

**WELWYN HATFIELD BOROUGH COUNCIL  
DIRECTORATE OF STRATEGY AND DEVELOPMENT**

**DELEGATED APPLICATION**

**Application No:** 6/2016/0159/FULL  
**Location:** The Galleria, Comet Way, Hatfield, AL10 0XR  
**Proposal:** Alterations to internal road junction near northern access by creation of roundabout together with installation of associated road signs  
**Officer:** Mr M Peacock

**Recommendation:** Granted

6/2016/0159/FULL

<b>Context</b>			
<b>Site and Application description</b>	<p>The Galleria is a major shopping and leisure facility located between junctions 3 and 4 of the A1(M) motorway. The Galleria was constructed between 1988 and 1991 on top of a motorway tunnel and adjacent to Comet Way (A1001) which provides access to the site.</p> <p>This application seeks full planning permission for alterations to internal road junction near northern access by creation of roundabout together with installation of associated road signs.</p>		
<b>Constraints (as defined within WHDP 2005)</b>	<p>PAR - PARISH (HATFIELD)            ROW - FOOTPATH (HATFIELD 015)            WARD - HATFIELD VILLAGES            WARD - HATFIELD CENTRAL</p>		
<b>Relevant planning history</b>	<p>S6/87/0075/FP – Retail Development with Associated Leisure Facilities (Granted 06/04/1987)</p>		
<b>Consultations</b>			
<b>Neighbour representations</b>	Support:	Object:	Other:
<b>Publicity</b>	<p>Site Notice Display Date: 15 March 2016            Site Notice Expiry Date: 5 April 2016</p>		
<b>Summary of neighbour responses</b>	<p>None</p>		
<b>Town / Parish representations</b>	<p>None</p>		
<b>Consultees and</b>	<p>1. Hertfordshire Transport Programmes &amp; Strategy – No objection subject to</p>		

<b>responses</b>	<p>suggested planning conditions and informatives</p> <p>2. Councillor Glyn Hayes</p> <p>3. Councillor Pankit Shah</p> <p>4. Councillor Maureen Cook</p> <p>5. Carrie Lloyd</p>
<b>Relevant Policies</b>	
<p>NPPF</p> <p>D1 D2 GBSP1 GBSP2 M14</p> <p>Others</p>	
<b>Main Issues</b>	
<b>Is the development within a conservation area?</b>	
Yes No	
<b>Would the significance of the designated heritage asset be conserved or enhanced?</b>	
Yes No N/A	
<b>Comment (if applicable):</b>	
<b>Would the development reflect the character of the area?</b>	
Yes No	
<b>Comment (if applicable):</b>	
<b>Would the development reflect the character of the dwelling?</b>	
Yes No N/A	
<b>Comment (if applicable):</b>	
<b>Would the development maintain the amenity of adjoining occupiers? (e.g. privacy, outlook, light etc.)</b>	
Yes No N/A	
<b>Comment (if applicable):</b>	
<b>Would the development provide / retain sufficient parking?</b>	
Yes No N/A	
<b>Comment (if applicable):</b>	
<b>Any other issues</b>	
<p>Impact on the Highway:</p> <p>The application seeks to provide junction improvements within the private road network serving to direct traffic from the junction of the site with the A1001 to the various car parks / drive through dining facilities / service yards within the Galleria complex. All roads from the intersection of the access opposite Harpsfield Broadway (signalised, all way junction) and from Cavendish Way are privately maintained. Whilst the site is accessible from both A1001 and Cavendish Way, egress from the site is only possible onto the A1001.</p> <p>The accompanying Traffic Impact Statement supporting the application (Waterman, January 2016) describes the basis for the change, introducing a new mini-roundabout, and provides that the improvements enable greater ease of circulatory movement between the different vehicular destinations within the site, either to enable access to drive through facilities on departure from the site, or facilitate internal circulatory movements whilst searching for vacant car parking. Specifically vehicles arriving at the site by way of the Cavendish Way entrance, are directed to car parking, however, opportunities to access the north bound car park or the driveway through facility (McDonalds) are prevented due to no right turn facilities. The provision of a mini-roundabout shall</p>	

enable such movements.

The Galleria provides approx. 30,000m<sup>2</sup> of space and provides a mix of restaurants and drive through facilities, retail (A1) uses as well as multi-screen cinema, served by approximately 1,700 parking spaces.

The Highway Authority recognise, in the first instance, that the proposals shall not result in any material change to existing movements to and from the retail complex and, therefore, shall have no impact on loading on the wider highway network.

Vehicular tracking is undertaken within the supporting documentation and demonstrates that private cars are able to undertake the provided right turn movement and that the mini-roundabout does not interfere with vehicles entering from A1001 directing to the southern part of the site.

The Highway Authority accept that the proposed roundabout shall not result in queuing that may reach back to the junction and further note that on entry to the Galleria at this point vehicles have the opportunity to direct into the car park itself, further reducing the likelihood that any queue would extend to interfere with the A1001 signal junction. Vehicle Tracking does not provide for HGVs, however, such movements are not anticipated to occur for the right turn being permitted, considering locations of service yards within the site. Further, it is the view of the Highway Authority that maintaining ease of access for service vehicles shall be of importance to the continued effective operation of the site and that development proposals shall have been designed such that this is maintained.

The Highway Authority request a condition be attached in respect of construction, specifically requested to ensure that appropriate traffic management and routing within the site occurs such that during implementation the ability for vehicles to enter the site without queuing occurring that may extend up to the junction of the site with A1001. The Highway Authority highlight that the A1001 Comet Way as a Principle Road carries significant traffic, and queuing occurring as a result of any delays accessing the site has the potential to interfere with its' primary purpose of moving large volumes of traffic around the urban area. Such arrangements should not interfere with the operation of the footway along Comet Way abutting the site. Subject to the suggested condition, it is considered that the development is unlikely to impact on the safety and operation of the highway.

### **Conclusion**

The impact of the proposal has been considered in terms of the character of the surrounding area, neighbour amenity, the operation of the highway and is considered to be acceptable. The proposed development is therefore considered to be in accordance with the aims and objectives of saved policies of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

### **Conditions:**

1. The development/works shall not be started and completed other than in accordance with the approved plans and details:

2070/LOC1 P01 & 0001 Rev A01 Tracking Movements Large Car & 0001 Rev A01 Site Clearance & Construction Areas & 0001 Rev A03 & 0002 Rev A03 & 0003 Rev A01 & 0006 Rev A01 received and dated 01/02/2016.

REASON: To ensure that the development is carried out in accordance with the approved plans and details.

2. Construction of the development hereby approved must 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. Subsequently the development must not be carried out other than in accordance with the approved details. The Construction Traffic Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Traffic management requirements;
- c. Construction and storage compounds (including areas designated for car parking);
- d. Cleaning of site entrances, site tracks and the adjacent public highway;
- e. Post construction restoration/reinstatement of the working areas

Reason: To ensure a satisfactory standard of development in the interest of highway safety and the amenity of users of the highway and rights of way in accordance with the National Planning Policy Framework.

#### 1. POSITIVE AND PROACTIVE STATEMENT

The decision has been made taking into account, where practicable and appropriate the requirements of paragraphs 186-187 of the National Planning Policy Framework and material planning considerations do not justify a decision contrary to the development plan (see Officer's report which can be viewed on the Councils website or inspected at these offices).

#### **Informatives:**

1. It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

#### **Determined By:**

Mr A Mangham  
27 April 2016