

DEVELOPMENT MANAGEMENT COMMITTEE – 15 OCTOBER 2025

Application Number	3/24/1707/FUL
Proposal	Construction of a building comprising commercial floorspace (Use Class E) and hotel accommodation (Use Class C1), improvements to the Bishop's Stortford transport interchange, and associated landscaping
Location	Goods Yard, Station Road, Bishop's Stortford, Hertfordshire, CM23 3BL
Parish	Bishop's Stortford
Ward	Bishop's Stortford Central

Date of Registration of Application	3/10/2024
Target Determination Date	15/10/2025 – <i>include an ETA date if applicable</i>
Reason for Committee Report	Major Application
Case Officer	Nikki Dawney

RECOMMENDATION

That planning permission be **GRANTED** subject to the conditions set out at the end of this report.

1.0 Summary of Proposal and Main Issues

- 1.1 This is a full planning application seeking planning permission for the construction of a 4 storey building comprising 522sqm of flexible commercial space (Use Class E) at ground floor and hotel accommodation, 92 rooms, (Use Class C1) on the upper floors, improvements to the Bishops Stortford transport interchange, and associated landscaping.
- 1.2 On May 21st 2025 Development Management Committee resolved to grant hybrid planning permission subject to a S106 legal agreement and conditions for the following development, which excluded the current proposal:

A hybrid planning application comprising a full application for residential dwellings (Use class C3), together with associated car parking, plant, sub-station, landscaping, public realm and infrastructure works, Outline application (with all matters reserved) for residential dwellings (Use class C2 / C3), commercial floorspace (Use class E) and car parking

facility, together with associated car parking, plant, landscaping, new public realm and infrastructure works. [For information: the full application is for 178 residential dwellings within buildings of up to 7 storeys. The outline application is for up to 245 residential dwellings (with no more than 173 C2 dwellings), up to 3,276sqm of commercial floorspace and a car parking facility of up to 565 parking spaces, all within buildings of up to 7 storeys]

- 1.3 The Council granted planning permission on the site in 2018 under reference 3/17/2588/OUT for the following development, which included the current proposal:

*A **hybrid planning application** for the comprehensive redevelopment of the 5.82 ha Goods Yard site for mixed use purposes comprising - 586 residential units (Use Class C3); 3,004sqm of office floorspace (Use Class B1); 1,001sqm of retail floorspace (Use Class A1-A4); 491sqm of dual / alternative use retail and health care floorspace (Use Classes A1-A4 / D1); 85 bed hotel (Use Class C1); a care home comprising up to 55 units (Use Class C2); a new link road through the site connecting Station Road /Dane Street with London Road; two multi-storey station car parks (966 spaces); new cycle parking; car parking for the residential development; **improvements to the Bishops Stortford transport interchange**; new and altered access points from the adopted highway network; and associated landscaping and public realm works. **The full application**; Development up to 6 storeys in height providing 323 residential units (139 x 1bed units, 175 x 2bed units, 8 x 3bed units and 1x4 bed units use class C3), 3004 sq m of office space (use class B1), 1001 sq m of retail floorspace (use classes A1-A4), 491 sqm of dual / alternative use retail and health floorspace (Use classes A1- A4/D1), **a 4 storey 85 bed hotel (use Class C1)**, a new link road through the site connecting Station Road/Dane Street with London Road, one 6 storey (401 space) multi storey station car park, new cycle parking, 153 car parking spaces for the residential development. The outline application (all matters reserved except for access) comprises: 263 residential units (Use Class C3); a care home comprising up to 55 units (Use Class C2); one multi-storey station car park; new cycle parking; car parking for the residential development; and associated landscaping and public realm works.*

- 1.4 In 2019, due to a change in the operator of the proposed hotel, design changes were sought to meet the new operators specific operational needs, the Council approved a non-material amendment (NMA) to planning permission 3/17/2588/OUT under reference 3/19/0367/NMA for the following alterations to the hotel only:

Internal and elevational alterations, together with the provision of a plant room at roof level.

- 1.5 Planning permission 3/17/2588/OUT has been implemented in part with the 6 storey flats at plot A built to the immediate north of Morton Peto Road, and the apartments constructed to the south of this at plot B which were completed last year. In total 323 dwellings are either occupied or capable of being occupied. Plot A has retail floorspace on the ground floor (some of which is now occupied by the Co Op, and plot B has approval for dual retail/healthcare floorspace on its ground floor. The link road (Sextons Road) between Station Road/Dane Street with London Road was built several years ago, (but is not yet open to through traffic), as was the multi storey car park at Anchor Street. Sextons Road as a through route will only be available in the future for sustainable modes of transport being buses, cyclists, and pedestrians. As part of the previous approval on the site a landscaped area with play equipment will be provided adjacent to the footbridge over the river Stort in the next few months.
- 1.6 The current application now seeks to bring forward the hotel, flexible commercial floorspace at ground floor, and associated improvements to the bus interchange as a standalone full application. These elements formed part of the earlier hybrid consent (ref: 3/17/2588/OUT) and subsequent NMA, but have not yet been implemented. This application therefore provides the opportunity to progress delivery of the hotel and bus interchange independently of the wider Goods Yard development, whilst remaining consistent with the established planning framework for the site.
- 1.7 The proposed 92 bedroom hotel occupies that same footprint as the previously approved hotel. At four storeys the height also remains the same as the approved scheme. However, alterations to the shading of brick work are proposed to soften the visual mass of the building. The upper levels of the south east corner of the building adjacent to Dane Street extend beyond the ground floor entrance providing shelter and serving as a focal point for the buildings entrance.
- 1.8 The ground floor includes 522sqm of flexible commercial space (Use Class E), the hotel reception, service area, plant room and staff changing rooms similar to the previously approved scheme.
- 1.9 Car parking provision for the hotel staff will be secured by condition for up to 70 overnight spaces within nearby public car parks, with cycle parking provided for staff within the multi-storey car park. Car parking

and cycle parking for guests is accessible within the wider development and car parks within Bishops Stortford town centre.

- 1.10 The proposed improvements to the bus interchange are broadly consistent with the scheme previously approved under outline permission 3/17/2588/OUT and are included within this application to avoid any overlap of planning consents. The only material change relates to the design of passenger shelters on the southern side of the facility. Whereas the extant permission envisaged undercroft shelters incorporated into the hotel building, this approach created construction complexities and compromised the building's internal layout. In light of these issues, and the increased reliance on mobile ticketing and app-based service information since the earlier approval, the revised scheme proposes standalone canopy shelters to provide passengers with a covered waiting area separate from the hotel building.
- 1.11 The proposed development will incorporate an energy strategy based on the "Be Lean, Be Clean, Be Green" hierarchy. Measures include energy efficiency improvements, the installation of air source heat pumps for heating and cooling, ASHP pre-heat for hot water, and a 20kW photovoltaic array to generate on-site renewable energy. Collectively, these measures will deliver a 42% reduction in carbon emissions and a 31% reduction in primary energy use compared with baseline standards.
- 1.12 The applicant has confirmed its intention that both the proposed hotel and the bus interchange are to be delivered concurrently. To provide certainty of delivery, the planning permission proposed would be structured on a phased basis, with the bus interchange forming one phase and the hotel forming a separate phase.
- 1.13 This approach would enable planning conditions to be discharged independently for each phase, thereby preventing delay to one element arising from issues associated solely with the other. A phasing plan has been prepared for this purpose and can be secured through condition. This would ensure that the bus interchange could still be implemented in the event of delay or non-delivery of the hotel.
- 1.14 Subject to the determination of this proposal by members, there remains sufficient time for delivery of the bus interchange by the current longstop date of December 2027.
- 1.15 Given the planning policy context for the site, which is set out later in this report, and having regard to the extent planning permission, the

principal of a hotel with ground floor commercial space and bus interchange has been firmly established.

1.16 Moreover, there are many similarities between the 2017 application, the 2019 non-material amendment and this application regarding the layout of the proposals and the overall approach to the development of the site. As such, the main determining issues for this application are as follows:

- Is there general compliance with the East Herts District Plan, Bishop's Stortford Neighbourhood Plan for All Saints, Central, South and part of Thorley 1st Revision (the NP), the Town Centre Planning Framework and the Refined Goods Yard Master Plan;
- Amount of development and mix of uses.
- The layout, scale, density, landscaping and design of the development and its impact on the character of the area.
- The impact on the occupiers of existing dwellings adjacent to the site.
- Highway safety and connectivity.
- Car and cycle parking.
- Flood Mitigation and Drainage.
- Other issues

2.0 Site Description

2.1 The application site forms part of the wider Bishop's Stortford Goods Yard development, situated adjacent to Bishop's Stortford Railway Station. The site is a parcel of cleared and levelled land, approximately 0.24 hectares, formerly used as surface-level car parking and sits alongside the existing bus interchange which remains operational.

2.2 The site is located within the northern part of the wider Goods Yard development area, bounded by Station Road to the north, Dane Street to the east, and Anchor Street to the west. The land is 'previously developed' as defined by the National Planning Policy Framework (NPPF) (2024).

2.3 By the part implementation of planning approval ref: 3/17/2588/OUT key elements of the wider Goods Yard development are already delivered include new roads, a multi-storey car park, and residential blocks, with further housing, commercial floorspace, and public open space at various stages of delivery. The construction of the flats at plots A and B, the land closest to the site, and the immediate area is gradually becoming predominately residential in use/character, with some commercial uses on the ground floor of these plots.

- 2.4 The wider area around the Goods Yard development, Bishops Stortford Town Centre, is mixed in character, incorporating residential development, leisure uses, commercial activity, and heritage assets, with the River Stort and railway line providing strong physical boundaries.
- 2.5 The land is located within Flood Zone 1 (lowest probability of flooding) and contains no statutorily or locally listed structures. However, it does sit adjacent to the Bishop's Stortford Conservation Area.

3.0 **Relevant Planning History**

The following planning history is of relevance to this proposal:

Application Number	Proposal	Decision	Date
3/22/1613/OUT	Hybrid planning permission sought for Full planning application for 178 residential dwellings car parking buildings of up to 7 storeys. Outline planning application (with all matters reserved) for up to 245 residential dwellings up to 3276m ² of commercial floor space 565 multi-storey car parking spaces (public and residential use) buildings of 4 - 7 storeys	Resolution for Approval subject to S.106 Planning Obligation	DMC 21.5.25
3/19/0367/OUT	Non-material amendment to planning permission 3/17/2588/OUT (for the comprehensive redevelopment of the Goods Yard site for mixed used development). The proposed alterations relate to the approved hotel only and include internal and elevational	Approved	10.6.19

3/17/2588/OUT	<p>alterations together with the provision of a plant room at roof level.</p> <p>Hybrid planning application for the comprehensive redevelopment of the 5.82 ha Goods Yard site for mixed use purposes comprising - 586 residential units (Use Class C3); 3,004sqm of office floorspace (Use Class B1); 1,001sqm of retail floorspace (Use Class A1-A4); 491sqm of dual / alternative use retail and health care floorspace (Use Classes A1-A4 / D1); 85 bed hotel (Use Class C1); a care home comprising up to 55 units (Use Class C2); a new link road through the site connecting Station Road /Dane Street with London Road; two multi-storey station car parks (966 spaces); new cycle parking; car parking for the residential development; improvements to the Bishops Stortford transport interchange; new and altered access points from the adopted highway network; and associated landscaping and public realm works. The full application; Development up to 6 storeys in height providing 323 residential</p>	Approved subject to S.106 Planning Obligation	18.7.18
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	<p>units (139 x 1bed units, 175 x 2bed units, 8 x 3bed units and 1x4 bed units use class C3), 3004 sq m of office space (use class B1), 1001 sq m of retail floorspace (use classes A1-A4), 491 sqm of dual / alternative use retail and health floorspace (Use classes A1- A4/D1), a 4 storey 85 bed hotel (use Class C1), a new link road through the site connecting Station Road/Dane Street with London Road, one 6 storey (401 space) multi storey station car park, new cycle parking, 153 car parking spaces for the residential development. The outline application (all matters reserved except for access) comprises: 263 residential units (Use Class C3); a care home comprising up to 55 units (Use Class C2); one multi-storey station car park; new cycle parking; car parking for the residential development; and associated landscaping and public realm works.</p>		
3/16/0530/OUT	<p>A hybrid planning application for the comprehensive redevelopment of the 5.82 ha Goods Yard site for mixed use purposes comprising: up to 680 residential units (Use</p>	Refused Appeal Withdrawn	17.05.17

	<p>Class C3), 938 sqm of retail floorspace (Use Class A1 / A3), 3,045 sqm of hotel floorspace (Use Class C1), two multi-storey car parks, car parking spaces for the residential development; and, associated highways and landscaping works. All as amended by plans and documents received on 22 September 2016 and 31 March 2017. The full application for Phase 1 (1.62ha) comprises: 122 residential units (Use Class C3), 938 sqm of retail floorspace (Use Class A1 / A3), 3,045 sqm of hotel floorspace (80 bedrooms and a restaurant) (Class C1); and a multi-storey car park (477 spaces) All in buildings of between four and six storeys in height; and a re-configured transport interchange (including bus stops, taxi rank and drop-off), provision of a new public square, cycle parking facilities, surface car parking, service yard, vehicular and pedestrian access arrangements from Anchor Street, Station Road and London Road; and associated landscaping, plant and servicing. The outline planning application for Phases 2-4 (4.2ha including 2.02ha at the</p>		
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	southern end of the Goods Yard currently in operational use) comprises: up to 558 residential units (Use Class C3); and a multi-storey car park (489 spaces). All in buildings of between three and seven storeys in height; provision of open space, new vehicular and pedestrian access arrangements, cycle parking facilities, surface car parking; and associated landscaping, plant and servicing.		
3/16/0707/FUL	Construction of temporary surface level car park	Approved	15.09.17
3/13/0270/FP	Use of the former Goods yard as a temporary car park	Approved	18.04.13
3/02/2091/OP	Outline application for a new link road connecting Station Road and Dane Street with London Road; public transport interchange (including facilities for buses, taxis and short stay parking); station facilities; multistorey car park; up to 402 residential units; food store; shop units (classes A1 – A3); 60 bedroom hotel; public parking up to 372 spaces; ancillary facilities and landscaping	Withdrawn	20.10.13

4.0 Main Policy Issues

- 4.1 The main policy issues relate to the relevant policies in the National Planning Policy Framework (NPPF), the adopted East Herts District Plan 2018 (DP), the adopted Bishops Stortford Town Council Neighbourhood Plan for All Saints, Central, South and part of Thorley 1st Revision Neighbourhood Plan (NP).

Main Issue	NPPF (para.)	East Herts District Plan 2018	Bishops Stortford Town Council Neighbourhood Plan for All Saints, Central, South and part of Thorley 1st Revision
Is there general compliance with the East Herts District Plan, Bishop's Stortford Neighbourhood Plan for All Saints, Central, South and part of Thorley 1 st Revision (the NP), the Town Centre Planning Framework and the Town Centre Planning Framework and the Refined Goods Yard Master Plan;	7 – 14,48, 61,121, 122	DEL1 BISH1 BISH2 BISH7 BISH12	HDP1 GY1 GY2 GY3 GY4 GY5 GY6
Amount of development and mix of uses	72,77 85,86, 90,124, 125, 129	DPS2 BISH7 BISH12	GY2
The layout, scale, density, landscaping and design of the development and its impact on the character of the area;	131, 132, 135-141	BISH7 BISH12 DES2 DES3 DES4 CFLR9 HA1 HA3 HA4	GY1 GIP3 HDP2 HDP3

Highway safety and connectivity;	109-111, 115-118	BISH2 BISH7 TRA1 TRA2	GY3 GY4 GY6 TP1 TP2 TP3 TP4 TP5 TP11 TP12
Car and cycle parking;	112, 113	TRA3	GY5 TP7 TP8
Flood Mitigation;	161, 163, 164, 170, 171, 172, 173, 175, 177-182	WAT1, WAT3 WAT4	GY1 GIP8
The impact on the occupiers of existing dwellings adjacent to the site;	135	DES4	HDP1
The standard of amenities for future occupiers of the development including issues relating to noise and air quality	135, 191 - 192	DES4 EQ1 EQ2 EQ4	HDP1
Climate Change	130,	CC1 CC2	HDP4

Summary of Consultee Responses

(Note: EHDC = East Herts District Council; HCC = Hertfordshire County Council)

4.2 HCC Highway Authority

Hertfordshire County Council, as Highway Authority, raises no objection to the proposal subject to conditions. The Authority highlights that obligations secured under the extant outline consent 3/17/2588/OUT remain applicable, particularly regarding the delivery of the bus interchange and enforcement of condition 56 of that permission should the hotel not come forward.

The amendments proposed, including an increase in hotel bedrooms, flexible commercial space at ground floor and revised bus shelter arrangements, are acceptable in principle. However, the Authority notes

with concern the further delay to delivery of the interchange, now expected in 2027, which is contrary to sustainable transport objectives.

Conditions are recommended to secure real-time information displays at bus shelters, appropriate servicing and waste management arrangements, secure staff cycle parking and a Construction Management Plan.

- 4.3 Lead Local Flood Authority (Advice Provided by WSP plc)
Have no objection subject to conditions listed at the end of this report. Since the LLFA issued statutory consultation responses on the 5th November 2024 and 6th August 2025 that raised objections relating to an insufficient Flood Risk Assessment (FRA) and Drainage Strategy which appeared to increase flood risk elsewhere in the wider site, the applicant has provided amended flood risk and drainage information to address these concerns. In response, on the 5th September 2025, the LLFA commented that, considering that the size, type and location of the development, the details are now sufficient and in accordance with NPPF, PPG and Local policies subject to conditions list at the end of this report which have been drafted to ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed for each and not increased in accordance with NPPF.
- 4.4 Environment Agency
No comments received.
- 4.5 Thames Water
Raise no objection subject to conditions and informatives listed at the end of this report relating to ground discharge into the public sewer, oil interceptors, wayleaves and easements, Piling Method Statement and Layout Plan mapping Thames Water assets. In addition, no objection is raised to foul water sewerage network infrastructure capacity and surface water discharge.
- 4.6 Affinity Water
Raised an objection in October 2024 which required an intrusive ground investigation for their review. In December 2024, Affinity Water removed the objection subject to re-consultation should the drainage design change significantly or if contamination is discovered during the development.
- 4.7 EHDC Conservation and Urban Design Advisor
Raise no objection subject to conditions listed at the end of this report. Since initial concerns raised on the 12th November 2024 regarding the

depth of window reveals which are a key feature adding interest to the facades of the building, layering of window spandrel panels and the location of cycle storage space for staff, additional information has been provided to address these concerns to the satisfaction of Officers and in accordance with NPPF and Local policies subject to conditions which have been drafted to ensure that the development achieves a high standard of design.

4.8 Herts Ecology

Following consultation in November 2024 and April 2025 concerns are raised regarding the ability of the applicant to meet the general BNG condition but acknowledge that this should not be a reason for refusal as it can be demonstrated at the post determination biodiversity gain plan stage.

4.9 EHDC Environmental Health Officers
Noise and Light

Having reviewed the submitted application including the acoustic report by Wardall Armstrong dated April 24 providing all recommendations and mitigations proposed are fully implemented, no objection is raised. As such, a condition is listed at the end of this report.

Contamination

Having reviewed the documents submitted, it will be necessary for the applicant to demonstrate that the potential for ground contamination to be present has been appropriately addressed. Conditions relating to investigative works, a remediation scheme if works contamination and a subsequent validation report for remediation (if necessary) are listed at the end of this report.

4.10 Fire Hydrants

No comments received.

4.11 HCC Historic Environment Advisor

Hertfordshire County Council's Historic Environment Service notes that the site lies within an Area of Archaeological Significance and has potential for important archaeological and palaeoenvironmental remains from prehistoric through to historic periods. Although parts of the wider Goods Yard have been investigated, this specific site has not, and trial trenching remains outstanding.

It is therefore advised that any planning permission be subject to a condition (listed at the end of this report) requiring archaeological evaluation of the site, with appropriate mitigation measures as necessary, including preservation, excavation, monitoring and

reporting. This approach is considered proportionate and consistent with national policy and guidance.

4.12 EHDC Waste and Recycling

Following the submission of additional information regarding pulling distances, waste lorry measurements and an updated Refuse Swept Path Plan no objection is raised subject to further detail secured via a condition listed below for a service deliveries and waste management plan to be submitted to and approved by the local authority in consultation with EHDC Waste Services and HCC Highways Authority.

4.13 Canal and River Trust

No objection. The Canal and River Trust, as statutory consultee, notes that the site lies some distance from the River Stort Navigation and that direct impacts on the waterway corridor are likely to be limited. However, concern arises in relation to surface water drainage, with the applicant indicating that discharge to the Navigation is under discussion with the Environment Agency and the Trust. The Trust stresses that such discharges are not permitted as of right, and any consent would be subject to a separate commercial agreement and compliance with their Code of Practice.

Accordingly, the Trust advises that planning conditions are required to secure detailed drainage design, mitigation measures, and ongoing monitoring to ensure that any discharge does not compromise water quality or the structural integrity of the Navigation. The Trust should be reconsulted on detailed proposals, consistent with the approach taken to the wider Goods Yard redevelopment.

4.14 EHDC Sustainability Officer

No objection. The information submitted relating to BNG, cycle storage, sustainable travel plan and emissions mitigation are useful to demonstrate how they will pursue sustainable travel measures and in respect of mitigation. Is satisfactory subject to conditions listed at the end of this report.

4.15 S106 Programme Manager

Having reviewed the submission EHDC will not be seeking any Section 106 financial contributions from this development as per the October 2008 Planning Obligations SPD and the May 2020 Open Space and Recreation SPD.

4.16 Economic Development Officer

No comment.

5.0 Town/Parish Council Representations

Bishops Stortford Town Council – The Committee object to this application on the following grounds:

- The Committee's previously comments from the meeting of 14th October 2024 have not been addressed by the developer.
- The Bus Transport Interchange is too narrow and small with only four bays and does not encourage people to use public transport. More bays are required as well as spaces for a taxi rank.
- Can the side elevation of the hotel have some extra design aspects such a mural or windows?
- There are no designated drop-off areas at the hotel considering that all guest parking will be offsite.
- Affinity Water object to this application due to the close proximity of the development to our abstraction for public water supply and require an intrusive ground investigation to review. The mitigation measures must be known to minimise pollutants in the water supply.

6.0 Summary of Other Representations

6.1 An objection has been received on behalf of Silver Spoon Company operators of Allison Flour Mill (the Mill) in relation to the impact of noise from the Mill on the proposed hotel use. Where mitigation is necessary such as fixed shut windows, it is suggested that these are secured by way of enforceable conditions. Concerns are raised regarding the prejudicial impact arising from the proposed hotel development on the longstanding Mill operation in respect of noise.

6.2 An objection has been received raising concern that the proposed development leaves inadequate provision for bus services, with only four bays indicated, which is considered insufficient for a town of Bishop's Stortford's size and transport role. It is argued that the scheme does not provide for growth in public transport use and will therefore fail to address existing issues of traffic congestion. Comparisons are drawn with towns such as Hertford and Harlow, which have larger, more functional bus stations.

Two alternative approaches are suggested: first, relocating the bus interchange to a larger site closer to the railway station; second, retaining the interchange in its proposed location but maximising the land for public transport facilities by relocating the hotel to an alternative site, such as the former cinema.

6.3 Other Comments

North East Herts Swift Group

Neither object nor support the proposal but request a condition for 12 swift bricks to be incorporated in the interest of biodiversity. In response a proportionate condition is listed at the end of this report.

7.0 **Consideration of Issues**

Introduction

7.1 All of the policy documents mentioned previously underpin and support the development of the site for a bus interchange and commercial development on this previously developed land. It is necessary for the Council to judge to what extent this current application complies with the above documents and the remainder of the District Plan, NP, NPPF, and approved Refined Masterplan for the site.

Is there general Compliance with the East Herts District Plan, Bishop's Stortford Neighbourhood Plan for All Saints, Central, South and part of Thorley 1st Revision (the NP), the Town Centre Planning Framework and the Refined Goods Yard Master Plan;

7.2 Policy BISH7 allocates the site for around 600 dwellings as part of a mixed-use development including a significant amount of B1a (now Class E) office floorspace and small-scale retail provision and other community and leisure uses.

7.3 The Neighbourhood Plan (NP) for Bishop' Stortford (All Saints, Central, South) and part of Thorley (1st Revision) 2021 – 2033 was adopted in July 2022 and is therefore part of the Development Plan for the area. Policy GY2 sets out that the site should have residential provision for around 600 dwellings, built to a high standard with easy access for all, dwellings sited away from the railway line and any busy vehicle access points allowing for suitable noise and air pollution mitigation, and shop premises aimed at secondary shop front uses. Part b) sets out, in part, that schemes will be supported that include a hotel, located close to the transport interchange.

7.4 The NP outlines a number of objectives for the site, and these are to:

- Create a welcoming and pleasant public realm, enhancing the river environment,
- Provide a transport interchange to promote better connections between all means of transport,

- Improve vehicle access routes to the site and connections with the rest of the town,
- Provide sufficient car and cycle parking for users,
- Provide easy and safe pedestrian and cycle links to and from the site.

- 7.5 In 2016 the Council commissioned the preparation of a Planning Framework for Bishop's Stortford Town Centre. The Bishop's Stortford Town Centre Planning Framework (the Planning Framework) seeks to support the continued economic health and vitality of the Town Centre and guide future planning and redevelopment of this area of Bishop's Stortford as part of a range of overall planning approaches to Bishop's Stortford Town Centre. The Planning Framework was approved by the Council for development management purposes on 18 July 2017.
- 7.6 The Planning Framework identifies several constraints and opportunities for the Goods Yard. In terms of the principles of development, the Planning Framework outlines the potential for a new north-south route through the site, either for sustainable modes or for all vehicles. It also suggests two multi storey car parks – one screening the rail line and the other close to Anchor Street, to serve the town centre. There would be an expectation that offices, hotels and other commercial uses would be delivered around the station, with residential development closer to the river.
- 7.7 On the 8th February 2022 the Council agreed a Refined Masterplan (RM) for the site as a material consideration for development management purposes. This follows on from the earlier masterplan for the goods yard adopted by the Council in 2017 and was progressed to reflect the reduced site area for the development. The RM includes the delivery of up to 743 dwellings for the entire Goods Yard site, along with commercial floorspace, car parking, hotel, improvements to Bishop's Stortford Transport Interchange, and public realm works.
- 7.8 It is also necessary to assess the proposal against the key aims of the NPPF which are to promote the re-development of previously developed land in sustainable locations, which is very much the case with this application.
- 7.9 Drawing all the policy context for the site together, it is clear there is strong planning policy support for the redevelopment of the site, which has been established over several years. Also, bearing in mind the broad similarities between the approved scheme ref: 3/17/2588/OUT and this current proposal, it is considered there is general compliance with the above policy documents.

Amount of Development and Mix of Uses Proposed

- 7.10 The application proposes a four-storey building accommodating 522sqm of flexible commercial floorspace (Use Class E) at ground floor level, together with a 92-bedroom hotel. The hotel will be accessed via the ground floor, with guest rooms located at first, second, and third floors.
- 7.11 The flexible commercial floor space (Use Class E) is capable of being occupied by the following uses:
- Display or retail sale of goods, other than hot food, principally to visiting members of the public
 - Sale of food and drink principally to visiting members of the public where consumption is mostly on the premises
 - Financial services
 - Professional services (other than health or medical services)
 - Any other service appropriate to provide in a commercial business or service locality
 - Indoor sport, recreation or fitness
 - Medical or health services
 - Crèche, day nursery or day centre
 - Office to carry out any operational or administrative functions
 - Research and development
 - Any industrial process which can be carried out in a residential area without detriment to the amenity of that area
- 7.12 The flexibility within this use class makes it easier to adapt to changing market demands and keep the commercial area of the wider development vibrant and versatile. The quantum of Class E floorspace has been limited to ensure servicing arrangements are acceptable in highways terms. The nature of the floor space is compliant with The Planning Framework. Conditions are recommended to secure appropriate management of the floorspace, including a marketing strategy and the withdrawal of permitted development rights to prevent change to alternative uses without further planning consent.
- 7.13 While the lobby, communal workspace and breakfast area are located at ground floor, the hotel reception and staff areas are provided at first floor, together with a proportion of guest bedrooms. Further guest accommodation is provided at second and third floors. The proposed hotel rooms would be of good quality, benefiting from natural light, outlook, and ventilation. At least 5% of rooms would be wheelchair accessible, and all shared amenities would meet accessibility

standards. Conditions are recommended to secure the accessibility provision and limit guest or customer use for a period no longer than ninety days (90) in any continuous period of six months.

- 7.14 The proposal also includes the redevelopment of the existing bus interchange adjacent to the northern elevation of the building, fronting Station Road. The current interchange comprises three bus stands. The new layout will provide four bus stops with shelters, two digital displays, improved lighting, and a central pedestrian island. This will modernise the interchange and increase the bay provisions from 3 to 4 to the maximum capacity of the site, enhancing its function as a key transport hub.
- 7.15 This application would replace the outline element of 3/17/2588/OUT and subsequent NMA and separate the bus interchange from the hotel by replacing the previously envisaged undercroft shelters attached to the hotel with stand alone shelters. This alteration would ensure that the hotel and bus interchange can be delivered independently through phased development which would be secured by condition.
- 7.16 The wider outline approval (ref: 3/17/2588/OUT) proposed 3,004sqm of B1 office accommodation across Plots A6 and A7. Within that scheme, the majority of flexible Class E floorspace was located at Plot A6 fronting Station Road, with 270sqm of flexible floorspace in Plot A7 fronting Station Square. The current proposal, in combination with the earlier approval, would continue to deliver a vibrant mixed-use scheme with a range of town centre uses.
- 7.17 Policy BISH7 of the District Plan allocates the site for a mixed-use development, including around 600 homes, alongside retail, service, food outlets, office floorspace, a medical centre, hotel, and public conveniences. The Refined Masterplan and the Neighbourhood Plan (policy GY2) also support this balance of uses. The Town Centre Planning Framework similarly envisages a mix of residential, office, and hotel accommodation.
- 7.18 Given this policy context, the proposed hotel, commercial floorspace, and bus interchange are considered acceptable in terms of amount and mix of uses. The scheme would contribute positively to the delivery of a sustainable and balanced town centre, consistent with both the outline approval and adopted policy.

The layout, scale, density, landscaping and design of the development and its impact on the character of the area;

- 7.19 In considering the design and layout proposed for this application, it is necessary to have further regard to planning ref: 3/17/2588/OUT approved by the Council in 2018 and hybrid planning application 3/22/1613/OUT presented to Development Management Committee on the 21st May 2025 as both submissions established acceptable principles for the design and scale of development for the site.
- 7.20 The allocation policy for the site BISH7 requires a high-quality design, with varying character and style across the site. Policy DES4 in the District Plan requires all development proposals to be a high standard of design, making the best use of the available land by respecting or improving upon the character of the site and surrounding area. Policy GY2 in the NP meanwhile requires an attractive and welcoming appearance to those arriving in the town by train, and development of a high quality that demonstrate an understanding of local history. People friendly features within the built environment such as seats, tree and shrub planting should be part of any scheme.
- 7.21 The Refined Masterplan for the site which was endorsed by the Council for development management purposes in 2022 and is an important document which amongst other things sets out that buildings on the site will be between 4 – 7 storeys in height, and this factor is a material consideration in the determination of the application.
- 7.22 In terms of the impact on designated heritage assets, the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Council to pay special attention to the desirability of preserving or enhancing the character and appearance of Conservation Areas. Where a proposal would result in less than substantial harm to a designated heritage asset, the NPPF requires the harm to be weighed against the public benefits of the proposal.
- 7.23 Policy HA4 in the District Plan states that new development will be permitted provided it preserves or enhances the special interest, character and appearance of Conservation Areas.
- 7.24 Policy HDP2 in the NP requires all proposals in, and adjacent to Conservation Areas to demonstrate that the significance of the historic setting has been considered and factored into the design.
- 7.25 The hotel would be a 4 storey building on the northern edge of the wider development site, opposite the Bishop's Stortford Conservation Area to the north. To the south, the building lines up with a new pedestrian route between the station and car park, while the eastern frontage opens onto the new Station Square. This gives the building a

clear role as one of the main gateways into the wider development. The ground floor commercial space would have large glazed shopfront style windows facing Station Road and the interchange, as well as a reception lobby visible from the station approach.

- 7.26 The height and bulk of the building have been marginally adjusted compared with the earlier approved design. The roof has been simplified and the top floor is stepped back slightly so the building does not appear too heavy. The overall height, at 4 storeys, fits neatly between the 2-storey historic station building and the taller new homes in the wider Goods Yard development, which reach 5/6 storeys. Nearby commercial buildings next to the railway are 3/4 storeys, so the hotel provides a middle ground between these different scales. This helps the new building sit comfortably in its surroundings and avoids an abrupt change in height.
- 7.27 In terms of appearance, the design is straightforward but includes details that break up the mass of the building and add interest. Darker brick is used at the lower levels to give a solid base, with lighter brick above to make the upper floors appear less dominant. Regular window openings and brick piers give rhythm to the façade, and distinctive window surrounds at the top floor add character. Plant equipment and solar panels will be placed on the flat roof and kept out of sight as far as possible. In response to the Council's Conservation and Urban Design Officer comments in November 2024 the applicant has provided additional drawings which show the depth of window reveals layering of window spandrel panels which are a key feature adding interest to the facade of the building.
- 7.28 With regard to the Bishop's Stortford Conservation Area to the north of the site, the Council's Conservation Officer has confirmed that there are no objections in principle. Subject to the use of suitable detailed design and materials, the proposal would have a neutral impact on the setting of the Conservation Area when compared with the previously approved scheme.
- 7.29 Planning policy HA3 states that where a site has the potential to include heritage assets with archaeological interest applicants should consult Hertfordshire County Council's Historic Environment Service to submit an appropriate desk based assessment. The site lies within an Area of Archaeological Significance and has potential for important archaeological and palaeoenvironmental remains from prehistoric through to historic periods. Although parts of the wider Goods Yard have been investigated, this specific site has not, and trial trenching remains outstanding.

- 7.30 As such, a planning condition is listed at the end of this report requiring archaeological evaluation of the site, with appropriate mitigation measures as necessary, including preservation, excavation, monitoring and reporting. This approach is considered proportionate and consistent with national policy and guidance.
- 7.31 Taken together, the proposed elements represent an appropriate form of development within their context. It is therefore considered to comply with both national and local planning policies relating to the protection of designated heritage assets.
- 7.32 Having regard to extant permission and the subsequent NMA approved on the site, it is considered that the proposals represent a scale, modern appearance and layout which is appropriate for this highly sustainable urban site. The building would make a positive impact in terms of design and streetscape. The building would be distinctive and add to the varied architecture in the locality.
- 7.33 The improvements to the limited area of public realm follow the principles and details approved under the extant permission. The area around the Hotel and bus interchange will be revamped with new hard landscaping in the form of paving and edging and benefit from the soft landscaping features that have been delivered and continue to be delivered as part of phase 1 of the wider development.
- 7.34 It is considered that the proposal maximises the opportunities within the constraints of the site to meet the various policy requirements.

Impact on the occupiers of existing dwellings adjacent to the site

- 7.35 Policy DES4 of the District Plan stipulates that any proposed development should avoid significant detrimental impacts on the amenity of occupiers of neighbouring properties and land and ensure that their environments are not harmed by noise and disturbance or by inadequate daylight, privacy or overshadowing.
- 7.36 The nearest residential properties to the site are the recently constructed flats within Block A, located immediately to the south. The proposed development would alter the outlook from the bedrooms of six of these flats at second, third and fourth floor levels, with the existing longer-range views to the north being removed as a result. Whilst this change is acknowledged, it is material to consider that planning permission has previously been granted for a hotel of a similar scale on this site, establishing the principle of development and the anticipated

built form in this location. Officers consider the previous approval for the hotel should be afforded significant weight in the overall consideration of the current application due to the similar scale, form and siting and due to the policy framework remaining consistent.

- 7.37 The site forms part of a wider development with a dense urban context, where spatial relationships between buildings are necessarily closer than in suburban environments. In this setting, some reduction in outlook and sense of openness is to be expected. Having regard to the separation distances involved, together with the established consent for a hotel of comparable height and footprint, it is not considered that the proposal would result in an unacceptable impact on the amenities of the Block A flats in terms of outlook, privacy, light or overbearing effect.
- 7.38 On this basis, the proposal is judged to accord with Policy DES4 of the District Plan, and the impact on neighbouring amenity is considered to be acceptable.

Highway safety and Connectivity

- 7.39 At its heart the NPPF establishes a presumption in favour of sustainable development. It sets out that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion, emissions, improve air quality and public health. Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 7.40 Policy TRA1 in the District Plan seeks the promotion of sustainable transport by focussing development to locations which enable sustainable journeys to be made to key services to help aid carbon emission reduction. This goal will be achieved by ensuring a range of transport options are available to occupants, which may involve the improvement of pedestrian links, cycle paths, and passenger transport networks (including bus and/or rail services).
- 7.41 Furthermore, Policy TRA2 states that development proposals should ensure that safe and suitable access can be achieved for all users. Site layouts, access proposals and any measures designed to mitigate trip generation produced by the development should: a) be acceptable in highways terms; b) not result in any severe residual cumulative impact and c) not have a significant detrimental effect on the character of the local environment.

- 7.42 In the NP, policy GY1 requires shared space between pedestrians, cyclists and motorists, where appropriate with traffic calming. GY4 covers the issue of vehicle connections to and from the site
- 7.43 Policy GY3 sets out detailed requirements in relation to the transport interchange. The policy expects that an independent assessment taking into account additional use that having planning approval, are under planning application, are likely delivered within the lifetime of the EHDC District Plan. The transport interchange must be close to the train station with easy movement between different modes of transport, be well lit, provide waterproof waiting areas, use intelligent transport systems, with good signage, a dedicated taxi rank, cycle parking/storage and a drop off pick up point.
- 7.44 In accordance with planning policy a Transport Assessment has been prepared by Mayer Brown and submitted for consideration. Key aspects are discussed as follows:

Trip generation and Highway Impact

- 7.45 The Transport Statement confirms that the hotel use would result in only a minor increase in vehicle movements compared with the extant permission. The TRICS-based assessment indicates an increase of one additional two-way trip in the AM peak (25 total) and three additional two-way trips in the PM peak (21 total). These flows are considered negligible and within acceptable limits. The commercial space would operate as car-free, consistent with the wider development and would not materially affect the highway network. The Highway Authority raise no objection in this regard.

Servicing and deliveries

- 7.46 Servicing for the hotel is expected to comprise 13 deliveries per week, including laundry, catering, beverages and refuse collection, all from the Sextons Road layby using vehicles no larger than 18-tonne rigid lorries. Swept path analysis demonstrates this can be accommodated. A Servicing, Deliveries and Waste Management Plan is required by condition to manage these activities and to confirm arrangements for the commercial unit, where the end user is not yet known.

Car and cycle parking

- 7.47 The Updated Vehicle Parking Standards require 1 space per bedroom, plus additional spaces for staff and dining/ancillary areas, which would

exceed the 70 spaces proposed. However, the site benefits from its highly accessible location adjacent to the railway station, bus services and town centre. The Council (as land owners) has agreed to allocate up to 60 spaces per night for hotel guests in the Council owned Jackson Square car park and a further 10 spaces in Crown Terrace car park. The commercial element will be car-free. The Highway Authority and officers consider this approach appropriate given the sustainable location, supported by sufficient cycle facilities and public transport connectivity.

- 7.48 Council standards require 1 long-stay cycle space per 10 hotel bedrooms, plus staff provision, and 1 long-stay space per 10 staff for business use. Ample cycle parking is available within the station and adjacent multi-storey car park. While on-site provision for hotel staff was considered, this would have reduced the viability of the commercial floorspace. On this basis, provision within the wider Goods Yard development is considered acceptable, subject to a condition requiring a cycle parking management scheme to secure safe, covered and accessible spaces for both staff and visitors.

Bus Interchange

- 7.49 Hertfordshire County Council, Highways Authority have acknowledged that the bus interchange already benefits from consent under the requirements of condition 56 of outline consent ref: 3/17/2588/OUT which are:

Prior to the commencement of the development, details of Bus Infrastructure Provision shall be submitted to and approved in writing by the Local Planning Authority. Those details shall include:

- a) *The future locations of all bus stops within the site (including within the Bus Station) which shall be identified on a plan or plans as appropriate;*
- b) *Details of the timing of provision;*
- c) *Details of the design of the bus stops including kerb heights, shelters and real-time information provision.*

Once approved, the locations of all bus stops shall be clearly marked on the site in accordance with the approved timing to ensure visibility for prospective purchasers. All other infrastructure shall be provided in accordance with the approved details.

Reason: *To ensure proper management of the revised layout in the interests of highway safety and efficiency, to ensure visibility for prospective purchasers and to encourage the use of sustainable*

transport modes in accordance with policy TRA1 of the East Herts District Plan 2018

- 7.50 It must be noted that, if this application for determination is not approved, the transport interchange should still be delivered via the discharge of this condition. A longstop lease arrangement has been finalised with a construction deadline of December 2027. Although disappointed that construction is now delayed until 2027, HCC are satisfied that delivery can still be secured.
- 7.51 The transport interchange is within walking distance from the train station, onward bus stops and a taxi rank. As a result, the site is well connected to alternative modes of transport. Amendments have been made to the extant permission in that waterproof standalone shelters are provided rather than undercroft shelters beneath the hotel. A good level of lighting and digital real time information system is proposed and will be secured by condition.
- 7.52 A Construction Management Plan will be secured by condition to manage construction vehicle movements, site access and temporary arrangements, protecting highway safety and amenity. A Travel Plan will also be required, with a £6,000 monitoring fee, to promote active and sustainable travel for staff and visitors also secured by condition.
- 7.53 Overall, Subject to conditions securing the matters outlined above, the Highway Authority raises no objection. The proposals would not result in any unacceptable impact on highway safety or network capacity, and would support sustainable modes of transport in accordance with the NPPF, the East Herts District Plan policies.

Flood Mitigation and Drainage

- 7.54 The NPPF sets out that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. If development is necessary, it should be made safe, ensuring that flood risk elsewhere is not increased. Relevant Local Plan policies follow this approach.
- 7.55 District Plan policy WAT1 sets out that development in flood risk areas should neither increase the likelihood or intensity of any form of flooding, nor increase the risk to people, property, crops or livestock from such events. Development should also take into account the effects of climate change. Policy WAT5 in the District Plan and HDP3 in the NP requires development to utilise the most sustainable forms of drainage system in accordance with the SuDS hierarchy, unless there

are practical engineering reasons for not doing so. Policy GIP8 relates to development in flood risk zones.

- 7.56 A Flood Risk Assessment has been submitted with the application. This confirms that the site is located within Flood Zone 1 and is therefore at low risk of flooding from surface water, groundwater, reservoirs, or infrastructure failure. A supporting Sustainable Drainage Report prepared by Elliott Wood sets out the strategy for managing surface water. The approach is to connect the development into the wider surface water drainage network already delivered as part of the Bishop's Stortford Goods Yard scheme.
- 7.57 Surface water will be managed through the use of underground geocellular attenuation tanks. Discharge from the site and adjoining developments will be restricted under both the interim and permanent arrangements. At present, drainage occurs via the existing inverted siphon to the south. In the permanent case, subject to agreement with the Canal and River Trust and the Environment Agency, a new outfall to the River Stort will be provided, with flows restricted to an agreed rate.
- 7.58 The drainage strategy has been modelled for all storm events up to and including the 1 in 100-year event, incorporating a 40% climate change allowance and utilising the latest Flood Estimation Handbook data. The modelling demonstrates that the system would operate without on-site flooding under these design conditions.
- 7.59 The Lead Local Flood Authority (LLFA) has been consulted on the proposals. In their review of the amended flood risk and drainage information (Elliott Wood Technical Note P00, dated 22.08.2025), they noted the inclusion of additional and amended hydrobrakes and orifice controls within the network. As it was not clear whether these reflect the as-built system or are now required, the LLFA has recommended a planning condition to ensure that the final scheme incorporates such measures where necessary to safeguard against any increased risk of flooding elsewhere.
- 7.60 Having regard to the site's location, the scale and type of development proposed, and the submitted technical evidence, Officers are satisfied that the scheme accords with the NPPF, PPG and relevant Local Plan policies, subject to pre-commencement conditions. These conditions will require the submission of detailed construction drawings, a management and maintenance plan for the SuDS features, a verification report, and details of the off-site drainage measures for approval by the Local Planning Authority in consultation with the LLFA.

- 7.61 Overall, the LLFA raised no objection to the proposal subject to the imposition of conditions. Given the above, as an allocated site in the District Plan which has also been the subject of a Strategic Flood Risk Assessment and sequential test at the plan making stage, the development is considered to be acceptable in relation to flood risk.

Ecology and Biodiversity

- 7.62 Policy NE2 requires proposals to achieve a net gain in biodiversity where it is feasible, NE3 requires a demonstration of how a development improves the biodiversity value of the site and surrounding environment.

The Refined Masterplan for the site places an emphasis on biodiversity and habitat creation.

- 7.63 An Ecological Impact Assessment produced by Wardall Armstrong, dated August 2024 appraisal has been submitted with the application, and this concludes that given the constraints of the site it is considered to be of very low local value for ecology and the impact to protected species or habitats from the proposed development could be reduced negligibly. To mitigate and enhance biodiversity where possible, swift boxes are proposed, as requested by the Herts Swift Group, and secured by a condition listed at the end of this report.
- 7.64 Paragraph 186(d) of the NPPF states that development proposals whose primary objective is to conserve or enhance biodiversity should be supported. It also requires that opportunities to improve biodiversity in and around developments are integrated into their design, particularly where measurable net gains can be secured or where public access to nature can be enhanced.
- 7.65 The Environment Act 2021 introduces a statutory requirement that all planning permissions granted in England (subject to limited exemptions) must deliver a minimum of 10% biodiversity net gain. This is to be demonstrated using the Government's biodiversity metric, which calculates the site's baseline ecological value and the predicted post-development value. The proposed development does not fall within any of the listed exemptions and is therefore required to deliver at least a 10% BNG.
- 7.66 A Biodiversity Net Gain Assessment has been submitted with the application. The assessment acknowledges that, given the constrained urban nature of the site, the development would result in a predicted biodiversity net loss of 100% according to the statutory metric. Whilst

the wider regeneration scheme does include enhancements to the River Stort and other measures delivering biodiversity gains, these wider benefits cannot be applied to the current application site in isolation.

- 7.67 Hertfordshire County Council's Ecology Team has reviewed the submission. Their response raises concern regarding the applicant's ability to meet the statutory BNG requirement on-site. However, they note that this should not form a reason for refusal, as the requirement can be addressed through the submission of a Biodiversity Gain Plan at the post-determination stage.
- 7.68 To address the shortfall, the applicant is exploring off-site options. Off-site BNG is permitted where on-site is not feasible and can be secured by Biodiversity Gain Plan required by pre-commencement condition. This means the applicant must certify via that plan how off-site gains will work.
- 7.69 On this basis, Officers are satisfied that the development can secure the minimum 10% biodiversity net gain required by the Environment Act 2021. The proposals are therefore considered to comply with the NPPF and relevant statutory provisions, subject to a condition requiring the submission, approval and implementation of a Biodiversity Gain Plan prior to the commencement of development.

The standard of amenities for future occupiers of the development including issues relating to noise and air quality

- 7.70 The application is supported by a Noise Impact Assessment (Acoustic Report) produced by Wardall Armstrong, dated April 2024, which sets out that the dominant noise sources in the area are from the adjacent road network. No noise from the flour mill on the other side of Station Road has been identified. The Noise Report also assesses the impact of the proposed commercial units.
- 7.71 The results of the assessment of internal sound levels indicate that, to meet the guideline levels, windows should be close. With a window closed solution, alternative means of background ventilation is required.
- 7.72 Acoustically rated trickle vents and double glazing with increasing performance values have been used in the calculations. The results indicate that the above elements provide sufficient attenuation to reduce external sound ingress sufficiently to achieve good internal conditions throughout the development during the daytime and night-time. Table 7 included in the Noise Impact Assessment specifies the

minimum façade transmission loss requirements and any glazing and ventilation systems which meet the sound reduction specified will be appropriate for use in the as-built design.

- 7.73 The Council's Environmental Health Officer (EHO) has considered carefully the information supplied by the applicant and having reviewed the Noise Impact Assessment (acoustic report) by Wardall Armstrong dated April 24, providing all recommendations and mitigations proposed are fully implemented, no objection is raised. As such, a condition is listed at the end of this report.
- 7.74 Policy EQ4 in the District Plan states that the effect of development on air quality is a material consideration. An Air Quality Impact Assessment by Wardall and Armstrong, dated April 2024 in which it is noted that for the operational phase the background pollutant concentrations at the site are well below the relevant annual mean air quality objectives. Any slight increase would not cause a significant impact on air quality.
- 7.75 In accordance with the Council's Sustainability SPD and emissions mitigation assessment has been undertaken. The total damage cost for the proposed development over a 5 year period is £16, 661. In accordance with the Sustainability SPD, it is expected that this should be used to contribute to on-site mitigation measures. However, the mitigation measures planned for the proposal already exceed this sum and the SPD expectation has been met.
- 7.76 Given the above factors, it is considered that the proposal would provide an acceptable environment for future occupants of the development.

Other Matters

Climate Change

- 7.77 Para. 164 of the NPPF outlines that new development should be planned in ways that can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.
- 7.78 Policy CC2 in the District Plan requires all new developments to show how carbon dioxide emissions will be minimised taking into account of all levels of the energy hierarchy. Carbon reduction should be met on-site unless it can be demonstrated this is not feasible or viable. Policy

WAT4 requires the efficient use of water resources by the incorporation of water saving measures and equipment, incorporation of grey water recycling and reducing water consumption to a target of 110 litres or less per head per day. Policy CC1 in the NP states that every development should contribute to reducing or lowering greenhouse gas emissions.

- 7.79 The Council adopted its Sustainability SPD in 2021, and this document aims to provide technical guidance on sustainable design and construction to improve the sustainability of new development. It covers the issues of design led approach, energy and carbon, climate change adaptation, water efficiency, pollution, sustainable transport, biodiversity and waste management. The SPD requires 31% improvement in carbon reduction compared with the Building Regulations.
- 7.80 The proposed development will incorporate an energy strategy based on the “Be Lean, Be Clean, Be Green” hierarchy. Measures include energy efficiency improvements, the installation of air source heat pumps for heating and cooling, ASHP pre-heat for hot water, and a 20kW photovoltaic array to generate on-site renewable energy. Collectively, these measures will deliver a 42% reduction in carbon emissions and a 31% reduction in primary energy use compared with baseline standards.
- 7.81 The above measures demonstrate the proposal complies with the NPPF, policies CC2 and WAT4 in the District Plan and policy CC1 in the NP.

Hatfield Forest

- 7.82 Hatfield Forest is located approximately 4.5 miles to the east of the site and is a National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI). The forest is regarded to be of international importance for its ancient wood pasture-forest habitats. This being the case the site is afforded protection under the Conservation of Habitats and Species Regulations 2017. Given Hatfield Forest’s status as a SSSI, it is important to note the duty imposed on the Council by section 28G of the Wildlife and Countryside Act 1981 *to take reasonable steps, consistent with the proper exercise of the authority’s functions, to further the conservation and enhancement of the flora, fauna or geological or physiological features by reason of which the site is of special scientific interest.*
- 7.83 In exercising its statutory planning functions, there are other similar duties on the Council as imposed by the Natural Environment and Rural

Communities Act 2006 (NERC Act) to consider what actions it can take for the conservation and enhancement of biodiversity.

- 7.84 The NPPF advises that if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or as a last resort, compensated for, then planning permission should be refused. Development on land within or outside a SSSI and which is likely to have an adverse effect on it (either individually or in combination with other developments) should not normally be permitted. The only exception is where the benefits of the development in the location clearly outweigh the features of the site. Development resulting in the lesser deterioration of irreplaceable habitats such as ancient woodland should be refused unless there are wholly exceptional reasons, and a suitable compensation strategy exists.
- 7.85 Policy NE1 in the District Plan states that development proposals which are likely to have a detrimental impact which adversely affects the integrity of a designated site will not be permitted unless material considerations clearly outweigh the need to safeguard the nature conservation value of the site.
- 7.86 Natural England have commented on hybrid application 2/22/1613/OUT and say that the habitats at Hatfield Forest are vulnerable to recreational impacts and within recent years there has been concern regarding the number of visitors which is increasing and is linked to nearby residential development. Visitor surveys have allowed a Zone of Influence (ZOI) for recreational impact to be determined at 11.1km around the forest. Natural England state that new residential development within the ZOI is likely to damage the interest features of Hatfield Forest as a NNR and SSSI.
- 7.87 Due to the increase in residential dwellings and resulted pressure on Hatfield Forest hybrid planning permission 3/22/1613/OUT secured a financial contribution of £63,450 to be put towards a mitigation strategy for the forest, which would include a package of measures to increase resilience of the ancient woodland to recreational pressures and for larger developments other on and off-site measures. By securing that contribution, the council would be complying with the requirements of the Wildlife and Countryside Act 1981, the NERC Act 2006 and the NPPF.
- 7.88 The proposed hotel is designed to offer comfortable convenient accommodation for short business trips and occasion-based stays such as weddings. The convenient town centre location offers good connectivity to travel hubs/gateways such as Stansted Airport. The

proposal does not provide on-site greenspace but is connected via footpaths to greenspace near to the footbridge over the River Stort. Given the nature of the hotel, its urban context and access to the green space it is considered that users of the hotel would have a negligible impact to Hatfield Forest.

- 7.89 The benefits of the development in the form of providing employment and economic growth on an allocated site clearly outweighs the negligible impact on Hatfield Forest. Any harm would be mitigated by the financial contribution already secured via permission 3/22/1613/OUT.

Third Party Comments

- 7.90 The majority of comments made on the application have been responded to within the body of this report. In terms of other issues raised, they are responded to below.

Can the side elevation of the hotel have some extra design aspects such a mural or windows?

The mass of the side elevation to the west fronting Anchor Street has been broken up by the use of recessed brick detailing, metal coping and the continuation of darker brick at the lower levels with lighter brick above to make the upper floors appear less dominant.

There is no designated drop-off areas at the hotel considering that all guest parking will be offsite.

The hotel and the adjacent bus interchange are proposed as car-free elements of the development. Consequently, no on-site drop-off areas are provided. Guests will use off-site parking facilities at Jackson Square Car Park and Crown Terrace Car Park, both of which are within approximately a 10-minute walking distance of the hotel.

Affinity Water raise objection to the scheme.

Affinity water removed their objection to the proposal December 2024 subject to re-consultation should the drainage design change or were contamination is found during development.

Prejudicial impact arising from the proposed hotel development and the Allison Flour Mill in respect of noise and suggested alternative options. Noise issues have been addressed in the main body of the report. It was found that noise from the Mill would not affect the occupants of the

hotel. However, conditions are listed below ensure suitable mitigation is included in the development.

In terms of suggest alternative options, the application is determined on the basis of the details submitted during the determination period and local planning authority are not required to sequentially assess alternative options.

8.0 Planning Balance and Conclusion

- 8.1 The application site forms part of the wider Goods Yard allocation and is previously developed land in a highly sustainable location adjacent to Bishop's Stortford railway station and town centre. National and local policy strongly supports the redevelopment of such sites, particularly where proposals deliver high-quality design and sustainable transport improvements.
- 8.2 The scheme would deliver a 92-bedroom hotel and associated commercial floorspace, together with improvements to the Bishop's Stortford bus interchange. These elements have long been established through extant permissions as appropriate uses for this part of the site. The proposals will contribute positively to the town's visitor economy, provide employment opportunities, and enhance the operation of the transport interchange, all of which are public benefits of significant weight.
- 8.3 In design terms, the building has evolved from the earlier approved scheme to incorporate material and detailing improvements, including the use of varied brick tones and articulation to reduce massing. The hotel is considered to sit comfortably within its urban context and would have a neutral effect on the setting of the Bishop's Stortford Conservation Area. Officers are satisfied that there would be no unacceptable impact on the amenity of nearby residents, given the established precedent of a hotel in this location.
- 8.4 Highway and transport matters have been carefully considered. The site benefits from excellent connectivity to public transport and the town centre, and car parking demand will be managed through nearby public car parks. Cycle facilities are secured by condition. The revised bus interchange design, while modest in scale, makes effective use of the constrained site and would deliver modern shelters, real-time information and improved lighting, thereby enhancing passenger facilities.

- 8.5 With regard to flood risk and drainage, a robust strategy has been agreed in consultation with the Lead Local Flood Authority, subject to conditions. In biodiversity terms, while the constrained site cannot achieve net gain on-site, the statutory requirement for 10% BNG will be secured through a Biodiversity Gain Plan, including off-site measures as necessary. The development also incorporates a comprehensive energy strategy, delivering a 42% reduction in carbon emissions compared with baseline standards, in line with the Council's sustainability objectives.
- 8.7 Drawing these matters together, the proposals are considered to represent sustainable development. The benefits of delivering a hotel, commercial space, and upgraded bus interchange in a sustainable town centre location clearly outweigh any limited harms identified. There are no adverse impacts which significantly or demonstrably outweigh the benefits of the proposal when assessed against the policies of the NPPF and the Development Plan taken as a whole.

RECOMMENDATION

That planning permission be **GRANTED** subject to the conditions set out below:

Conditions

- 1 The development to which this permission relates shall be begun within a period of three years commencing on the date of this notice.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As Amended).

- 2 The development hereby approved shall be carried out in accordance with the approved plans listed at the end of this Decision Notice.

Reason: To ensure the development is carried out in accordance with the approved plans, drawings and specifications.

- 3 The development hereby approved shall be carried out in accordance with Drawing No. J9364-212 titled 'Proposed Phase Plan' (so that relevant phases can be determined in other conditions below), unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to exercise control over the development.

- 4 The development hereby approved shall provide 92 rooms within the hotel and 522sqm of flexible commercial space (Use Class E) at ground floor, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of proper planning and to ensure maximum provision of commercial floorspace is provided and to limit the quantum of Class E floorspace and to ensure servicing arrangements for the individual unit are acceptable in highways terms compliant with policy RTC1 of the East Herts District Plan 2018.

- 7 No guest or customer of the hotel use hereby permitted may occupy any part of the hotel accommodation for a period exceeding ninety days (90) in any continuous period of six months. The operator of the hotel shall at all times maintain an accurate register of the permanent addresses of all guests and of the dates of their occupancy of the accommodation. These registers shall be kept for not less than two years from the date of the last entry and shall be made available to be inspected by the Local Planning Authority upon reasonable request.

Reason: To ensure the hotel is managed in a manner that protects the amenity of nearby residents and in accordance with Policies EQ2 and TRA2 of the East Herts District Plan 2018.

- 8 The development shall be built so that no fewer than 5% of the hotel rooms hereby approved are accessible. These hotel rooms shall be maintained as accessible for the lifetime of the development.

Reason: To ensure that the hotel development achieves an inclusive design in accordance with chapters 8 and 12 of the NPPF.

- 9 Prior to the first occupation of the hotel hereby approved, a Hotel Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures relating to:

- staffing levels and on-site management;
- guest arrival and departure arrangements (including taxi and private hire vehicle pick-up and drop-off);
- Accessibility Management Plan
- Noise management measures for hotel guests and visitors;
- arrangements for the management of external areas.

The development shall thereafter be operated in full accordance with the approved Plan for the lifetime of the use.

Reason: To ensure the hotel is managed in a manner that protects the amenity of nearby residents and the safe operation of the transport interchange, in accordance with Policies EQ2 and TRA2 of the East Herts District Plan 2018.

- 10 The hotel shall not be occupied until the bus interchange has been constructed to a practical completion standard meaning that the bus interchange is sufficiently complete for its intended use as a public transport facility and made available for use, and the Local Planning Authority has confirmed in writing that this has been achieved. In any event, the bus interchange shall be completed and made available for use no later than 31 December 2027.

Reason: To secure the timely provision of the bus interchange in the interests of sustainable transport and the wider public benefit in compliance with policy TRA2 of the East Herts District Plan 2018.

- 11 Prior to the first occupation of any Class E floorspace, a Management and Marketing Strategy for that space shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include details of:

- (a) the proposed approach to marketing the floorspace to appropriate occupiers;
- (b) measures to ensure the active use and ongoing vitality of the commercial floorspace; and
- (c) arrangements for monitoring and reporting to the Local Planning Authority.

The approved Strategy shall be implemented in full and adhered to at all times thereafter.

Reason: To ensure the viability and vitality of the site in compliance with Policy BISH7 of the East Herts District Plan 2018.

- 12 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), the Class E floorspace hereby permitted shall not be used for any purpose other than that expressly approved under this permission, and no change of use to any other Class or use permitted by the GPDO shall take place without the prior written approval of the Local Planning Authority.

Reason: To ensure the viability and vitality of the site in compliance with Policy BISH7 of the East Herts District Plan 2018.

- 13 No phase of development hereby permitted shall commence until a scheme to deal with contamination of land/ground gas/controlled waters within that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include all the following measures, unless the Local Planning Authority dispenses with any such requirement specifically in writing:
1. A Phase II intrusive investigation report detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. The report shall include a detailed quantitative human health and environmental risk assessment.
 2. A remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end point of the remediation shall be stated, and how this will be validated. Any ongoing monitoring shall also be determined.
 3. If during the works contamination is encountered which has not previously been identified, then the additional contamination shall be fully assessed in an appropriate remediation scheme which shall be submitted to and approved in writing by the local planning authority.
 4. A validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology shall be submitted to and approved by the Local Planning Authority prior to [first occupation of the development/the development being brought into use]. Details of any post-remedial sampling and analysis to demonstrate that the site has achieved the required clean-up criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.

Reason: To minimise and prevent pollution of the land and the water environment and in accordance with national planning policy guidance set out in section 11 of the National Planning Policy Framework, and to protect human health and the environment in accordance with policy EQ1 of the adopted East Herts District Plan 2018.

- 14 No phase of development hereby approved shall commence until a written programme of archaeological works in accordance with a written

scheme of investigation for that phase has been submitted to and approved by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved scheme and the required archaeological reports submitted to the Local Planning Authority.

Reason: The programme is required to be undertaken prior to the commencement of the development to secure the protection of and proper provision for any archaeological remains in accordance with Policies HA1 and HA3 of the East Herts District Plan 2018 and the National Planning Policy Framework.

- 15 Prior to the commencement of development hereby approved, construction drawings of the surface water drainage network, associated sustainable drainage components and flow control mechanisms and a construction method statement shall be submitted and agreed in writing by the Local Planning Authority. The scheme shall then be constructed as per the agreed drawings, method statement, Drainage Strategy Technical Note and calculations (ElliottWood Technical Note PO3 dated 22.08.2025) and remaining in perpetuity for the lifetime of the development unless agreed in writing by the Local Planning Authority. No alteration to the agreed drainage scheme shall occur without prior written approval from the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and to comply with WAT5 of the East Herts District Council Local Plan 2018

- 16 The development hereby approved shall not be occupied or brought into use until details of the maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented prior to the first occupation and use of the development hereby approved and thereafter managed and maintained in accordance with the approved details in perpetuity. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval shall include:
- I. a timetable for its implementation.
 - II. details and plan of SuDS feature and connecting drainage structures and maintenance requirement for each aspect including a drawing showing where they are located.
 - III. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by

any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. This will include the name and contact details of any appointed management company.

Reason: To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed for each new dwelling and not increased in accordance with WAT5 of the East Herts District Council Local Plan 2018.

- 17 Upon completion of the surface water drainage system, including any SuDS features, and prior to the first use of the development, a survey and verification report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall demonstrate that the surface water drainage system has been constructed in accordance with the details approved pursuant to Condition 15. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed with the findings submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the flood risk is adequately addressed, not increased and users remain safe for the lifetime of the development in accordance with WAT5 of the East Herts District Council Local Plan 2018.

- 18 Development shall not commence until details for offsite drainage measures as per the submitted surface water calculations contained within Elliott Wood Technical Note PO3 dated 22.08.2025 have been submitted to and approved in writing by the Local Planning Authority. The works shall be undertaken in accordance with the approved details and evidence of completion shall be submitted to the Local Planning Authority prior to any above ground works.

Reason: To prevent flooding offsite in accordance with the WAT5 of the East Herts District Council Local Plan 2018.

- 19 Prior to the commencement of any piling works, details of the method of piling for the construction works, including a method statement and noise emissions, shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development should be implemented in accordance with the approved details.

Reason: In the interests of protecting against pollution in accordance with Policy EQ2 of the East Herts District Plan 2018.

- 20 No above ground works shall take place until detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with these plans thereafter and maintained as such in perpetuity.

Reason: To provide high quality digital connectivity infrastructure in accordance with policy ED3 of the East Herts District Plan 2018.

- 21 Prior to first use of the Bus Interchange hereby approved, all bus shelters within the Bus Interchange must be fitted with Real Time Information Display boards.

Reason: To ensure the delivery of a high quality bus interchange that encourages bus use as per local plan policy in compliance with policy TRA2 of the East Herst District Local Plan 2018.

- 22 Prior to commencement of above ground works of the hotel building, proof that the plans can achieve secured by design accreditation must be submitted to and approved by the Local Planning Authority. The development should demonstrate reasonable endeavours have been used to achieve secured by design accreditation to silver and maintain this standard throughout the lifetime of the development.

Reason: In the interests of reducing the potential for crime, in accordance with East Herts District Council Local Plan Policy DES4.

- 23 Prior to first use of the hotel and commercial floorspace hereby approved, a servicing, deliveries and waste (refuse, recycling and food waste) management plan must be submitted to and approved by the Local Planning Authority which sets out how the hotel and commercial land uses will comply with regulations and demonstrate how the associated servicing, deliveries and waste requirements will not result in traffic impacts to the operation of the surrounding local highway, footway, cycleway and public transport network.

Reason: To ensure the delivery of a satisfactory and safe development as per TRA2 of the East Herts District Council Local Plan 2018.

- 24 Prior to first use of the hotel building, a cycle parking management scheme must be submitted to the Local Planning Authority for approval

which sets out:

- i Security measures at the cycle store and lighting provision;
- ii Inclusion of the staff cycle parking facilities and measures to inform staff of the facility in the Travel Plan.
- iii A commitment to provide an alternative long stay cycle parking scheme for staff and visitors within 1 month should the current proposed cycle parking scheme be removed (current scheme operated by a third party).

Reason: To ensure the development encourages active travel use as per Policy TRA2 of the East Herts District Plan 2018.

25 No development for a relevant phase of development shall commence until a Construction Management Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;
- k. Phasing Plan.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policy and TRA2 of the East Herts District Plan 2018.

- 26 Prior to first occupation or use of a relevant phase of development hereby approved, the hard surfaced areas within that phase (including roads, pavements, forecourts and car parking areas) shall be surfaced in accordance with details submitted to and approved in writing by the Local Planning Authority together with a schedule of management and maintenance for a minimum period of five years, including arrangements for replacement or repair of materials and features where necessary and thereafter the development should be implemented in accordance with the approved details.

Reason: To ensure safety and satisfactory appearance in accordance with Policies DES4 and TRA2 of the East Herts District Plan 2018.

- 27 Prior to the installation of any external lighting within a relevant phase of development hereby approved, details of such lighting within that phase shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of the lighting fixtures, luminance levels within and adjoining the site. The lighting shall not be installed other than in accordance with the approved details.

Reason: In the interests of ecology, safety and the amenities of the area in accordance with Policies DES3 and DES4 of the East Herts District Plan 2018.

- 28 Prior to the commencement of any above ground works of the hotel building hereby approved, samples of the external materials to be used 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 details.

Reason: In the interests of amenity and good design in accordance with Policy DES4 of the East Herts District Plan 2018.

- 29 Prior to the commencement of any above ground construction works, a Species Enhancement Plan by an appropriate experienced ecologist that includes details of the model and siting of four universal Swift bricks shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved universal Swift bricks shall be installed before any part of the roof of the building is constructed, which includes the fitting of any cappings or copings, roof ties, roof trusses or rafters according to construction method.

Reason: This condition is necessary to ensure the protection of wildlife and supporting habitat. Also, to secure opportunities for enhancing the site's nature conservation value in line with national planning policy and

adopted policies NE2 and NE3 of the East Herts District Plan 2018 which state that development should seek to protect and enhance biodiversity.

- 30 The development hereby approved shall be carried out fully in accordance with the recommendations and mitigations proposed in the acoustic report prepared by Wardall Armstrong ref CA13030 dated April 24 unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of ensuring suitable noise conditions for occupiers of the development in accordance with Policy EQ2 of the East Herts District Plan 2018.

- 31 Prior to the commencement of any Class E use involving the preparation or sale of hot food, details of the fume extraction, ventilation and odour control equipment to be installed, including details of the design, siting, external appearance, acoustic performance and maintenance schedule, shall be submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed in accordance with the approved details prior to the commencement of the relevant use and thereafter retained, operated and maintained as approved for the lifetime of the development.

Reason: To ensure that any extraction and ventilation equipment does not harm the amenity of nearby occupiers or the character and appearance of the development, in accordance with Policies EQ2 and DES4 of the East Herts District Plan 2018.

- 32 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and any mitigation measures necessary to achieve the above required noise levels shall be submitted to and approved in writing by the Local Planning Authority. The plant shall thereafter be installed together with any necessary mitigation measures and maintained in accordance with the approved details, unless otherwise agreed in writing by the local Planning Authority.

Reason: To protect acceptable local noise levels, in accordance with policy EQ2 of the East Herts District Plan 2018 and the National Planning Policy Framework

- 33 The development shall be carried out in full accordance with the measures set out in the approved Operation Energy Report ref;02 ENE01 and SCEW Statement ref: 044-01 03. These documents demonstrate how the development will achieve a minimum 10% reduction in carbon dioxide emissions through the use of on-site renewable and/or low carbon technologies (which may include photovoltaic panels, air source heat pumps, or other equivalent technologies). The approved measures shall be installed prior to first occupation of the development and shall thereafter be retained and maintained in working order for the lifetime of the development.

Reason: To ensure the development contributes to carbon reduction and climate change objectives in accordance with Policy CC2 of the East Herts District Plan 2018 and the National Planning Policy Framework.

- 34 Prior to the first occupation of the hotel building hereby approved, evidence shall be submitted to and approved in writing by the Local Planning Authority demonstrating that:
- i all hotel bedrooms achieve a maximum indoor water consumption of 110 litres per person per day; and
 - ii all commercial areas incorporate water efficient fixtures, fittings and appliances designed to minimise water consumption in line with BREEAM "Very Good" or equivalent standard.

The approved measures shall be retained in working order for the lifetime of the development.

Reason: To ensure the development minimises water consumption and contributes to the efficient use of resources in accordance with Policies CC1, CC2 and WAT4 of the East Herts District Plan 2018 and the National Planning Policy Framework

- 35 Prior to the commencement of any piling works, details of the method of piling for the construction works, including a method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage subsurface sewerage infrastructure, noise emissions and the programme for the works) and piling layout plan including all Thames Water wastewater

assets, the local topography and clearance between the face of the pile to the face of a pipe shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development should be implemented in accordance with the approved details.

Reason: In the interests of protecting against pollution in accordance with Policy EQ2 of the East Herts District Plan 2018.

- 36 No development shall commence unless and until a Biodiversity Net Gain Plan, in accordance with the BNG Design Stage Assessment December 2024, to ensure that there is a net gain in biodiversity within a 30-year period as a result of the development, has been submitted to and agreed in writing by the Local Planning Authority. The net biodiversity impact of the development shall be measured in accordance with the Strategy Biodiversity Metric as applied in the area in which the site is situated at the relevant time.

The content of the Biodiversity Net Gain Plan should include the following:

- i. Proposals for the on-site biodiversity net gain;
- ii. A management and monitoring plan for the on-site biodiversity net gain including 30-year objectives, management responsibilities, maintenance schedules, and a methodology to ensure the submission of monitoring reports in the years 2, 5, 10, 15, 20, 25, and 30 from commencement of development, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements and any rectifying measures needed;
- iii. Proposals for any off-site biodiversity net gain provision; and
- iv. A management and monitoring plan for the off-site biodiversity net gain including 30-year objectives, management responsibilities, maintenance schedules, and a methodology to ensure the submission of monitoring reports in the years 2, 5, 10, 15, 20, 25, and 30 from commencement of development, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements and any rectifying measures needed.

The development shall be implemented in full accordance with the requirements of the approved Biodiversity Net Gain Plan.

Reason: As required by Schedule 7A to the Town and Country Planning Act 1990 (as amended), the NPPF, and s40 of the NERC Act 2006 (as amended).

INFORMATIVES

The Recommendations for Impact avoidance, mitigation and enhancement within section 5.3.1 the Ecological Impact Assessment by Wardell Armstrong, report date August 2024 represent precautionary measures and best practice which should be followed to avoid the risk of harm to extant protected species.

The applicant is advised that any surface water discharge to the Sort Navigation will require prior consent form the Canal and River Trust. AS the Trust is not a land drainage authority, such discharges are not granted as of right-where they are granted, they will usually be subject to completion of a commercial agreement. Any works would also need to comply with the Canal and River Trust "Code of Practice for Works affecting Canal and River Trust". The applicant/developer is advised to contact the Trusts Infrastructure works team to discuss these matters further".