ADDITIONAL SUPPORT NEEDS (ASN) SCHOOL, WATERSIDE

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New ASN School, Waterside

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East Dunbartonshire Council (EDC) intends to submit a planning application for the delivery of a purpose-built Additional Support Needs (ASN) School to replace Campsie View and Merkland Schools.

Four workshops were held with the Community Council and other interested parties on the 1 Nov 2019, 5 Dec 2019, 9 Jan 2020. These workshops looked at broad areas of community concern: the general principle of the development and its design and layout; the design of external spaces and specifically the football pitch; and traffic and transportation.

Public Exhibitions were held on 15 and 23 January 2020.

Due to COVID-19 restrictions, we are unable to hold a final round of consultation events, however this information has been prepared to provide an update on the design of the proposed development and set out the information to be submitted with the planning application.

New ASN School, Waterside // Introduction

East Dunbartonshire Council (EDC) intends to submit a planning application for the delivery of a purpose-built ASN School to replace Campsie View and Merkland Schools which will close following the new facility opening in Summer 2022. This is the latest stage in the delivery of amuch needed new educational facility following EDC's feasibility study to identify an appropriate site.

As part of the formal planning process, a Proposal of Application Notice (PoAN) was submitted to EDC's Planning Service on 21 November 2019 and this public consultation is now being held in order to engage with the local community and stakeholders to seek feedback prior to the submission of a planning application.

The existing site comprises a football pitch and a footpath which runs north to south across the site. The site is identified as green belt and designated open space in EDC's Local Development Plan (LDP), therefore the planning application will have to justify the acceptability of the proposed development in the context of these policy provisions. Notwithstanding the policy position, the site has been selected by EDC following a site selection feasibility process.

Consultation Outcomes

Consultation 01
The general principle of the development and its design and layout

Consultation 02
The design of external spaces and specifically the football pitch

Consultation 03
Traffic and transportation.

Design and Layout

New ASN School, Waterside // Design and Layout

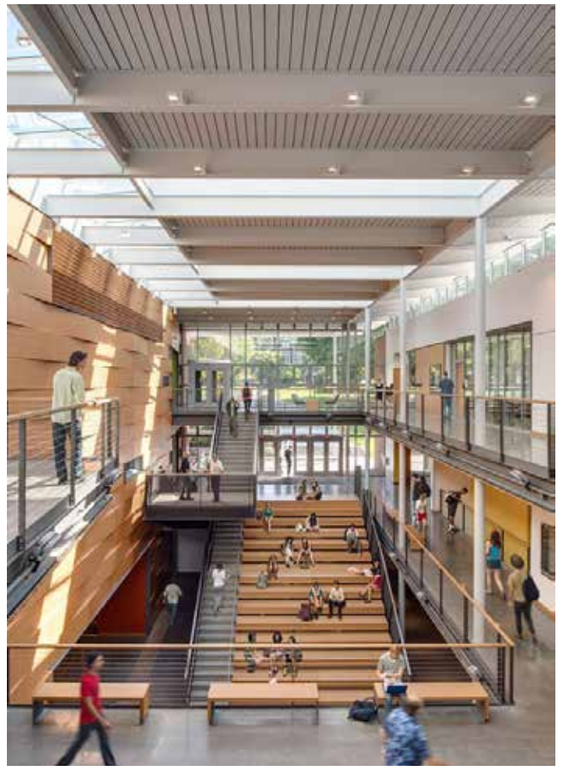
Single Storey - Previous Site Plan

- Limited external play area
- Full sized pitch does not fit
- Extent and quality of external play space compromised
- Option has been updated
- Building encroaches upon extreme flood event zone

Key Considerations

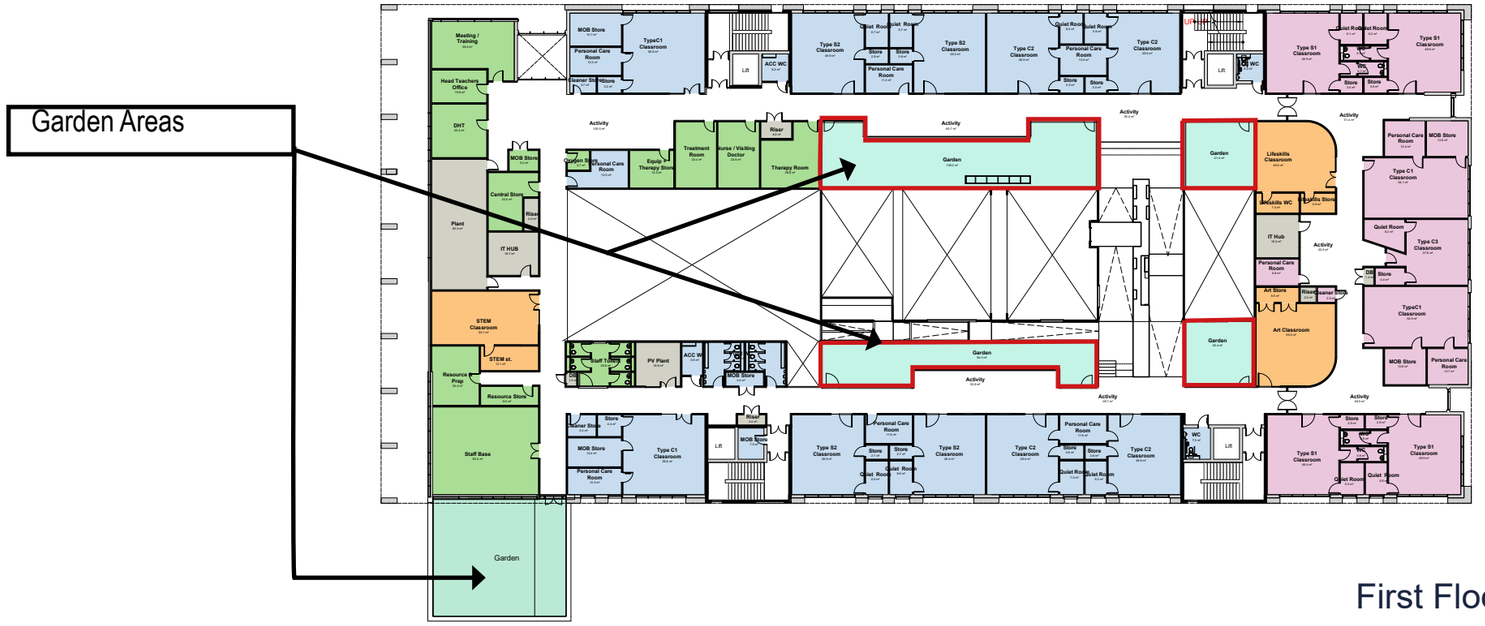
Key Considerations of 2 - Storey ASN School

- Access
- Escape
- Outdoor Learning
- Daylight Penetration



New ASN School, Waterside // 2 Storey Design

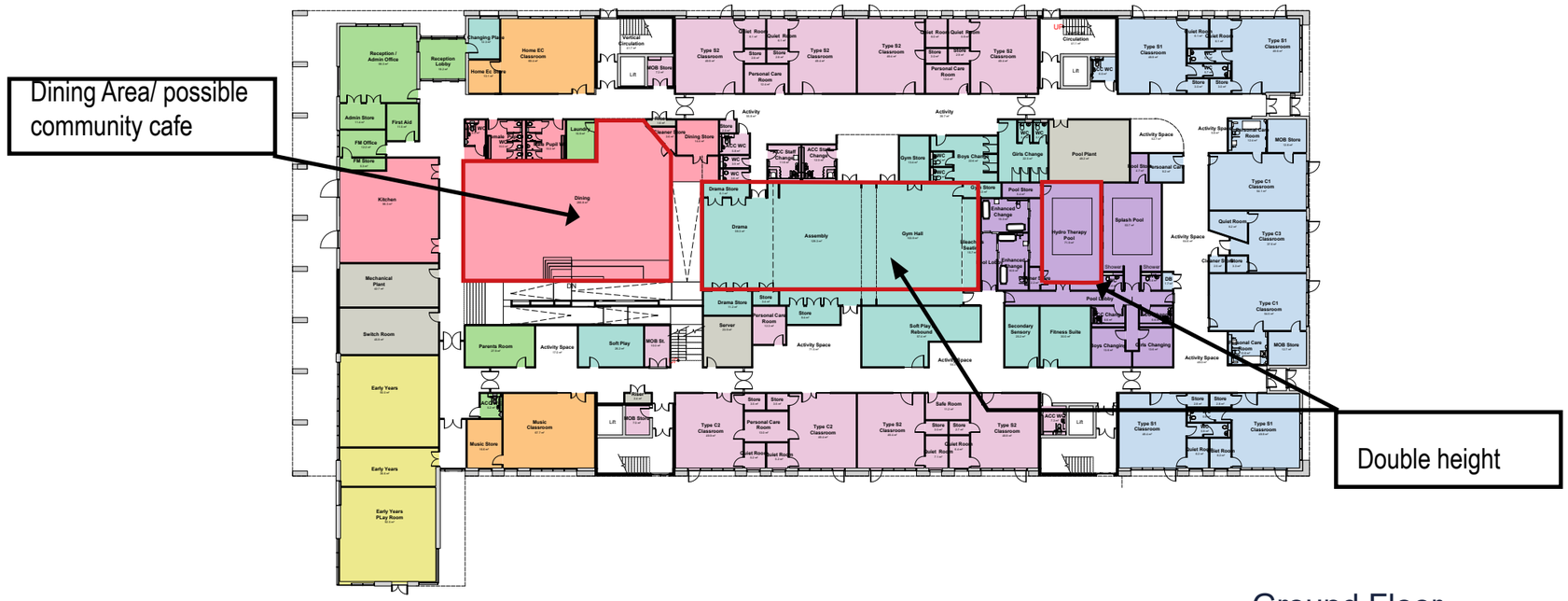
Floor Plans



First Floor

COLOUR KEY

- ADMIN
- PRACTICAL SPACES
- DINING
- TEACHING BLOCK 1
- PLANT
- POOL
- EARLY YEARS
- TEACHING BLOCK 2
- SPORTS



Ground Floor

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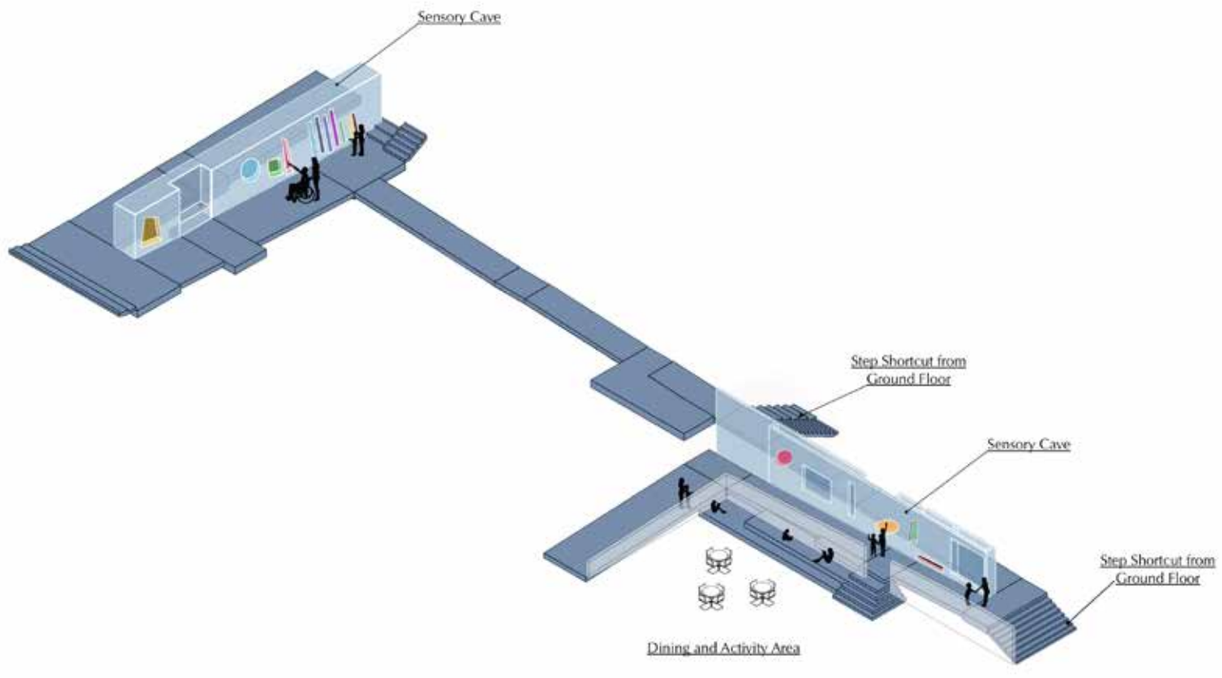
Accessibility

The University of Kansas DeBruce - Gould Evans

The Sensory trail will be the journey that leads the students from ground to first floor.

Cultural Centre in Castelo Branco / Mateo Arquitectura



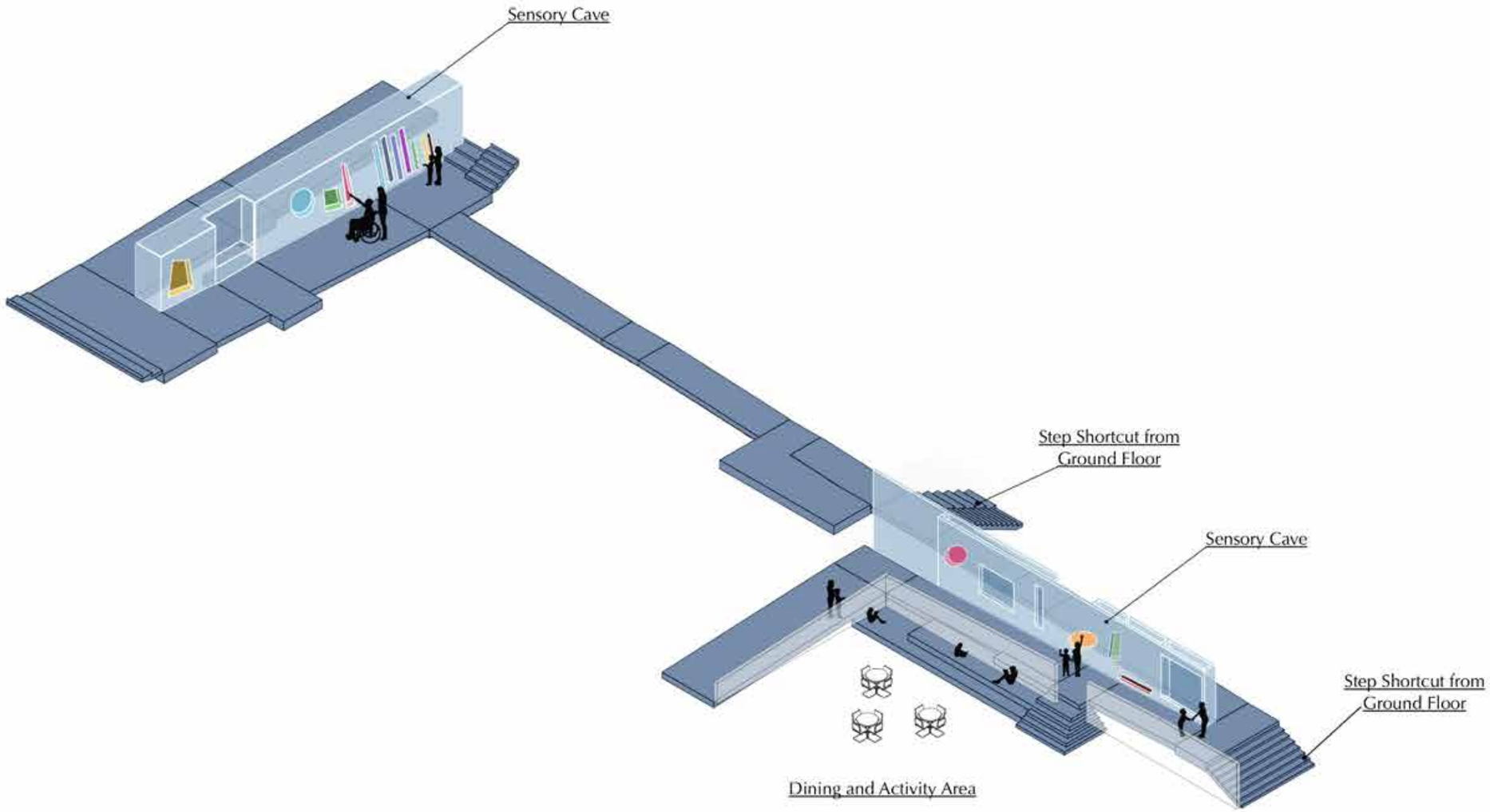
Accessibility

Evacuation Lift

- 4 stair cores will be strategically located throughout the building
- Large lifts will be located adjacent to stair cores to provide full accessibility for all users
- Lifts will be suitable for access and evacuation purposes

New ASN School, Waterside // 2 Storey Design

Sensory Trail



New ASN School, Waterside // 2 Storey Design

Sensory Trail : Interior View

Start of sensory trail adjacent to dining area

New ASN School, Waterside // 2 Storey Design

Sensory Trail : Interior Views

Start of sensory trail adjacent to dining area

Views into garden

New ASN School, Waterside // 2 Storey Design

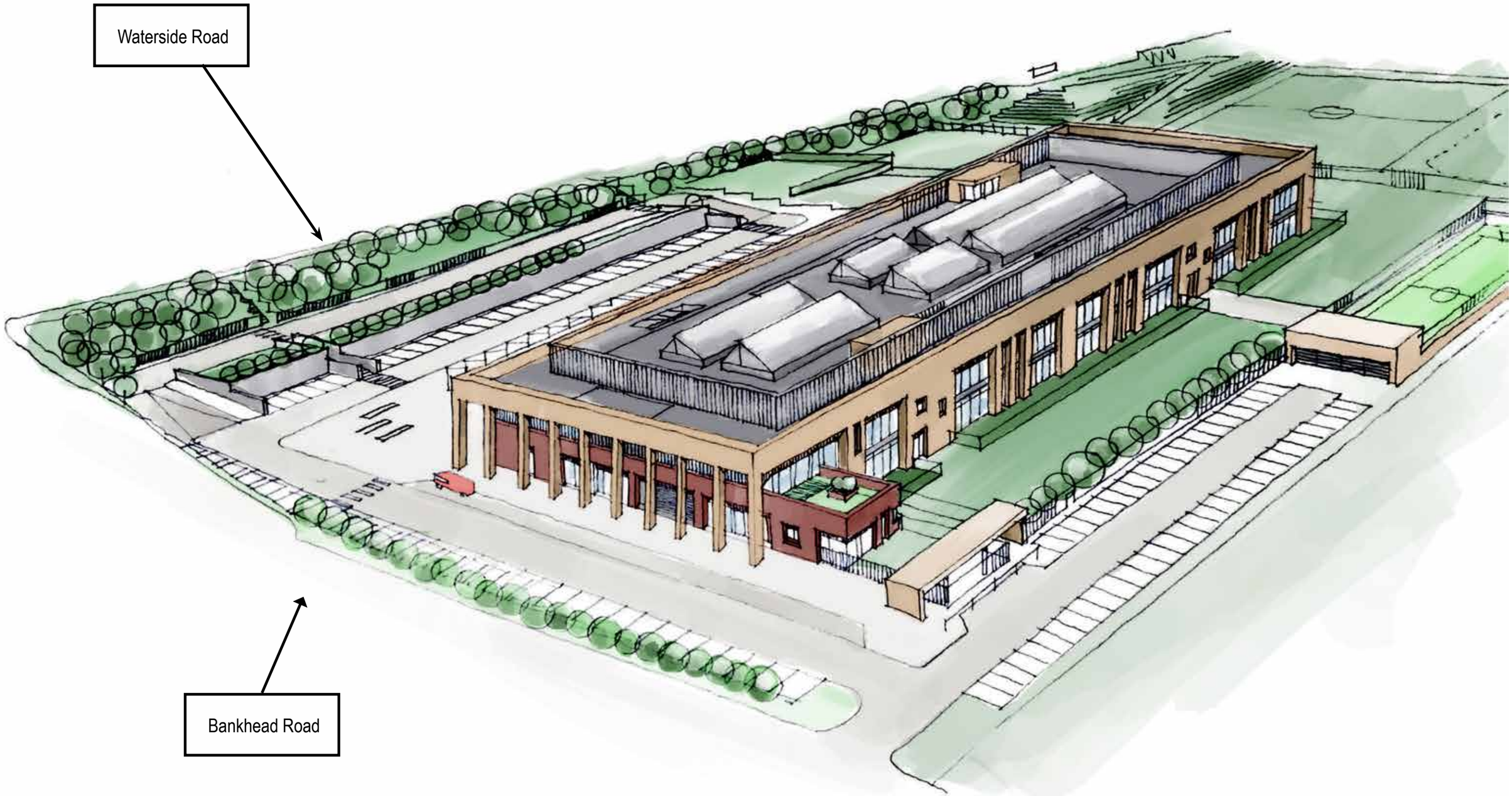
Outdoor Terraces

First floor garden areas - Falkirk ASN School

First floor garden areas (Shown Green)

New ASN School, Waterside // 2 Storey Design

External View



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New ASN School, Waterside // 2 Storey Design

External View

VIEW FROM BANKHEAD ROAD

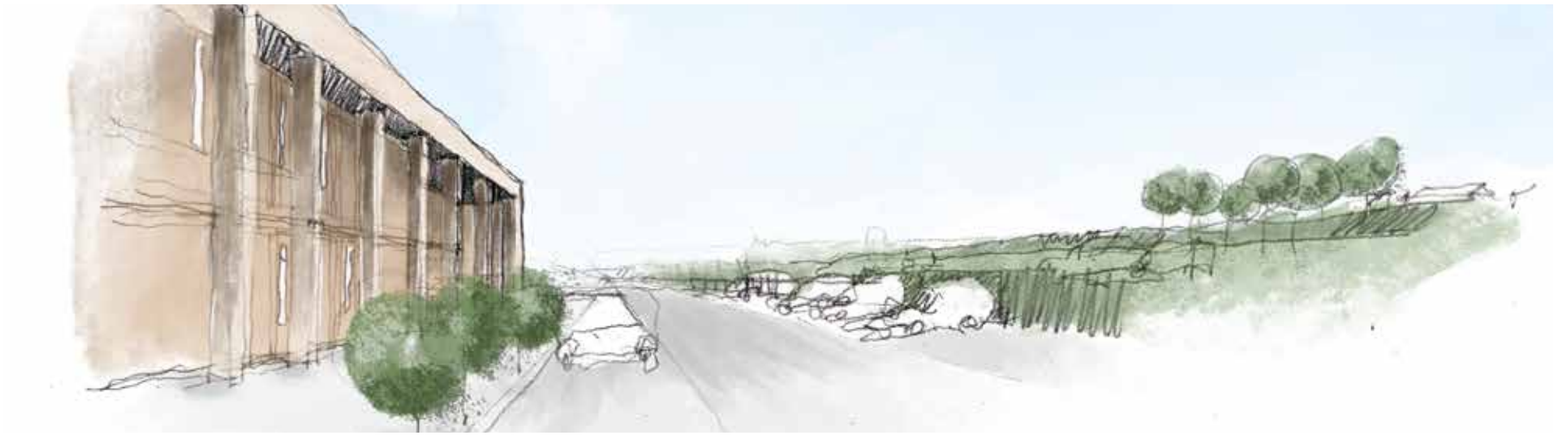
New ASN School, Waterside // 2 Storey Design

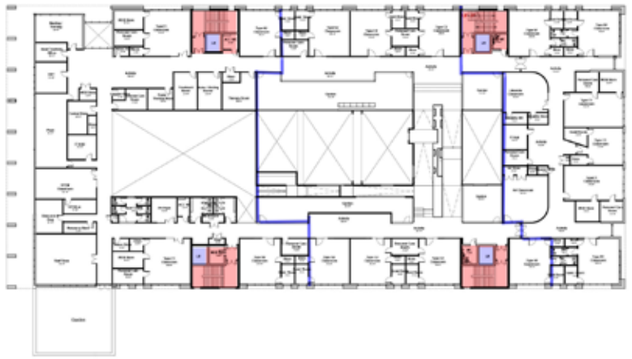
Design and Layout Conclusion

- Numerous multi-storey ASN precedence across the UK which has informed the design layout

- 2 storey option allows for delivery of full sized pitch for the community

- Solving access/escape/outdoor education and daylight penetration which has been achieved through design process





External Spaces

New ASN School, Waterside // 2 Storey Design

Proposed site plan

Car parking spaces:

- drop off /taxi: 12 spaces
- accessible bays: 46 spaces
- standard bays: 93 spaces
- overall number: 151 parking spaces

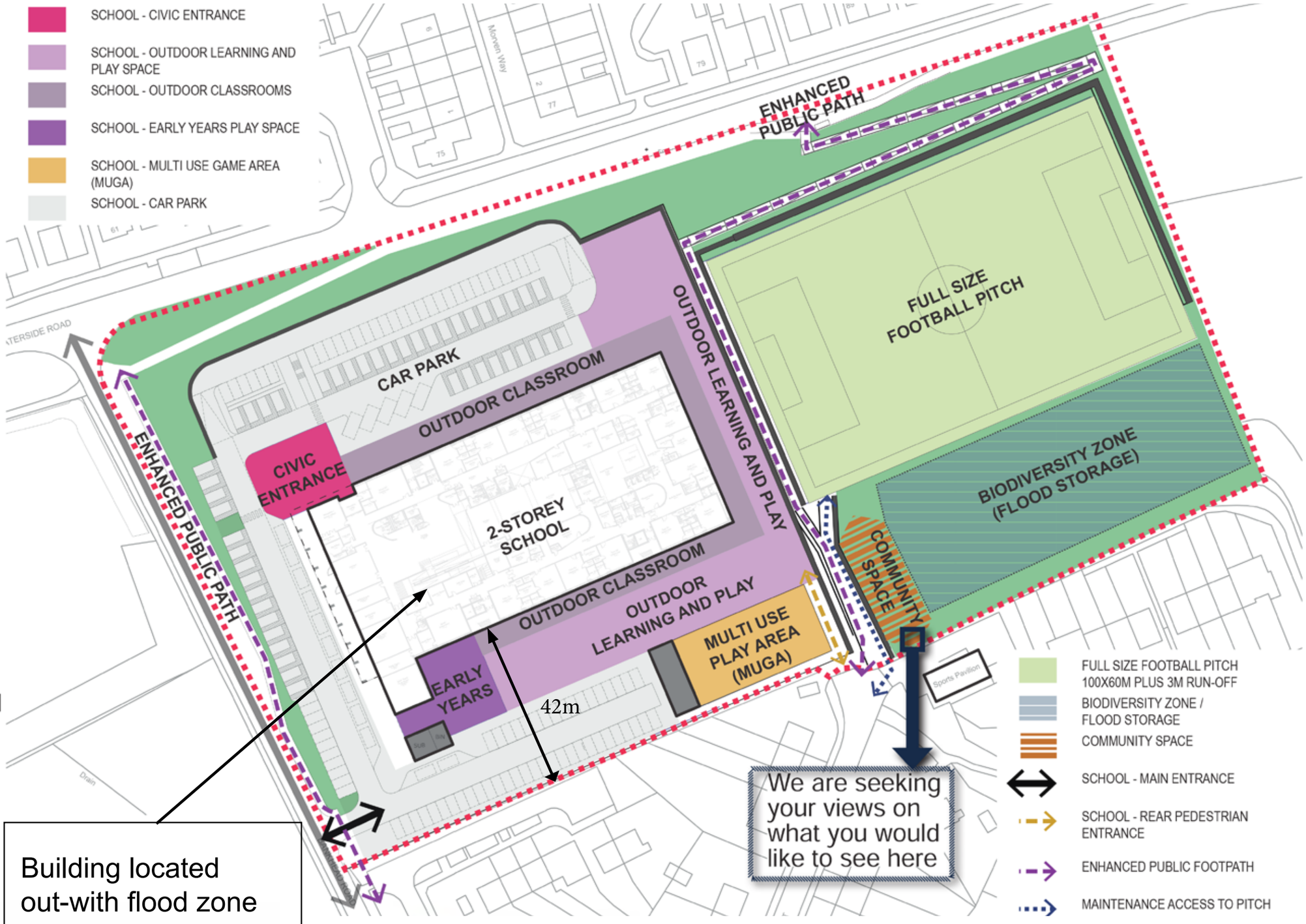
TOTAL = 151 spaces
(3 more than required)

Full size football pitch:

- 100x60m plus 3m all around (safety margin/run-off area)
- spectators seating area provision

Path enhancements:

- widening to Bankhead Road and enhanced public footpath
- enhanced public footpath through the site, now accessible for all



New ASN School, Waterside // 2 Storey Design

Landscape Proposals: Boundary Treatments

School boundaries:

- 3m high fence to MUGA (Multi Use Game Area)
- 1.8/2.4m high
- 1.2m high internal boundary between different activity spaces/enclosures

Full size football pitch:

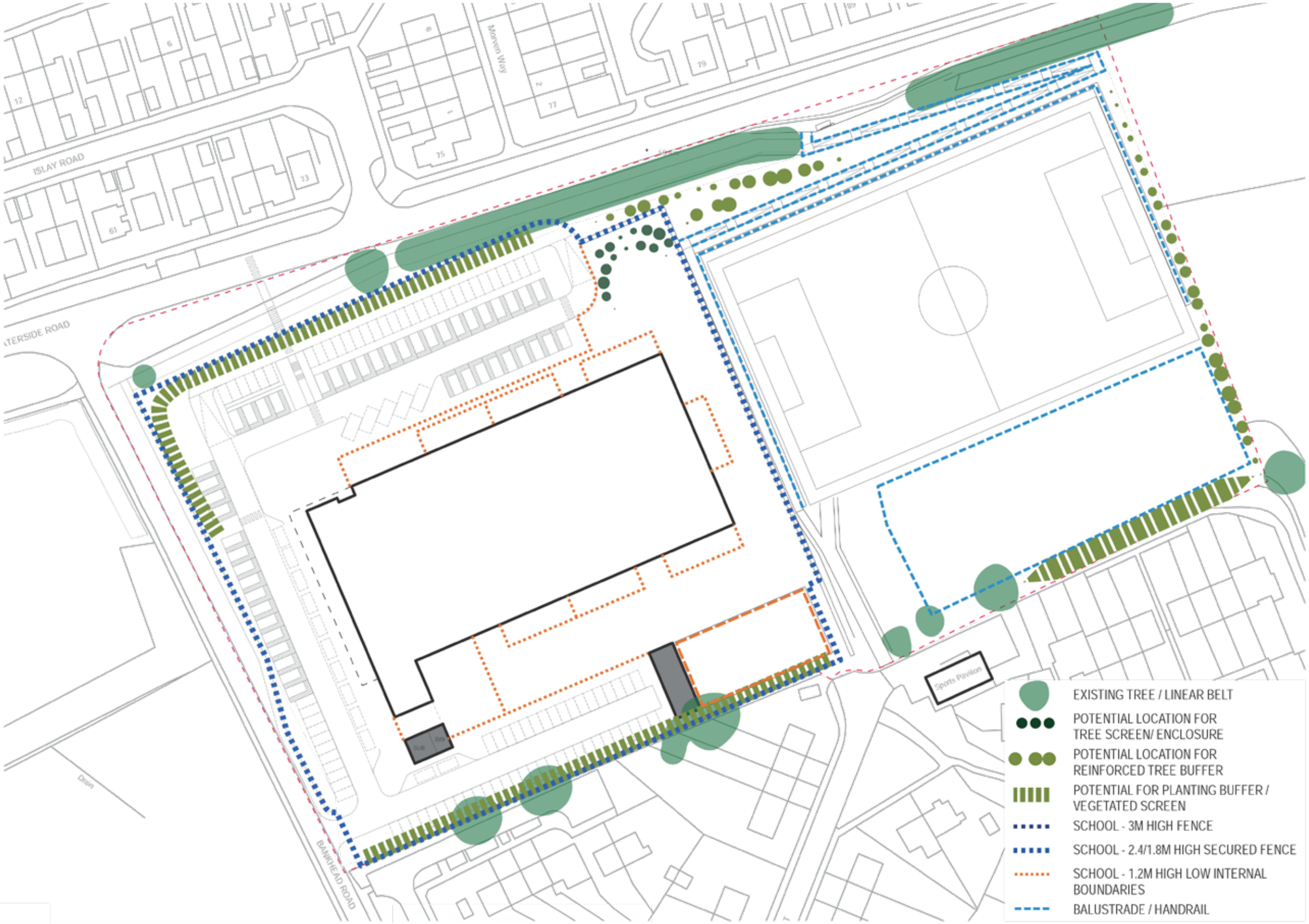
- publicly accessible for community use
- 1.5-1.9m high difference in levels with school grounds
- public path along the interface with incorporated seating

Community Space:

- publicly accessible for community use

Flood retention area:

- maintenance access only (3m drop, balustrade required all around)

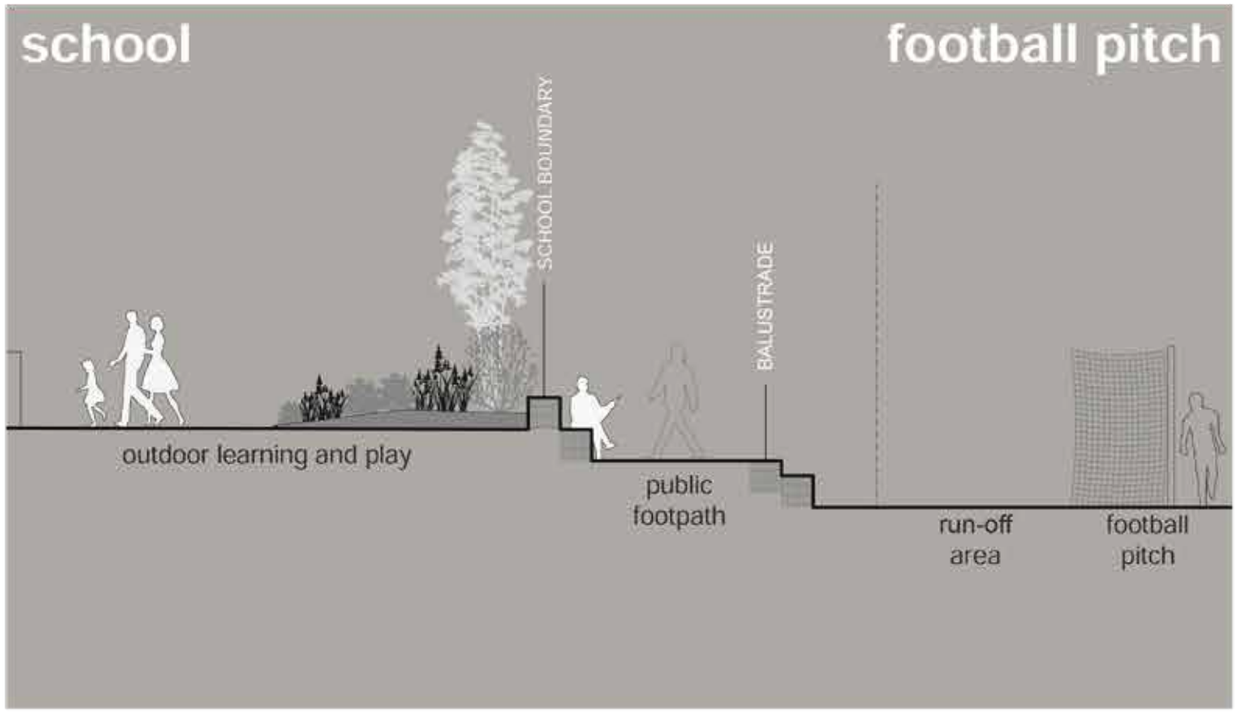


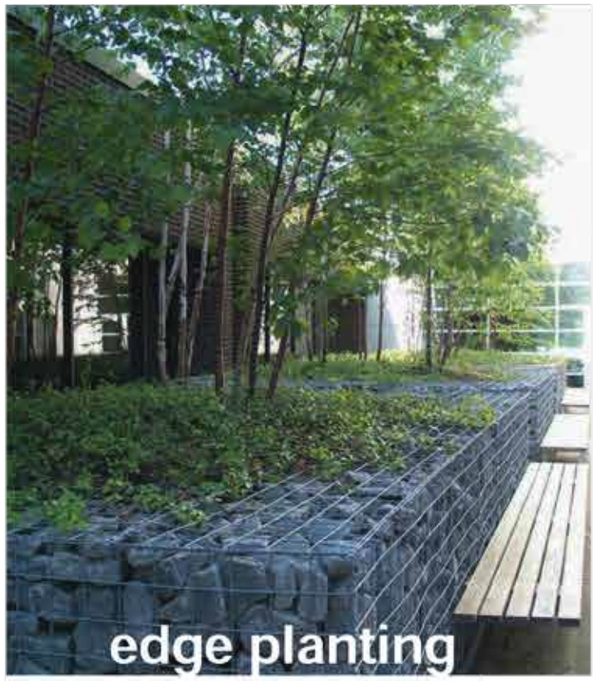
New ASN School, Waterside // 2 Storey Design

Landscape Proposals: Boundary Treatments

New ASN School, Waterside // 2 Storey Design

Landscape Proposals: School/Football Pitch/ Footpath Interface





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New ASN School, Waterside // 2 Storey Design

Landscape Proposals: School Outdoor Learning and Play

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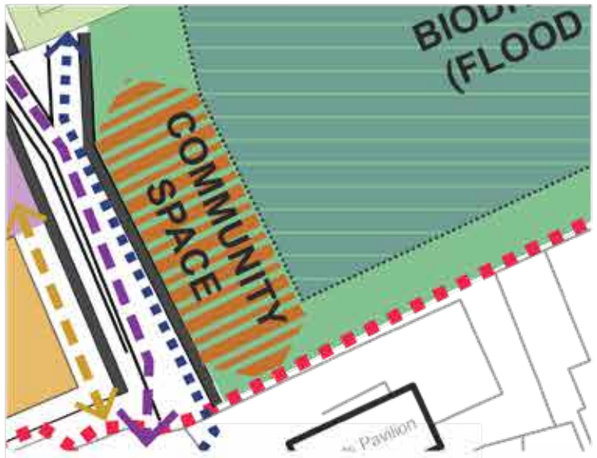
New ASN School, Waterside // 2 Storey Design

Landscape Proposals: Community Space

POTENTIAL USES / MORE SPACE FOR:

- Grow
- Learn
- Play
- Gather
- Relax
- Exchange
- Repair
- Reuse
- Recycle
- ...

WE WELCOME YOUR VIEWS ON WHAT YOU WOULD LIKE TO SEE IN THIS SPACE



Traffic and Transport

Transport - Initial Outcomes / Scope of Assessment

- Trip generation potential from school
- Parking requirements
- Impact on local junctions
- Possible interventions / mitigation measures

Summary of TA Outcomes

- Circa 148 car parking spaces required
- Around 275 two-way vehicle trips during each peak hour (diverted from existing sites)
- Junctions with +5% impact have been modelled and assessed for capacity (with and without development traffic)
- Mixture of taxis, cars and mini-buses accessing site
- Waterside Road/Bankhead Road junction requires mitigation (Bankhead Road arm) to increase the flow of traffic through the junction

Vehicle Movements

- The vehicle movement estimation is based on the existing taxi/mini-bus contracts at Merkland and Campsie View Schools

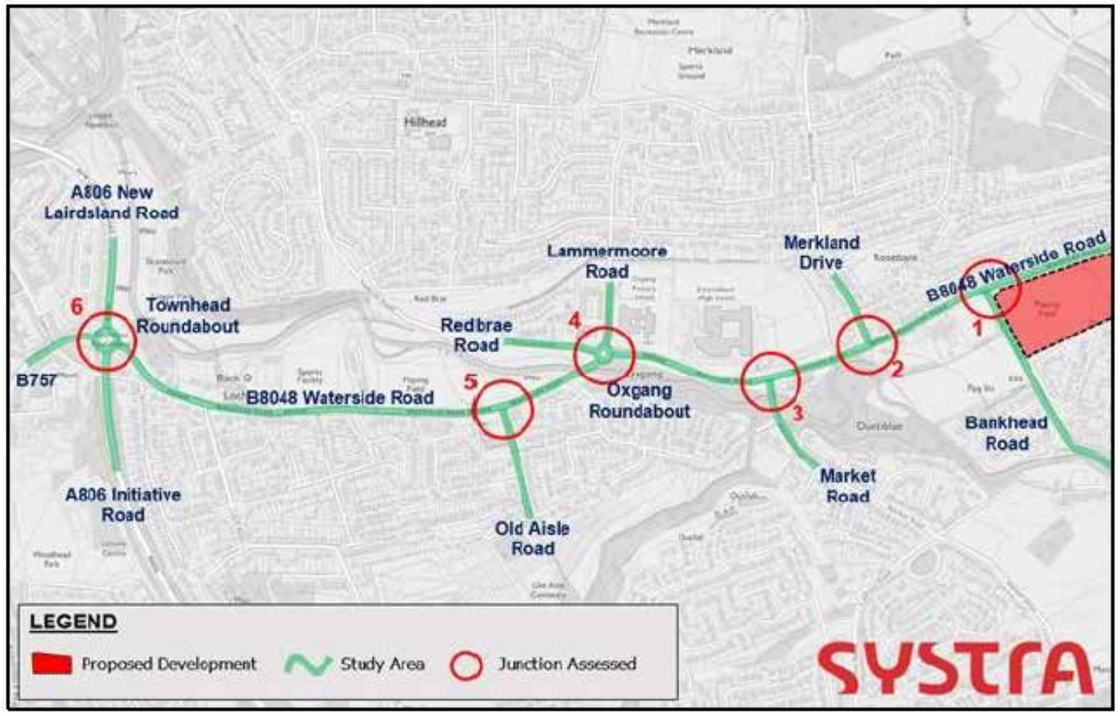
MODE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	2-Way	IN	OUT	2-Way
Mini Bus	7	7	14	7	7	14
Taxi	87	87	174	89	89	178
Private Car	85	-	85	-	85	85
Total	**179**	**94**	**273**	**96**	**181**	**277**

Car Parking

- Parking requirements are based on the estimated vehicle trips and whether or not the demand is for long stay (staff/visitors) or drop-off and pick-up parking.

REQUIREMENT	SPACES
Staff Spaces (Long Stay)	88
Taxi Spaces (Drop-off / Pick-up)	55
Mini-bus Spaces (Drop-off / Pick-up)	5
Total	**148**

Junctions Surveyed



1. B8048 Waterside Road/Bankhead Road (priority);
2. B8048 Waterside Road/Merkland Drive (signals);
3. B8048 Waterside Road/Market Road (signals);
4. B8048 Waterside Road/Lammermoor Road/Redbrae Road (Oxgang Roundabout - priority);
5. B8048 Waterside Road/Old Aisle Road (priority); and6. B8048 Waterside Road/A806 Initiative Road (Townhead Roundabout - priority).

NOTE: In response to comments received from the community about the initial survey, stating that the findings were not a true reflection, we undertook two further surveys at the Waterside Road/Bankhead Road junction.

Bankhead Road Survey

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

WATERSIDE ROAD/ BANKHEAD ROAD	TUES 26TH NOV		MON 20TH JAN		THURS 23RD 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)

THESE THREE SURVEYs SHOW THE TRAFFIC COUNT FIGURES ARE CONSISTENT ACROSS A RANGE OF DAYS AND THEREFORE THE BASELINE TRAFFIC.

Modelling Results - B8048 Waterside Road/Bankhead Road Junction

- B8048 Waterside Road/Bankhead Road modelled for queueing, delay and reserve capacity
- Traffic generation from approved planning applications added to traffic model – Braes O Yetts, Civic Way and Tom Johnstone House proposals.
- Detailed modelling undertaken in which all vehicles arrive/depart during the critical period (8:45 – 9:15) shows that the junction will operate over capacity so mitigation is required to increase capacity.
- Mitigation scheme drawn up involving the widening of Bankhead Road from development access to Bankhead Road. Bankhead road will flare out on approach to junction to allow left and right-turning lanes. This provides significant additional capacity.
- If two buses are waiting to turn right then vehicles turning left can still pass them.

Modelling Results – Other Junctions

- Changes required to signal timings at the Waterside Road/Merkland Drive and Waterside Road/Market Road Junctions.

- No alterations required at the Oxgang and Townhead Roundabouts or at the Waterside Road/Old Aisle Road Priority junction.

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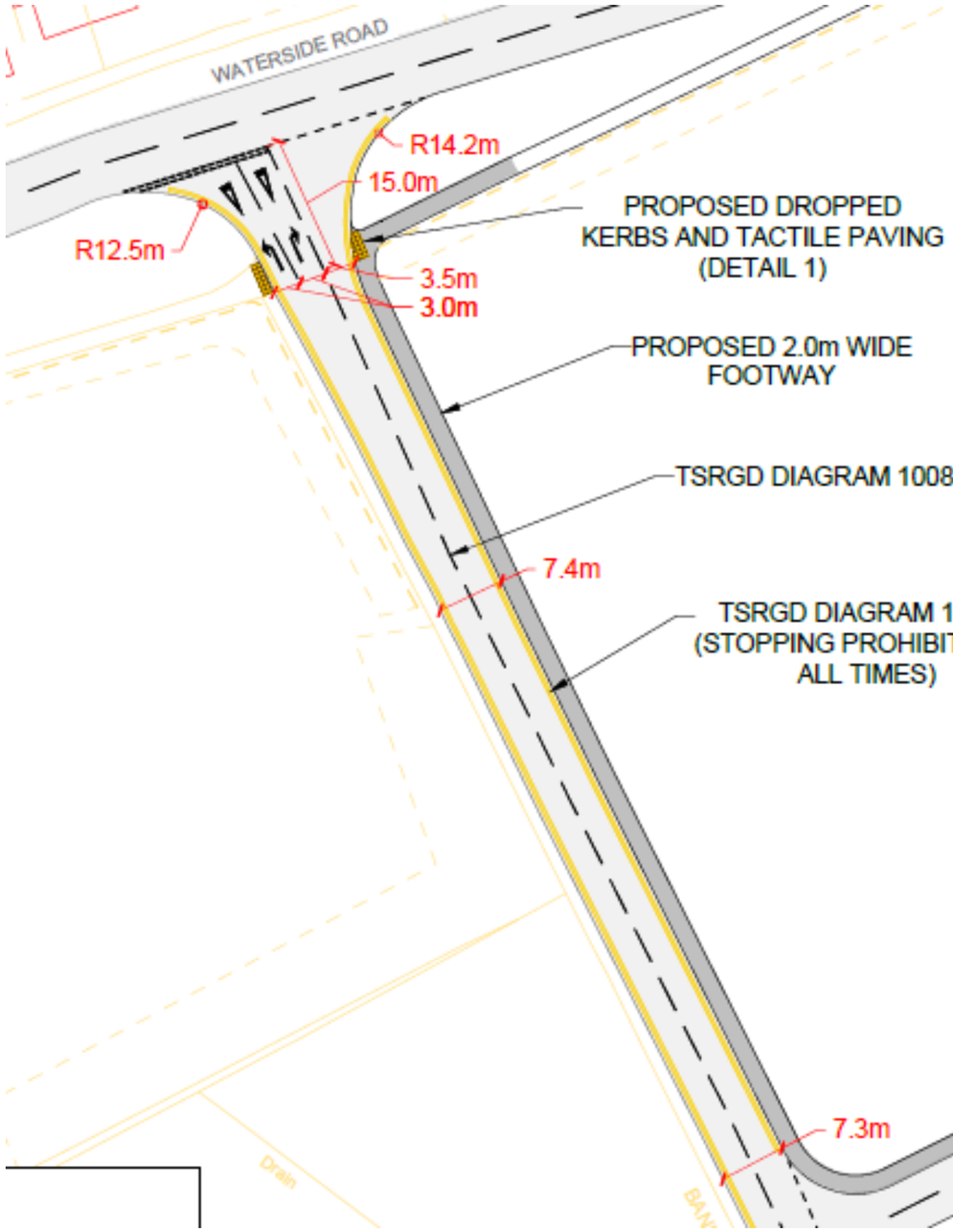
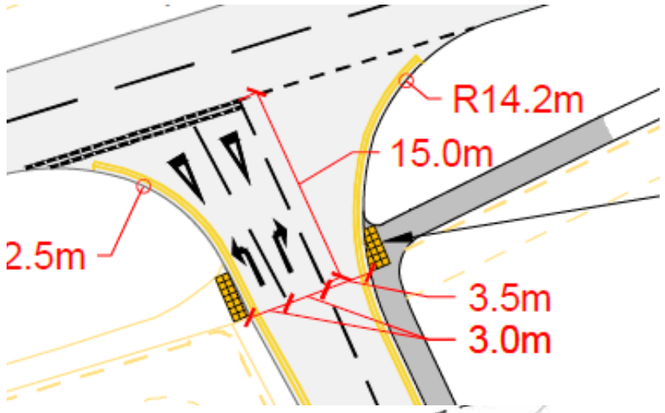
Improvement Scheme





Bankhead Road junction is 6m and it is proposed to widen this junction to 9.5m to allow for a left lane to be created

1 - Bus turning right
2 - Cars turning right
3 - Cars turning left

Proposed Interventions

- New footway will be provided on the east side of Bankhead Road.
- Bankhead Road will be widened between the site access point and the Bankhead Road/Waterside Road junction.
- Bankhead Road junction will be widened to allow left and right turns out side by side.
- Afternoon drop-off and pick-up times will be staggered (3pm and 3.30pm) to reduce the traffic loading at the site.
- A Travel Plan will be produced for the new school with the principle aim of trying to encourage more sustainable modes of travel by staff.

WHAT HAPPENS NEXT

Thank you for talking your time to review this presentation, please leave your comments in the questionnaire provided by 19 June 2020. Responses to the questions raised on this presentation will then be uploaded to the website w/c 29 June 2020.

The Design Team will consider all comments received during the pre-application stage and details of how the proposed development has progressed during the consultation process will be set out in the Pre-Application Consultation (PAC) Report which will be submitted with the planning application.

TIMELINE

- Target Submission of Planning Application - Mid 2020 → Target Determination Date of Application - Early 2021 → Start on Site - Mid 2021 → Target School Opening - Late 2022

Please note: Comments made on these proposals are to the prospective applicant (East Dunbartonshire Council's Major Assets Team) and not formal representations to East Dunbartonshire Council as Planning Authority. There will be a further opportunity to make formal representations on the application to East Dunbartonshire Council as Planning Authority during the statutory notification period.

Should you require any further clarification, please contact: Colin.lavety@bartonwillmore.co.uk