



Chairman and Members of the  
Development Management  
Committee

Your contact: Peter Mannings  
Tel: 01279 502174  
Date: 10 August 2022

cc. All other recipients of the  
Development Management  
Committee agenda

Dear Councillor,

**DEVELOPMENT MANAGEMENT COMMITTEE - 10 AUGUST 2022**

Please find attached the Additional Representations Summary as  
circulated by the Head of Planning and Building Control prior to the  
meeting in respect of the following:

5. Planning Applications for Consideration by the Committee  
(Pages 2 - 10)

Yours faithfully,

Peter Mannings  
Democratic Services Officer  
East Herts Council

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**MEETING** : DEVELOPMENT MANAGEMENT COMMITTEE  
**VENUE** : COUNCIL CHAMBER, WALLFIELDS, HERTFORD  
**DATE** : WEDNESDAY 10 AUGUST 2022  
**TIME** : 7.00 PM

## East Herts Council: Development Management Committee

**Date: 10<sup>th</sup> August 2022**

Summary of additional representations received after completion of reports submitted to the committee, but received by 5pm on the date of the meeting.

Agenda No	Summary of representations	Officer comments
<p><b>5a</b> <b>3/22/0510/REM</b> <b>Bishop's</b> <b>Stortford</b> <b>South</b> <b>Parcel D, St</b> <b>James' Park</b></p>	<p>Neighbour objection submitted online 2.8.22</p> <ul style="list-style-type: none"> <li>- Change in use from business park is outside parameters of original outline approval</li> <li>- Additional HGV and commercial traffic will have a negative impact on existing inadequate infrastructure as far as Sawbridgeworth</li> <li>- Drivers will take short cuts and clog local roads</li> <li>- Local residents and businesses in Thorley area will be subject to additional noise, traffic and general inconvenience</li> </ul>	<ul style="list-style-type: none"> <li>- There is no change of use proposed. "Business Park" refers to trip rates (Refer 5.2 of Report)</li> <li>- There will be a decrease in overall vehicle movements. HGVs and other heaving vehicles will be directed to use A1184, A120, A10 and M11.</li> <li>- Condition for Service and Delivery Plan has been updated to require all occupiers to keep a HGV routing register.</li> <li>- District Plan, Masterplan and Outline planning application all identified the wider site as suitable for development, with the outline planning permission including parameters for land use that has been complied with.</li> </ul>

	<ul style="list-style-type: none"> <li>- Number of proposed jobs will be reduced and jobs offered are not likely to be completely filled by local population leading to further commuter traffic</li> </ul> <p>Email sent to Committee Members and Executive Member for Planning &amp; Economic Growth from applicants</p> <ul style="list-style-type: none"> <li>- .7 page document summarising the proposal, applicants aspirations, community consultation and changes made to design, sustainability credentials, range of uses and future tenants.</li> </ul> <p>Email sent to Committee Members from Bishop’s Stortford Climate Group</p> <ul style="list-style-type: none"> <li>- Share concerns of Bishop’s Stortford Civic Federation in regard to traffic impacts</li> </ul>	<ul style="list-style-type: none"> <li>- Number of jobs likely to be between 251 and 466. The 971 jobs referred to in the hybrid application was for the whole BISH5 site</li> </ul> <ul style="list-style-type: none"> <li>- The document is a summary of the proposal and does not introduce any new information</li> </ul> <ul style="list-style-type: none"> <li>- The reserved matters application encourages sustainable modes of transport for employees with the 9 largest units provided with showers and lockers and footways and cycle paths within the site as well as the wider site having a bus route along the spine road. The outline planning permission assessed traffic impacts on more floor space and the modelling shows there will be a reduction in private vehicles and the increase in HGVs is not determined to be severe.</li> </ul>
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	<ul style="list-style-type: none"> <li>- Planning conditions should be applied to ensure that the "offers" of the Net Zero Carbon Construction working with Planet Mark in accordance with the GBC framework, certifying operational energy use to EPC A rating, CIBSE TM54 and achieving a BREEAM Excellent standard.</li> <li>- Construction methods with significantly lower embodied carbon, such as timber framing could be a condition</li> <li>- No gas-fuelled appliances should be provided to the industrial units and specific carbon targets should be conditioned</li> <li>- The proposal provides 0.5 MW of solar PV and with the roof space available at least 3 MW could be possible.</li> </ul> <p>Email sent to Committee Members from Cllr Eric Buckmaster of Sawbridgeworth Town Council</p> <ul style="list-style-type: none"> <li>- At the time of the outline application it was not envisaged that commercial or business use</li> </ul>	<ul style="list-style-type: none"> <li>- Condition 5 requires the development to be carried out in accordance with the Energy Strategy and certification of this. This goes beyond the District Plan requirements, Neighbourhood Plan 1<sup>st</sup> Review and the requirements of Condition 31 of outline planning permission.</li> <li>- Condition 31 of the outline planning permission required compliance with the submitted Energy and Sustainability Statement prepared by Turley Sustainability. The Energy Strategy submitted with this application confirms targets in this document will be exceeded.</li> <li>- As above</li> <li>- As above</li> <li>- the outline permission approved B1, B2 and B8 uses</li> </ul>
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	<p>included an element of distribution centre with a large number of HGV movements</p> <ul style="list-style-type: none"> <li>- A large number of representations received describing impact of HGV movements and should be taken seriously</li> <li>- Presumption that Bishop's Stortford Town Council believe traffic will be routed around the bypass</li> <li>- HGV drivers breach conditions, deny knowledge of routing restrictions with hauliers and contractors taking the most direct route available and use GPS ignoring weight limited roads</li> <li>- Is Service and Delivery Plan condition practicable in perpetuity?</li> <li>- Concerned about road safety with additional HGVs and cumulative impact on roads</li> <li>- Difficulty in enforcing routing and Committee should refuse the application and require less of a distribution centre and more of a commercial centre, which is in keeping with the spirit of the outline planning permission</li> </ul>	<ul style="list-style-type: none"> <li>- the HGV movements have been carefully considered by the Highway Authority and addressed in the report</li> <li>- condition 4 Service and Delivery Plan address HGV routes</li> <li>- As above</li> <li>- Detailed wording of condition and requirement of each occupant having responsibility of keeping records of deliveries</li> <li>- Road safety considered in assessment of Highway Authority and determined to be acceptable subject to the Service and Delivery Plan condition</li> <li>- Bespoke Service and Delivery Plan wording to assist in enforcing the condition should it be reported to be breached. Proposal is consistent with outline planning permission.</li> </ul>
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		<p><b>Amended wording of Condition 3 for off-site Landscaping including cycle/pedestrian paths</b></p> <p>3. The development hereby permitted shall not be occupied until such point as the reserved matters applications (3/22/0118/REM and 3/22/1627/REM or any applications which supersede these) for all hard and soft landscaping around the periphery of the site has been granted permission and substantially completed to the satisfaction of the Local Planning Authority.</p> <p>Reason To ensure the landscaping outside the site boundary is fully integrated with the development of the site in accordance with the submitted plans and supporting information.</p> <p><b>New landscaping condition for the reserved matters site now Condition 10</b></p> <p>10. All landscaping in accordance with the approved plans shall be completed / planted during the first planting season following practical completion of the development. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be</p>
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		<p>replaced as soon as is reasonably practicable with others of species, size and number as originally approved.</p> <p>Reason To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved designs, in accordance with Policies DES3 and DES4 of the East Herts District Plan September 2018.</p> <p><b>Amended wording of Condition 4 Service and Delivery Plan</b></p> <p>4. Prior to occupation of the first unit hereby approved, a Servicing and Delivery Plan shall be submitted to the Local Planning Authority for approval in writing in consultation with the Highway Authority.</p> <p>The Servicing and Delivery Plan shall contain details of:</p> <ul style="list-style-type: none"> <li>- the delivery and servicing arrangements (including refuse storage and collection) for the proposed units,</li> <li>- areas within the development site that will be used for loading and manoeuvring of delivery and servicing vehicles,</li> </ul>
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		<ul style="list-style-type: none"> <li>- access to / from the site for delivery and servicing vehicles,</li> <li>- the HGV routing register to be kept by all occupiers to evidence that HGVs visiting the site have travelled via the A1184 and A120 when travelling to and from the M11 and A10 (unless otherwise making a delivery to the town itself),</li> <li>- how the landowner will communicate the provisions and responsibilities of the Servicing and Delivery Plan to future occupiers to ensure they are complied with in perpetuity.</li> </ul> <p>The development shall be implemented in accordance with the details approved.</p> <p>Reason In the interests of maintaining highway efficiency and safety; in accordance with Policies 5 and 16 of Hertfordshire’s Local Transport Plan (adopted 2018).</p> <p><b>Noise condition previously Condition 4 now Condition 9:</b></p> <p>9. The development shall be carried out in accordance with the Sweco UK Ltd Noise Impact Assessment (Document Reference: 65202380-SWE-ZZ-XX-RP-YA-0001 Revision: C09 dated 21/02/22).</p>
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		<p>Prior to occupation, an assessment shall be made in accordance with BS 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound' at the nearest and / or most affected noise sensitive premises, with all equipment operating together at maximum capacity and be inclusive of any penalties for tonality, intermittency, impulsivity or other distinctive acoustic characteristics. The details of the assessment shall be submitted to the local planning authority and shall be approved in writing providing it demonstrates that the noise attenuation meets the requirements of the Sweco Noise Impact Assessment referred above.</p> <p>Following full occupation of the development hereby approved, a validation assessment shall be carried out to demonstrate continued compliance with the Noise Impact Assessment. Where it has not been achieved, amendments to the attenuation shall be submitted and approved and the further assessment carried out until such time as the appropriate attenuation set out in the Noise Impact Assessment has been achieved.</p> <p>Approved details shall be implemented prior to first use of the development and thereafter be permanently retained.</p> <p>Reason In order to ensure an adequate level of amenity for</p>
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		<p>occupiers in the vicinity of the proposed development in accordance with Policy EQ2 Noise Pollution of the adopted East Herts District Plan 2018.</p> <p><b>Condition 11 approved plans added</b></p> <ul style="list-style-type: none"><li>- standard condition 2E101 – Approved Plans</li></ul>
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