

Act

**From:** Sarah Smith  
**Sent:** 27 February 2012 10:55  
**To:** Planning  
**Subject:** FW: Splashlands proposals

PLANNING  
DEPARTMENT  
28 FEB 2012  
RECEIVED

**From:** Bob Fenton [<mailto:bob.fenton@hertscc.gov.uk>]  
**Sent:** 22 February 2012 16:51  
**To:** Sarah Smith  
**Cc:** Tom Goldsmith  
**Subject:** Splashlands proposals

Hi Sarah

I have had a chance to look at the proposals and would make the following comment.

The drawing pc-001 referring to footpaths in the area does not correctly represent the line of public footpath WGC 004 at the southernmost end near the main entrance onto Stanborough Road. The definitive line follows the driveway in a SSE direction to a point some 45mtrs back from the public highway interface where the road bends slightly more westward. The path continues in a straight line leaving the drive at a shallow oblique angle crossing a grass area and joins Stanborough road some 20 mtrs south of the centre of the same junction and a short distance north of the intended crossing point. This can be seen by looking at the copy of the definitive map on our website on the below link.

The intended works therefore would appear to partially interfere therefore with the line of the public path where it crosses the grass.

It is unclear from the plans how it is intended to designate or legally recognise the category of use for this made route as most of other than where it may coincide with the right of way for a short distance is on private or non highway land. It may be necessary to have a clear understanding of the full extent of the width of Stanborough Road and where the interface between the public highway and the private land join. The low level wooden fencing " may " indicate that line but it may need to be confirmed with HH

In principle I have no particular objection to the works provided the surfacing does not substantially interfere with the line of the path and that no further fencing obstructs the line of the path indeed some sort of controlled crossing in the immediate vicinity of two public footpaths crossing this busy route are an advantage but I understand that there may be some adverse comments from my Herts Highway colleagues re this precise location. If it is intended to create this cycle route as a cycle path order then we will require further consultation because such an order would or could effect the way in which the definitive route is recorded.

I might suggest the developer contacts my colleague Tom Goldsmith who is the access officer for the area to explore the finer detail should this move forward.

I do not know where this plan is within the planning stage but if planning permission is required and has not yet been granted this could be an opportunity under TCPA to divert the somewhat unusual departure from the drive onto another more sensible alignment coincident with the anticipated crossing. We would be happy to be involved in consultations on this process and it might tidy things up and make them safer as well. Just a thought.

I hope this helps .

<http://www.hertsdirect.org/maps/Website/WebMaps/viewer.htm?layers=prowline,PTRO&active=prowline>

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