

# Dargavel school consultation

**Welcome to this statutory consultation event on a proposed new primary school in Dargavel and its catchment.**

Parents, carers and residents of Dargavel are being asked for their views on the location of the new school and the catchment area.

**Have your say here or online**

Visit [www.renfrewshire.gov.uk/dargavel-school-consultation](http://www.renfrewshire.gov.uk/dargavel-school-consultation) for details on how to take part.



This includes information sessions, public meetings, informal drop-ins and written feedback.



Renfrewshire  
Council

# What you have told us so far

## Space planning

Space planning is the process of analysing how space in a building and in rooms will be used.

We consider possible space uses, respond to the needs of those who will use the space, and we ensure spaces are used efficiently.

Informed by 651 survey responses and stakeholder interviews with pupils, parents and carers, community representatives, community groups and parent groups, in late 2023.

**Our process**—to listen and discuss, to agree and test the vision and ambition, to develop a spacial model to support the school design.

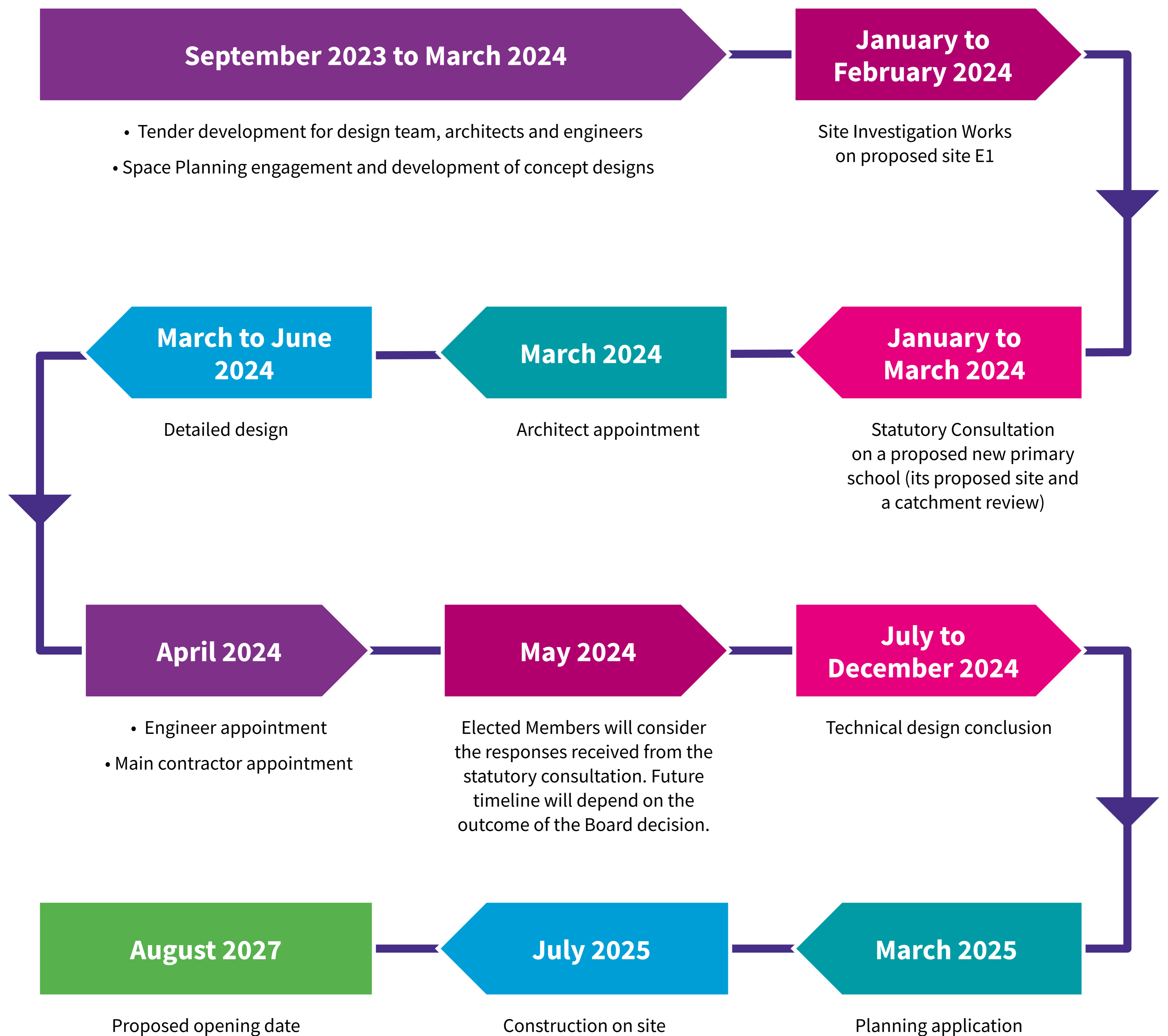
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**98%** support the community having access to the school outwith school hours for a variety of activities—outdoor sports, fitness and exercise classes, social activities, children and toddler groups, adult learning classes, health and wellbeing support.

**Parent and carer priorities...** a school in the heart of the community, the right size, good playground space, considered parking and drop off, a 5G floodlit artificial pitch, traffic management, not open plan, quiet spaces, community campus, inclusive of P1 to P7.

# Programme timeline

(Subject to the outcome of statutory consultation)



# Vision and Objectives

A vision, key themes and ideas emerged from what people told us during the space planning.

## Vision

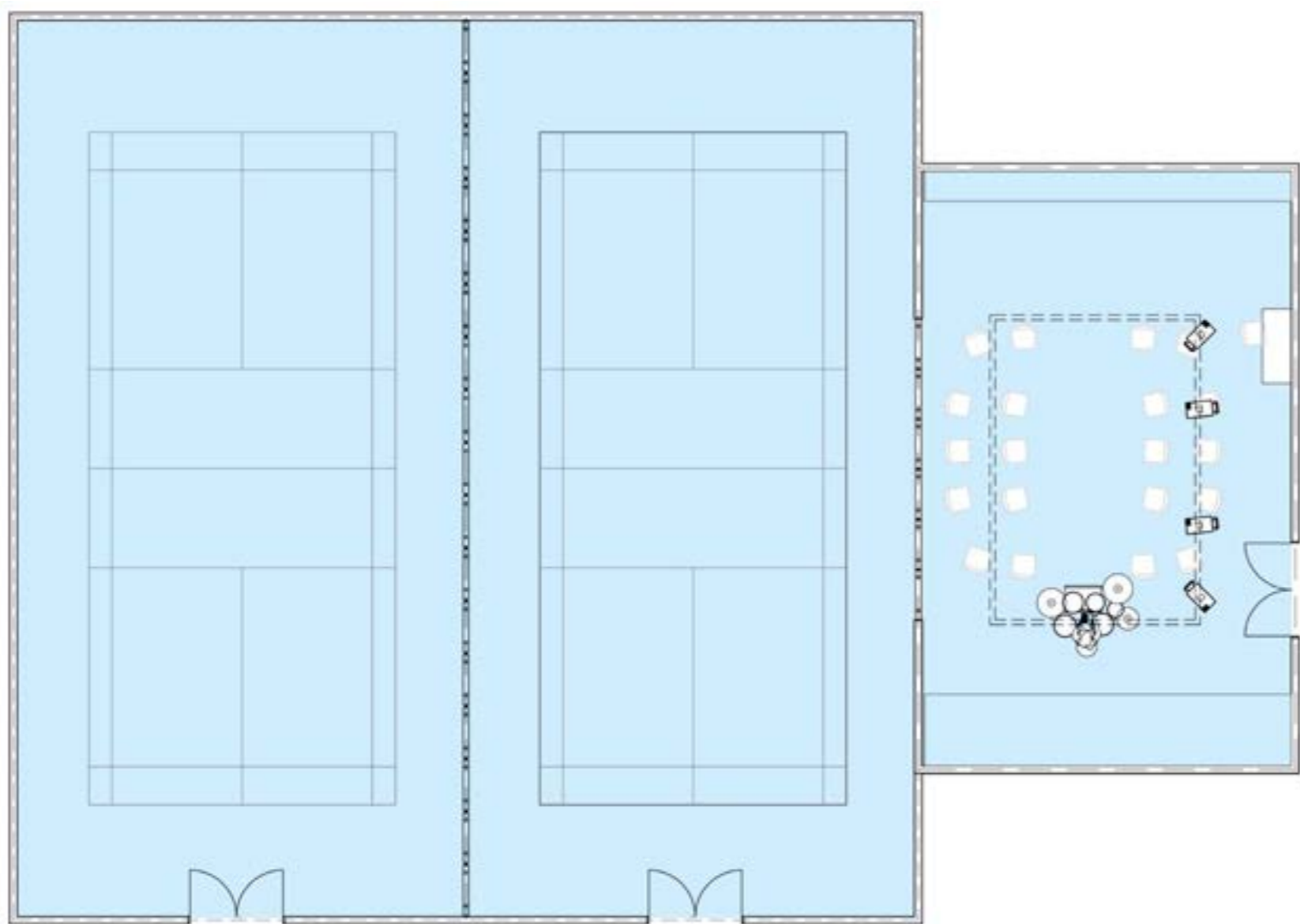
The new primary school in Dargavel Village will provide an innovative & inclusive learning environment for 800 pupils. It will provide facilities to support community use & prioritise design approaches that are flexible and sustainable.

## Objectives

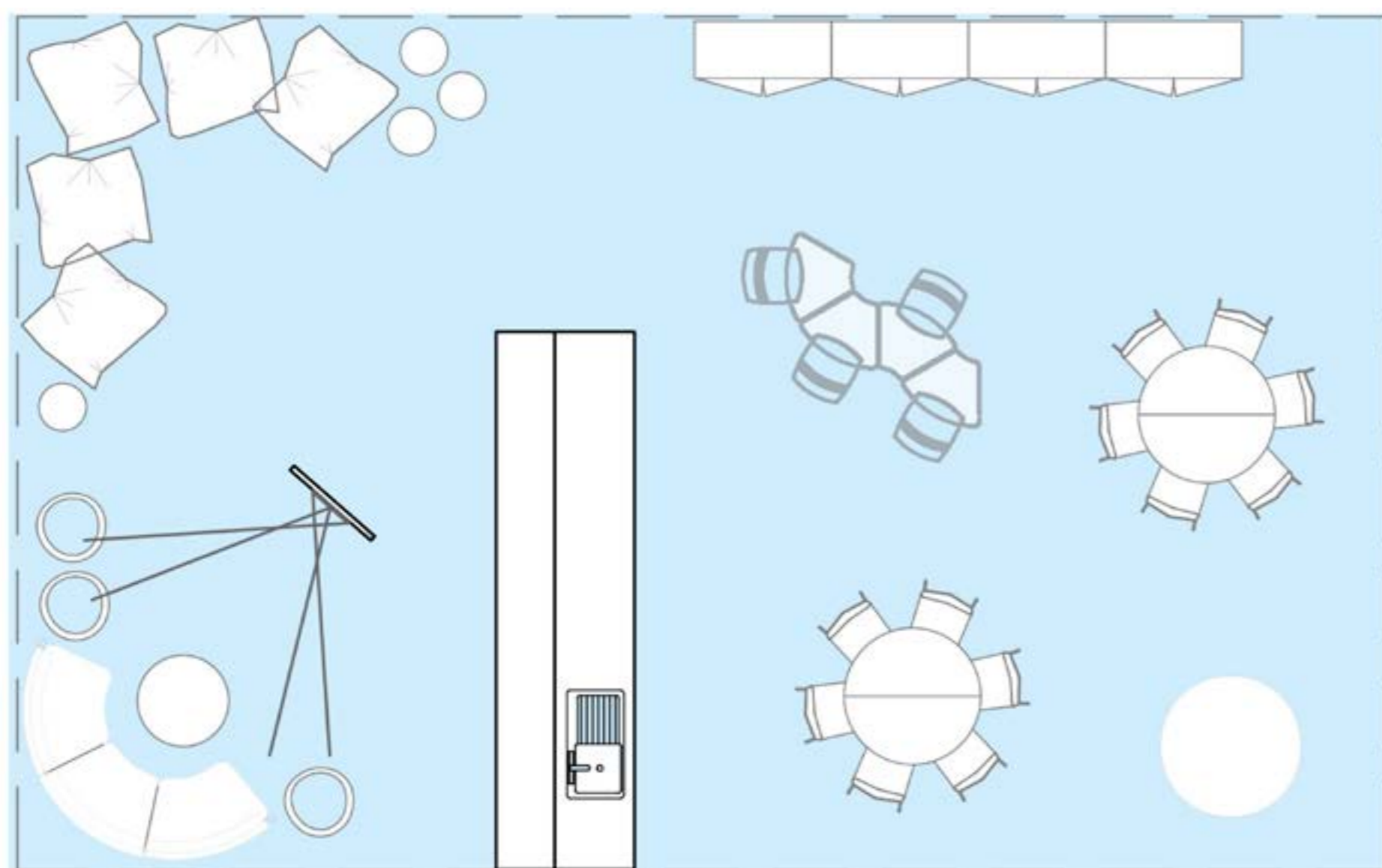
Innovative	Inclusive	Community focused	Flexible	Sustainable
Infrastructure to support embedded technology & enhance the learning experience	Welcoming entrance experience for visitors, community & parents	The heart of the community	Spaces to support multiple activities and users	A building which is easy to maintain & repair
Variety of learning environments to suit age, stage & need	Range of quiet / retreat spaces to support individual learning preferences	Zoning to allow out of hours access to indoors & outdoors facilities & multi-functional space	Spaces that can open up and close down according to activities	Low impact energy solutions
Outdoor learning spaces that support learning activities, health & wellbeing & foster wider participation	Careful consideration of acoustics and noise levels & volume of spaces	A design that supports flexible use of spaces by multiple users	Spaces that can be easily adapted from one use to another to support future changes in demand	Systems to allow the shut down of zones when not in use
	Spaces that support & nurture	Maximise opportunities for the whole learning community & wider community		Simple building controls

# Space Planning—Multi-Use spaces

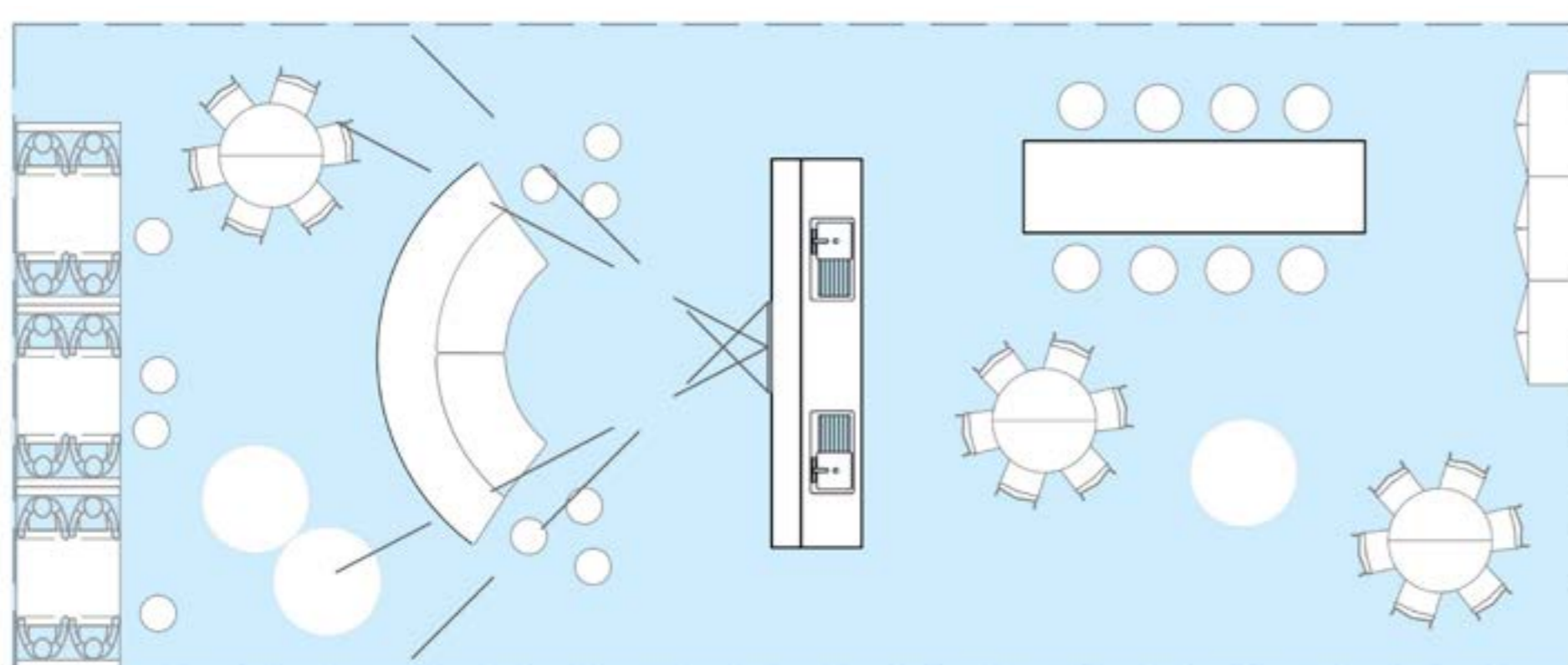
**PLEASE NOTE:** All plans and images shown are examples of how the proposed new school could look, based on feedback from the space planning—these are not actual designs.



2 Court Sports Hall & Drama / Music Studio  
(+ Adult changing to support community use)



Life Skills / Literacy Space (Learning,  
Community & Afterschool activity)



STEM / Numeracy Space (Learning,  
Community & Afterschool activity)

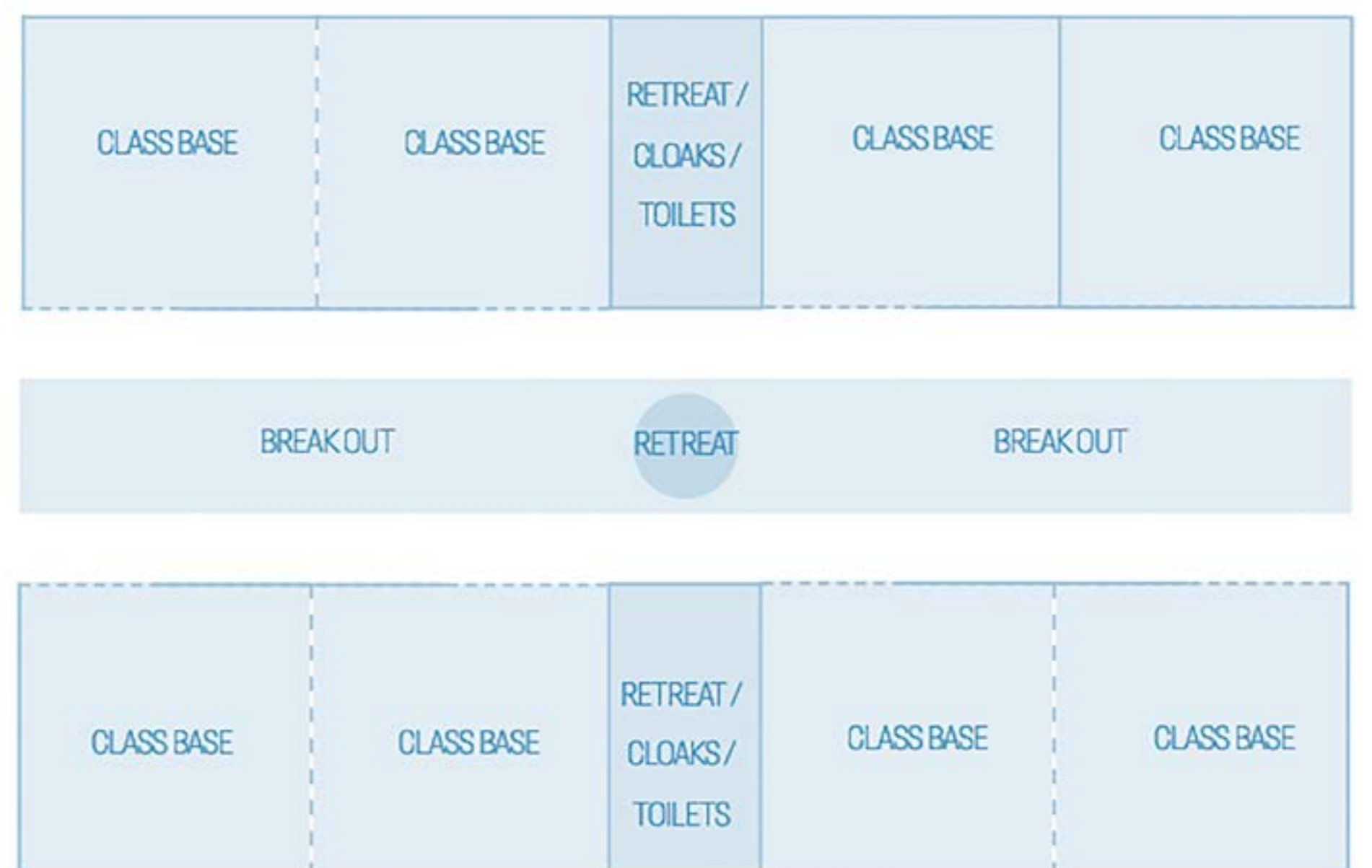


# Space Planning—Learning spaces

**PLEASE NOTE:** All plans and images shown are examples of how the proposed new school could look, based on feedback from the space planning—these are not actual designs.

## Priorities

- Differentiation of furniture types & layouts across key stages
- Free flow between class bases and breakout
- Acoustic separation & shelter to support focus



3-8



10+



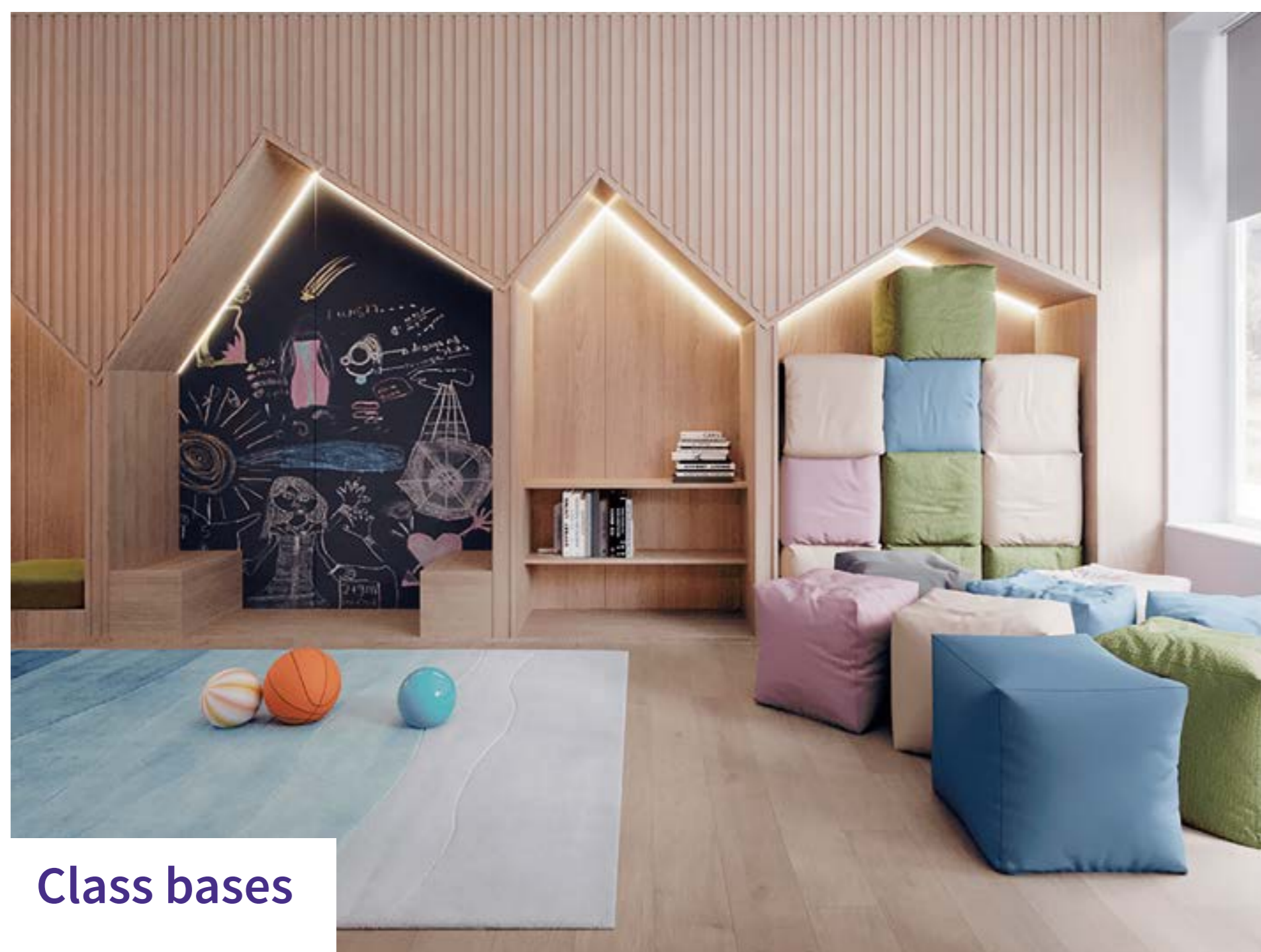
8-10

# Space Planning—Support spaces

**PLEASE NOTE:** All plans and images shown are examples of how the proposed new school could look, based on feedback from the space planning—these are not actual designs.

## Strategy

- Range of semi-enclosed and enclosed opportunities within class bases, breakout for learners to retreat for shelter, focused or regulatory activities

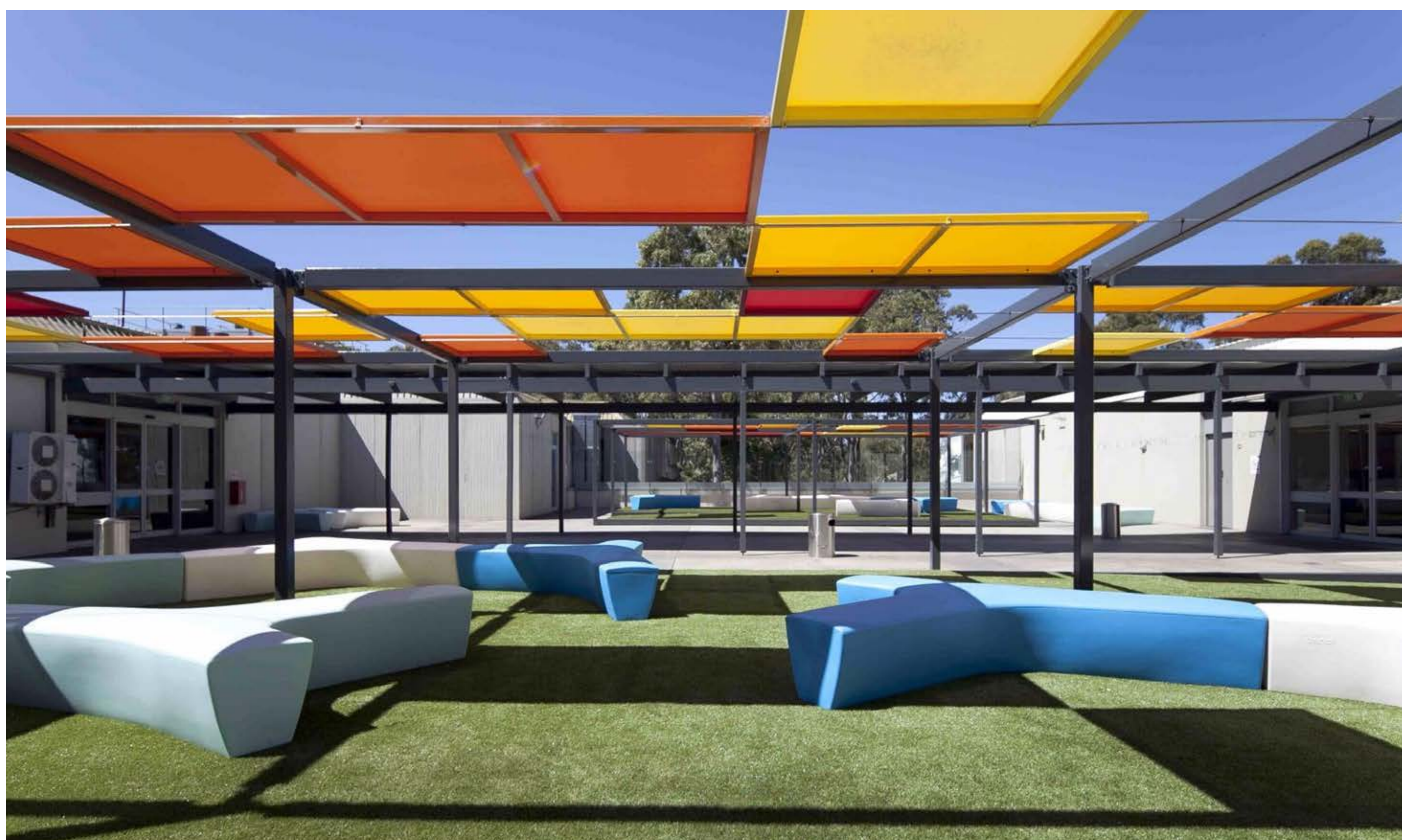


# Space Planning—Outdoor spaces

**PLEASE NOTE:** All plans and images shown are examples of how the proposed new school could look, based on feedback from the space planning—these are not actual designs.

## Opportunities for learning & the community

- Growing space
- Outdoor classrooms
- Wildlife
- Fitness
- Playing





# Site locations

## How we approached selecting a proposed site for a new primary school

An options exercise was carried out by Renfrewshire Council to look at potential sites for a proposed second primary school.

Five sites within Dargavel Village Masterplan were suggested to BAE by the council—sites 1,2,9,10 and 11. BAE suggested five more sites 3,4,5,6 and 8.

Six more sites were then considered by the council. These were sites greater than eight acres and immediately on the periphery of Bishopton or Dargavel Village—sites 12,13,14,15,16 and 17.

Seven additional sites were suggested by the Parent Council and other community representatives.

- All sites were scored in respect of size, active travel credentials, ownership, land use designation and cost, allowing scores to be assigned and a proposed site identified for consultation.
- Scores between 4 and 12 were recorded with site E1 coming out on top.

# Site locations

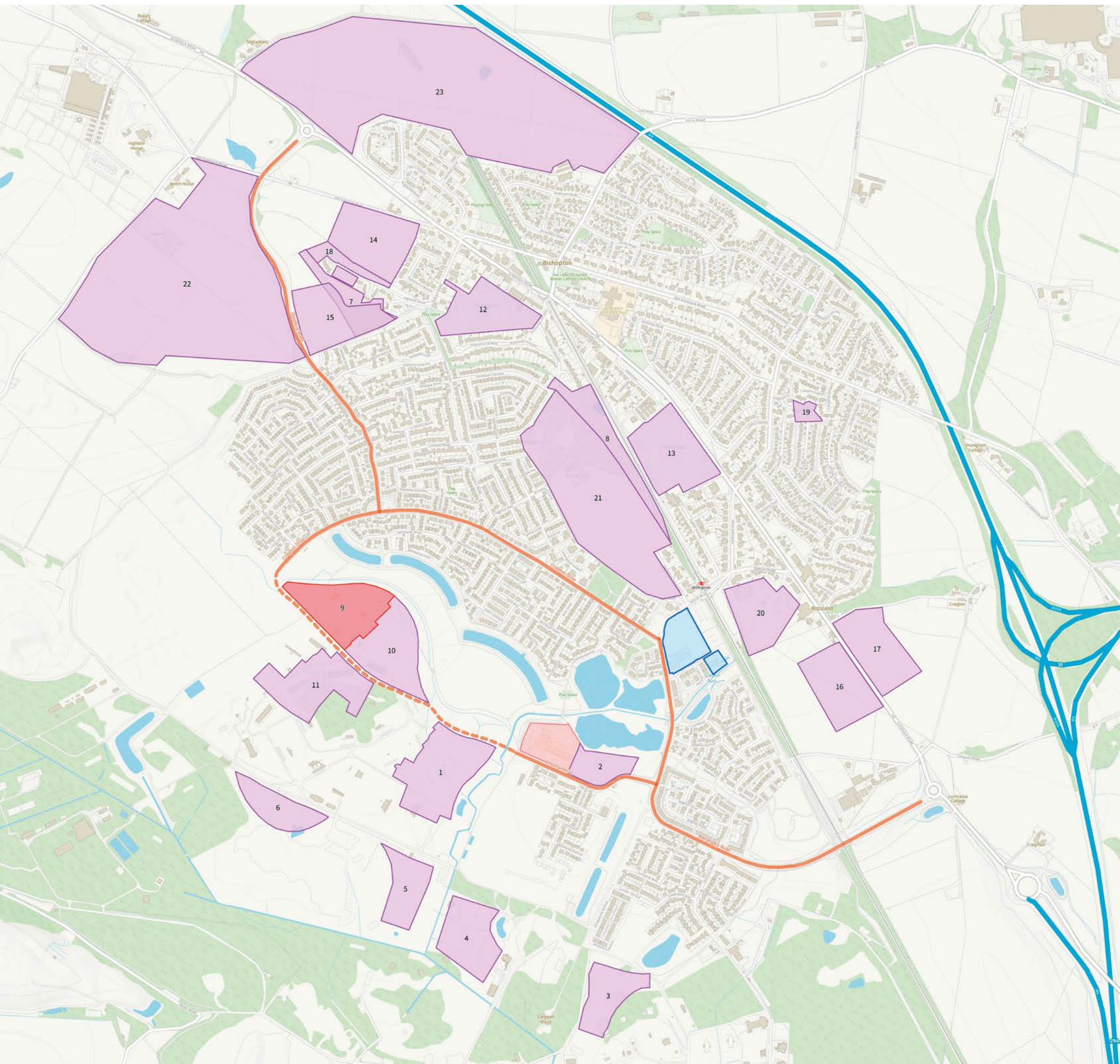
Ref	Site Name
1	Site W7 (Dargavel Masterplan)
2	Site C1 (Dargavel Masterplan—adj existing DPS)
3	Site A (periphery of Masterplan—west of Whithorn Crescent)
4	Site B (periphery of Masterplan west of plot W11)
5	Site C (periphery of Masterplan—west of plot W8)
6	Site D (periphery of Masterplan—west of plot W5)

Ref	Site Name
7	Site E (periphery of Masterplan—East of Slateford Road)
8	Site F (periphery of Masterplan—between Birch Road and railway line)
9	Site E1 (Dargavel Masterplan)
10	Site E2 (Dargavel Masterplan)
11	Site W2 (Dargavel Masterplan)
12	Newton Road Playing Fields, Bishopton
13	Holm Park, Bishopton
14	North of Ingliston Drive
15	East of Slateford Road, Bishopton

Ref	Site Name
16	West of Greenock Road, Bishopton
17	East of Greenock Road, Bishopton
18	Ingliston Drive, Bishopton
19	Matey's Field, Bishopton (Camphill Gardens)
20	Site W (Parent Council)—Station Road, Bishopton
21	Site X (Parent Council)—Gladstone Hill, Dargavel
22	Site Y (Parent Council)—West of Slateford Road, Bishopton
23	Site Z (Parent Council)—Ferry Road/Greenock Road, Bishopton

Key	
<b>New School site options</b>	
<span style="color: red;">■</span>	Proposed site
<span style="color: purple;">■</span>	Other options considered
<span style="color: lightcoral;">■</span>	Existing Dargavel Primary School
<span style="color: lightblue;">■</span>	Village Centre
<b>Access routes</b>	
<span style="color: orange;">—</span>	Constructed
<span style="color: orange; font-weight: dashed;">—</span>	Proposed

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# Site analysis/scoring

## Definitions

Size	Active Travel	Ownership of land	Land use designation	Anticipated additional cost of developing
Site is large enough to accommodate proposed scale of school capacity	Site is less than 1km walking distance from majority of school catchment residents	Site is owned by RC, BAE or other. *see notes	Site is identified for future development in adopted Local Development Plan	This criterion is based on a relatively flat, unencumbered site with good existing or committed road access would represent the lowest cost solution for site development. *see notes

## Scoring

Site Size	Active Travel	Ownership of land	Land use designation	Anticipated additional cost of developing
<b>PASS</b> = Site is > 8acres in size	<b>3</b> = majority of catchment <1km walking distance	<b>3</b> = site is owned by RC	<b>3</b> = land designated for development	<b>3</b> = no anticipated additional costs
<b>FAIL</b> = Site is < 8acres in size	<b>2</b> = less than 50% of catchment <1km walking distance	<b>2</b> = site is owned by BAE	<b>2</b> = land has no definite status (eg. Unallocated land)	<b>2</b> = either significant earthworks, new road, additional utility connections required for development site
	<b>1</b> = majority of catchment >1km walking distance	<b>1</b> = site is owned by other than RC or BAE	<b>1</b> = site is allocated for open space or green belt	<b>1</b> = more than one significant additional cost required

## Sites

Ref	Site Name	Size	Active Travel	Ownership of land	Land use designation	Anticipated additional cost	Total Score	Council officer comments
1	Site W7 (Dargavel Masterplan)	10.9 acres = <b>PASS</b>	3	2	3	3	<b>11</b>	Not considered an optimum location due to close proximity (diagonally across road) from existing Dargavel Primary School
2	Site C1 (Dargavel Masterplan—adj existing DPS)	2.5 acres = <b>FAIL</b>						
3	Site A (periphery of Masterplan—west of Whithorn Crescent)	5.93 acres = <b>FAIL</b>						
4	Site B (periphery of Masterplan west of plot W11)	8.08 acres = <b>PASS</b>	3	2	3	2	<b>10</b>	This site has the disadvantage of being accessed primarily via residential streets through masterplan plots W9, W10 and W11. This is very likely to result in adverse impacts for residents in these streets. Although a distinct new road access could be provided to Site B this would significantly add to the construction costs.
5	Site C (periphery of Masterplan—west of plot W8)	6.28 acres = <b>FAIL</b>						
6	Site D (periphery of Masterplan—west of plot W5)	6.00 acres = <b>FAIL</b>						
7	Site E (periphery of Masterplan—East of Slateford Road)	4.50 acres = <b>FAIL</b>						
8	Site F (periphery of Masterplan—between Birch Road and railway line)	4.99 acres = <b>FAIL</b>						
9	Site E1 (Dargavel Masterplan)	8.5 acres = <b>PASS</b>	3	3	3	3	<b>12</b>	
10	Site E2 (Dargavel Masterplan)	8.5 acres = <b>PASS</b>	3	2	3	3	<b>11</b>	Not considered as optimum a site as E1 due to closer proximity to existing Dargavel Primary School
11	Site W2 (Dargavel Masterplan)	9.1 acres = <b>PASS</b>	3	2	3	3	<b>11</b>	Site W2 is closer to planned housing development in Dargavel Masterplan than site E1. This could lead to impacts on residential amenity through the planned introduction of floodlighting for the community sports provision at the new school
12	Newton Road Playing Fields, Bishopton	7.5 acres = <b>FAIL</b>						
13	Holm Park, Bishopton	9.5 acres = <b>PASS</b>	1	1	1	2	<b>5</b>	Owned by Community Development Trust and very unlikely to be available for new school development. Site is designated as Green Belt in LDP with a presumption against its loss to development. Planning status could elongate planning consenting process by up to 2 years. Site is relatively remote from proposed catchment.

## \*Notes

Size	Ownership of land	Anticipated additional cost of developing
8 acres considered the minimum size required for an 800 capacity primary school and necessary community facilities. Sites smaller than this threshold not considered further	This is scored based on the speed and ease of delivery of the school. A third party owner will inevitably involve negotiations and costs to purchase (not otherwise accounted for elsewhere) and lead to a longer timescale for delivery. A BAE owned site is considered to be quicker due to their imperative to find a solution to assist future housebuilding but not as quick as a Council owned site.	This criterion is based on a relatively flat, unencumbered site with good existing or committed road access would represent the lowest cost solution for site development. Sites with no existing or committed road access of a suitable nature or with significant earthwork requirements will add significantly to the cost of the development

# Site analysis/scoring (continued)

## Definitions

Size	Active Travel	Ownership of land	Land use designation	Anticipated additional cost of developing
Site is large enough to accommodate proposed scale of school capacity	Site is less than 1km walking distance from majority of school catchment residents	Site is owned by RC, BAE or other. *see notes	Site is identified for future development in adopted Local Development Plan	This criterion is based on a relatively flat, unencumbered site with good existing or committed road access would represent the lowest cost solution for site development. *see notes

## Scoring

Site Size	Active Travel	Ownership of land	Land use designation	Anticipated additional cost of developing
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<b>FAIL</b> = Site is < 8acres in size	<b>2</b> = less than 50% of catchment <1km walking distance	<b>2</b> = site is owned by BAE	<b>2</b> = land has no definite status (eg. Unallocated land)	<b>2</b> = either significant earthworks, new road, additional utility connections required for development site
	<b>1</b> = majority of catchment >1km walking distance	<b>1</b> = site is owned by other than RC or BAE	<b>1</b> = site is allocated for open space or green belt	<b>1</b> = more than one significant additional cost required

## Sites

Ref	Site Name	Size	Active Travel	Ownership of land	Land use designation	Anticipated additional cost	Total Score	Council officer comments
14	North of Ingliston Drive	9.0 acres <b>= PASS</b>	1	1	1	1	<b>4</b>	Site is designated as Green Belt in LDP with a presumption against its loss to development. Planning status could elongate planning consenting process by up to 2 years. Site is relatively remote from proposed catchment.
15	East of Slateford Road, Bishopton	8.2 acres <b>= PASS</b>	3	1	1	1	<b>5</b>	Site is designated as Green Belt in LDP with a presumption against its loss to development. Planning status could elongate planning consenting process by up to 2 years. Site is relatively remote from proposed catchment.
16	West of Greenock Road, Bishopton	8.0 acres <b>= PASS</b>	1	1	1	1	<b>4</b>	Site is designated as Green Belt in LDP with a presumption against its loss to development. Planning status could elongate planning consenting process by up to 2 years. Site is relatively remote from proposed catchment.
17	East of Greenock Road, Bishopton	8.0 acres <b>= PASS</b>	1	1	1	1	<b>4</b>	Site is designated as Green Belt in LDP with a presumption against its loss to development. Planning status could elongate planning consenting process by up to 2 years. Site is relatively remote from proposed catchment.
18	Ingliston Drive, Bishopton	2.3 acres <b>= FAIL</b>						
19	Matey's Field, Bishopton (Camphill Gardens)	1.5 acres <b>= FAIL</b>						
20	Site W (Parent Council)— Station Road, Bishopton	6.4 acres (tbc) <b>= FAIL</b>						
21	Site X (Parent Council)— Gladstone Hill, Dargavel	27.5 acres <b>= PASS</b>	3	2	1	1	<b>7</b>	Site is designated as open space in Dargavel Masterplan with a presumption against development. Current landform (steeply sloping site) would result in significantly increased costs of construction compared to Site E1.
22	Site Y (Parent Council)— West of Slateford Road, Bishopton	61.7 acres <b>= PASS</b>	1	1	1	1	<b>4</b>	Site is designated as Green Belt in LDP with a presumption against its loss to development. Planning status could elongate planning consenting process by up to 2 years. Site is relatively remote from proposed catchment.
23	Site Z (Parent Council)— Ferry Road / Greenock Road, Bishopton	70.4 acres <b>= PASS</b>	1	1	1	1	<b>4</b>	Site is designated as Green Belt in LDP with a presumption against its loss to development. Planning status could elongate planning consenting process by up to 2 years. Site is relatively remote from proposed catchment.

## \*Notes

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# Active Travel and school access

## A local priority

- Feedback from our Space Planning process and through community representatives has flagged safe travel to and from the proposed new primary school as a priority for parents and carers.
- This will be a core element of our planning and will be carefully considered through engagement with parents and carers, as we agree a site for the new primary school and progress its development.
- Improvements to active travel will be made at the existing Dargavel Primary School, including improving arrangements for parents and carers at drop-off and pick-up.
- In 2023, the council commissioned Stantec to carry out a review of Active Travel Provision at Dargavel Village. This has recommended areas for consideration to improve Active Travel to Dargavel Primary School, and to consider when planning the proposed new primary school. You can find out more from Officers today.

## Active Travel improvements to consider at Dargavel Primary School

- Create an active travel corridor from Barrangary Road along Arrochar Drive and widening footpaths on the proposed section of the Western Loop Road.
- Erect wayfinding signs to show the distance from key points on the footpath and cycleway network to the school. Signs should consist of distances in metres and time.
- Provide a temporary car park in the council owned vacant site adjacent to the school for parents and carers for drop off and pick up to remove the current on-street parking.
- Construct a footway crossover—giving priority to pedestrians, over the access to the temporary car park.
- Impose a Traffic Regulation Order (at school times only), replacing police cones, extended along Arrochar Drive.

# Active Travel and school access

## Active Travel considerations to support proposed new school at proposed site E1

- Position the proposed car park to encourage the least distance travelled by parents / carers and ensure adequate provision for bus parking and drop-off / pick-up.
- Provide separate drop-off provision for buses and cars.
- Provide footpaths into the school of at least 3.5m width.
- Integrate links from development parcels to the Western Loop Road and consider the provision of a controlled crossing point (Toucan) on the Western Loop Road at the point of highest likely demand for pedestrians and cyclists.
- Provide splayed entries from the Active Travel corridor to school access footpaths.
- Provide School Keep Clear markings along the entire school frontage.
- Implement Traffic Regulation Order (at school times only) on the Western Loop Road.
- Implement a joint travel plan with the current Dargavel Primary School.

## Active Travel considerations along the Western Loop Road (WLR)

- Provide a 4.5m active travel corridor (footway / cycleway) on the school side of the WLR.
- Provide a 3.5m wide footway / cycleway along the western side of the WLR.
- Link all Active Travel routes (shared footway / cycleways) with footpaths within Central Park.
- Each development parcel must provide a safe (and preferably segregated) footway / cycleway link to the WLR of at least 3.5m wide.

# Active Travel (walking and wheeling) routes with existing consent

