



NOTES:

REVISIONS			

Rev Date By Details Chk App

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Client

**muse re.thinking regeneration**

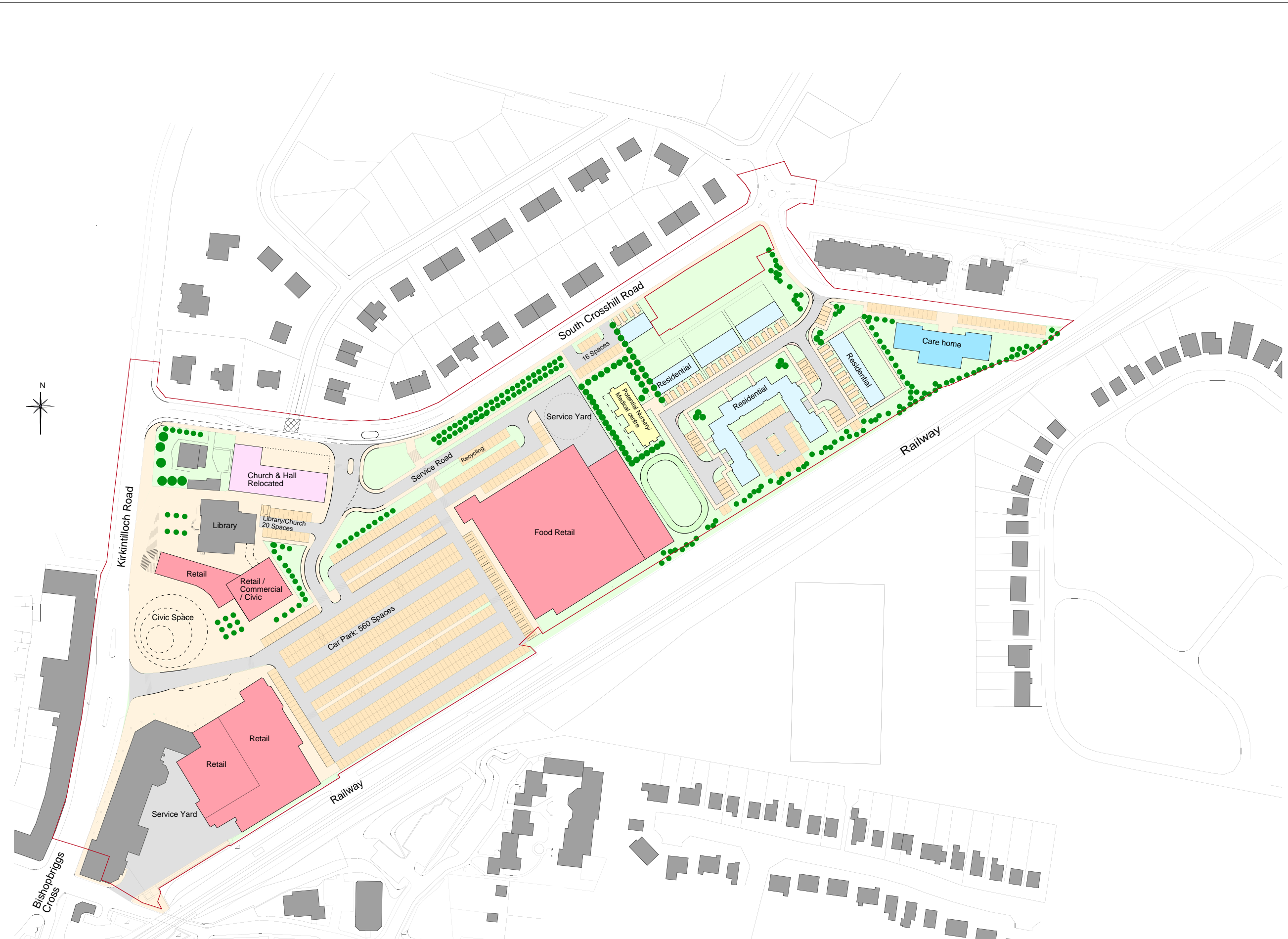
Job Title

**Bishopbriggs town centre**

Drawing Title

**Existing site layout**

Scale	Date	Drawn	
1:2000@A3	28/04/09	SC	
Job No	Drawing No	Rev	Checked
061823	L(-)100		



- NOTES:**
- Existing
  - Proposed Retail
  - Proposed Church
  - Proposed Residential
  - Proposed Care Home
  - Proposed Nursery

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**Bishopbriggs town centre**

Drawing Title

**Proposed site layout**

Scale	Date	Drawn	
1:2000@A3	28/04/09	SC	
Job No	Drawing No	Rev	Checked
061823	L(-)101	Option 1	



- NOTES:**
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No.	Description	Date	By	Checked	Approved

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Client

Job Title  
**Bishopbriggs town centre**

Drawing Title  
**Proposed site layout  
 (alternative retaining sports hall)**

Scale	Date	Drawn	Checked
1:2000@A3	28/04/09	SC	
Job No	Drawing No	Rev	Checked
061823	L(-)101	Option 2	

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regeneration

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Design  
Statement

# Bishopbriggs Town Centre and former High School Site

May 2009

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# Contents

1	Introduction
2	Development Proposal
3	Site Appraisal
4	Design Principles
5	Consultations
6	Programme
7	Design Solution
8	Summary & Conclusion

# Introduction - 1

## Introduction

This report relates to the existing Town Centre and the land currently occupied by Bishopbriggs High School which becomes available for redevelopment when the school relocates to new premises on Wester Cleddens Road in the second half of 2009.

It should be read in conjunction with the submitted outline planning application for the mixed use development incorporating the demolition of existing buildings and the construction of new retail units, residential units, church and care home with associated accesses, car parking and landscaping

## Purpose of this document

This document seeks to set out the concept and principles of the development proposal in order that officials and other parties can clearly understand the development of the design and proposed layout. It has been prepared with reference to Planning Advice Note PAN 68 (Design Statements).

## Outline

The report is set out as follows: -

Section 2 – Brief outline of the development proposal.

Section 3 – Detailed description and appraisal of the existing site.

Section 4 – Outline of the key national and local guidance and policies which have informed the development of the proposal.

Section 5 – Outline of the key consultations which have taken place and informed the development of the proposal.

Section 6 - Outline of the phasing and timescale of the proposed development.

Section 7 – Detailed description of the proposed design solution

Section 8 – Summary and conclusion

# Project Team

The proposal has been developed with the input of the following:

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# Development Proposal - 2

## Background Information

As part of the Scottish Schools Modernisation Programme, the function of Bishopbriggs High School will be relocated to an enlarged and enhanced facility within the grounds of Thomas Muir High School on Wester Cleddens Road, releasing the current site for redevelopment. The possibility of combining the school site with the adjacent Bishopbriggs Triangle presents the rare opportunity to extend the town centre to improve the physical environment and provide enhanced facilities

## Development Proposal

The development proposal encompasses the following:-

- Demolition of school buildings
- Demolition and relocation of St Matthew's church
- Demolition of the existing Council office at No.4 South Crosshill Road
- Construction of a large retail store
- Construction of small to medium sized retail units
- The subdivision and remodelling of the existing Morrisons store to provide smaller retail units
- The provision of landscaped areas including a new civic space
- New town centre car park including disabled and parent/child parking
- New road access
- Construction of a mix of new residential units
- Construction of a Care Home facility
- Demolition and relocation of Nursery (Or possible Medical Centre)
- Possible retention of the School Sports Hall for community use (Option 2)

The associated drawings provide details of the proposed layout.

# Site Appraisal - 3

## Context

### Local Area

The site is located centrally within the town of Bishopbriggs close to local facilities such as shops, transport hub including a train station and bus stops, Library, churches, local park land and leisure facilities including football pitches, tennis club, bowling club and golf course which are mostly located off Kirkintilloch Road.

Bishopbriggs is a long established small town located north of Glasgow, a city which has grown over the years until development has occurred up to the boundary with its suburban neighbour. In character the area around the town centre is predominantly residential with the full mixture of house types from traditional tenements, villas, bungalows, semi-detached, terraced through to modern flats. The houses on South Crosshill Road all have drives with direct access to the street.

### Site Description

The 6.3Ha site is located in the grounds of the existing Bishopbriggs High School and the Bishopbriggs Triangle shopping centre and is bounded by Kirkintilloch Road to the West, South Crosshill Road to the North, Cleddens Court to the East and the railway line to the South.

The High School site, the Library, and the offices on South Crosshill Road are all in the ownership of East Dunbartonshire Council. St Matthew's Church and the church house are owned by the Archdiocese of Glasgow with the Triangle retail site being in the ownership of Derwent London plc.

The site slopes from South Crosshill Road in the north to the intermediate platforms of the existing football pitches and on down to the railway line at the south boundary and from Cleddens Court to Kirkintilloch Road in an east-west direction. The level difference becomes very pronounced at the existing Library where there is a significant vertical drop of approximately 4m to the rear of the existing church.

A major culvert containing the Bishopbriggs Burn and a large diameter sewer run across the site in the area of the existing Triangle car park from the railway line to the other side of Kirkintilloch Road where the burn exits the culvert to continue its flow west.

## Identity

### Buildings

There are a number of buildings within the existing site and these include:-

- The 4 storey school building.
- The brick school sports hall with curved metal roof.
- The buff brick Triangle retail and office buildings which includes the existing Morrisons store with a pyramid roof over its entrance.
- The brown brick St Matthew's church.
- The sandstone Library with its distinctive clock tower.
- The traditional two storey sandstone villa at the corner of South Crosshill Road and Kirkintilloch Road.
- The adjacent smaller two storey sandstone house (now used as offices) on South Crosshill Road.
- The single storey Nursery on South Crosshill Road

### Use of Space

The area of open space attached to the Triangle is dominated by car uses including the main access road from Kirkintilloch Road, the two storey car park and its ramp access, council office parking, taxi waiting areas and recycling facilities. Little space is left available for any activities that could enhance the quality of the space.

Open space at the High School is predominantly given over to car parking and sports pitches.

The Library is set back from the road creating a car free public space for pedestrians but is detached physically and visually from the main facilities of the Triangle.

### Connection

#### Vehicular Movement

The route into the existing Triangle is off Kirkintilloch Road which widens at the entrance to the site to a lights controlled junction to give vehicular access to car parking, the retail units and the church.

The shops within the Triangle have a shared service yard to the rear which is accessed from Springfield Road at Bishopbriggs Cross.

There are vehicular accesses on South Crosshill Road which give entry to the residential properties, the existing school and the Library.

#### Pedestrian Access

Pedestrian access follows the footpaths adjacent to the roads around the site with the projecting upper floor of the buildings at the Triangle providing shelter to the bus stops on the east side of Kirkintilloch Road and to the pedestrian route from there to the existing Morrisons Store.

Traffic light controlled crossings allow pedestrians to move with relative safety between the retail units in the Triangle and the opposite side of Kirkintilloch Road.

An underpass at St Matthew's church allows pedestrian access under Kirkintilloch Road to housing areas and the park beyond.

Supporting Documentation

Reference should be made to the Traffic Impact Assessment to be submitted separately.

## Design Principles - 4

This section outlines the key national and local guidance and policies which have informed the development of this proposal.

Section 25 of the Planning etc (Scotland) Act 2006 requires that planning applications are determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan covering the application site comprises the Glasgow and Clyde Valley Joint Structure Plan 2006 (Adopted April 2008) and the East Dunbartonshire Local Plan (adopted 2005).

### **Glasgow and Clyde Valley Joint Structure Plan 2006 (adopted 2008)**

The relevant Structure Plan has recently been formally adopted by Scottish Ministers, and we have assessed the proposal against the relevant policies of the plan.

Strategic Policy 9A(iv) states that if a development exceeds the thresholds set in Schedule 9, it must be assessed in terms of the criteria set out in Schedule 6(c)(i) The proposal will exceed the thresholds identified (2,000 sq m comparison retail and 1,000sqm convenience retail).

Schedule 6(c)(i) '**Assessment of Significant Retail Development Proposals**' states that all significant retail proposals will be assessed against a number of criteria including the following: -

- Expenditure compared to turnover;
- Impact (direct & cumulative);
- Contribution to vitality and viability of town centres, and the functional relationships with existing facilities;
- The requirement to locate new developments in locations which promote sustainable transport; and
- The contribution the development would make to remedying any qualitative deficiencies in existing retail provision.

Consideration has been given to the criteria above in this report. It is our view that the proposal will provide a positive contribution to the vitality and viability of this location, and to remedying a recognised qualitative deficiency. Sustainable transport is promoted with the presence of appropriate public transport services serving the town centre already.

The issues of expenditure, turnover and impact are all considered in Section 5.

Strategic policy 9B(iii)b refers to the sequential approach and the requirement to safeguard and promote the vitality and viability of town centres identified.

Schedule 6 (c)(ii) refers to the sequential approach for retail development. It states that Developers and retailers should show flexibility so that developments can be located in or adjoining town centres by:

- Accommodating developments in a different built form so that scale might better fit with the town centre
- Considering a range of goods to be sold (for example – bulky goods) perhaps using a different format
- Demonstrate that the sequential approach has been adopted

This application seeks approval in principle. The location adjacent to and including part of the town centre is considered appropriate and the sequential approach is satisfied.

### **East Dunbartonshire Local Plan 2005**

The East Dunbartonshire Local Plan sets out the detailed policies and specific proposals for the development and use of land in order to guide decisions on planning applications and investment. It highlights development opportunities and promotes economic development whilst seeking to maintain and enhance the quality of the historic and natural environment.

The application site has a number of identified allocations on the proposals map. The site is identified under Policy DQ1 and DQ2 to be located within the 'Urban Environment'. Part of the site is allocated as a 'Town Centre' with Policies RET1, RET2, RET4, RET5, and TRANS1 being of relevance. A 'Prime Shopping Area' has been identified under Policy RET3. Policies HE1 and HE5 highlight that there are listed buildings on site within the area designated as Town Centre and an 'Important Wildlife Corridor' has been identified along the southern boundary of the site under Policy NE2A.

**Policy DQ1, 'Assessing Proposed Uses'** confirms that development will be assessed with regard to the guiding principles of the plan. Development must be sustainable, compatible with the sequential approach and accord with the aim of integrating land uses with transport. Development should enhance the amenity and character of an area. Features important for their ecology or landscape character should where possible be retained and/or enhanced and managed appropriately. Development should not result in the loss of recreational land, amenity space or areas with significant biodiversity or landscape value unless they can be replaced elsewhere. Changes of use should not result in the loss of business or employment land or opportunities and the Council encourages mixed use proposals where character and amenity are not significantly adversely affected, and where it does not conflict with other policies of the Plan.

This town centre development site will be sustainable and is compatible with the sequential approach. It will benefit from existing transport links with access by foot, bicycle, bus and train. Long-stay car parking is to be incorporated into the scheme to encourage park-and-ride. The development will enhance the amenity and character of the area not only through design

(which will be examined at the appropriate stage) but by providing a focal point for the town centre with a civic square, retention of community facilities and improved retail offer. The town centre will become a destination which offers far more than currently, therefore enhancing the vitality and viability.

Matters relating to landscape character will be examined at the reserved matters stage. The development will not lead to the loss of recreational land or amenity areas open to the general public. The land subject of this application does not have significant landscape value given its brownfield status.

The application site will not result in the loss of business or employment land.

**Policy DQ2, 'Design Quality'** confirms that the Council will expect high quality design in all developments. Developments should be compatible with the amenity and character of the area within which it is located.

**Policy RET1, 'Town Centre Environment'** requires the creation of high quality civic space, including a 'town square' and upgraded green space at Churchill Way. There is a desire for redevelopment of Churchill Way to include town centre uses with creation of a high quality pedestrian link from the town centre to Bishopbriggs Park. Improved parking arrangements are required and reference a pilot shop front improvements grant scheme.

The proposal will provide a high quality civic space and the desired 'town square'. The location of the square is yet to be identified and will be subject of further discussion with the Planning Authority and other stakeholders. The proposal will provide long-stay car-parking with this improving the existing car-parking arrangements at Bishopbriggs Town Centre. Whilst the application does not specifically relate to Churchill Way, it is acknowledged that its redevelopment has been undertaken.

**Policy RET2, 'Development within Existing Shopping Centres'** seeks shopping provision to be enhanced. Retail development is encouraged within existing shopping centres and other established retail areas. There is a need to sustain or enhance existing provision as well as vitality and viability of centres. New developments should be in keeping with existing facilities and should not harm amenity. This policy requires that developments should be accessible by public transport, bicycle or on foot as well as by car.

Part of the application site is an established retail area and is designated a town centre. Enhanced retail provision within this centre is encouraged by Policy RET2. This increased provision will enhance the existing provision by improving the quality and choice of retailing. The development will not impact upon amenity which will be significantly enhanced by addressing problems with access, congestion and creation of a focal point for the town centre.

**Policy RET3** identifies requirements for new retail development opportunities through. This policy comments that there is no requirement identified for Bishopbriggs as the 8,000sqm gross floorspace identified has been met by the implementation of the extension to the Strathkelvin Retail Park in 2004.

Whilst no requirement has been identified in the Bishopbriggs area for retail development, it is important that its town centre provides high quality and a variety of shopping choices. The proposal to provide an enhanced retail offer will inject new vigour into the centre and from a quantitative and qualitative perspective, we submit that redevelopment of this site is acceptable.

**Policy RET4, 'Large Retail and Commercial Leisure Proposals'** addresses the sequential approach. The Council will encourage new retail developments in existing town centres with edge of centre developments being considered acceptable where no alternative sites exist. Out of centre proposals will be resisted unless there are no detrimental effect on the vitality and viability of the existing town centre.

This proposal involves retail and commercial development within an existing town centre location. Therefore, this proposal complies with **Policy RET4**.

Within the town, village and local shopping centres, the Council will support the retention of those uses within Class 1 (Shops) of the Use Class Order under **Policy RET5**. This application seeks to enhance provision at Bishopbriggs Town Centre and help prevent leakage to competing centres.

The 'Integration of Transport and Land Use' is encouraged through **Policy TRANS1**. The Council will work in partnership with other agencies to ensure the integration of transportation and land-use and to implement its Local Transport Strategy. It will manage the highway network and other transport infrastructure in order to allow a choice of appropriate forms of transport. The Council will develop and implement parking and access strategies for Bishopbriggs Town Centre and a programme of traffic management measures in residential areas. It will seek to promote sustainable traffic patterns and a quality built environment. Traffic matters are addressed in Faber Maunsell's report that accompanies this application.

**Policy HE1, 'Heritage Fund'** states that the Council may be able to offer discretionary grants for work required to maintain listed buildings. This issue can be addressed through standard discussions. Policy HE5 also refers to listed buildings, and states that they will be protected where possible.

### **National Guidance**

A number of national policy documents (NPPG's and SPP's) are likely to be referred to in the consideration of this application, as well as planning advice notes (PAN's). We have assessed the proposal at the former Bishopbriggs High School site against the following documents, and for ease of reference have addressed each in turn.

**SPP1, 'The Planning System'** outlines the process by which development decisions will be taken and planning policies will be formulated within the context of the Town and Country Planning (Scotland) Act 2006. Together with related primary and secondary legislation, this governs the day-to-day

operation of the planning system. The underlying aim is to ensure that development and changes in land use occur in locations that are sustainable.

**SPP8, 'Town Centres and Retailing'** was published in August 2006. The key policy objectives of the executive are as follows:

- Promote distinct, competitive places and encourage regeneration, in order to create town centres that are attractive to investors and suited to the generation of new employment opportunities.
- Create a climate that enables all sectors of the community to have access to a wide choice of shopping, leisure and other services and for gaps and deficiencies in provision to be remedied.
- Improve the physical quality and sustainability of town centre environments.
- Support development in existing accessible locations or in locations where accessibility can be improved.

In order to deliver these objectives the document provides a number of policy principles for local planning authorities, and, in turn, developers, to consider when locating, developing and managing retail and town centre uses. These policy principles are as follows:

- Identifying and promoting town centres as part of a network of centres.
- Focusing development in existing town centres by using a sequential approach to development.
- Maintaining, improving and developing town centres.
- Promoting a safe and attractive environment.
- Ensuring that centres area accessible to all sectors of the community.
- Regularly monitoring and reviewing policies.

The first policy principle above highlights the concept that centres will offer support to, or are supported by other centres, and that every centre depends on another. The 'network of centres' does not only involve town centres, but 'commercial' and 'other' centres as well. The proposal to develop the former Bishopbriggs High School site and land adjoining the existing town centre will enhance the existing town centre, and will improve its position in the network of centres, in a manner that is appropriate to its current scale and role.

The 'sequential approach' to site selection underpins retail development philosophy. This proposal which has a partial town centre designation is considered to be in an appropriate location to meet the requirements of the sequential approach.

There are no other sites in the area which offer the same benefits. This is a town centre location, and development will provide a boost to the vitality and viability of the town as a whole.

The proposal to develop the school site will assist in improving the existing centre, and will reduce the loss of shoppers to other locations.

In terms of physical 'accessibility', the site is ideally located on a number of public transport routes.

Paragraphs 38 – 40 refer to the assessment of proposed development. It is noted that proposals require to be of the highest design quality possible and at an appropriate scale for their location, whilst being conveniently and safely accessible to all sectors of the community. These matters are addressed in Sections 5.0 and 6.0.

The proposal conforms to the elements of the SPP8, and will be of significant benefit to both the local and wider area.

**SPP17, 'Planning for Transport'** promotes an integrated transport policy through the creation of sustainable forms of development through joint consideration and integration of transport planning, land use, economic development and environmental issues. For the transport network to effectively support the economy, land use planning must assist in reducing the need to travel, creating the opportunity to use more sustainable transport modes.

Dependence on car travel can be reduced through locating new development to maximise sustainable transport modes while constraining car parking. Preferred locations for development will be those well integrated into effective networks for walking, cycling and public transport.

The proposed development complies with the above aims. The site can be accessed by walking, cycling and park and ride facilities through the existing town centre. The site also has excellent locational advantages being situated on the Glasgow – Edinburgh train line. An initial transport assessment has been submitted in support of this application and in accordance with the provisions of SPP17.

**PAN75, 'Planning for Transport'** accompanies and supports SPP17. It encourages significant travel generating proposals at key nodes on the public transport network. These locations should encourage good linkages to walking and cycling networks reducing the reliance on the private car. PAN75 recognises that the integration of land use and transport planning is an invaluable element of creating sustainable development.

The proposal is consistent with the requirements of PAN75. The associated transport assessment justifies this in greater detail.

**PAN59, 'Improving Town Centres'** relates to SPP8 and underlines the importance of town centres, advising how planning authorities can safeguard and improve them, drawing on specific examples and approaches and actions undertaken in Scotland. The aim should be to promote vibrant, lively and viable locations that provide a quality urban environment where people can live and feel safe, where businesses can prosper and opportunities exist for new stimulating activities. Successful town centres have a mix of facilities

that encourage a mix of different groups of people at different times, are accessible by a variety transport modes, have an amenity which is attractive, clean and safe, and are planned, managed and promoted in a positive way.

The proposals complement the existing Town Centre at Bishopbriggs in terms of mix of facilities and the site is accessible by a range of transport modes.

## Consultations - 5

This section outlines the key consultations which have taken place and influenced the development of the proposals. These are also referred to in greater detail in the consultation report which accompanies the application submission.

### Consultation 1

5<sup>th</sup> March - Pre Public Consultation at Bishopbriggs Library

Local stakeholders including community council members, councillors, MP and local businesses were invited to a presentation from the development team outlining the proposals for the town centre.

### Consultation 2

6<sup>th</sup> – 13<sup>th</sup> March - Public Consultation at Bishopbriggs Library

Muse Developments advertised the event in local papers.

The event was viewed in detail by approximately 500 interested individuals who each had the opportunity to discuss the proposals with a member of the development team.

Questionnaire forms provided at the event allowed residents to express their views in a recorded format. 137 responses were received and these have been collated and reviewed. Commonly addressed elements in the exhibition presentation have been considered and appropriate revisions have been incorporated in the updated proposals.

### Consultation 3

31<sup>st</sup> March 2009 – Presentation to Bishopbriggs Community Council Planning Committee members at Bishopbriggs Library

Muse Developments and Bradford Robertson Architects attended a meeting with Committee members to present updated proposals which incorporated changes in response to feedback received at the public exhibition and through the returned questionnaires. The reaction from the committee was generally favourable.

## Programme - 6

This section outlines the phasing and timescale of the proposed development.

### **Timescale**

Although a firm programme does not yet exist it is anticipated that the school site will be handed over in Spring 2010 with construction work starting in summer 2010 at the earliest. This is subject to confirmation of the content of the project, agreement between the interested parties and Local Authority approvals being place.

# Design Solution - 7

This section explains the proposed development with reference to the key design aspects outlined in PAN 68 (Design Statements).

It should be noted that this document relates to an Outline Application for Planning Permission and as proposals are not fully developed all aspects of the design solution cannot be fully explored at this stage. However comments are provided as far as possible to record the intent for the detailed proposals which may follow.

## Layout – Option 1

### Retail

A major element within the proposed scheme is the new retail store located on the site of the former school. It will be partly screened from South Crosshill Road by the new trees with its visual impact being further reduced by it being sited at a lower level than the street.

The proposed shared car park, which almost doubles the capacity of the existing, will be positioned between the new store and other town centre shops. All spaces will be at grade with the existing deck parking being removed. The car park is located further back into the site than the existing to allow the creation of a usable civic space in the area directly off Kirkintilloch Road presently occupied by car parking and to recover this for pedestrian uses. This space can accommodate civic functions and events eg, Christmas, New Year celebrations, Gala Day events, Farmers Market etc in an area which is easily accessible and from which the community can derive social and economic benefits.

The existing store and its parking will be available during the period of construction to ensure continuity of the facilities is maintained until the new store comes into operation.

Additional retail space will be created at street level on the site of the existing St Matthew's church, single storey over the width of the Library and paved over to enlarge the open space adjacent to it, while allowing clear views of the Library from the lower Civic Space, Kirkintilloch Road and the Cross. Beyond the library this block will rise to three storeys and incorporate commercial space above the ground floor retail units.

### Care Home

A demand for a care home in the area has been identified and this is proposed at the Cleddens Court end of the site in a more peaceful location from which town centre facilities and transport connections are still readily accessible.

### Nursery

The existing nursery will be removed with a replacement being built within the residential end of the site with car parking and access located off South

Crosshill Road. This will offer better facilities and improved external spaces, parking and drop-off provision. The vacated site will allow for junction improvements to the entrance of the new residential area. As an alternative to the nursery, a medical centre may be provided.

### Residential

The rear of the site has been identified as a good location for housing as it benefits from being close to town centre facilities and would provide easy access for residents to good transport links and reduce car dependency. This would also make it suitable for people who are not car owners and could offer improved travel possibilities and greater opportunity for employment and leisure.

It is anticipated that the residential part of the site will accommodate a mixture of house types and flats with an affordable element for young people and others who may have difficulties in securing suitable accommodation which is not widely available in Bishopbriggs at present. With the recent collapse of the housing market the final proportion of each type may vary depending on market demand.

### Library

The existing Library will be retained along with the Church House on the corner of Kirkintilloch Road and South Crosshill Road which will continue in its present role when the proposed new church is built alongside.

### Church

The existing church and hall will be removed to allow the creation of new commercial buildings which will define the northern edge of the civic space and accommodate uses which will bring activity and life to it. Importantly, their removal also allows the level difference between the high section of the site upon which the Library is located and the lower section of the proposed civic space to be satisfactorily reconciled also providing a better visual relationship and improved access between the two.

The new relocated larger church building will incorporate improved church and hall facilities. New car parking shared between the church and the Library is accessed from South Crosshill Road with any additional car parking required being available in the main car park.

It is intended that the new church will be constructed in advance of the existing one being removed to allow continuity of the church's facilities to be maintained

### Streets and Spaces

The existing street pattern around the edges of the site is maintained with new roads being formed off South Crosshill Road to access the car park, the service area and the residential site. New houses on South Crosshill Road will have drives and car parking accessed directly from the street in keeping with the houses opposite. Whilst a pedestrian route will connect the

residential and retail areas, their streets and spaces will remain detached, allowing each to form their own identity as either a quiet residential cul-de-sac or a lively town centre with a new civic space.

### **Accessibility**

The existing public road into the Triangle site is retained to allow access to the new car park with a further entry point being created on South Crosshill Road. This has the benefits of spreading the traffic volume over two accesses and reducing the number of traffic movements over the South Crosshill Road/Kirkintilloch Road junction from traffic approaching the car park from the two directions.

Alterations will also be made to this junction and the road as far back as the car park entrance on South Crosshill Road and with the addition of traffic lights and integrated controls will improve safety and traffic flow to and from the site and its surrounding area.

The existing stores in the Triangle will be serviced from the current yard with service traffic to the new store entering the site from South Crosshill Road. Traffic volumes and congestion at the Cross should be reduced from current levels as the likely change of use from Food to Non-food Retail combined with the relocation of the foodstore service area access should result in less vehicle movements into and out of Springfield Road.

Pedestrian movements from South Crosshill Road to the Triangle will be improved as circulation will be possible from a number of points ie the residential area, South Crosshill Road, the Library, Kirkintilloch Road across the site via the car park. Routes to the station and to bus stops will also be shorter as it will not be necessary to take the longer path around the Library or Church House.

### **Safety and Security**

Although the initial proposals relate to an outline planning application the layout attempts as far as possible to provide safe open pedestrian routes overlooked as far as possible with no open service areas.

The existing deck parking is removed and all new parking will be at grade and in open space.

The service area to the existing Triangle shops along the side of the railway is retained as existing as its impact on public areas is already usefully reduced by its location.

Land which is not open and overlooked such as between the new store and the railway will be fenced off to deter unnecessary access.

## Sustainability

### Environmental

The following features are proposed to be incorporated into the scheme:

The re-use of existing and construction of new buildings will provide an enhanced environment, improved public and business facilities for an economically more sustainable town centre

The landscaping proposals will assist in maintaining local biodiversity and attempt to create new low maintenance habitats for plants and wildlife.

Separate foul and surface water drainage systems will be provided for the development, with features such as porous paving, filter trenches, detention basin and below ground attenuation being provided for the surface water drainage system. These features are part of the Sustainable Urban Drainage system that will deal with the surface water drainage in a controlled fashion and therefore minimise the impact on drainage systems downstream.

The demolition of several buildings on the site (school buildings, car park, church) presents an opportunity to re-use existing materials as part of the new scheme. There are various ways in which this could be achieved and this will be thoroughly investigated as part of the design process. Muse has already involved WRAP in the project with a view to minimising waste from the development. The existing Morrison store will be remodelled for reuse

The existing Town Centre site is already well served by public transport. Suitable pathways will be provided as part of the development along with cycle racks to encourage bike usage.

Where possible building materials will be selected to have low embodied-energy, with the use of recycled materials being prioritised. All building materials selected will be durable and maintainable.

Any timber or other virgin materials will be procured from certified sustainably harvested sources.

### Economic Considerations

The existing Morrisons store is of a size which was typical of a supermarket built in the 1970s but in the current marketplace their business in Bishopbriggs is physically constrained.

The facilities which can be offered in such a restricted building and the limits on parking leave it at a disadvantage when compared with its competitors ASDA at Robroyston and on Kirkintilloch Road and Tesco at St Rollox which are newer stores offering a much wider range and choice of merchandise.

This results in Morrisons being less competitive than the others and consequently business escaping the town centre store in favour of the newer larger stores.

The proposed new store seeks to redress the balance and recapture business which is presently lost to Morrisons and other traders operating in the town centre, reinforcing its long term viability.

## Energy Efficiency

The new buildings will be of high quality construction with excellent insulation U-values and air tightness to help to minimise energy usage. The M&E fit-out works for the various properties will not necessarily fall within the remit of this development, but any fit-out works by building operators will be subject to the Building Technical Standards in terms of minimising energy usage.

Morrisons have employed a number of sustainable features on their recently constructed premises and will be looking to utilise practical sustainable elements into this facility.

## Landscape

The principle for the landscaping will be generally hard at the retail and soft to the residential. The landscaping to the civic space and pedestrian paths linking the retail will need to be hard and robust to allow the appearance to be maintained.

Soft landscaping between the new large retail store and South Crosshill Road will provide a buffer zone and an informal edge to the road, complementing the front gardens of the houses on the opposite side of the road and adding interest to the route linking the retail and residential areas.

Landscaping within the residential area will also be very informal to provide a relaxed environment.

## Details and Materials

As the proposal relates to an outline application material selection has not yet been finalised, however it is anticipated that materials will be sympathetic to the context and durable to ensure long life.

## Layout – Option 2

In comparison to option 1, option 2 is based upon the possibility that the existing school sports hall may be retained for community use, however this is depended upon a suitable business plan being presented to prove its long term viability in terms of usage and income.

### Retail

The impact of retaining the existing sports hall will be that the Foodstore will be located further west reducing the number of spaces in the shared car park.

### Sports Hall

Car parking will be available off South Crosshill Road.

Steps and a ramp will provide pedestrian access from the car park to the Sports Hall. Pedestrian access will also be available from the new retail store and from the new residential area.

### Residential

Retention of the existing sports hall may allow space for a slightly greater number of residential units.

### Nursery

A new nursery is not included with this option.

## Summary & Conclusion - 8

The forthcoming availability of the Bishopbriggs High School site provides the unique opportunity to create a major development close to the town centre, however it is imperative that this and the Triangle are combined in an integrated design.

Bishopbriggs as a town centre is competing against retail parks and other neighbouring towns so the introduction of a larger foodstore and additional retail units aims to encourage businesses and consumers to stay in the town by providing a greater variety of choice and enhanced facilities.

The creation of a civic space is central to the proposals as it addresses the car dominance of the current Bishopbriggs Triangle by providing a pedestrian space where people can participate fruitfully in social and commercial activities. By creating an attractive public realm with a variety of retail options and community facilities, Bishopbriggs should be a more desirable place with a more vibrant sustainable heart.



# CONSULTATION REPORT

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Muse Developments Limited

**Bishopbriggs Town Centre**

April 2009

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**re.thinking**  
regeneration

# CONTENTS

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INTRODUCTION	3
METHODOLOGY	4
FEEDBACK	8
RESPONSE	15
SUMMARY & CONCLUSIONS	17

## APPENDICES

- A.** LIST OF ATTENDEES AT STAKEHOLDER MEETING
- B.** PRESS RELEASE ADVERTISING PUBLIC EXHIBITION
- C.** FORMAL FEEDBACK FORM
- D.** BREAKDOWN OF FORMAL FEEDBACK
- E.** BREAKDOWN OF FURTHER COMMENTS

# INTRODUCTION

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Following its successful appointment as preferred bidder for the East Dunbartonshire Schools modernisation project, Muse Developments Limited (Muse) and its project team is in the process of preparing an outline planning application for the redevelopment of Bishopbriggs Town Centre.

The land incorporated in this proposed redevelopment includes the existing town centre and the grounds of Bishopbriggs High School, which is to be relocated to a brand new facility on Wester Cleddens Road.

Given the local importance of this location and the local interest in the proposals, it was agreed that a significant level of community consultation be carried out in relation to the development that Muse proposes.

This report identifies the actions that Muse has taken to ensure that the local community is made fully aware of the proposals and that an appropriate level of pre-application consultation has been undertaken. The planning advice note on community engagement (PAN 81) has informed the process ensuring that the key elements of meaningful consultation have been utilised, with particular focus on the following:

- Involvement of the community
- Identifying and overcoming barriers to involvement
- Using methods of engagement that are fit for purpose
- Sharing information
- Working with others
- Giving feedback
- Evaluation

This report identifies the methodology that has been employed, the various meetings and events that have taken place and refers to the feedback received as a result of these activities. In response to the issues raised, Muse has identified how it addressed the concerns of the community and key stakeholders where applicable.

# METHODOLOGY

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Muse has carried out a number of pre-application exercises with the community, elected members and key stakeholders in the Bishopbriggs area. The objective of these exercises has been to engage with the members of the public who are most likely to be affected by the proposals to ensure that Muse can deliver a development that will be as beneficial as possible by those who live and work in the area. In this section, we identify previous submissions and the methodology of the current pre-application consultation process.

## 2006 Application

In December 2006 an outline planning application was submitted on behalf of Muse (then Amec) for the following proposal:

*'Redevelopment to include 3000sqm new build unrestricted Class 1 retail floorspace with approx. 2000sqm 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' (EDC ref: TP/ED/06/1320)*

This application remains undetermined and is now on hold with a view of replacing it with the current proposal.

A number of issues were identified as a result of the consideration of the initial application, these have been addressed through ongoing team meetings and continued dialogue with the council. The proposed development is now in keeping with many of the requirements of the local planning authority.

## Mactaggart & Mickel Application -

In September 2008 housing developer Mactaggart & Mickel (with agreement from Muse) submitted a detailed planning application for development to cover the residential aspect of the overall town centre site. The application description was as follows:

*'Proposed erection of 154 residential dwellings (18 townhouses & 136 flats) including demolition of existing house, with associated access and landscaping' (EDC ref: TP/ED/08/0858)*

As part of this application an indicative masterplan of the entire site was enclosed in the package, for information purposes, to identify how the residential proposal would fit into the wider scheme.

This application generated a significant level of interest and aspects of the indicative masterplan gave rise to concerns within the community which were subsequently voiced to the planning authority. Particular reference is made to a petrol station that was proposed to juxtapose a new Morrisons store; this received significant opposition.

After some consideration with the council, and following a number of meetings with the PPP project team, it was agreed that the above application should be withdrawn and the application site be viewed as a whole. The application was formally withdrawn in October 2008.

Following the two previous submissions and the initial feedback received, it was agreed with East Dunbartonshire Council that a consultation exercise would be appropriate in order to ascertain the views of the local people of Bishopbriggs in relation to the town centre. To achieve this Muse has since carried out the following activities.

#### **Jo Swinson MP meeting – 2008/09**

Stephen Turner from Muse Developments met with Jo Swinson MP, at the Houses of Parliament, three times in the past two years to describe and discuss the Bishopbriggs plans and to keep her apprised of progress. The scheme was described in full, including the potential for retaining the hall as the replacement location for the church.

Following these extensive meetings Ms Swinson raised additional concerns regarding the maintenance of the Sportshall in the local media. As these were new concerns Muse Developments was very quick to set up further meetings with local community representatives and Ms Swinson herself. In addition a questionnaire was placed on Ms Swinson's website as another way for local residents to make their views known. No responses from the website have been received by Muse to date.

#### **Councillor Briefing – November 2008**

In November 2008 following the submission of the Mactaggart & Mickel application, a representative from Muse met with local Councillor Bill Hendry to discuss the initial plans and proposals on the site. A number of issues were commented upon including public open space and a petrol filling station.

#### **St. Matthew's Catholic Church**

A representative of Muse has met with Monsignor Bradley, Parish Priest, and Ken Crilley of the Archdiocese of Glasgow on five occasions in the past two years to discuss different versions of the proposals, and the specific requirements of the church as it currently forms an integral part of the town centre.

#### **Stakeholder meeting – 5 March 2009 – Bishopbriggs Library**

A key stakeholder meeting was held in Bishopbriggs Library on the evening of 5th March 2008 where parties holding an interest in the site, members of community groups and elected council members were invited to view a presentation by Muse and to give their

views on the proposals.

This event was very well attended with a prolonged discussion held regarding the proposals and a number of concerns were raised in respect of a variety of issues.

A list of those who attended is provided in APPENDIX A.

### **Public Exhibition – 6 & 7 March – Bishopbriggs Library**

Having advertised the public exhibition in the local newspaper (APPENDIX B), Muse set up display boards in Bishopbriggs library on Friday 6th and Saturday 7th March, allowing members of the public to drop in and view the current proposals.

The exhibition ran from 10am until 2pm each day and was very well attended by over 400 people. On both days representatives of Muse, including the architects and planning consultants, were present to describe the proposals and to answer questions.

The exhibition was deemed to have been successful with over 130 completed questionnaires being returned in addition to the considerable direct feedback received through the dialogue with the Muse team. This feedback provided a considerable amount of useful local information, opinions and new ideas. Details of the feedback received are considered in the following section of this report.

Whilst viewed as a success, some visitors were of the opinion that there was not enough notice given of the timing of the exhibition and that, when busy, there was not enough space to view the plans on display. In response it was agreed that the display boards would remain in place over the following week until Friday 13 March, to allow people to view the plans at their leisure. It was also agreed that the display would be attended by a Muse representative to answer questions between 4pm and 5pm each day, with the exception of Sunday 8 March when the Library was closed. On each of these extra days, approximately 10 people visited within the attended hour. Again, this was viewed as being a successful activity. A box was provided for the questionnaires throughout the period of the exhibition, which allowed those who responded to remain anonymous.

### **Community Groups**

Following the local community exhibition a number of meetings were arranged with local community groups such as Bishopbriggs Community Council Planning Committee, the sports hall steering group and representatives of the nursery on South Crosshill Road. These meetings were arranged to allow these groups to discuss their specific concerns and aspirations for the proposed development with Muse in greater detail.

### **Stuart McMillan MSP – 6th March 2009**

Stuart McMillan MSP visited the public exhibition on Friday 6th March where Stephen Turner took him through the details of the scheme; he was grateful for the overview and broadly supportive of the plans to revitalise the town centre.



# FEEDBACK

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A mixture of feedback was received from the various events and activities previously identified. This section identifies the main points raised from all of the feedback received.

## **2006 Application**

Feedback received from the submission of the initial application can be summarised generally by the statement that the local community support the redevelopment of the town centre.

## **Mactaggart & Mickel Application**

The Mactaggart & Mickel application, whilst only submitted for a short period of time prior to being withdrawn, received a significant level of comment from the local community with particular interest being taken in the indicative masterplan that was submitted with the proposal.

The main issues which were highlighted through the feedback were in relation to the proposed petrol filling station and to the flats in the residential site.

The **Petrol Filling Station** raised a significant amount of concern with members of the public, the key reason being the increase in traffic. It was felt that development should be attempting to reduce the car traffic from the town centre where possible, rather than attracting further vehicles to the area.

Many members of the public commented on the **Flatted Blocks** proposed as part of the residential proposal. In responses received by the council, it was considered that the flatted blocks were too high and inappropriate for the location, particularly along the frontage of the site onto South Crosshill Road.

Whilst the Mactaggart & Mickel application was withdrawn, the points raised have been taken into consideration and where appropriate have been incorporated throughout the preparation of the current plans.

## **Councillor Briefing November 2008**

As identified above, the two key issues to emerge from the briefing with Councillor Hendry were the proposed petrol filling station and public open space. Councillor Hendry had received significant feedback from constituents that there was no support for a petrol filling station; he therefore, in keeping with local opinion, requested that this be excluded from plans. The discussion also raised interest in the provision of an area of public open space.

## **Stakeholder meeting 5 March 2009**

A number of points were raised at the stakeholder meeting held in the library on the

evening of 5 March 2009. The key themes to prompt discussion were as follows.

### Sports Hall

#### Concerns

- Promised to the community when PPP went through

#### Support

- Not keen on sports hall conversion to church use.

#### Questions/Ideas

- Committee set up to run the facility on a voluntary basis, business plan being prepared
- Current Morrisons store could be converted to accommodate sports use

### New Retail

#### Concerns

- Concern in relation to the type of retail proposed
- Too many public houses, restaurants and fast food vendors already

#### Support

- Small diverse retail units would be good
- More retail is supported, but guarantees required regarding the quality
- More convenience shopping is a good thing

#### Questions/Ideas

- Why does Morrisons need to increase in size?
- Why the proposed shape

### Transport

#### Concerns

- Bus stopping provision to remain on Kirkintilloch Road
- School children highly likely to cut through site to get to school
- South Crosshill Road will experience high pedestrian traffic through it's use by school children

#### Questions/Ideas

- Provision required for taxis
- Do not allow restriction on Morrison approved taxi companies

## Car Parking

### Support

- A managed town centre car park was generally supported

### Questions/Ideas

- Park & Ride provision – this issue provided a relatively split opinion. It was agreed that the town needs a park & ride facility but questions were raised as to the suitability of this site for that use.

## New Church

- It was stated that the Church representative had not had meaningful discussions with Muse and was not fully aware of the proposals; therefore they could not comment in full.

## General

- The original town centre application would be withdrawn
- Library is being retained
- The care home would not be counted as affordable housing

### Public Exhibition

The public exhibition was viewed as a very successful event where a significant number of comments were received. Members of the public from a cross-section of the community attended, raising interest and providing a variety of views on all aspects of the proposal.

A **formal feedback form** was provided for visitors to complete if they wished; a copy of this is shown in APPENDIX C. This form requested a 'yes/no' answer on what Muse felt were key issues for the town centre, a break down of the responses in relation to this is provided in APPENDIX D. In addition, space was provided for further comments. We are pleased that these forms were used well with 137 forms completed. APPENDIX E identifies the general breakdown of feedback received in terms of the further comments.

Whilst the form provided an opportunity to gain feedback in a relatively structured format, it was recognised that not everyone attending would fill these in with their views. With this in mind, and in keeping with best practice from PAN 81 'community engagement', Muse set out to listen to the views that were given in the form of Verbal Feedback and made note of the key points being raised. We have split the main points raised through this verbal feedback into similar categories to the stakeholder meeting,

with a breakdown identified below.

### Sports Hall

#### Concerns

- Hall is understood to be well used by a club involving 500 Children and 70 Coaches
- New facilities would be too expensive
- 'Promised' to the Community
- Demolition wasting public money

#### Support

- Other halls in the area not used enough

#### Questions/Ideas

- Who would use it during the day?
- If lost, can it be provided elsewhere in the town centre?

### New Retail

#### Concerns

- Don't need new shops, people go to Glasgow
- More shops would not be sustainable
- Supermarket too far from existing shops
- New supermarket too big, existing supermarket a suitable size
- Retailers will not be attracted to this location
- Morrison's would not allow farmer's markets or Christmas fair
- Larger Morrison's will put existing retail out of business

#### Support

- New shops would benefit the area

#### Questions/Ideas

- Good pedestrian access needed to the new store

### Transport

#### Concerns

- South Crosshill Road already gridlocked
- Mini Roundabout at the eastern end of South Crosshill Road is a disaster and will get worse

- South Crosshill Road pavements will not deal with school children traffic
- Concerns with access to housing
- More congestion will be caused by new retail
- Pedestrian safety (Children)
- Congestion likely at nursery access
- HGV access currently an issue, plans do nothing to address this

### Car Parking

#### Concerns

- Sea of car parking; contradicted by
- Not enough car parking for long stay

#### Questions/Ideas

- Split opinion on park & ride/ managed parking
- Bring new store to the western end of the site with car park to rear
- Queries as to whether parking would be free or not.
- Parking for evangelical church should be provided
- Significant level of indiscriminate parking on surrounding streets – any solution?

### New Church

#### Concerns

- Too small

#### Support

- New church is needed
- Sports hall would not be suitable for the church relocation

#### Questions/Ideas

- Where is the presbytery proposed, cannot demolish the existing one
- Where is the church parking
- Is there an entrance onto South Crosshill Road?
- Current access issues need to be addressed

### New Housing

#### Concerns

- Height concerns on South Crosshill Road units

- Access concerns to the new housing
- Too many houses proposed

### Support

- Welcomed for young people trying to get on the 'housing ladder'

### Questions/Ideas

- What type of housing is proposed
- Will there be affordable housing

### General

#### Concerns

- School should never have been relocated
- Suspicion of motive for development – only for profit – no community interest
- Historical issues causing cynicism
- Not enough detail on plans
- Concerns over Evangelical Church car parking at eastern end

#### Questions/Ideas

- What is happening about the relief road
- Why is the nursery not involved
- What is the programme for works – time line?
- Facilities for the younger community – teenagers etc.
- Access for taxis
- Would have liked to take plans away to consider
- Cinema?
- Skate Park?

It was noted that there were conflicting views on most of the issues, depending on the different situations of individuals.

The listed items form the most significant interest in this proposal, and Muse is confident that it has given the local community a good opportunity to voice their opinions on the issues they care about in the town centre.

### **Community Council Meeting – 31 March 2009**

On the evening of 31 March 2009, representatives of Muse met with the planning committee of Bishopbriggs Community Council to discuss the reworked proposals for the site as a result of feedback from the community engagement process so far.

At this meeting, Muse tabled a new set of indicative plans which incorporate appropriate

revisions made as a result of the consideration given to commonly addressed issues raised throughout the public consultation.

These new plans were received very positively by the Community Council Planning Committee who has undertaken to provide feedback to the wider community council. We are currently awaiting the latest response from the overall Community Council

### **Bishopbriggs Childcare Centre**

Agents from CB Richard Ellis met Patricia Bradley, proprietor of the Bishopbriggs Childcare Centre, on behalf of Muse Developments in 2006, prior to the submission of the previous Planning Application. These meetings were to discuss whether the nursery would wish to be relocated within the new development. No agreement could be reached with the nursery at this time on the value of their existing site.

In March 2009 Muse met again with the proprietor following on from the public exhibition. Patricia Bradley voiced her concerns in respect of the impact on business of the redevelopment and Muse gave assurances that Muse and the contractor would strive to minimise this.

It was agreed at this meeting that Muse would explore the potential for onsite relocation on receipt of the details of the nursery's requirement in terms of building, car parking etc.

Muse once more met Patricia Bradley along with Councillor Hendry and the Chief Executive of EDC, again to discuss the nursery's concerns regarding the impact on the business and to explore the potential for relocation of the nursery within the overall new development.

### **Sports Hall Steering Group**

Representatives from Muse have been trying to set up a meeting with the Sports Hall steering group for some time now. The outcome of this meeting is likely to have a significant impact on the future of the sports hall in the proposal.

### **Meeting with David Whitton MSP – 31 March 2009**

Stephen Turner from Muse Developments met with Mr Whitton on the 31<sup>st</sup> March at Mr Whitton's constituency office. Mr. Turner outlined the history of the application and the various options that had been consulted upon with the local community. He explained how the sports hall could be maintained within one planning option; however, this would only be possible if the steering group was able to provide an acceptable business plan.

# RESPONSE

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This section identifies how Muse has taken into consideration the points raised in the feedback section above. Where feasible, amendments have been made to accommodate elements in relation to comments received and, where it is not feasible to amend the plans in line with the request, the reasons for this have been provided as a way of responding to the issues raised.

As with the feedback section, we have broken this section down into categories.

## Sports Hall

Through all of the consultation exercises there was strong support for the retention of the sports hall. Muse is investigating the possibilities of retaining this within the proposed redevelopment, and seeks a meeting with a steering group in the near future. Until that meeting has taken place, Muse proposes to present the site layout without the sports hall shown. It should be noted however that if the steering group for the sports hall present an appropriate business case for the retention of the hall, there is capacity to bring the hall into the plans.

## New Retail

There have been various comments in relation to the proposed new retail provision at the centre, with some of support and some against.

Muse is confident that the redevelopment of the town centre and provision of new retail facilities will attract a number of high end retailers to the town centre, improving its vitality and attracting increasing numbers of shoppers to the area. This will strengthen the town centre as a whole.

## Transport

It is recognised that there are a number of transportation issues in and around the town centre and Muse has its transport engineers working hard to find solutions which will alleviate any concerns whilst also being within guidelines set by the Council.

In its latest plans, Muse has relocated the access for service vehicles to the proposed new Morrison's store which will relieve a degree of congestion from the south west of the site.

The proposed layout will improve the operations of the Junction on South Crosshill Road and Kirkintilloch Road and will therefore also improve the main access to the site from Kirkintilloch Road.

## Car Parking

It is recognised that there is significant public support for a park and ride system in the Bishopbriggs area but it is also generally agreed that the town centre is not necessarily the best location at which to provide this service. The comments received from the public exhibition in this regard have been passed to the council for their consideration. With

this in mind, the current parking proposals would not accommodate for park and ride.

We are confident that there is an appropriate level of car parking to provide for the redeveloped town centre and the new Morrison's supermarket.

### **New Church**

The church is very well attended by the local community and as such there was significant interest in the proposals for its relocation. The loss of the current presbytery was opposed heavily due to its prominence and its listed status.

Having taken note of these objections, the latest plan shows a relocated church building alongside the retained presbytery. Discussions are ongoing with the archdiocese and these proposals are yet to be finalised.

### **New Housing**

Most concerns connected to the proposed housing area of the development are in relation to the numbers, the height and the access. It should also be noted that there is support for housing in this area to provide an opportunity for local first time buyers.

As this is an outline application, we cannot comment significantly on the final design of the housing. This will be driven by the market conditions at the time of a detailed planning submission. Regarding the access, the proposal remains for this to be taken from the existing small roundabout at the eastern end of the site. Transport engineers are working to ensure that this is an appropriate solution whilst meeting the requirements of council guidance on roads and transportation.

## SUMMARY & CONCLUSIONS

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Muse has spent some significant amount of time and effort in relation to the development proposals for Bishopbriggs. Various plans have been prepared over the past three years, incorporating a variety of uses and layouts over the past three years.

It was recognised that this proposal would receive a significant amount of public interest and as such a consultation exercise was inevitable.

The consultation process has been methodical and ensured that, in accordance with the focus of PAN 81:

- The proposals have been clear and accessible to everyone
- The proposals have been on view to the whole community and discussed in a variety of formats, including smaller meetings and public exhibitions
- Feedback from the community has been listened to and incorporated into the final proposals, which, in turn have been shown to the community
- Local political and community representatives have been particularly well informed so that they, in turn, can inform their community and direct those seeking further information to Muse directly
- The community engagement process has been effectively monitored and evaluated
- As many people as possible from the community have been able to view the proposals and voice their opinions

Muse has instigated and participated in various events in order to obtain as many local views as is practicable. The overriding response is that the town centre does need a degree of redevelopment and we are confident that, aided by this significant consultation process, we can arrive at a solution that will benefit the majority of the community in Bishopbriggs.

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# A

## **LIST OF ATTENDEES AT STAKEHOLDER MEETING**

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# B

**PRESS RELEASE  
ADVERTISING PUBLIC  
EXHIBITION**

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# C

## **FORMAL FEEDBACK FORM**

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# D

## **BREAKDOWN OF FORMAL FEEDBACK**

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**E**

**BREAKDOWN OF  
FURTHER COMMENTS**

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