

3/08/1821/FP – New mixed use development comprising car parking, restaurant/ café/ wine bar, retail unit, offices and 5no. 1 bed and 12no. 2 bed units at J Day and Sons, Bridge Works, Station Road, Bishop’s Stortford for J Day and Son Ltd

Date of Receipt: 10.02.09

Type: Full

Parish: BISHOP’S STORTFORD

Ward: BISHOP’S STORTFORD – MEADS

RECOMMENDATION

That planning permission be **REFUSED** for the following reasons:-

1. The proposed development by reason of its layout, height, scale, massing, landscaping, materials of construction and detailed appearance is of a poor standard of design, unsympathetic to the context of the site and fails to take the opportunities available for improving the character, quality and functioning of the area and the river environment. The proposal is thereby contrary to Policies ENV1, ENV2, BH6, BIS10 and BIS12 of the East Herts Local Plan Second Review April 2007.
2. The proposed development by reason of its layout, height, scale, massing, materials of construction and detailed appearance would be detrimental to the character and appearance of Bishop’s Stortford Conservation Area wherein the site is situated, contrary to Policy BH6 of the East Herts Local Plan Second Review April 2007.
3. The proposed development is prejudicial to the implementation of the widening of Station Road bridge scheme identified in the Local Transport Plan, the Eastern Herts Area Plan together with the Bishop’s Stortford Transport Plan. The proposal would thereby be contrary to Policies TR19 and BIS15 of the East Herts Local Plan Second Review April 2007.
4. The proposed basement car parking spaces do not comply with the Council’s minimum dimension sizes nor is there sufficient space for cars to manoeuvre within the basement as outlined in Appendix C of the Supplementary Planning Document on Vehicle Parking at New Development, and the proposed layout is likely to result in conflict between users and insufficient parking space being provided. The proposal therefore fails to comply with the requirements of Policy TR7 of the East Herts Local Plan Second Review April 2007.

5. The proposed development will be exposed to an unacceptable level of noise nuisance from existing noise generating sources which would be detrimental to the amenities of future occupiers contrary to Policies ENV1 and ENV25 of the East Herts Local Plan Second Review April 2007.
6. The proposed development does not provide adequate facilities for the storage and disposal of refuse which would be detrimental to the amenities of both neighbouring and future occupiers contrary to Policy ENV1 of the East Herts Local Plan Second Review April 2007.

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1.0 Background

- 1.1 The application site is shown on the attached OS extract.
- 1.2 The site is located within Bishop's Stortford and is some 0.14 hectares in size. It is situated on the corner of Dell Lane and Station Road and is adjacent to the River Stort. It is rectangular in shape and is some 64 metres in length and 23 metres in depth, at its widest point. The site sits approximately 1.75 metre below Station Road at its south west corner and 1 metre above the towpath which adjoins the boundary to the west. The site currently comprises a stone masons yard and showroom and contains a number of single storey buildings associated with that use together with open storage/working and parking areas.
- 1.3 Immediately to the north of the site is the substantial flour mill site with a series of large scale industrial buildings. On the opposite side of Station Road is a large modern purpose built building which accommodates a cinema, bowling alley, fitness club and a number of restaurants. On the opposite side of the river is Riverside Wharf, a residential development still under construction.
- 1.4 The current application proposes the demolition of all the existing buildings on the site and their replacement with a mixed use development comprising 17 residential units (5 one bed units and 12 two bed units), a wine bar/ café/ restaurant unit, 950 square metres of office space and a retail unit. Two buildings are proposed with a single basement car park below which would provide 20 car parking spaces and cycle parking facilities. This would be accessed from Dell Lane. A small delivery area is proposed on Dell Lane as well as a small refuse area and a 2 metre wide footpath.

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- 1.5 The first, larger building would be some 17.5 metres in height accommodating 5 floors, including the basement car park. The restaurant and car park are proposed at basement/ river level whilst the retail unit would be at ground floor with direct access from Station Road. Two floors of offices are proposed at first and second floor and 6 residential units are proposed on the third and fourth floors.
- 1.6 The second, smaller building would be some 16 metres in height from river level and would accommodate six floors including the basement car park. This building would accommodate 11 residential units.
- 1.7 An 8 metre buffer zone is provided from the edge of the River Stort which includes the existing towpath where soft landscaping is proposed. Materials of construction for both buildings include slate, cream brickwork, stone walling, cedar, render and metal windows.
- 1.8 The application is accompanied by a Planning Statement, a Noise Assessment, a Flood Risk Assessment and a Transport Statement.

2.0 Site History

- 2.1 A planning application was submitted in 2007 (LPA Ref: 3/07/0873/FP) for the demolition of the existing stone masons yard and showroom and the redevelopment of the site for a mixed use development to include residential, office, A1 (retail) and A3 (restaurant) uses. This application was withdrawn by the applicant.
- 2.2 Conservation Area Consent was approved in 2008 (LPA Ref 3/08/1822/LC) for the demolition of the existing buildings on the site.

3.0 Consultation Responses

- 3.1 English Heritage does not wish to comment on the scheme and recommends that the application be determined in accordance with national and local policy guidance, and the basis of the Council's specialist conservation advice.
- 3.2 The Environment Agency does not object to the proposals on the basis that conditions are included in any planning permission requiring all essential infrastructure/plant to be set no lower than 56.883 metres above Ordnance datum and the provision and management of a buffer zone along the River Stort.

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- 3.3 The Council's Housing Development Manager advises that the scheme should include the provision of 40 % affordable housing which equates to 7 units in total. These should comprise 1 x 1 bed unit and 6 x 2 bed units and the tenure mix should be 75% rented and 25% intermediate housing which could be either shared ownership or intermediate rent.
- 3.4 Herts County Council's Planning Obligations Unit has commented that the proposed development falls above the current threshold where financial contributions are sought. Contributions of, £11,563 towards primary education, £4,765 towards secondary education, £2,538 towards nursery education £1,667 towards library provision, £748 towards childcare provision and £139 towards youth provision are requested. Fire hydrant provision is also sought.
- 3.5 Hertfordshire Biological Records Centre comment that they do not have any ecological records for the site, however, the site borders the River Stort and there are opportunities to incorporate features to benefit wildlife in the design of the development. Design features should include an 8 metre buffer zone along the edge of the river to naturalise its bank, the use of urban storm water management, appropriate landscaping and the incorporation of initiatives in the detailed building design to ensure that urban birds and specifically Swifts can be accommodated.
- 3.6 The County Development Unit has submitted comments that if approved the permission should be granted subject to conditions regarding waste minimisation.
- 3.7 Thames Water has commented that with regard to sewerage infrastructure they have no objection to the application. With regard to surface water drainage they have commented that it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer.
- 3.8 Three Valleys Water has commented that the site is located within the groundwater Source Protection Zone of Causeway pumping station. The construction works and operation of the proposed development should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the ground water pollution risk.
- 3.9 Hertfordshire Fire and Rescue has commented that access for a fire appliance should meet the requirements of the Building Regulations as should the underground car park. Fire hydrants should be provided in close proximity to the buildings and should preferably be located on the same side of the road.

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- 3.10 Environmental Health confirms that the noise assessment is compliant with the guidance in PPG24 and BS4142. According to the assessment the residents should not be able to open their windows, as the noise levels within their habitable rooms will exceed WHO and BS8233 levels. The result of the BS4142 assessment indicates that open windows will cause a nuisance to the occupants. The design of the building requires all windows to be kept shut at all times to enable the noise criteria to be achieved, It is therefore necessary to ensure that adequate ventilation is provided to ensure that damp and mold doesn't occur. The noise assessment does not however consider the air intake system located at the highest point of the mill. Environmental Health is aware that this issue has been identified in risk assessments on site as a noisy area. This would indicate that the noise report may have under calculated the effect of the mill at height.
- 3.11 Environmental Health also recommend that conditions regarding construction hours of working, noise insulation and bonfires be included on any planning permission
- 3.12 British Waterways objects to the proposal due to its poor integration with the riverside and its towpath. They consider that the development of this site provides an opportunity to contribute to environmental improvements to the local canal environment and is disappointed that the water is not the main focus of the development. An 8 metre buffer zone is not required by British Waterways and it is considered that the treatment of the river edge should be appropriate to its setting and the character of the area. In this case the proposed set back does not enhance the development or the riverside environment but segregates it. This area will be vulnerable to becoming untended and attracting litter. Should planning permission be granted a financial contribution towards the implementation of the Bishop's Stortford Waterspace and Landscape Strategy is sought as well as the imposition of conditions regarding landscaping, lighting and CCTV and the provision of a Risk Assessment and Method Statement in relation to all works carried out adjacent to the water.
- 3.13 County Highways objects to the proposal on the grounds that the scheme would be prejudicial to the implementation of the widening of Station Road bridge scheme identified in the Local Transport Plan, the Eastern Herts Transport Plan together with the Bishops Stortford Transport Plan which is referred to in Local Plan Policy TR9.

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- 3.14 Whilst the application makes reference to the bridge widening and ensures the land at bridge level is kept clear of development it does propose the construction of a wine bar/restaurant on the lower ground floor level (river level) that encroaches into the 5m strip required for the bridge widening. Buildings under bridges are not unheard of, but they are generally designed in with the design of the bridge structure. Free standing structures would require physical separation for maintenance between the proposed wine bar and new bridge. This would inevitably make any new bridge's span longer and more expensive. Raising the bridge is also probably next to impossible as the approaches would need to be raised, and their level is undoubtedly fixed in providing access to nearby buildings.
- 3.15 With regard to the loading and unloading of service vehicles insufficient provision has been made within the site. It is however acknowledged that smaller vehicles would be able to be accommodated within the proposed service area shown on the plan and larger delivery vehicles could utilise the length of footpath proposed as part of the scheme as a standing area from which to unload. Taking into consideration the frequency of large goods vehicles likely to visit the site and the restricted width of the site making the provision of dedicated HGV parking within the site extremely difficult it is accepted in this case that, whilst not ideal, the utilisation of the footpath width should allow vehicles to pass delivery vehicles along Dell Lane and access the Mill buildings.
- 3.16 Finally, it would not be unreasonable for the development to make a financial contribution toward sustainable transport schemes identified in the Bishops Stortford Transport Plan in line with either the East Herts guidelines or the County's Obligations Toolkit. If however the land for the widening of the bridge was secured via an appropriate legal agreement, which would require amendments to the scheme, no further financial contribution toward sustainable transport would be sought.
- 3.17 The Council's Planning Policy Team advises that the site forms part of the southern section of an area designated as 'The Mill Site' in the Local Plan which is allocated for redevelopment. There is no objection to part of the site coming forward in advance of the comprehensive redevelopment of the whole mill site however the application should maximise its amenity potential given its strategically important location. In addition issues regarding flood risk, the widening of Station Road Bridge, Bishop's Stortford Waterspace and Landscape Strategy, affordable housing, planning obligations and renewable energy also need to be considered.

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- 3.18 The Council's Conservation Officer advises that he has reservations regarding the height and massing of the buildings and the siting of the retail unit at ground floor which does not make full use of what could be an attractive river frontage. Furthermore he considers that the gap between the buildings is meaningless at ground floor level. He has serious concerns regarding the number of materials proposed on the buildings and the number, types, sizes and details of the windows. In his view there is no discipline to these elements the overall effect of which is a busy and over complicated development.
- 3.19 The Council's Landscape Officer advises that there is no fundamental objection to the overall proposals however the scheme fails in landscape terms to adequately illustrate and explain what the applicant wants the development to look like and why, particularly in relation to its surroundings and townscape and riverside setting. Whilst the Design and Access Statement describes some positive landscape aspects they have not been illustrated on the submitted plans. There are detailed concerns that a direct access to the riverside walk may prove difficult to achieve given the level change between the site and riverside walk, that the external terrace to the restaurant at river level would have no views to the river and that the drawings show a substantial proportion of the external space facing the river as "soft landscaping". A predominantly hard landscaped scheme to maximise the potential for making the river frontage to the site both an attractive and above all, accessible and useable space is, in the Landscape Officers view, more appropriate in this location.
- 3.20 The Council's Waste Services Officer advises that the residential area of the site must be able to accommodate bins for refuse plus blue bins for paper, glass, cans and plastic bottles. In addition there will need to be further consideration given to the types of commercial businesses occupying the development and therefore the types of bins that are going to be required for these elements of the scheme. If a management company is going to be put in place to oversee the commercial area, it is suggested a single large bin store to accommodate several 1100 litre bins be provided. Providing the bin store is large enough, which at 6 square metres it currently isn't, the siting under ground level stairwells is acceptable. Any suggestion of a basement bin store is not acceptable.

4.0 Town Council Representations

- 4.1 Bishops Stortford Town Council objects to the application for the following reasons:
- Gross overdevelopment of the site;
 - Contrary to BH6 and BIS12 of the East Herts Local Plan;

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- Unsympathetic design;
- Detrimental effect to the river aspect, by virtue of the height of the development, leading to the creation of a canyon effect;
- Dangerous ingress and egress along with a dangerous increase in traffic movement along Dell Lane.

5.0 Other Representations

5.1 The application has been advertised by way of press notice, site notice and neighbour notification.

5.2 One letter of objection to the proposed development has been received. This raises concerns regarding the amount of parking proposed for the development, the lack of provision for safe pedestrian access to the car park and flats, the adequacy and accuracy of the noise survey, the possibility of future complaints from residents due to the 24 hour operating practices of the mill, disruption and danger during demolition and construction works, the likely highway conflicts between the new development and the existing users of Dell Lane, possible impact on hygiene standards at the mill from littering and the provision of refuse facilities and the appropriateness of a retail unit on the east side of the River which will increase pedestrian movement over the narrow Station Road bridge.

5.3 In addition the Bishop's Stortford Civic Federation objects to the scheme for the following reasons:

- The development is excessively high and would create a canyoning effect to the river and spoil its appearance;
- The development is too bulky and overbearing and represents the overdevelopment of the site;
- The design bears no resemblance to the local architecture of the town;
- There would be safety problems with the ingress and egress at the development especially for traffic coming out of the lane at the Dane Street junction;
- Bishop's Stortford is saturated with one and two bed apartments and consideration should be given to providing three bedroom family units;
- The site should not be considered in isolation but as part of an overall plan, including the Mill Site and Goods Yard.
- Construction equipment would cause danger by the bridge to both traffic and pedestrians. This would be exacerbated by heavy lorries using Dell Lane to access the mill.

6.0 Policy

6.1 The relevant policies of the East Herts Local Plan Second Review (April 2007) are:

SD1	Making Development More Sustainable
SD2	Settlement Hierarchy
HSG3	Affordable Housing
HSG4	Affordable Housing Criteria
TR1	Traffic Reduction in New Developments
TR2	Access to new Developments
TR7	Car Parking- Standards
TR8	Car parking- accessibility Contributions
TR13	Cycling- Facilities provision (Non- Residential)
TR14	Cycling- Facilities Provision (Residential)
TR19	Town and Villages
EDE8	New Employment Development
STC1	Development in Town Centres and Edge-of-Centre
ENV1	Design and Environmental Quality
ENV2	Landscaping
ENV3	Planning Out Crime- New Development
ENV4	Access for Disabled People
ENV18	Water Environment
ENV19	Development in Area Liable to Flood
ENV25	Noise Sensitive Development
BH6	New development in Conservation Areas
BIS2	Housing
BIS10	Town Centre Sites for Redevelopment
BIS12	The Mill Site
BIS15	Eastern Hertfordshire Allocations – Bishop’s Stortford Area Plan – Bishop’s Stortford
IMP1	Planning Conditions and Obligations

7.0 Considerations

7.1 The main considerations in this case relate to the principle of a mixed use development on the site, the design, scale and siting of the development in relation to the site and Bishop’s Stortford Conservation Area; amenity issues; access, parking and highway safety; impact on the adjacent watercourse and flooding issues; the provision of affordable housing and the adequate provision to mitigate the impact of development on local community services and the existing infrastructure.

Principle of a mixed use development

- 7.2 The application site is located within the built up area of Bishop's Stortford where in accordance with Policy SD2 there is no objection in principle to development. Policies BIS10 and BIS12 identify the site as forming part of the southern section of an area designated as 'The Mill Site' in the Local Plan. The Mill Site is identified as having redevelopment potential for residential and small scale office uses. Whilst the retail and restaurant uses proposed are not specifically identified as being appropriate on the site, they are a limited part of the overall scheme and I am of the view that the mix of uses proposed is appropriate in this location. Furthermore, there is no objection in principle to part of the site coming forward in advance of the comprehensive redevelopment of the whole Mill Site.

Scale, form, layout and design

- 7.3 The site is located on a prominent site within Bishop's Stortford Conservation Area. Therefore special consideration needs to be given to its appearance and the impact it will have both on the Conservation Area and its river setting. Policy ENV1 requires all development to be a high standard of design and layout and reflect local distinctiveness. Policy BIS10 states that new development should respect and take into account both the amenity and recreational and leisure potential of the river frontage and should aim to integrate public use of the river side with the day to day activities of the town.
- 7.4 In this case, whilst a new restaurant has been proposed at river level this will be screened from the river by the Station Road Bridge and the rest of the development. The majority of the development is proposed above the existing towpath at the higher Station Road level with an 8 metre wide area of natural landscaping. Whilst natural landscaping may be appropriate in some instances in this urban location it segregates the development from the river frontage and does not take into account the amenity potential of this location. Furthermore the development appears to face Dell Lane and Station Road rather than the river and the inactive frontage along this elevation, compounded by the large retail unit proposed at ground floor further alienates the development from its river setting. Overall I consider that the proposal is of a poor standard of design, unsympathetic to the context of the site and fails to take the opportunities available for improving the character, quality and functioning of the area and its river setting.
- 7.5 Turning to the scale, massing, materials and detailed appearance of the development itself. Whilst the buildings have been designed to be marginally lower in height than those under construction on the opposite side of the river, the scale of the buildings when coupled with the lack of articulation and the meaningless gap between them, will result in a development that will appear overly dominant in this sensitive location. This

is further compounded by the considerable number of different materials proposed and the number, type and sizes of fenestration. The lack of discipline regarding materials and fenestration has resulted in a development which will appear busy in appearance and out of keeping with surrounding buildings which would be detrimental to the character and appearance of the Conservation Area contrary to policies BH6 and ENV1 of the Local Plan.

Access, parking and highway safety

- 7.6 Turning to access and highway safety, County Highways has advised that the proposed development would not prejudice highway safety and the access to the underground car park is adequate. Furthermore they consider that whilst the proposed delivery arrangements are not ideal and do not allow for larger delivery vehicles to stand completely clear of the highway whilst unloading, sufficient space would be available for vehicles to pass if the pedestrian footpath is utilised.
- 7.7 With regards to parking, the plans indicate that 20 car spaces will be provided within a basement car park accessed off Dell Lane. The Supplementary Planning Document on Vehicle Parking at New Development indicates that the site falls within Zone 2 which requires a maximum of 23.5 spaces allowing for the 75% reduction. A reduced provision in parking is in this case considered to be appropriate given its sustainable location in close proximity to public transport and services. I therefore consider that the amount of parking shown is acceptable and in line with the requirements of Policy TR7 of the Local Plan.
- 7.8 It is noted, however, that none of the car parking spaces comply with the minimum dimension sizes nor is there sufficient space for cars to manoeuvre within the basement as outlined in Appendix C of the Supplementary Planning Document on Vehicle Parking at New Development. In officer's opinion therefore the site could not accommodate the 20 spaces proposed, and taking into account the recommended size for parking spaces and the need for sufficient space between spaces to allow manoeuvring it is considered that up to approximately 10 of the proposed spaces may not be able to be used. The proposed car parking layout is therefore likely to result in conflict between users and an insufficient level of parking being provided for the development contrary to the requirements of Policy TR7 of the Local Plan
- 7.9 With regards to any impact the proposal will have on the potential to widen Station Road Bridge as identified in the Local Transport Plan, the Eastern Herts Area Plan together with the Bishops Stortford Transport Plan, the land at bridge level is shown on the submitted plans to be kept clear of development. The scheme does however propose the construction of a

wine bar/restaurant on the lower ground floor level (river level) that encroaches into the 5m strip required for the bridge widening. Buildings under bridges are generally designed in conjunction with the design of the bridge structure and a separate free standing bridge would require physical separation for maintenance. This would inevitably make any new bridge's span longer and more expensive. Raising the bridge is also difficult as the approaches would need to be raised, and their level may be fixed in providing access to nearby buildings. The scheme, in its current form would therefore be prejudicial to the implementation of the widening of Station Road bridge scheme identified in the Local Transport Plan, the Eastern Herts Area Plan together with the Bishops Stortford Transport Plan contrary to Policy TR19 and BIS15 of the Local Plan.

Impact on Neighbour Amenity of nearby residential developments

- 7.10 Turning to any impact the development may have on the amenities of nearby residential properties the distance from the proposed development to Riverside Wharf currently under construction on the opposite side of the river, is estimated to be 23-26metres. Although there would be a relatively close relationship between these two flatted developments, the distance proposed is considered to be sufficient in this instance to prevent any undue loss of privacy, light, outlook or similar.

Flooding and the impact on the River Stort

- 7.11 The site is adjacent to the River Stort and in line with the requirements of PPS25 and Policy ENV19 a flood risk assessment has been submitted as part of the application which the Environment Agency has not raised any concerns about subject to the imposition of a number of conditions including the provision of an 8 metre buffer zone to ensure the conservation and enhancement of the river. I therefore consider that the proposal would not result in an increase in flood risk and is in line with Policy ENV19 of the Local Plan.

Affordable Housing

- 7.12 With regards to affordable housing, in line with Policy HSG3 and HSG4 of the Local Plan it is considered appropriate and reasonable to require that 40% of the development be provided as affordable housing. This equates to 7 units. I also consider it appropriate to require 15% of the new dwellings to be built to 'Lifetime Homes' standards as set out in Policy HSG6. The applicant has indicated their willingness to provide the necessary affordable housing.

Provision of Infrastructure Improvements Contributions

- 7.13 On the matters relating to financial contributions towards those provisions requested from the County Planning Obligations Unit, I consider the suggested contributions are an appropriate request and do not go beyond

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the tests of what is fairly and reasonably related in scale and kind to the proposed development, which Circulars 11/1995 'Conditions' and 05/2005 'Planning Obligations' state is a material consideration.

- 7.14 In addition the Councils PPG17 Audit and Assessment has identified a shortfall in parks and public gardens, outdoor sports facilities, amenity green space and provision for children and young people in Bishop's Stortford. I therefore also consider it appropriate for the Council to seek financial contributions towards these four types of open space to ensure that there is adequate provision to mitigate against the impact of the development.
- 7.15 The applicant has confirmed that in principle such contributions are acceptable.

Amenities of future occupiers

- 7.16 The site is located adjacent to Station Road which produces a significant amount of traffic noise and a flour mill which runs a 24 hour, 7 day a week operation and creates a significant amount of industrial noise. In support of the application a noise assessment has been submitted to address this issue. This identifies part of the site as falling within NEC Category B where noise should be taken into account when determining planning applications and where appropriate, conditions imposed and part within NEC Category C where planning permission should not normally be granted.
- 7.17 The assessment recommends various design solutions to try and overcome the problem including limiting openings to away from the mill and the use of brick/block cavity walls and window units with high acoustic performance levels. In addition the Environmental Health Team advises that in order for the necessary WHO and BS8233 noise criteria to be achieved it will be necessary for all windows to be kept shut at all times. They consider that open windows will result in a nuisance from The Mill to the occupants and that complaints will be likely. It is therefore considered that all windows should be non-opening and appropriate ventilation provided to ensure that damp and mold does not occur. Given that the design of the building includes a number of terraces and balconies, it would be both unreasonable and impractical to require all windows and external doors to remain shut at all times, and I am therefore of the view that the proposed development will be exposed to an unacceptable level of noise nuisance from existing noise generating sources which would be detrimental to the amenities of future occupiers contrary to Policies ENV1 and ENV25 of the Local Plan.

Refuse Facilities

- 7.18 With regards to refuse facilities, the layout of the buildings does not provide sufficient space for the storage and collection of refuse on the site. A small area is shown adjacent to the delivery area on Dell Lane however this is not sufficient for the number or mix of uses proposed. Refuse facilities should be accessible and preferably be located at ground floor level. Whilst in many cases it is possible to include a condition requiring details of refuse facilities to be provided at a later date in this case I am not satisfied that adequately sized and appropriately located facilities could be provided on the site for future occupiers, which would be detrimental to their amenity contrary to Policy ENV1 of the Local Plan.

8.0 Conclusion

- 8.1 To conclude the proposed development is of a poor standard of design, unsympathetic to the context of the site failing to take the opportunities available for improving the character, quality and functioning of the area and the river environment and it would be detrimental to the character and appearance of Bishop's Stortford Conservation Area wherein the site is situated.
- 8.2 Furthermore the scheme would be prejudicial to the implementation of the widening of Station Road bridge and insufficient provision has been made for car parking and refuse facilities.
- 8.3 Finally, the proposed development will be exposed to an unacceptable level of noise nuisance from existing noise generating sources which would be detrimental to the amenities of future occupiers
- 8.4 Having regard to all of the above considerations it is recommended that planning permission is refused.