

**From:** [alan.story@hertfordshire.gov.uk](mailto:alan.story@hertfordshire.gov.uk)  
**To:** [Planning](#)  
**Subject:** Planning application 6/2016/0159/FULL - The Galleria  
**Date:** 21 March 2016 09:59:47

---

## **Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)**

**District ref:** 6/2016/0159/FULL

**HCC ref:** WH/35/2016

**HCC received:** 23/02/2016

**Area manager:** James Dale

**Case officer:** Alan Story

### **Location**

The Galleria  
Comet Way  
Hatfield  
AL10 0XR

### **Application type**

Full application

### **Proposal**

Alterations to internal road junction near northern access by creation of roundabout together with installation of associated road signs

### **Decision**

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

1) 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 include details of:

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

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

I recommend inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980. AN\*) Obstruction of public highway land: 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.

Comments:

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.

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 enable such movements.

The Galleria provides approx. 30,000m<sup>2</sup> of space and provides a mix of restaurants and drivethrough facilities, retail (A1) uses as well as multi-screen cinema, served by 1700 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.

Vehicle counts demonstrate that the shopping centre does not represent significant vehicle movement in the AM peak, however PM peak is considerably increased but that evening time (beyond the accepted peak hours is the most busy). Vehicle departures of circa 170 are commonly experienced in an hour. As expected with two points of vehicle access, arrivals to the site via the A1001 access are approx. 50% of arrivals, indicating a reasonably equitable split of arrivals across the two entrances.

The traffic survey identifies that despite banned vehicle movements (right turn to vehicles heading south within the site), a number of such movements were witnessed on survey dates, amounting to an average of 10 vehicles per day. Such movements support the basis of the application and whilst formal provision for this movement to be legitimised is unlikely to have a severe impact in encouraging significant numbers of right hand movements at this location. The mini-roundabout arrangement shown on drawing WIE SA 95 0006 Rev A01 is provided within the curtilage of the applicants own land, and provides for this right hand turn.

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 TIA describes that the mini-roundabout has been modelled, and operates in a satisfactory manner and that no excessive queuing would be expected to occur for upto 200 right hand turn movements per hour. Whilst the Highway Authority consider that the provision of the junction will enable the presently banned movement and therefore such movements will increase above the presently assessed levels (of 'illegal' movements), approx. 170 vehicles / hour depart via this access, and a significant majority would be leaving the site having concluded a visit and unlikely to redirect via the right turn back into the site.

The HA accept therefore 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 in for the right turn being permitted, considering locations of service yards within the site. Further, it is the view of the HA 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 application is supported by a safety audit (stage 2) (Watermans 19/1/16). No concerns are noted that impact on highway safety, with observations raised on the impacts of the scheme within the site. It is repeated that the internal route network affected by proposals is privately maintained and operated. Designers responses, and amended plans, appear to demonstrate that changes to the scheme have been included to address the audit observations.

HCC 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 upto the junction of the site with A1001. The HA 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 above, I have no objections to the proposals.

**Alan Story**

**Date 21/03/2016**

\*\*\*\*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.