

From: [Martin Peake \(PTSL\)](#)
To: [Dave Paul](#)
Subject: RE: Notification decision - NOR Milldale Primary School
Date: Thursday, 30 April 2020 9:37:59 AM
Attachments: [image001.png](#)

Hi Dave

I have had a review of the Abley comments. These do not fully address the issues raised, particularly with regards to the management of parking on the site as no further detail has been provided in this regard. I provide comments on the Abley response below.

This memo addresses the S92 queries 1 and 2 regarding the operation of the Argent Lane / Road 11 intersection, and demonstrates that the intersection would work satisfactorily as a roundabout with queues not interfering with the potential school access on Road 11. The test of a signalised intersection shows that this would work within capacity but it is noted that queues on Road 11 are forecast to block to the school access. I also note that the assumed layout includes a left turn slip lane from Argent 11 to Road 11; slip lanes are generally not consistent with the AT TDM design guidelines, particularly in a location such as this. Also, the proposals assume that there would be two approach lanes on Road 11. This would require Road 11 to be widened. It is not clear if there is sufficient width within the road reserve to provide for a second lane (given that the road is to be constructed at just 5.5m). However, whilst the signalisation of the intersection is not necessary for the full school build, the ability to upgrade the intersection in the future is a consideration for AT.

Query 3 with regards to the effects of potential over spill parking onto the surrounding road network does not provide any further evidence that the effects will be managed on site. The response just re-confirms that it is the intention that the pick-up and drop-off (PUDO) will be designed to occur on site and that if there is any over spill, which they can't control, it will be managed through travel planning. With no details of what provision they are proposing on site in terms of number of car parks and PUDO spaces, it is not possible to determine whether the effects can be managed on the site.

Further, the response states that some measures will be required on the surrounding streets, such as broken yellow lines. The response defers the detail of what will be provided to the OPW stage but it is not clear who would be responsible for implementing such measures. The response from queries 1 indicates that some PUDO would occur on the streets surrounding the school, thus this illustrates the need for the applicant to provide some detail or at least commitment to identify and implement appropriate traffic management measures on the roads around the school to address the potential effects of parking and drop off.

For the ECE access and parking (Query 4), this defers any decisions or detail to the OPW stage, which appears to be contrary to what has been indicated in previous information provided. This could affect how the PUDO works, but as for Query 3, there is insufficient information to determine whether parking can be managed on site.

For Query 5, with respect to who would be responsible for providing measures around the school, the response is that these would be provided by the MOE and the developer. However, this should be confirmed through evidence of a formal agreement or via conditions. It is

appreciated that the proposals are currently being discussed between the developer and AT, however, to provide comfort that the proposals are likely to appropriately provide for safe pedestrian and cycle access to the school, some detail should be provided. I will contact AT to see if they are able to share the draft plans.

On the basis of the above, there is still insufficient information to confirm whether the effects of the school can be contained on site with regards to PUDO. In addition, there needs to be confirmation through a written agreement or condition with regards to the provision of mitigation or management measures of overspill parking on the surrounding roads and for the provision of safe pedestrian / cycle crossing facilities. I also note that with the future upgrade of the Argent 11 / Road 11 to signals, that some widening work on Road 11 may be required, but this may require land purchase. Whilst not an effect that the MoE needs to address as a result of the school, this will be a consideration for AT.

Happy to discuss the above. I've got various meetings this morning, but will give you a call this afternoon.

Regards

Martin