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PMD - Maryhill North Kelvin Community Council

19/00733/FUL - Response to planning application: Playing Field Queen Margaret Drive Glasgow

North Kelvin Community Council

matters initially raised to Planning 12 April

Subsequently re-raised at the North Kelvin Community Council meeting 3rd September 2019

issue no	description	response
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1	We are disappointed that the detailed road and traffic plans are not specified within the application. This seems to be a serious omission, and this will be sorted out separately is not good enough. The traffic and safety concerns are paramount to such a development in the community	Regrettably the Transport Statement was not complete when the planning application was submitted (March 2019) and followed at a later date (May 2019), which may have resulted in the Community Council not getting the opportunity to view it. The Transport Statement (comprising of 132 pages) can be viewed on the Council's on-line planning website: https://publicaccess.glasgow.gov.uk/online-applications/search.do?action=simple&searchType=Application (Planning Application: 19/00733/FUL). The Transport Statement supported the Council's (as the Planning Authority) consideration of the planning application, assessing the accessibility of the proposed school and its impact on the surrounding transport network. The submission for a Transport Statement is a requirement of SG11 of the City Development Plan.'
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2	Our concerns are that the increased traffic in the community will be a safety issue for children travelling to and from and around the school, will reduce air quality / increase air pollution in the community, and further add to congestion and parking problems we have	Environmental Health do not consider a school of this size would generate significant levels of air pollution. An addition of around 100 extra vehicle movements at drop off or pick up times is unlikely to have any significant impact although we would hope that a School Travel Plan would assist in minimising the numbers travelling to school by this means. This volume of additional traffic to the area is insignificant in respect of the annual mean air pollution objective for nitrogen dioxide. It is also very unlikely to have any significant impact in respect of the short term air pollution objective for nitrogen dioxide. This short term objective is met at all monitoring locations within the city including areas of much higher traffic volumes and difficult street conditions such as those in the city centre. However, as previously mentioned, air quality monitoring in the area will continue to ensure that these conclusions are accurate.
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3	Traffic on Queen Margaret Drive from Maryhill Road travelling down the hill is very fast. There already is an unmet need for a pedestrian crossing at Kelvinside Avenue with children crossing for Belhaven Nursery and the Happy Park play park on Hotspur Street. With a common view being that "there will be a crossing there when there is a serious accident	A pedestrian crossing is planned in the vicinity of the school pupil entrance. A TRO consultation is due to commence shortly for cycle routes - the location of the crossing will require to be co-ordinated with this work. The Neighbourhood and Sustainability team is currently awaiting a response from our signal colleagues in Traffcom about specific crossings point locations.
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		For further detail on the Council's assessment procedures for traffic crossings: Glasgow City Council's criteria for the installation of a controlled crossing is based on a measure of the potential conflict between traffic and pedestrians at the proposed crossing point. It can also include other factors, such as, the accident history, speed of traffic, geometry and sight lines. The degree of conflict between pedestrians and vehicles is assessed by a mathematical calculation PV2, where P is the 2-way total hourly flow of pedestrians crossing the road within 50 metres either side of the site and V is the 2-way total hourly flow of vehicles. To justify a pedestrian crossing facility the PV2 value must be > 1x108. The timing calculations for a pedestrian crossing comprise of stipulations and recommendations by the Department for Transport and are based upon the carriageway width at the crossing point. Other factors taken into account include the proximity of any adjacent schools, care homes, hospitals, etc. which would result in increased safety periods.
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4	It was unclear from the drawings (artists impressions) where the proposed additional crossing is planned. We would prefer the crossing at the Kelvinside Avenue site, rather than opposite the school gate / main entrance. As there is likely to be a number of natural "desire ways" to the school from Oran Place and the lanes which join Oran Place to Queen Margaret Drive, there will be a need for a safety rail the full length of the pavement on both sides at the top end of Queen Margaret Drive. Queen Margaret Drive Crossings to the school would only be at the Maryhill / Queen Margaret junction and Hotspur Street/Kelvinside Avenue. An alternative proposal is to have two pedestrian crossings on Queen Margaret Drive - one at the school gate and one at Hotspur Street/Kelvinside Avenue. However, this might not be feasible, and could lead to more inappropriate opportunities for drop-offs at the school gate. To be clear, if there is to be only one crossing our view would be to place it at Hotspur Street/Kelvinside Avenue.	With regards the Road Crossing question please see answer to comment 3 above. Neighbourhoods and Sustainability has advised that the Visirail railing should cover the full extent of Queen Margaret Drive (QMD) from the existing bus lay-by southwards to the proposed servicing area behind the footway, just north of Kelvinside Avenue. The purpose of the railing is to direct pedestrians to safe crossing points and deter vehicles from stopping on QMD to drop off / collect pupils. The full details of the Visirail provision are being developed.
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5	We are also clear, there needs to be considerable traffic calming measures in place on Queen Margaret Drive, which also needs to take into consideration the new cycle lane planned in the near future.	The proposals for a new segregated cycle route on Queen Margaret Drive and the inclusion of signalised crossing facilities at the Hotspur Road / Kelvinside Avenue junction and adjacent to the main school entrance should slow traffic speeds by means of their operation. As such, the inclusion of raised or lateral shift traffic calming features is not deemed necessary or desirable.
6	We are concerned that Oran Place, already a "rat run" for dropping off at Belhaven nursery, would be used this way on a large scale for the new primary school. Oran Place also needs to be brought into the controlled parking zone plans for North Kelvin	Oran Place will be included within the proposed restricted parking zone for North Kelvin - this will be subject to the formal consultation process which will likely commence towards the end of the year.
7	We completely support active transport and commuting for school runs, and propose that supported "walking buses" supported by Council staff are put in place for children in catchment communities, and school buses for children travelling from afar are considered. Unless dramatically different thinking is applied to the school transport from the start, the reality will be there will be many children being dropped off by cars which will only add to already congested commuting arteries into the city. We would like to see such active transport proposals specified in the plans for the school.	<p>The School Community or in the instance of a brand new school, the appointed Parent Council, once established, should engage with their assigned Neighbourhood and Sustainability road safety officer to complete a school traffic plan and take part in any supported campaigns / initiatives.</p> <p>For reference on school transport entitlement https://www.glasgow.gov.uk/schooltransport.</p> <p>Education Services will shortly be working to establish a Parent Council Group in advance of the school opening in August 2021 - this was an approach adopted at Riverbank and proved very successful in establishing the school community. Also, if there are any concerns along a particular route with respect to crossing points, parked vehicles etc... NS may be able to provide assistance. Information on school cycling guidance (which can feed into the Travel Plan) is noted below:</p> <p>https://www.cycling.scot/mediaLibrary/other/english/2727.pdf</p>
8	Similarly, we are very supportive of the pilot plans to restrict all cars from the roads adjacent and around schools in Glasgow at the start and end of the school day, however this would not be feasible for this new school and other fresh thinking is required here.	There are 6 schools in Glasgow currently being trialled as pilot school car free zones. The pilot is for an 18 month period during which the scheme will be evaluated and recommendations and criteria drawn up. It could be that some, but not all the roads adjacent to this new school, could be considered for inclusion in a possible future tranche of this scheme.
9	We see the need for the drop-off point off Maryhill Road, beside the Fire Station, however, we are not convinced this will work. The likelihood is that most of the cars using this will be travelling East along Maryhill road from the catchment areas, which will require a right-turn into the drop-off point, which will consequently cause knock-on impact on Maryhill Road traffic. The current pedestrian crossing traffic light system will require to be changed to include a filter to permit right turning from westbound Maryhill Road traffic.	The Transport Statement included an assessment of the signalised Maryhill Road / Fire Station Service Road junction. The creation of the drop off / pick up zone was proposed to provide an alternative to Kelvinside Avenue and its future operation will be suitably monitored.
10	There is already a traffic and drop-off issue on Kelvinside Avenue for Belhaven Nursery with cars parked up all along the pavements, we believe this could become a further drop-off point for the school unless measures are taken.	The proposed Restricted Parking Zone (RPZ) will control where parking is permitted, thereby reducing the likelihood of congestion as a result of inconsiderate parking.
11	We would like to see traffic flow plan and modelling from the catchment area	The Transport Statement referred to in an earlier point includes traffic surveys and modelling for the Queen Margaret Drive / Hotspur Street / Kelvinside Avenue and Maryhill Road / Fire Station Service Road junctions, as well as traffic predictions.
12 In relation to the plans themselves, regarding the community playing fields:		
A	We welcome the development of a full size 3G football pitch which would be available for the community, given that there are limited facilities in the community. We would welcome some set aside times each week, which children resident in the nearby community could use the pitch free from charge. And a local resident discount for hiring the pitches. And it would be important that local clubs, and community organisations would have priority access to booking pitch access. We presume the pitch could be played both as an 11 aside and across the ways in multiple pitches.	<p><i>Various questions in this one section therefore:</i></p> <p><i>"1. We would welcome some set aside times each week, which children resident in the nearby community could use the pitch free from charge" – All letting is organised through Glasgow Life in collaboration with Education Services. This is to ensure proper supervision is in place to satisfy a range of requirements including health and safety regulations and insurances. There is no precedent for this in the city with regard to free of charge unstructured use of all weather pitches. For information there is also a separate tarmac and lined MUGA within the school grounds which is freely accessible evenings and weekends and provides the "free-play" space and suitable for a more diverse range of sports and activities than would be permitted on the all weather synthetic surface.</i></p> <p><i>2. A local resident discount for hiring the pitches – there is provision in the Education Services Pricing Policy for a lower price to be charged if the group can demonstrate that it comes from a "community" background, this should be discussed with the Lets team at GlasgowLife where the various tariffs can be discussed to determine eligibility.</i></p> <p><i>3. And it would be important that local clubs, and community organisations would have priority access to booking pitch access – the only priority for booking is likely to be an event for use by the school - for example home ground football games if the school has a team. Otherwise, in the interests of fairness, the lets are determined on a first come first served basis.</i></p> <p><i>4. We presume the pitch could be played both as an 11 aside and across the ways in multiple pitches ?– yes the pitch will be lined out for 1 x 11-a-side football pitch and 3 x 7-a-side football pitches.</i></p>

B	We also welcome the development of the MUGA and would like some assurance about how this is monitored and maintained and how appropriate sport use is facilitated and encouraged.	There is already a MUGA on the site and the proposals retain this and it will be upgraded as part of the works. During the school day it will be used by the school as part of the curriculum timetabling and after school hours and weekend, the gates will be open and it will be open to the community for use.
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13 Regarding the primary school plans

A	The outdoor teaching areas and spaces are a welcome development	Noted
B	The preservation of Belhaven Nursery School as an independent facility is welcome. Belhaven Nursery has a cherished place in the North Kelvin community.	Noted
C	We would prefer the "hard" playground surface to be made of a safe surface	Playground Surfaces are free draining tarmac as standard in Glasgow Schools. Resilient/ rubber crumb surfaces are slippery in icy weather and therefore more hazardous. A variety of hard surfaces and soft areas - grass and other landscaping provide a variety of opportunities for play outdoors and allow children to develop an approach to self risk assess.
D	It was said several times by the Council Officials that they wanted to make the "school building sweat" i.e that it was to be operating at maximum and full capacity and have little or no additional free space. This seems at odds with giving sufficient space for learning and we would be keen that the pupils were not packed so tight into the building facilities. 378 pupils in 14 classrooms were quoted (27 per classroom) - seems to be counter to the ethos for the curriculum for excellence and additional class rooms to enable teaching in smaller groups or additional support needs children would be welcome.	<p>The school has been designed to accord with the "calculation of school capacity" guidance issued by the Scottish Government in October 2014. This makes provision for both full-time teaching spaces and an appropriate amount of flexible classrooms and break-out space. Additionally, the class size maxima for each stage of primary education are different and are as follows: P1: 25, P2 – P3: 30 and P4 – P7: 33. The minimum physical classroom size contained in the school capacity guidance document issued by the Scottish Government allows local authorities to construct classrooms totalling 55 sq/m of floor space whereas GCC brief all their classrooms at 65 sq/m.</p> <p>The completed school will have 12 full-time teaching spaces plus two general purpose classrooms. In addition to that, we have a number of shared breakout spaces throughout the school building which allow for teaching in smaller groups or one to one as required. Given all of the above, there is more than enough room to meet the aspirations of the curriculum for excellence in terms of the physical infrastructure that the school will provide.</p> <p>Furthermore we have futureproofed the design to allow for the building to be extended should the need arise in future. To accommodate any further expansion, the space within corridors, breakout spaces and the assembly / sports hall is larger than the currently required. The larger games hall has also been included as a community resource lettable through Glasgow Life after school hours.</p>
E	On a similar note, it is not clear from the plans that there are "calm spaces" or quiet rooms for teaching and supporting children with additional support needs	Throughout the building a number of 'breakout' spaces outwith classrooms are provided – see attached plans. These can be used by staff to teach children in smaller groups or one to one as required. Additionally, we have a 'retreat room' which will be a dedicated quiet / calm space and be used as required to assist children as required.
F	We could not see a medical room on the plans. And we also would like to see evidence for a fully accessible toilet with a changing places toilet facility	A Visiting Services Room is located on level 01 – see attached plans. This will have a medical bed and associated disabled WC with accessible shower and provide first aid facilities. Whilst we are not required to provide a full changing places toilet facility within the project, there are a number of fully accessible WCs located throughout the building, 3No of which have accessible showers as per the attached plans.
G	We welcome the red brick to match the colour of the buildings across the road on Queen Margaret Drive, but on some of the plans these look brown/blonde. Would be good to confirm that red brick is planned	A dark reddish buff brick has been selected - the colour has lighter tones of orange and red to chime with near by buildings which vary in colour - full analysis is included in the planning documents.