and enhancement of retained habitat (in particular native woodland) with improved public access. Commercial property comprising Class 4, 5 and 6 uses. Sizes of individual units can be adapted to provide single units or combined to provide space for larger business users.

Access route is from Pit Road - a public road that joins with the private road that serves Waterside Bing and the neighbouring employment and business area, reference 13.27.

The most diverse and mature habitat on the boundary will be retained without disturbance and this includes the best areas of listed native trees (NWSS). This will be placed in management that will enhance its diversity of flora and fauna. New habitat creation will be chosen to maximise biodiversity gains and will target local biodiversity action plan priorities. All of the above will be delivered in a Site Biodiversity Action Plan.

The bing currently attracts off road motorcycles and anti social behaviour. The aggregates comprising the bing are not stable in parts and are subsiding/sliding off, which is exacerbated by the motor cycling. Therefore potentially contaminated land and potential ground conditions and soil stability issues would need addressed by development.

**Deliverability:** The estimated timescale for extraction/removal of the Bing, remediation of the land and the submission of all necessary applications for an employment use or other appropriate development is 8 years. Planning application for site clearance of Bing material and remediation by 2021/22. Site Clearance and remediation 2022 to 2028/29. All necessary applications for commercial land to be made during site clearance - circa by or during 2026. Anticipated site start of commercial units 2029.

## Information Provided by Key Agencies:

**SEPA:** Part of the site is at fluvial flood risk.

**SNH:** The entirety of this site is within the Waterside Bing LNCS. It would therefore seem very unlikely that this proposal could be progressed without adversely affecting the integrity of the designation.

Brownfield site adjacent to railway outwith settlement. Within LNCS and adjacent to Luggie Water. Opportunity to remediate and restore the bing and create new green networks connecting to Luggie Water. Could extend existing core path network eastwards. Southern boundary with railway line should be planted to provide landscape for the development.

**Scottish Water:** Will need Pre Development Enquiry if site taken forward as medium distance from surrounding services and potentially soil investigation needed.

#### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

### Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	--	-- / ?	--	-- / ?	--	--	-- / ?

### Assessment Summary:

The following significant issues exist on the site:

- The site is a Local Nature Conservation Site (LNCS), with areas of native woodland and adjacent to and Luggie Water LNCS and mainline railway LNCS to the south. It is part of the green network adjacent to the strategic habitat links of the Luggie Water and mainline railway.
- Areas of deep peat and carbon rich soils to the east and underlying the site
- Potentially contaminated land and ground instability from the colliery waste and related coal mining operations
- The SEPA flood map shows flood risk on the southern edge of the site (fluvial from Luggie Water) and eastern edge of the site (surface water).
- The vehicular access to the site is a private road through the business and employment land at site reference 13.27.

Additional SEA commentary:

- Site is entirely within the Waterside Bing LNCS, is part of the wider green network and also has a significant amount of native woodland throughout the site.
- The whole site is within an area of potentially contaminated land (Pit Road Industrial Estate).
- The southern edge of the site is within the SEPA flood risk area (fluvial) in relation to the Luggie Water and the majority of the site is also at high or medium risk of surface water flooding.
- The eastern edge of the site is within an area of organic soils and potential peat.
- The site is not in close proximity to a main public transport corridor and unlikely to support sustainable transport options given the

distance to local amenities and services. Therefore private vehicular travel is likely to increase with this development which is likely to significantly impact on local air quality and increase transport related emissions levels.

**Proposed Mitigation Measures / Suggested Alterations:**

- Waste Management Plan required
- Provide landscape framework for development on the site
- Investigate and remediate where possible any potential contamination, ground conditions and soil instability.
- Investigate, evaluate, peat and carbon rich soils. Protect, enhance and expand area of deep peat identified in and adjacent to the site.
- Conserve and enhance Waterside Bing LNCS and green network habitat link, including native woodland.
- Improve access to green network by improving informal paths around the edge of the site which link to core path network.
- Flood risk assessment is required to determine the flooding risk in relation to the proximity to the Luggie Water and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.

## Individual Site Assessment

Site Reference:	S353
Site Name:	Moss Rd
Address:	Waterside, Kirkintilloch
Site Suggested By:	EDC Housing Service
Site Owner / Agent:	EDC
Current Land Use:	Sheds/ Lock-ups
Suggested Land Use:	Residential
Site Size	0.178 hectares
Developable area (if available):	0.178 hectares
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo



Site Photo



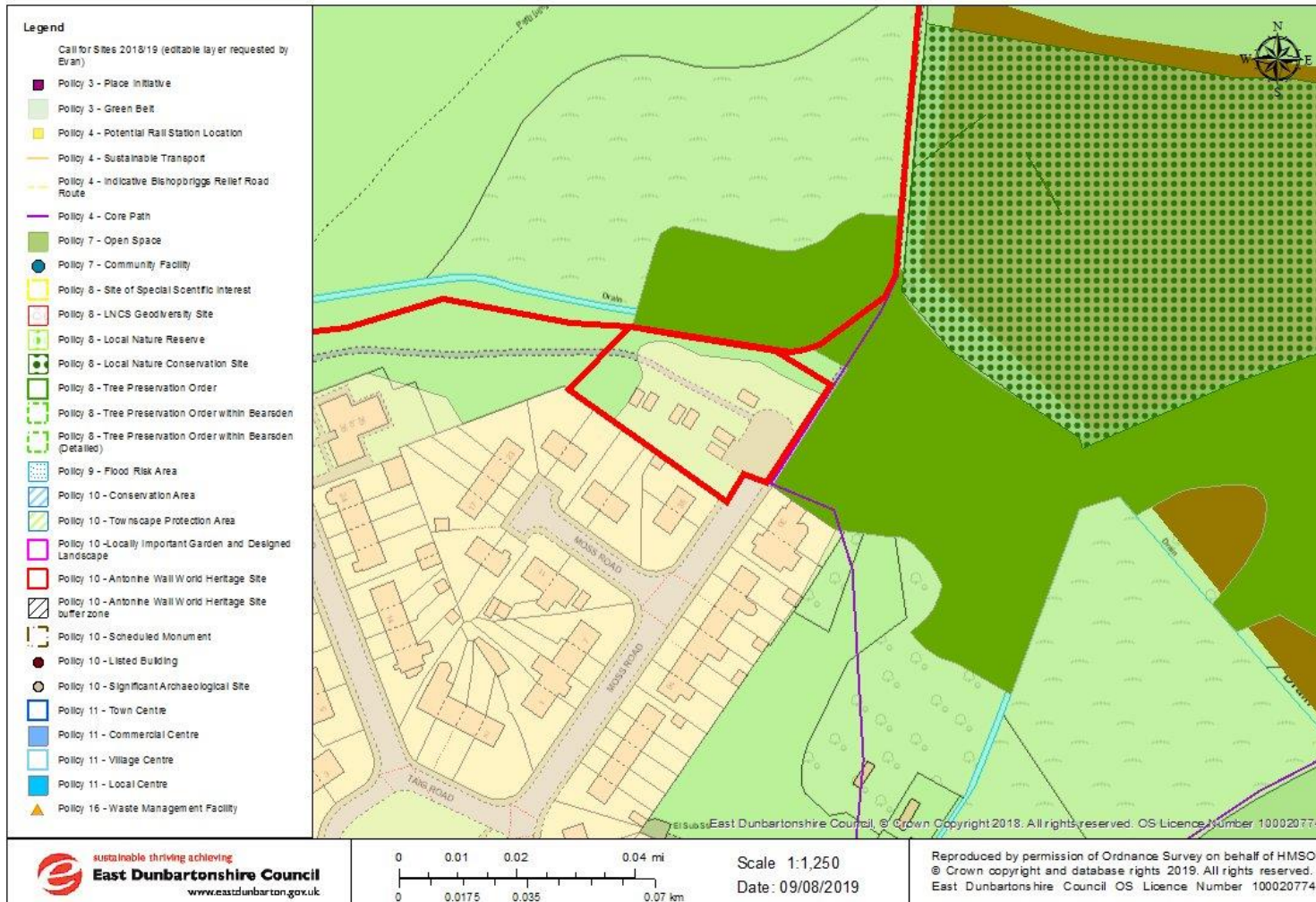
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment





<p><b>Information Provided by East Dunbartonshire Council Housing Service:</b></p> <p><b>Proposed development:</b></p> <p>8 affordable flats 4 affordable houses <b>Total – 12 units</b></p> <p><b>Deliverability:</b> Site would be included within the East Dunbartonshire Strategic Housing Investment Plan and funds would be allocated to enable delivery.</p>
<p><b>Information Provided by Key Agencies:</b></p> <p>SEPA: A small watercourse flows adjacent to the site and could represent a flood risk.</p>
<p><b>Information Provided by Public:</b></p> <p>Additional information could be provided during Main Issues Report Consultation period.</p>

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	0	X	-	- / ?	-	-- / ?	- / ?

### Assessment Summary:

Predominantly brownfield site approximately 300m of bus stop.

The following issues exist on the site:

- Possible culvert to north of site
- Fringes of site greenfield in green belt

Additional SEA commentary:

- The entire site and surrounding area is at high risk from surface water flooding.

- Proposal site is in close proximity to bus stops/services along Bankhead Road. The site is a significant distance the town centre, local amenities and services, which is out with active travel distances, although the site does have direct access to the core path network.

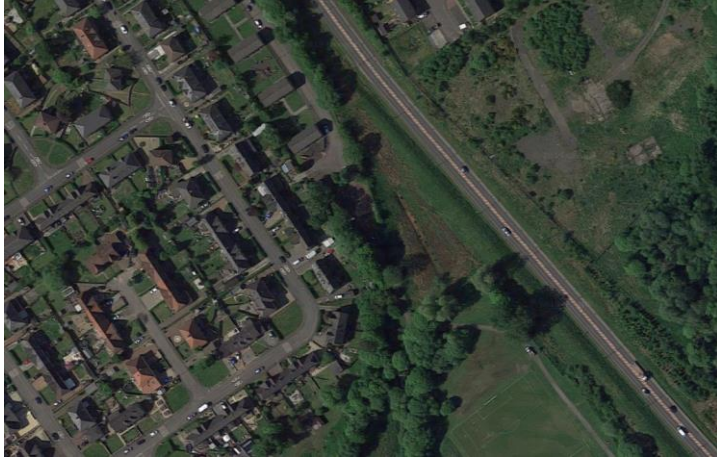
#### **Proposed Mitigation Measures / Suggested Alterations:**

- Flood risk assessment is required to determine the flooding risk in relation to the adjacent drainage ditch, investigate presence of culverts and ascertain the developable extent of the area.
- Establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Investigate quality of trees on western part of site and protect if valuable.
- Ensure footpath connections are retained and enhanced where appropriate.

## Individual Site Assessment

Site Reference:	S364
Site Name:	Parkview Ave
Address:	Site between Parkview Ave and Initiative Rd, Kirkintilloch
Site Suggested By:	Urban Capacity Study
Site Owner / Agent:	East Dunbartonshire Council
Current Land Use:	Open space
Suggested Land Use:	Housing
Site Size	0.33 hectares
Developable area (if available):	0.33 hectares
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo



Site Photo



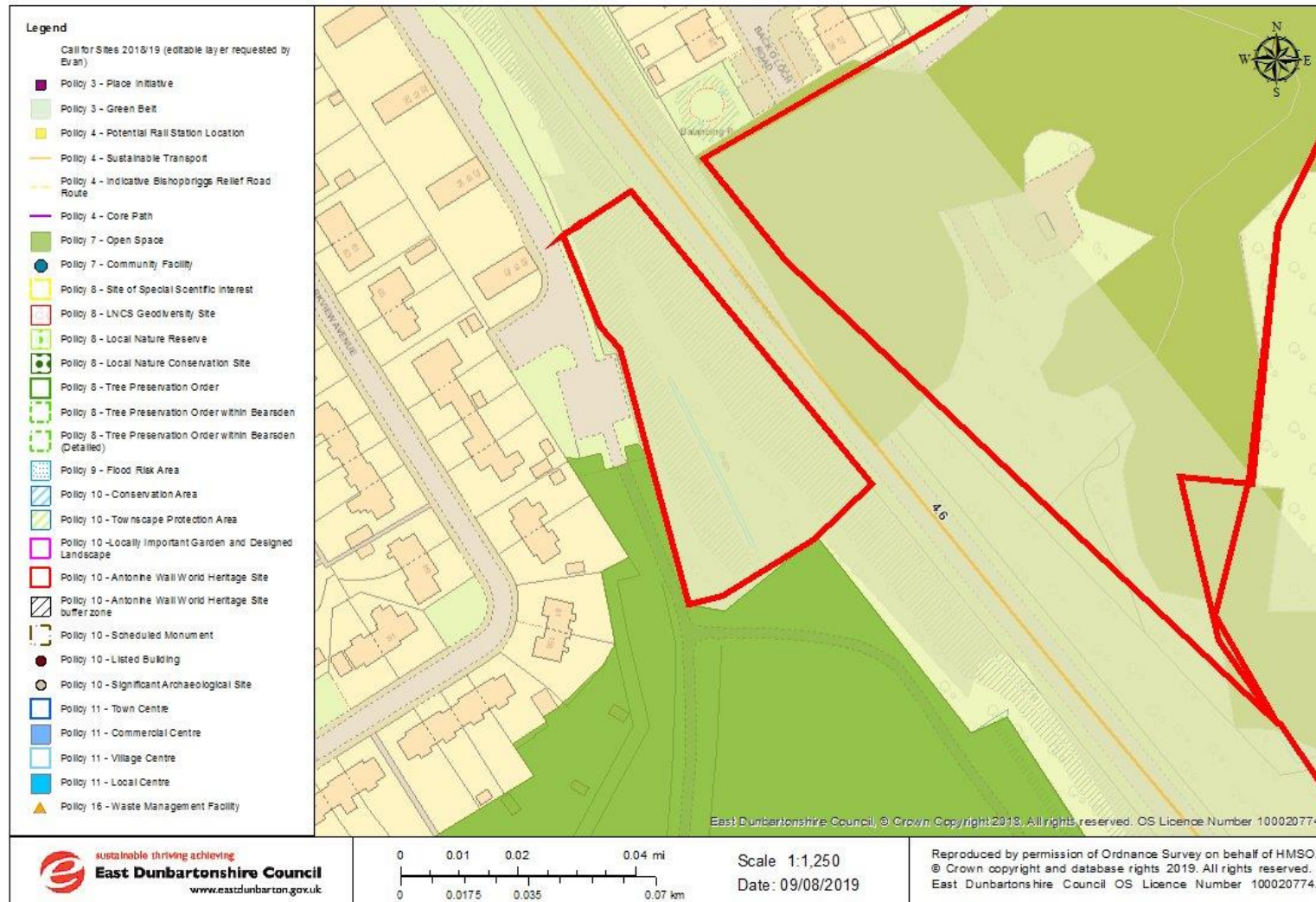
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by the Urban Capacity Study:

**Proposed development:** Small parcel of land, land close to main road and busy traffic.

Potential for:

3 affordable units

9 private units

**Total – 12 units**

**Deliverability:** Unknown.

### Information Provided by Key Agencies:

**SEPA:** A potentially culverted watercourse could flow through part of the site which could represent a potential flood risk. No built development should be proposed over the culvert. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required.

**SNH (landscape):** Small site. Retain any existing mature trees to enhance sense of place. Retain/ create robust landscape framework to road and safe pedestrian link to Park. Integrate SuDS to contribute to overall landscape design.

**SportScotland:** Parkview Avenue Kirkintilloch is adjacent to Whitegates Park where there is a full-size grass pitch. We would request that any future development brief for the site / development proposals seek to protect access and use of this outdoor sports facility.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.



## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	- / ?	?	-	- / ?	-	- / ?	- / ?

### Assessment Summary:

The site is unsuitable for development and the following significant issues exist on the site:

- Site contains small watercourse/ drain - at risk of surface water flooding and potentially divides developable area of site.
- Site close to main road and contains existing noise bund.

Additional SEA commentary:

- The proposal area is currently a section of open space and is also part of wider green network. Marshy grassland and scrub LBAP habitats present with mature trees and brambles to the edge.
- The site is directly adjacent to two potentially contaminated land sites to the south-east of the proposal area (Larkfield Road

Industrial Estate and Former Loch Road Gas Works).

- The site is unlikely to encourage active travel participation given the distance from the site to town centre, local amenities and services. Therefore, given the poor public transport provision and walking access to the town centre, development in this location is likely to increase the reliance on private vehicles for travelling to and from the site, adversely impacting on local air quality levels and related transport emissions.

#### **Proposed Mitigation Measures / Suggested Alterations:**

- Further assessment and investigation of surface water flood risk and development solution to incorporate remodelled drain.
- Possible replacement/ alternative to existing road noise bund and further assessment into impact of traffic noise on new development.
- Investigate and remediate, where possible, any potential contamination identified.
- Potential for green network enhancement through wetland and woodland creation and open space enhancements.

## Individual Site Assessment

Site Reference:	S365
Site Name:	Langmuir Road
Address:	Site to south of Langmuir Rd and north of Badenoch Rd, Kirkintilloch
Site Suggested By:	Urban Capacity Study
Site Owner / Agent:	East Dunbartonshire Council
Current Land Use:	Open space (undesigned)
Suggested Land Use:	Housing
Site Size	0.93 hectares
Developable area (if available):	Unknown
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo



Site Photo



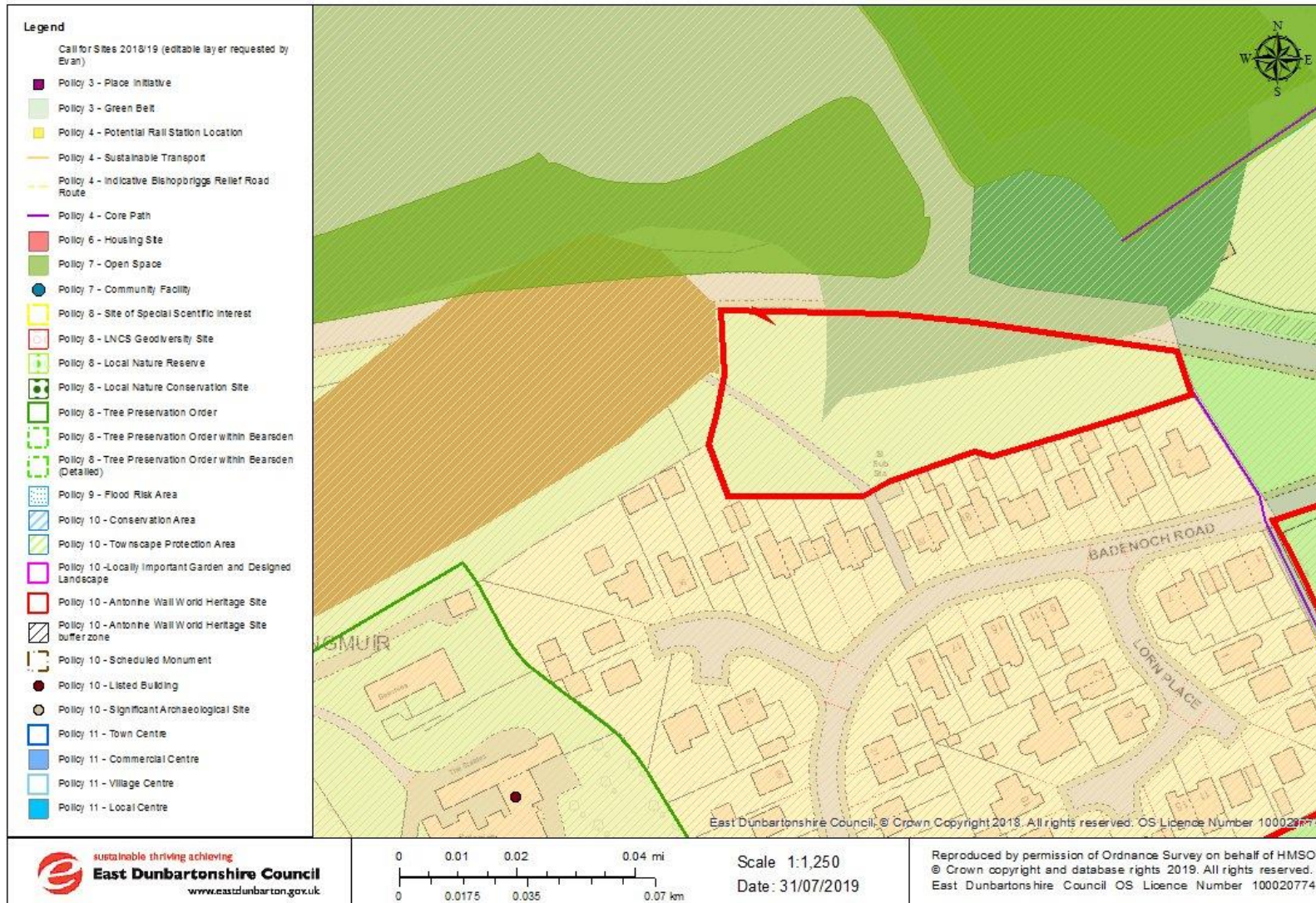
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by the Urban Capacity Study:

**Proposed development:** Close to recent residential development and established residential area. Suitable for small housing development.

Potential for:

18 affordable units

**Total – 18 units**

**Deliverability:** Early discussions with the Council's Housing Service have identified that the site could be developed for affordable housing however this is subject to further investigation and Council processes.

### Information Provided by Key Agencies:

**SEPA:** A surface water flood hazard has been identified and should be discussed with FPA and Scottish Water. Appropriate surface water management measures should be adopted.

**SNH (landscape):** Small site. Eastern gateway to Kirkintilloch. Retain/ strengthen existing trees/ hedgerows to enhance sense of place and create a robust landscape framework for housing. Create robust planted edge to road (minimum 20m strip); e.g. double avenue standard trees with understorey / hedge.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	- / ?	-- / ?	-	- / ?	--	-- / ?	-

### Assessment Summary:

The site has potential for development subject to further assessment.

#### Additional SEA commentary:

- The site is at high risk from surface water flooding, which should be investigated further to determine the developable area.
- The entire proposal site is encompassed by a potentially contaminated land site (Langmuir Road).
- The site has poor access to public transport and is a significantly outwith reasonable walking distance to Kirkintilloch town centre with the associated amenities and services. Therefore private vehicular travel is likely to increase with this development which is likely to impact negatively on local air quality and transport related emissions.



- The site currently functions as an area of open space which will be lost if developed and also hosts mature trees along the boundaries and within the site itself.
- Development of the land adjacent to the peatland and/or carbon rich soils has potential to adversely impact the hydrology of the surrounding land and could result in damaging this asset, even if directly avoided by the development proposal location. This will need to be further investigated.
- A significant proportion of the proposal area is designated as Prime Quality Agricultural Land and should be investigated further.

#### Proposed Mitigation Measures / Suggested Alterations:

- Avoid development and/ or adverse impact on the deep peat and carbon rich soils
- Undertake peat surveys to determine potential impact upon adjacent peat including hydrological impact.
- Flood risk assessment is required to determine the flooding risk and ascertain the developable extent of the area and also establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have from a flooding and drainage perspective.
- Assess and retain trees of value within the design of any proposed development.
- Investigate and remediate, where possible, any potential contamination identified.
- Potential opportunity for green network and open space enhancements.
- Review developable area and assess if any impact upon the Prime Quality Agricultural Land to the north of the proposal area.

## Individual Site Assessment

Site Reference:	S366
Site Name:	Campsie View School
Address:	Boghead Road, Lenzie
Site Suggested By:	East Dunbartonshire Council (Estates)
Site Owner / Agent:	East Dunbartonshire Council
Current Land Use:	Additional Support Needs School
Suggested Land Use:	Housing
Site Size	0.81 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo



Site Photo



Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by the Council (Estates):

**Proposed development:** Accessible brownfield site.

7 affordable units

21 private units

**Total – 28 units**

**Deliverability:** Delivery of the site after 2022 when Campsie View School is expected to become surplus to the Education Service's requirements upon completion of the replacement ASN school at Waterside.

### Information Provided by Key Agencies:

**SEPA:** No flood risk apparent

**SNH (landscape):** Small site. Retain/ strengthen existing trees/ hedgerows to enhance sense of place and create a robust landscape framework for housing.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
X	X	- / ?	X	- / ?	X	-	-	-

### Assessment Summary:

Site has potential for development based on the following:

- Infill development on brownfield land.
- Site is accessible by public transport (existing bus stop adjacent to site)

Additional SEA commentary:

- The site has access to bus stops with frequent services within 50m from site. The site also has direct access to Lenzie rail station and town centre with associated amenities and services, however it is over 1km walking distance. Therefore

development of this scale in this location is likely to increase reliance on private vehicles for travelling resulting in adverse impacts on air quality and transport related emissions.

- Development of the site would require the demolition of existing structures, significant waste arisings and infrastructure provision.
- There are mature trees along the boundaries and within of the proposal area.

#### Proposed Mitigation Measures / Suggested Alterations:

- Ensure protection of any significant trees on and adjacent to boundary.
- Create access to core paths in Lenzie Moss which can provide walking and cycling link to Lenzie rail station.
- A waste management plan should be produced in order to manage the significant demolition and construction waste as a result of development of the site and avoid or mitigate the effects on the surrounding area and population in relation to noise and dust.



## Individual Site Assessment

Site Reference:	S367
Site Name:	Former Lenzie Primary School
Address:	Lenzie Primary School, Kirkintilloch Road, Lenzie
Site Suggested By:	Site has planning consent (TP/ED/18/0378)
Site Owner / Agent:	Vaga Developments Ltd
Current Land Use:	Derelict/ brownfield land
Suggested Land Use:	Housing
Site Size	0.34 hectares
Developable area (if available):	0.34 hectares
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo



Site Photo



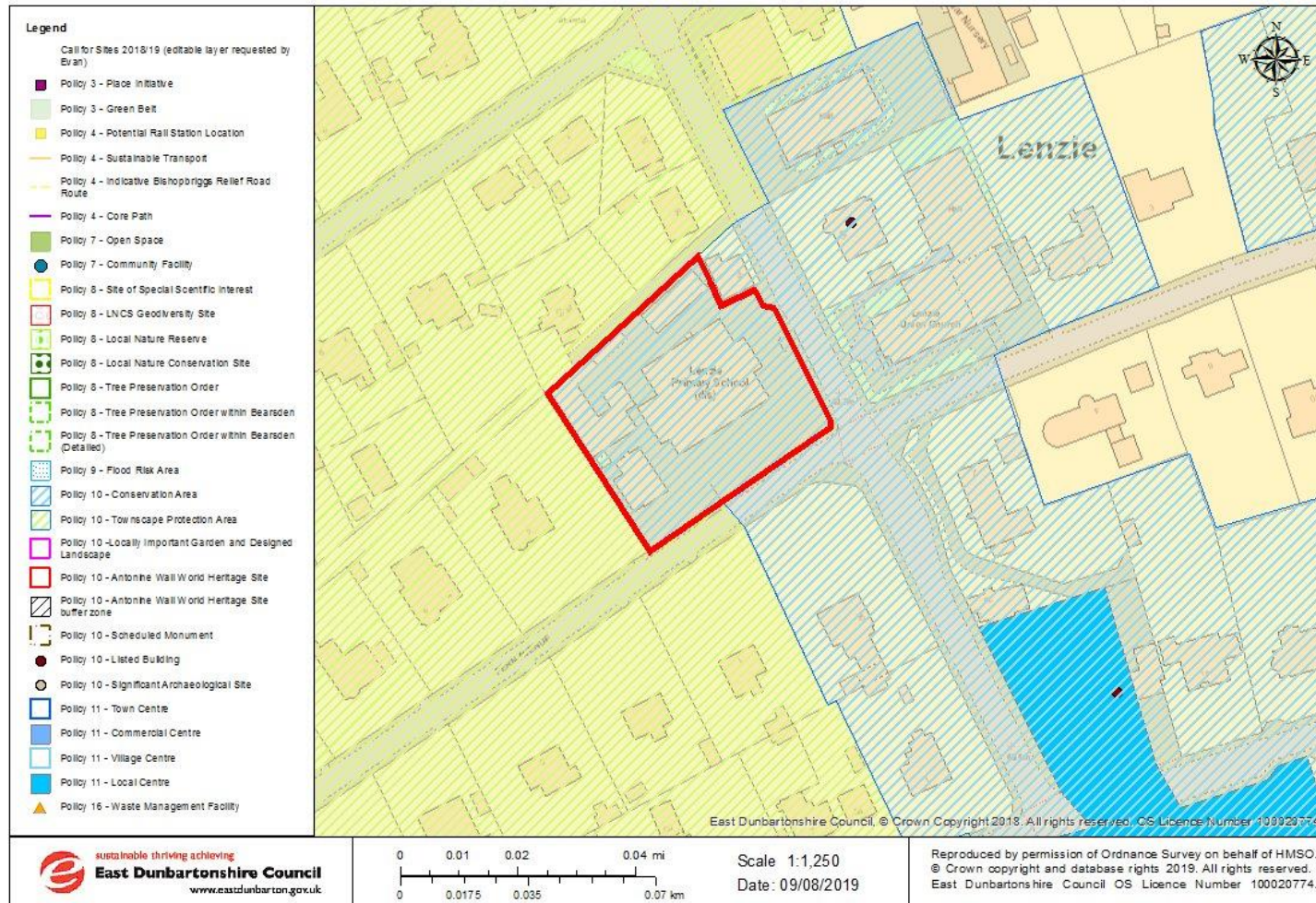
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



**Information Provided by Planning Application TP/ED/18/0378:**

Proposed development: Conversion and extension of existing building to form new housing.

5 affordable units (for older people)

15 private units

**Total – 20 units**

Deliverability: Site has planning consent.

**Information Provided by Key Agencies:**

**SEPA:** A surface water flood hazard has been identified and should be discussed with FPA and Scottish Water. Appropriate surface water management measures should be adopted.

**Information Provided by Public:**

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Not Applicable – Site has consent

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
X	- / ?	X	X	X	X	++	+	-

## Assessment Summary:

Site benefits from planning consent

Additional SEA commentary:

- The site is within the Lenzie Conservation Area.
- The site is within 5 minutes walking distance of Lenzie centre with amenities and services, including Lenzie rail station with half hourly services to actions such as Glasgow, Edinburgh, Stirling, Alloa and Dunblane. The site also has good access to bus stops with regular services. This will all reduce the need to travel, particular private vehicular travel, and lead to a significant

contribution to increasing sustainable travel and be supported by the local centre.

**Proposed Mitigation Measures / Suggested Alterations:**

- Development subject to conditions of planning consent TP/ED/18/0378
- Retention of former school building

Lennoxtown, Milton of Campsie, Clachan of Campsie, Haughhead



## Individual Site Assessment

Site Reference:	LDP 6.56
Site Name:	Lennox Castle Hospital
Address:	Lennoxtown
Site Suggested By:	LDP
Site Owner / Agent:	Persimmon, MacTaggart & Mickel
Current Land Use:	Brownfield, cleared former hospital site
Suggested Land Use:	residential
Site Size	16.5 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP (allocated)

Aerial Photo



Site Photo – North East



Site Photo – South East



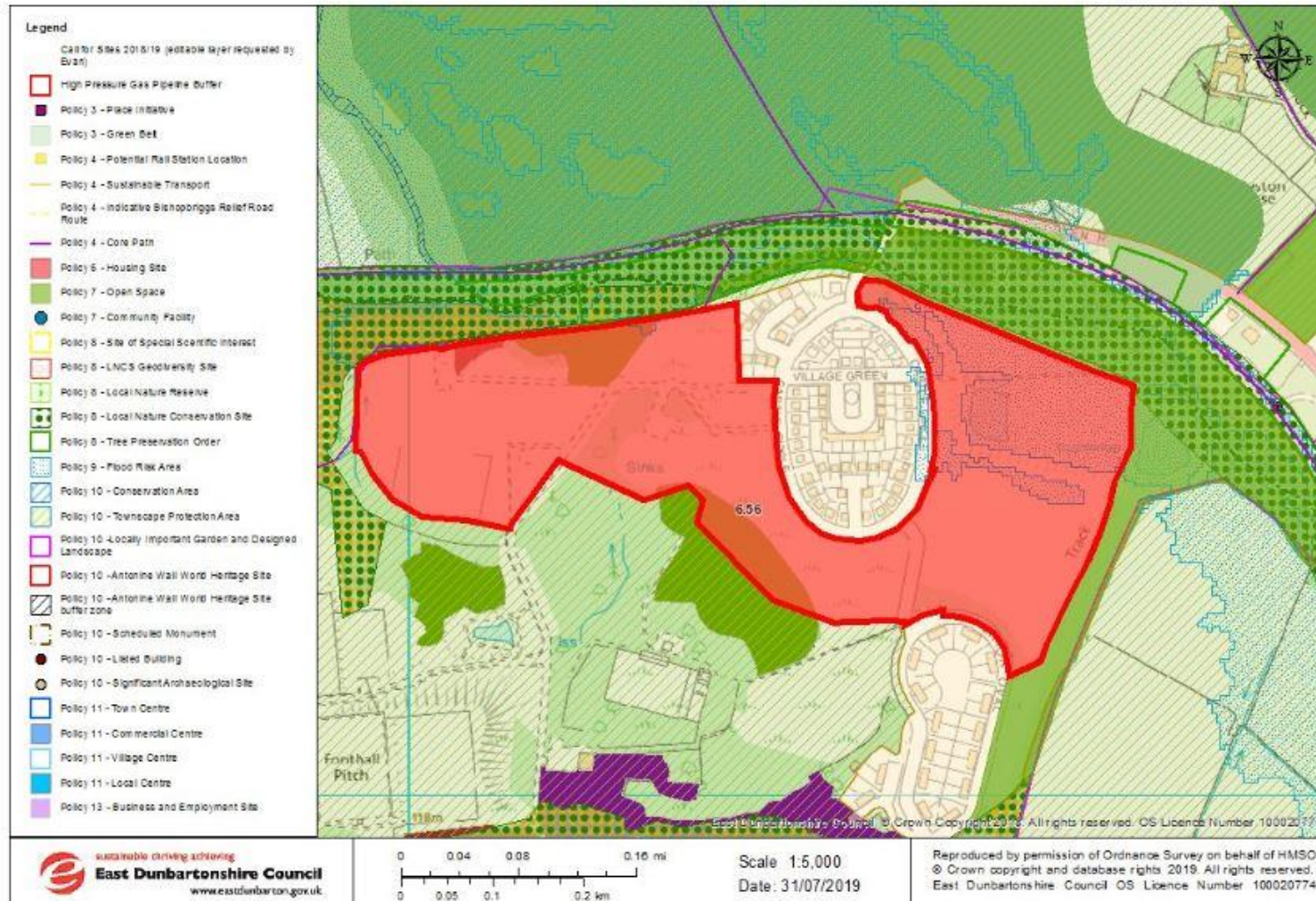
Site Photo – South West





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



## Information Provided by Persimmon Homes and MacTaggart & Mickel:

### Proposed development:

The LDP site allocation reference 6.56 is 16.5ha in size, with an indicative capacity of 274 units. The key requirements are: compliance with a masterplan and section 75 agreement, an updated flood risk assessment should be undertaken to ascertain the functional floodplain of the Glazert Water and the developable extent of the site.

The site is part of a wider masterplan site approved through planning applications TP/ED/03/1188 and TP/ED/05/0535. These applications granted permission for approximately 350 houses and associated infrastructure including the flood protection scheme. The first phase of this development has been completed but due to economic conditions circa. 2007 the following phases were not progressed and the outline planning permission has now expired.

Parts of the site are constrained by flood risk from river, on the floodplain of the Glazert Water, or surface water. The north eastern part of the site is shown on the SEPA flood map as at riparian and surface water flood risk and it shows surface water flood risk on the eastern part of the site. There is also SUDS on part of the site. The site is behind a flood protection scheme along the River Glazert. The policy giving a presumption against such developments is set out in *SEPA's Flood Risk Planning Guidance* and *SEPA Planning Information Note 4: SEPA Position on Development Protected by a Flood Protection Scheme* (PIN 4).

The Housing Land Audit (HLA) 2017 identifies that the housing allocation site is made up of four remaining phases:

Phase 1B – the HLA states that the market builder is MacTaggart & Mickel, the site capacity is 76 units, the site is effective, with no constraints. Full Planning Permission for 76 houses, associated landscaping and enabling works in accordance with approved masterplan (TP/ED/03/1188) was granted subject to conditions 31.10.12 (ref: TP/ED/11/0367).

Phase 2 - the HLA states that the market builder is Persimmon, the site capacity is 60 units, the site is effective, with no constraints.

Phase 3– the HLA states that the market builder is MacTaggart & Mickel, the site capacity is 60 units, the site is not effective, due to the constraint of marketability.

Phase 4 – the HLA states that the market builder is MacTaggart & Mickel, the site capacity is 78 units, the site is not effective, due to the constraint of marketability.

There is a current planning application for 140 houses (TP/ED/17/0407) on 4.78ha site, in the south eastern part of the housing allocation 6.56 (including the phase 2 site).

Deliverability: Phase 1B and 2 are identified as effective in the HLA 2017.

### Information Provided by Key Agencies:

**SEPA:** Part of the site is at fluvial flood risk.

**SNH:** Allocated housing site, cleared former hospital site

**Scottish Forestry:** Retain as much woodland as possible through design planning and then the protection of woodland through the Scottish Government Control of Woodland Removal Policy applies to the remainder.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	- / ?	- / ?	+ / ?	- -	- / ?	- -	- -	- - / ?

## Assessment Summary:

The following constraints exist on this allocated housing site:

- The eastern part in the area shown at flood risk in the SEPA flood map. This includes fluvial flood risk from the Glazert Water in the north east of the site, surface water food risk in the centre and east and a smaller area of surface water flood risk in the west of the site.

Other Constraints:

- The site is not within 400m of a bus stop with a regular service.
- There is native woodland on north-east and southern edges of the site which should be protected and enhanced.
- Potential contamination from former hospital use

Additional SEA commentary:

- The majority of the site is within an area of potentially contaminated land.
- The site is directly adjacent to Glazert Woods open space to the north and east of the site and is also protected by TPO. As well as the areas of native woodland, the site also has a large quantity of tree lines and mature trees (mainly in the west).
- The entire site is also within the Lennox Castle Hospital locally important Garden and Designed Landscape.
- Despite the access to bus services on the A891 (half hourly) and accessibility to the core path network the development of this scale in this location would significantly increase the need to travel with a particular emphasis on unsustainable methods of transport due to the distance from Lennoxtown centre (approximately 2km from site using core paths) and other settlements, local services and amenities, employment centres and rail connection.

### Proposed Mitigation Measures / Suggested Alterations:

- Flood risk assessment is required to ascertain the developable extent of the site in relation to the fluvial risk from the Glazert Water
- Establish viability of connecting to sewer to ensure capacity is not an issue.
- Protect and enhance good quality trees and woodland on or adjacent to the site, in particular native woodland which is an LBAP priority habitat
- Evaluate and protect mature trees / woodland of value.
- Protect, enhance and or expand the LNCS and green network to the north and west,
- New and enhanced connections to the National Cycle Route 755 (Strathkelvin Railway Path), the strategic green network access link of the Strathkelvin Way, protect the core path north west of the site.
- On site open space and play space required.
- Conserve and enhance the special qualities of the Glazert Valley Local Landscape Area, landscape character and the landscape setting of the settlement.
- Enhancements to locally important Garden and Design Landscape
- Ground investigations
- Archaeological evaluation has been carried out within the site, however further archaeological work may be required.



## Individual Site Assessment

Site Reference:	LDP 6.57
Site Name:	Lennox Castle
Address:	Lennoxtown
Site Suggested By:	-
Site Owner / Agent:	Fairhurst
Current Land Use:	building ruin and curtilage
Suggested Land Use:	housing
Site Size	0.5 hectares (approx.)
Developable area (if available):	
LDP Stage Suggested:	LDP (allocated site)

Aerial Photo



Site Photo – Entrance Front (North Elevation)



Site Photo – South and East Elevations



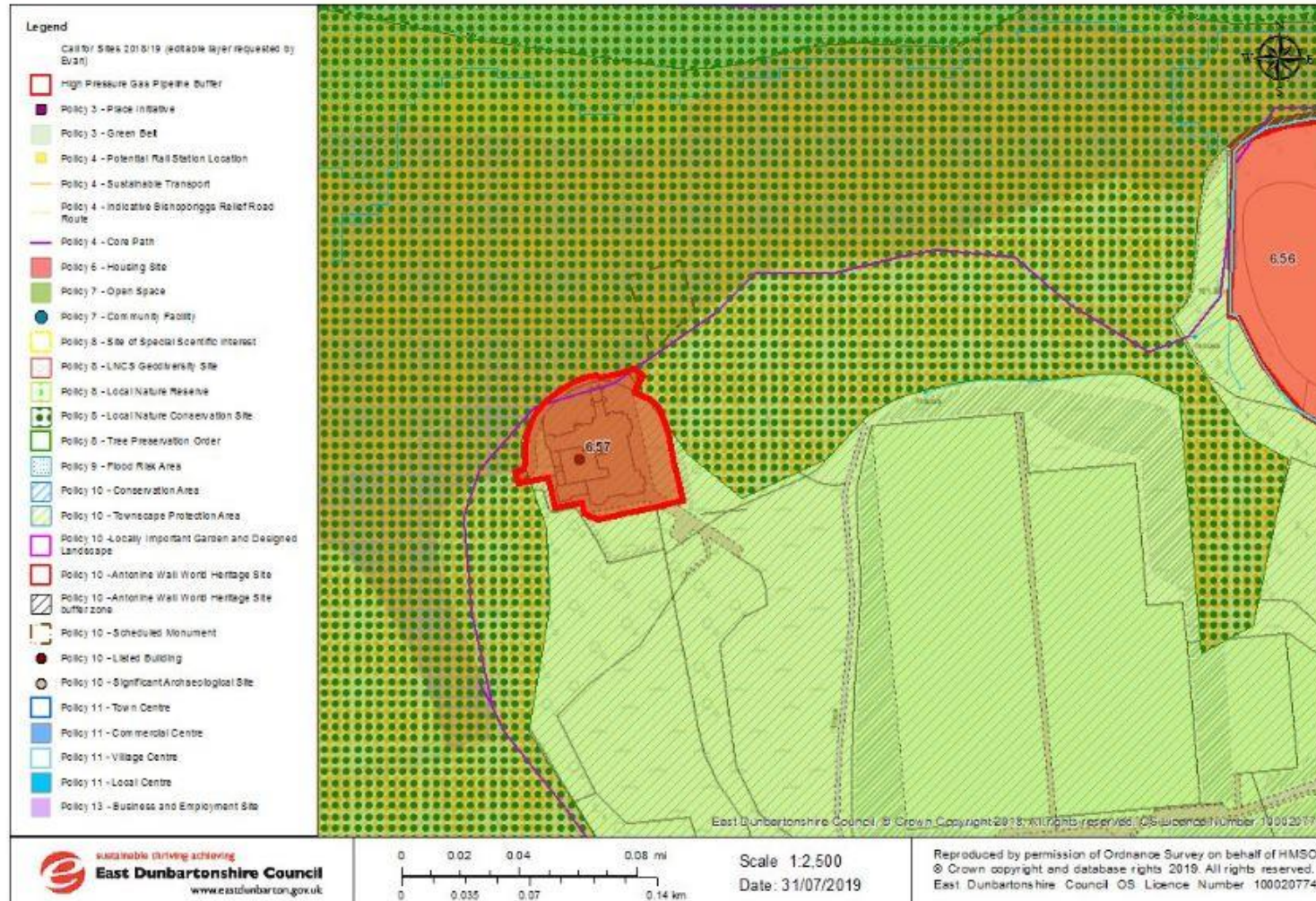
Site Photo – West Elevation





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



### Information Provided by Fairhurst:

#### Proposed development:

TP/ED/12/0148 - A proposal of application notice (POAN) submitted by Fairhurst for P & P Properties (NI) Ltd on 17.2.12 for a site of approximately 4ha, including land surrounding the castle and along the drive to the east. It was a time extension to previous consent was approved 29 Feb 2012 (ref:). It was a proposed amendment to wording of Condition 1 of Planning Consent TP/ED/03/0544 (P/PPA/200/169 & P/LBA/200/5) to extend the time limit for commencement of works until May 2014 (further application to TP/ED/09/0884. It was therefore required that a planning application should be submitted on or after 11 May 2012.

TP/ED/13/0940 – A POAN from Fairhurst for Allied Irish Bank (GB) for Full detailed planning permission for conversion of Lennox Castle to 36 residential apartments with assorted access roads, drainage and landscape was received on 23.12.13.

TP/ED/13/0939 – A POAN from Fairhurst for Allied Irish Bank (GB) for Planning permission in principle for 34 residential units (major development), to act as enabling development for the proposed conversion of Lennox Castle was received on 23.12.13.

LDP 2017, allocates the site of the castle with a capacity of 33 units.

#### Deliverability:

Housing Land Audit 2018 identifies that the castle is a severely damaged historic building and there are questions over the viability of the site.

Cost of building restoration and provision of road access to the site is unlikely to be met by a development of 33 units. It is however noted that the site does provide an opportunity for a unique conversion/ reconstruction to form a single or small number of houses.

### Information Provided by Key Agencies:

**SEPA:** - see historic planning application, report of handling

**SNH:** Allocated housing site, building ruin and curtilage

**HES:** The castle is listed category A as it is of national importance. The Buildings at Risk Register Scotland identifies the castle as ruinous and its category of risk as critical. Consolidation of a large, tall building as a ruin is a complex operation and security measures are needed for public safety. Enabling new development in the grounds may be acceptable if it helps fund restoration of the castle,

subject to detailed siting and design.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

### Assessment Table Key

++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	?	- / ?	+ / ?	?	X	-	-	--

### Assessment Summary:

This allocated housing site is constrained because:

- Ruinous category A listed building of national importance, in critical condition
- Significant upgrades to vehicular access road also required.
- The grounds of the castle are part of a locally important garden and designed landscape, the special qualities of which should be conserved
- The grounds of the castle have a TPO which should be protected & are part of Lennox Forest Local Nature Conservation Site, the habitats and species of which should be conserved and enhanced. The surrounding area is also a strategic green network asset and link.
- It is part of the setting of the Scheduled Monument of the remains of Woodhill House to the northeast.
- The site has very poor access to public transport.
- The site has potential contaminated land because of former hospital use.

Additional SEA commentary:

- The condition of the A listed Castle structure is critical. The proposal is intended to alter the number/nature of enabling development units to a bespoke development is intended to enable building restoration works and improved access provision. Given the location and surrounding environmental constraints this is the only viable option to ensure the conservation of the Structure. Impacts on landscape and cultural heritage as a whole could potentially be significantly positive but also adverse in nature if the proposals aren't sympathetic to the historic value of the structure, its setting and the potential impacts on woodland. This will be dependent on proposal details and design.
- The entire site is within an area of potentially contaminated land.
- The entire site is also within the Lennox Castle Hospital locally important Garden and Designed Landscape.
- The site has very poor access to public transport (over 1.2km to bus stops from site). Significant core path network in the area linking to the Strathkelvin Railway Path and Lennoxtown centre, although this is not within reasonable walking distance. Any development in this location would be reliant on private vehicular travel due to the distance from Lennoxtown centre and other settlements, local services and amenities, employment centres and rail connection. Given the alterations to the proposal for this site (reduction in enabling units), the impacts on air quality and transport related emissions are likely to be minor in nature.

Significant infrastructure provision is anticipated for this site, including access, connections to services and drainage.

**Proposed Mitigation Measures / Suggested Alterations:**

- Development will conserve significant features of the Category A listed castle and redevelop/ reuse it.
- Development, including access road, will conserve and enhance the special qualities of the locally important garden and designed landscape
- Development will protect TPO trees
- Development will conserve, enhance and expand the habitats of the LNCS and green network, including protection and enhancement of core paths, including access to the core path from the site. Good access to surrounding greenspaces should be provided/retained.
- Ground investigations
- Archaeological evaluation, due to proximity to Scheduled Monument of Woodhead House
- Meet Flooding and Drainage Guidelines



## Individual Site Assessment

Site Reference:	S314
Site Name:	Rowantree Place
Address:	Campsie Road, Lennoxtown
Site Suggested By:	North Planning & Development, for Taylor Wimpey
Site Owner / Agent:	Under Option to Taylor Wimpey
Current Land Use:	Agricultural land
Suggested Land Use:	housing
Site Size	3.1 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP2 Early Engagement, call for sites

Aerial Photo



Site Photo – looking into Site from MacCabe Gardens.



Site Photo - View from A891, looking East

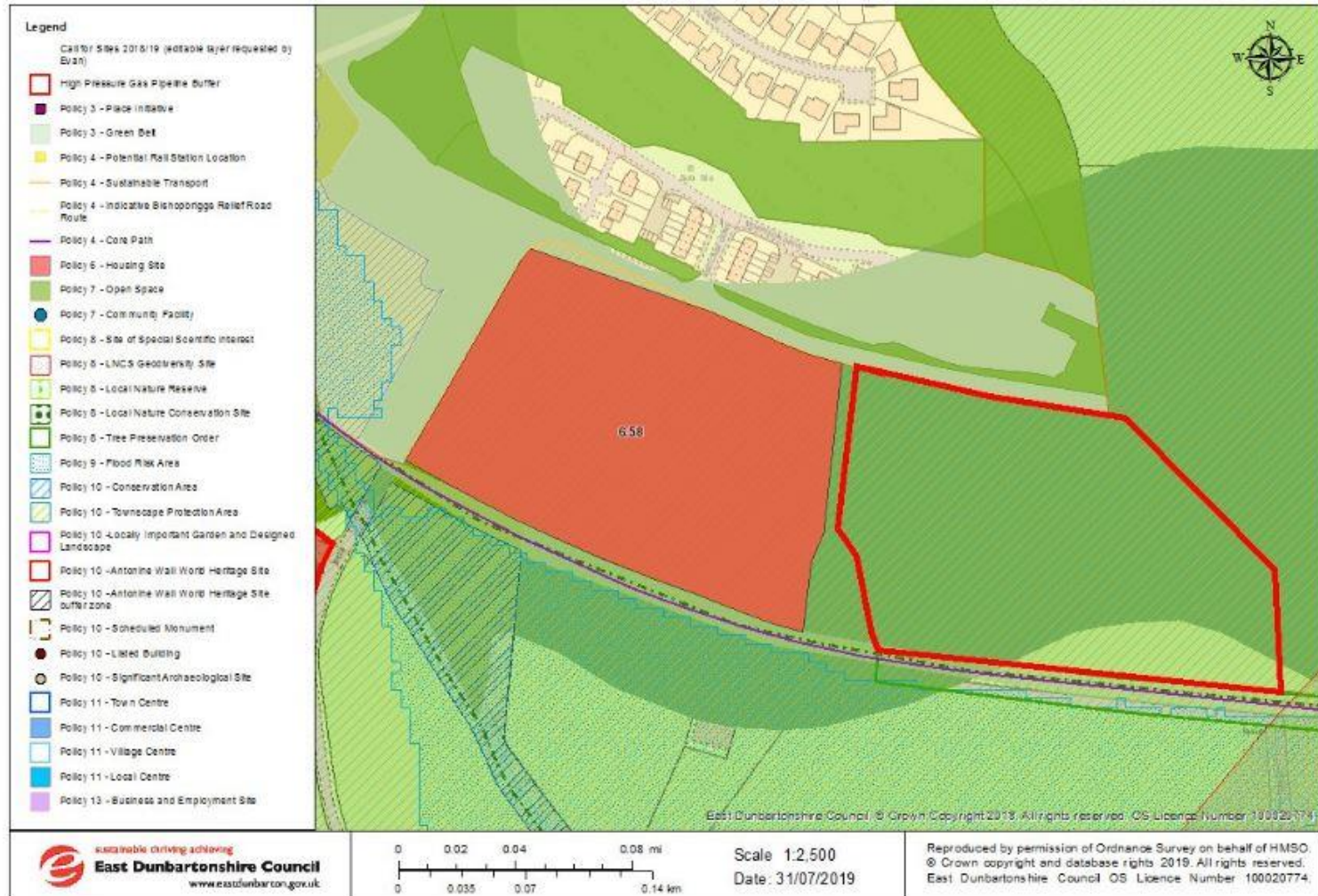


Site Photo, looking South towards Strathkelvin Way



## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment





### Information Provided by North Planning & Development:

#### Proposed development:

The site is east of the allocation at Lennoxlea and would form an extension of it. The proposed site could accommodate 100 units, including 25 affordable.

The site is bonded to the south by the former railway line with established trees and the John Muir Way which is also National Cycle Route 755. Bus stops are available on the A891, along the northern frontage of the proposed allocation site, around 100m to the east of the junction of the A891 and B822. At the time of writing, these bus stops provide regular bus services to Milton of Campsie, Kirkintilloch, Bishopbriggs, Lenzie and Glasgow City Centre. The site is 1.2km from Lennoxtown village centre. Access is proposed to be taken from the A891/Rowantree Place Pedestrian and cycle links will be provided through the site, and ideally onto the adjacent core path to the south.

The proposal will include tree planting/landscaped edge on the eastern boundary, establishing a robust and defensible long-term settlement edge.

A small area in the south-west corner of the site may lie within the low and medium risk floodplain for river flood risk, based on the Flood Risk Assessment for the site. Parts along the southern edge of the site may lie within the low and medium risk surface water floodplains, based on SEPA mapping and the flood risk assessment for the site. To our knowledge the site has not flooded historically, and it is not protected by a flood defence. The Glazert Water flows to the south of the site and there are minor field drains close to the site. Sections of these field drains may be culverted. A detailed Flood Risk Assessment has been undertaken for the site and which identifies the functional floodplain within the site and identify any other flood risks. Based on information available to only a small area of land in the south west of the site is at possible risk of flooding and no development is proposed here consistent with Planning Policy. Other flood mitigation measures (surface water) will be able to be delivered within the site.

#### Deliverability:

The site is free from physical, contamination, ownership, infrastructure and deficit funding constraints. In terms of marketability there is strong market need and demand for housing in Lennoxtown. Therefore the site is effective for development. The site could start within 6-12 months from adoption of the LDP, with 50 units completed per year.

### Information Provided by Key Agencies:

**SEPA:** Adjacent to an area of fluvial flood risk

**SNH:** Allocation of site LDP 6.58 created precedent for this site coming forward.

**Scottish Water:** Trunk main along northern edge of plot. Further contact to be made to SW.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	- / ?	-	-	--	-	--	-	-

## Assessment Summary:

The site is unsuitable for development because:

- The proposal will result in loss of prime quality agricultural land.
- The green belt review 2019 identifies the overall green belt defensibility of this area as medium. It is important to the settlement setting as a strong defining break between the village and surrounding countryside and in limiting spread eastwards. A revised green belt boundary to the east would not follow defensible features on the ground.

Other constraints:

- The site is within 400m of bus stops, but does not have frequent services.
- Low/ medium landscape capacity for development, as green belt spatial functions are: creating and safeguarding settlement setting and identity - medium and protecting and enhancing sense of place – low/ medium.
- Localised flood risk and the SEPA floodmap shows an area at riparian flood risk from the Glazert Water south of the site.

Additional SEA commentary:

- The site is within the Glazert Valley Local Landscape area and would adversely alter the settlement pattern of Lennoxton.
- The site is in close proximity to Gallow Hill LNCS, which requires further investigation to ensure development will not adversely impact any geodiversity value.
- The proposal site is part of a wider area classified as Prime Quality Agricultural Land and the southern part of the site also plays an important role in terms of the wider green network with links to the Strathkelvin Way and providing network connections to neighbouring settlements.
- Despite the access to bus services on the A891 (half hourly) and accessibility to the core path network the development of this scale in this location would significantly increase the need to travel with a particular emphasis on unsustainable methods of transport due to the distance from Lennoxton centre (over 10 minutes walk from site) and other settlements, local services and amenities, employment centres and rail connection.

### Proposed Mitigation Measures / Suggested Alterations:

- Check if there is any archaeological interest on the site associated with the place names in the proximity of “Field of Blood” and Gallow Hill.
- Site is in Glazert Valley Local Landscape Area therefore the landscape framework for the site should protect its special qualities and the landscape character of the broad valley lowland landscape character type. It should also create a strong defensible boundary of the green belt along the eastern edge of the site.
- Improved connection to National Cycle Route 755 (Strathkelvin Railway Path). and enhance the setting of this strategic green network access link. The layout of the site should make a feature of the Strathkelvin Way, an important part of the site and settlement context which could contribute further to the character and identity of the site. The site design should enhance this by including housing fronting towards the pathway and play areas and SUDS located adjacent to it, this would also enhance the feeling of safety for path users at a gateway to Lennoxton.
- The design of the site road frontage should enhance the entrance to Lennoxton from the east.
- Flood risk assessment is required to determine the developable extent of the site, due to river flood risk from Glazert Water and surface water flood risk. Avoid developing areas of flood plain.
- Flood risk assessment required to establish viability of connecting to sewer to ensure capacity is not an issue.
- Protect and enhance the woodland corridor to the south by creating a habitat buffer on the southern boundary, to protect against any impacts of development on the LNCS. Boundary features, including hedgerows, to be retained and enhanced.
- On site open space and play space required.
- Noise Impact Assessment
- Archaeological evaluation of this green field site within an area of local historic interest required



## Individual Site Assessment

Site Reference:	S321
Site Name:	St Machan's Way
Address:	Lennoxtown
Site Suggested By:	The Housing Team (Council)
Site Owner / Agent:	The Council
Current Land Use:	Car Park/Made Ground
Suggested Land Use:	residential
Site Size	0.04 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP2 Early Engagement, call for sites

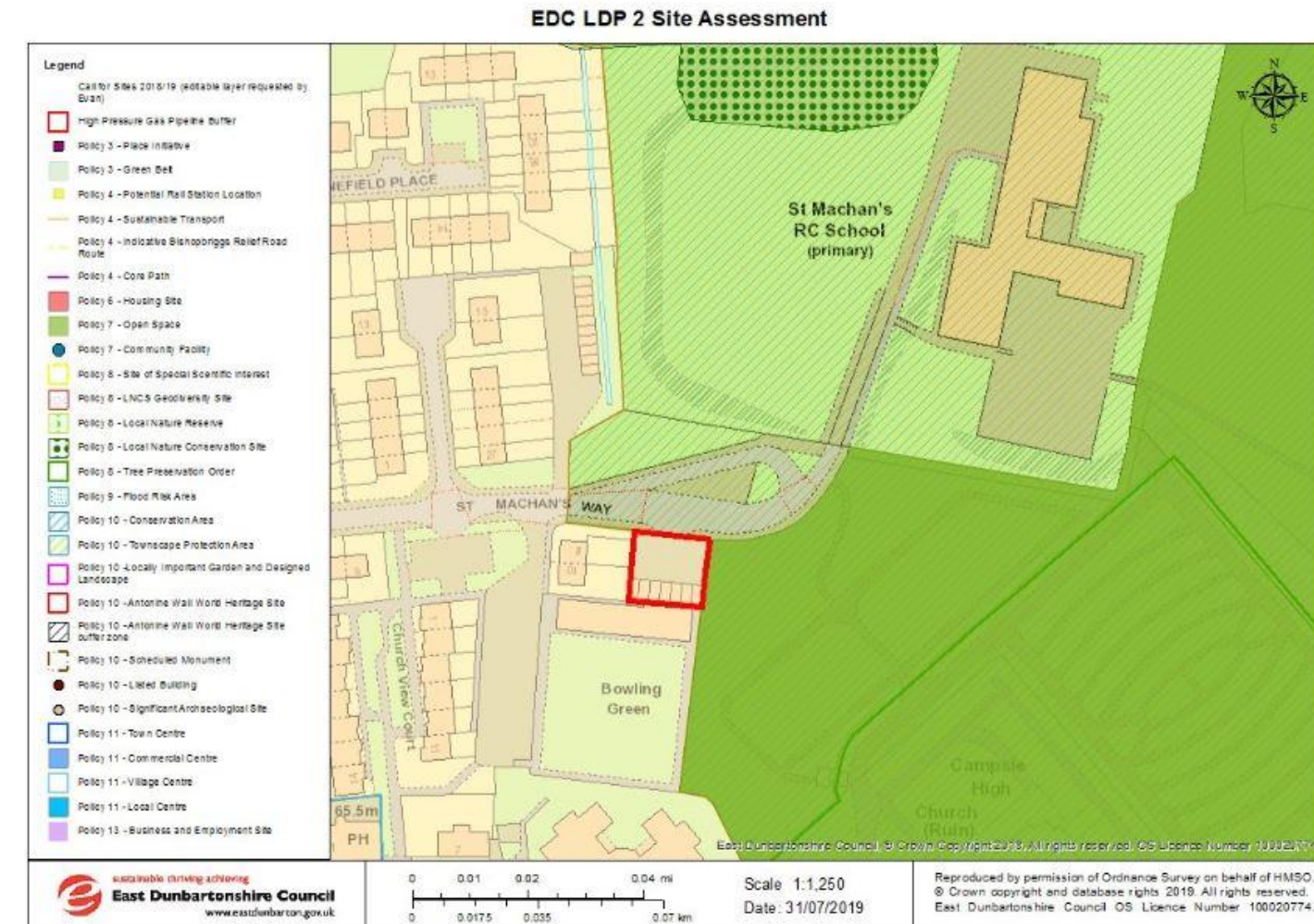
Aerial Photo



Site Photo



## Site Plan / Constraints Map (including Legend)



### Information Provided by the Council (Housing Service):

Proposed development: Small site, bounded by Bowling Club to South, cemetery to East, rear gardens to the West and vehicle access to the North. Easy to develop for 4 cottage flats. Site has access.

Deliverability:

### Information Provided by Key Agencies:

**SEPA:** Adjacent to a small watercourse which could represent a flood risk. Also near SFDAD culvert?

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
X	X	X	X	X	- / ?	+	-	X

### Assessment Summary:

Constraints on the site include:

- The SEPA flood map shows high / medium risk of surface water flooding related to the watercourse which enters a culvert north of the site.
- The site is within 400m of bus stops, but does not have regular services.

Additional SEA commentary:

- The site is within 400m from bus stops (half hourly service) and is also within a 5 minute walk from Lennoxton centre and the associated amenities and services.

### Proposed Mitigation Measures / Suggested Alterations:

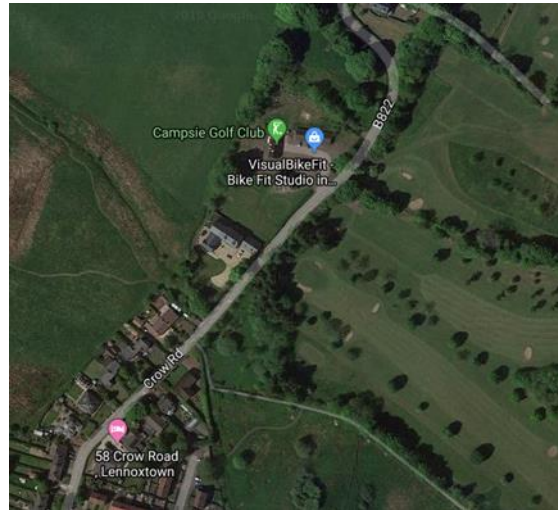
- Meet flooding and drainage guidelines. Provide a clear boundary to the cemetery to the east, which is in the green network, and enhance a boundary feature, hedgerow, to enhance its setting and provide a green belt edge.

## Individual Site Assessment

Site Reference:	S355
Site Name:	Campsie Golf Club – Clubhouse site
Address:	Crow Road, Lennoxtown
Site Suggested By:	Montagu Evans
Site Owner / Agent:	Caledonian Properties Ltd.
Current Land Use:	Golf Course
Suggested Land Use:	Golf Course Clubhouse
Site Size	0.45 hectares (approx.)
Developable area (if available):	
LDP Stage Suggested:	LDP (allocated), LDP2 Early Engagement, call for sites



Aerial Photo



Site Photo – View from Crow Road



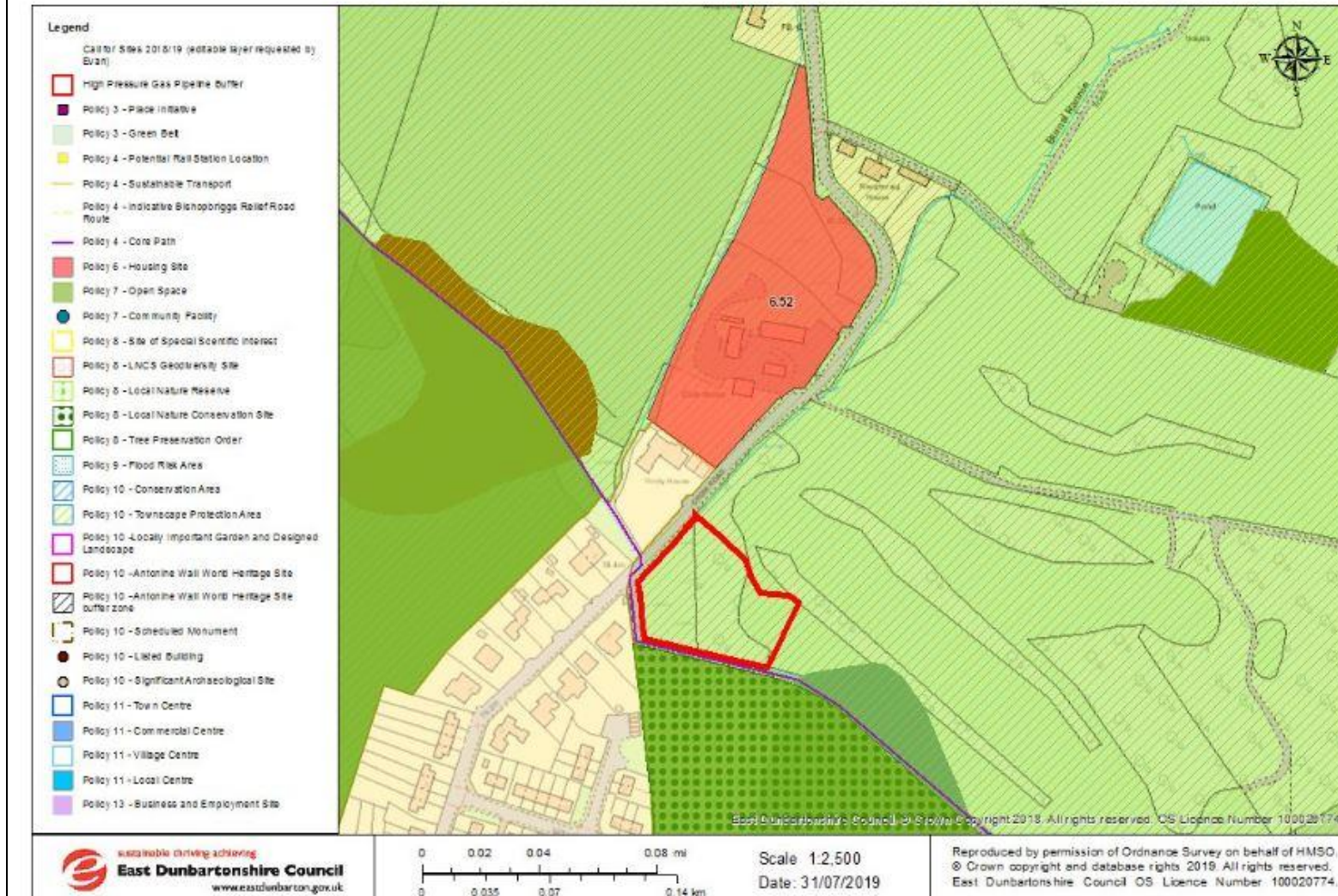
Site Photo





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



### Information Provided by Montague Evans:

#### Proposed development:

Resubmitted housing allocation reference 6.52 and intend to submit a planning application in spring 2019. The housing site is not subject to this site assessment as it was subject to a site assessment as part of the LDP. However the site plan now includes a potential site for a replacement clubhouse related golf facilities, which is a key requirement for the site in the LDP.

The comments on the housing site also applies to the clubhouse site. It is within a Local Landscape Area - proposals will incorporate appropriate landscaping to screen the proposed development and to reduce the impact on the setting of the settlement and the Campsie Fells to the north, while providing a defensible green belt boundary.

Deliverability: -

### Information Provided by Key Agencies:

**SEPA:** Adjacent to a few small watercourses and could represent a flood risk.

**Scottish Water:** 9-inch cast iron distribution main and sewer transects site.

**Sportscotland:** Existing outdoor sports facility at the site. Development proposals should take this into account and the provisions of SPP will apply in relation to compensatory provision for any loss of the facility.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	- / ?	X	--	- / ?	X	-	- / ?

### Assessment Summary:

The site is unsuitable for development as a clubhouse because:

- Assessment of impact on adjacent Balchrochan Marsh LNCS required. Retention and enhancement of boundary trees and buffer to the LNCS required.

Other constraints on the site include:

The site has medium landscape capacity for development and is covered in trees, which contribute to the green belt functions. The trees on the site contribute to the function of landscape and visual impact as they are part of the setting of Lennoxton in the Glazert Valley Local Landscape Area and adjacent to the recreational routes of core paths and the Crow Road which leads to the Camspie Fells

Strategic Green Network Asset. The other green belt functions include recreation as the site is part of a golf course and ecological services as it is part of a tree belt in the golf course adjacent to the Balgrochan Marsh LNCS.

Localised flood risk.

Other constraints:

The site has very poor access to public transport, the bus stops are over 400m walking distance and do not have a regular service. Site will result in loss of a small part of golf course, an outdoor sports facility

Additional SEA commentary:

- Sections of the site are at high / medium risk of surface water flooding.

#### Proposed Mitigation Measures / Suggested Alterations:

- Conserve biodiversity value of trees on golf course line and landscape setting of Lennoxton and Crow Road route to Campsie Fells Strategic Green Network Asset
- Conserve special qualities of the Glazert Valley Local Landscape Area and landscape character
- Layout and design should benefit from south aspect.
- Protect good quality trees.
- Seek water quality improvement opportunities, in burn west of the site.
- Flood risk assessment is required, to determine the developable extent of the site, due to surface water flood risk, including nearby water courses
- Establish viability of connecting to sewer to ensure capacity is not an issue.
- Green network opportunity for: heathland, wetland, woodland and grassland creation.
- Enhanced access to core path network
- Improved public transport availability within 400m walking distance of the site.

## Individual Site Assessment

Site Reference:	S18
Site Name:	Redmoss Farm
Address:	Milton of Campsie
Site Suggested By:	Barton Willmore
Site Owner / Agent:	Bellway Homes
Current Land Use:	grassland and grazing land
Suggested Land Use:	Housing
Site Size	Area 1 - Redmoss South - 7.25ha Area 2 - Redmoss North - 2.4ha
Developable area (if available):	
LDP Stage Suggested:	LDP (not allocated); LDP2 Early Engagement, call for sites



Aerial Photo



Site Photo – North Site



Site Photo - South Site



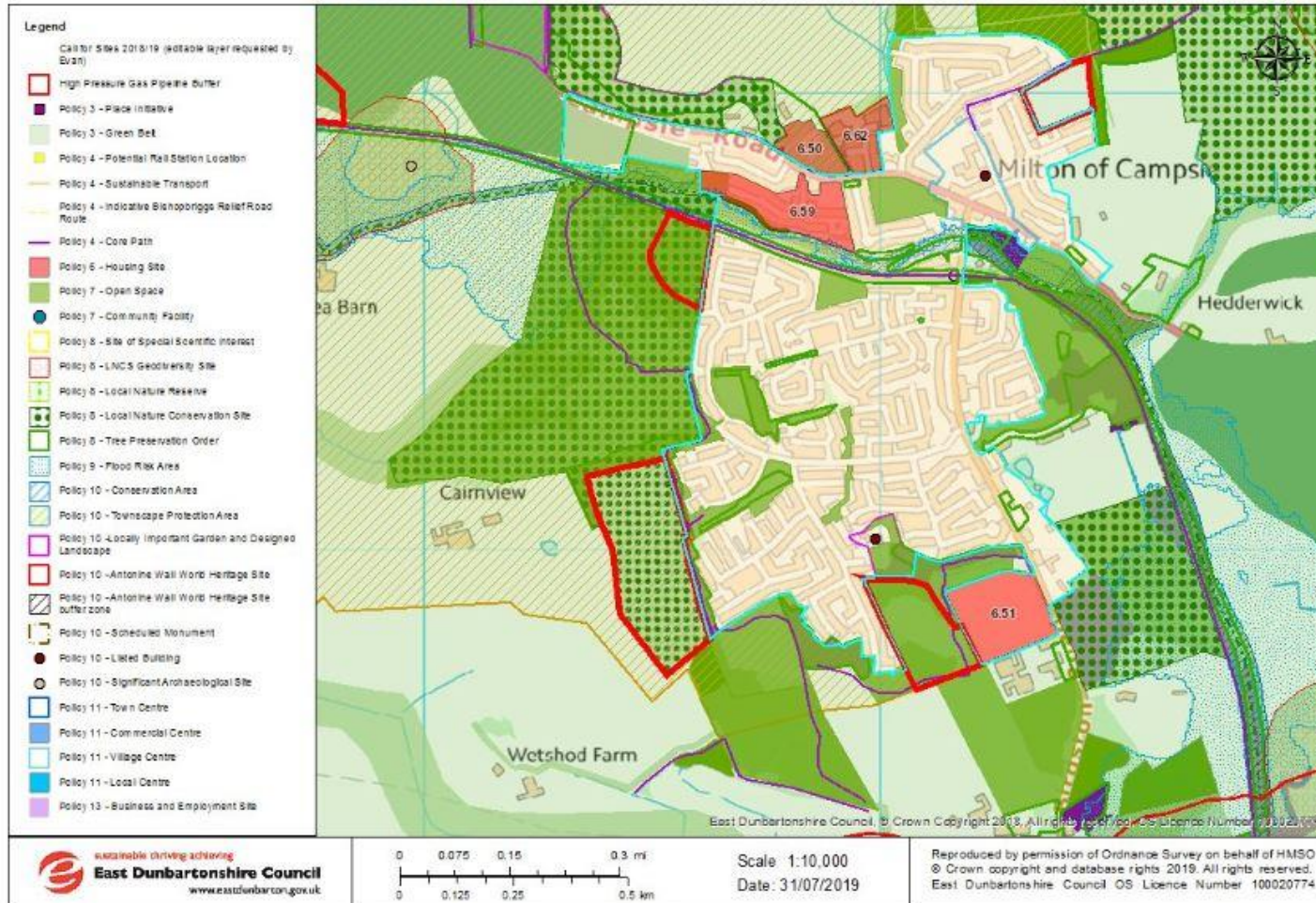
Site Photo – South Site





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment





## Information Provided by Barton Willmore:

### Proposed development:

Whilst the overall site is 38.6ha in size, there are only two pockets of this wider site proposed for development. The site has been promoted previously through the LDP1 process and was assessed to be broadly appropriate for housing development by both the Council and Scottish Ministers other than an issue in relation to ecology. It is considered that, with additional evidence, this ecological issue can be overcome and the site should be allocated to provide for much needed housing in East Dunbartonshire. This would be 300 affordable units: 80 cottage style flats, 192 houses and 28 wheel chair accessible.

The site is accessible and there are safe walking and cycling routes connecting the site to the village. It is therefore considered to be sustainable in this regard. The nearest bus stops are currently circa 550 metres to the east of the site. Bus links could be extended should this be required. An accessibility statement has been prepared previously and can be provided on request. Village centre is 630 metres from the site.

Strategically located landscape measures would be introduced to complement the landscape characteristics of the Site and its surroundings, resulting in an attractive setting for the new development as well as protecting the visual amenity of the surrounding area.

The site is within Local Nature Conservation Sites – Biodiversity. The proposed development areas are to be on two small parts of the wider site. The majority of the site is to be preserved. The two development areas are understood to be of lower value in terms of nature conservation. If these areas are developed, enhancement will be provided to other areas within the wider site. Further ecological surveys will be provided to assess this position and provide further evidence to identify areas within the wider site to accommodate biodiversity enhancement (i.e. translocation of existing habitats, in particular wildflower meadow) and/or mitigation, as applicable. Either retain the area as a Local Nature Conservation Site ('LNCS') or proposed for potential landscape improvements and potential biodiversity upgrades.

the 'loss' of natural/semi-natural greenspace associated with the development of housing within Areas 1 and 2 can be justified and would not result in an under provision of semi-natural green space within the village.

### Deliverability:

The Redmoss Farm site is a deliverable and marketable housing site that is suitable for housing development. Approximately 35 - 60 units could be developed per year across this site. Bellway homes have an agreement with Link Housing Association to deliver an appropriate mix of private and affordable homes across this site. There is the Glazert Water and pond adjacent to the site, the parts of the site where housing is proposed are not affected by a SEPA flood zone. A Flood Risk Assessment is available in this regard. There

are no constraints to accessing the site. No potentially contaminated land on the site. Access will be taken from the existing settlement at Marley Way and off Redmoss Road / Laburnum Drive.

#### Information Provided by Key Agencies:

**SEPA:** SEPA have no concerns with this site. SUDS to be provided. There is potential pressure here with water so further investigation would be required. Ensure connection to Scottish Water sewer as the development is within the sewered area. Water resilient measures to site required. There are opportunities to consider enhancement of the area as a woodland is improved. Consider opportunities for improvement to habitat, watercourse with reference to the Glazert restoration project. Protect the flood plain.

**SNH:** All of this proposal lies within an LNCS. Although the designation is larger than the proposal, it is difficult to see how the development could be taken forward without some adverse impacts on the integrity of the LNCS.

#### Information Provided by Public:

Site should be retained as a Local Nature Conservation Site, it is valued for biodiversity, landscape setting for Milton of Campsie and walking and informal outdoor recreation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	--	X	--	0	--	-	-

### Assessment Summary:

Site is strategic in scale, as it is a major development.

The site is unsuitable for development because:

- Sites are Local Nature Conservation Sites in good or good to moderate condition. They contain Local Biodiversity Action Plan priority habitat of grassland and scrub. They provide semi-natural habitat which is lacking within the local area and are connected to the wider habitat network via the Glazert corridor to the north and by hedgerows to the west. Sites are green network hubs.
- Overall green belt defensibility: medium/ high. The woodland belt east of the Redmoss Farm (south site) is a strong, defensible green belt boundary and the area has high biodiversity function and medium/ high green belt functions of settlement setting and recreational use.

- Development of the northern site would result in loss of part of the open space, which is well used as a natural/ semi natural open space for informal recreation.

Other constraints:

- The southern site is adjacent to a core path.
- The site has very poor access to public transport as bus stops are more than 400m away and do not have regular services.
- Landscape capacity for development: medium, the site is in the Glazert Valley Local Landscape Area which is important to the setting of Milton of Campsie.

Additional SEA commentary:

- Habitats and vegetation within the Redmoss south site are of high ecological value, including wildflower meadows and valuable grasslands which are likely to be uncommon in the wider landscape, given the intensity of agriculture and the presence of the adjoining residential area.
- The site is not in close proximity to a main public transport corridor (over 850m from site) and is not within reasonable walking distance to Milton of Campsie centre. Therefore private vehicular travel is likely to significantly increase with this development which is likely to have adverse impacts on local air quality and related emissions levels.

**Proposed Mitigation Measures / Suggested Alterations:**

- Green Network Opportunity for woodland, grassland and open space creation, expansion or enhancement. On site play space and open space required.
- Evaluate and commit to provision for protection and enhancement and long term management of LNCS. This will include consideration of its high biodiversity value, Protected Species and associated habitats and TPO.
- Protection and enhancement of core paths including access to the core path from the site. Enhance walking and cycling through and into LNCS, including from Strathkelvin Way.
- Provide robust landscaping framework for sites to provide a clear green belt boundary.

- Conserve and manage woodland belts to north and east of the southern site, as open space with biodiversity interest.
- Range of affordable housing tenures and high quality design to ensure accessibility/integration with the rest of the community.
- Protected species surveys to be carried out for the identification of protected species such as reptiles, otters, bats, badgers, and nesting birds. If such species are found to be using the site, especially for sheltering, any development proposal should retain these important features, where possible, or secure licences from SNH including detailed mitigation plans and/or include compensation if necessary.
- Appropriate management, legal agreements, action plans and monitoring indicators will need to be in place to facilitate the proposed environmental enhancement through the creation of a Local Nature Reserve and long-term management of the site.
- Air quality impact assessment required
- Archaeological evaluation of green field land required
- Meet flooding and drainage guidelines, due to surface water flood risk

## Individual Site Assessment

Site Reference:	S205
Site Name:	West Birdston
Address:	Birdston Road, Milton of Campsie
Site Suggested By:	Keppie Design
Site Owner / Agent:	Allan & Pauline Differ
Current Land Use:	Grassland, on plateau in centre of site and woodland in north and south west.
Suggested Land Use:	Residential
Site Size	3.1 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP (not allocated); LDP2 Early Engagement, call for sites

Aerial Photo



Site Photo – Site South East of Alder Road



Site Photo – South East, Showing Birdston Site



Site Photo – Grassland and Wood in South West





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by Keppie Design:

#### Proposed development:

Site within 200m of a bus stop providing regular service to Glasgow via Kirkintilloch and Lenzie. It is within 1km of Milton of Campsie village centre and Craighead Primary School and approx. 1.5km from Kirkintilloch Town Centre.

Proposed residential of circa 53 units (of which 13 affordable), west of residential development under construction (TP/ED/17/0486) and east of residential area. Proposals round off and infill the settlement. Retained woodland on southern boundary will be a strong, defensible green belt boundary. Core path can be realigned through the proposed development. It is currently largely unusable at points due to tree cover and varying levels.

An area north of the site is at risk of surface water flooding, a burn is located approximately 10 – 15 metres to the north of the site. Development design would prevent an increase in flood risk outwith the site.

Kincaid House, Category A listed building and a locally important garden and designed landscape, is located north of the site but existing woodland would ensure that the development would not impact on the setting of the house.

#### Deliverability:

Anticipated phasing is year 1 – 26 units, year 2 – 27 units. There is a servitude right through the residential development to the east. Levels strategy required to address changes in level on the site.

### Information Provided by Key Agencies:

**SEPA:** adjacent to a small watercourse and could represent a flood risk. There was a licensed landfill in the vicinity of this site potential landfill gas issues etc

**SNH:** There is a Core Path running through this proposal site and the area's value for recreational access was recognised during development of LDP1.

This site possesses important Green Network qualities which should limit the extent of development across the site. Advise that there may be limited opportunities (in landscape terms) to extend the existing settlement provided capacity exists in the landscape.

**HES:** this allocation is close to A-listed Kincaid House (LB 4357). On balance, we are content with this proposed allocation. The main

part of the historic house was built by David Hamilton in 1812, but it contains earlier fabric. Historically open views were obtainable from the front elevation to the east, and the entrance drive also comes from that direction. Views to the north, west and south seem to have been more limited by tree planting. The area covered by the proposed allocation is shown on 19th century OS maps as a field bounded by trees to the north and east. Additional housing on this site is unlikely to have a significant impact on the current setting of Kincaid House.

**Scottish Forestry:** Protect Woodland under Scottish Government Control of Woodland Removal Policy, Compensatory planting would be required if this application were to go ahead.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
---------------------------	-------------------	-----------------------------	----------------	-----------	---------------	-------------	------------------	-----------------

-	-	--	X	--	-	--	--	-
---	---	----	---	----	---	----	----	---

## Assessment Summary:

The site is unsuitable for development because:

- Site is part of Birdston Woods community woodland and designated open space which is part of green network, with a core path running through it. Development would result in the loss of open space, which also provides for the new residential area to the east. The Open Space Strategy considers the site to be of good quality (B and C). The loss of this wilder area of open space would be to the detriment of local users (and visitors to the area); would reduce the amenity and recreational value of the area; and would impact on the range of habitats accessible to people and other species.
- Site is in an area of medium/high green belt defensibility, as an open space and green network node with a core path passing through it.
- Low landscape capacity for development

Other constraints:

- The site is within 400m of bus stops, but does not have regular services.
- The site's landscape capacity for development is now likely to be medium (low in last LDP process). It is contained by woodlands but its context has changed due to the subsequent development of the housing site adjacent. Proposal may involve changes to ground levels on sloping northern, southern and western parts of the site.
- There is a good mosaic of Local Biodiversity Action Plan priority habitats on the site which provide habitat connections. These include plantation native woodland and scrub in the north and south west of the site and semi improved grassland in the centre of the site, and there are TPO trees to the north.

Additional SEA commentary:

- The category A listed Kincaid House and its locally important garden and designed landscape are adjacent to the north of the proposal site. They are partially screened from the site by TPO protected trees on the site.

- The site previously had high green belt defensibility, medium to high visual and environmental quality and low capacity for development.
- Development of the site would result in the loss of a valuable area of open space and reduce the amenity and recreational value of the area for local users and visitors to the area.
- The site is within 400m of a bus stop (half hourly services) but the site is less accessible to local services centre being outwith reasonable walking distance. It is therefore likely that access to and from the proposal site at this location would increase the need to travel by private vehicle in the local areas. This would not support sustainable transport alternatives and is likely to adversely impact air quality levels and increase transport related emissions as a result.
- The site is at medium risk to surface water flooding in relation to the burn to the north of the site. There is a low risk of flooding from the river but protection already exists in embankment defences.

#### **Proposed Mitigation Measures / Suggested Alterations:**

- Conserve the native woodland and hedges on the site as part of the green network of high local biodiversity and recreational value. This will also provide a landscape framework screening any housing on the top of the ridge and maintaining a high defensibility of the green belt boundary in this location. Retention of woodland also provides climate change mitigation and protects the setting of the Category A listed Kincaid House, its locally important garden & designed landscape and TPOs, to the north.
- Open space and play space required on site.
- Protection and enhancement of core paths including access to the core path from the site. Flood risk assessment is required to determine the flooding risk and ascertain the developable extent of the area, due to surface water flood risk from the burn to the north
- Establish viability of connecting to sewer to ensure capacity is not an issue.
- Noise Impact Assessment as adjacent to Kincaid House Hotel.
- Archaeological evaluation of green field land required, if this was previously carried out for the adjacent housing site
- Ground investigations

## Individual Site Assessment

Site Reference:	S322
Site Name:	Derrywood Road
Address:	Milton of Campsie
Site Suggested By:	The Council
Site Owner / Agent:	
Current Land Use:	Unmaintained grass field with some scrub and trees.
Suggested Land Use:	housing
Site Size	1.8 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP2 Early Engagement, call for sites



Aerial Photo



Site Photo – Access from Scott Avenue



Site Photo – to East of Scott Avenue



Site Photo – Tree Belt to East





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by the Council's Housing Service

Proposed development:

- The site is likely to be used informally for recreation. Potential access taken from Scott Ave and no watercourse adjacent to site. Propose 30 houses/ flats.

Deliverability: n/a

### Information Provided by Key Agencies:

**SNH:** Gently sloping site which could accommodate some development though not clear where access would be taken. Should retain trees on site where possible and ensure that there are links through the site to woodland beyond and to the core path that runs along the northern boundary of the site.

**Scottish Water:** Surface water sewer to eastern section of site.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
X	X	- / ?	X	- / ?	X	-	-	X

### Assessment Summary:

Constraints on the site include:

- The site is green field land
- The site has poor access to public transport, as it is not within 400m of bus stops and does not have regular services.
- Low/ medium landscape capacity, as green belt functions in area include: creating and safeguarding settlement setting and identity – low and protecting and enhancing sense of place – medium.

Note - the green belt review identifies the site as low defensibility and a potential new green belt boundary along the edge of the tree belt on the eastern side of the site would be strong and defensible..

Additional SEA commentary:

- The site has poor access to public transport with the nearest bus stops beyond 400m from site. Despite access to the core path network, development of this scale in this location would increase the need to travel with a particular emphasis on private vehicular travel due to the distance from other settlements, local services and amenities, employment centres and rail connection. Due to the layout of the adjacent properties it is also unlikely a more direct active travel route can be created connecting the site with bus services and Milton of Campsie.
- Semi-improved neutral grassland with scattered trees, some scrub and bramble. Mature broadleaved woodland adjacent to the east. Retention and enhancement of adjacent woodland and a buffer to the woodland. Area of scrub and bramble will be beneficial for nesting bird. Scope to include meadow, wetland and additional tree planting within landscaping.

**Proposed Mitigation Measures / Suggested Alterations:**

- Protection and enhancement of core paths, including access to this from the site and adjacent woodland/ green network.
- Retain and enhance the native woodland tree belt to the east and north east, which has biodiversity value, provide a habitat buffer to the woodland. The woodland will provide a new defensible greenbelt boundary.
- Vehicular access from Scott Avenue to west.
- Evaluate, retain enhance good quality trees and bushes into the landscaping for the site, due to their biodiversity value.
- Green network opportunity for habitat enhancement for biodiversity, in landscape framework,
- Archaeological evaluation required, due to greenfield site
- Onsite open space and playspace required.
- Meet Flooding and Drainage guidelines, due to surface water flood risk.

Milngavie

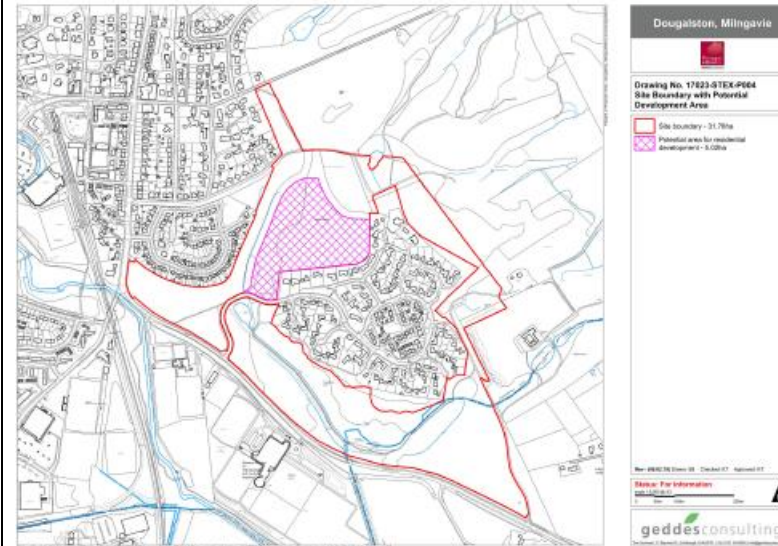
## Individual Site Assessment

Site Reference:	S15
Site Name:	Dougalston Estate
Address:	Land at Dougalston, Milngavie
Site Suggested By:	Geddes Consulting
Site Owner / Agent:	Industrial and Commercial Holdings Ltd c/o Mactaggart & Mickel Homes
Current Land Use:	Vacant/greenfield
Suggested Land Use:	Housing
Site Size	31.76 ha
Developable area (if available):	5.02 ha
LDP Stage Suggested:	LDP2 Early Engagement

Aerial view



Site boundary – provided by promoter



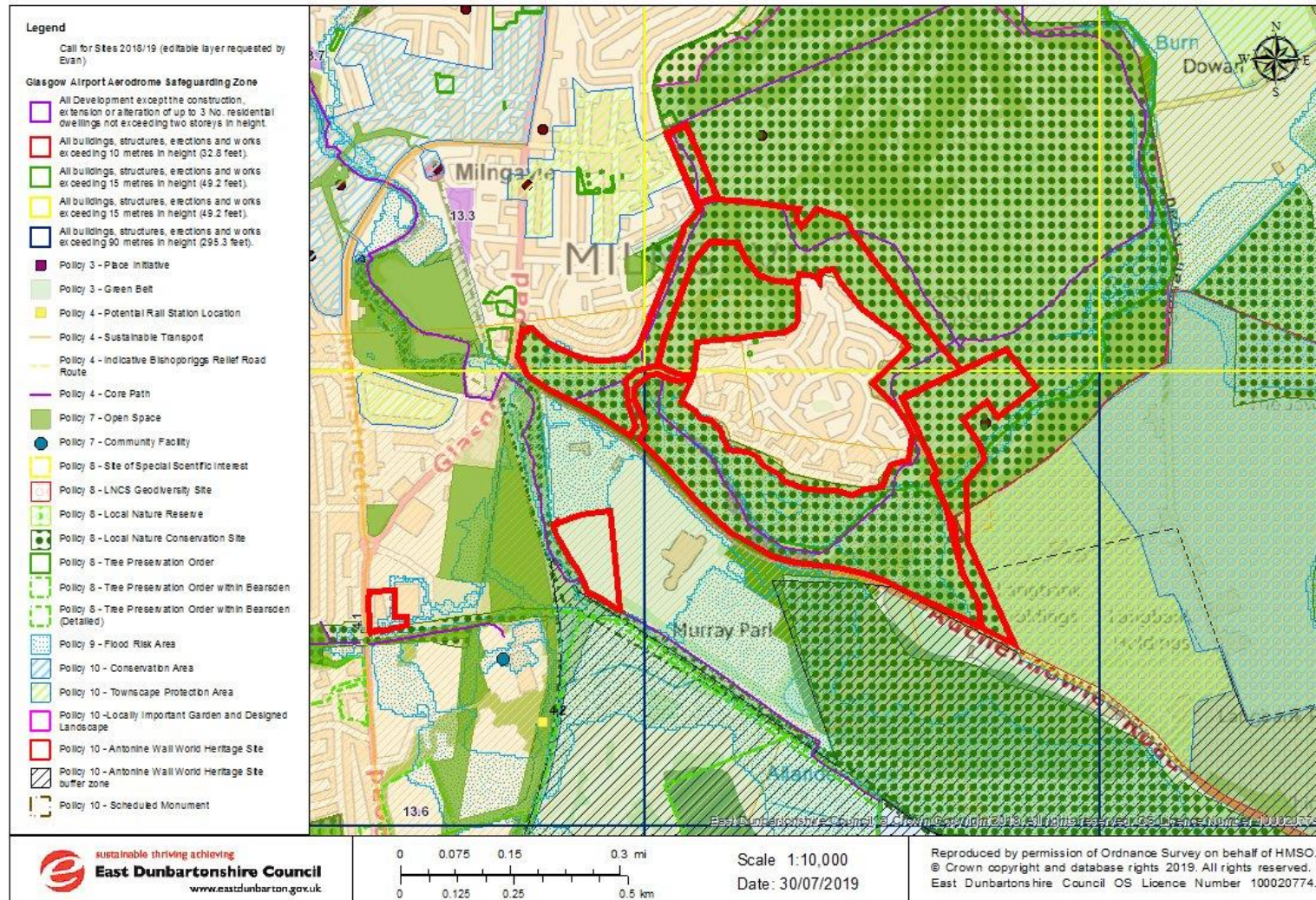
Site Photo

Site Photo



# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by Geddes Consulting:

**Proposed development:** The site is part of the grounds of the former Douglaston Estate. It previously formed part of the Douglaston Golf Club course. The site is no longer used for golf and is now vacant. Only part of the site is to be developed for housing. This area is restricted to 5.02ha. The remainder of the site (26.74ha) is to be retained as publicly accessible open space and to be subject to future management through a Landscape and Habitat Management Plan.

The site area will accommodate a modest housing development of 50-55 homes together with a large area of publicly accessible open space, providing a valuable addition to the Green Network in Milngavie. Of the 31.76ha total site area, only 5.02ha will be developed for residential use of around 50-55 homes. This housing site is vacant and was previously used as a golf course. This developable area for housing is an infill site between the existing housing development at the Fairways Estate and Douglaston Gardens. Access will be taken off Finlay Rise, with a secondary access off Douglaston Avenue. The site will include a mix of house types and sizes so as to create a mixed, inclusive community. Affordable housing will also be provided in accord with Council requirements. The housing mix includes cottage flats, family housing and larger family villas. The housing mix has been derived from the Milngavie Settlement Health Check.

Affordable Flats - 13

Private flats – 2

Private Houses (4 bed or more) – 26

Split level homes (3/4 bed) – 11

TOTAL – 52

**Deliverability:** The site would be under construction within a two-year period of the site being allocated in the Proposed Plan. 25 homes per annum. This proposal will proceed independently of any other housing development in Milngavie.

### Information Provided by Key Agencies:

**SEPA:** Part of the site is at fluvial flood risk.

**SNH:** Only a small part of the site would be developed with remainder (S359) proposed for open space improvements. Opportunity to create a small development that is integrated with the existing relatively isolated housing as well as enhancing and creating new links to

the path network. The existing woodland and core path network create opportunity for good placemaking within the site as well as creating new links beyond. Should the site be taken forward the masterplan should clearly show how the housing fits with the historic garden and designed landscape.

**HES:** This allocation would result in the further loss of the historic parkland of Dougalston House (category A-listed, LB37847), but is unlikely to significantly affect the setting of any nationally designated heritage assets.

#### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

### Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	-	--	X	--	X	--	-	0 / -

**Assessment Summary:**

The site is unsuitable for development for the following reason(s):

- The site is entirely within the Dougalston Estate and Loch LNCS identified as having high biodiversity and wildlife interest and is part of the wider green network. Loss of habitat would have significant negative impact on species locally with limited opportunity to mitigate this on site.
- Green belt defensibility and function (medium/high)
- Low landscape capacity for development

**Additional SEA commentary:**

- The site is within the Local Landscape Area and provides an area of separation between two residential communities, contributing to the landscape setting for Milngavie.
- The proposal site is entirely within the Dougalston locally important Garden and Designed Landscape.
- Access to public transport, including bus stops and rail station is beyond 1km walk from the proposal site. Despite having good access to core path network, development in this location is likely to increase the reliance on private vehicular travel which is likely to generate trips on already busy routes and junctions (Auchinhowie junction in particular) leading to higher emissions levels from congestion and adversely impacting local air quality.

**Proposed Mitigation Measures / Suggested Alterations:**

- LNCS represents a good mix of habitats within one site. Marshy grassland, scrub, carr, semi-natural broadleaved woodland and open water all LBAP habitats. Loss of habitat would have negative impact on species locally, with little opportunity to mitigate this on site.
- Tributary of Pow Burn runs through eastern part of site, with a reservoir structure to the north east – flooding and drainage

guidelines must be followed

- Archaeological evaluation trenching should take place in advance of any large-scale development, with the aim of assessing whether buried sub-surface archaeological deposits are present.
- Strengthen links to local core paths
- Enhanced access to Milngavie Station required
- Improved bus infrastructure required, which could include new routes/stops in the Finlay Rise development.
- Improved active travel access to Glasgow Road
- Noise Impact Assessment in relation to traffic and nearby kennels
- Air Quality Impact assessment required
- Ground investigation required
- On site open space (neighbourhood standard) and play space required.

## Individual Site Assessment

Site Reference:	S16
Site Name:	Hunter Road
Address:	Land at Hunter Road, Milngavie
Site Suggested By:	McInally Associates
Site Owner / Agent:	Keith Lawrence and John Lawrence
Current Land Use:	Vacant
Suggested Land Use:	Housing, Community Facility
Site Size	2 hectares
Developable area (if available):	2 hectares
LDP Stage Suggested:	LDP2 Early Engagement

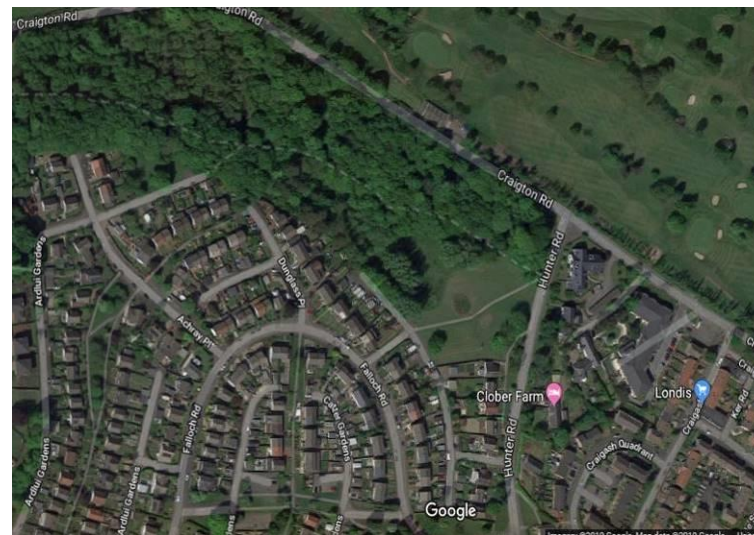


## Site Location



#### Site Photo

Aerial view



Site Photo
------------





Site Plan / Constraints Map

## EDC LDP 2 Site Assessment

### Legend

Call for Sites 2018/19 (editable layer requested by Evan)

#### Glasgow Airport Aerodrome Safeguarding Zone

- All Development except the construction, extension or alteration of up to 3 No. residential dwellings not exceeding two storeys in height.
- All buildings, structures, erections and works exceeding 10 metres in height (32.8 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 90 metres in height (295.3 feet).
- Policy 3 - Place Initiative
- Policy 3 - Green Belt
- Policy 4 - Potential Rail Station Location
- Policy 4 - Sustainable Transport
- Policy 4 - Indicative Bishopcleeve Relief Road Route
- Policy 4 - Core Path
- Policy 7 - Open Space
- Policy 7 - Community Facility
- Policy 8 - Site of Special Scientific Interest
- Policy 8 - LNCS Geodiversity Site
- Policy 8 - Local Nature Reserve
- Policy 8 - Local Nature Conservation Site
- Policy 8 - Tree Preservation Order
- Policy 8 - Tree Preservation Order within Bearsden
- Policy 8 - Tree Preservation Order within Bearsden (Detailed)
- Policy 9 - Flood Risk Area
- Policy 10 - Conservation Area
- Policy 10 - Townscape Protection Area
- Policy 10 - Locally Important Garden and Designed Landscape
- Policy 10 - Antonine Wall World Heritage Site
- Policy 10 - Antonine Wall World Heritage Site buffer zone
- Policy 10 - Scheduled Monument



East Dunbartonshire Council, © Crown Copyright 2018. All rights reserved. OS Licence Number 100020774

### Information Provided by McInally Associates:

**Proposed development:** Promotes the development of affordable flatted residential units – developed exclusively for the elderly. As part of the proposed residential development, a section of the wider piece of land owned by our clients would be designated as open space / community woodland (exact area to be agreed). We would propose that, in order to enhance and protect this space, a woodland management plan and sinking fund could be applied to this portion of the site. We would propose that the residential development would help to fund the enhancement of this area which has the potential to be a significant asset to the local community. Improvements to be discussed could include the upgrading/ resurfacing of the footpath and cycleway through the woodland area.

Affordable housing flats - 36

**Deliverability:** Site considered an effective housing site and can be developed after all relevant consents obtained (i.e. within 2 year period). Free from physical and infrastructural constraints, not contaminated, does not require deficit funding and is considered highly marketable.

### Information Provided by Key Agencies:

**Scottish Water:** Surface water sewer through western edge

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	-	-	? / +	--	X	- / 0	-	0

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Site is entirely within Local Nature Conservation Site: Craigton Woods
- Loss of Open Space: Craigton Wood
- Green belt function and defensibility (medium/high)

### Additional SEA commentary:

- Site is within a locally important Garden and Designed Landscape (Mains) identified as having high biodiversity value.
- Potential contaminated land within the vicinity of the proposal site due to former uses as a quarry.
- Good access to bus stop with frequent service, core path network and local schools. However with the majority of local amenities and services not within the vicinity the site will not support active travel participation could potentially increase unsustainable travel methods and related emissions levels impacting adversely on local air quality.
- Potential removal of mature trees and removal of access path to existing residential area on Falloch Road linking Craigton Woods LNCS and access to the area of open space (proposed as development opportunity).

**Proposed Mitigation Measures / Suggested Alterations:**

- Enhanced active travel network through wooded area
- Culvert runs through wood and meets culverts from Mains Estate, then culvert flows to Allander Water. Flooding and drainage guidelines should be followed, in addition to hydraulic model on culvert.
- Surface water risk to east
- Landscaping should create and maintain a diverse woodland edge habitat. A buffer to the woodland and woodland edge would also be required, however this may result in lack of space to accommodate development.
- Noise Impact Assessment potentially required – traffic
- Potential archaeological interest relating to below ground deposits of historic farm buildings – requires investigation

## Individual Site Assessment

Site Reference:	S25
Site Name:	North of Old Mains Farm
Address:	Land at Old Mains Farm, Chestnut Lane, Milngavie
Site Suggested By:	Barton Willmore
Site Owner / Agent:	Mains Estate Ltd c/o Managed Estates (Cala Homes)
Current Land Use:	Greenfield
Suggested Land Use:	Housing
Site Size	11.73 hectares
Developable area (if available):	11.73 ha
LDP Stage Suggested:	LDP2 Early Engagement



Aerial Photo with boundary



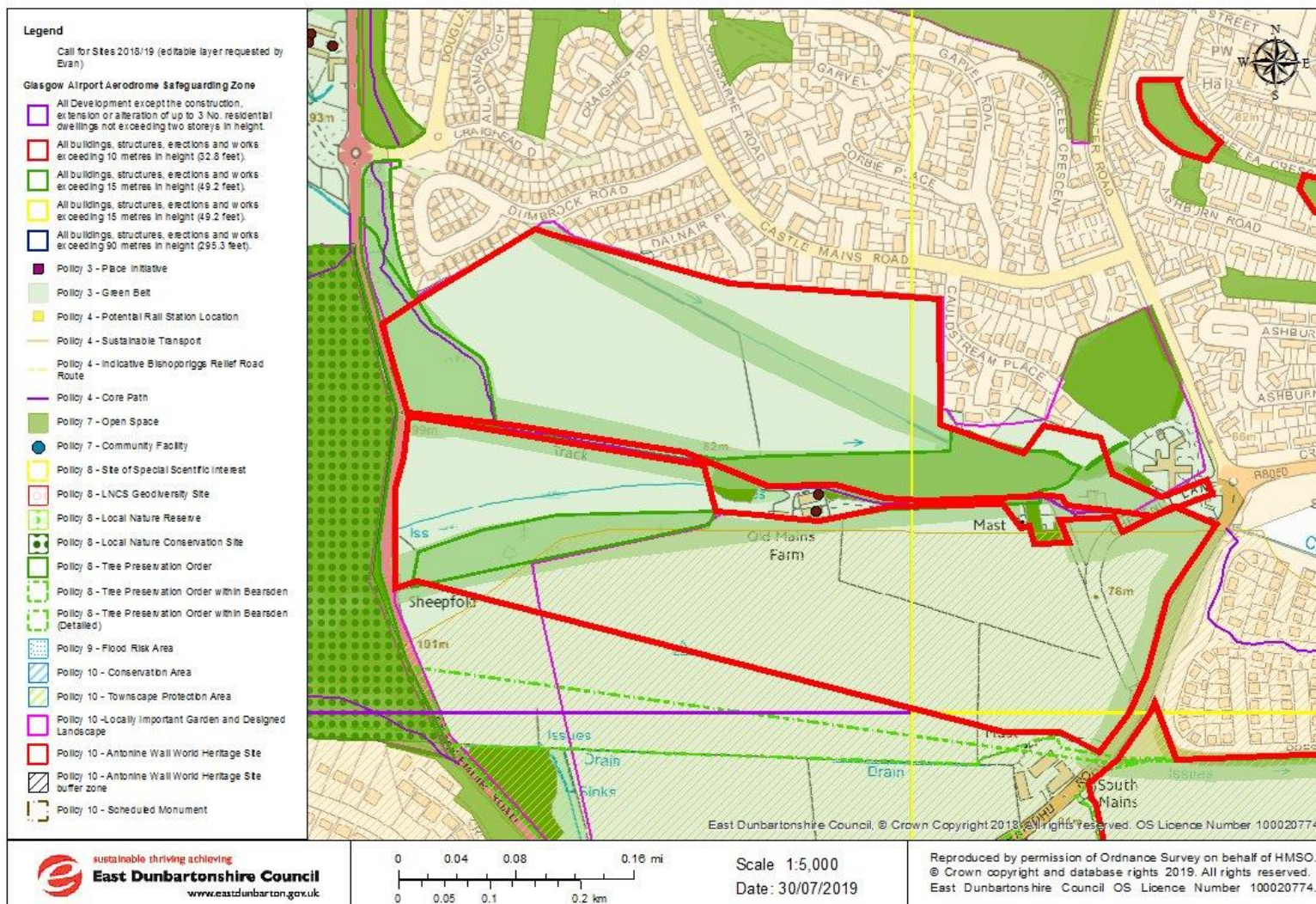
Site Photo – view west





Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



## Information Provided by Barton Willmore:

**Proposed development:** The Indicative Masterplan proposes a capacity of approximately 100 private homes of which 33 will be affordable, landscaping and areas of open space, and sustainable urban drainage.

Affordable Flats – 18

Affordable Houses – 15

Private Houses (3 bed or less) – 50

Private Houses (4 bed or more) – 50

### Key Features

- 133 homes
- Sustainable mix of house types
- Access road formed from Chestnut Lane and to the north of existing Old Mains Farm track
- A permeable and legible street structure
- All streets and spaces are overlooked
- Proposed paths connect with and enhance the existing network
- Existing trees and woodland retained albeit small number may need to be removed to deliver the access. The lost trees will be replaced
- High quality open space centrally located
- The adjacent ancient woodland and broadleaves mature trees will be retained and not impacted by development.
- All development out with the 1 in 200 year flood event area accounting for 33% climate change impact
- Potential for pedestrian accesses north and east

<p><b>Deliverability:</b> Should the site be allocated, CALA intend to progress towards a consent following allocation and engage with appropriate consultees to overcome any identified site constraints prior to submitting any application. CALA could start on site as early as 2020 with four phases on c.35 units per year meaning potential site completion in 2024.</p>
<p><b>Information Provided by Key Agencies:</b></p> <p><b>SEPA:</b> A small watercourse flows through the site which could represent a potential flood risk.</p> <p><b>SNH:</b> Well contained site, slightly undulating with good existing structure of woodland and hedges. Access from A809 would be problematic. Strong woodland edge at western boundary adjacent to A809 should be retained. Craigdhu Burn which runs through the middle of the site provides green network and placemaking opportunities.</p> <p><b>Scottish Water:</b> Surface water pipe on northern sector of site</p>
<p><b>Information Provided by Public:</b></p> <p>Additional information could be provided during Main Issues Report Consultation period.</p>

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	-	-- / ?	X	-	-	--	--	--

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Green belt function and defensibility (medium/high)
- Located in flood risk area

**Additional SEA commentary:**

- Risk of coalescence with Bearden and adverse impacts on landscape value and settlement pattern.
- Southern and eastern sections of the site are identified as a surface water flooding risk. Craigdhu Burn runs directly through the site.
- Site is within a locally important Garden and Designed Landscape (Mains)
- Site also has green network nodes/habitats within the proposal site, encompassing the Craigdhu Burn and also connecting the areas of woodland to the west and east of the proposal site. Together with S302 this site forms an important habitat mosaic and connectivity for rural species.
- Development of this proposed scale in this location would significantly increase the need to travel with a particular emphasis on unsustainable methods of transport due to the remoteness of the site, access issues and distance from town centre, local services, amenities and rail connection.
- Site access from Chestnut Lane would require significant new infrastructure to enable access to the site.
- Marshy grassland/improved grassland hedgerows and significant native woodland area along the valley of the Craigdhu Burn (UKBAP, SBL and LBAP habitat).

**Proposed Mitigation Measures / Suggested Alterations:**

- Flood alleviation measures to be provided throughout eastern section of site.
- Craigdhu Burn and tributary to south. Burns should be kept open and not culverted. Flood risk assessment required if any bridges over burn are proposed.
- River restoration - potential re-meander and attenuation.
- Manage run off. Tributaries of Craigdhu Burn, from Mains Plantation and higher ground, run through the site.
- Any development which impacts on the burn corridor, native woodland, hedgerows (and associated shrubs, climbers, ground

flora) and mature trees should be avoided. Woodland connectivity requires to be maintained.

- Area of grassland would require further survey but the grassland provides diversity to the other habitats present and adds to the mosaic of the site. An area of grassland would still need to be maintained and enhanced and the burn through the grazed land on the west would require enhancements.
- Protected species relevant to the site include bat, badger, nesting birds and pine marten. Together with S302, this site forms an important habitat mosaic and connectivity for rural species.
- Enhancements to locally important Garden and Design Landscape (Mains)
- Strengthened active travel links and connection to public transport opportunities.
- On site open space and play space would be required.
- Possible peat present on site - Ground investigation required in relation to ground gas.
- Noise Impact Assessment likely due to road noise.
- Archaeological evaluation trenching should take place in advance of any development of the site, in relation potential sub-surface agricultural buildings



## Individual Site Assessment

Site Reference:	S49
Site Name:	Tambowie Farm
Address:	Land at Tambowie Farm, Milngavie
Site Suggested By:	Geddes Consulting
Site Owner / Agent:	Cala Homes (West)
Current Land Use:	Greenfield
Suggested Land Use:	Housing
Site Size	10.2 hectares
Developable area (if available):	7.96 ha
LDP Stage Suggested:	LDP2 Early Engagement

Site Location



Site Photo – view north west from Craighton Road



Aerial view

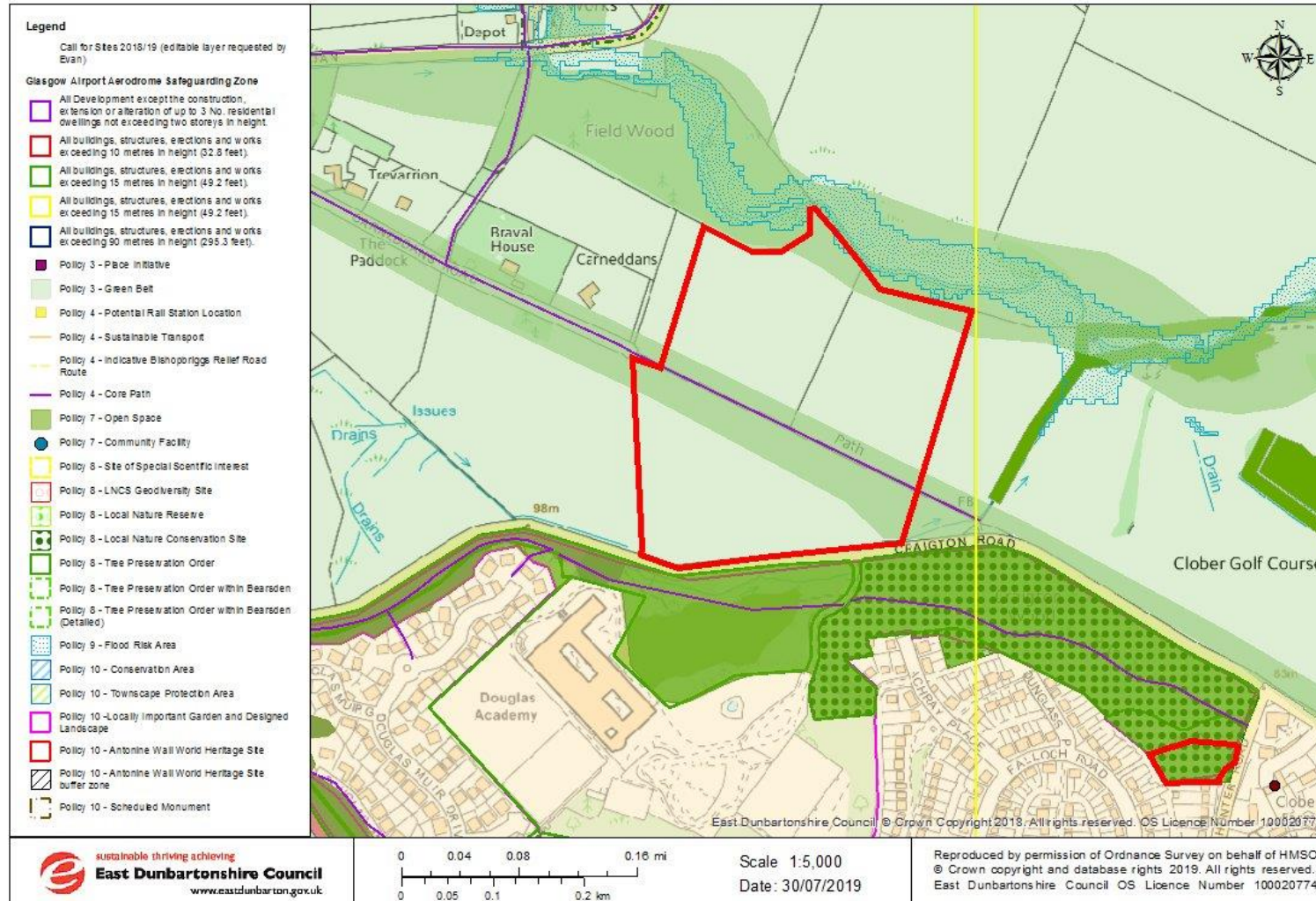


Site photo – view north east



# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by Geddes Consulting:

**Proposed development:** The proposal will deliver 160 homes along with a substantial greenspace network comprising of public open space and structure planting.

160 homes (mix to be determined)

**Deliverability:** There are no ownership or physical constraints on this site which give rise to adverse abnormal costs to prevent the development of this proposal during the period of the LDP. At 24 sales per annum each, the site would be developed over a 5 year period including affordable houses. At 24 dwellings per annum, the site will be developed over a 5 year period including affordable houses.

### Information Provided by Key Agencies:

**SEPA:** A small watercourse flows adjacent the site which could represent a potential flood risk. Part of the site is also at fluvial flood risk. There is an anaerobic digestion plant and associated infrastructure at Tambowie farm, which may give rise to odour complaints.

**Scottish Water:** 300mm ductile iron water pipe southern edge

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.



## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	-	X	--	-- / ?	--	-	0 / -

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Green belt defensibility and function (high)
- Low landscape capacity for development

**Additional SEA commentary:**

- The northern boundary of the proposal site is within or directly adjacent to SEPA fluvial flood risk area from the Craigdhu Burn and a small burn in the south of the site.
- The site contributes to the landscape setting of Milngavie and development would have a significant adverse impact on visual amenity, settlement pattern and alter the Drumlin Foothill Landscape.
- Moderate biodiversity value and green network nodes/habitats in the north-east corner and directly through the middle of the site following the core path on site towards Carneddans Road.
- Access to bus stop significantly beyond 400m with infrequent service and with the majority of local amenities and services not within the vicinity which is likely to increase private vehicular travel and related emissions levels impacting adversely on local air quality.

**Proposed Mitigation Measures / Suggested Alterations:**

- Ensure flood alleviation measures are provided at northern part of site
- Craigton Burn to north of site and burn to south. This carries fluvial flood risk so flood risk assessment required.
- Surface water management required
- Enhancement of biodiversity features would be required at Craigton Burn and of boundaries (hedgerow and dyke). These provide habitat and also connectivity across the rural area.
- Small areas of marshy grassland or wetlands within depressions should be retained and enhanced.
- Assessment of how protected species (e.g. badgers and bats - foraging) use the site would be required.
- Enhanced access to core path
- On site open space and play space would be required.
- Archaeological evaluation trenching should take place in advance of any development of the site, in relation potential sub-surface

agricultural buildings



## Individual Site Assessment

Site Reference:	S186
Site Name:	Glassford House
Address:	Auchenhowie Road, Milngavie
Site Suggested By:	Cala Homes (West)
Site Owner / Agent:	Cala Homes (West)
Current Land Use:	Greenfield
Suggested Land Use:	Housing
Site Size	5.36 hectares
Developable area (if available):	n/a
LDP Stage Suggested:	LDP2 Early Engagement

Aerial View



Site Photo

Site Boundary – provided by promoter



Site Photo



Site Plan / Constraints Map (including Legend)





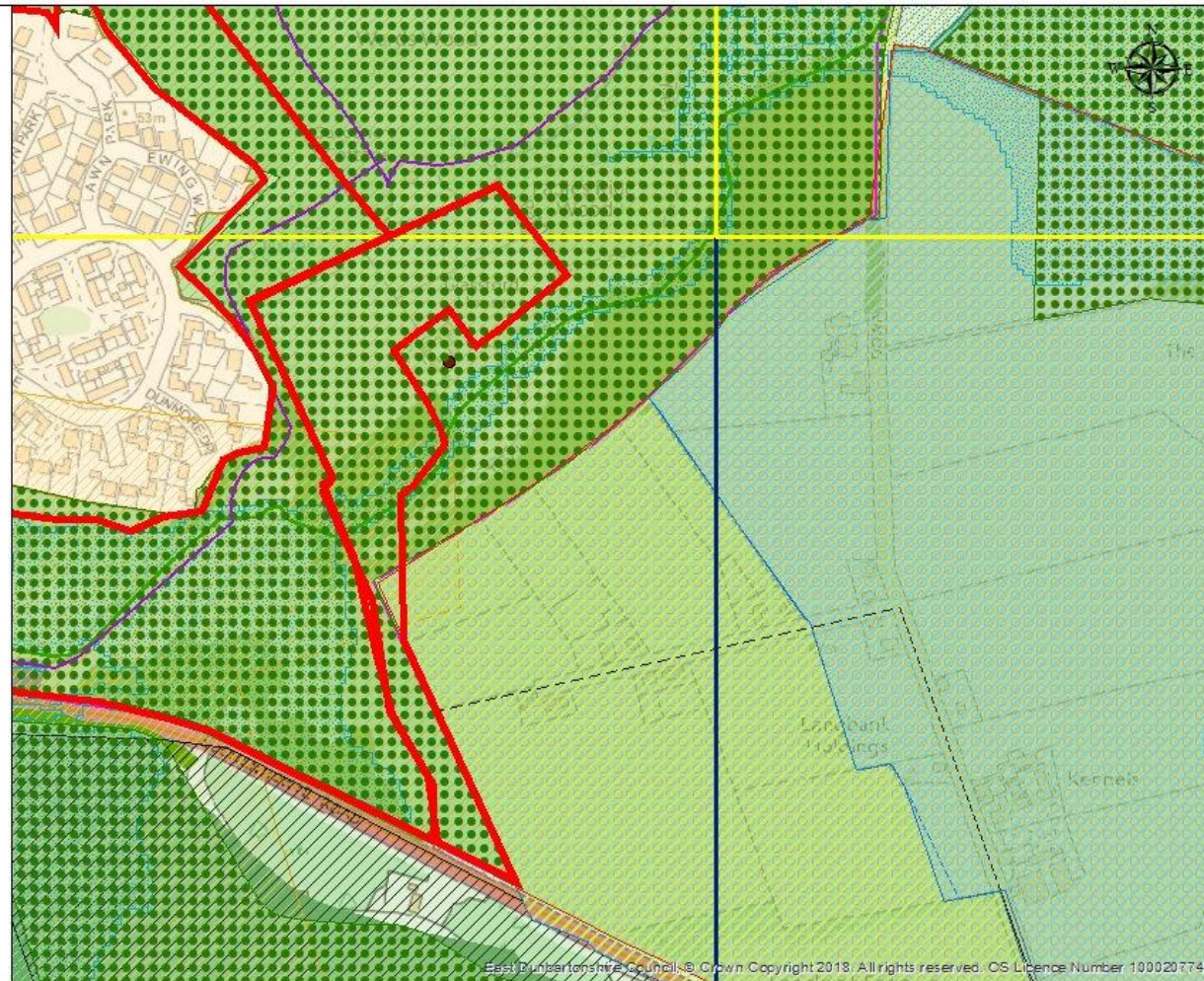
## EDC LDP 2 Site Assessment

### Legend

Call for Sites 2018/19 (editable layer requested by Evan)

#### Glasgow Airport Aerodrome Safeguarding Zone

-  All Development except the construction, extension or alteration of up to 3 No. residential dwellings not exceeding two storeys in height.
-  All buildings, structures, erections and works exceeding 10 metres in height (32.8 feet).
-  All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
-  All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
-  All buildings, structures, erections and works exceeding 90 metres in height (295.3 feet).
-  Policy 3 - Place Initiative
-  Policy 3 - Green Belt
-  Policy 4 - Potential Rail Station Location
-  Policy 4 - Sustainable Transport
-  Policy 4 - Indicative Bishopclee Relief Road Route
-  Policy 4 - Core Path
-  Policy 7 - Open Space
-  Policy 7 - Community Facility
-  Policy 8 - Site of Special Scientific Interest
-  Policy 8 - LNCS Geodiversity Site
-  Policy 8 - Local Nature Reserve
-  Policy 8 - Local Nature Conservation Site
-  Policy 8 - Tree Preservation Order
-  Policy 8 - Tree Preservation Order within Bearsden
-  Policy 8 - Tree Preservation Order within Bearsden (Detailed)
-  Policy 9 - Flood Risk Area
-  Policy 10 - Conservation Area
-  Policy 10 - Townscape Protection Area
-  Policy 10 - Locally Important Garden and Designed Landscape
-  Policy 10 - Antonine Wall World Heritage Site
-  Policy 10 - Antonine Wall World Heritage Site buffer zone
-  Policy 10 - Scheduled Monument



### Information Provided by Cala Homes:

**Proposed development:** Delivery of 20-40 homes within a mature landscape setting, including 25% affordable housing

**Deliverability:** 20 dwellings per annum, delivered over a two-year period including affordable homes

### Information Provided by Key Agencies:

**SEPA:** Part of the site is at fluvial flood risk.

**SNH:** This is a well contained site with strong woodland structure. However it is within the locally important garden and designed landscape. Any development at this site would need to take account of the house and gardens of the GDL to prevent adverse impact on their setting and landscape value. Should this site be developed there is opportunity to create and strengthen links to the surrounding small lochs and burns and to the Allander Water.

**HES:** This allocation largely occupies the former walled garden to Dougalston House (LB37847). Erection of housing on this site is likely to have a significant detrimental impact on the setting of A-listed Glassford House and this should be avoided.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	-	--	X	-	-	--	--	-

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Green belt function and defensibility (medium/high)
- LNCS – Dougalston Estate and Loch
- Impact on setting of listed building

**Additional SEA commentary:**

- The site is within the Dougalston Estate and Loch LNCS. There is concern over development and infrastructure requirements having potential adversities to the ecological corridor present in the site and impact on the ecological functions along Dougalston Burn, although the majority of the site is of low ecological value.
- Development of the site has the potential to alter the landscape setting and settlement pattern and result in the loss of valued open space.
- The site is within Dougalston locally important Garden and Designed Landscape and within the grounds of an 'A' listed building. There is potential for adverse impacts on the setting of the listed building and landscape features.
- The site is within the designated flood risk area and there is a high risk of flooding from Dougalston Burn that runs through the south-west of the site and from the pond that passes underneath the site's access road.
- It is likely that the proposal will require a new bridge over the burn which has the potential to alter its morphology and water quality.
- The site is over 1km from a primary school, Milngavie Train Station and town centre and is more than 1.5km from a bus stop with an infrequent service. Therefore, development in this location will put an emphasis on private vehicular travel. Increased vehicular travel is likely to generate trips on already busy routes and junctions (Auchinhowie junction in particular) leading to higher emissions levels from congestion and adversely affecting local air quality.

**Proposed Mitigation Measures / Suggested Alterations:**

- Protection and enhancements to local biodiversity value and green network. Site contains semi-natural broadleaved woodland (LBAP Habitat). Development has potential to fragment burn corridor, which runs east/west through the site.
- On site open space and play space would be required.
- Enhancements to locally important Garden and Design Landscape (Dougalston)
- Enhanced access to Milngavie Station



- Improved bus infrastructure which could include new routes/stops in the Finlay Rise development.
- Craigmaddie Burn south of site and in south west portion. Hydrological assessment required, could be part of drainage strategy.
- Sluices on burn and a controlled weir to create pond.
- Strengthened active travel links to core path
- Noise impact assessment - Kennels nearby.
- Archaeological evaluation trenching should be carried out in advance of any development of the plot

## Individual Site Assessment

Site Reference:	S223
Site Name:	Dougalston Avenue
Address:	Land strip between Dougalston Avenue and Baldernock Road
Site Suggested By:	Alan McRobb
Site Owner / Agent:	Dougalston Residential Ltd
Current Land Use:	Scrub / Open Space
Suggested Land Use:	Housing
Site Size	0.62 hectares
Developable area (if available):	0.62 ha
LDP Stage Suggested:	LDP2 Early Engagement

Aerial view



Site Photo – View from Dougalston Avenue



Site Photo – View from Baldernock Road

Site Photo



Site Plan / Constraints Map



## EDC LDP 2 Site Assessment

### Legend

Call for Sites 2016/19 (editable layer requested by Evan)

#### Glasgow Airport Aerodrome Safeguarding Zone

- All Development except the construction, extension or alteration of up to 3 No. residential dwellings not exceeding two storeys in height.
- All buildings, structures, erections and works exceeding 10 metres in height (32.8 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 90 metres in height (295.3 feet).
- Policy 3 - Place Initiative
- Policy 3 - Green Belt
- Policy 4 - Potential Rail Station Location
- Policy 4 - Sustainable Transport
- Policy 4 - Indicative Bishopcleeve Relief Road Route
- Policy 4 - Core Path
- Policy 7 - Open Space
- Policy 7 - Community Facility
- Policy 8 - Site of Special Scientific Interest
- Policy 8 - LNCS Geodiversity Site
- Policy 8 - Local Nature Reserve
- Policy 8 - Local Nature Conservation Site
- Policy 8 - Tree Preservation Order
- Policy 8 - Tree Preservation Order within Bearsden
- Policy 8 - Tree Preservation Order within Bearsden (Detailed)
- Policy 9 - Flood Risk Area
- Policy 10 - Conservation Area
- Policy 10 - Townscape Protection Area
- Policy 10 - Locally Important Garden and Designed Landscape
- Policy 10 - Antonine Wall World Heritage Site
- Policy 10 - Antonine Wall World Heritage Site buffer zone
- Policy 10 - Scheduled Monument



East Dunbartonshire Council © Crown Copyright 2019. All rights reserved. OS Licence Number 100020774

### Information Provided by Alan McRobb:

**Proposed development:** Private individual seeking release of land to build energy efficient retirement homes

**Deliverability:** Promoter does not own the site. 5-8 units proposed.

### Information Provided by Key Agencies:

**SNH:** See comments for S15 - if site is developed then existing core path links should be strengthened.

**HES:** This allocation is close to B-listed Dougalston House Dovecot (LB37846). The dovecot is located in an open setting, as it would have been historically. It is worth noting that the current boundary of the field in which it sits has not changed significantly since the mid-19th century, even though the golf course has been extended into it. Building at the western edge of the field in the manner proposed will not significantly affect the setting of the dovecot, but further incremental development may do so.

**Scottish Water:** 2 x 1100mm trunk feeds running along north east edge of site

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	--	X	--	X	0	0	-

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- LNCS – Dougalston Estate and Loch
- Green belt defensibility & function (medium/high)
- Low landscape capacity for development

### Additional SEA commentary:



- See site S15 – Dougalston Estate
- Access to Milngavie town centre and associated amenities and public transport including bus stops and Milngavie station are all within a 10 minute walk of the proposal site, however the bus stops are not within 400m walking distance.
- Core path runs through the middle of the proposal site

#### Proposed Mitigation Measures / Suggested Alterations:

- See site S15 – Dougalston Estate
- Semi-improved neutral grassland (LBAP habitat). Retain and enhance core path access through site.
- Pluvial flood risk to east – flooding and drainage guidelines must be followed
- Archaeological evaluation trenching should be carried out in advance of any development of the plot

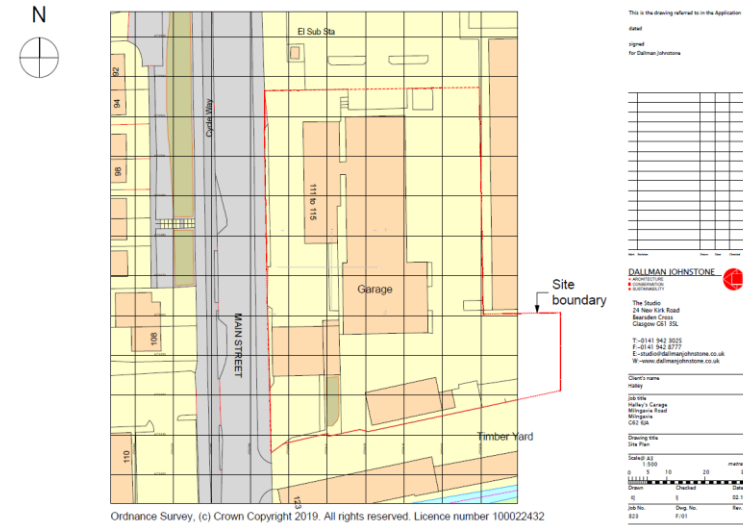
## Individual Site Assessment

Site Reference:	S227
Site Name:	Halley's Garage
Address:	111-115 Main Street, Milngavie
Site Suggested By:	Dallman Johnstone
Site Owner / Agent:	Ralph Halley
Current Land Use:	Car sales showroom, repair workshop
Suggested Land Use:	Housing
Site Size	0.5 hectares
Developable area (if available):	0.5 ha
LDP Stage Suggested:	LDP2 Early Engagement

Aerial view



Site Plan – provided by promoter



Site Photo – View from north end



Site Photo – View from south end



Site Plan / Constraints Map	



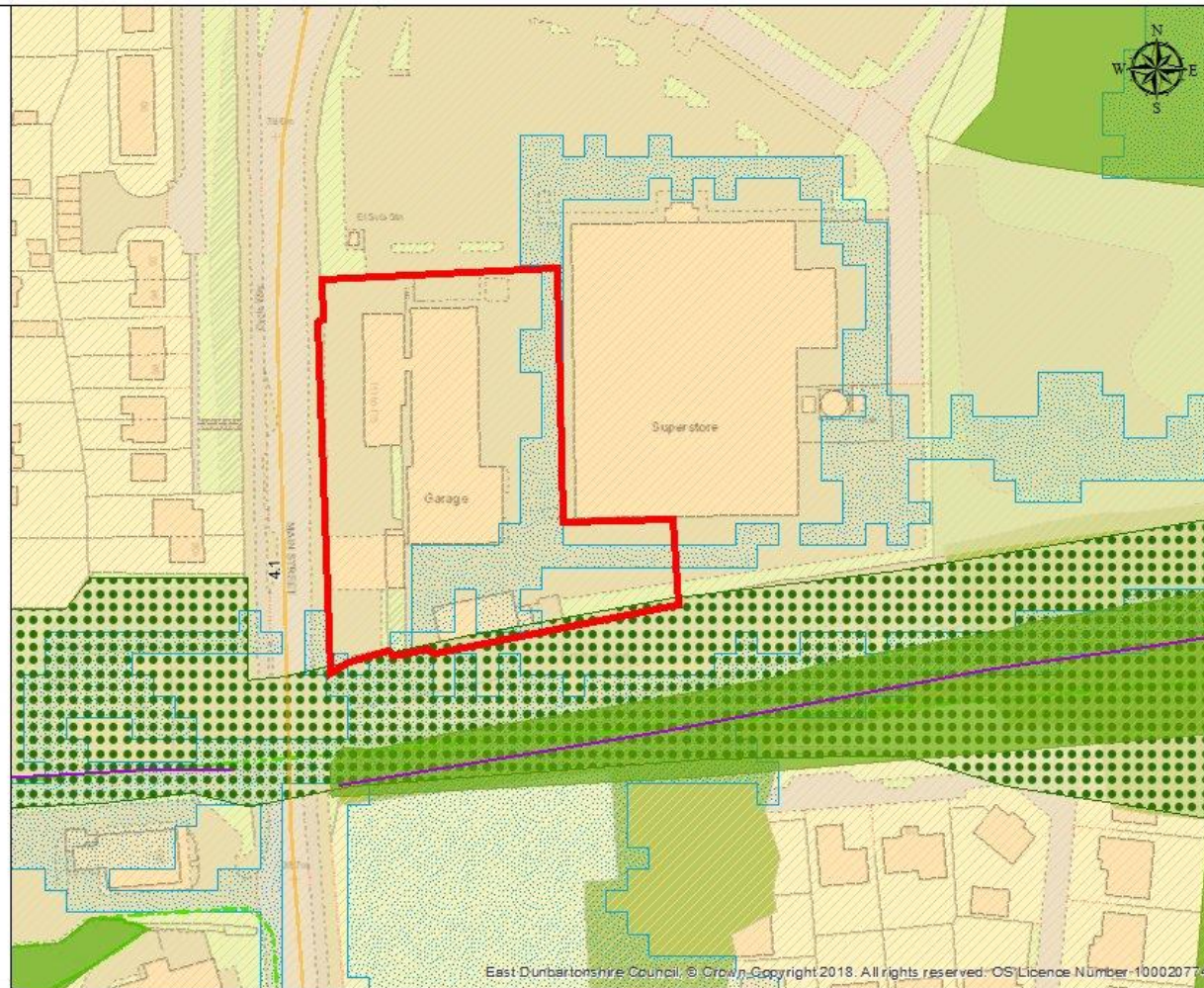
## EDC LDP 2 Site Assessment

### Legend

Call for Sites 2018/19 (editable layer requested by Evan)

#### Glasgow Airport Aerodrome Safeguarding Zone

- All Development except the construction, extension or alteration of up to 3 No. residential dwellings not exceeding two storeys in height.
- All buildings, structures, erections and works exceeding 10 metres in height (32.8 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 90 metres in height (295.3 feet).
- Policy 3 - Place Initiative
- Policy 3 - Green Belt
- Policy 4 - Potential Rail Station Location
- Policy 4 - Sustainable Transport
- Policy 4 - Indicative Bishopclee Relief Road Route
- Policy 4 - Core Path
- Policy 7 - Open Space
- Policy 7 - Community Facility
- Policy 8 - Site of Special Scientific Interest
- Policy 8 - LNCS Geodiversity Site
- Policy 8 - Local Nature Reserve
- Policy 8 - Local Nature Conservation Site
- Policy 8 - Tree Preservation Order
- Policy 8 - Tree Preservation Order within Bearsden
- Policy 8 - Tree Preservation Order within Bearsden (Detailed)
- Policy 9 - Flood Risk Area
- Policy 10 - Conservation Area
- Policy 10 - Townscape Protection Area
- Policy 10 - Locally Important Garden and Designed Landscape
- Policy 10 - Antonine Wall World Heritage Site
- Policy 10 - Antonine Wall World Heritage Site buffer zone
- Policy 10 - Scheduled Monument



East Dunbartonshire Council, © Crown Copyright 2018. All rights reserved. OS Licence Number 100020774

### Information Provided by Dallman Johnstone:

**Proposed development:** Mixed residential development comprising affordable flats and private flats. Site lends itself to age exclusive/retirement type units given good communication links

**Deliverability:** Arnold Clark lease expires February 2022. Construction can begin then, with 1 completion estimate. 38-50 units to be completed by 2023.

### Information Provided by Key Agencies:

**SEPA:** Part of the site is at fluvial flood risk.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	X	- / ?	+ / ?	X	- / ?	0	-	X

### Assessment Summary:

This site has the following constraint:

- May negatively impact business activity or employment either on or proximate to the site, but does not necessitate loss of permanent or Full Time Equivalent employment or directly cause failure of well-established and active business enterprise.



If this can be avoided or mitigated, it has the potential for development. The site also has the following characteristics:

- Brownfield site
- Good access to public transport
- Good access to active travel route
- Access to core path
- Access to community facilities

**Additional SEA commentary:**

- A proportion of the site (to the south and eastern boundaries) is within the SEPA fluvial flood risk area from Craigdhu Burn.
- The site is within a potentially contaminated land area in relation to the Timber Merchant's.
- The southern boundary of the site is either within or directly adjacent to the Craigdhu Wedge LNCS.
- Good access to bus stops with regular services. The site is approximately 750m from Milngavie town centre and associated local amenities and facilities. However, the proposal site does have good cycling access to Hillfoot station via the Bears Way segregated cycleway as well as access to the core path network.

**Proposed Mitigation Measures / Suggested Alterations:**

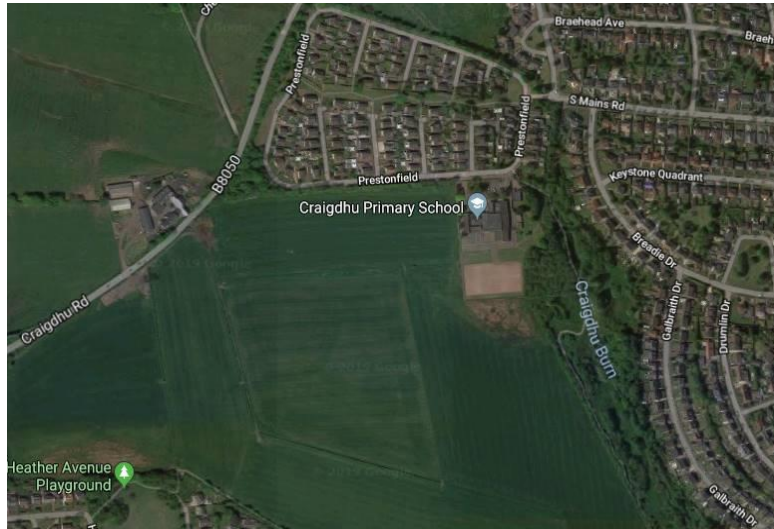
- Flood risk assessment in relation to Craigdhu Burn required
- Investigate and remediate potential contamination.
- Protect and enhance biodiversity value and green network

- Full Air Quality impact Assessment required
- Noise Impact Assessment required, in relation to A81 road and local timber merchant,
- Detailed ground investigation required in relation to historic industrial land use

## Individual Site Assessment

Site Reference:	S300
Site Name:	South Prestonfield
Address:	Land south of Prestonfield
Site Suggested By:	Gladman Developments
Site Owner / Agent:	Mains Estate Ltd
Current Land Use:	Greenfield
Suggested Land Use:	Housing, community
Site Size	5.2 hectares
Developable area (if available):	5.2 ha
LDP Stage Suggested:	LDP2 Early Engagement

Aerial view



Site Plan – provided by promoter



Site Photo - view of site from Prestonfield

Site Photo – view of site from Prestonfield



Site Plan / Constraints Map



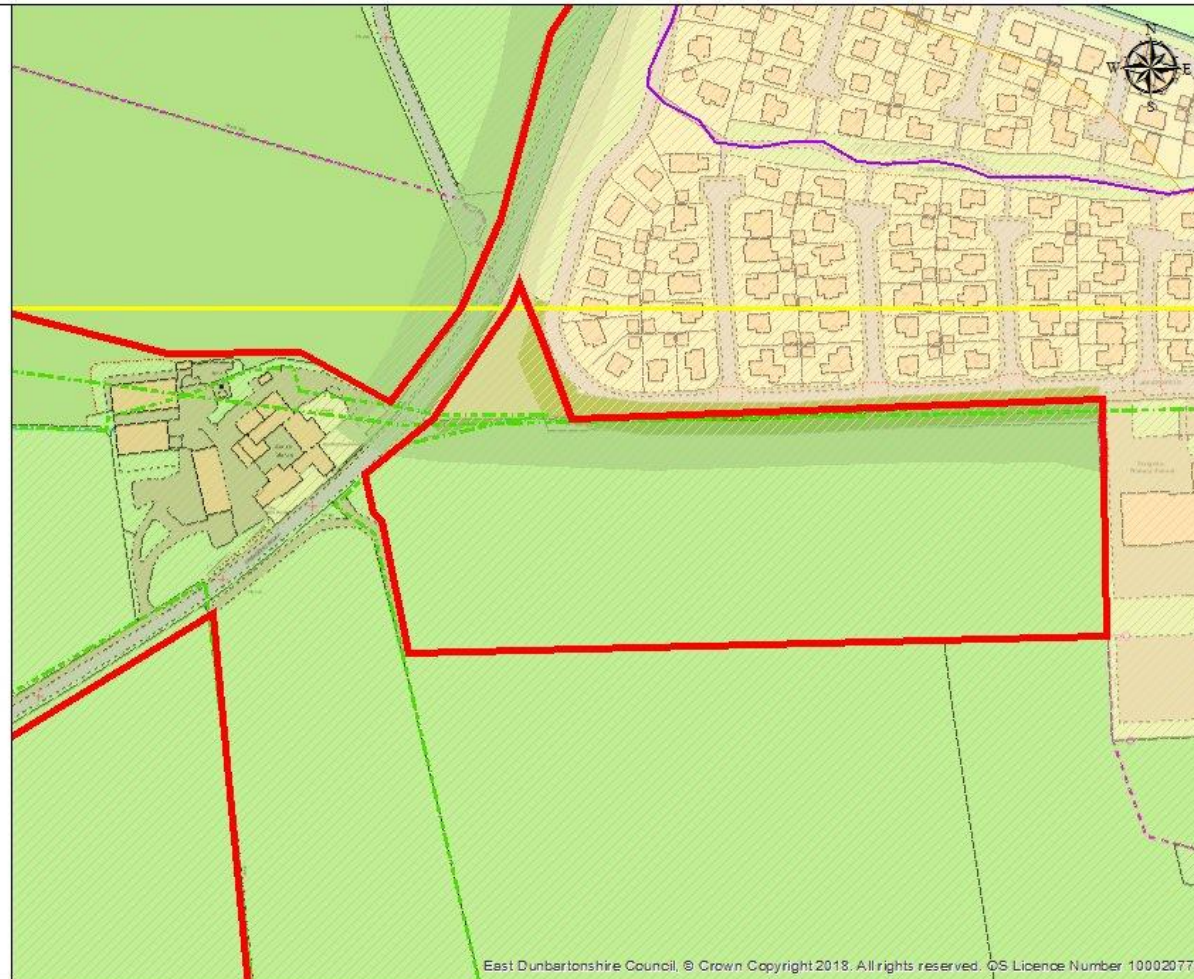
## EDC LDP 2 Site Assessment

### Legend

Call for Sites 2018/19 (editable layer requested by Evan)

#### Glasgow Airport Aerodrome Safeguarding Zone

- All Development except the construction, extension or alteration of up to 3 No. residential dwellings not exceeding two storeys in height.
- All buildings, structures, erections and works exceeding 10 metres in height (32.8 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 90 metres in height (295.3 feet).
- Policy 3 - Place Initiative
- Policy 3 - Green Belt
- Policy 4 - Potential Rail Station Location
- Policy 4 - Sustainable Transport
- Policy 4 - Indicative Bishopclee Relief Road Route
- Policy 4 - Core Path
- Policy 7 - Open Space
- Policy 7 - Community Facility
- Policy 8 - Site of Special Scientific Interest
- Policy 8 - LNCS Geodiversity Site
- Policy 8 - Local Nature Reserve
- Policy 8 - Local Nature Conservation Site
- Policy 8 - Tree Preservation Order
- Policy 8 - Tree Preservation Order within Bearsden
- Policy 8 - Tree Preservation Order within Bearsden (Detailed)
- Policy 9 - Flood Risk Area
- Policy 10 - Conservation Area
- Policy 10 - Townscape Protection Area
- Policy 10 - Locally Important Garden and Designed Landscape
- Policy 10 - Antonine Wall World Heritage Site
- Policy 10 - Antonine Wall World Heritage Site buffer zone
- Policy 10 - Scheduled Monument



East Dunbartonshire Council, © Crown Copyright 2018. All rights reserved. OS Licence Number 100020774



### Information Provided by Gladman Developments:

**Proposed development:** Residential development comprising up to 80 units including at least 25% affordable on site. This would include a range of types and sizes of housing required to meet specific local needs. Eastern part of site proposed for open space with potential to accommodate school expansion. Western part could incorporate enhanced planting.

**Deliverability:** The site is effective and there are no physical constraints that would prevent the site being delivered within 5 years and contributing towards the effective housing land supply from adoption of the LDP. The site could be delivered as 1 phase. Approximately 30 units per year.

### Information Provided by Key Agencies:

**SNH:** Could take some housing at the lower part of the site if a new strong woodland edge were created to prevent future development higher up the site towards the road. Also potential opportunity to create town edge. Triangle of woodland at western edge of Prestonfield should be retained.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	-	X	--	X	--	-	X

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

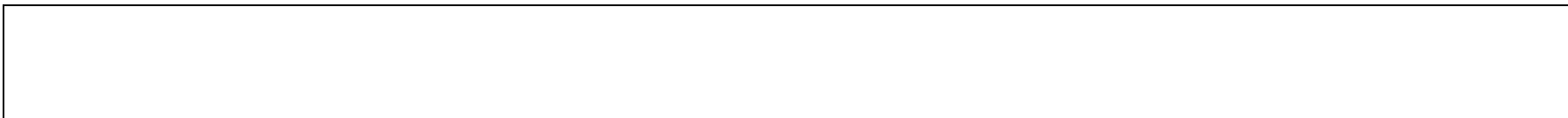
- High green belt defensibility and function

### Additional SEA commentary:

- Significant risk of coalescence with Bearsden (including setting precedent) and significant impact on settlement pattern and landscape character. Landscape capacity issues as it clearly visible being on Craigdhu Road.
- Development in this location would significantly increase the need to travel with a particular emphasis private vehicular travel due to the distance from local services, amenities, rail connection and poor access to bus stops (beyond 650m from site).
- Site has native woodland along the northern boundary which is designated TPO, hedgerows along the roads which provides green network nodes/habitats, providing a green corridor connecting the site to Mains Plantation LNCS (to the west) and Craigdhu Wedge LNCS to the east.

**Proposed Mitigation Measures / Suggested Alterations:**

- Landscaping/planting on western and southern edges of site to form defined boundary and minimise landscape impacts
- Site and wider area is wet, must meet flooding and drainage guidelines. Land drainage through school into Craigdhu Burn.
- Retention and enhancement of boundary features and existing woodland area.
- Connectivity across the site should be improved for biodiversity. Site may provide foraging for badger and commuting/foraging for bats.
- Strengthened active travel links and connection to public transport opportunities.
- Tree survey required.
- Provision of access to (and enhancement of) Craigdhu Wedge and Heather Ave Park required.
- Ground investigation required
- Noise Impact Assessment likely due to potential road noise.
- Archaeological evaluation trenching should take place in advance of development of this plot, to assess the survival of buried agricultural material within its boundaries.



## Individual Site Assessment

Site Reference:	S302
Site Name:	Chestnut Lane
Address:	Chestnut Lane, Milngavie
Site Suggested By:	Iceni
Site Owner / Agent:	Mactaggart & Mickel Homes Ltd
Current Land Use:	Greenfield
Suggested Land Use:	Housing
Site Size	17.5 hectares
Developable area (if available):	n/a
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo – View of existing access looking east



Site Photo – view north west

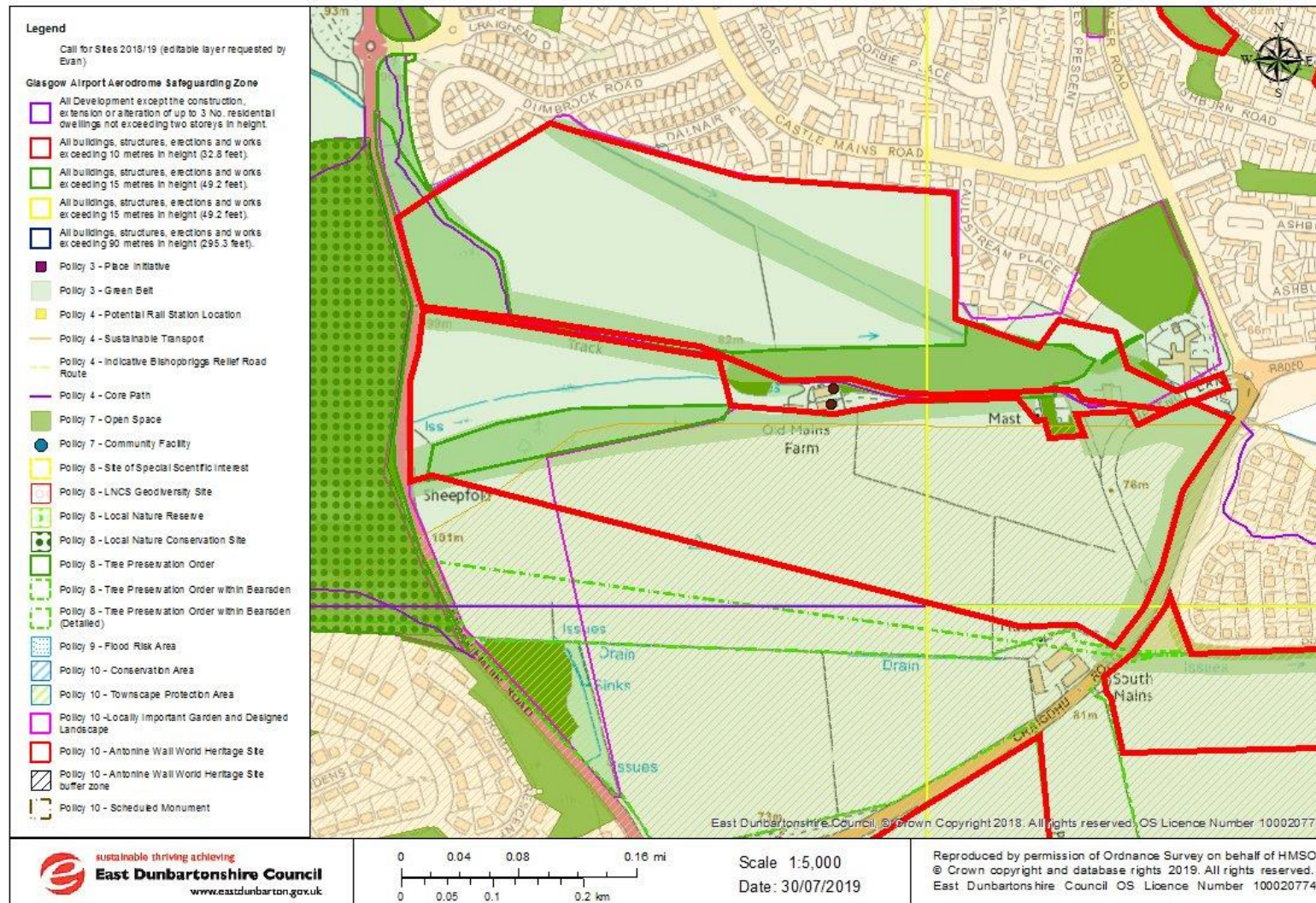
Site Photo – view west





Site Plan / Constraints Map

## EDC LDP 2 Site Assessment



### Information Provided by Icen:

**Proposed development:** This proposal provides the opportunity for a unique multi-tenure housing led development that can meet current needs. By providing smaller homes and contributing to the requirement for new households in the area this site can cater for those in housing need are simply not catered for at present in the area. This will be affordable housing, albeit not simply social rented accommodation. It will include smaller market housing for individuals, houses for downsizers, smaller families and provide an opportunity for institutional investment in affordable housing.

Affordable Flats – 20

Private Houses (3 bed or less) – 100

Private houses (4 bed or more) – 20

Age Exclusive/Retirement – 20

Build to Rent – 40

**Total Units - 200**

**Deliverability:** Assuming the LDP is adopted in late 2020, statutory consents would take approx. 12 months, with a site start Q4 2021. Thereafter, our client would be looking to deliver approximately 40 units per annum. Site start is assumed to be Q4 2021.

### Information Provided by Key Agencies:

**SEPA:** A small watercourse flows through the site which could represent a potential flood risk.

**SNH:** Highly visible and strategically important site preventing coalescence between Milngavie and Bearsden.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.



## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	-	-- / ?	X	--	X	--	--	X

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- High green belt defensibility and function
- Low landscape capacity for development

### Additional SEA commentary:

- Significant risk of coalescence with Bearsden (including setting precedent) and significant impact on settlement pattern and landscape. Landscape capacity issues as it clearly visible from Stockiemuir Road and Craigdhu Road.
- North and eastern sections of the site are within a locally important Garden and Designed Landscape (Mains)
- Site also has green network nodes/habitats within the proposal site, providing a green corridor from Mains Plantation LNCS (to the west), directly through the site connecting to native woodland north of the proposal site. Improved grassland with hedgerow (UKBAP, SBL and LBAP habitat) and area of mature mixed conifer and broadleaved woodland (LBAP habitat) which forms a connection between 2 areas of long established native woodland. Established hedgerows (hawthorn, elder, some beech) with associated shrubs, climbers and ground flora. Impacts on all habitats (except improved grassland) to be avoided. Together with S25 this site forms an important habitat mosaic and connectivity for rural species.
- Development of this proposed scale in this location would significantly increase the need to travel with a particular emphasis on unsustainable methods of transport due to the remoteness of the site, access issues and distance from town centre, local services, amenities and rail connection.

#### **Proposed Mitigation Measures / Suggested Alterations:**

- Enhancements to locally important Garden and Design Landscape (Mains)
- Craigdhu Burn to north and tributary in north west. Burns should be kept open and not culverted. Flood risk assessment required if bridges over burn proposed. River restoration: potential re-meander and attenuation. Manage run off. Tributaries of Craigdhu Burn from Mains Plantation and higher ground.
- Protect and enhance Mains Plantation LNCS biodiversity value and green network
- Access to Mains plantation required.
- Additional amenity greenspace and play space would be required on site.
- Strengthened active travel links and connection to public transport opportunities.

- Possible peat present - Ground investigation required in relation to ground gas.
- Noise impact assessment likely due to road noise.
- Archaeological evaluation trenching should take place in advance of development of this plot, to assess the survival of buried agricultural material within its boundaries.



## Individual Site Assessment

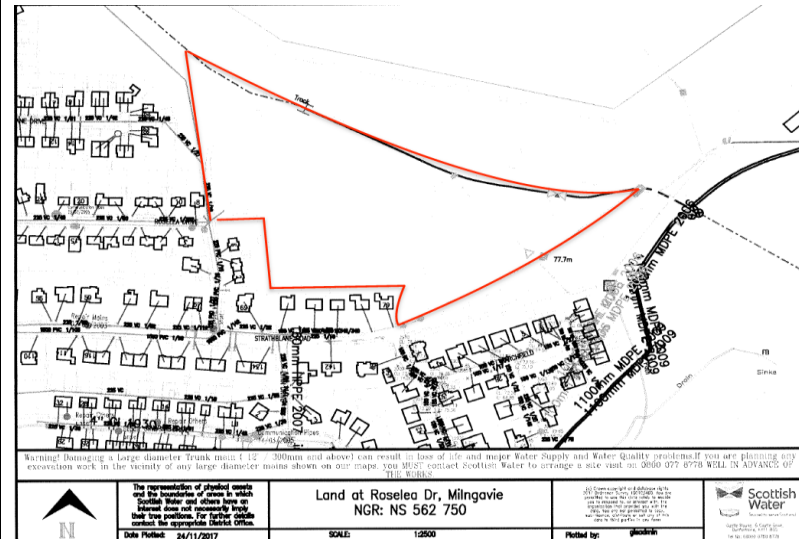
Site Reference:	S313
Site Name:	Roselea Drive
Address:	Land at Roselea Drive, Milngavie
Site Suggested By:	North Plan
Site Owner / Agent:	Scottish Water
Current Land Use:	Greenfield
Suggested Land Use:	Housing
Site Size	2.5 hectares
Developable area (if available):	2.5 ha
LDP Stage Suggested:	LDP2 Early Engagement

## Aerial Photo



## Site Photo – view south from Craigmaddie Reservoir

## Site Plan



## Site Photo – view looking south east



Site Plan / Constraints Map (including Legend)



## EDC LDP 2 Site Assessment

### Legend

Call for Sites 2018/19 (editable layer requested by Evan)

#### Glasgow Airport Aerodrome Safeguarding Zone

- All Development except the construction, extension or alteration of up to 3 No. residential dwellings not exceeding two storeys in height.
- All buildings, structures, erections and works exceeding 10 metres in height (32.8 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 90 metres in height (295.3 feet).
- Policy 3 - Place Initiative
- Policy 3 - Green Belt
- Policy 4 - Potential Rail Station Location
- Policy 4 - Sustainable Transport
- Policy 4 - Indicative Bishopclee Relief Road Route
- Policy 4 - Core Path
- Policy 7 - Open Space
- Policy 7 - Community Facility
- Policy 8 - Site of Special Scientific Interest
- Policy 8 - LNCS Geodiversity Site
- Policy 8 - Local Nature Reserve
- Policy 8 - Local Nature Conservation Site
- Policy 8 - Tree Preservation Order
- Policy 8 - Tree Preservation Order within Bearsden
- Policy 8 - Tree Preservation Order within Bearsden (Detailed)
- Policy 9 - Flood Risk Area
- Policy 10 - Conservation Area
- Policy 10 - Townscape Protection Area
- Policy 10 - Locally Important Garden and Designed Landscape
- Policy 10 - Antonine Wall World Heritage Site
- Policy 10 - Antonine Wall World Heritage Site buffer zone
- Policy 10 - Scheduled Monument



### Information Provided by North Plan:

**Proposed development:** Residential infill development within functional urban area. No indication of capacity or house types.

**Deliverability:** TBC (not provided)

### Information Provided by Key Agencies:

**SNH:** Site could accommodate some development but would need to retain and enhance existing, well-used paths and open space.

**HES:** The proposal would impact the setting of A-listed Craigmaddie Reservoir and is partially located in the Milngavie Reservoirs inventory designed landscape. The triangle of land between Strathblane Road and Craigmaddie Reservoir provides an important view of the back of the reservoir dam from the main road and we discourage development in this location, which is within the designed landscape boundary. There may, however, be scope for development on the western half of the site.

**Scottish Water:** Trunk main to northern edge and 9-inch supply pipe running from north to south of eastern quadrant

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	--	--	X	-	X	--	-	--

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Open Space (Mugdock Reservoirs)
- LNCS (Craigmaddie and Mugdock Reservoirs)



- Nationally important Garden and Designed Landscape (Milngavie Reservoirs)
- Green belt function and defensibility (medium/high)

**Additional SEA commentary:**

- A large proportion of the site, to the east, is within the Nationally important Garden and Designed Landscape (Milngavie Reservoirs).
- Development would result in the loss of valuable open space and have a potentially adverse impact on the Craigmaddie and Mugdock Reservoirs LNCS and the loss of LBAP habitats (semi-improved neutral grassland and scrub) which could not be fully mitigated on site. Development in this location should be avoided.
- The site is within a strategic green network asset.
- Development of this proposed site in this location would significantly increase the need to travel with a particular emphasis on private vehicular travel, increasing traffic levels on the A81. This is due to infrequency of bus service and access to town centre, local services, amenities and rail connection being over 1km walking distance from site.
- Health and Safety Executive Consultation Zone: Milngavie Water Treatment Works

**Proposed Mitigation Measures / Suggested Alterations:**

- Development would result in loss of LBAP habitats which could not be fully mitigated on site. Development on this site should be avoided.
- Potentially excellent site for allotments
- Risk from dam structure to north being damaged. Pluvial flood risk on site. Drainage strategy and dialogue with SEPA required, when more detailed proposals are submitted
- Enhanced access from site to Milngavie Reservoirs and Mugdock Park required

- Landscaping at eastern edge to form buffer from Strathblane Road required
- Protection and enhancement of the Craigmaddie and Mugdock Reservoirs LNCS and green network
- Protection and enhancements to Nationally important Garden and Design Landscape (Milngavie Reservoirs)
- Compensatory open space provision on site required
- Possible Noise Impact Assessment required, in relation to road noise
- Ground investigation required in relation to old mine workings
- Some level of archaeological work required to assess and mitigate the impact of any proposals on elements associated with the reservoir and water supply system

## Individual Site Assessment

Site Reference:	S317
Site Name:	Mugdock Road
Address:	167 Mugdock Road, Milngavie
Site Suggested By:	Iain Telfer
Site Owner / Agent:	n/a
Current Land Use:	Greenfield
Suggested Land Use:	Housing
Site Size	n/a hectares
Developable area (if available):	n/a
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo –

Site Photo

Site Photo

Site Plan / Constraints Map (including Legend)	

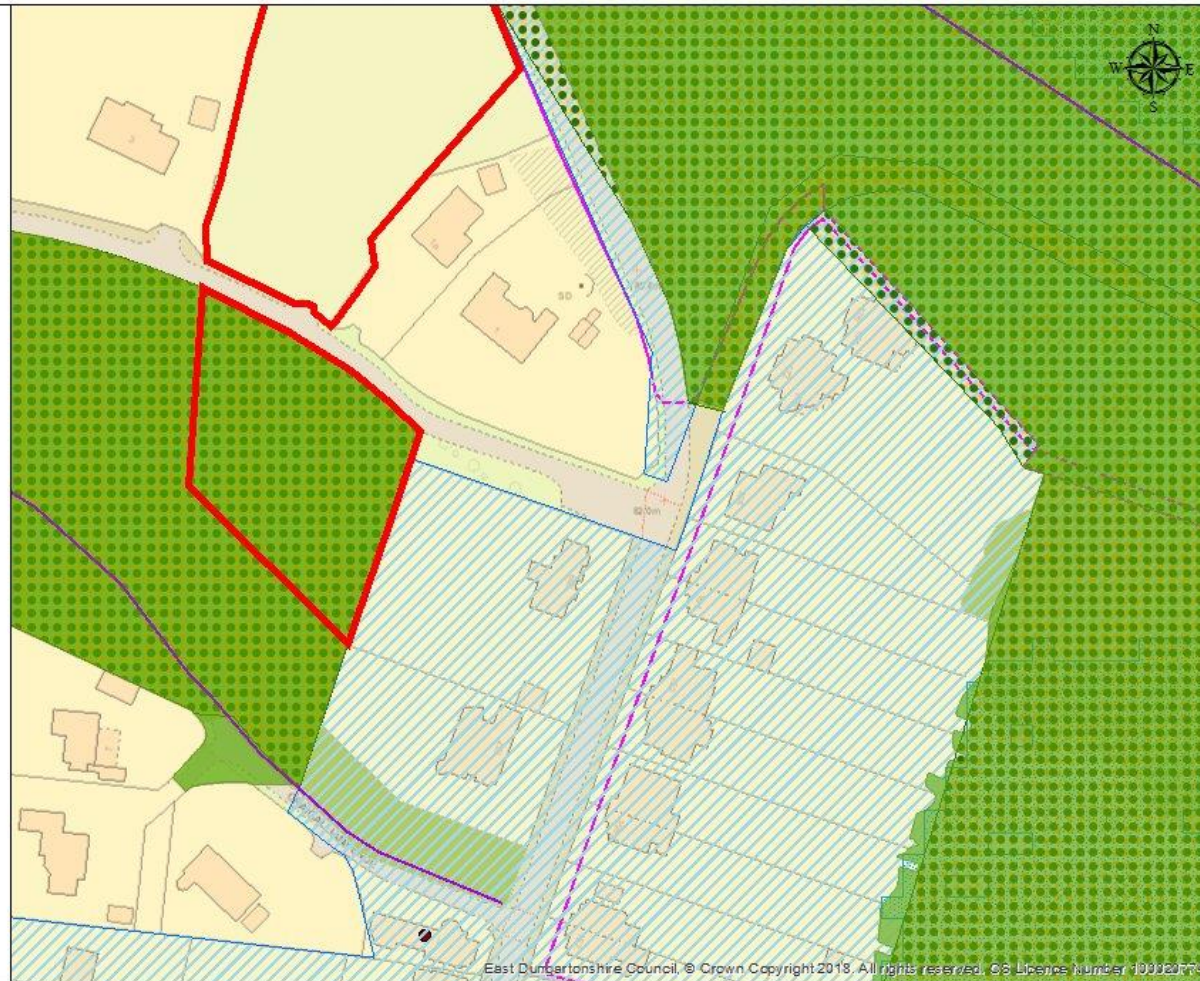
## EDC LDP 2 Site Assessment

### Legend

Call for Sites 2018/19 (editable layer requested by Evan)

#### Glasgow Airport Aerodrome Safeguarding Zone

- All Development except the construction, extension or alteration of up to 3 No. residential dwellings not exceeding two storeys in height.
- All buildings, structures, erections and works exceeding 10 metres in height (32.8 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 90 metres in height (295.3 feet).
- Policy 3 - Place Initiative
- Policy 3 - Green Belt
- Policy 4 - Potential Rail Station Location
- Policy 4 - Sustainable Transport
- Policy 4 - Indicative Bishopclee Relief Road Route
- Policy 4 - Core Path
- Policy 7 - Open Space
- Policy 7 - Community Facility
- Policy 8 - Site of Special Scientific Interest
- Policy 8 - LNCS Geodiversity Site
- Policy 8 - Local Nature Reserve
- Policy 8 - Local Nature Conservation Site
- Policy 8 - Tree Preservation Order
- Policy 8 - Tree Preservation Order within Bearsden
- Policy 8 - Tree Preservation Order within Bearsden (Detailed)
- Policy 9 - Flood Risk Area
- Policy 10 - Conservation Area
- Policy 10 - Townscape Protection Area
- Policy 10 - Locally Important Garden and Designed Landscape
- Policy 10 - Antonine Wall World Heritage Site
- Policy 10 - Antonine Wall World Heritage Site buffer zone
- Policy 10 - Scheduled Monument



East Dunbartonshire Council, © Crown Copyright 2018. All rights reserved. OS Licence Number 100020774



### Information Provided by Iain Telfer:

**Proposed development:** Sub division of plot to form self-build housing unit (detached)

**Deliverability:** 3 month timescale for development

### Information Provided by Key Agencies:

**Scottish Water:** Trunk main on Northern edge

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	--	X	--	X	-	-	--

#### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Open Space – Allander Park
- LNCS: Mugdock Woods and Drumclog
- Green belt function and defensibility (medium/high)

#### Additional SEA commentary:

- Health and Safety Executive Consultation Zone: Milngavie Water Treatment Works
- The proposal site is within a strategic green network asset, Mugdock Woods and Drumclog LNCS and would result in the loss of valuable open space (Allander Park) including setting West Highland Way
- Development of the site would result in the loss of wet woodland habitat (from NWSS) which is a national priority habitat which should be avoided.

#### Proposed Mitigation Measures / Suggested Alterations:

- Loss of national priority habitat should be avoided

- Pluvial risk to west, so flooding and drainage guidelines must be followed.
- Check levels of site, particularly in relation to reservoir overflow, Tannoch loch and Allander. No existing assessment on this area.
- Landscaping/planting on borders of the site to form defined boundary and minimise landscape impacts
- Protect and enhance Mugdock Woods and Drumloch LNCS biodiversity value and green network
- On site play area would be required.

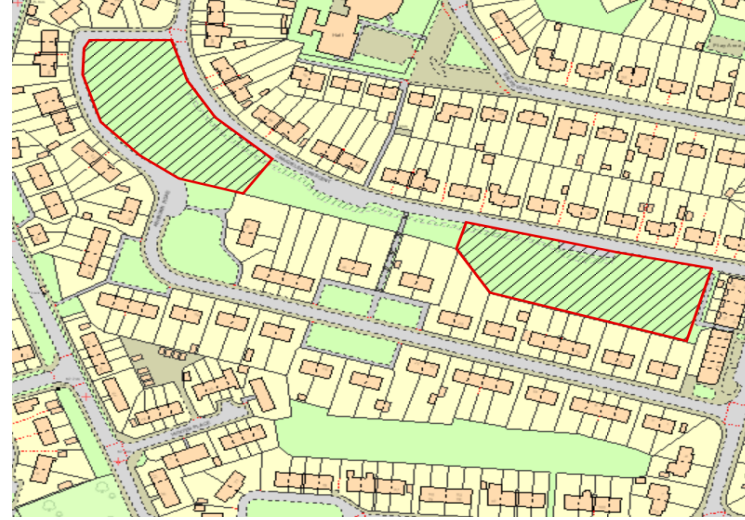
## Individual Site Assessment

Site Reference:	S336
Site Name:	Craigielea Crescent
Address:	Craigielea Crescent, Milngavie
Site Suggested By:	EDC Housing
Site Owner / Agent:	East Dunbartonshire Council
Current Land Use:	Open Space
Suggested Land Use:	Housing
Site Size	1.1 hectares
Developable area (if available):	1.1 hectares
LDP Stage Suggested:	LDP2 Early Engagement

Aerial view



Site Plan



Site Photo – eastern section



Site Photo – western section



Site Plan / Constraints Map	



## EDC LDP 2 Site Assessment

### Legend

Call for Sites 2018/19 (editable layer requested by Evan)

#### Glasgow Airport Aerodrome Safeguarding Zone

- All Development except the construction, extension or alteration of up to 3 No. residential dwellings not exceeding two storeys in height.
- All buildings, structures, erections and works exceeding 10 metres in height (32.8 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 90 metres in height (295.3 feet).
- Policy 3 - Place Initiative
- Policy 3 - Green Belt
- Policy 4 - Potential Rail Station Location
- Policy 4 - Sustainable Transport
- Policy 4 - Indicative Bishopclee Relief Road Route
- Policy 4 - Core Path
- Policy 7 - Open Space
- Policy 7 - Community Facility
- Policy 8 - Site of Special Scientific Interest
- Policy 8 - LNCS Geodiversity Site
- Policy 8 - Local Nature Reserve
- Policy 8 - Local Nature Conservation Site
- Policy 8 - Tree Preservation Order
- Policy 8 - Tree Preservation Order within Bearsden
- Policy 8 - Tree Preservation Order within Bearsden (Detailed)
- Policy 9 - Flood Risk Area
- Policy 10 - Conservation Area
- Policy 10 - Townscape Protection Area
- Policy 10 - Locally Important Garden and Designed Landscape
- Policy 10 - Antonine Wall World Heritage Site
- Policy 10 - Antonine Wall World Heritage Site buffer zone
- Policy 10 - Scheduled Monument



East Dunbartonshire Council, © Crown Copyright 2018. All rights reserved. OS Licence Number 100020774

<p>Information Provided by East Dunbartonshire Council (Housing Service):</p> <p><b>Proposed development:</b></p> <p>Affordable Flats – 8 Affordable Houses - 10</p> <p><b>Deliverability:</b></p> <p>Pre planning design – 8 weeks Planning – 12 weeks Build – 42 weeks</p>
<p>Information Provided by Key Agencies:</p> <p><b>SEPA:</b></p> <p><b>SNH:</b></p>
<p>Information Provided by Public:</p> <p>Additional information could be provided during Main Issues Report Consultation period.</p>

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	- / ?	X	-	X	+	0	0

### Assessment Summary:

The site is unsuitable for development for the following reason(s):

- Loss of open space (Craigielea Crescent)

### Additional SEA commentary:

- Development of the proposal areas would result in the loss of valuable open space and impact on the setting of the existing residential area.

- The proposal area has mature trees around the edges and throughout the site. Although there are no biodiversity designations and the biodiversity and habitat value on site is relatively negligible, the open space is part of a wider green network and may act as a habitat stepping stone.

**Proposed Mitigation Measures / Suggested Alterations:**

- Contribution to enhanced open space or green network in alternative location
- Enhancements could be incorporated for biodiversity including retention of existing trees, additional tree planting and areas of wildflower meadow within the landscaping.
- Establish viability of connecting to sewer to ensure capacity is not an issue.

## Individual Site Assessment

Site Reference:	S350
Site Name:	Allander Halt
Address:	Allander Way, Milngavie
Site Suggested By:	Milngavie Community Council
Site Owner / Agent:	Scottish Water
Current Land Use:	Greenfield
Suggested Land Use:	Parking
Site Size	n/a hectares
Developable area (if available):	n/a
LDP Stage Suggested:	LDP2 Early Engagement

Aerial view



Site Photo –

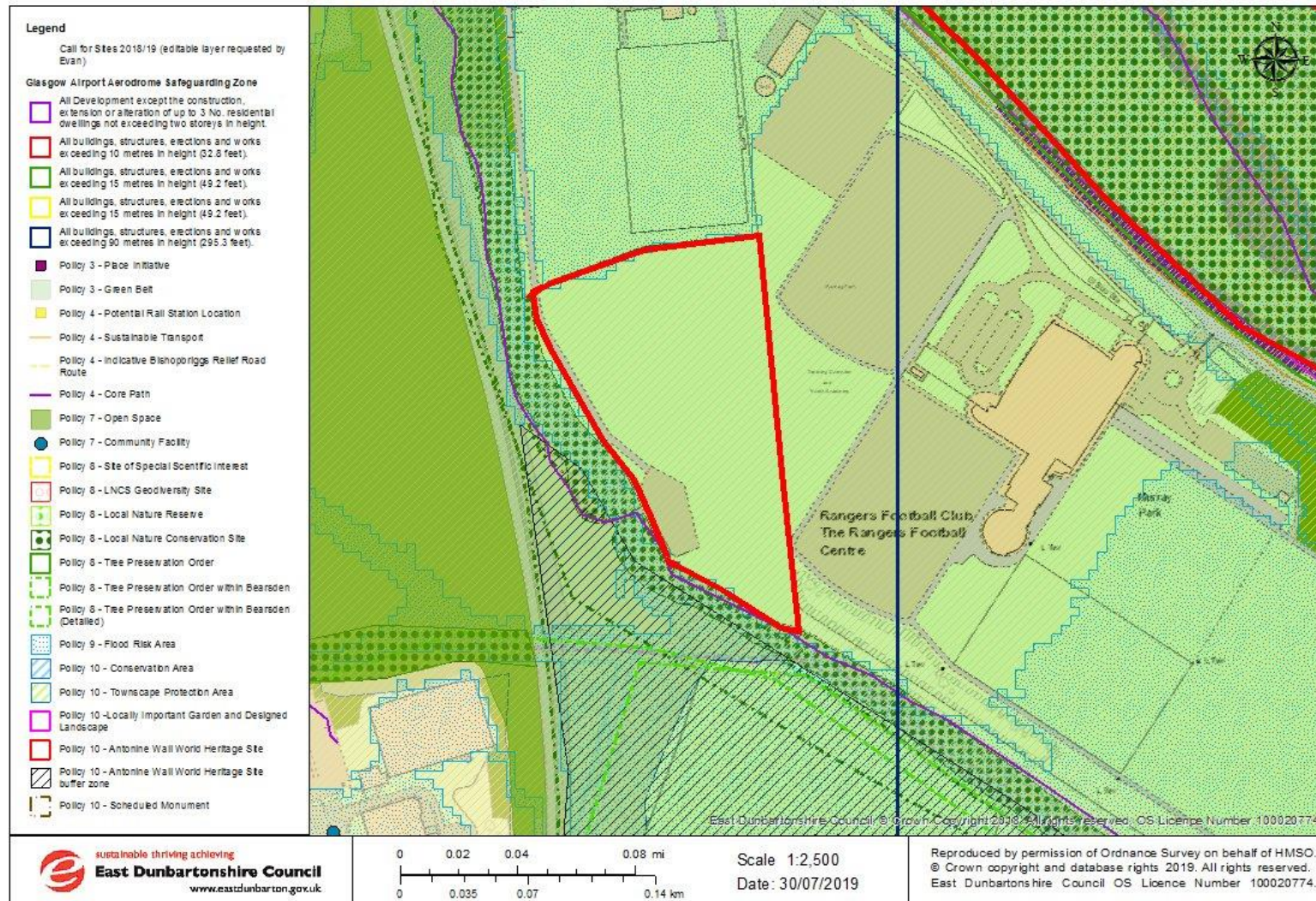
Site Photo

Site Photo



# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



### Information Provided by Milngavie Community Council:

**Proposed development:** That the Council identifies land close to the Allander Leisure Centre to provide additional parking for a future Allander Rail Halt. We suggest that, should the double-tracking be restored, all or part of the Scottish Water owned land on the east side of the railway could be used.

**Deliverability:** “Rather than waste money on decking at Milngavie station, the Council should think longer term and plan to compulsory purchase some additional land near the Allander. The roughly triangular (grand-piano shaped) land owned by Scottish Water on the east side of the railway, formerly a sewage works, is Green Belt and cannot be developed for housing, so its monetary value should be low. In the meantime the SW site could be used for long-stay parking for the West Highland Way. We believe that EDC should be more proactive in using compulsory purchase where the land would be of long-term strategic value to the community”.

### Information Provided by Key Agencies:

**SEPA:** Site is adjacent to fluvial flood risk with a few records of flooding around the site.

**Scottish Water:** Sewer lines to west and southern edge of site

### Information Provided by Public:

Milngavie Community Council suggested this site as part of the Call for Sites exercise. Their comments in support of this site are noted above.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	X	-- / ?	+ / - / ?	X	- / ?	--	--	--

### Assessment Summary:

The following significant issues exist on the site:

- Mineral Resources – coal bearing strata at surface
- The area required to be used to link the site to the proposed Allander rail station site is within the SEPA flood risk area (fluvial)

### Additional SEA commentary:

- The entire proposal site is an area of potentially contaminated land directly from the previous uses as a Sewage Works.
- The northern, western and southern boundaries of the proposals site are within the SEPA flood risk area (fluvial) and areas of the site are also at risk from surface water flooding.
- Given the close proximity to the Allander Water there is potential for diffuse pollution and surface water run-off from any development of the site.
- Development of the site into a future park and ride facility should the proposed Allander rail station development occur is likely to increase car usage, traffic congestion on the Burnbrae roundabout and the A807 and resulting emissions levels in the area at peak times.
- The site is directly adjacent to the Allander Water LNCS which follows the western and southern border of the proposal site.
- Significant infrastructure improvements would be necessary in terms of provision of appropriate access to the site and potential drainage issues.

**Proposed Mitigation Measures / Suggested Alterations:**

- Previously developed land now naturalised with ruderals, scrub and grassland. Potential for site to be Open Habitat Mosaic. Site provides semi-natural habitat along this part of the Allander. Site also provides a screen and reduces the impact of the light pollution and noise disturbance from the adjacent pitches reaching the river. Development would need to leave buffer to the river and providing additional screening to avoid disturbance.
- Providing access to the site may cause un-mitigatable disturbance to the river corridor/Allander LNCS and therefore should be avoided.
- Flood risk assessment is required to determine the developable extent of the site and viability of connecting to sewer to ensure capacity is not an issue.
- Allander Flood Study is relevant to this site - site is within a functional flood plain. Any development should have porous paving & SuDS to improve on existing hard standing.

- Investigate and remediate potentially contaminated land.
- Protect and enhance Allander Water LNCS biodiversity value and green network
- Investigate and remediate potential contamination.
- Development would need to enhance/retain amenity value of Allander walkway

### **Transport Comments**

- Vehicle access to this site would be from A807 Auchenhowie Road via a road adjacent to the sports club which is not in public ownership and is not suitable for this volume of daily traffic as it is one lane only.
- Development of the site into a future park and ride facility for the proposed Allander rail station would require the creation of safe, well lit access paths from the car park to the Allander rail station site. This would be approximately 400-500m walk. This would require the removal of greenspace and would be constructed on SEPA flood risk areas.
- The location and proposed land use of the site would increase the volume of vehicular traffic in the local area. This increase in vehicular traffic would impact on the Burnbrae roundabout and the A807 Auchenhowie Road junction. This could increase congestion in the local area with potential negative implications for local air quality.
- The location of a park and ride facility on this side of the railway would be less favourable due to the increase in distance vehicles would have to travel from the south and west in order to access the proposed Allander rail station. It would also increase the distance required to walk from the park and ride facility to the train which would be less favourable and would reduce the ability of the facility to facilitate a shift to sustainable travel.

## Individual Site Assessment

Site Reference:	S361
Site Name:	Drumclog Avenue
Address:	Land north of Drumclog Avenue, Milngavie
Site Suggested By:	Urban Capacity Study
Site Owner / Agent:	Unknown
Current Land Use:	Urban brownfield
Suggested Land Use:	n/a
Site Size	0.31 hectares
Developable area (if available):	0.31 hectares
LDP Stage Suggested:	LDP Early Engagement



Aerial Photo



Site Plan

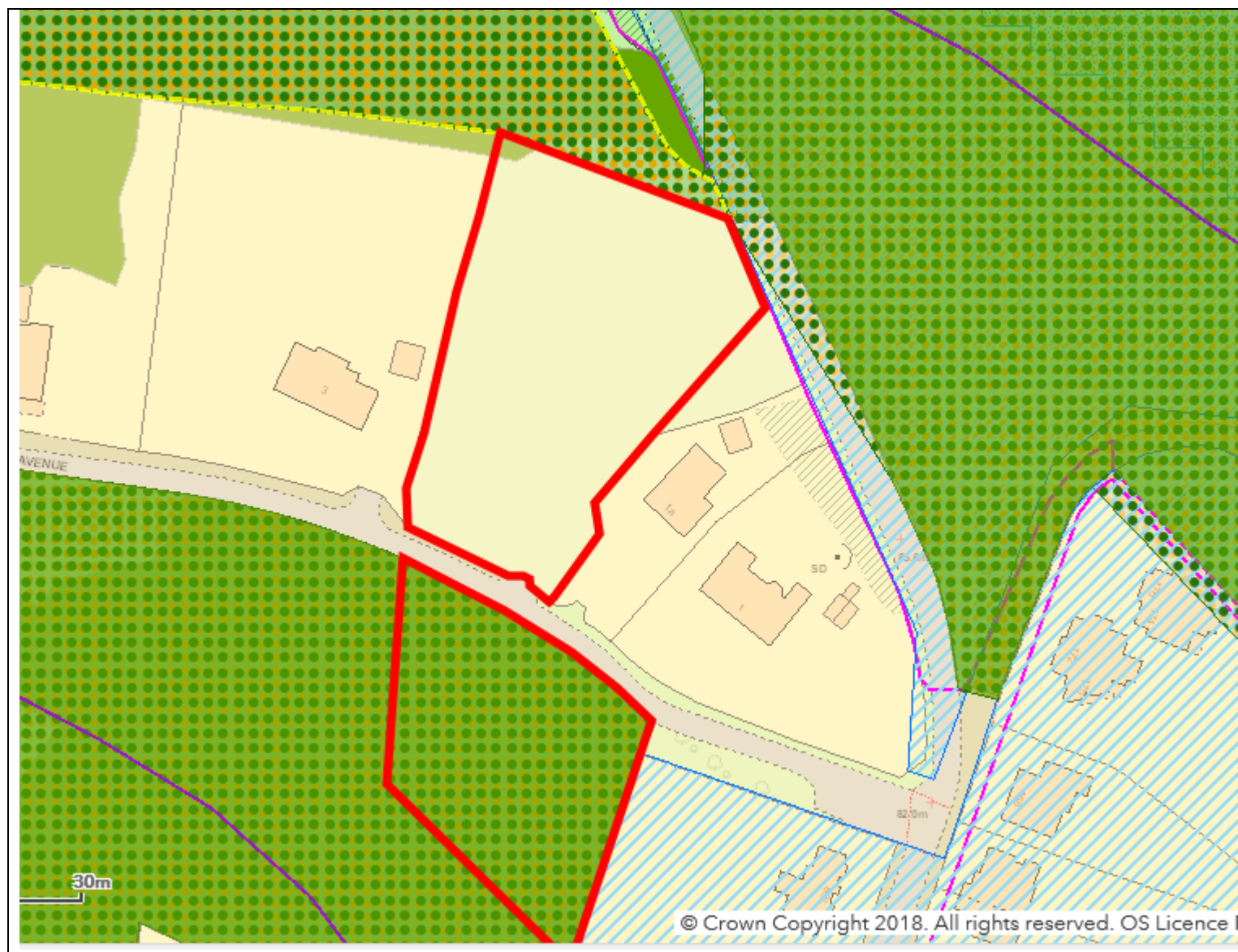


Site Photo

Site Photo



Site Plan / Constraints Map (including Legend)



### Information Provided by the Urban Capacity Study:

**Proposed development:** Opportunity for houses of similar type/scale as those found within the locale.

**Deliverability:** The site has been the subject to a planning application, but this was rejected on the grounds of scale and setting. May only provide for 2 units if kept to similar scale as surrounding residential area. Private access road leading to site.

### Information Provided by Key Agencies:

**SEPA:** A minor watercourse with potentially culverted sections flows along the site boundary which could represent a potential flood risk. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required.

**SNH:** Retain and strengthen any existing mature trees.

### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	-	X	--	X	-	-	-

### Assessment Summary:

Site has potential for development

### Additional SEA commentary:

- Access road infrastructure required to access site from Drumclog Avenue.
- Development of the site would result in the loss of mature trees and woodland habitat.

- The site is not in close proximity to bus stops for public transport link and is beyond 1km walking distance from the town centre and local facilities and services. Development in this location is likely to increase reliance on private vehicular travel.

**Proposed Mitigation Measures / Suggested Alterations:**

- Any development must be of a similar scale, density and type to the surrounding residential area.
- Approximately 30% of site to North East corner is listed on national forestry inventory as broadleaved woodland. Control of Woodland Removal Policy should therefore be followed in the event of any development.
- Creation of woodland edge habitat to north to act as buffer to LNCS/SSSI.
- Flood Risk Assessment required to establish the impact of potential flooding from Mugdock Reservoir to the north



Torrance, Balmore, Bardowie, Baldernock

## Individual Site Assessment

Site Reference:	LDP 6.23
Site Name:	Kelvin View
Address:	Torrance
Site Suggested By:	
Site Owner / Agent:	Hallam Land Management, Sanctuary Housing Association
Current Land Use:	Agricultural land
Suggested Land Use:	housing
Site Size	1.2 hectares
Developable area (if available):	-
LDP Stage Suggested:	LDP (allocated) as affordable housing

Aerial Photo



Site Photo – View South East from Kelvin View



Site Photo – Looking East



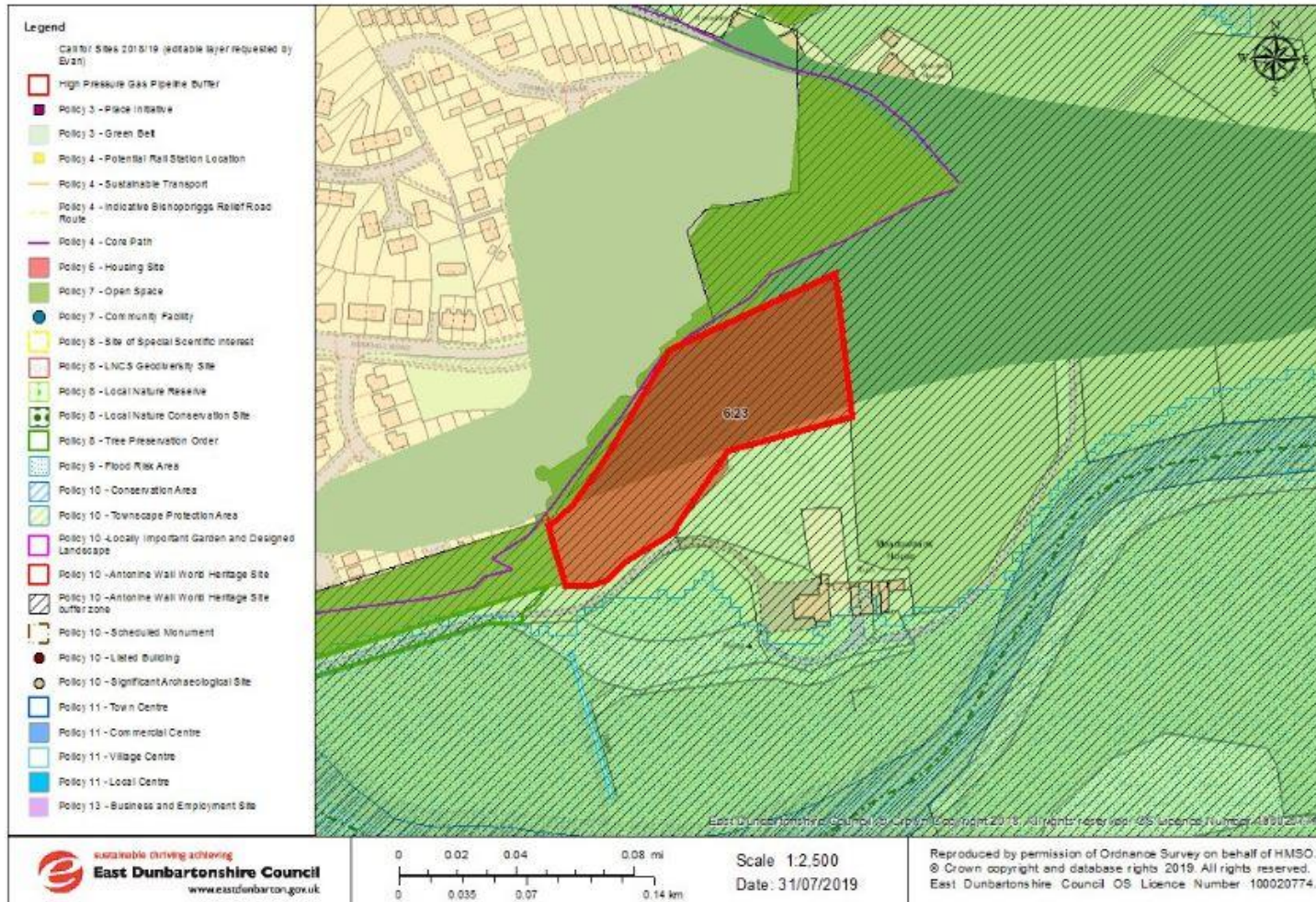
Site Photo





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



### Information Provided by Sanctuary Housing:

Proposed development: The LDP allocates the site for 100% affordable housing for 25 units, with a key requirement that the site is to remain within Green Belt until developed.

Site is within 5 minute walk of a one bus per hour all day bus stop.

Deliverability: The Housing Land Audit 2018 identifies the site as effective, with no constraints. It is programmed for development in 2019/20.

### Information Provided by Key Agencies:

**SEPA:** Adjacent to an area of fluvial flood risk

**HES:** This proposed development site is located in agricultural land on the south-eastern edge of Torrance. Parts of the land were allocated for housing in the first local development plan, and the proposals presently put forward unite these into one block. 25 affordable housing units are proposed. The site is within the Antonine Wall WHS Buffer Zone.

Although this site is within the Buffer Zone, it is at the northern edge, immediately adjacent to the village of Torrance to the north of Meadowbank House. In views northwards from the Wall the proposed development would be visible as part of an existing area of houses, partially masked by the buildings and landscaping of Meadowbank House. Any adverse impacts on the setting of the WHS could be mitigated by design and archaeological conditions. If this allocation is taken forward then the need for such mitigation should be highlighted in the plan.

**Scottish Forestry:** Retain, protect and incorporate woodland into the design planning.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	- / ?	0	-	--	X	-	- / ?	0 / ?

### Assessment Summary:

The following constraints exist on this allocated housing site:

- Site is only to be released from greenbelt if it is for affordable housing. Overall greenbelt defensibility of high, with significant spatial functionality. Distinctive 'parkland' character provides a natural buffer between housing and the river corridor.
- Prime quality agricultural land, in the centre and north of the site
- It is on the edge of the Antonine Wall World Heritage Site Buffer Zone, however screened by trees
- The site is part of an area of green belt with medium to high overall defensibility and high visual and environmental quality. Area provides locally important setting and 'edge' to south-east Torrance. Development will affect the local landscape character and



existing landscape features including hedge lines and mature trees.

- Site is part of an area with medium landscape capacity for development.
- Significant biodiversity value due to grassland, boundary features and a small strip of broadleaved woodland (all LBAP habitats)
- The site is not within 400m of bus stops, and does not have regular services.
- Localised flood risk

**Additional SEA commentary:**

- The site is in close proximity to the SEPA fluvial flood risk area to the south.
- Site is beyond 400m walking distance from bus stops (approximately 600m) and only provides hourly services. The site is within a 10 minute walk of Torrance town centre (limited facilities and services). Given its location, development is likely to increase private vehicular travel in the area due to the poor frequency and choice of public transport or active travel alternatives. This is likely to have an adverse impact on local air quality levels and also increase transport related emissions.

**Proposed Mitigation Measures / Suggested Alterations:**

- Design of any development to protect and enhance the Antonine Wall World Heritage Site Buffer Zone
- Protect, enhance and expand green network open space and core path on the northern edge of the site and the nearby River Kelvin. Provide access to and enhancement of adjacent open space.
- Provide landscape framework for site which enhances landscape character of this section of the lowland valley and creates a new green belt boundary. Avoid development on and manage good quality grassland and retain and enhance hedgerows and woodland.
- Meet flooding and drainage guidelines, including surface water flood risk.
- Establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have.

- Ground investigations
- Archaeological evaluation required due to greenfield land and former garden ground

## Individual Site Assessment

Site Reference:	S204
Site Name:	Ferrymill Motors
Address:	Campsie Road Torrance
Site Suggested By:	Jigsaw Planning
Site Owner / Agent:	Ferrymill Motors
Current Land Use:	Vacant Land
Suggested Land Use:	residential
Site Size	1.3 Hectares
Developable area (if available):	
LDP Stage Suggested:	LDP (unallocated), LDP2 Early Engagement

Aerial Photo



Site Photo – View from Industry to West



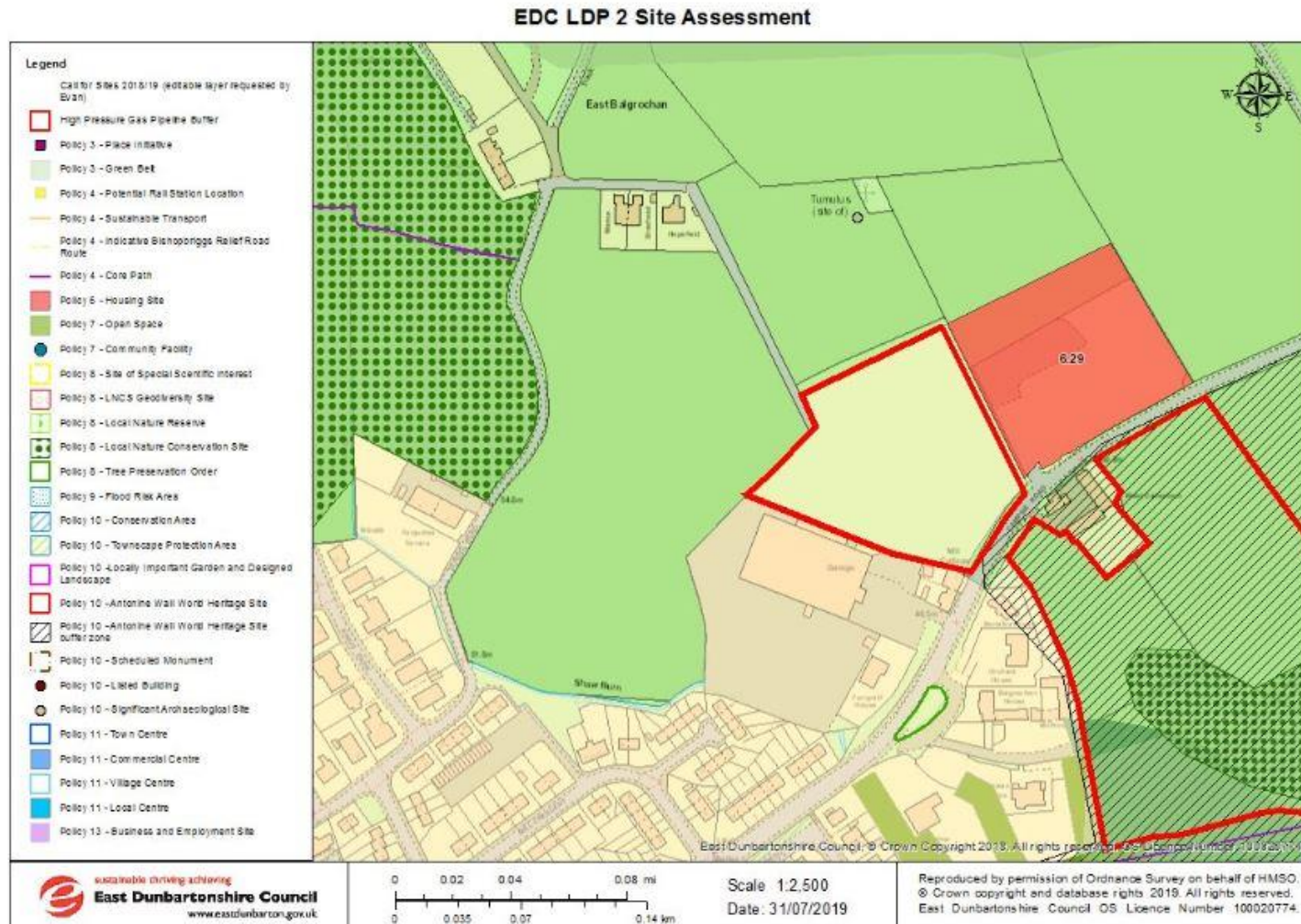
Site Photo – Looking North



Site Photo – Looking South East



## Site Plan / Constraints Map (including Legend)





### Information Provided by Jigsaw Planning:

Proposed development: Site is within the existing settlement boundary and adjacent to housing site under construction so would be an infill site. Site is 0.64 miles to the village centre, 0.23 miles from nearest bus stop on B822 and 0.78 miles from Torrance Primary School. The current landowner has no requirement for this site. Residential is the preferred use as there would be a low demand for industrial uses in this location. Site is adjacent to West Carelstoun Mound, a significant archaeological site but development will have no impact on this. Surrounding trees and hedgerows could be retained, subject to a tree survey.

Deliverability: No further land assembly required, no legal burdens, potentially contaminated land on site should be considered. Anticipated programming is longer term 5-10 years, may come forward earlier when a house builder comes on board. A new access may be required from B822 or could be taken through the existing Ferrymill site.

### Information Provided by Key Agencies:

**SEPA:** Small area medium surface water flood risk, to north west of Ferrymill Motors. Preference for connection to sewer in this area, potential connection nearby but capacity check with ScW required. Review of the surface water 1 in 200 year flood map shows that there may be localised flooding issues on the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.



## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	0	-	?	0	0	-	-	0

### Assessment Summary:

The following constraints exist on this brownfield site, and are subject to further investigation:

- The site is adjacent to a business and therefore there is a high likelihood of industrial noise.
- The opportunity for the business to relocate elsewhere in East Dunbartonshire is being considered by its management.

Other constraints:

- The site is within 400m of bus stops, but does not have frequent services.
- Local flood risk issues

- Potential contamination from past business uses.

Note - this is a brownfield site within the urban area and partly used for coach parking. It would be infill development between housing, a business and the new residential development to the east.

Additional SEA commentary:

- Site is within 400m walking distance from bus stops and within a 10 minute walk of Torrance town centre (limited facilities and services). Given its location development is likely to increase private vehicular travel in the area due to the poor frequency and choice of public transport or active travel alternatives.
- Small area of medium surface water flood risk to the north west of the site. Localised flooding issues may be an issue for the site.
- There is an area of potentially contaminated land directly south of the site (Old Mill Dam, Torrance). Therefore the proposal site should be further investigated given proximity and link to the adjacent site and potential contamination.
- Development would be infill development within the village boundary.

#### **Proposed Mitigation Measures / Suggested Alterations:**

- Landscape framework which retains and enhances boundary features, including a mature hedge, and tree lines, for biodiversity interest.
- Access should be taken from B road
- Blocked right of way running through site should be reopened.
- Onsite open space and play space required
- Meet flooding and drainage guidelines, due to surface water flood risk
- Conserve biodiversity interest of marshy area in site as part of the design process.
- Noise Impact Assessment

- Ground investigations
- Significant archaeological site of prehistoric burial monument north of the site, therefore archaeological evaluation required

## Individual Site Assessment

Site Reference:	S222
Site Name:	South Campsie Road
Address:	Campsie Road, Torrance
Site Suggested By:	Dawn Homes
Site Owner / Agent:	Andre George Whitelaw
Current Land Use:	agricultural
Suggested Land Use:	residential
Site Size	3.2 hectares
Developable area (if available):	2.3 ha
LDP Stage Suggested:	LDP2 Early Engagement, Call for Sites

Aerial Photo



Site Photo – North East of Site



Site Photo – View South Across the Site



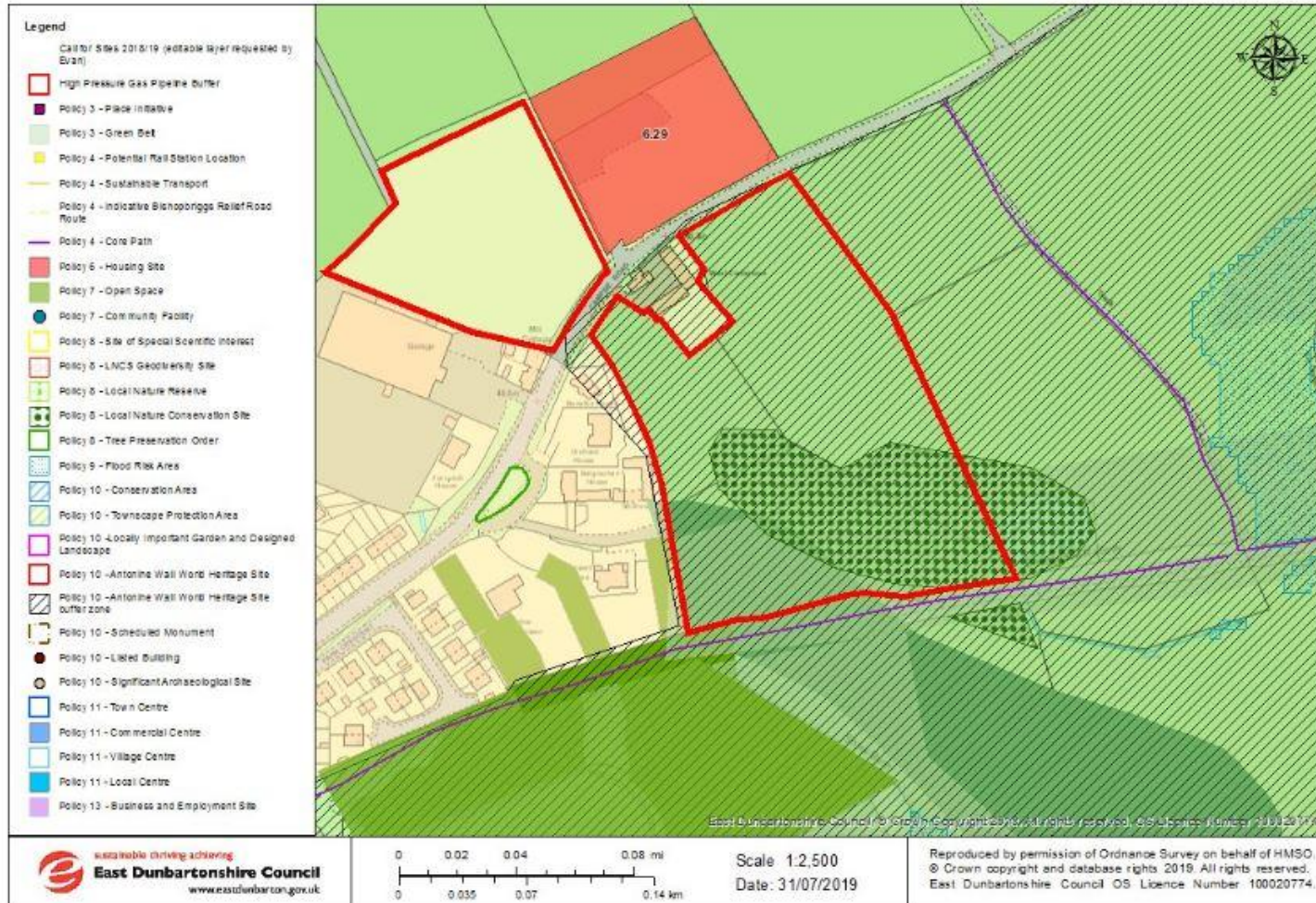
Site Photo – North West of Site





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment





### Information Provided by Dawn Homes:

Major scale development, therefore strategic in scale

Proposed development of 50 housing units (13 affordable) and open space: Site links to core path to south and bus stops within 4 minutes walk of site and village centre in 8 minutes walk of the site. The site is within the Frontiers of the Roman Empire (Antonine Wall) buffer zone. However development to north and west and there is landscape capacity for development and landscaped open space/ play area to the south and landscaping to the east would contain the development. Development would therefore round off the village boundary.

Deliverability: 25 per annum, SEPA flood risk map shows surface water flood risk at south of site.

### Information Provided by Key Agencies:

**SEPA:** A small watercourse flows through the site which could represent a flood risk.

**SNH:** The southern half of the site is unsuitable for development due to the significant overlap with the Carlston Farm Wetlands LNCS.

If developed (in landscape terms) this site would need a strong eastern edge established to create new defensible boundary for the settlement. Mature roadside trees and woodland on site should be retained and integrated into the development. Development should be well set back from the WHS.

**HES:** The proposed site is to the south of Campsie Road (B822), in agricultural land around West Carlestoun Farm. It is within the WHS buffer zone, on the northern edge, on slightly raised ground which forms the northern slope of the valley north of the Antonine Wall. Development has already taken place north of Campsie Road. In views north from the Wall, therefore, although the proposed development would be visible, it would form an indistinguishable part of an existing area of housing which extends the village of Torrance eastwards along the B822. Any adverse impacts on the setting of the WHS could be mitigated by careful attention to design and through the application of development management policies for archaeological sites. If this allocation is taken forward then the need for such mitigation should be highlighted in the plan and associated action programme.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
0	-	--	-	-	0 / ?	--	--	0

### Assessment Summary:

The site is unsuitable for development because:

- The Torrance Marshes LNCS in the south of the site to be avoided
- The green belt boundary of Torrance west of the site has medium/high defensibility, with the green belt function in the area of providing a countryside setting for Torrance, viewed from Campsie Road and the core path to the south. It also has an area of high biodiversity value within it.
- Prime quality agricultural land in the south western corner of the site.

Other constraints:

- The site is within 400m of bus stops, but does not have regular services.
- Site is on the northern edge of the Frontiers of the Roman Empire (Antonine Wall) buffer zone
- The localised flood risk of surface water in the south of the site

Additional SEA commentary:

- The southern half of the site is unsuitable for development due to the Carlston Farm Wetlands LNCS, link as a green network asset and potential flooding issues in relation to the southern proportion of the site. Any development to the north could still impact on the assets to the south due to the topography of the site.
- Site is within 400m walking distance from bus stops and within a 10 minute walk of Torrance town centre (limited facilities and services). Given its location, development of this scale is likely to significantly increase private vehicular travel in the area due to the poor frequency and choice of public transport or active travel alternatives.
- Development of the site could adversely impact on the settlement pattern of Torrance and given the lack of development on the south side of Campsie Road in this location it could contribute towards a ribbon development,
- A large proportion of the site (south west) is also classified as Prime Quality Agricultural Land.

Proposed Mitigation Measures / Suggested Alterations:

- Landscaped Framework to contain the site, including a reinforced green belt boundary to the east, with retained and enhanced hedgerows. Design to protect the setting of the WHS.
- Open space and play area required, in south of site to enhance the core path with residential development fronting this area, for passive surveillance. Enhance, and provide a link to the core path, also part of the green network .
- Avoid development on the LNCS on the southern part of the site, and protect it from hydrological impacts from development.
- Protect good quality trees and hedgerows on the site.

- The design of the site road frontage should enhance the entrance to Torrance from the east.
- Meet flooding and drainage guidelines, due to surface water flood risk. Take environmental impacts on LNCS into consideration as part of approach to any SuDS.
- Establish viability of connecting to sewer to ensure capacity is not an issue.
- Site is near to the significant archaeological site of a prehistoric burial monument, therefore archaeological evaluation required

## Individual Site Assessment

Site Reference:	S23
Site Name:	Balmore Paddock
Address:	Balmore Road, Balmore
Site Suggested By:	Caledonian Properties Ltd
Site Owner / Agent:	Montagu Evans
Current Land Use:	Vacant field and scrub
Suggested Land Use:	residential
Site Size	0.9 hectares
Developable area (if available):	-
LDP Stage Suggested:	LDP (not allocated), LDP2 Early Engagement, call for sites

Aerial Photo



Site Photo – North of Old Balmore Rd



Site Photo – Building of Interest in East of Site



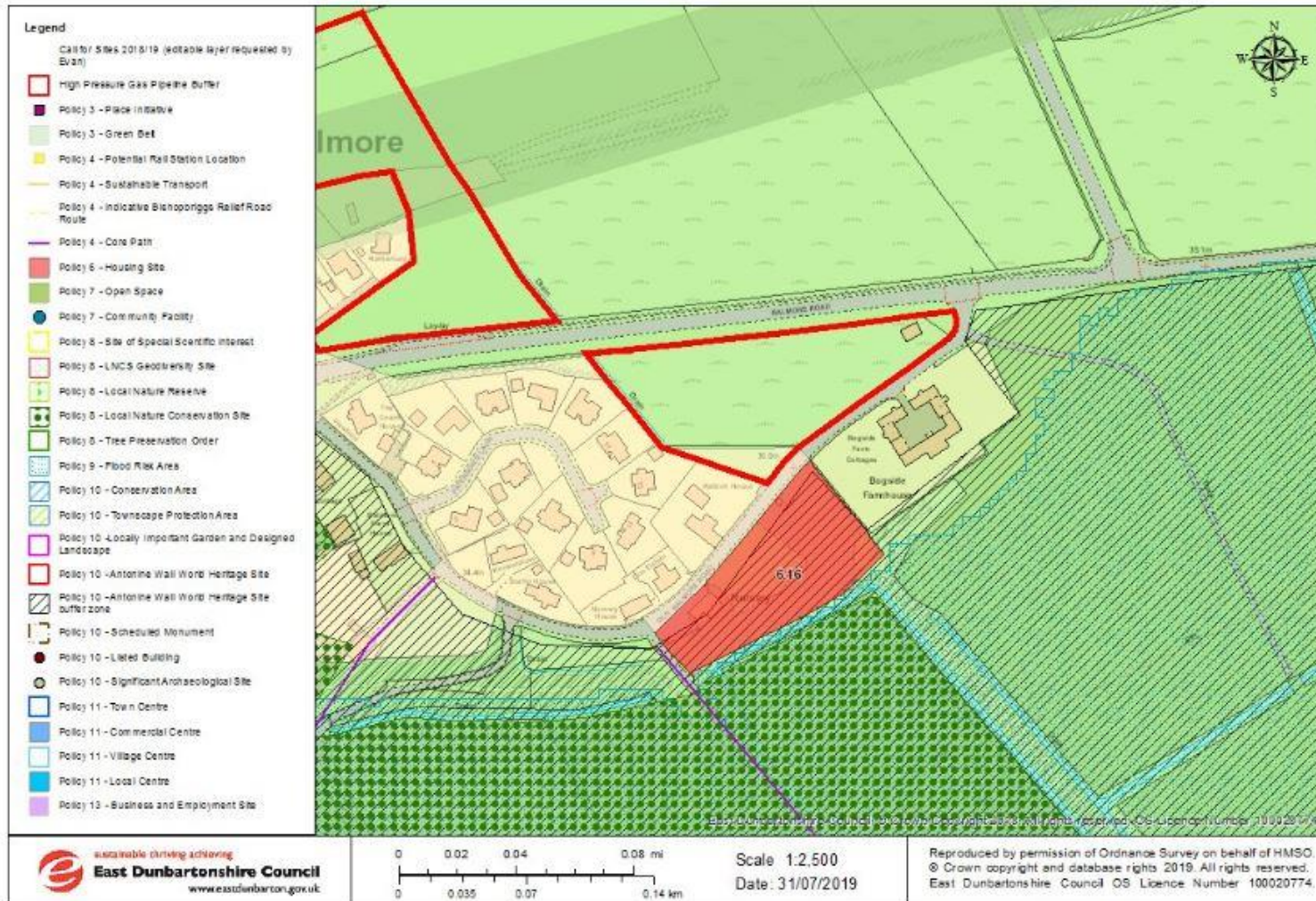
Site Photo – Site South of the Road (to right)





## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



--

<p>Information Provided by Montagu Evans:</p> <p>Proposed development:</p> <p>The development is adjacent to and east of the residential area of Patersons's Laun and north east of the housing allocation of Balmore Nursery. The site is of a low landscape sensitivity and could accommodate development. Landscaping on the edges of the site to provide a buffer to the development, enhance the character of the settlement and provide a long term defensible and sustainable settlement boundary. It forms a natural extension to the settlement. The settlement is served by bus services. 25% affordable housing.</p> <p>The SEPA flood map shows the site as within an area that may flood.</p> <p>Deliverability: short/ medium term to overcome site constraints.</p>
<p>Information Provided by Key Agencies:</p> <p><b>SEPA:</b> adjacent to an area of fluvial flood risk. SFDAD suggests are is also protected by a formal FPS. Standard of Protection should be confirmed.</p>
<p>Information Provided by Public:</p> <p>This section will be revisited after Main Issues Report consultation.</p>

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	0	0 / ?	X	--	-	-	--	-

### Assessment Summary:

The site is unsuitable for development as:

- It is within the flood risk area shown on the SEPA flood map, with high and medium risk of surface water flooding for central and eastern parts of the proposal site. Minor watercourse runs along the
- southern boundary of the site. The River Kelvin Flood Protection Scheme protects the area, however the site is in close proximity to the fluvial flooding high risk area, which will require further investigation in terms of potential impacts on site. If the flood plain is under water the minor watercourse is likely to back up and flood the site.
- The defensibility of the Balmore green belt boundary south of the A road is medium/ high. Green belt functions in the area

include a countryside buffer to urban development, viewed from the A road, and avoiding floodplain to prevent flood risk.

Other constraints include:

- The site is within 400m of bus stops, but does not have regular services.
- Site is remote from any town/ village centre and associated facilities.

Additional SEA commentary:

- Good access to core path network, however due to the remote nature of the site there is poor access to local amenities, services, employment centres and rail connection. The site is primarily accessed by car-based transport or infrequent bus services. Development in this location would significantly increase the need to travel by private vehicle given the poor access to public transport or active travel alternatives, adversely impacting on local air quality and increase emissions levels.
- A small stone structure has been identified in the eastern corner of the site.

#### **Proposed Mitigation Measures / Suggested Alterations:**

- Flood risk assessment is required including surface water flood risk. Standard of protection should be confirmed.
- Protect watercourse on site and de-culvert covered areas.
- Assessment of drainage capacity and viability of connecting to a sewer.
- Provide a landscaping framework to enhance the character of the settlement and provide a defensible green belt boundary, particularly along the road to the north and south-east of the site
- Green network opportunity to conserve and enhance boundary features, hedgerows
- Enhancement of core paths and connection from development site to the core paths
- Onsite open space and play space required
- Archaeological evaluation of the site, including the stone structure in the east of the site.

- Additional survey work and assessments to be undertaken to in relation to the presence and impact on Protected Species. Conservation and protection of indicated Protected Species to be ensured.
- Noise Impact Assessment
- Ground investigations

## Individual Site Assessment

Site Reference:	S221
Site Name:	East Balmore
Address:	Balmore Road, Balmore
Site Suggested By:	Mr Morrison et al
Site Owner / Agent:	David Morrison, Peter Stirling, Graham Foreman
Current Land Use:	Agricultural and former railway line.
Suggested Land Use:	residential
Site Size	1.5 hectares
Developable area (if available):	
LDP Stage Suggested:	LDP2 Early Engagement



Aerial Photo



Site Photo – Baltimore Church Hall and Site to East

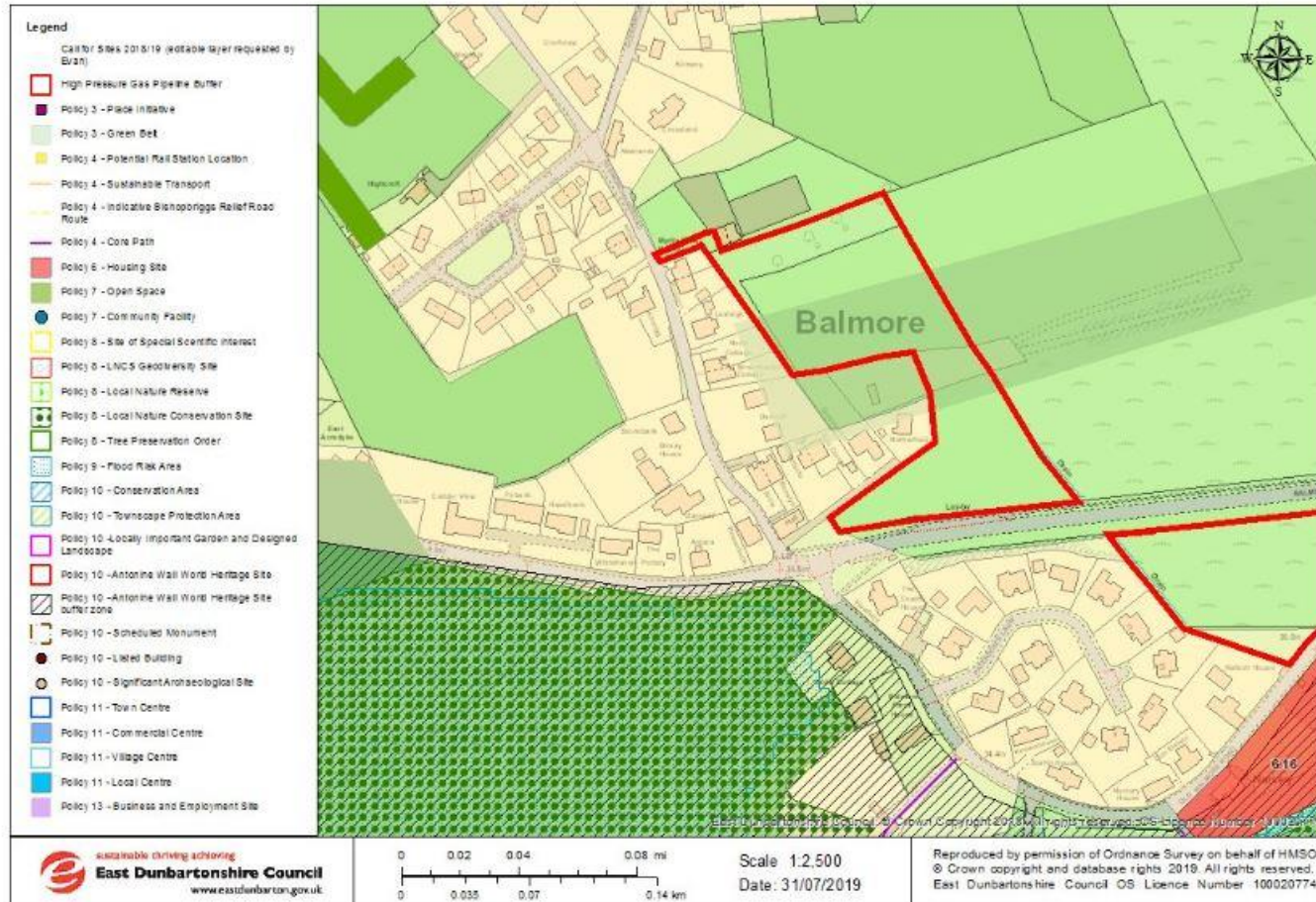


Site Photo



## Site Plan / Constraints Map (including Legend)

### EDC LDP 2 Site Assessment



### Information Provided by Mr Morrison et al:

Proposed development: The proposal is for 9 private and 3 affordable houses to be undertaken by a single housebuilder. It would provide a robust boundary which relates to the village boundary south of the road. Not in flood risk area and no history of flooding on site. There is a ditch east of the site. The site is adjacent to a bus stop and near a core path. Vehicular access to the site from Balmore Road may need repositioning of bus layby, however there is potential for associated traffic calming on Balmore Road. The site could provide an alternative footpath link from the north of the village to the bus stop, instead of Glenorchard Road which has substandard footways. Could provide an area of parking for the community hall to the west, on site and an opportunity for adjacent houses to connect to the public sewer.

Deliverability: Nine month lead in and six houses per year, over two years.

### Information Provided by Key Agencies:

**SEPA:** Adjacent to a small watercourse which could represent a flood risk.

**SNH:** Northern part of site is relatively well screened and could be better integrated without affecting the wider village setting. Should the southern part of the site be developed a strong new village edge could be established in line with the housing on the other side of the road. Housing should be set well back from Balmore Road A807 and new boundary planting reinforced and incorporated to reflect semi rural character of existing housing and reinforce existing green network.

### Information Provided by Public:

This section will be revisited after Main Issues Report consultation.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	0	+ / ?	--	X	-	-	-

### Assessment Summary:

The site is unsuitable for development because:

- The site is within the Hazard Zone of the Hazardous Installation of Balmore Water works.
- The eastern green belt boundary of Balmore, north of the A road, has medium/high defensibility. The green belt in the area has the function of contributing to the countryside setting of Balmore, in particular the prominent sloping field beside the road and preventing coalescence with the water works and Torrance.

Other constraints:

- The site is within 400m of bus stops, but does not have regular services.
- Site is remote from any town/ village centre and associated facilities, the nearest local facilities are in Torrance to the east.
- Former railway line in the centre of the proposal site, with potential contamination
- Localised surface water flood risk

Additional SEA commentary:

- There is an area of potentially contaminated land (Glenorchard Road) in the centre of the proposal site.
- Development of the site, particularly the southern half would be clearly visible from Balmore Road and encroach into the green entrance to the village, altering the settlement pattern and local distinctiveness.
- Good access to core path network, however due to the remote nature of the site there is poor access to local amenities, services, employment centres and rail connection. The site is primarily accessed by car-based transport or infrequent bus services. Development in this location would significantly increase the need to travel by private vehicle given the poor access to public transport or active travel alternatives, adversely impacting on local air quality and increase emissions levels.

**Proposed Mitigation Measures / Suggested Alterations:**

- Consult with Health and Safety Executive on whether this proposed development is compatible with the Hazardous Installation
- Landscape framework to development, including reinforced green belt boundary in eastern edge, Conserve and enhance trees and hedges on the site.
- Onsite open space and play space required
- Provide car parking for local hall
- Provide path link through the site from Glenorchard Road
- Reposition bus layby and stop
- Vehicular access from Balmore Road

- Noise Impact Assessment
- Ground investigations
- Archaeological evaluation required
- Flood risk assessment, including confirmation of standard of River Kelvin Flood Protection Scheme and surface water from watercourse to south east



Twechar

## Individual Site Assessment

Site Reference:	LDP 6.41
Site Name:	Glen Shirva Avenue
Address:	Twechar
Site Suggested By:	LDP site
Site Owner / Agent:	Castle Rock Edinvar Housing
Current Land Use:	Open Space
Suggested Land Use:	Housing
Site Size	n/a
Developable area (if available):	n/a
LDP Stage Suggested:	LDP

Aerial Photo



Site Photo



Site Photo



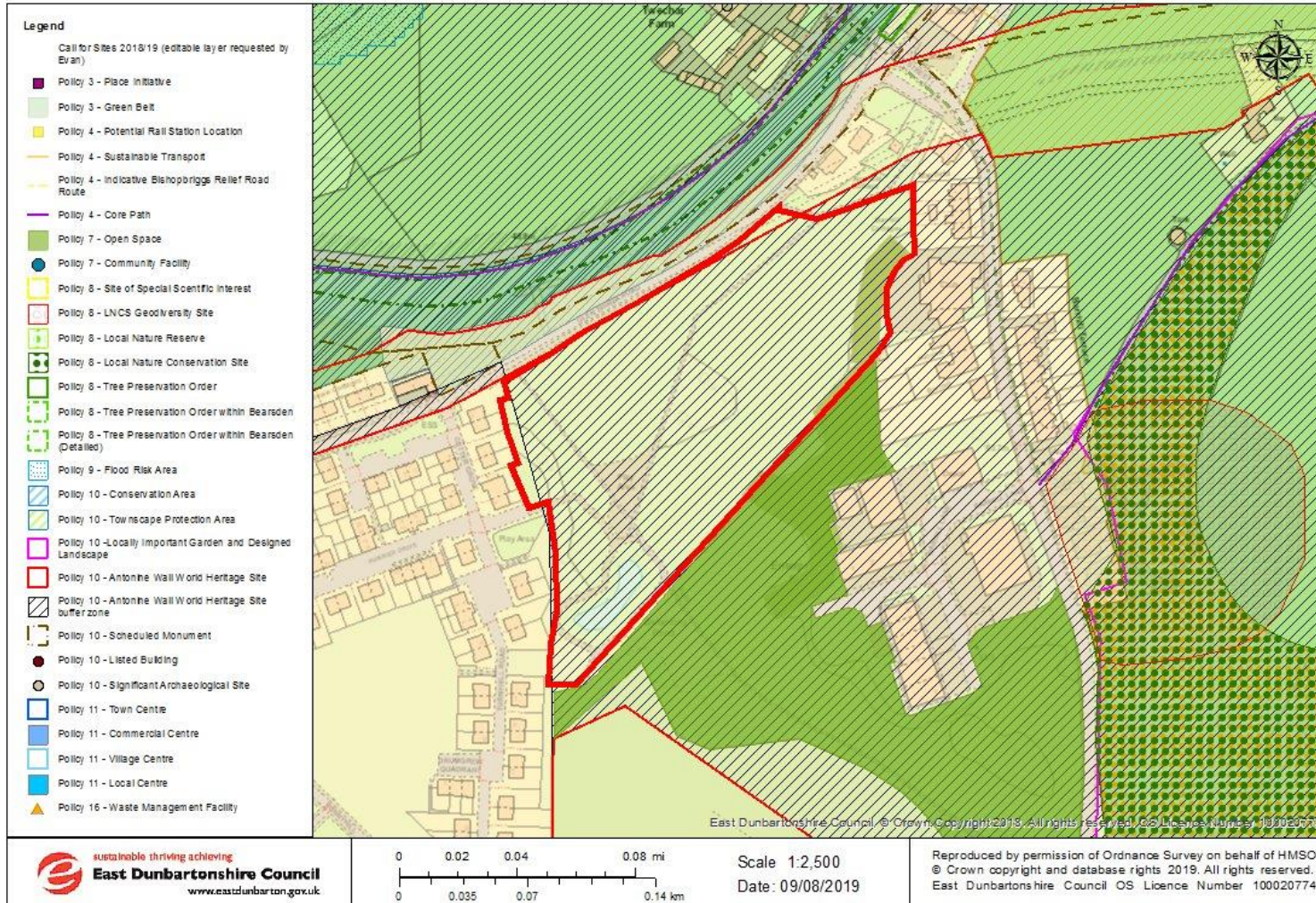
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



<p>Information Provided by: Castle Rock Edinvar Housing</p> <p><b>Proposed development:</b> Affordable Housing proposals for 29 units. Not currently effective. Marketability constraints.</p> <p>Will link to village masterplan.</p> <p><b>Deliverability:</b> Housing to be delivered post 2024.</p>
<p>Information Provided by Key Agencies:</p> <p>n/a</p>
<p>Information Provided by Public:</p> <p>Additional information could be provided during Main Issues Report Consultation period.</p>

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	-- / ?	- / ?	+ / ?	-	X	--	-	-

### Assessment Summary:

The following significant issues exist on the site:

- The northern border of the site is directly adjacent to the line of the Antonine Wall WHS and lies entirely within the buffer zone. A small section of the site (north) encroaches onto the line of the Antonine Wall. The section should be removed as it is unsuitable for development. The site is also directly north from the Roman Fort (part of the WHS designation for its archaeological significance).



- Loss of valuable open space
- A small portion of the site (at eastern and south-eastern edges) includes an area of native woodland
- The whole site and surrounding area (north and south) are within an area of potentially contaminated land.

**Additional SEA commentary:**

- The site is outwith the SEPA fluvial flood risk area, although small areas of the site are at high/medium risk of surface water flooding (on western and northern boundaries).
- In addition to the sections of native woodland, the site also hosts large pockets of mature trees and vegetation.
- The site is within 400m walking distance of bus stops (only with hourly services) and is approximately 500m walking distance to Twechar centre and associated amenities and services. The site is in close proximity to the core path network which links to Kirkintilloch. Although, it is a distance of approximately 1.6 miles to the outskirts of the urban area using the path network. Due to the poor frequency of public transport and active travel potential, development of this site is likely to increase private vehicular travel and result in adverse impacts on local air quality and increases in transport related emissions.

**Proposed Mitigation Measures / Suggested Alterations:**

- Opportunity for broadleaved woodland and wetland habitat mosaic creation associated with low quality open space enhancement. Possible opportunity for core path enhancement through development.
- Providing replacement children's play park overlooked by new development
- Improved pedestrian links to surrounding area.
- Investigate and remediate where possible any potential contamination identified.
- Evaluate and retain mature trees/woodland of value.
- Protect and enhance the setting of Frontiers of the Roman Empire World Heritage Site (Antonine Wall), Roman Fort and Forth and Clyde Canal.

- Flood risk assessment is required to ascertain the developable extent of the site and to establish viability of connecting to sewer to ensure capacity is not an issue.
- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have.

## Individual Site Assessment

Site Reference:	LDP 6.45
Site Name:	MacDonald Crescent
Address:	Twechar
Site Suggested By:	n/a
Site Owner / Agent:	n/a
Current Land Use:	Greenbelt
Suggested Land Use:	Housing
Site Size	n/a
Developable area (if available):	n/a
LDP Stage Suggested:	LDP

Aerial View



Site Photo



Site Photo



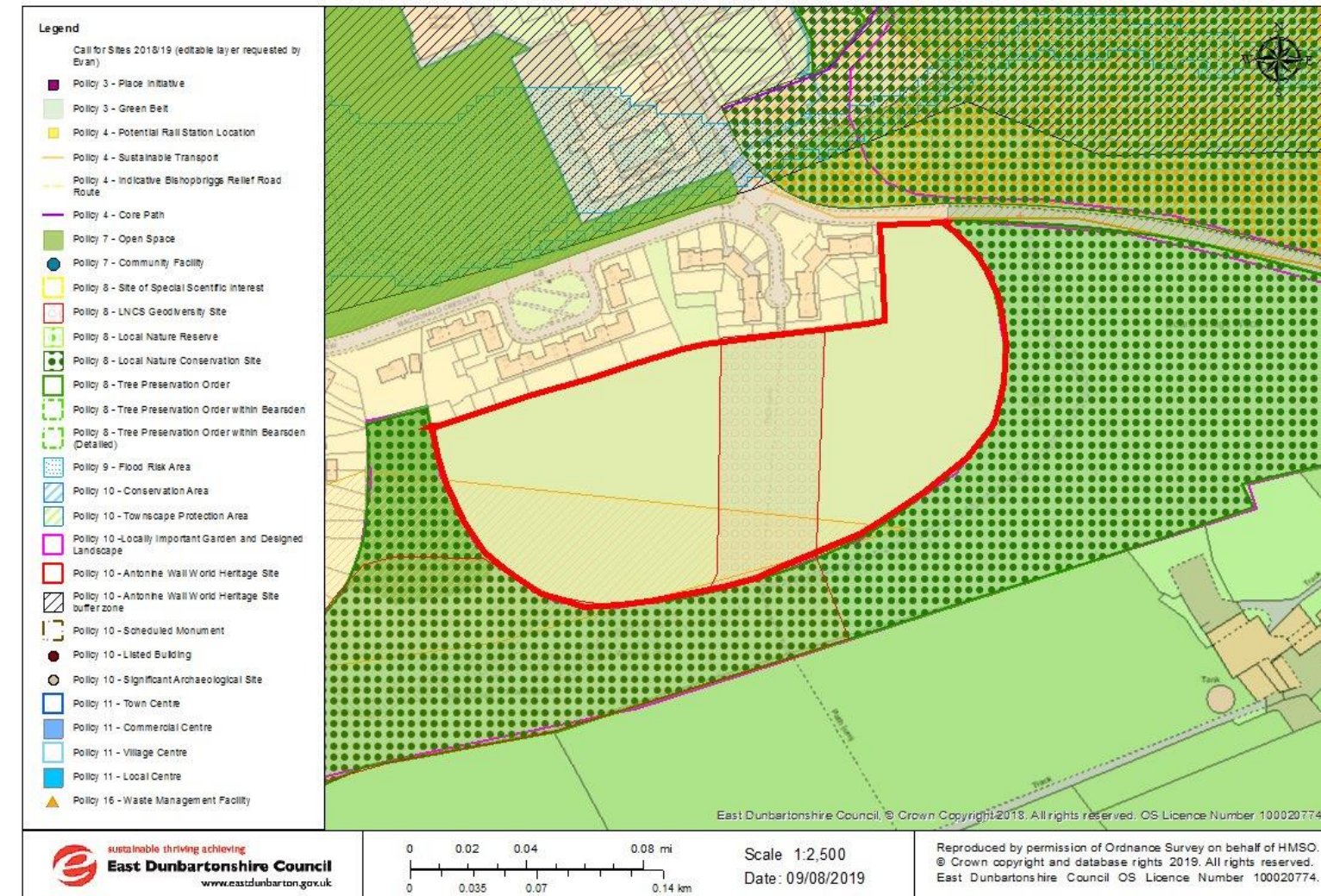
Site Photo





# Site Plan / Constraints Map (including Legend)

## EDC LDP 2 Site Assessment



<p>Information Provided by builder:</p> <p><b>Proposed development:</b>  Site is not currently effective. Marketability constraints. Potential capacity of 92 units.  Private 69  Affordable 23</p> <p><b>Deliverability:</b> All units to be delivered post 2024.</p>
<p>Information Provided by Key Agencies:</p> <p>n/a</p>
<p>Information Provided by Public:</p> <p>Additional information could be provided during Main Issues Report Consultation period.</p>



## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
-	X	- / ?	-- / ?	- / ?	X	--	-	-- / ?

### Assessment Summary:

The following significant issues exist on the site:

- Mineral Resource (coal bearing strata at surface covers south west portion of site)
- LNCS Geodiversity designation (Board Craigs Quarry) covers middle section of site and also surrounds the site on western, southern and eastern boundaries.

Additional SEA commentary:

- The site is also encompassed by Board Craigs Woods which area protected through TPO and along with the site itself, form part

of the wider green network.

- The site is within 400m walking distance of bus stops (only with hourly services) and is also within 400m walking distance to Twechar centre and associated amenities and services. The site is in close proximity to the core path network which links to Kirkintilloch. Although, it is a significant distance to the outskirts of the urban area using the path network. Due to the poor frequency of public transport and active travel potential, development of this scale in this location is likely to significantly increase private vehicular travel and result in adverse impacts on local air quality and increases in transport related emissions.
- There are 3 potentially contaminated land areas along the south-western and eastern boundaries of the site.

#### Proposed Mitigation Measures / Suggested Alterations:

- Appropriate integration to village masterplan
- Opportunity for broadleaved woodland and wetland habitat mosaic creation associated with low quality open space enhancement. Possible opportunity for core path enhancement through development.
- Provide footpath access from site to bus stops through MacDonald Crescent.
- Investigate and remediate where possible any potential contamination identified.

## Individual Site Assessment

Site Reference:	S27 (also LDP13.19)
Site Name:	Badenheath
Address:	Badenheath Farm, Mollins Road, G68 5LW
Site Suggested By:	James Shirazi
Site Owner / Agent:	Ryden (agent)
Current Land Use:	Agricultural farmland
Suggested Land Use:	Housing, office, general industry, warehousing and distribution
Site Size	49 hectares
Developable area (if available):	N/a
LDP Stage Suggested:	LDP2 Early Engagement

Aerial Photo



Site Photo



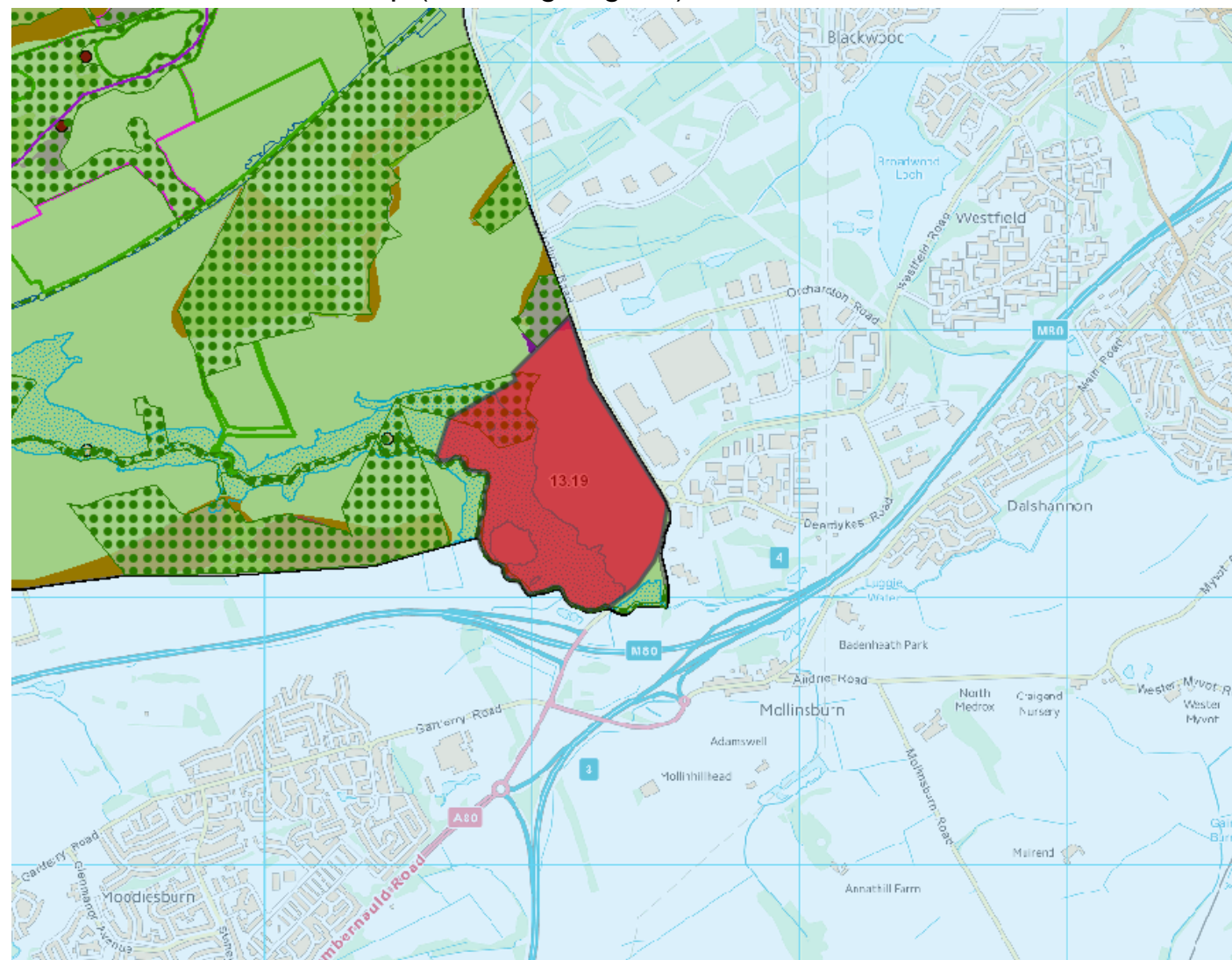
Site Photo



Site Photo



Site Plan / Constraints Map (including Legend)



## Information Provided by James Shirazi:

### **Proposed development:**

The proposals are to build a centre for the blind. This concept is to provide a microcosm of what people with visual impairments require and that they would be able to live and work on the site. The centre would also allow the charity to pull together all the parts of their organisation into one local to provide training for their Guide Dogs. The Charity proposing the centre is Pathfinder Dogs. The local plan classification of the site would primarily stay intact with a proposal to change 20 acres of the site to also include residential accommodation geared towards the blind. The residential accommodation would be in the shape of affordable housing designed specifically for the Blind (Joseph Rowntree Foundation) and some with support accommodation for the elderly and physically disabled. We are in discussions with one of the Major National Housing Associations (Link HA) who are in principle supporting the proposals.

### Housing Breakdown

Affordable Houses – 150

Private Houses (3 bed or less) – 15

Private Houses (4 bed or more) – 10

Age Exclusive/Retirement Living/Special needs for blind – 25

There is no specific housing or employment opportunities for the blind in either East Dunbartonshire Council or North Lanarkshire Council. These do exist in other areas in Scotland (Edinburgh/Paisley) and England. This would be a new centre attracting new jobs for training German Shepherd Dogs for the blind and all the associated activities around this. There are over 3000 people in the area registered blind. We estimate the construction would provide 800 new jobs (4 jobs for every house that is built is the national statistic) and initially there would be a core of 150 new permanent jobs and volunteers for the centre. We estimate based on a similar organisation in England that there could be up to 2,500 permanent jobs and volunteers created For this type of activity as a national centre for Scotland.

**Deliverability:** The project has been split into two phases as per the attached plan and proposals. The site start would take in the region of 2 years before all the statutory consents and site constraints can be approved.

## Information Provided by Key Agencies:



**SEPA:** Significant proportion of the site is within an area of fluvial flood risk.

**SNH:** This large site does overlap with parts of at least one SINC site. Given its size it may be possible to design any development such that the integrity of these designations is not compromised. Efforts should be made to ensure that this is the case. A prominent site at western edge of Cumbernauld on EDC / NLC boundary. Would contribute to continuation of ribbon development along the motorway corridor. Roadside screening would reduce visual prominence of site and could help with noise attenuation. Keep taller building to the east of the track between Badenheath and Deerdykes. Take opportunity to enhance green network along the Luggie Burn.

**Scottish Water:** Existing service connections to Badenheath Farm running through site.

#### Information Provided by Public:

Additional information could be provided during Main Issues Report Consultation period.

## Strategic Environmental Assessment

Assessment Table Key	
++	Major Positive
+	Minor Positive
0	Neutral
X	No Significant Effect
-	Minor Negative
--	Major Negative
?	Uncertain

Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
--	X	--	+ / ?	--	-- / ?	--	--	-- / ?

### Assessment Summary:

The site is unsuitable for development for the following reasons:

- Isolated development within the greenbelt
- The western half of the site is located within a flood risk area (fluvial) and there are also areas throughout the site at high / medium risk of surface water flooding (north-west, southern boundary and to the east).
- The northern part of the site is covered by a LNCS designation (Waterside Flood Pool & Barbeth Pool) and the eastern boundary

of the site is encompassed by the Luggie Water LNCS. These designated area and habitats are also part of the wider green network.

Other significant constraints:

- Public Transport (bus, rail) beyond 400m walk via safe, well-lit, safe and all weather routes
- Limited access to community facilities
- Limited access to town centre

Additional SEA commentary:

- Small area of potentially contaminated land in the centre of the site.
- The site is beyond 400m walking distance from bus stops. The residential section of the proposal within the north of the site and is the furthest point from the bus stops with regular services. The site is also beyond reasonable walking distance of Westfield and Moodiesburn centres with associated amenities and services. Therefore, given the poor access to public transport, poor active travel links and the scale of proposal, development of this site is likely to significantly increase private vehicular travel with significant adverse impacts on local air quality and related transport emissions.

#### **Proposed Mitigation Measures / Suggested Alterations:**

- Structural landscaping, particularly screening from the motorway, and conserve and enhance the Luggie Water wildlife corridor, wetland habitat and nearby LNCS.
- Connect to Scottish Water sewer and protect/enhance watercourse morphology. Investigate and if necessary protect archaeology. Utilise south aspect for energy efficiency.
- Flood risk assessment is required to ascertain the developable extent of the site in relation to the Luggie Water and to establish viability of connecting to sewer to ensure capacity is not an issue.

- Engage with SEPA and the Council's Flood Risk Engineer to get a better understanding of the proposed site and what impact development may have.
- Conserve setting of Mollins Roman Fort Scheduled Monument to south.
- Best practice mitigation techniques should always be applied where wild animals are found. This can include covering excavations, timing of works through the year and the day, directional lighting, and pollution control. However, mitigation plans, outlining site-specific and targeted mitigation techniques, should be designed based on the findings of the detailed protected species surveys
- Investigate and remediate where possible any potential contamination identified.
- Green network opportunity for wetland habitat enhancement