

**3/10/0271/FP – Erection of 5,324 sq.m of B1 Business Units together with parking and landscaping land adjacent to Woodside Industrial Estate, Dunmow Road, Bishop’s Stortford for M and D Developments Ltd, Great Dunmow.**

---

**Date of Receipt:** 26.02.2010

**Type:** Full – Major

**Parish:** BISHOP’S STORTFORD

**Ward:** BISHOP’S STORTFORD – ALL SAINTS

### **RECOMMENDATION**

(A) That, subject to the applicant or successor in title entering into a legal obligation pursuant to S106 of the Town and Country Planning Act 1990 by the 26 May 2010 to cover the following matter:

- A financial contribution of £25,555, index linked, from the date of the grant of the planning permission towards sustainable transport measures in the vicinity of the site.

The Director of Neighbourhood Services be authorised to **GRANT** planning permission subject to the following conditions:

1. Three Year Time Limit (1T12)
2. The buildings shall be used for use Class B1 purposes only and for no other purposes whatsoever without the prior permission in writing of the local planning authority.

**Reason:** To ensure that no alternative use is made of the site which would be likely to cause nuisance to the occupants of nearby premises or affect traffic generation or parking provision at the site.

3. The units hereby permitted within Block A shall comprise 6 nursery/incubator units of 115 sq.m. internal floorspace and 12 units of 57 sq.m internal floorspace as shown on the approved plans. There shall be no amalgamation of those units within the block without the prior written agreement of the local planning authority.

**Reason:** a particular need has been identified for nursery/incubator units and this provision forms one of the very special circumstances accepted to justify a departure from Green Belt policy in this case.

4. Boundary Walls and Fences (2E07)

### 3/10/0271/FP

5. Materials of Construction (2E11)
6. Withdrawal of P.D. (Part 2 Class A) (2E21)
7. Refuse Disposal Facilities (2E24)  
Insert 'including detailed plans of the elevations of the refuse/recycling collection areas'
8. Lighting Details (2E27)
9. Provision and Retention of Parking Spaces (3V23)
10. Wheel Washing Facilities (3V25)
11. Hard Surfacing (3V21)
12. Tree Retention and Protection (4P05)
13. Hedge Retention and Protection (4P06)
14. Landscape Design Proposals (4P12)  
Delete a, b, c, d, e, f, g and h
15. Landscape Works Implementation (4P13)
16. Prior to the commencement of the development hereby approved, details of construction vehicle movements and construction access arrangements shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, and thereafter all construction vehicle movements shall accord with the approved details.

Reason: To ensure the impact of construction vehicles on the local road network is minimized.

17. The development hereby permitted shall be implemented in accordance with the travel details outlined in the submitted Travel Plan by DHA Transport dated February 2010 and the Travel Plan shall be complied with thereafter unless otherwise agreed in writing by the local planning authority.

Reason: To promote the use of non car modes of transport in accordance with national guidance in PPG13 and policy TR4 of the East Herts Local Plan Second Review April 2007.

18. No external storage (5U07)
19. Prior to the commencement of the development, a scheme for the implementation of energy efficiency measures within the development to secure at least 10% of energy supply of the development from decentralized and renewable or low-carbon sources, shall be submitted to and approved in writing by the Local Planning Authority, and thereafter the development shall be implemented in accordance with the approved scheme.

Reason: To ensure the development assists in reducing climate change emissions in accordance with policy ENG1 of the East of England Plan May 2008 and policy SD1 of the East Herts Local Plan Second Review April 2007.

20. No development shall occur until details of a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with those approved details.

Reason: To reduce flood risk by ensuring the satisfactory storage and disposal of surface water from the site, and to improve and protect water quality in accordance with policies ENV19 and ENV21 of the East Herts Local Plan Second Review April 2007.

- B) Where the legal agreement referred to in recommendation A is not completed by midday on 26<sup>th</sup> May 2010 the Director of Neighbourhood Services be authorised to REFUSE planning permission for the following reason:-

1. The development fails to make the appropriate financial provision for infrastructure improvements considered necessary to support the proposed development. As such, it would be contrary to the provisions of saved Policy IMP1 of the East Herts Local Plan Second Review April 2007.

#### Summary of Reasons for Decision

The proposal has been considered with regard to the policies of the Development Plan (East of England Plan May 2008, Hertfordshire County Structure Plan, Minerals Local Plan, Waste Local Plan and the saved policies of the East Herts Local Plan Second Review April 2007), and in particular policies ENG1 of the East of England Plan and SD1, SD2, GBC1, TR1, TR4, TR7, TR14, ENV1, ENV2,

### 3/10/0271/FP

ENV9, ENV11, ENV19, ENV21 and IMP1 of the East Herts Local Plan. The balance of the considerations having regard to those policies; the outline planning permission granted under reference 3/08/2037/OP; the fact that the proposed development would not be detrimental to the character of the area and that it would provide for an identified need for employment land in Bishop's Stortford, is that permission should be granted.

\_\_\_\_\_(027110 FP.LD)

## **1.0 Background**

1.1 The application site is shown on the attached OS extract, and is located on the eastern edge of Bishop's Stortford. The site is approximately 1.34 hectares in size and is accessed via the Woodside Industrial Estate, from Dunmow Road. The application site comprises two pieces of land – the largest part of the site is to the south of the access road to the Football Club and, a smaller site lies to the north of the access road adjacent to the Civic Amenity Site. The majority of the site is hard surfaced as a consequence of its previous use as a park and ride facility. The site is enclosed by a galvanised steel fence, which is approximately 2 metres in height, with the eastern, southern and western boundaries of the site also being defined by a number of mature trees (some of which are outside of the application site boundary) and the majority of which are protected by Tree Preservation Orders. Within the site there are a number of beech trees/hedges which surround the existing car parking bays.

1.2 This application seeks planning permission for the erection of 5,324 sq.m of B1 business floorspace on the site, which is proposed to be divided as follows:

Block A – 1,632 sq.m on 2 floors, divided into 18 units;

Block B – 1,262 sq.m at ground floor level only, divided into a total of 9 units;

Block C – 1,810 sq.m at ground floor level only, divided into a total of 8 units;

Block D – 620 sq.m on 2 floors, divided into a total of 8 units.

The applicant has indicated that all of the buildings would be modular and designed to be capable of being amalgamated to create larger units in the event that an occupier needs to expand. It is proposed that a new access road would be created along the Western side of the site with 111 car parking spaces, 28 cycle spaces and 28 moped/motorcycle spaces.

## **2.0 Site History**

2.1 The application site has a long planning history. The following applications are considered to be relevant to the consideration of any applications on the site:

- 3/99/0905/FP  
Use of part of the site for additional parking (201 parking spaces) in association with the Bishop's Stortford Football Club  
Approved
- 3/99/1749/FP  
Park and Ride Facility  
Refused
- 3/00/1398/FL  
Temporary Permission for park and ride facility  
Dismissed on appeal
- 3/04/1603/FP  
Laying out of car parking and construction of new access to form park and ride facility  
Refused  
Dismissed on appeal
- 3/04/2128/FP  
Business park and ride - weekly tickets for business use 52 weeks of the year and permission for use for Christmas shoppers annually for a 3 week period 10th December - 4th January  
Approved
- 3/04/2369/FP  
Use of business park and ride facility on Saturdays between 7am and 7pm on a "pay and display" basis for shoppers/business vehicles  
Approved
- 3/05/0311/FP  
For shoppers to use existing car park facility Monday to Friday 7am until 7pm on a pay & display basis  
Approved
- 3/05/1416/FP  
Public Service & Heavy Goods/Commercial Vehicles to use existing parking facility between the hours of 7pm until 7am  
Refused
- 3/05/2043/FP  
For public service & commercial vehicle parking (with a weight restriction to a max of 7.5 tonnes and no refrigeration vehicles) to use the existing facility between the hours of 7pm and 7am  
Refused

2.2 The submission of this application follows the grant of outline planning permission for up to 5000 sq.m of B1 business units comprising a mix of incubator, small and medium sized business units (LPA reference 3/08/2037/OP). This application was recommended for refusal to the Development Control Committee as it was considered that the proposal would represent inappropriate development in the Green Belt and that no special circumstances were considered to exist. However, the Development Control Committee considered that the proposed development would not be of detriment to the character of the area and would provide for an identified need for employment land in Bishop's Stortford. This grant of outline permission is a material consideration in the determination of this application.

### **3.0 Consultation Responses**

3.1 County Highways does not wish to restrict the grant of planning permission subject to conditions relating to access and junction arrangements serving the development; access roads, turning spaces and parking areas for vehicles and cycles within the site; hard surfacing of vehicular areas; details of construction vehicle movements and construction access arrangements and wheel washing of vehicles during the construction phase of development. They comment that fundamentally, given the planning history of the site and the most recent decision to grant permission for 5000m<sup>2</sup> floorspace in particular, this latest proposal is acceptable in principle. The increase in floorspace is unlikely to have a significant impact upon the surrounding highway network and the site is well located in terms of access to alternative modes of transport. Indeed, their workplace travel plan colleagues have assessed the Travel Plan submitted as part of the proposal and are satisfied with the content.

3.2 Turning to the layout, the provision of a long length of perpendicular parking bays on the back edge of the footway, directly off the main carriageway is not best practice. However, Woodside does not form part of the public highway and this end of the industrial estate road is not heavily used by pedestrians, apart from on match or event days at the adjacent football club. However, these events are unlikely to occur at times when the industrial parking is in peak use. Consequently, County Highways would not wish to raise this issue as a formal objection. Access, parking and turning of occasional HGV is accommodated within the site. With regard to S106 contributions they consider that it would not be unreasonable to require an increase in the previously agreed sum on a pro-rata basis related to floorspace. As such a 6.5% increase equates to a contribution of £25,555.00 (6.5% increase on £24,000)

### 3/10/0271/FP

- 3.3 The Environment Agency has no objections to the proposal following the submission of an addendum to the Flood Risk Assessment. The proposed development will only be acceptable if the measures detailed in the approved Flood Risk Assessment (FRA), ref: SJC/613453/JOH, April 2010 and email addendum, dated on 21 April 2010, are implemented and secured by way of a planning condition on any planning permission granted. They therefore recommend a condition that development shall not begin until a surface water drainage scheme for the site has been submitted to and approved in writing by the local planning authority.
- 3.4 Hertfordshire Constabulary highlighted an issue regarding the quality of the doors and windows. They commented that it is a known fact that thieves will target such properties if they believe that entry can be gained easily. To prevent this it is recommended that a planning condition is imposed that ensures that all doors, windows and locks are to an enhanced security standard. The use of such quality fixtures will also ensure the longevity of the items, which also ensures that the issues around sustainability are addressed. It is also requested that all lighting to the front of the site be low level, low energy dusk to dawn type. If the Council are minded to allow this application to proceed, then Herts Constabulary would welcome the opportunity to work closely with the architects and developers to ensure the site does not become a local crime hotspot.
- 3.5 The Council's Landscape Officer commented that the parking layout along the northern access misses an opportunity to retain the beech trees/hedging which currently provide a reasonable boundary screen. The proposed layout does show some new planting to the rear of the proposed parking along this boundary however, this needs to be adjusted to allow for the overhang of cars (450mm) and the choice of plant species generally could be reconsidered. The beech trees/hedging located more centrally within the site are shown as removed – yet there is no new planting at all to mitigate for this. They comment that they would like to see 5 or 6 trees (of species size/type likely to provide long term future benefit) assimilated into the proposed layout e.g. 3 new trees between Blocks A & B, and 3 new trees between Blocks B & C. Apart from the perimeter trees along the boundaries of the site, the beech trees/hedging was the foremost or only other landscape characteristic within this otherwise rather open and featureless site. Replacement tree planting ought therefore, to be considered. The integration of trees into parking transforms the two dimensional footprint of the car bays into a three dimensional “eco service”, dramatically increasing community benefits per unit area. Tree crowns help to buffer urban extremes, improve human well being, intercept rainwater, enhance ecological diversity and ameliorate particle pollution.

- 3.6 The Landscape officer comments that there is no objection in principle to the proposal. PPS 9 Biodiversity and Geological Conservation paragraph 13 states that the re-use of previously developed land for new development makes a major contribution to sustainable development by reducing the amount of countryside and undeveloped land that needs to be used. Paragraph 14 however, goes on to say that development proposals provide many opportunities for building-in beneficial biodiversity or geological features as part of good design, and that when considering proposals, local planning authorities should maximise such opportunities in and around developments, using planning obligations where appropriate. Embracing nature conservation in the development control process is an important element in the promotion of our towns and cities. Landscape commented that they would like to see some attempt to incorporate new trees between the proposed building blocks as a key element within the design. They therefore recommend approval with conditions or obligations to improve the green space infrastructure aspect of the proposals by additional tree planting – albeit at the potential loss of a few car parking spaces.
- 3.7 Planning Policy comment that outline planning permission for the development of up to 5000 sq.m of B1 units was approved by committee in May 2009 (3/08/2037/OP), following the recommendation for refusal. The permission conditioned that 13 units of no more than 60 sq.m were provided for incubation purposes.
- 3.8 Previous Planning Policy comments stated that there were no exceptional circumstances to release this land from the Green Belt and that permission should be refused. However, given that outline permission has now been granted the matters to be considered in this application are therefore the additional B1 office floorspace and design matters. The erection of purpose-built, flexible units that can accommodate a range of start-up and expanding businesses on a sequentially preferable location, adjacent to an existing employment site, with good connectivity to passenger transport and road networks is welcomed. It meets the provisions of PPS4 and would provide much needed modern units in Bishop's Stortford. The East of England Plan draft review (March 2010) indicates that East Herts will have to provide 13,600 jobs between 2011 and 2031. It is estimated that this development would facilitate 200 full time jobs and therefore goes a little way towards this ambitious target. There are 12 units of 57 sq.m each with scope for two more, through sub-division of larger units, plus an additional eight 57 sq.m high-tech units in the additional building D. The additional floorspace would provide further choice for small businesses offering high-tech specifications as well as small or flexible work spaces. This application therefore meets the conditions of the outline permission in this respect.



### **3/10/0271/FP**

3.9 In terms of sustainability they comment that there needs to be more than just the type of building materials considered. Consideration should be given to the sustainable management of both water resources (use of grey water recycling) and disposal/run-off (SUDs). Has there been investigation in to the use of solar panels (both thermal and photo-voltaic)? Or even natural heat and ventilation options? Does the site layout provide shaded outdoor space for recreational use for employees? Subject to the issues above, there are no Policy objections to this development.

3.10 Uttlesford District Council comment that no objection is raised in general regarding the proposed development on the basis that the principle has been already established on site previously under Outline Consent 3/08/2037/OP. However, with regards to the detailed design and layout of the scheme, they comment that the planning submission fails to consider designing out crime and crime prevention which is a material consideration within such a planning submission. Accessibility around the proposed buildings especially along the Eastern boundary of Blocks A – C would need to be controlled in some way. There are also parking bays proposed along the West of the site between Blocks A – C and the football club whereby these would require some form of natural surveillance as these are tucked out of the way. The proposed vehicle turning tables appears to be tight on site especially with HGV having to reverse into yards. The parking adjacent to Woodside and Block A would mean vehicles having to reverse into a main road as opposed to manoeuvring being contained within the main site itself. Even though the site is within designated employment land the use of some of the materials proposed is considered unsuitable. Examples of this are the proposed use of paladin for the refuse containers and use of powder coating especially trimming on Block elevations. There may be a colour palate which can demonstrate that the use of such materials would be in keeping and function well. Therefore should planning permission be granted details of materials should be submitted for further approval. The proposed heights should be similar to those of surrounding building heights considering the countryside characteristics of the wider area. With regards to palisade fencing the use of this should generally be resisted as this is considered visually obstructive and has been found not to be as secure as steel welded mesh.

### **4.0 Town Council Representations**

4.1 Bishop's Stortford Town Council objects to the proposal as this represents further encroachment into Green Belt to construct industrial units which are not needed in Bishop's Stortford.

## **5.0 Other Representations**

- 5.1 The applications have been advertised by way of press notice, site notice and neighbour notification.
- 5.2 One objection to the application has been received which stated that the site is within the Green Belt and the proposed development would be contrary to Policy GBC1 of the adopted Local Plan and it does not appear that special circumstances exist to warrant such development.
- 5.3 No further representations have been received.

## **6.0 Policy**

- 6.1 The main policies relevant to this application are 'saved' East Herts Local Plan Second Review April 2007 policies:

SD1	Making Development More Sustainable
SD2	Settlement Hierarchy
GBC1	Appropriate Development in the Green Belt
TR1	Traffic Reduction in New Developments
TR4	Travel Plans
TR7	Car Parking – Standards
TR13	Cycling – Facilities Provision (Non-Residential)
ENV1	Design and Environmental Quality
ENV2	Landscaping
ENV9	Withdrawal of Domestic Permitted Development Rights
ENV11	Protection of Existing Hedgerows and Trees

In addition to the above, it is considered that Planning Policy Statement 4 (Planning for Sustainable Economic Growth) and The East of England Plan (2008) are relevant to this application.

## **7.0 Considerations**

- 7.1 The main considerations in relation to this application are:
- The principle of development;
  - The appropriateness of the size, scale, layout and chosen design;
  - Access/Highway/Parking considerations;
  - Landscape considerations;
  - The impact of the proposal on nearby residential occupiers;
  - Other matters.

Principle of Development

- 7.2 The application site is located within the Metropolitan Green Belt as designated in the Local Plan. Policy GBC1 of the Local Plan outlines the types of developments which are considered to be appropriate within the Green Belt. New industrial buildings are not specified as an appropriate development within the Green Belt, and the proposed development is therefore considered to constitute inappropriate development within the Green Belt. It is therefore necessary to consider whether, in this case, very special circumstances exist that clearly outweigh the harm by reason of inappropriateness or any other harm.
- 7.3 As outlined earlier in this report, the grant of outline permission for 5,000 sq.m of B1 business units at the site is a material consideration in the determination of this application. In approving this application Members attached significant weight to the identified need for employment land in Bishop's Stortford (Employment Land Survey) and considered that this need constituted very special circumstances to outweigh the harm by reason of inappropriateness in the Green Belt.
- 7.4 Since this grant of outline permission no further planning permissions have been granted for other large scale industrial development within Bishop's Stortford. Furthermore, the conclusions of the Employment Land Survey still remain as relevant. The Council's Planning Policy Officer comments that the proposal meets the provisions of PPS4 and would provide much needed modern units in Bishop's Stortford. Moreover, the proposal would facilitate the creation of some 200 jobs which in turn would contribute to The East of England Plan (2008) targets to provide 13,600 jobs between 2011 and 2031. The mixture of units within the proposed development would also range from small to medium/large units which would enable businesses to progress to larger units, allowing for expansion.
- 7.5 As there has been no change in circumstances since the previous grant of permission for industrial development on the site, and the identified need for employment land still remains, it is considered that the previous approval and the identified need represent very special circumstances in this case to warrant a departure from Green Belt policy.

Size, Scale, Layout and Design

- 7.6 The proposed development would comprise of 4 blocks of development consisting of high-tech nursery units and incubator 'start-up' units within Blocks D (on the site to the north of the access road to the Football Club) and A within the Northern half of the site and small to large units within

Blocks B and C towards the rear of the site. The high-tech and incubator units within Blocks D and A would have two storeys with units available on the ground and first floor. These units would be dual-aspect with glazed window and door openings within the front and rear of the buildings. The small to large units within Blocks B and C towards the rear of the site would benefit from full length roller shutter doors within the front and rear elevations for vehicle access as well as modular rooflights to provide additional natural lighting to the units. The buildings would range from 7.2 to 9.1 metres in height which it is considered reflective of the size and scale of surrounding local development within Woodside Industrial Estate which comprises one and two storey industrial units. It is further considered that the proposed window and door openings, particularly the glazed features on Blocks A and D (closest to the access road running through the industrial estate) would break up the bulk of the buildings and contribute to the visual interest of the development.

- 7.7 Turning to the layout of the development, an access road is proposed along the Western boundary of the site which would intersect between the buildings and lead to car, motorcycle and bicycle parking pepper-potted around the development site, with larger areas of car parking proposed at the Northern and Southern edges of the site. It has been noted that Uttlesford District Council and Hertfordshire Constabulary have raised concerns regarding the positioning of car parking in relation to security however, it is considered that the number of openings within the front and rear elevations of the buildings would provide a sufficient degree of natural surveillance in this respect. It is considered that there is sufficient space for circulation and parking within the site, and County Highways have also commented that there would be adequate spacing for access, parking and turning of occasional HGVs within the site. It is also considered that the proposed layout would make the most efficient use of the land available for development.

#### Access/Highway/Parking

- 7.8 The applicant has submitted a Travel Plan with the application which indicates that the proposed development would result in traffic generation of a total of 22 vehicle movements in the AM peak and 26 vehicle movements in the PM peak. The Travel Plan states that the development would generate significantly less traffic than the existing site, when used as a Park and Ride site. County Highways have commented that although the current scheme proposes an increase in floorspace, it is unlikely to have a significant impact upon the surrounding highway network. They have also had regard to the accessibility of the site by other modes of transport i.e. bus. Therefore, subject to a financial contribution of £25,555 based on the HCC Planning Obligations Toolkit (£1,000 per average number of 2 way

trips generated by the development), to be made towards the sustainable transport measures in the area, County Highways have raised no objection to the development.

- 7.9 Turning now to the issue of car parking, the application proposes a total provision of 111 parking spaces. The Council's adopted vehicle parking standards outline that the maximum car parking standards for B1 offices is 1 space per 30 sq. m. of gross floor area and B1 research and development, high-tech and light industry is 1 space per 35 sq. m. of gross floor area. Having regard to these standards therefore, the proposed development should make provision for a maximum number of parking spaces of between 152 and 177 spaces. Clearly these are the maximum number of spaces required, and in determining the appropriate level of parking provision regard should be had, in accordance with policy TR7 of the Local Plan, to the proposed use, location and availability of, or potential for access to, modes of transport other than the private car. This report has already commented on the accessibility of the site, and its proximity to public transport links. Having regard to this therefore, I am satisfied that in this instance the level of parking proposed is acceptable.
- 7.10 With regards to the provision of cycle parking, the Council's adopted vehicle parking standards outline that the maximum cycle parking standards for B1 uses should provide 1 short term space per 500 sq.m. of gross floor area and 1 long term space per 10 full time staff. The applicant has indicated that the proposed development would be likely generate employment for approximately 200 people, therefore having regards for the above standards, the proposed development should make provision for a maximum number of 10 short term cycling spaces and 20 long term spaces. The current proposal would incorporate 28 cycling spaces and 28 moped/motorcycle spaces which it is considered would be in accordance with the recommended standards, in accordance with Policy TR7.

### Landscape

- 7.11 The Tree Survey and Report submitted with the application raises no concern with respect to the impact of the development on the protected trees to the east of the site, subject to the normal protection measures during the construction phase. The Tree Survey comments that the layout of the proposed buildings has been designed to address the protection of mature trees within the site although this would result in the loss of the existing beech hedges/trees within the site. However, it is not considered that the loss of these hedges/trees to allow for the proposed siting of the industrial units would result in significant detriment to the character and appearance of the site. Replacement and additional soft landscaping is proposed within the vicinity of the application site, which it is considered

would address the loss of these beech hedges/trees, subject to these details being agreed via relevant conditions.

### Neighbouring Amenity

7.12 I turn now to the impact upon the amenities on neighbouring properties to the site. It was observed on a recent site visit that the application site is located adjacent to the Woodside Industrial Estate to the west, Bishops Stortford Football Club to the south and east, and the A120 carriageway to the North. The nearest residential property to the application site is a property known as Woodland Lodge, which is located approximately 70 metres to the east of the application site. Having regard to this distance and the previous approval for industrial development on the site, it is considered that the proposed development would not be detrimental to the amenities of the occupiers of this property.

### Other Matters

7.13 On the basis of the information submitted, the Environment Agency has raised no objections to the proposal. However, they have recommended a condition requiring a surface water drainage scheme for the site to be submitted and implemented in the interest of reducing flood risk by ensuring the satisfactory storage and disposal of surface water from the site, and to improve and protect water quality. As such, it is considered that this condition should be recommended in this instance.

7.14 It has been noted that Bishop's Stortford Town Council and a local resident objected to the proposed development on the grounds of further encroachment of Green Belt land and the creation of addition B1 units in Bishops Stortford. However, it is considered that the principle of the development has previously been established on this site and there is a clearly defined need for these types of units within Bishop's Stortford and the District as a whole.

## **8.0 Conclusion**

8.1 Having regard to the above considerations, it is considered that very special circumstances exist in this case to warrant a departure from Green Belt policy. The principle of industrial development on the site was accepted by the grant of outline permission in 2008, and the development would assist in providing towards an identified need for employment land within Bishop's Stortford and the District as a whole.

8.2 The amount of development, layout, scale and design are considered to be acceptable. Furthermore, the proposed development would not generate a

**3/10/0271/FP**

significant level of traffic movements that would be detrimental to highway safety or capacity in the area and sufficient car, cycle and other parking would be available within the application site. Accordingly, it is recommended that permission be granted subject to the signing of a S106 agreement and the conditions set out above.