

ASN – Consultation 2

Online FAQ Sheet

Site Layout

What outdoor play/sport provision will be delivered for the school?

The school grounds will include outdoor sports provision and learning opportunities. A full package of landscaping proposals will be included within the planning application submission, however key elements include the 'outdoor classrooms' which will be fully accessible from the internal teaching spaces and a Multi-Use Games Area (MUGA) which will include specialised play equipment to serve the school.

Can you confirm that the football pitch will be open to the public?

Yes, the re-located football pitch will remain open to the public in the same way as the existing facility. The school will have its own sports and recreation provision, and therefore the pitch will remain a community facility.

Discussions have been undertaken with SportScotland and the new pitch will be in line with their requirements. To confirm, this will extend to the same size as the existing pitch (i.e. 100m x 60m).

Will the community have access to the car park out of school hours?

The Project Team is committed to ensuring that the site is as flexible for use by the community as possible and the layout has been designed to allow for access to the car park outwith school hours. Discussions regarding access to the school grounds are ongoing with numerous Council services and this engagement will continue during the progression of the planning application and ultimately, following the issue of any planning consent.

Does the layout allow for the Waterside annual gala to be held on the site?

The pitch remains open to the public and can be used to hold the gala on this land as in previous years. Furthermore, discussions are ongoing with Council services about maintaining access to the car park outwith school hours which could provide further opportunities to support community events. We welcome further confirmation on how the community would like to use the area marked 'community space' to support the annual festival.

The construction programme for the site will take cognisance of the requirement for the delivery of the new pitch. It is acknowledged that there is a need to provide the optimal time for the establishment of the pitch prior to coming into use, and the Project Team is in discussions with SportScotland and other specialists to inform its delivery.

Following the progression and ultimate decision of any planning application, the Council will be happy to discuss how the school building may be used by the community going forward, including the potential for meetings and a community café.

How will the school car park operate?

Following the preliminary investigations to inform the Transport Assessment, it has been identified that the minimum number of parking spaces required to support the development is 148 (including staff, taxi and mini-bus spaces). It is intended to provide 151 spaces, exceeding the minimum spaces required.

The traffic movement in and out of the site during peak periods exceeds the number of parking spaces provided on the site, however it should be noted that the spaces can be used more than once in an hour.

A one-way system will be implemented within the car park to manage vehicular movement during peak hours. The Council's Traffic & Transport Team will be consulted on the planning application and will require to be satisfied on the parking strategy proposed before any planning consent can be issued.

What is the extent of the area marked 'Community Space'?

Detailed design is still to be undertaken following input from the public through a further consultation. The sketch proposals show the area is around 320m², however, the scale and form of this area will be subject to the final drainage design which is to

be confirmed in advance of the application submission. To confirm, this area will be progressed following input sought from the community and will be in addition to the re-provided community pitch and adjacent biodiversity zone.

Additionally, the project team – in discussions with other Council parties – is progressing designs to improve the play area provision at Taig Gardens.

Pre-application discussions have been undertaken with numerous Council stakeholders who have provided comments on the proposed development and have raised no concerns regarding the overall provision of open space in this area. Any planning application will have to demonstrate compliance with national and local planning policy with regards to the provision of open space.

School Building

Why has the design changed from a single to two-storey building?

The updated design has evolved from detailed site analysis which identified the constraints and opportunities for the site. In order to meet the statutory requirements for open space associated with the school, parking provision, avoid areas of flooding and re-provide the existing pitch, it was considered that the 2-storey option was an appropriate solution.

The proposed design has been progressed following extensive consultation with the Education Service, school management and the Interim Parent Council. This design will allow for numerous high-quality open spaces to be created as part of the proposed development and has been designed to ensure that there is adjacent access to outdoor learning spaces from both floors of the school.

Project Architects, Norr, – have an extensive knowledge and experience in delivering ASN schools and have fully researched a number of two storey ASN schools to inform their design proposals.

What safety considerations have been taken into account in this new design?

The gradient of the sensory trail is very shallow (1 in 20 maximum gradient) and pupils will be able to operate mobility aids in each direction. Additionally, there are regular flat landings and changes of direction and extended flat landings will be included at stair locations. A full health and safety audit will be required as part of the detailed internal design.

Each lift is designed to accommodate 21 people based on standing capacity. This capacity will obviously be reduced when transporting pupils/staff who use mobility aids. The Council has employed a Fire Engineering Consultant who has calculated escape times and it has been confirmed that the lifts fully comply with relevant building regulations. It should also be noted that the building will be divided into fire compartments which would restrict fire spread and increase the time available to evacuate the building. The building will also be built to the updated building regulations (October 2019) which have more onerous requirements (in terms of combustibility) than the previous version.

How will this two-storey building assimilate into the landscape?

The project team is aware of the sensitivity of the site by virtue of its location on land identified as green belt. A detailed landscape analysis has therefore informed the proposed design and a range of mitigation measures have been considered. This may include elements of 'living walls' to create green infrastructure on the sides of the building.

Furthermore, enhanced tree planting will be delivered on the north and south boundaries of the site to mitigate the visual impact of the building from residents adjacent to the site. The position of the building (about 50 m from the nearest building line at the closest point) will ensure that no adverse overlooking or overshadowing occurs.

It is acknowledged that the delivery of a building and associated engineering works will alter the visual impact and how the site is experienced. However, in line with Planning Policy, the project team has identified a range of measures to mitigate the impact of the building and ensure that access and habitat connections are maintained across the site. A full justification of the proposed development against green belt policy will be detailed within the planning submission.

How has the building been designed to ensure all pupils are catered for now and in the future?

The school has been designed to replace both Campsie View and Merkland schools and all pupils will be relocated to this new facility at the time of opening. However, the architect and wider design team acknowledge that the needs of pupils and how the school is used will evolve over time. All classrooms and working spaces will be designed to be flexible and will incorporate opportunities to adjust teaching spaces for existing and future requirements.

How has the building design considered social distancing measures required by COVID-19?

The safety of pupils/staff is of the utmost importance. The school will not be operational until 2022 and Government guidance will be followed at the time of opening. Classrooms and working spaces will be designed to be flexible and will incorporate opportunities to adjust teaching spaces for existing and future requirements.

The Council's maintenance team has been involved throughout the design process to ensure the design complies with suitable maintenance requirements. The sensory trail features have, and will continue to be, designed following detailed discussions/workshops with school staff and pupils. Hygiene will be fully considered as part of the design and operation of the school.

Traffic & Transport

Why is access to be taken from Bankhead Road and not Waterside Road?

An option to take access off Waterside Road was previously considered. However, there is a significant level difference between the site and Waterside Road and any new road requires to be at a certain gradient for safety reasons. The amount of land required to deliver an access road from the north (due to the land raising required to meet gradient requirements) is so significant that the site becomes unviable and would result in a smaller pitch being located in the wettest part of the site.



Has the impact on the surrounding road network, particularly Bankhead Road / Waterside Road junction been considered?

We can confirm that the data presented in the tables below refers to two-way traffic movements at each arm of the Bankhead Road/Waterside Road junction in the AM and PM peak hours. As the flows are in two-way format, the east and west movements (along Waterside Road) and the north and south movements (along Bankhead Road) are essentially combined. We would normally present modelling results for a one-hour period but as the school has a pronounced peak period, we have reported results for the critical half hour period (0845-0915).

Table 4.1: Comparison of Survey Data at the Waterside Road / Bankhead Road Junction

WATERSIDE ROAD/ BANKHEAD ROAD	TUES 26 TH NOV		MON 20 TH JAN		THURS 23 RD JAN	
	AM	PM	AM	PM	AM	PM
Waterside Road	1131	889	1117	810	1083	882
Bankhead Road	236	246	248	238	231	242

Source: Nationwide Data Collection (NDC)

We can also confirm that the worst-case turning movements over the three survey periods were taken forward to modelling (i.e. there has been no averaging). Survey data – 2019/2020

The Council's Traffic & Transport Team will be commenting on and influencing this planning application. The traffic modelling that has been undertaken for the Waterside Road/Bankhead Road junction includes all turning movements at the junction (not just traffic leaving Bankhead Road). The modelling indicates that a dedicated right-turn lane into the development is not required. If issues arise as a result of the Traffic & Transport Team's considerations of the site, then this will be discussed and agreed with them. They must be satisfied with the outcomes of the Transport Assessment (TA) for them to support the planning application.

The junction improvements (i.e. the creation of a dedicated left turning lane) have been proposed in response to the comprehensive traffic modelling exercise that has been undertaken which considers existing traffic and traffic from the new school. The modelling has indicated, that with the improvements in place, the junction operates within capacity without significant queuing. It is considered that the mitigation measures in place will deliver a significant overall improvement compared to the existing junction layout.

The TA that will be submitted with the planning application will contain a modelling exercise which indicates the level of queuing on Bankhead Road during the peak hours. It is a matter for the School Management Team and the Education Service to determine the finishing times of each stage throughout the day to ensure the pick-up times are managed appropriately. The school car park has been designed to allow for this.

Will there be an adverse impact on air quality as a result of increased traffic movements?

The internal car park will allow for pick-up/drop-off within the site boundary and consultants undertaking the Air Quality Assessment (AQA) have confirmed that there will not be an adverse impact on air quality as a result of the development. The traffic modelling for the improved junction indicates that queuing vehicles will clear the Waterside Road/Bankhead Road junction relatively quickly so vehicles should not be sitting idling for long periods of time. The junction is not within an air quality management area nor is it a confirmed corridor that could give rise to higher pollution levels. We therefore do not consider that there are any abnormal risks to public health associated with the operation of the junction and proximity of the school.

Biodiversity

What benefits will be delivered by the area marked 'biodiversity zone'?

As is the case at present, the area to the south east of the site will store the flood water in periods of heavy rainfall, will maintain the biodiversity benefits that already exists on the site and include improvements through additional planting. It is considered that the proposed additional planting will enhance the biodiversity benefits this area already provides. We have undertaken a Phase 1 Habitat Survey, the outcomes of which are being discussed with The Council's Biodiversity Officers. If required, further surveys and mitigation measures will be implemented following the outcome of these discussions.

It should be noted that the area identified as biodiversity zone/flood storage will not serve the site as part of the Sustainable Urban Drainage System (SuDS). The school will have a separate SuDS system incorporated in accordance with regional and national design guidelines.

Flooding

What safety considerations have been given to the flooding area at the south east of the site?

To confirm, this area will not be a large pit and has gentle slopes to the west and north. The levels in this area will vary very little from what they are now. If any safety measures are deemed necessary, this will be discussed and addressed through discussions with the appropriate teams within the council.

Note:

We thank you for the comments received on the proposed development and trust that the questions we have answered here help to resolve some of the outstanding issues raised through the consultation process. All responses received during the consultation period will be considered and addressed fully within the Pre-Application Consultation (PAC) Report which will be submitted with the planning application.