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**Sent:** 09 January 2013 14:57  
**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:** 21/12/2012  
**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**  
A067207-5-1022 - High Ropes Store and Offices Plan and Elev.pdf Document: FRA PART 2 OF 6.pdf  
Document: FRA PART 3 OF 6.pdf Document: FRA PART 4 OF 6.pdf Document: FRA PART 5 OF 6.pdf  
Document: FRA PART 6 OF 6.pdf Document: FRA PART 1 OF 6.pdf

**Decision**  
Notice is given under article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Section 106 Agreement Planning permission be granted subject to the completion of a Section 106 Agreement between the applicants, Welwyn Hatfield District Council and Hertfordshire County Council to secure the following: • A financial contribution of £30,000 (SPONS index linked from date of agreement contribution towards real-time bus service improvements to be implemented not before the construction of the phase 2 proposals and highway works. • The provision of Green Travel Plan

**Conditions:**

1. Prior to the occupation of Phase 2 of the development hereby permitted, the highway works as shown in principle on drawing number A067207-1-001A shall be completed and constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction.

Reason: To ensure that the access is constructed to the current Highway Authority's specification as required by the Local Planning Authority and to comply with those policies of the development plan.

2. Construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the

highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall be related to the phasing of the development and shall include for each phase the following:

a. Construction vehicle numbers, type, routing; b. Traffic management requirements; c. Construction and storage compounds (including areas designated for car parking); d. Siting and details of wheel washing facilities; f. Cleaning of site entrances, site tracks and the adjacent public highway; g. details of car parking arrangements;

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way.

3. Prior to first occupation of each phase of the development details of the car parking management arrangements shall be submitted to and agreed by the LPA.

Reason: To ensure the development makes adequate provision for the off-street parking and manocuvring of vehicles likely to be associated with its use

Informative:

I recommend inclusion of the following advisory note to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1. Where works are required within the public highway to facilitate vehicle access the highway authority require the construction of such works to be undertaken to their specification and by a contractor who is authorised to work in the public highway. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the County Council Highways via either the website <http://www.hertsdirect.org/services/transtreets/highways/> or telephone 0300 1234047 to arrange this.

#### COMMENTS:

The application is for the redevelopment of the old lido site in Stanborough Park to provide a wet play area, 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. Until now the transport and traffic data submitted by the applicants has been insufficient for the Highway Authority to determine the impact on the highway network. A new Transport Assessment, junction layout details and Travel Plan have now been submitted and these contain sufficient information.

It is proposed that the development will be considered in two phases, Phase 1 being the High Ropes and Phase 2 the Wet Play area. All other facilities are considered ancillary to these two main uses.

Trip generation: Trip generation is based on the feasibility report for the development, which assumes that the peak demand will occur during August with Phase 1 attracting 48 visitors in the peak hour and Phase 2 attracting 264 visitors in the peak hour. To assess the traffic impact it has been assumed that all these trips will be by car, giving a peak hour trip generation of 312 arrivals and 312 departures at the end of Phase 2. This allows for a very robust analysis as it is hoped that through the measures in the Travel Plan the number of vehicular trips will be less. The peak hour for the development is assumed to be 15:00 -16:00 on a

weekday and 13:15 -14:15 for a weekend. Although weekend development peak coincides with the network peak for Stanborough Road, the weekday development peak occurs earlier than the network peak on a weekday. It is also noted that development is likely to attract more traffic during the month of August when traffic on the network is less.

Traffic distribution: The method of traffic distribution throughout the surrounding highway network is acceptable to the Highway Authority.

Traffic growth: Assessment has been carried out for the base year 2012, opening year 2014 and future year 2019 with growth factors obtained from TEMPRO. This is acceptable to the Highway Authority

Highway Impact: The Transport Assessment demonstrates that the proposed development traffic can be accommodated on the existing highway network in 2014. By 2019, the combined development of Phases 1 and 2 begins to impact on the site access, with traffic having difficulty accessing onto Stanborough Road from the site and extremely long queues forming within the site. The Transport Assessment then considers improvements to the access from the site with a revised junction layout and a toucan crossing on Stanborough Road. Although the toucan crossing causes some queuing during the peak period, the highway authority considers that this is not a significant detrimental impact, considering the high level of predicted trip generation.

Site Access: 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. It is proposed to make no changes to the access arrangements for Phase 1

The highway mitigation proposed for Phase 2 include the following: • The provision of a toucan crossing • Widening of the existing left in/left out site access to allow access by coaches, • A central reservation to prevent right turns in and out of the site. • Relocation of the bus stops and the provision of bus lay-bys

The proposals to widen Stanborough Road require land outside the existing highway boundary and this land would need to be adopted as highway as part of the s278 works. I assume that the applicant has access to this land and has obtained the rights to carry out the works and dedicate it as highway. This would need to be clarified before any permission was given for stage 2 as the works are necessary to mitigate against the impact of the development.

Parking: The parking analysis is based on utilising both the north and south car parks at Stanborough Park which together provide 495 spaces including 15 disabled spaces and 3 for larger vehicles and minibuses. Parking beat surveys were undertaken to establish the existing usage of the car park. Allowing for linked trips the Transport Assessment indicates that there sufficient spaces exist to cater for the proposed development. At peak time it is likely that the demand for the northern car park may exceed capacity as visitors try to park close to the facilities whilst spaces exist in the southern car parks. It is proposed following phase 2 to provide variable message signing on both sides of Stanborough Road to indicate the spare capacity. This should prevent drivers making un-necessary u-turns at the adjacent roundabouts. These works would form part of the S278 highway works.

### Sustainable Modes of Travel

Pedestrian facilities: It is proposed to improve pedestrian access into the development by providing a signal controlled crossing of Stanborough Road and improved footways into the site. Currently there is limited 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.

**Cycling:** It is proposed to provide 38 secured cycle parking spaces for staff and visitors and provide cycle routes from Stanborough Road into the site

**Public Transport:** The proposed change to the highway layout will move the north bound stop by approximately 80 metres closer to the next stop leaving a distance of around 200 metres. In terms of facilities, both bus stops benefit from shelter and full DDA kerbing provision and this will need to be included as part of the relocated/repositioned stop. All works are assumed to be included with the s278 agreement for the site and will need to meet the County Council's accessibility criteria.

The toucan crossing facility will improve access to/from the site in relation to bus stops.

**Travel Plan:** A Travel Plan has been submitted as part of the additional information. The Highway Authority consider that the provision of a detailed Travel Plan can be covered within the s106 agreement. The aim of the Travel Plan should be to promote access to the site for both visitors and staff by modes other than the private car. The Travel Plan should include for corrective steps and mitigation to be employed in the event that identified targets are not met.

**Lindsey Lucas**

**Date 09/01/2013**

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