

# Kirkintilloch Business Gateway Masterplan Masterplan Report

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**CUNDALL**

for public consultation

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## Executive Summary

This report and associated documents outline the masterplan for the Kirkintilloch Business Gateway, a strategic site in the Kirkintilloch-Lenzie conurbation in East Dunbartonshire.

This masterplan reflects planning policies contained in the Local Development Plan (LDP), and is intended to support delivery of the LDP. Once approved, the masterplan will have formal status as Planning Guidance, meaning that it should be treated as a material consideration in determining planning applications.

The masterplan has been prepared for East Dunbartonshire Council by 7N Architects, working with Currie & Brown, Nick Wright Planning and Cundall.

The masterplan follows an intensive process of consultation with landowners and internal consultees at East Dunbartonshire Council.

This document is to be read in conjunction with the following technical and supporting documents:

Cundall:

- Air Quality and Odour Assessment
- Services and Utilities (existing and loading)
- Transport Statement
- Environment and Sustainability Statement
- Desktop Acoustic Review
- Flood Risk Assessment and Drainage Strategy
- Geotechnical and Geoenvironmental Risk Review

Nick Wright Planning

- Record of Landowner Consultation

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Introduction



## Purpose, Research and Consultation

The purpose of this draft masterplan for Kirkintilloch Gateway is to reflect the business/employment requirements of LDP2 Policy 4.R, and to create a deliverable framework for development which facilitates the Council and landowners to work together in partnership.

This masterplan should be treated as Planning Guidance to support implementation of East Dunbartonshire Local Development Plan (LDP 2017 and LDP2). The masterplan takes as its starting point the Council's up-to-date policy position contained in LDP2. Adoption of this guidance by the Council will give it formal status, meaning that it should be treated as a material consideration in determining planning applications.

The process of preparing the draft masterplan has involved:

- A range of technical studies in order to ensure that the masterplan is based on a good understanding of local constraints, which are available as background papers.
- Consultation with landowners and existing businesses operating in the masterplan area, which revealed broad support for the Council's approach, a general desire for flexibility of uses and layouts to ensure deliverability, a wish to avoid new development compromising existing employment operations, and suggestions that delivery of employment-related uses and related infrastructure will be contingent on a flexible approach and public sector support.

The draft masterplan contains uses and layouts to create a flexible framework for delivery of employment-led uses, based around the concept of a 20 minute neighbourhood. The intention is to avoid

competing or undermining the vitality and viability of Kirkintilloch town centre, whilst at the same time providing deliverable employment-related uses which will have a positive impact to the local community.

As well as creating a deliverable framework for development, the aims of the draft masterplan are to:

- Give certainty to existing businesses and landowners about the future of the site.
- Support future bids for external funding towards infrastructure costs.
- Create a draft masterplan which can be used as the basis for public consultation with the local community.
- Support decision making by the Council on planning applications in line with LDP2 Policy 4.R.

The Site



## Location - Regional

The Kirkintilloch Gateway site is in a significant position in the wider regional context, located within walking distance of Kirkintilloch and Lenzie, and a short trip away from nearby settlements such as Moodiesburn, Chryston and Milton of Campsie.

The site provides important employment and business space serving the wider area in its current form, and it is intended to increase this through the careful, business-focussed redevelopment of the site.



## Location - Town

The Kirkintilloch Gateway site is located close to Kirkintilloch and Lenzie town centres, with an approx. 15 minute walk to both.

The site is well served by natural amenities, with walking and cycling routes along the Bothlin Burn, Luggie Water and Forth and Clyde Canal within a short walking distance.

Lenzie Station is an approx. 20 minute walk from the site, with regular trains to Glasgow (approx. 15 minute journey), Stirling (approx. 30 minute journey) and beyond.



## Location - Neighbourhood

The neighbourhood that the Kirkintilloch Gateway site sits within is predominantly residential in nature, with the gateway site itself having longstanding industrial and commercial land use.

To the east sits the historic Auld Aisle Cemetery, fringed by mature woodland. To the north there is low-rise mid 20th century housing of approx. two storeys in height. To the south, there is a historic settlement of the Woodilee Cottages, surrounded by new two storey housebuilder developments. To the west, there is a recreation park, between two areas of low rise housing, above which sits Kirkintilloch Leisure Centre.

There is generally poor connectivity between the site and the adjacent land-uses due to high existing walls, back gardens and the A806, which is currently a fast moving road through this area. The masterplan seeks to rectify the poor connectivity through the measures described in the following chapter.

— Boundaries with no / poor connectivity at present



## The Site

The site is predominantly vacant, with the exception of Woodilee Industrial Estate, to the east of Woodilee Road which is still widely used. There is one industrial unit to the west of Woodilee Road still in use, occupied by Paulamar Company Ltd.

The southern portion of the land to the west of the A806, from the roundabout down, is owned and operated by Deafblind Scotland, who have their own plans for developing that site.



Photograph locations



1. Woodilee Road



2. Looking west from Woodilee Road



3. McGavigans Field



4. Woodilee Industrial Estate

## The Immediate Context

The site is surrounded by varying conditions on all sides, with a mixture of housing developments, green space, key road infrastructure, and charity/third sector developments. The masterplan seeks to improve linkages to and across all of these adjoining areas, as described in the Masterplan section of this report.



Context to south-west: Deafblind Scotland



Context to south-east: new housing developments



Context to north: housing developments



Context to west: A806



Context to east: Auld Aisle Cemetery

## The Wider Context

Kirkintilloch and Lenzie are significant conurbations in East Dunbartonshire, and are notably well served for natural amenities within the town area, the area immediately surrounding, and areas of natural beauty a short cycle, walk or drive away. This includes the Campsie Fells, with its extensive walking routes, and the Luggie Water and Forth and Clyde Canal with their cycle and walking routes.



Southbank Marina



Luggie Water (c. Raymond Okonski)



Kirkintilloch Town Centre



Campsie Fells

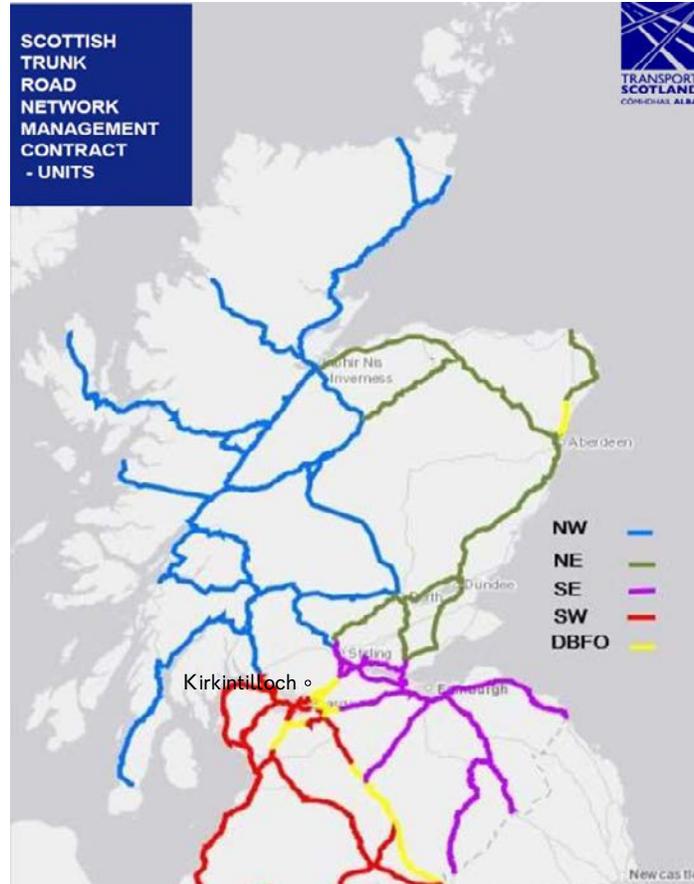


Forth and Clyde Canal

## Kirkintilloch Business Gateway and East Dunbartonshire for Business

Kirkintilloch Business Gateway, and the wider East Dunbartonshire area, is an excellent location for business. Contributory factors to this include:

- Excellent connections to the Central Belt, onward to the rest of Scotland, and to the North of England, via public transport and the motorway and trunk road network.
- High levels of broadband connectivity.
- Among the highest levels of attainment in schools in Scotland.
- Strong network of business support organisations, such as the Dunbartonshire Chamber of Commerce.
- High levels (96.5%) of young people entering higher education, training or employment, above the national average.
- High level of economically activity people (79.2%), above the national average.
- Low levels (2.6%) of unemployment.



Location relative to Scotland's trunk road network (c. Transport Scotland)



Celebrating business success at the Bearsden Community Hub (c. EDC)



Dunbartonshire Chamber of Commerce (c. the organisation)

Approach



## Approach

Kirkintilloch Gateway is a strategic site within the existing Kirkintilloch-Lenzie conurbation in East Dunbartonshire. The site is designated for an employment-led, mixed use masterplan and associated development.

It is located to the south-east of Kirkintilloch centre and to the north-east of Lenzie centre, and is bound by residential areas to the north, south and south-west, and green spaces to the east and west. The site has a predominantly industrial and infrastructure-based history, and has been underutilised for some time.

The Kirkintilloch Gateway Masterplan seeks to address this through facilitating employment led development within a landscape framework on the site.



## 20 Minute Neighbourhoods

The concept for the proposed masterplan for the site has been developed around the principle of developing a 20 Minute Neighbourhood in this location to serve Kirkintilloch and Lenzie and the wider area.

A 20 Minute Neighbourhood is a mixed-use area in which essential services can all be reached within a 20 minute walk. 20 Minute Neighbourhoods feature in the Scottish Government's current Programme for Government and NPF4, and the concept has come into strong focus recently as a result of the Covid-19 pandemic, and the greatly increased amount of time everyone has been spending in their local area, utilising local amenities.

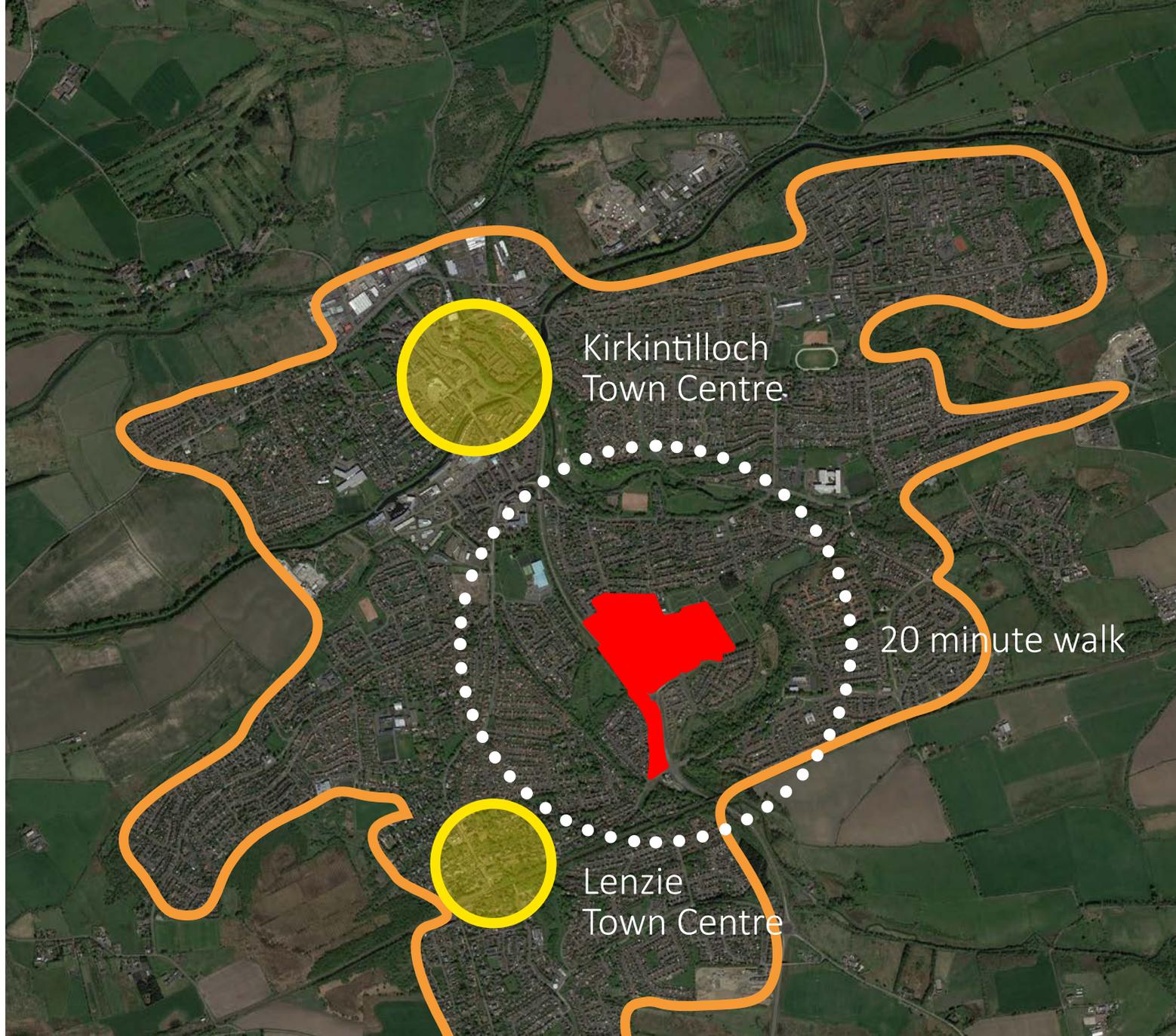
Common features of 20 Minute Neighbourhoods include diverse housing, community facilities, employment space, access to public transport, green space, and good cycling/walking routes.

**800  
metres**



Kirkintilloch Business Gateway has scope to contribute to implementation of the 20 Minute Neighbourhood concept in Kirkintilloch by retaining and increasing local employment opportunities, improving connectivity for surrounding residents by improving pedestrian and cycle accessibility, and providing additional community facilities such as open space, play areas and specialist residential accommodation. The intention for the masterplan is to improve access to services and facilities locally within the immediate neighbourhood, not to compete with Kirkintilloch and Lenzie town centres as the community and commercial hubs for the wider urban area (as reflected by their town centre designations in planning policy).

By creating a new 20 Minute Neighbourhood at Kirkintilloch Gateway, with mixed-use development bringing employment space and amenities to the area, these surrounding residential neighbourhoods can be better served and a better balance of centres created for Kirkintilloch and Lenzie, to complement the existing historic town centres of each.



## Connectivity and Mixed-use Approach

One of the historic challenges of the Kirkintilloch Business Gateway site has been the poor connectivity of the site into adjoining areas and to Kirkintilloch and Lenzie town centres.

This is addressed through the masterplan through the creation of a network of new predominantly pedestrian and cycle paths across the site tying into the existing network. Significantly this includes two new crossing points across Initiative Road and one across Woodcroft Drive.

The mixed land-use, layout and scale of development has been designed to sit comfortably within the existing built environment, complementing the existing residences and businesses in this area. Site landowners have been consulted to ensure that the proposed mix of uses are deliverable.

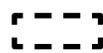


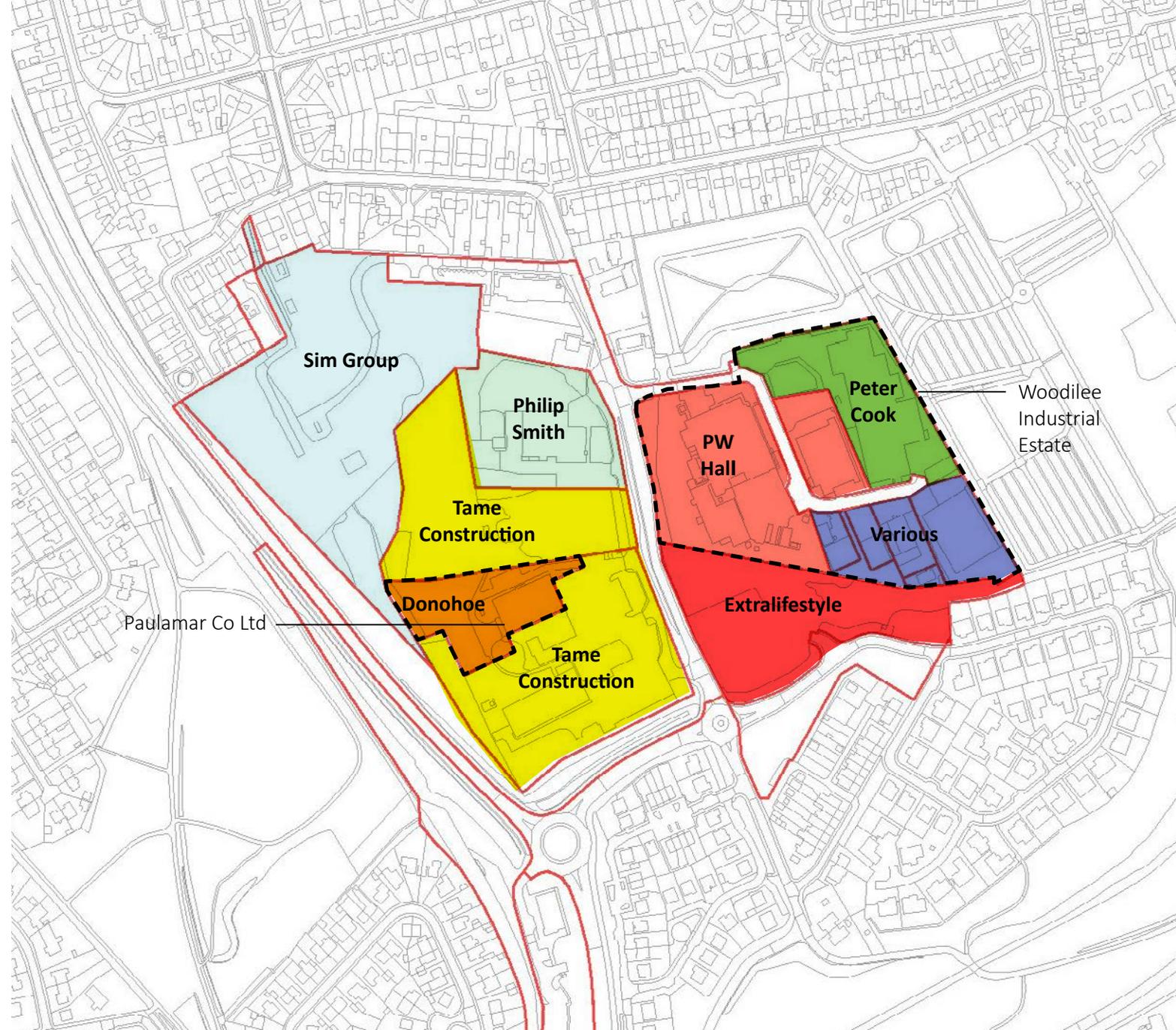
## Land Ownerships/Control

There is a granular pattern of landownership across the Kirkintilloch Gateway site, which has informed the masterplan layout and presents opportunities for collaboration between landowners.

On the east of the site is Woodilee Industrial Estate, which has the most granular pattern of landownership and is still well-used, and as a result the emphasis is on retaining this industrial estate as-is.

Within the land bound by Woodilee Road and Initiative Road there is an existing factory building still in use by Paulamar Co Ltd (on the land ownership noted 'Donohoe'), the proposal is for this to remain.

 Areas with active existing businesses. Active existing businesses to remain on site. Areas outwith this are unoccupied / under-occupied / vacant and are to be comprehensively redeveloped.



## Landscape

Key to the success of the Kirkintilloch Business Gateway is the retention and reinforcement of the existing landscape heritage of the site.

New pedestrian and cycle paths are to be lit, with passive surveillance provided wherever possible, and no high or opaque walls or fences to be provided backing on to these.

The development is designed, and intended to be easy to walk between Plots, and this must be seen out through the detailed design of the sites.

High quality new materials to be used for all new hard and soft landscaping throughout, and particularly in common parts such as the public realm to the front of Plot E, and the pedestrian and cycle paths throughout.

Pedestrian and cycle paths to be provided with an asphalt finish and to be wide enough for two cycles to pass comfortably (nominal 3m width).



Woodland cycle path example c. Visit Scotland



Wet woodland example c. Wildlife Trust



Raked new public space example c. Rankin Fraser Landscape Architects



New public space example c. Rankin Fraser Landscape Architects

## Sustainability

This masterplan has been designed with sustainability at its core, through the 20 Minute Neighbourhood approach and through providing for pedestrian and cycling links throughout, thereby encouraging active travel.

Extensive green space has been retained in the masterplan and extended to form green corridors across the site to create a biodiverse and future proof environment.

A full Environment and Sustainability Statement (ESS) has been prepared for this masterplan, which should be read in full by landowners and interested parties.

Sustainability and climate change response is captured in a number of policies within the East Dunbartonshire Local Development Plan 2, which landowners should familiarise themselves with.



Net-Zero  
Emissions

Resilient  
Communities



A Wellbeing  
Economy

Better, Greener  
Places

National Planning Framework 4 Key Outcomes

# Statutory Design Guidance

In addition to the design information contained within the masterplan, landowners are recommended to familiarise themselves with the full suite of national and local design guidance. This includes, but is not exclusive to:

## National

- National Planning Framework 3 (Framework 4 on adoption)
- Scottish Planning Policy
- Designing Streets: A Policy Statement for Scotland
- Creating Places: A Policy Statement on Architecture and Place for Scotland

## Planning Advice Notes

- Planning Advice Note 33: Development of Contaminated Land
- Planning Advice Note 61: Sustainable Urban Drainage Systems
- Planning Advice Note 65: Planning and Open Space
- Planning Advice Note 68: Design Statements

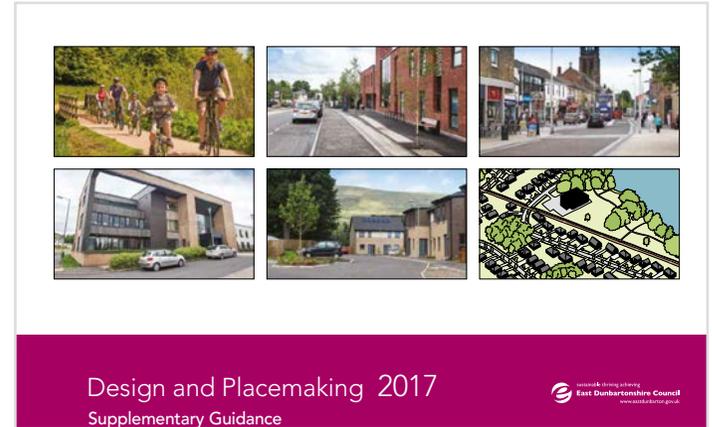
- Planning Advice Note 77: Designing Safer Places
- Planning Advice Note 79: Water and Drainage
- Planning Advice Note 1/2011: Planning and Noise
- Planning Advice Note 3/2010: Community Engagement

## Local

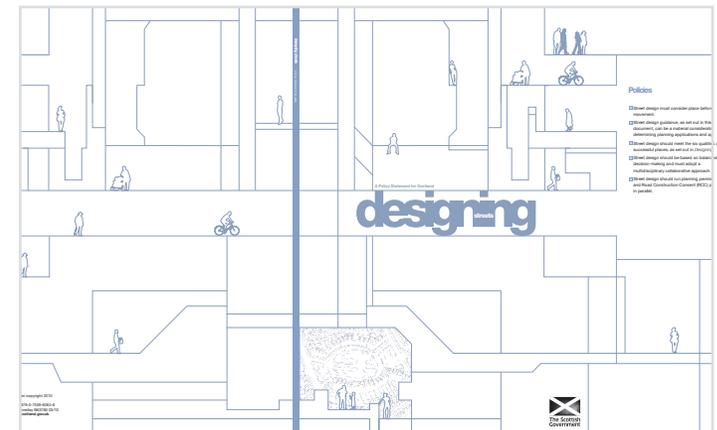
- Local Development Plan (LDP 2 on adoption)
- Climate Action Plan (on adoption)

## Local Supplementary and Planning Guidance

- Design and Placemaking
- Road Layout, Design and Parking Standards
- Air Quality Planning Guidance
- Brownfield Sites and Non-native Invasive Species
- Green Infrastructure and Green Network
- Transport Assessments and Travel Plans



Example of relevant guidance: Design and Placemaking (EDC)



Example of relevant guidance: Designing Streets (Scottish Government)

Masterplan



Aerial View

Campsie Fells

Kirkintilloch  
Town Centre

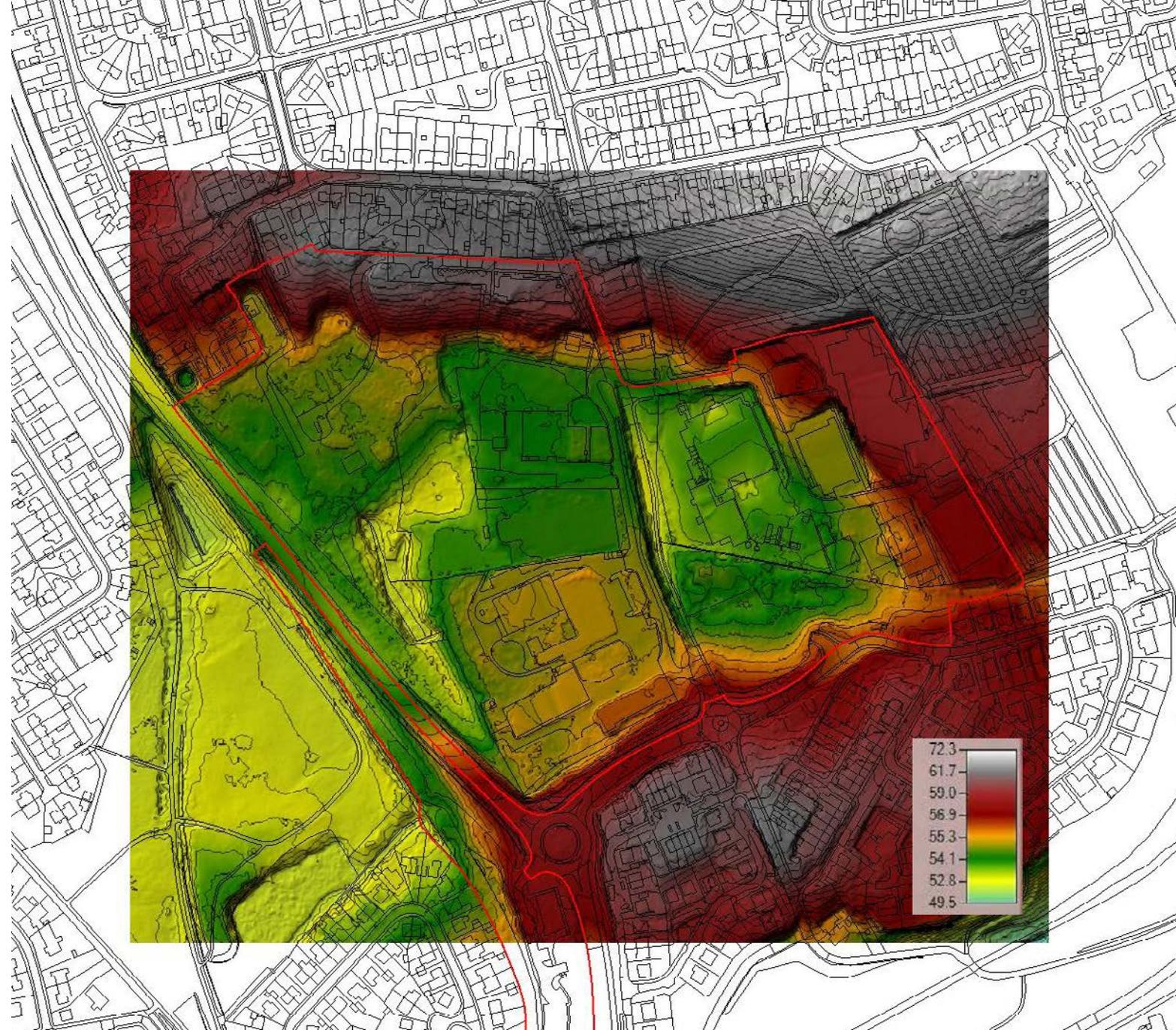
Initiative Road  
(A806)





## Site Plan As Existing with Lidar Levels

This indicative levels diagram is provided as a general guide only. Levels are shown in metres above ordnance datum. Landowners should commission topographic surveys of their sites for levels information to inform their proposals.



## Proposed Masterplan Existing routes and retained trees

The masterplan builds on existing pedestrian and cycle routes in the area. Mature trees and woodland have been retained wherever possible.



## Proposed Masterplan Proposed connectivity

The masterplan threads new pedestrian and cycle routes through the Kirkintilloch Business Gateway site, and creates three new pedestrian crossings, two of which are across the A806, which has historically been a barrier to east-west movement in this area.

- - - Existing key pedestrian/cycle routes.
  - - - Proposed key pedestrian/cycle routes.
  - - - Potential active travel along A806.
  - Potential vehicle access points.
  - Potential vehicle access point into new business units on Plot A of the A806, subject to agreement between landowner and EDC.
  - ↔ Pedestrian and cycle connection between sites
  - Proposed new crossing points.
- 
- Green space.
  - Existing watercourse (approx. position).
  - New public space.
  - Retained tree planting.
  - New tree planting.
- 
- Older people's accommodation with ancillary facilities and care provision, in accordance with LDP2 Policy 4.R.
  - Residential use.
  - Business use.
  - Mixed businesses and community uses.
  - Industrial use.
- 
- Retained Paulamar building.
  - New playpark.
- 
- Key frontages.
  - + Historic mine entries (approx position), refer to Geotechnical Report for details.



## Proposed Masterplan Proposed key green infrastructure

A landscape infrastructure, which builds on the existing mature landscape on the site, underpins the masterplan. Existing landscape corridors are retained and linked into the wider pedestrian and cycle network to improve connectivity. A new public space is created along Woodcroft Drive as the key frontage in the masterplan.

-  Existing key pedestrian/cycle routes.
  -  Proposed key pedestrian/cycle routes.
  -  Potential active travel along A806.
  -  Potential vehicle access points.
  -  Potential vehicle access point into new business units on Plot A of the A806, subject to agreement between landowner and EDC.
  -  Pedestrian and cycle connection between sites
  -  Proposed new crossing points.
- 
-  Green space.
  -  Existing watercourse (approx. position).
  -  New public space.
  -  Retained tree planting.
  -  New tree planting.
- 
-  Older people's accommodation with ancillary facilities and care provision, in accordance with LDP2 Policy 4.R.
  -  Residential use.
  -  Business use.
  -  Mixed businesses and community uses.
  -  Industrial use.
- 
-  Retained Paulamar building.
  -  New playpark.
- 
-  Key frontages.
  -  Historic mine entries (approx position), refer to Geotechnical Report for details.



## Proposed Masterplan

### Proposed land use and site designations

The masterplan is mixed-use, with a focus on business and employment space. Plot A contains some residential as an extension to the existing housing to the north of the site, and Plot D, which is to be older people's accommodation with ancillary facilities and care provision, in accordance with LDP2 Policy 4.R, both of which help enable development.

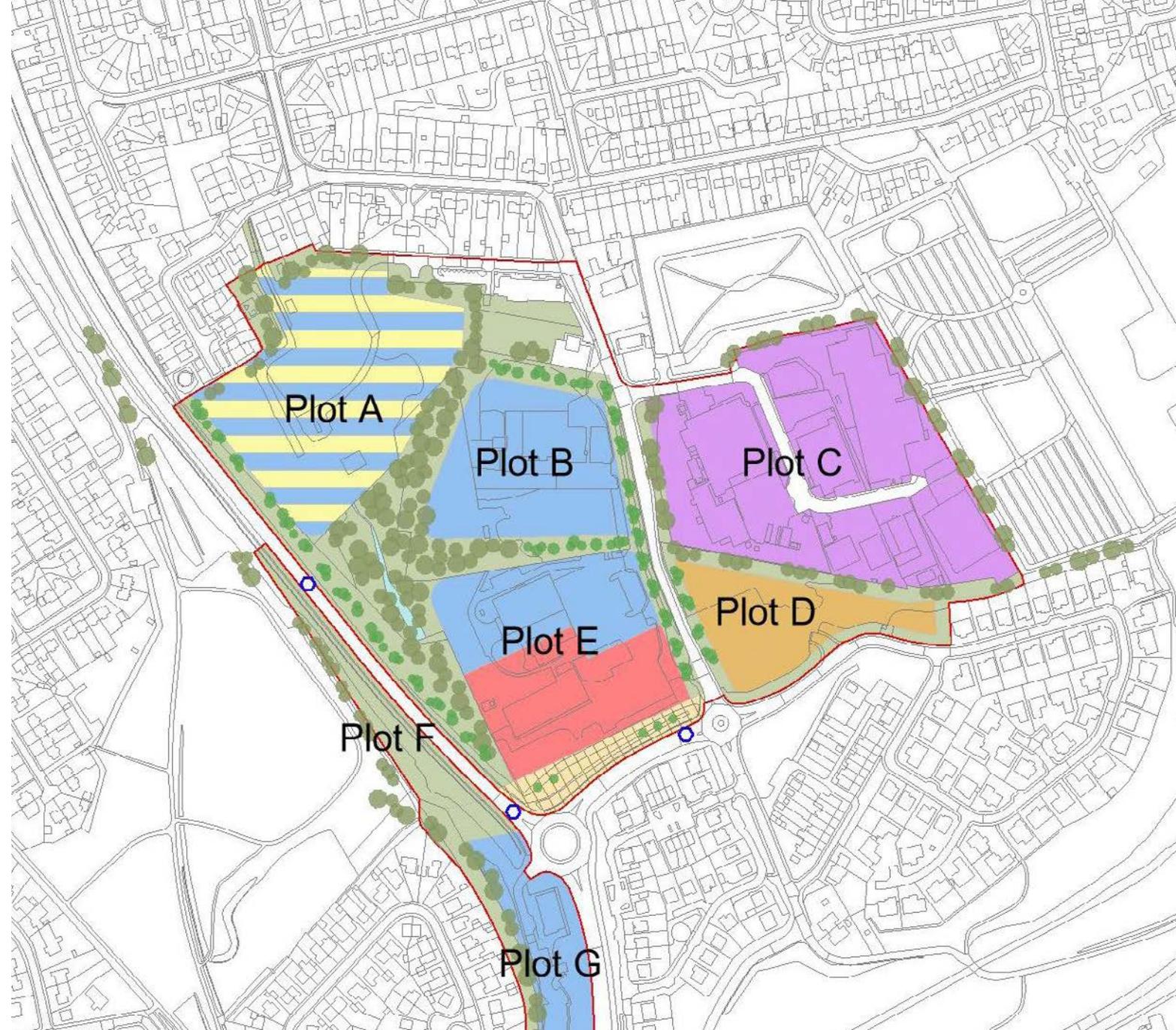
-  Existing key pedestrian/cycle routes.
-  Proposed key pedestrian/cycle routes.
-  Potential active travel along A806.
-  Potential vehicle access points.
-  Potential vehicle access point into new business units on Plot A off the A806, subject to agreement between landowner and EDC.
-  Pedestrian and cycle connection between sites
-  Proposed new crossing points.

-  Green space.
-  Existing watercourse (approx. position).
-  New public space.
-  Retained tree planting.
-  New tree planting.

-  Older people's accommodation with ancillary facilities and care provision, in accordance with LDP2 Policy 4.R.
-  Residential use.
-  Business use.
-  Mixed businesses and community uses.
-  Industrial use.

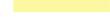
-  Retained Paulamar building.
-  New playpark.

-  Key frontages.
-  Historic mine entries (approx position), refer to Geotechnical Report for details.



## Proposed Masterplan Potential vehicle access

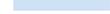
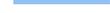
New vehicle accesses are proposed into each plot, informed by desktop studies by Cundall and input from EDC Traffic, Roads and Transport. Some plots have more than one vehicle access for road network resilience and to deal with greater volumes of traffic. Woodilee Road, which is narrow and overgrown, will require upgrading.

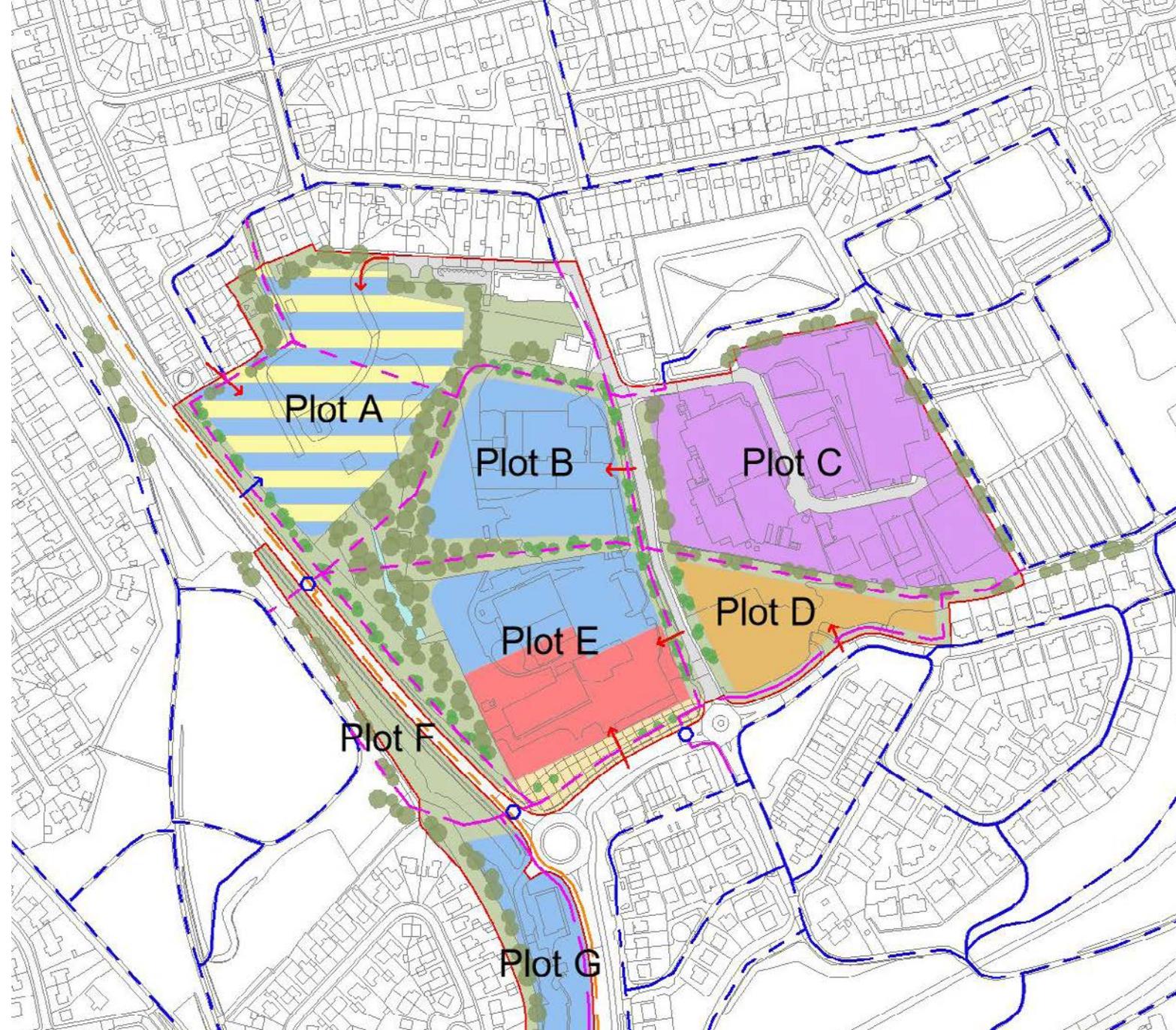
-  Existing key pedestrian/cycle routes.
  -  Proposed key pedestrian/cycle routes.
  -  Potential active travel along A806.
  -  Potential vehicle access points.
  -  Potential vehicle access point into new business units on Plot A of the A806, subject to agreement between landowner and EDC.
  -  Pedestrian and cycle connection between sites
  -  Proposed new crossing points.
- 
-  Green space.
  -  Existing watercourse (approx. position).
  -  New public space.
  -  Retained tree planting.
  -  New tree planting.
- 
-  Older people's accommodation with ancillary facilities and care provision, in accordance with LDP2 Policy 4.R.
  -  Residential use.
  -  Business use.
  -  Mixed businesses and community uses.
  -  Industrial use.
- 
-  Retained Paulamar building.
  -  New playpark.
- 
-  Key frontages.
  -  Historic mine entries (approx position), refer to Geotechnical Report for details.



## Proposed Masterplan Summary

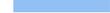
Other notable features of the Kirkintilloch Business Gateway masterplan are a proposal for an active travel lane along the A806, and the retention of the wetland hollow adjacent to the A806, between plots A, B and E, intended to form part of the high-level SUDS strategy for the plots.

-  Existing key pedestrian/cycle routes.
  -  Proposed key pedestrian/cycle routes.
  -  Potential active travel along A806.
  -  Potential vehicle access points.
  -  Potential vehicle access point into new business units on Plot A of the A806, subject to agreement between landowner and EDC.
  -  Pedestrian and cycle connection between sites
  -  Proposed new crossing points.
- 
-  Green space.
  -  Existing watercourse (approx. position).
  -  New public space.
  -  Retained tree planting.
  -  New tree planting.
- 
-  Older people's accommodation with ancillary facilities and care provision, in accordance with LDP2 Policy 4.R.
  -  Residential use.
  -  Business use.
  -  Mixed businesses and community uses.
  -  Industrial use.
- 
-  Retained Paulamar building.
  -  New playpark.
- 
-  Key frontages.
  -  Historic mine entries (approx position), refer to Geotechnical Report for details.



## Proposed Masterplan Summary with ownership overlay

Landownership boundaries have been taken into account in the preparation of the masterplan, so that new plots do not span across many ownerships. Landowners are encouraged to work in partnership with other owners on their plots, and on the wider site, in the delivery of the masterplan and area.

-  Existing key pedestrian/cycle routes.
-  Proposed key pedestrian/cycle routes.
-  Potential active travel along A806.
-  Potential vehicle access points.
-  Potential vehicle access point into new business units on Plot A of the A806, subject to agreement between landowner and EDC.
-  Pedestrian and cycle connection between sites
-  Proposed new crossing points.
  
-  Green space.
-  Existing watercourse (approx. position).
-  New public space.
-  Retained tree planting.
-  New tree planting.
  
-  Older people's accommodation with ancillary facilities and care provision, in accordance with LDP2 Policy 4.R.
-  Residential use.
-  Business use.
-  Mixed businesses and community uses.
-  Industrial use.
  
-  Retained Paulamar building.
-  New playpark.
  
-  Key frontages.
-  Historic mine entries (approx position), refer to Geotechnical Report for details.



## Proposed Masterplan Layout (inc. Plot A Option 1)

Two options are provided for Plot A. Option 1 locates business units to the north of the plot, accessed off Donald MacKinnon Avenue, with the rest of the plot being residential development. The north of Plot A is quite sloped, so smaller footprint business units that follow the contours are shown.

- - - Existing key pedestrian/cycle routes.
- - - Proposed key pedestrian/cycle routes.
- - - Potential active travel along A806.
- Potential vehicle access points.
- Potential vehicle access point into new business units on Plot A of the A806, subject to agreement between landowner and EDC.
- ↔ Pedestrian and cycle connection between sites
- Proposed new crossing points.
  
- Green space.
- Existing watercourse (approx. position).
- New public space.
- Retained tree planting.
- New tree planting.
  
- Older people's accommodation with ancillary facilities and care provision, in accordance with LDP2 Policy 4.R.
- Residential use.
- Business use.
- Mixed businesses and community uses.
- Industrial use.
  
- Retained Paulamar building.
- New playpark.
  
- Key frontages.
- + Historic mine entries (approx position), refer to Geotechnical Report for details.

34

Note: Not all items on the key are shown on every diagram.



## Proposed Masterplan Layout (inc. Plot A Option 2)

Option 2 for Plot A locates business units to the southern end of the Plot, adjacent to the A806. These units would be accessed off a new junction off the A806, which would be subject to agreement between the landowner and EDC Roads and Transport. The northern portion of Plot A is residential in this option.

- - - Existing key pedestrian/cycle routes.
  - - - Proposed key pedestrian/cycle routes.
  - - - Potential active travel along A806.
  - Potential vehicle access points.
  - Potential vehicle access point into new business units on Plot A of the A806, subject to agreement between landowner and EDC.
  - ↔ Pedestrian and cycle connection between sites
  - Proposed new crossing points.
- 
- Green space.
  - Existing watercourse (approx. position).
  - New public space.
  - Retained tree planting.
  - New tree planting.
- 
- Older people's accommodation with ancillary facilities and care provision, in accordance with LDP2 Policy 4.R.
  - Residential use.
  - Business use.
  - Mixed businesses and community uses.
  - Industrial use.
- 
- Retained Paulamar building.
  - New playpark.
- 
- Key frontages.
  - + Historic mine entries (approx position), refer to Geotechnical Report for details.

35

Note: Not all items on the key are shown on every diagram.



## Proposed Masterplan Layout with Ownerships

Landownership boundaries are indicated on this layout. There are two historic mine entries on Plot E which the layout avoids, more information on these can be found in the Geotechnical Report by Cundall. Landowners will need to familiarise themselves with the full suite of engineering reports and recommendations.

-  Existing key pedestrian/cycle routes.
-  Proposed key pedestrian/cycle routes.
-  Potential active travel along A806.
-  Potential vehicle access points.
-  Potential vehicle access point into new business units on Plot A of the A806, subject to agreement between landowner and EDC.
-  Pedestrian and cycle connection between sites
-  Proposed new crossing points.
  
-  Green space.
-  Existing watercourse (approx. position).
-  New public space.
-  Retained tree planting.
-  New tree planting.
  
-  Older people's accommodation with ancillary facilities and care provision, in accordance with LDP2 Policy 4.R.
-  Residential use.
-  Business use.
-  Mixed businesses and community uses.
-  Industrial use.
  
-  Retained Paulamar building.
-  New playpark.
  
-  Key frontages.
-  Historic mine entries (approx position), refer to Geotechnical Report for details.



## Proposed Masterplan Layout (white background)

One existing commercial building west of Woodlee Road is intended to be retained, occupied by Paulamar Company Ltd. This is in keeping with the masterplan objective of supporting existing businesses on-site and facilitating their expansion if desired.

-  Existing key pedestrian/cycle routes.
-  Proposed key pedestrian/cycle routes.
-  Potential active travel along A806.
-  Potential vehicle access points.
-  Potential vehicle access point into new business units on Plot A of the A806, subject to agreement between landowner and EDC.
-  Pedestrian and cycle connection between sites
-  Proposed new crossing points.
  
-  Green space.
-  Existing watercourse (approx. position).
-  New public space.
-  Retained tree planting.
-  New tree planting.
  
-  Older people's accommodation with ancillary facilities and care provision, in accordance with LDP2 Policy 4.R.
-  Residential use.
-  Business use.
-  Mixed businesses and community uses.
-  Industrial use.
  
-  Retained Paulamar building.
-  New playpark.
  
-  Key frontages.
-  Historic mine entries (approx position), refer to Geotechnical Report for details.



## Proposed Masterplan Cycle/pedestrian linkages between sites

The masterplan seeks to create visual and physical connectivity, through green infrastructure, to create a well-integrated network of high quality spaces and paths. All pedestrian and cycle routes to be fully lit and provided with as much passive surveillance as possible. No boundaries to be provided with tall or opaque fences or boundary treatments.

- - - Existing key pedestrian/cycle routes.
  - - - Proposed key pedestrian/cycle routes.
  - - - Potential active travel along A806.
  - Potential vehicle access points.
  - Potential vehicle access point into new business units on Plot A of the A806, subject to agreement between landowner and EDC.
  - ↔ Pedestrian and cycle connection between sites
  - Proposed new crossing points.
- 
- Green space.
  - Existing watercourse (approx. position).
  - New public space.
  - Retained tree planting.
  - New tree planting.
- 
- Older people's accommodation with ancillary facilities and care provision, in accordance with LDP2 Policy 4.R.
  - Residential use.
  - Business use.
  - Mixed businesses and community uses.
  - Industrial use.
- 
- Retained Paulamar building.
  - New playpark.
- 
- Key frontages.
  - + Historic mine entries (approx position), refer to Geotechnical Report for details.



Aerial View  
(close)

Luggie Water

Back O Loch Road

Green corridors  
throughout site

Public space along  
front of Plot E

Deafblind Scotland



Delivery



## Delivery

Deliverability is at the heart of this masterplan. That is why the Council has worked closely with landowners and existing businesses operating in the masterplan area to ensure that the proposals can be delivered. The policy framework, set out in LDP2 Policy 4.R, sets a flexible framework to ensure business and employment growth on the site can be enabled. As such, this section is critical to the success of this masterplan.

The masterplan's proposed uses and layouts ensure that landowners and developers have flexibility within (a) the parameters of Policy 4.R of the Proposed Local Development Plan and (b) avoiding negative impacts on existing businesses. This need for flexibility emerged strongly from discussions with landowners and developers.

Once the masterplan has been approved, the Council's intention is that it will be used as a material consideration to guide decision-making on planning applications. The Council therefore encourages developers and landowners to use the masterplan to shape their development proposals (see LDP2 Requirements and Site Requirements below). The Council will also use the masterplan to project-manage development of the Kirkintilloch Gateway Regeneration Area (see Council Contribution and Delivery Programming and Phasing). It will also inform projects in and around this area which help deliver on the aims of the masterplan, for example relating to active travel.



Example of business use (image c. Tribe Party)



Example of residential use (image c. 7N Architects)

## LDP2 Requirements

As well as setting out the policy framework for the Kirkintilloch Gateway Regeneration Area (Policy 4.R), LDP2 also sets out policy on a range of locations and subjects of relevance to the site, and against which any application will be assessed. This includes, and is not limited to, policy on:

- Business and Employment, including proposals for alternative uses (Policies 15, 4.BE11), business units would be required to be delivered elsewhere on the Kirkintilloch Gateway site, within plots A, B and E, rather than a financial contribution provided.
- Housing, including provision of affordable housing (Policies 12, 4.H15).
- Sustainable Transport, including the requirement for active travel to be prioritised (Policies 11, 4.TR).
- Town Centres and Retailing, including the town centres first principle (Policies 14, 4.TC).
- Design and Placemaking, including green infrastructure (Policy 10).
- Natural and Water Environment (Policies 17, 18).
- Climate change, Sustainability and Energy Infrastructure (Policy 9).
- Developer Contributions (Policy 24).

## Site Requirements

The following tables set out key requirements for each plot included within the masterplan. Planning applications must demonstrate how the key requirements for each site have been addressed. The noted capacity for each site is indicative only, based on this masterplan; actual capacities will be determined at the planning application stage. Further information may be required during the planning application stage, together with consultations depending on the type of proposal and site specifics (see LDP2 Appendix 1- Glossary of Terms, entries on: Consultation, for Planning Application Stage; and Further Information, for Planning Application Stage).



Example of pedestrian and cycle paths in landscape corridors (image c. Sustrans)



Example of biodiverse landscape corridors (image c. David Iliff)

## Site Requirements - Plot A

Masterplan Plot Reference	Proposed Use	Indicative Capacity	Key Requirements
Plot A	Mixed use – Housing and Business	Circa 4,950sqm GEA residential use Circa 1,850sqm GEA business use	<ul style="list-style-type: none"> <li>A. This plot is identified for mixed use development, with a focus on employment use. Although some housing may be acceptable, planning applications must demonstrate how (a) the proposed housing supports the objectives of the masterplan in terms of employment (for example, enabling delivery of employment uses in tandem with housing), and (b) associated housing will not be delivered in advance of the employment uses.</li> <li>B. Any housing design and layout must be compatible with adjacent and proposed business use in terms of amenity, noise and design. There should be no detriment to existing businesses within Plot C and E.</li> <li>C. Contamination to be remediated, taking into account Brownfield Land Planning Guidance and Masterplan technical report KIR-CDL-XX-XX-RP-GE-60200- Geotechnical &amp; Geoenvironmental Risk Report.</li> <li>D. Provide network of active travel routes within Plot A, taking into account masterplan pages 28-38, and connecting to Plot B, Donald MacKinnon Avenue/Woodilee Road and A806.</li> <li>E. Transport Assessment and route corridor contribution required to contribute towards the active travel route along A806 and widening of Woodilee Road and active travel and public transport infrastructure on Woodilee Road and McGavigan’s Road.</li> <li>F. Provide green infrastructure within Plot A, taking into account masterplan pages 28-38, along the boundary with Initiative Road and adjacent housing on Loch Road / Back O Loch Road and connecting to adjacent plots B and E. Green infrastructure should include tree planting (individual and corridor), bulb planting for nectar, amenity and native grasses, perennial wildflower meadow planting and SUDS.</li> <li>G. Location and provision of an inclusively designed play park for dynamic play should take into account air quality and ensure high quality environmental setting.</li> <li>H. Noise Impact Assessment, due to adjacent A806 in particular.</li> </ul>

## Site Requirements - Plot B

Masterplan Plot Reference	Proposed Use	Indicative Capacity	Key Requirements
Plot B	Business	Circa 3800 sqm GEA	<ul style="list-style-type: none"> <li>A. Capacity and location of business units should accord with this masterplan, unless suitable justification is provided for alternative layout.</li> <li>B. Contamination to be remediated, taking into account Brownfield Land Planning Guidance and Masterplan technical report KIR-CDL-XX-XX-RP-GE-60200- Geotechnical &amp; Geoenvironmental Risk Report. Further information is required regarding historic mine entries and the site design should take into account implications of ground conditions. Existing mineshafts should be addressed following guidance provided by East Dunbartonshire Council Environmental Health and the Coal Authority.</li> <li>C. Provide network of active travel routes within Plot B, taking into account masterplan pages 28-38, and connecting to Plot A, E and Woodilee Road.</li> <li>D. Provide green infrastructure within Plot B, taking into account masterplan pages 28-38, along the boundary with Woodilee Road and connecting to adjacent plots A and E. Native Tree planting, both individual and corridor planting is required along Woodilee Road and north and south of plot B. Green infrastructure should include tree planting, grass, a selection of areas for both annual and wildflower meadow planting, and SUDS.</li> </ul>

## Site Requirements - Plot C

Masterplan Plot Reference	Proposed Use	Indicative Capacity	Key Requirements
Plot C	Business and Employment (Existing)	Not applicable – currently fully occupied	<p>A. Improvements to the environment (for example landscaping), buildings (for example design and condition), transport provision (for example pedestrian access, cycle storage and car parking surfaces), and signage (in line with Advertisement Consent Planning Guidance) within their landownership is supported, in line with LDP2 policy.</p> <p>B. Any vacant land or units which arise within Woodilee Industrial Estate should be developed and occupied by use classes 4, 5 and 6.</p>

## Site Requirements - Plot D

Masterplan Plot Reference	Proposed Use	Indicative Capacity	Key Requirements
Plot D	Older people's accommodation with ancillary facilities and care provision, in accordance with LDP2 Policy 4.R.	Circa 4200 sqm GEA	<ul style="list-style-type: none"> <li>A. The site is identified to be delivered for employment led older people's accommodation, through provision of on-site facilities and care but any development brought forward must demonstrate how it supports the objectives of the Masterplan in relation to employment. For example, the development of employment generating uses delivered in tandem with any older people's accommodation.</li> <li>B. Provide a noise impact assessment and mitigation scheme in relation to proximity to existing noise emitting businesses. There should be no detriment to existing businesses within Plot C and E.</li> <li>C. Provide active travel routes, taking into account masterplan pages 28-38, connecting to Plot E, Woodilee Road and McGavigans Road.</li> <li>D. Transport Assessment and route corridor contribution required to contribute towards the active travel route along A806 and widening of Woodilee Road and active travel and public transport infrastructure on Woodilee Road and McGavigan's Road.</li> <li>E. Provide green infrastructure within Plot D, taking into account masterplan pages 28-38 and along the boundary with Woodilee Road and McGavigans Road. Green infrastructure should include native tree planting (individual and corridor), bulb planting, amenity grass, perennial wildflower meadow planting and SUDS.</li> </ul>

## Site Requirements - Plot E

Masterplan Plot Reference	Proposed Use	Indicative Capacity	Key Requirements
Plot E	Business and Employment	Circa 5400sqm GEA	<ul style="list-style-type: none"> <li>A. Capacity and location of business units should accord with this masterplan, unless suitable justification is provided for alternative layout.</li> <li>B. Retain existing business on Plot E. Transport provision and green infrastructure should integrate with provision for existing business.</li> <li>C. Contamination to be remediated, taking into account Brownfield Land Planning Guidance and Masterplan technical report KIR-CDL-XX-XX-RP-GE-60200- Geotechnical &amp; Geoenvironmental Risk Report. Further information is required regarding historic mine entries and the site design should take into account implications of ground conditions. Existing mineshafts should be addressed following guidance provided by East Dunbartonshire Council Environmental Health and the Coal Authority.</li> <li>D. Provide public realm fronting on to McGavigans Road. Public realm should provide a gateway feature to the wider Kirkintilloch Gateway Regeneration Area and meet requirements set out in Design and Placemaking Supplementary Guidance.</li> <li>E. Provide network of active travel routes within Plot E, taking into account masterplan pages 28-38, and connecting to Plot A, B, A806, McGavigans Road and Woodilee Road.</li> <li>F. Provide green infrastructure within Plot E, taking into account masterplan pages 28-38, along the boundary with Woodilee Road and MacGavigans Road and connecting to adjacent plots A and B. Green infrastructure should include native tree planting (individual and corridor), bulb planting, amenity and native grass, perennial wildflower meadow planting and SUDS.</li> </ul>

## Site Requirements - Plots F and G

Masterplan Plot Reference	Proposed Use	Indicative Capacity	Key Requirements
Plot F	Green space	Not applicable	<ul style="list-style-type: none"> <li>A. Site to be retained for green space and active travel routes in order to link Plots A, B, E and G with wider Kirkintilloch settlement.</li> </ul>
Plot G	Business and Employment	Planning consent TP/ED/20/0677	<ul style="list-style-type: none"> <li>A. Business and employment uses to be developed on remainder of site.</li> <li>B. Noise Impact Assessment; in particular due to adjacent A806.</li> <li>C. Provide active travel connection from Woodilee Road north through site to Plot F.</li> <li>D. Retain mature trees and significant woodland.</li> </ul>

## Council Contribution

In order to facilitate the development of the Kirkintilloch Gateway Regeneration Area, the Council will play a role in developing the site's infrastructure and business support. Improvements done in line with the direction of the masterplan and relevant local polices/ protections.

### Infrastructure

The Council will therefore work towards implementing the following elements of the masterplan:

- Active travel route along the A806.
- Improved active travel infrastructure on Woodilee Road and McGavigans Road.
- Improved public transport facilities on Woodilee Road.

- Improved landscaping on Woodilee Road.

These elements will be funded through the following:

- Developer contributions allocated to infrastructure elements of masterplan through planning applications.
- Maintenance – footpath and carriageway resurfacing, subject to condition and inspection. Match funding may be available for larger projects incorporating active travel and public transport improvements.
- Contribute developer contributions gained elsewhere, where appropriate in line with LDP policy, for economic development related activities across the wider Kirkintilloch Gateway Regeneration Area.

- Grant funding from funders such as Sustrans, SPT and Transport Scotland.

### Business Support

The Council will also contribute towards the delivery of business improvements in the masterplan area by:

- Working with existing businesses to improve environment (for example landscaping), buildings (for example design and condition), transport provision (for example pedestrian access, cycle storage and car parking surfaces), and signage (in line with Advertisement Consent Planning Guidance) within their landownership.
- Working with landowners, and partners including Business Gateway, to promote inward investment into the site.

## Delivery Programme and Phasing

East Dunbartonshire Council will continue to seek pragmatic and feasible solutions to plan, programme, and support the delivery of the masterplan. The following sets out an anticipated delivery programme for the site and the activities landowners and the Council should carry out at each phase. The phases are ordered chronologically, although multiple phases are likely to be undertaken at the same time.

<b>Phase</b>	<b>Landowners</b>	<b>Council</b>
Roads access into sites	<ul style="list-style-type: none"> <li>Construct road access to plots on own landownership.</li> </ul>	<ul style="list-style-type: none"> <li>Not applicable</li> </ul>
Woodilee Road Environmental Improvements	<ul style="list-style-type: none"> <li>Contributions to be provided in line with relevant planning guidance and plot key requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Potential contribution from Roads Capital budget for resurfacing or upgrading in line with asset management plan. Timing subject to condition and inspection.</li> </ul>
Woodilee Road and McGavigans Road active travel and public transport infrastructure Improvements	<ul style="list-style-type: none"> <li>Input into design development.</li> </ul>	<ul style="list-style-type: none"> <li>Secure funding for active travel and public transport infrastructure Improvements.</li> <li>Infrastructure design and build.</li> </ul>

## Delivery Programme and Phasing (continued)

Phase	Landowners	Council
Landowners submit planning applications	<ul style="list-style-type: none"> <li>• Applications to deliver masterplan to be brought forward.</li> </ul>	<ul style="list-style-type: none"> <li>• Support applications in line with planning guidance</li> </ul>
Land remediation	<ul style="list-style-type: none"> <li>• In line with relevant key requirements for each plot and planning consent.</li> </ul>	<ul style="list-style-type: none"> <li>• Not applicable</li> </ul>
Plot build out	<ul style="list-style-type: none"> <li>• In line with planning consent.</li> </ul>	<ul style="list-style-type: none"> <li>• Not applicable</li> </ul>
Delivery of public realm	<ul style="list-style-type: none"> <li>• Delivery of public realm in line with Plot E key requirement D.</li> </ul>	<ul style="list-style-type: none"> <li>• Input into design development</li> </ul>
Delivery of improved Active Travel Infrastructure on A806	<ul style="list-style-type: none"> <li>• Developer contributions through planning applications.</li> <li>• Input into design process.</li> <li>• Acceptance of funder requirements on infrastructure specifications.</li> </ul>	<ul style="list-style-type: none"> <li>• Feasibility studies to be produced to determine route layout and linkages to wider active travel and road networks.</li> <li>• Funding budget to be allocated and approved, to include external funding and developer contributions.</li> </ul>

## Delivery Programme and Phasing (continued)

<b>Phase</b>	<b>Landowners</b>	<b>Council</b>
Working with existing businesses to improve overall site environment	<ul style="list-style-type: none"><li>• Landowners to consider improvements which can be made as set out in this masterplan.</li><li>• Planning applications to be submitted where required.</li><li>• Improvements to be undertaken.</li></ul>	<ul style="list-style-type: none"><li>• Initial meeting to be organised to scope opportunities.</li><li>• Pre-application advice where required.</li></ul>

Engineering Summary



## Engineering Summary

A full suite of engineering reports have been commissioned as part of the masterplan process, including the below noted reports:

- Air Quality and Odour Assessment
- Services and Utilities (existing and loading)
- Transport Statement
- Environment and Sustainability Statement
- Desktop Acoustic Review
- Flood Risk Assessment and Drainage Strategy
- Geotechnical and Geoenvironmental Risk Review

There is considerable detail in these reports that all landowners and other interested parties should make themselves familiar with.

A short summary of some of the most pertinent points within these reports is below.

### Flood Risk Assessment and Drainage Strategy

- Plot D: A pluvial flood risk has been identified on Plot D, which has informed the footprint of the building shown in the proposals. Should this land be proposed to be built on, mitigation and evidence of compliance will be required to demonstrate that this issue has been considered and dealt with.
- Existing Watercourse: There is an existing watercourse situated in the land between Plots A, B and E, and close to the A806. The levels around this watercourse, and the watercourse itself, should remain

unchanged as to maintain the natural flow paths of this watercourse, which is culverted below the A806.

- Sewers: There are a number of abandoned and live sewers across the sites which landowners should make themselves familiar with and understand any abandonments, wayleaves or diversions required as part of their proposals.

Refer to the Flood Risk Assessment and Drainage Strategy for further details.

### Desktop Acoustic Review

- Plot D: The proposals on Plot D will likely require some form of mitigation from the acoustics of the adjoining industrial estate,

## Engineering Summary

such as an acoustic fence, uprated sound insulation to glazing, and/or acoustically attenuated ventilation units.

- A806: Adjacent uses to the A806, such as the proposed residential uses on Plot A, nearby the A806, will likely require some mitigation in the form of acoustic glazing and/or acoustic ventilation.

Refer to the Desktop Acoustic Review for further details.

### Geotechnical and Geoenvironmental Risk Review

- Historic Mine Entries: There are historic mine shafts on Plot E, which should be avoided if possible, or alternative

mitigation measures put in place by the landowner if they propose to build over them.

- Ground Contamination: Contaminants associated with former uses of the site (gasworks, landfill, mineworks, engineering works, etc) are highly likely to be present.
- Asbestos Containing Materials (ACM's): ACM's visible on-site, fly tipped and on existing buildings.
- Ground Gas: Hazardous ground gases associated with the historic land uses likely to be present.
- Below Ground Structures: There is a high likelihood of buried structures in the

ground due to the previous land use.

- Culvert below the A806: There is a culvert at the south-west corner of the site, close to the roundabout, which runs below the A806 and is demonstrating evidence of being highly sedimented. Culvert demonstrating evidence of bright orange iron oxide precipitate at its outflow to the west of the A806.
- Ground Condition: Due to the presence of made ground and alluvium, the load bearing capacity of the ground will require further study to understand what building foundation solutions will be required.

Refer to the Geotechnical and Geoenvironmental Risk Review for further details.

## Engineering Summary

### Transport Statement

- Bus stops: The two bus stops on Woodilee Road provide limited, aged facilities and both of these should be upgraded in association with the area's development.
- Woodilee Road: Road to be upgraded and widened as part of the proposed redevelopment of the site. This is to include footways to modern standards to both sides of the road.

Refer to the Transport Statement for further details.

### Air Quality and Odour Assessment

- Adjacent Housing Developments: Mitigation measures will be required for to limit impact on neighbouring residents during the construction phase, including in relation to noise and dust.
- Industrial Estate: It is recommended in the report that odour sniff testing is carried out to provide more information on the impact of the paint pigment manufacturing at PW Hall, with particular reference to the proposed older people's accommodation on Plot D.

Refer to the Air Quality and Odour Assessment for further details.

The above noted list is not intended to be exhaustive, and as noted previously the full detail of the engineering reports should be referred to in the drawing up of any initial proposals for sites.



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