

Ack

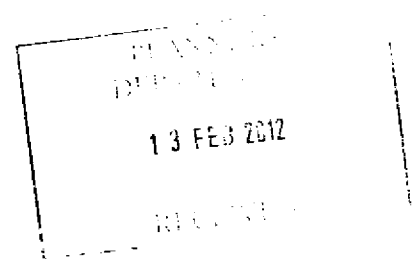
SSM



Sent: 13 February 2012 10:08  
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 (Amended)  
**HCC received:** 03/01/2012  
**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

**Amendment**  
Please be aware that documents have been added to the following DataSpace Consult Live application:  
Application ID: N6/2010/3120/DC3 Mrs S Smith Application Owner: Welwyn & Hatfield Borough Council(Development Control Officer) Applicant: Cracknell Location: Splashlands, Stanborough Road, WGC Deadline Date: 05/08/2011 00:00:00 Description: 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 Document: BIODIVERSITY ENHANCEMENT SCHEME AND ECOLOGICAL PROTECTION PLAN.pdf Document Description: Document: HIGHWAYS REPORT & SAFETY AUDIT REV O4 PART 1 OF 4.pdf Document Description: Document: REVISED PLANS AND DOCUMENTS.pdf Document Description: Document: HIGHWAY REPORT AND SAFETY AUDIT REV 04 PART 2 OF 4.pdf Document Description: Document: HIGHWAYS REPORT & SAFETY AUDIT REV 04 PART 3 OF 4.pdf Document Description: Document: HIGHWAYS REPORT & SAFETY AUDIT REV 04 PART 4 OF 4.pdf Document Description: Document: VEHICULAR SWEEP PATH ANALYSIS LAYOUT 1.pdf Document Description: Document: VEHICULAR SWEEP PATH ANALYSIS LAYOUT 2.pdf Document Description: Document: VEHICULAR SWEEP PATH ANALYSIS LAYOUT 3.pdf Document Description: Document: STANBOROUGH RD - SITE CLEARANCE.pdf Document Description: Document: STANBOROUGH RD - GENERAL ARRANGEMENT.pdf Document Description: Document: GENERAL SITE AREA - DRAINAGE LAYOUT PLAN.pdf Document Description: Document: PAVILION - DRAINAGE LAYOUT PLAN.pdf Document Description: Document: GENERAL ARRANGEMENT PLAN SHEET 4.pdf Document Description: Document: SET OUT AND LEVELS PLAN SHEET 4.pdf Document Description: Document: PAVILION - ELEVATIONS AND SECTIONS.pdf Document Description: Document: DESIGN PROPOSALS.pdf Document Description: Document: REVISED PLANS - COVERING LETTER.pdf Document Description: Document: REVISIONS COVERING LETTER.pdf Document Description: Document: WYG - NOISE REPORT OCT 11.pdf Document Description: Document: WYG - RESPONSE TO ENV AGENCY ON DRAINAGE SEPT 11.pdf Document Description: Document: ENVIRONMENT AGENCY LETTER APPROVING

### **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 recommends that permission be refused for the following reasons:

There are still a number of issues where insufficient detail has been provided to enable the highway authority to determine the impact on the highway network. These are detailed below:

1. A new Interim Road Safety Audit for the Splashlands proposals has been completed following the decision to revise the access design to retain the left in/left out junction. There are a couple of fundamental issues raised by the Safety Audit that will require alterations to the design of the Stanborough Road junction before it could be considered acceptable by the Highway Authority. One is the location of the proposed Toucan crossing to the south of the junction. This has been pointed out in the previous safety audit. It is considered that a safer alternative would be to locate the crossing between the two bus stops; however this could have an impact on the proposed pedestrian routes into the site as currently these lead into the site from the southern side of the access road. The other relates to pedestrian routes across the access and there being a need for pedestrian routes across the splitter island in the mouth of this junction.

2. In my last response dated 4/8/11 I queried the lack of a Green Travel Plan, which the Cracknell Letter of the 15th May said would be prepared in due course. I still have not seen a Travel Plan. This is a fundamental part of the Traffic assessment and should be included as part of the application. This should set targets for different transport modes. So far all I have seen is an assessment of the number of car trips expected in the August Peak. As this is more trips than can be accommodated within the car park on the north side it is important that as much as possible is done to encourage travel by other modes.

3. The Highways information (Planning Application -Document 4 Highways Report revision 04-Nov24.2011) states on p5 that the expected peak development flows are 225 arrivals plus the existing car parking 245 arrivals. This gives a total number of 470 arrivals in the peak hour. As indicated the northern car park can only accommodate 322 vehicles so vehicles will also be directed to park in the southern car park. The report mentions that car park full sites will be placed on display by the site staff. This would not be acceptable to the highway authority and therefore the applicant needs to consider how visitors will be directed to both car parks and whether there will be a need for permanent highway compliant signs (such as variable message signs) directing visitors to the spaces. It may be best to direct those heading south along Stanborough Road into the southern car park and those heading north into the northern car park to prevent additional traffic circulating at the roundabouts. (see next point)

4. No assessment has been carried out on the impact of the additional traffic on the flow of traffic in Stanborough Road. Before some attempt had been made at assessing the proposed right turn which was not correct. Now it is proposed to keep the left turn in and left turn out, traffic from the north using this car park will have to go past the entrance to Stanborough around the roundabout and then back to the site. Similarly all traffic exiting the site will have to go north and then those heading south will turn at the Goslings Roundabout. Although the peak hour for the development does not coincide with the peak hour on the highway network, I would expect some form of analysis to be carried out showing the expected number of additional trips on the network and particularly at the roundabouts.

**Lindsey Lucas**

**Date 13/02/2012**

\*\*\*\*Disclaimer\*\*\*\*

The information in this message should be regarded as confidential and is intended for the addressee only unless explicitly stated. If you have received this message in error it must be deleted and the sender notified. The views expressed in this message are personal and not necessarily those of Hertfordshire County Council unless explicitly stated. Please be aware that emails sent to or received from Hertfordshire County Council may be intercepted and read by the council. Interception will only occur to ensure compliance with council policies or procedures or regulatory obligations, to prevent or deter crime, or for the purposes of essential maintenance or support of the email system.

Click [here](#) to report this email as spam.