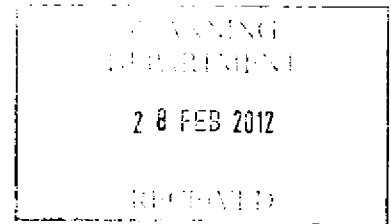


From: Sarah Smith
Sent: 27 February 2012 10:55
To: Planning
Subject: FW: Splashlands Highways comments



From: Colin Ferns [mailto:colin.ferns@cracknell.com]
Sent: 23 February 2012 11:53
To: Sarah Smith
Cc: 'Alan Harris'; Mike Storey; Phil Elliott
Subject: FW: Splashlands Highways comments

Ref 5108

Dear Sarah

Attached below is PAX's response to the HCC comments received last week.

with regards
Colin Ferns | director



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From: Alan Harris [mailto:alan.harris@paxassociates.co.uk]
Sent: 23 February 2012 10:47
To: Colin Ferns
Cc: smorgan@aroundtheblockltd.co.uk; geoff.harris@paxassociates.co.uk;
mike.xiberras@paxassociates.co.uk
Subject: RE: Splashlands

Hello Colin,

Thanks for the additional comments. Following on from our conversation I would like to recap on the points discussed:

1. Road Safety Audit Issues

There are two issues raised that Lindsey Lucas has stated may lead to the application being refused; the location and operation of the proposed Toucan Crossing in Stanborough Road and the uncontrolled pedestrian facility at the site access headway. I have the following observations:

Firstly, the Road Safety Audit (RSA) document is mentioned as being an Interim Road Safety Audit. It is actually documented as a Stage 1 RSA. They are two very different approaches and may explain why a response to the RSA from the Audit Client has not been sought from the Design Team. Normal RSA procedure seeks a formal Designers Response detailing how recommendations are either considered agreed with, or otherwise, and how subsequent changes will be adopted by the design. This process seems to have been put to one side. Furthermore a Stage 1 RSA had previously been undertaken on the three highway access options being considered for the site. This initial RSA raised no issues relating to the siting of the Toucan Crossing and all of the issues raised were dealt with through the Designers Response process.

In briefly dealing with the design issues raised it is disappointing that the Toucan facility is proposed to be moved a significant distance from the pedestrian and cyclist 'desire line' between the northern and southern sites. Efforts were made through the design process to establish its current position. The RSA states points that were not raised by the previous fully independent Audit. Issues such as footway width are easily addressed. The footway gradients are within acceptable standards and are indicated in the detailed design drawings that were obviously not issued to the Audit Team. With regard to the headway pedestrian crossing the splitter island was not considered a satisfactory intermediate crossing point as it simply may not be able to accommodate the groups of pedestrians that may be expected during peak arrival times. Such islands can also be found difficult to negotiate, especially by the mobility or visually impaired, due to often sharp gradient and direction changes. Additionally changes to its size and geometry will have a detrimental affect on access conditions for larger vehicles.

2. Other Issues

The red line around the site should also include the works to the south which are proposed to the access gates and footway. It felt important that these barriers to suitable access should be addressed through minor design changes.

As the previous design option (the right turn pocket) was initially considered acceptable traffic flow data was not collected on the southern roundabout as significant turning traffic at this site would not have been expected. This information was also not requested at previous design meetings or consultation. With regard to the use of VMS for visitor traffic this had been initially proposed as the preferred option but visitor information boards were subsequently suggested as the method to provide visitors parking information.

I hope these initial comments help. We feel that the the RSA response process may easily address the issues raised and either support existing designs or enable agreed design changes. Please feel free to contact me regarding any further details you may require.

Regards,

Alan

Alan Harris
for Pax Associates
Happy birthday to us! Pax is ten years old this month.

Holborn Studios
50 Eagle Wharf Road
London
N1 7ED


website: www.paxassociates.co.uk

For Email Disclaimer please visit www.paxassociates.co.uk/email.html

On 21 February 2012 at 16:12 Colin Ferns <colin.ferns@cracknell.com> wrote:

-->
Thanks Alan, and happy 10th anniversary!
Best regards
Colin

From: Alan Harris [<mailto:alan.harris@paxassociates.co.uk>]
Sent: 21 February 2012 16:10
To: Colin Ferns
Subject: RE: Splashlands

Thanks Colin,

I will draft a response and get back to you tomorrow or possibly Thursday at the latest.

Regards,

Alan

Alan Harris
for Pax Associates

Happy birthday to us! Pax is ten years old this month.

Holborn Studios
50 Eagle Wharf Road
London
N1 7ED



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On 21 February 2012 at 15:33 Colin Ferns <colin.ferns@cracknell.com> wrote:

-->

Alan : this one is highlighted...

From: Colin Ferns
Sent: 21 February 2012 15:34
To: 'Alan Harris'
Subject: FW: Splashlands

Alan

Last week's meeting was not as productive as I'd hoped, with planners' comments still to address. I've highlighted those affecting PAX for your information. Perhaps you could prepare a response to these below and to the HCC recommendations received last week. However we are pressing for payment before considering any further work.

best regards
Colin



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From: Sarah Smith [mailto:s.mountford@welhat.gov.uk]

Sent: 21 February 2012 14:46

To: M.Storey@welhat.gov.uk; Colin Ferns

Cc: T.Harvey@welhat.gov.uk

Subject: Splashlands

Dear Mike/Colin

Further to our meeting last Wednesday please find attached the issues raised.

--> With regard to the submitted drawings, the Quaife Woodland drawings and drawing Nos. LD 902, 903 and 904 have no scale bar on them which is a requirement and therefore they should be resubmitted with the scale bar attached.

--> There are a number of existing plans which have not been amended to show the alterations proposed on the plans that were most recently submitted. For example the height of the fence around the high ropes area which has been reduced on the most recent submitted plans, the bark mulch proposed on the ground which has altered from hardstanding and the tunnel proposed between the pyramid towards within the wet play area.

--> In addition, drawing No. LD 902 has altered the location of the kiosk for the high ropes which is not consistent with its location on other submitted plans;

--> Furthermore, drawing no. 100A does not show the layout of the high ropes area as shown on other drawings.

--> The red line around the application site does not include some of the works proposed to the south of the site which are shown on the PAX drawings. Please note that the red line is required to be drawn around the whole site and needs to include all the proposed works. Therefore, this is required to be amended to include the proposed works not within the red line.

Please note that all the submitted plans need to be consistent and each show the same development and within the same place. Therefore, please ensure that all the plans are looked through thoroughly to ensure this and resubmitted where this is not the case.

--> In addition to the above, I would be grateful of a revised schedule of drawings to show which drawing numbers should be superseded and which still form part of the application

--> The comments from the Highways Authority and the Council's Landscaping department were given to you at the meeting, both of which raised concerns with the proposed development and had a number of objections that need to be overcome prior to a decision being made.

--> Please be aware that I have not received any correspondence from the Environment Agency that withdraws their previous objections to the scheme and therefore this still stands.

--> In addition, the S106 agreement is required to be submitted for the contributions towards sustainable transport measures.

Within the meeting I raised the fact about the public right of way which crosses the site and that I have gone back to Hertfordshire County Council Rights of Way section to clarify their initial comments. They have advised that they will send revised comments through about the effect of the development on the right of way, which I have yet to receive. On receipt I will advise if there are any concerns raised.

Kind regards

Sarah Smith
Senior Planning Officer: North Team

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Welwyn Garden City
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Telephone: 01707 357512

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