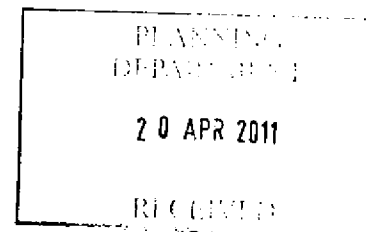


Sub/Ack
N6

[REDACTED]
Sent: 19 April 2011 15:00
To: Planning
Subject: Planning application N6/2010/3120/DC3 - Splashlands Stanborough Road

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 1995)

District ref: N6/2010/3120/DC3
HCC ref: WH/60/2011
HCC received: 04/03/2011
Area manager: James Dale
Case officer: Lindsey Lucas



Location
Splashlands Stanborough Road
Welwyn Garden City
AL8 6XE

Application type
Full application

Proposal
Redevelopment of site to provide a wet play area, adventure play areas, an educational play area, high ropes attraction, changing huts, education room, cafe and toilet facilities. Alterations to Stanb

Decision
Notice is given under article 10 of the Town and Country Planning (General Development Procedure) Order 1995 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.

The applicant has provided insufficient information to enable Hertfordshire County Council as highway authority to fully assess the impact of the proposal on highway safety and capacity

Comments:

The application is for the redevelopment of the old lido site in Stanborough Park to provide a wet play area, adventure play areas, an educational play area, high ropes attraction, changing huts, education room, cafe and toilet facilities. Associated with the proposals are alterations to the junction between the site access road and Stanborough Road.

There have been pre-application discussions between the Highway Authority and the applicant to consider the traffic impacts of the proposals. These have led to an interim safety audit being carried out on the junction design proposals however there are still areas of concern with the details submitted as part of the application which the Highway Authority consider should be addressed prior to the grant of any permission. The preferred junction design for the applicants is a right turn lane to allow vehicles to turn right into Stanborough Park. This design option is discussed in further detail below.

Trip generation:

It is unclear where the level of trip generation used in the PICADY junction analysis has been derived from. This uses a figure of 322 pcus as arrivals/departures during the August weekend peak hour of 1400-1500. Details of how this figure has been reached do not form part of the Highways report. In the Feasibility

study, it suggests that the proposal could lead to an additional 313 cars using the car park in the peak hour on top of the existing users. The PICADY modelling does not appear to represent this.

The traffic flows obtained from the traffic surveys carried out in May 2010 have been factored up to 2021 using growth factors. No detail of what method was used to obtain the growth factors has been provided.

Without the above information it is not possible for the Highway Authority to determine whether the PICADY analysis, that appears to indicate that the proposed right turn facility into Stanborough Park will operate satisfactorily, is correct.

Highway design:

Stanborough Road, the A6129 is a classified road designated as a main distributor. At the site access it is a 40mph two-way, single lane carriageway. The site access is currently a left in-left out junction with a central island to reinforce these traffic restrictions. Three options were put forward by the applicant in the pre-application discussions which were as follows: 1. Flared Headway. This maintains the left in-left out design of the junction, however the kerb lines are altered to allow access by coaches. 2. Right Turn Pocket - this allows southbound vehicles to turn right into the site. The proposals include the relocation of the north bound bus stop 20m north and the south bound bus stop is relocated north and the introduction of a signal controlled pedestrian crossing across Stanborough Road 3. Replacement of the existing junction with a roundabout and the introduction of a signal controlled pedestrian crossing across Stanborough Road.

The Highway Authority believed that the roundabout option was not feasible as it would impact on traffic flows on Stanborough Road and therefore this option although referred to in the application documentation is not being considered any longer and the application is for option 2, the right turn pocket.

The Road safety Audit carried by Atkins highlighted certain problems with the right turn pocket which the Highway Authority consider have not been fully addressed. These include:

1. The size of the right turning pocket may not accommodate all right turning vehicles. This will only be determined once the revised PICADY analysis has been carried out.
2. The design of the junction could encourage motorists to turn right out of the access road onto Stanborough Road leading to increased occurrences of collisions and this issue has not been addressed by the applicants.
3. The widening of the carriageway to allow a right turn lane will impact on the access into the southern part of Stanborough Park and could make this access road unduly steep.

These issues should be addressed prior to any permission being granted.

Pedestrian facilities It is proposed to improve pedestrian access in into the by providing a signal controlled crossing of Stanborough Road and improved footways into the site. Currently there is no footway into the site from Stanborough Road and pedestrians share the route with cars using the car park site and the improved provision of footways into the site linking with bus stops is to be welcomed as it will encourage use by pedestrian and bus passengers. However there is concern that the proposed location of the signal controlled crossing is too close to the junction and could prove to be a distraction to drivers on Stanborough Road. The gradients of the footway link between the crossing and Stanborough Lane would be great and may not comply with current standards.

I also consider that the application should be supported by a Green Travel Plan to support the use of alternative modes of travel to the site.

The above issues should be addressed by the applicant to ensure that the proposal will not impact on highway safety and freeflow.

Lindsey Lucas

Date 19/04/2011

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