

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE  
1 DECEMBER 2003**

**REPORT ON: SCHOOLS PPP DRAFT SITE PLANNING BRIEFS  
CONSULTATION RESPONSE**

**REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION**

**REPORT NO: 655-2003**

## **1 PURPOSE OF REPORT**

1.1 This report advises Committee on the results of the consultation stage for the draft site planning briefs for the various PPP Schools Projects and seeks their approval as guidance to the client, appropriate design teams and developers.

## **2 RECOMMENDATIONS**

2.1 It is recommended that the Committee:

- a note the response to the consultation stage for the draft site planning briefs;
- b confirm the terms of the amended site planning briefs as indicated in Appendix 2;
- c remit the Director of Planning and Transportation to report back to Committee should the ongoing Transport Assessments or details of community use have any impact on the briefs as approved; and
- d remit the Director of Planning and Transportation to issue the final approved site planning briefs to client, appropriate design teams and developers;
- e refer the final site planning briefs to the DQ Committee as relevant material planning considerations.

## **3 FINANCIAL IMPLICATIONS**

3.1 There are no financial implications for the City Council in approving these draft briefs.

## **4 LOCAL AGENDA 21 IMPLICATIONS**

4.1 The purpose of the draft site planning briefs is to provide a safer, high quality environment within the vicinity of the proposed schools and that the following key themes of "Dundee 21" are it addressed:

- a Health is protected by creating safe, clean, pleasant environments:
  - The purpose of the draft site planning briefs is to secure a safe, clean, pleasant environment both for users of the site and nearby residents.
- b All sections of the community are empowered to participate in decision making:
  - The purpose of the report is to report on consultations with the public.

- c Places, spaces and objects combine meaning and beauty with utility.
  - The purpose of the draft site planning briefs is to secure a quality environment.
- d Settlements are human in scale and form:
  - The purpose of the draft site planning briefs is to stress the importance of the school child, individual resident and the pedestrian within the vicinity of the proposed schools.

## **5 EQUAL OPPORTUNITIES IMPLICATIONS**

- 5.1 It is the purpose of this report to report back on consultations with the public and appropriate groups on those issues which affect them.

## **6 BACKGROUND**

- 6.1 Reference is made to the decision of the Planning and Transportation Committee of 27 May 2003 when it was agreed to:
  - a approve the attached generic draft site planning brief;
  - b approve the ten draft individual site planning briefs for the purposes of consultation;
  - c remit the Director of Planning and Transportation to consult with local communities; and
  - d remit the Director of Planning and Transportation to report back on the results of the consultation exercise within a period of three months.
- 6.2 The draft site planning brief for each of the PPP schools was issued to appropriate school and community representatives (see Appendix 1), inviting comment on the draft. Planning and Transportation staff have met with a number of community groups to explain the terms of the draft site planning briefs.
- 6.3 A number of comments have been received within the prescribed deadline as outlined in the attached Appendix 2. Of the 61 groups receiving a consultation draft 8 have responded. These relate to only 4 schools. The appendix contains a detailed response to each comment or objection.
- 6.4 The principal site specific objections relate to Downfield Primary School, Brackens/Macalpine Primary School and the new RC Secondary School. These relate to general traffic circulation in the streets around these schools, particularly at Gilburn Road and to the level of teacher/staff parking.
- 6.5 The question of traffic circulation will be addressed during the final consultation stage. A Transport Assessment has been carried out for each of the proposed sites. The conclusions of that Study will be incorporated in the final version of the site planning briefs.

- 6.6 It is intended that each school will contain a range of community uses. The range and form of community facilities will impact on the required parking provision. As details of such provision emerges it may be necessary to further revise the particular briefs.
- 6.7 The principal topic attracting a response from consultees is the question of car parking for staff. One community group, two school boards and two teacher groups are concerned that there may be overspill from the schools causing congestion on adjacent streets and a hazard to the residents. School teachers and staff are seeking one space for every member of staff on the basis that they may have to take work home and that public transport is unsuitable. Concern has also been expressed that the briefs have identified insufficient visitor parking space.
- 6.8 The draft briefs provided for 4 parking spaces exclusively for visitors at primary schools and 8 parking spaces exclusively for visitors at secondary schools. Such spaces would be located close to the entrance to the building and be clearly marked as reserved for visitors. If, however, a reassessment of the needs for school visitors and peripatetic teaching staff requires additional space then that can be accommodated. That space too should be clearly marked and reserved for that purpose. During the consultation process it has become apparent that the various briefs could be more positive in relation to disabled parking both for visitors and for those schools providing special learning facilities. It is proposed to amend the briefs accordingly.
- 6.9 As regards parking standards for teaching staff, the standards proposed in the brief should comply with the Scottish Executive's thinking in terms of transport policy which in turn attempts to address issues of sustainable transport, energy efficiency and energy conservation. The City Council has also approved a Local Transport Strategy for the city and an LA21 Sustainability Policy. In particular, the targets of the Local Transport Strategy all try to restrain the use of the private car for journeys to work.
- 6.10 Many of the relevant school sites are restricted in area, including both secondary sites, Brackens/Macalpine, Douglas/Powrie and Mid Craigie/Mossgiel, and although they are no longer in the PPP scheme, Forthill and Barnhill primary school sites. Decisions must therefore be made in terms of the priority afforded to space for staff car parking against space for teaching accommodation at ground level, playground, playing fields, noise attenuation planting, on site/off street drop off space and vehicle circulation, or potential sustainable drainage requirements.
- 6.11 NPPG 17, the Scottish Executive guidance on parking standards sets a maximum level of parking at one space for two members of staff for higher and further education uses. To this has to be added disabled provision, suggested in the briefs at 3 spaces for a primary school and 6 for a secondary school. The briefs also provide for 6 visitor spaces for a primary school and 12 for a secondary school.
- 6.12 The Scottish Executive has been consulted and they confirm that reference in the brief to maximum parking standards (ie 1 space for 2 members of staff) is consistent with NPPG17 (Transport and Planning). Each of these applications will require to be considered by Scottish Ministers due to the Council's pecuniary interest; if the proposals do not conform to the Scottish Executive guidance there is a risk that a consent may be withheld or at least delayed.

- 6.13 There are detailed factors which NPPG17 states must be taken into account when determining maximum parking standards, these include;
- a the potential for resultant increased parking on nearby streets causing the undermining of transport objectives and introducing congestion and safety issues into the local road network;
  - b the accessibility to public transport at the proposed development location and any proposals or opportunities to enhance its accessibility;
  - c the provision and opportunities for walking and cycling within the catchment area of the proposed development and any proposals or opportunities to enhance these;
  - d the potential impact on any objectives for economic development within the local area;
  - e the potential for neighbouring developments to share parking spaces; and
  - f the availability in the general area of public on-street and off-street parking provision.

Unfortunately, these are issues which cannot be determined and assessed until the exact nature and impact of the proposed development is known. It is therefore not possible within the site planning briefs for the ten PPP schools to properly take into account the above additional factors and balance them against the Scottish Executive's and City Council's policies on sustainable transport. This assessment can only be properly undertaken when planning applications, and any associated Transport Assessment, for each proposed school are considered. For this reason, no specific parking space allocation will be included within the ten site planning briefs but a statement will be included which identifies the above specific factors which will have to be taken into account when future planning applications are submitted.

- 6.14 Reference is also made to the decision of the Planning and Transportation Committee of 25 August 2003 when it was agreed inter alia to note the commitment of the Scottish Executive to introduce 20mph speed limits around all schools in Scotland. This will impact on the traffic arrangements around each school within the project.
- 6.15 The Council has also decided to withdraw the extension/refurbishment of Forthill School and Barnhill School from the PPP, however, commitments have been given that these works will go ahead albeit outwith the PPP Scheme. It is proposed therefore to progress the site planning briefs for these schools to provide guidance for their design and development.
- 6.16 Copies of the amended briefs are available in each of the Councillor's Lounges.

## **7 CONSULTATIONS**

- 7.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance), Assistant Chief Executive (Community Planning) and the Director of Education have been consulted and are in agreement with the contents of this report.

**8 BACKGROUND PAPERS**

- 8.1 Dundee City Council – Report No 320-2000 – 27 May 2003.
- 8.2 Dundee City Council – Report No 489-2000 – 25 August 2003.
- 8.3 Dundee City Council – Urban Design Guide.
- 8.4 Dundee City Council – Local Transport Plan.
- 8.5 Dundee City Council – Dundee 21 Plan for Sustainability.
- 8.6 Scottish Executive – “Designing Places”.
- 8.7 Scottish Executive – NPPG17 and Addendum SPP17 – Maximum Parking Standards
- 8.8 Scottish Executive – “Safer Routes to School”.
- 8.9 DETR – “School Travel Strategies and Plans”.
- 8.10 Save the Children – “Going My Way – what children and young people say about transport”.

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19 November 2003

Dundee City Council  
Tayside House  
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## **APPENDIX 1 – LIST OF CONSULTEES**

- Barnhill Primary School Board
- Barnhill Parent's Association
- Broughty Ferry Community Council
- BERA Co-ordinator
- Schools Out, Broughty Ferry After-School Care Association
- Brackens Parent's Representative Group
- Macalpine School Board
- Macalpine Parent Teacher Association
- Playworld
- St Mary's Morning Playgroup
- St Mary's Association of Residents & Tenants
- Downfield Primary School Board
- Downfield Parent Teacher Association
- Balgowan/Helmsdale Area Resident's Association
- Magdalene Tenants & Residents Association
- West March Association of Residents and Tenants
- Haldane Area Residents & Tenants Association
- Craigmore, Ashmore, Dunmore & Derwent Residents Association
- Kirkton Tackle Crime and Safety Group
- Fintry Primary School Parent Teacher Association
- Fintry Nursery School Parent Representative
- Fintry Community Council
- Finmill Community Safety Panel
- Fintry Community Play Group
- Fintry North Resident's Association
- Fintry West Resident's Association
- Forthill Primary School Board
- Friends of Forthill
- Forthill After School Care Club
- Mossgiel Parent and Staff Association
- Mid Craigie & Linlathen Youth Forum
- Brooksbank Users' Group
- Angus Residents' Community Action Group
- Happyhillock/Midmill Resident's Association
- Mid Craigie & Linlathen Under 12's Project
- Powrie Primary School Parent Teacher Association
- Boomerang Club Out-of-School Care
- Balmoral Resident's Association
- St Columba's Primary School, Parent Representative Group
- St Margaret's Primary School Board

- BBCDE Tenant's Association
- St Mary's Association of Residents & Tenants
- Grove Academy School Board
- Grove Academy Parent Teacher Association
- Broughty Ferry Community Council
- BERA Co-ordinator, Grove Academy
- Broughty Ferry After-School Care Association
- Grove Playgroup
- Lawside Academy School Board
- St Saviour's RC High School Board
- St Saviour's Association
- Balgowan/Helmsdale Area Residents Association
- Magdalene Tenants & Residents Association
- West March Association of Residents & Tenants
- Haldane Area Residents & Tenants Association
- Craigmore, Ashmore, Dunmore and Derwent Residents Association
- Kirkton Tackle Crime & Safety Group

## APPENDIX 2 – LIST OF CONSULTEES

Group	Comments	Response	Action
Downfield School			
Downfield Primary School Board	Query if there will be pedestrian access to Kirkton Road	It is not anticipated that there will be direct pedestrian access on to Kirkton Road where there is only one footpath in places. However, pupils may use Kirkton Road to access one or other of the proposed access points in Haldane Crescent.	No change.
	Query if provision will be made for coaches and double deck buses for school trips.	Off street provision will be made for coaches, however, there may be occasions when, due to the number of trips, a bus may have to embark/disembark from Haldane Crescent.	No change.
	Concern expressed over conflict with other community uses in vicinity eg Church groups, funerals etc.	The brief seeks off street provision for parent drop off and school vehicle circulation. There should be no conflict with neighbouring uses. School use is concentrated to parts of the day.	No change.
	Query if there is a traffic system for the area.	It is not clear what this means but there has been a Transport Assessment for the roads surrounding the site.	No change.
	Query if the car park will be large enough for staff and visitors.	The maximum parking standards set out in NPPG17 will have to be balanced against additional local factors when establishing the appropriate level of parking at the planning application stage.	Specific parking allocations will be omitted from the briefs.
	Note that the Social Work building is no longer part of the site making the site an awkward shape.	Noted.	No change.



<b>Group</b>	<b>Comments</b>	<b>Response</b>	<b>Action</b>
West March Association of Residents and Tenants	No comment.	Noted.	No change.
Haldane Area Residents and Tenants Association	Plans and locations seem most sensible.	Noted.	No change.
	Reservations from a safety point of view therefore support views of Kirkton and Trottick Tackle Crime and Safety Group.	Noted.	See below.
Kirkton and Trottick Tackle Crime and Safety Group	Concern at the increase in traffic on Kirkton Road. Seeks one way flow on Kirkton Road, create slip road at Strathmartine Road/Haldane Street.	A Transport Assessment has been carried out for this site, however the proposed internal circulation and preferred location for the vehicular access will divert traffic from Kirkton Road to those streets wide enough to accommodate the anticipated flows.	No change.
Kirkton Community Issues Group	Notwithstanding some issues about parking and access local residents would not have any objections on the basis that the site has been a school for a considerable number of years and the site and adjacent streets ought to cope.	Noted.	No change.
Brackens/Macalpine School			
St Mary's Association of Residents and Tenants	Concerned at traffic volumes and speed on Laird Street.	Whilst traffic volumes are acknowledged it is executive policy to impose a 20mph speed restriction around all schools. This will make pedestrian access, in particular for pupils, safer. The Transport Assessment will also identify optimum locations for school crossing patrols.	No change.

<b>Group</b>	<b>Comments</b>	<b>Response</b>	<b>Action</b>
St Mary's Association of Residents and Tenants	Concerned at impact of overspill car parking.	The maximum parking standards set out in NPPG17 will have to be balanced against additional local factors when establishing the appropriate level of parking at the planning application stage.	Specific parking allocations will be omitted from the briefs.
Macalpine School Board	Reservations about "Safer Routes to School" philosophy due to proximity of Laird Street, poor sight lines and existing congestion.	Purpose of this guidance is to encourage and ensure that everything possible is done to address these problems and to secure a strategy covering all approaches to the school.	No change.
	Suggest St Clements Place be "No through Road".	This is impractical due to the resultant length of cul-de-sac and inconvenience to residents.	No change.
	No provision for parent parking for pupil drop off.	Provision will be made for drop off within the school site and for short term parking for parents of nursery children to walk their child into school. No provision will be made for parents to park within the site to collect children (except from nursery).	No change.
	Concern for security for dual community/school use.	Care has been taken with the "client brief" to achieve the highest standards of security.	No change.
	No room for playing fields.	This has been studied with Sportscotland who have announced themselves satisfied with the arrangements as proposed.	No change.
	Seeking copy of the client brief.	Not an issue for the Site Planning Brief.	No change.
	Demolish janitor's house to achieve sight lines.	This is impractical. The brief outlines a preferred standard. This will be achieved as far as "practicable".	No change.

<b>Group</b>	<b>Comments</b>	<b>Response</b>	<b>Action</b>
Macalpine School Board	Concerned about security of staff cars forced to park on street.	No one will be "forced" to park on street. Security outwith the school site will not be an issue for the Council.	No change.
	Cannot see how internal circulation can work.	This has been considered by the officers and is considered to be achievable.	No change.
	Need to see Transport Assessment.	This is not yet available.	No change.
	Confusion over reference.	Typographical error.	To be amended.
	Good provision of cycle parking.	Noted.	No change.
	Agree theory of parking standards but see this as a way of not providing space, therefore forcing staff onto adjacent streets.	The maximum parking standards set out in NPPG17 will have to be balanced against additional local factors when establishing the appropriate level of parking at the planning application stage.	Specific parking allocations will be omitted from the brief.
	Agree theory of parking standards for community use but fear visitors will drive even small distances for exercise.	The maximum parking standards set out in NPPG17 will have to be balanced against additional local factors when establishing the appropriate level of parking at the planning application stage.	Specific parking allocations will be omitted from the brief.
	Parking facilities potentially greater than area of school.	No details as yet of community facilities, therefore no way of knowing parking demand.	No change.
	Playing fields need to be enclosed.	This is as proposed.	No change.
Site too small to design out noise from users of pitch.	Noise attenuation is essential for the comfort and amenity of residents and can be achieved by a variety of means eg landscaping, however, this is a design issue to be regarded by the design team.	No change.	

<b>Group</b>	<b>Comments</b>	<b>Response</b>	<b>Action</b>
Macalpine School Board	Possible vandalism and theft issues here (natural supervision of site).	Natural supervision, ie overlooking by neighbours of site, will help prevent possible vandalism and theft.	No change.
	Query space for playing fields on site.	Sportscotland consider this is practical.	No change.
	Agrees strongly that school should be a focal point in the community.	Noted.	No change.
	Concerned that existing trees will affect sight lines.	Trees are an important feature both within the site and the neighbourhood. Their retention is a design issue for the design team.	No change.
	Preference for a single storey school.	This is an issue for the client, however the purpose of the brief is to establish whether a building of a particular height is unacceptable. The built form of the area can satisfactorily accommodate a building of one to three storeys.	No change.
	Strongly of the view that a three storey school is unacceptable.	This is an issue for the client, however the purpose of the brief is to establish whether a building of a particular height is unacceptable. The built form of the area can satisfactorily accommodate a building of one to three storeys.	No change.
	Seek copies of all reports and literature referred to in the draft brief.	Noted.	No change.
Unheaded/unsigned possibly from teaching staff at Brackens/Macalpine from references in text	Pedestrian access is already from St Clement Place.	The brief confirms that this will remain so.	No change.
	Neither St Clement Place nor St Columba Gardens are on a bus route.	Agreed.	Text to be clarified.

<b>Group</b>	<b>Comments</b>	<b>Response</b>	<b>Action</b>
Unheaded/unsigned possibly from teaching staff at Brackens/Macalpine from references in text	Query distance between road junction and proposed access.	A range of distances is provided. The distance should be achieved "as far as practicable."	No change.
	No staff currently travel to school by bicycle.	Both the Scottish Executive and the City Council seek to comply with Government transport policy, in particular, by encouraging energy efficient modes of transport.	No change.
	Query who will provide supervision of parked cycles.	That is an internal matter for the school.	No change.
	No staff walk to school, few staff use public transport, few staff carshare.	The maximum parking standards set out in NPPG17 will have to be balanced against additional local factors when establishing the appropriate level of parking at the planning application stage.	Specific parking allocations will be omitted from the brief.
	Parking standard insufficient therefore staff will park on street.	The maximum parking standards set out in NPPG17 will have to be balanced against additional local factors when establishing the appropriate level of parking at the planning application stage.	Specific parking allocations will be omitted from the brief.
	Parking on street will be inevitable.	Measures will be taken to prevent extraneous parking on street in order to protect the amenities of the residents.	No change.
	A play area outwith the school boundary would need to be swept for broken glass, dog waste etc each morning.	It is not intended that the grounds are open, however, an enclosed site would not necessarily prevent the stated problem. This is an issue for the school.	No change.
	Query who provides this (natural supervision)	Natural supervision means the space will be overlooked by nearby residents or school staff. Security is a matter for the school.	No change.

Group	Comments	Response	Action
Unheaded/unsigned possibly from teaching staff at Brackens/Macalpine from references in text	Hope that, on a health and safety basis, there will be no ponds on site.	The brief identifies the need for appropriate enclosures and safety measures <b>should</b> retention ponds be the selected solution for sustainable drainage. Many schools cope with, and indeed promote, such a feature as a teaching aid.	No change.
Mossgiel/Mid Craigie School			
Mossgiel/Parent & Staff Association	Consider strongly that the school should have a garden.	The brief makes allowance for a garden, actual provision is a matter for the Client.	No change.
	Consider that it is not feasible for teachers to walk, cycle or car share.	The brief reflects government policy. Teachers are no different to office staff.	No change.
	Consider that more parking is necessary.	The maximum parking standards set out in NPPG17 will have to be balanced against additional local factors when establishing the appropriate level of parking at the planning application stage.	Specific parking allocations will be omitted from the brief.
	Two parking spaces for visitors is insufficient.	Accepted.	The brief will make additional provision for visitors and visiting teaching staff.
	Query suitability of two storey school for disabled access.	This is design issue eg provision of lifts etc.	No change. However, where a school has a disabled unit additional provision will be made for access.
New RC Secondary School			

<b>Group</b>	<b>Comments</b>	<b>Response</b>	<b>Action</b>
Kirkton Community Issues Group	Concerned about the loss of well used recreational land.	This land will be replaced eventually on the neighbouring Kingspark site. In the short term the deficit will be met from a range of nearby open space locations. This is currently being studied with SportsScotland who have to announce themselves satisfied with the arrangements or else the planning application will fail.	No change.
	The relocation of the Dundee College access onto Gilburn Road will further increase traffic congestion.	This is the subject of a Transport Assessment that will identify if the adjacent road network can cope or what works will be needed.	No change.
	Proposals for new housing and ASDA will increase traffic.	Housing is replacement and ASDA flows, even with extension will still be less than when ASDA was at its full capacity.	No change.
	Concern for safety of school children at lunchtime and end of day.	The provision of school crossing locations and school crossing patrols will be addressed in the "Safer Routes to School" exercise and the Transport Assessment.	No change.
West March Association of Residents and Tenants	No comments.	Noted.	No change.
Lawside School Board	The site appears too small for a 21st century curriculum.	Already advised by the client that there is sufficient site.	No change.
	Pleased that Kingspark will become part of site.	Noted.	No change.
	Seek opportunity to comment on future detailed plans.	This is a matter for the client, however, the proposals will require planning consent and there will be opportunity for consultation at that stage.	No change.

Group	Comments	Response	Action
Staff at St Saviour's (photocopied letter signed by 32 members of staff)	Object to parking being limited to 1 space for 3 members of staff.	<p>This is erroneous, the actual standard proposed, was 1 space for every 2 members of staff.</p> <p>The maximum parking standards set out in NPPG17 will have to be balanced against additional local factors when establishing the appropriate level of parking at the planning application stage.</p>	Specific parking allocations will be omitted from the brief.
	No viable alternatives to parking in the school grounds.	Agreed.	No change.
	Local residents will react badly to staff parking in nearby streets.	Agreed, that is why the brief indicates that there will be no staff parking in nearby streets.	No change.
	Staff will prefer the flexibility of using their own transport.	<p>This of course is the case, but Government transport policy attempts to address issues of energy efficiency and energy conservation. All council departments and staff support these measures.</p> <p>The maximum parking standards set out in NPPG17 will have to be balanced against additional local factors when establishing the appropriate level of parking at the planning application stage.</p>	Specific parking allocations will be omitted from the brief.
	There should be secure parking facilities for every member of staff, both teaching and office staff.	The maximum parking standards set out in NPPG17 will have to be balanced against additional local factors when establishing the appropriate level of parking at the planning application stage.	Specific parking allocations will be omitted from the brief.