



MEETING : EXECUTIVE
VENUE : COUNCIL CHAMBER, WALLFIELDS, HERTFORD
DATE : TUESDAY 31 OCTOBER 2017
TIME : 7.00 PM

MEMBERS OF THE EXECUTIVE

Councillor Linda Haysey	-	Leader
Councillor Eric Buckmaster	-	Executive Member for Health and Wellbeing
Councillor Gary Jones	-	Deputy Leader and Executive Member for Economic Development
Councillor Graham McAndrew	-	Executive Member for Environment and the Public Space
Councillor Suzanne Rutland-Barsby	-	Executive Member for Development Management and Council Support
Councillor Geoffrey Williamson	-	Executive Member for Finance and Support Services

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DISCLOSABLE PECUNIARY INTERESTS

1. A Member, present at a meeting of the Authority, or any committee, sub-committee, joint committee or joint sub-committee of the Authority, with a Disclosable Pecuniary Interest (DPI) in any matter to be considered or being considered at a meeting:
 - must not participate in any discussion of the matter at the meeting;
 - must not participate in any vote taken on the matter at the meeting;
 - must disclose the interest to the meeting, whether registered or not, subject to the provisions of section 32 of the Localism Act 2011;
 - if the interest is not registered and is not the subject of a pending notification, must notify the Monitoring Officer of the interest within 28 days;
 - must leave the room while any discussion or voting takes place.
2. A DPI is an interest of a Member or their partner (which means spouse or civil partner, a person with whom they are living as husband or wife, or a person with whom they are living as if they were civil partners) within the descriptions as defined in the Localism Act 2011.
3. The Authority may grant a Member dispensation, but only in limited circumstances, to enable him/her to participate and vote on a matter in which they have a DPI.
4. It is a criminal offence to:
 - fail to disclose a disclosable pecuniary interest at a meeting if it is not on the register;
 - fail to notify the Monitoring Officer, within 28 days, of a DPI that is not on the register that a Member disclosed to a meeting;
 - participate in any discussion or vote on a matter in which a Member has a DPI;
 - knowingly or recklessly provide information that is false or misleading in notifying the Monitoring Officer of a DPI or in disclosing such interest to a meeting.

(Note: The criminal penalties available to a court are to impose a fine not exceeding level 5 on the standard scale and disqualification from being a councillor for up to 5 years.)

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AGENDA

1. Leader's Announcements

2. Apologies

To receive apologies for absence.

3. Minutes

To approve as a correct record the Minutes of the meeting held on 16 October 2017 (previously circulated in the Council Agenda of 18 October 2017)

4. Declarations of Interest

To receive any Member(s) declaration(s) of interest.

5. Bishop's Stortford Goods Yard Site Masterplan (Pages 5 - 72)

6. Urgent Business

To consider such other business as, in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration and is not likely to involve the disclosure of exempt information.

EAST HERTS COUNCIL

EXECUTIVE – 31 OCTOBER 2017

REPORT BY LEADER OF THE COUNCIL

BISHOP'S STORTFORD GOODS YARD SITE MASTERPLAN

WARD(S) AFFECTED: All Bishop's Stortford wards

Purpose/Summary of Report

- To enable Executive Members to consider the Master Plan for the site

<u>RECOMMENDATION FOR EXECUTIVE:</u> To recommend to Council that:	
(A)	the Master Plan for the Bishop's Stortford Goods Yard site be endorsed and that it forms a material consideration for development management purposes.

1.0 Background

1.1 The land at the Goods Yard, Bishop's Stortford, has been a long term allocation for development in the Council's Local Plans. It features in both the current 2007 Local Plan and is identified again as an allocation in the emerging District Plan. The 2007 Plan allocation included the land which comprised the former John Dyde training college. That site was redeveloped for housing over 10 years ago, and does not now form part of the emerging District Plan allocation

1.2 In early 2016 a planning application was submitted setting out proposals for the development of the site. It proposed up to 680 residential units, retail floorspace, a hotel and two multi storey car parks. The application was submitted to a meeting of the Development Management Committee on 17 May 2017. The decision of the Committee was to refuse planning permission.

- 1.3 Also during 2016, the Council commissioned consultants to prepare a Planning Framework for Bishop's Stortford Town Centre (the Planning Framework). The Planning Framework sets out a context for future planning and other decision making in the town centre, seeking to support the town's continued economic health and vitality. The goods yard site is considered in some detail in the Framework, the document identifying it as presenting a major opportunity to improve the arrival experience in the town and to enhance a large portion of the riverside.
- 1.4 The Bishop's Stortford Town Centre Planning Framework was approved for development management purposes by the Council at its meeting of 18 July 2017.
- 1.5 Subsequent to the decision of the DM committee to refuse planning permission for the 2016 planning application, the landowners have entered into a process of collaborative working with the Council to produce the master plan which is the subject of this report. The purpose of the process of work that has led to the production of the master plan has been to identify and resolve, where possible, areas of previous disagreement between the parties which led to the refusal of the planning submission.
- 1.6 The working arrangements have involved the establishment of a Steering Group of Members, chaired by the Leader and comprising other members of the Executive. A Member working group has also been established. This comprises a number of local ward members, wider Bishop's Stortford members and a non-Bishop's Stortford member of the DM Committee.
- 1.7 Following a number of meetings of these groups, discussion of the issues with the landowners representatives and formulation of master plan proposals based on these discussions, a final master plan has now been presented. This is included as **Essential Reference paper B** to this report.
- 1.8 The landowners' representatives have also undertaken a number of meetings and consultation exercises with a range of stakeholder groups with both local and wider interest in the last few months. A summary of these is included as **Essential Reference Paper C**. Also attached, by way of further background at **Essential Reference Paper D**, is a summary of comments that the Council made at the draft stage of formulation of the master plan, along with the response from the landowner.

1.9 Whilst the primary purpose of the Steering Group has concluded with the formulation of the master plan, it has been pleased with the constructive working arrangements that have been formulated with the landowners' representatives and has decided to continue with Steering Group meetings subsequent to this consideration of the master plan. This will enable a forum, where issues which remain outstanding in relation to the master plan or where further detailed work is required, can be considered. The establishment of these working relationships give greater confidence such that it is recommended that the master plan be endorsed at this stage, whilst some matters do still require further attention. Further detail on these is set out below.

2.0 Master Plan

2.1 The main issues raised by the development of the site, and which have been the subject of the discussions at the Steering and working groups, can be summarised as follows:

- The status, configuration and operation of the highway and other links to and within the site;
- The provision, amount and future management of non-residential and residential car parking provided on the site;
- The scale and height of the buildings proposed, their design, appearance and use;
- The layout and treatment of the non-built/ green spaces/ riverside;
- The relationship between the site and the development proposed and other strategic and policy objectives for the town

2.2 A commentary on how each of these matters is dealt with in the master plan is set out below:

Highway and other links

2.3 The master plan shows the creation of a new all-purpose two way road through the site between London Road at the south and Dane Street/ Station Road at the north. This aspiration was set out in the Planning Framework and was articulated by members of the DM Committee when the previous planning application was considered.

2.4 The degree to which the creation of this new road will mitigate other current traffic issues in the town is unknown at this stage.

There is a concern that the provision of a new access to the railway station and town centre will simply draw further traffic into the town and offset any improvements that are achieved elsewhere. The Council, through the Shaping Stortford Steering Group, has commissioned future transport strategy work for the town, which will inform outcomes in relation to this.

- 2.5 In the interim, whilst being provided as an all-purpose route, engineering and other measures will be applied to the road such that traffic speeds are low. This will also ensure that the need to create a quality new space as a forecourt to the railway station will take precedence over the function of the road as a new link between the south of the town and the town centre. At present the master plan sets out that the road will be engineered to achieve a target vehicle speed of 20mph (and max of 24mph). An even lower speed would probably provide a better compromise solution to allowing both through traffic, but also creating an environment that feels safe for all users.
- 2.6 The provision of the road also supports the delivery of other aspirations set out in the Planning Framework, such as the future potential to remove the one way traffic system in the town.
- 2.7 Other links to be retained and enhanced are the foot and cycle link from the River Stort bridge adjacent to the maltings buildings through to the station. The riverside footway to the south of this is to be enhanced as a combined foot and cycle link. Enhanced cycle parking provision is to be created at the railway station in new buildings proposed to either side (north and south).

Parking

- 2.8 Two multi storey car parks are proposed for non-residential commuter parking. The finalised number of spaces will be defined in planning application submissions. The Council has requested that the spaces be managed in a way that enables an element of the provision to be available for short stay usage during the week – and not solely provided for commuter use. The landowner has indicated that this remains under discussion with the train operating company.
- 2.9 Residential parking is proposed to be provided at a ratio of 0.61 spaces per unit overall (with 0.47 per unit in the first phase and 0.75 per unit in the second phase – two phases overall). This is in recognition of the sustainable location of the site. Parking

provision in the second phase, which will comprise an outline application when the planning application is submitted, remains open to further assessment.

- 2.10 Given the location of the site, the Council has requested that details of further steps to be taken to support sustainable transport, such as car club provision, are set out in the master plan. These are not included at this stage, but further details are to be forthcoming as part of the planning application submissions.
- 2.11 Residential parking provision is likely to be low in relation to the emerging policy standards. A definitive judgement cannot be made at this stage in the absence of full details of the number of units (up to 600) and the size of them. The emerging policy does allow for a reduction in provision down to 25% of the full amount, based on the transport sustainability of a site. As indicated, this location performs well in transport sustainability terms and such a reduction would appear well placed.

The built form and uses

- 2.12 Buildings which are up to six storeys in height are proposed. The design approach is such that where there is a sixth storey, this will appear, from the public domain, as contained within a pitched roof space. A number of the blocks will contain podium levels at ground floor, hidden behind frontage buildings, where parking will be provided.
- 2.13 The design approach draws on the industrial heritage of the area, utilising maltings buildings as a starting point. Generally the architecture is to be simple in style, without undue decoration. Two more individualistic buildings are proposed to 'bookend' the current railway station building – to the north and south. These will be non-residential.
- 2.14 With regard to non-residential uses, the proposals include a hotel and floorspace that will be provided for retail and business uses.
- 2.15 The Council's retained urban design advisor considers that the master plan represents an appropriate design solution for development at the site. The building heights proposed exceed some expectations in relation to the site and previous assessments that have been undertaken in relation to the scale of buildings to be accommodated here. The viability of the scale of development will be tested further in the formal planning

application process. At this stage, it is considered that the scale proposed represents an acceptable compromise between achieving sufficient development to enable a viable scheme to come forward and the impact it will have on the character and context of the site and area.

Green spaces and riverside

- 2.16 As indicated above, the master plan includes proposals to enhance the riverside environment, providing enhanced foot and cycle way links. These will require the use of land outside the developer's control and in agreement with the Canal and Rivers Trust. The developer cannot assure provision at this stage therefore.
- 2.17 A landscaped space is to be provided adjacent to the riverside. This will be up to 60m in depth and 100m in length. This is a meaningful space in landscape design terms. The widest part of the space will be located adjacent to the foot/ cycle bridge over the river. The foot/ cycle link between the bridge and the station will run through this space.
- 2.18 In some areas it is considered that some conflict remains between contrary aspirations to utilise land for hard surface uses, eg car parking and its availability for soft landscaping. This is particularly so in part of the second phase adjacent to the rail line. Here, residential parking provision currently appears dominant. As set out above, this second phase of development will comprise an outline part of an application with formal proposals are submitted.

Relationship with the town

- 2.19 The master plan sets out a range of precedent buildings which have informed its content with regard to scale and height. These have been used to inform the height of the buildings proposed for the site. The scale of development reduces from the north end of the site, adjacent to the existing John Dyde and flour mill developments, down to 2/3 storey at the south end of the site to provide a similar scale to existing buildings in that area.
- 2.20 References have been set out above in relation to the linkages proposed to be created by the development. These include the new through site road, the riverside foot and cycle improvements, the link between the River Stort foot/ cycle bridge and the station and new footway link to Anchor Street. The latter one forms a

basis for future links beyond the site, set out as an aspiration in the Planning Framework.

- 2.21 Overall, the master plan does not preclude the achievement of the wider town centre objectives set out in the Planning Framework and works toward achieving some of them.

3.0 Conclusion

- 3.1 The master plan document addresses the main issues of significance in relation to the development of the site. It sets out a detailed framework within which a new planning application submission can be made. It gives certainty in relation to a number of matters relevant to the development of the site, such as the range of uses, building scales and heights, quality and architectural expectations and new linkages. The master plan also gives clarity with regard to some issues where some aspirations relating to the development of the site are likely to be more difficult to achieve.

- 3.2 Whilst the document addresses the significant issues, some matters remain to be dealt with in more detail. The ideal position would be that these are also resolved at this stage. However, the context for this document is the background of the previous planning submission – and the new detailed proposals coming forward. These are likely to be submitted shortly after consideration of this document and will provide a process through which the more detailed assessment work can continue.

- 3.3 The working arrangements established between the landowner/ developer and the Council, through the Steering and Member working groups, also give a forum through which further matters of detail can continue to be discussed at Member as well as Officer level.

- 3.4 It is considered that the certainty identified through the document so far and the commitment to a process of ongoing engagement gives sufficient confidence overall such that the master plan document presented now can be endorsed by the Council.

4.0 Implications/ Consultation

- 4.1 Information on any corporate issues and consultation associated with this report can be found within **Essential Reference Paper 'A'**.

Background Papers
None

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Control
Contact Tel No 01992 531407
kevin.steptoe@eastherts.gov.uk

ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives:	Priority 1 – Improve the health and wellbeing of our communities Priority 2 – Enhance the quality of people's lives Priority 3 – Enable a flourishing local economy
Consultation:	The landowners have organised a range of consultation with stakeholders as set out in ERP C
Legal:	None
Financial:	The endorsement of the master plan has no financial implications
Human Resource:	Within normal resources
Risk Management:	Endorsement of a master plan relating to the site seeks to identify and address issues relevant to the site and therefore reduce the risk of a non-compliant scheme coming forward
Health and wellbeing – issues and impacts:	The master plan addresses a number of issues relevant to the health and wellbeing of potential future residents and occupiers of the site and presents opportunities which would be available to all local residents.

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Goods Yard Bishop's Stortford
Masterplan Document
September 2017 - REV B



Project Partners

- Client**
Solum
- Architects**
Pollard Thomas Edwards
- Planning Consultant**
Savills
- Landscape Architect**
Building Design Partnership
- Highways Consultants**
Mayer Brown
- Community Consultation**
Forty Shillings

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Introduction

- 1 Existing Site
- 2 Surrounding Context and the Town Centre Masterplan
- 3 Evolution of the Masterplan
- 4 Movement and Transport
- 5 Mix of Uses
- 6 Landscape Proposals
- 7 Character Areas and Design Guidance
- 8 Sections, Podiums, Height and Roofscape, Materials

Revisions		
Rev	Date	Notes

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Introduction

This Masterplan document is for the Bishop’s Stortford Goods Yard re-development and is the result of extensive consultation undertaken to date with the local council, HCC and key stakeholders.

It has been developed to meet the aspirations of East Herts and aligns with the Bishop’s Stortford Town Centre Planning Framework and in the spirit of the emerging local plan and neighbourhood plan.

A hybrid planning application will be submitted in the near future on behalf of Solum Regeneration and comprises a proposal for the entire redevelopment of the former Good’s Yard, existing station car-parks and land between the River Stort, the railway, London Road and Station Road, in the centre of Bishop’s Stortford.

The proposal includes;

- up to 600 dwellings (Use Class C3) with associated car parking spaces;
- up to 4550 sqm of non-residential floorspace (potentially including a mix of retail and employment floorspace) (Use Classes A1-A5, B1, B2) and community use;
- a hotel up to 90 bed spaces
- up to 55 units of accommodation within class C2.
- construction of buildings to a maximum of 6 storeys;
- up to 1000 rail station car parking spaces;
- improvements to the Bishop’s Stortford transport interchange;
- associated landscaping and public realm works; and
- new and altered access points from the adopted highway network.

Consultation

Consultation to date includes;

- Steering Group, 7 June, 2017
- EHDC planners, 22 June 2017
- EHDC planners, 30 June 2017
- Design Team Meeting, 6 July 2017
- Allies Morrison, 11 July 2017
- EHDC planners, 12 July 2017
- Allies & Morrison, 19 July 2017
- Steering Group, 20 July 2017
- Stakeholder site visit and workshop, 20 July 2017
- EHDC/Network Rail CP6 Upgrade Presentation, 25 July 2017
- Design Team Highways Review, 28 July 2017
- EHDC Officer Review, 2 August 2017
- Waterside Stortford, 3 August, 2017
- Safety and Security Review, 10 August 2017
- Steering Group, 10 August 2017
- Design Team Review / Master Plan Workshop, 11 August 2017
- EHDC Officer Meeting, 23 August 2017
- Shaping Stortford Presentation, 23 August 2017
- Member Working Sub-Group Presentation, 23 August 2017
- HCC Highways Master Plan Review, 24 August 2017
- Engagement with Local Resident, 24 August 2017
- Allies & Morrison, 30 August 2017
- Steering Group, 31 August 2017
- Member Working Sub-Group Presentation, 14 September 2017
- EHDC Officer meeting, 20 September 2017
- HCC Highways Master Plan Review, 22 September 2017
- Steering Group, 25 August 2017
- Bishop’s Stortford Civic Federation Meeting, 27 September 2017

Future Events include;

- Public Engagement Event, 6 October 2017
- Waterside Stortford, 12 October 2017
- Steering Group, 18 October 2017
- Bishop’s Stortford Town Council 30 October 2017

1 Existing Site

Bishop's Stortford is located in Hertfordshire close to the border with Essex, within the district of East Hertfordshire. The town is approximately 30 miles North East of London and has a population of approximately 39,000.

The town is situated among a number of growth areas, principally around the M11 and expansion around Cambridge, but also at Stansted and along the A120 route.

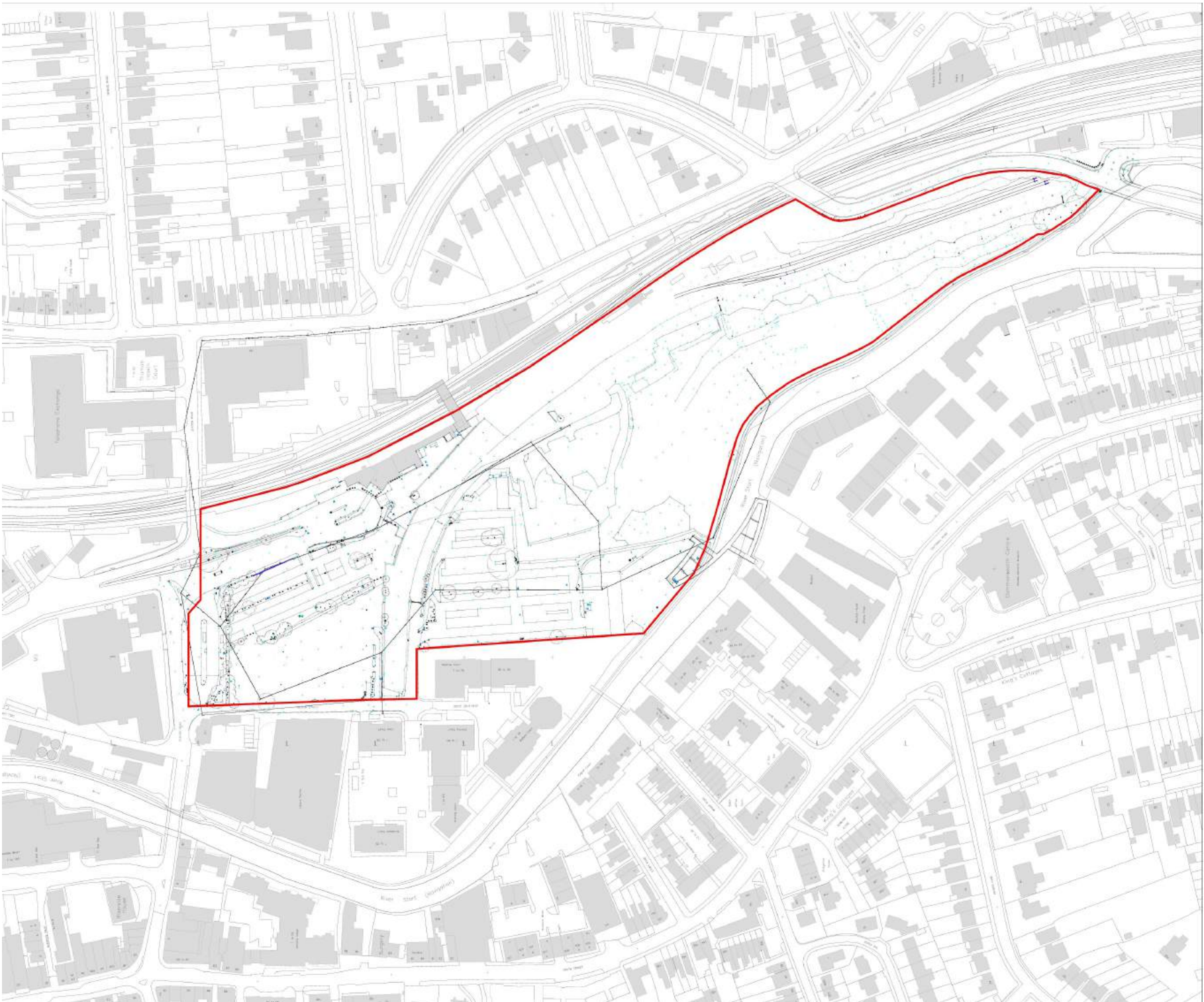
The site comprises 5.82 hectares of brownfield land, located part within the town centre boundary with the bulk of area immediately to the south. It is owned by Network Rail, positioned between the Anglia London Liverpool Street to Cambridge railway line to the immediate East and the River Stort Navigation to the West.

The site is designated for mixed-use redevelopment in the emerging Local Plan. It is currently occupied by commuter car-parks together with maintenance sidings operated by Network Rail. Much of the site is inaccessible to the public. Network Rail operate a vehicular access from London Road at the South of the site to its maintenance area.

The bus station is located beside Station Road and the Taxi's in front of the station arrival, both on large tarmac area. Secured cycle parking is located between the train station and the ramp.



1.2 Application Site Plan



GENERAL NOTES

This drawing is © 2014 PTE architects
Use figure dimensions only. DO NOT SCALE.
All dimensions are in millimetres unless noted otherwise.
All levels are in metres above Ordnance Datum unless noted otherwise.
This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.
Fit date: ask

Red Line Boundary

1:2500 1:7

FOR APPROVAL

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020 7396 7777
trevor@pollardthomasedwards.co.uk
@pollardthomasedwards
www.pollardthomasedwards.co.uk

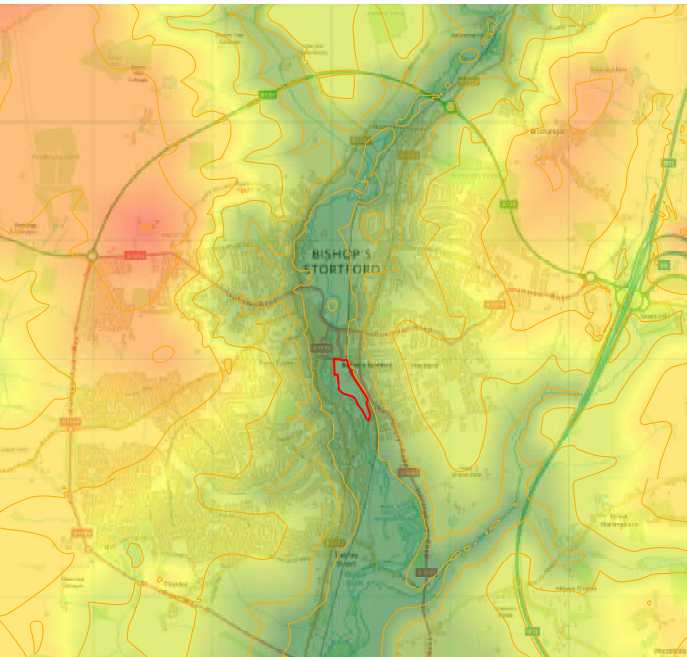
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Thomas
Edwards**

Project: Bishop's Stortford Goods Yard
Drawing number: 17-041 WT WT 1:1000@A1 Sep17
Application Site Plan 041_SK_A-02 /

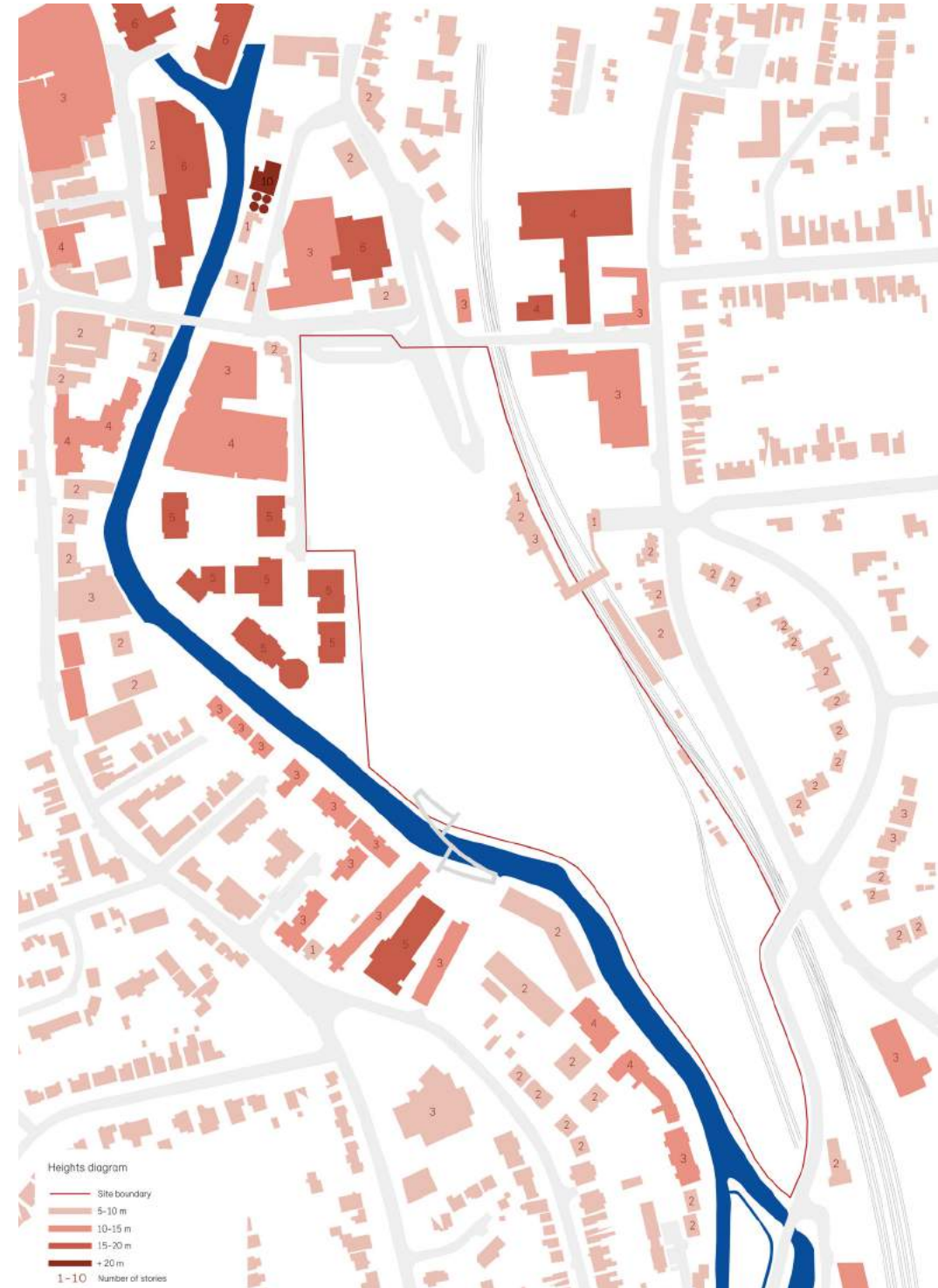
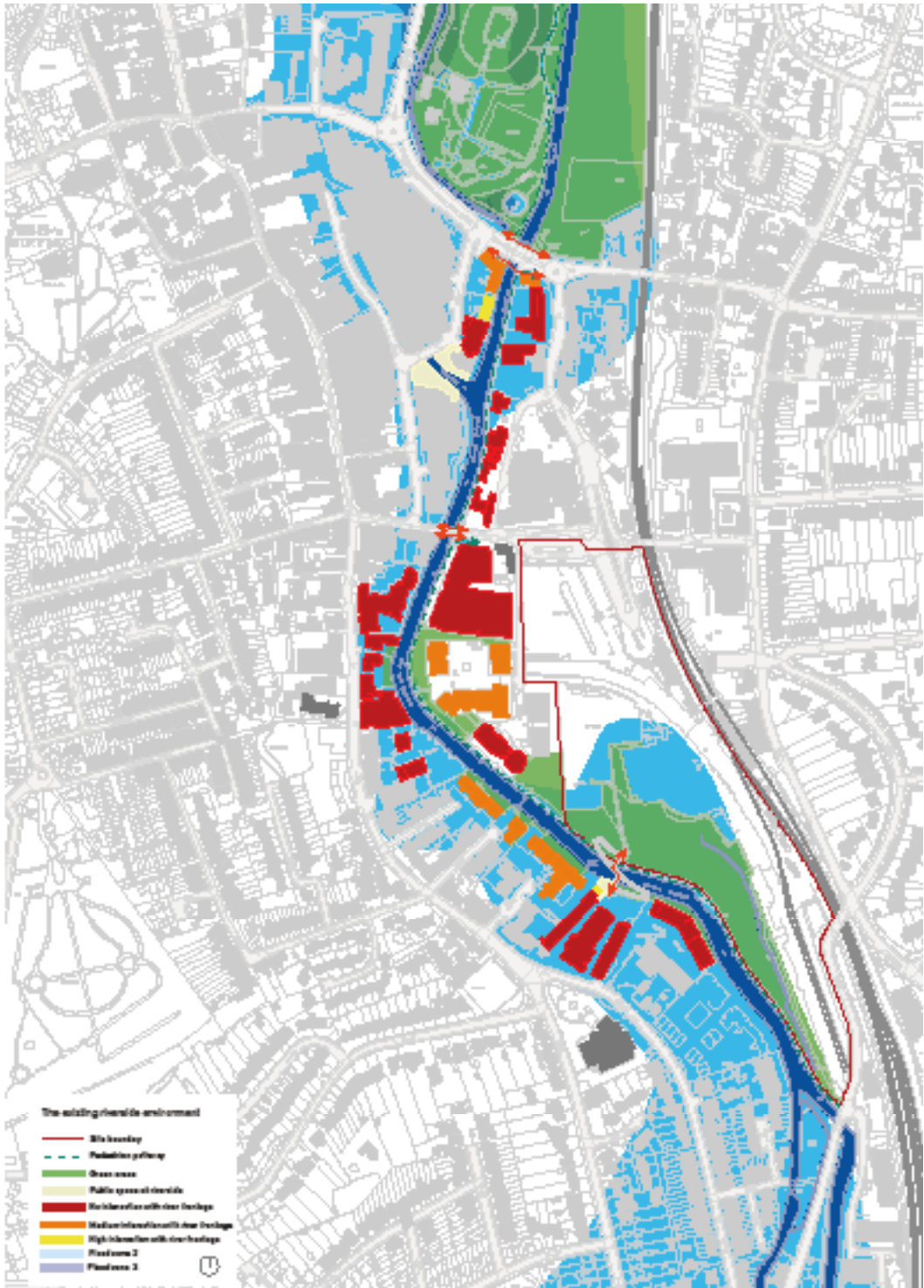
2.0 Surrounding Context

2.1 Existing Riverside Environment Context

2.2 Existing Building Heights around the Site

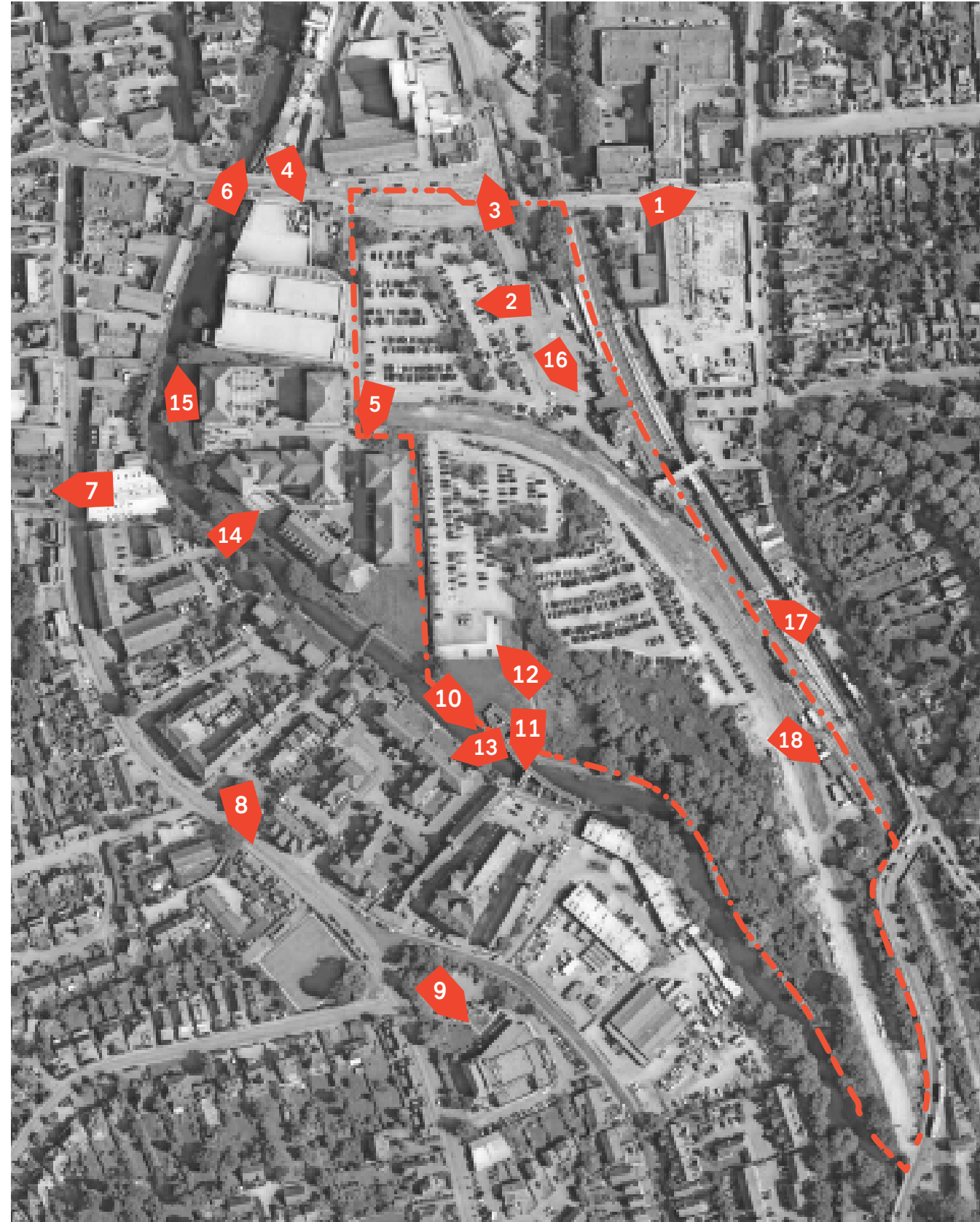


Topography
KEY
Site
High : 111 m
Low : 58 m



2.3 Site and Surroundings Photographs

These site and surrounding photographs show the range and mix of building forms that are local to the area.



① Thomas Heskin Court



② Leisure Park



③ Former public house



④ Rose & Crown public house



⑤ John Dyde Close



⑨ Rhodes Arts Complex / Museum



⑬ Braziers Quay Residences



⑰ Signal box



⑥ Allinson's Flour Mill



⑩ Pedestrian bridge



⑭ Starling Court, John Dyde Close



⑱ Storage sheds



⑦ Holy Trinity Church



⑪ Maltings complex



⑮ Waterfront House



⑧ Kings Cottages



⑫ Mallard & Swallow Courts, John Close



⑯ Train station

2.4 Neighbouring Sites

As part of understanding the surrounding context we have looked at neighbouring residential developments within the immediate area including the Maltings.

We have studied these as local precedents for the Good's Yard site. We have looked at what works well and things that could have been better.

Some of the key things we have considered in our approach to the Good's Yard site include;

- how do the buildings address the public realm,
- do they have active frontages,
- are they safe to walk around,
- are they too car dominated,
- how they are buildings placed on the site,
- what relationship do they have with the river,
- what height are they, scale and massing,
- what quality of detailing and use of materials,

The Maltings

- The Maltings form a main precedent for the Goods Yard and are considered in further detail throughout the planning application.
- The Maltings form the driver for both place making with their positive relationship to the river and each other
- Form, massing, scale up to 6 floors is acceptable.
- Architectural quality and historic value is positive.
- Rich use of materials and detailing while being clean and strong formed.
- Expressed brick detailing and banding.
- Roofscape and ventilation chimneys interesting.
- Distinctive long footprints running down to the river.
- Window openings not suitable for residential.
- Quality of public realm is low.
- Car dominated at rivers edge is poor.

- The John Dyde
- Poor relationship to the river.
- Close relationship between buildings acceptable.
- Scale acceptable 4 - 5 storeys but could have made more of the roof scape.
- Poor relationship between ground floor and public realm.
- Car parks dominate public realm.
- Low quality landscape, unused triangular amenity space not inviting.
- Poor quality boundary fencing and relationship to tow path.
- No private open space for residents.
- No distinction between floors on external elevations, base, middle, top.
- Little depth to elevation, UPVC white windows flat with no relief to brickwork.
- Low quality materials and detailing.
- Architecture lacks character.

Local Context - The Maltings



①



②



③



④

Local Residential Context - John Dyde



①



②



③



④

Local Residential Context – Tanners Wharf



①



②



③



④

Local Residential Context – Riverside Wharf



①



②



③



④

- Tanners Wharf
- Site layout positive to river.
 - Close relationship to the river.
 - Poor quality public realm.
 - Poor security.
 - No active frontages.
 - Car dominated.
 - Dead frontages at ground level – car parking and stores.
 - 5 – 7 storeys in height.
 - Buildings in close proximity to each other.
 - Architecture acceptable though forms are a little broken up, feels gritty.
 - Some brickwork detail banding though render not acceptable.
 - Weatherboard product.
 - Provision of private terraces.

- Riverside Wharf
- Poor relationship to the river.
 - 6 storeys is acceptable though massing of building is too bulky because the footprint is too greedy.
 - Poor relationship to the road creating an inactive street frontage.
 - Poor quality landscaping.
 - Car dominated at ground level – look through car park to river.
 - Elevations far too busy, too many building lines.
 - Roof form and pitched dormers not in scale with the building, creates too many rainwater downpipes.
 - Top floor sits within a lowered roofscape positive.
 - Steel balconies cantilever to the riverside only.
 - Quality of detailing poor for the scale of building.
 - No private common amenity space.

2.5 Historical Context

The historic context has provided a richness to the masterplan which has informed our approach to placemaking at each level, from the layout of buildings on-site running down to the rivers edge, as did the historic malt houses, to robust industrial building forms, scale, to the varying use of materials and detailing.

We wish the richness and spirit of the old Good's Yard to inform an important layer in the design evolution of the masterplan and the architecture.

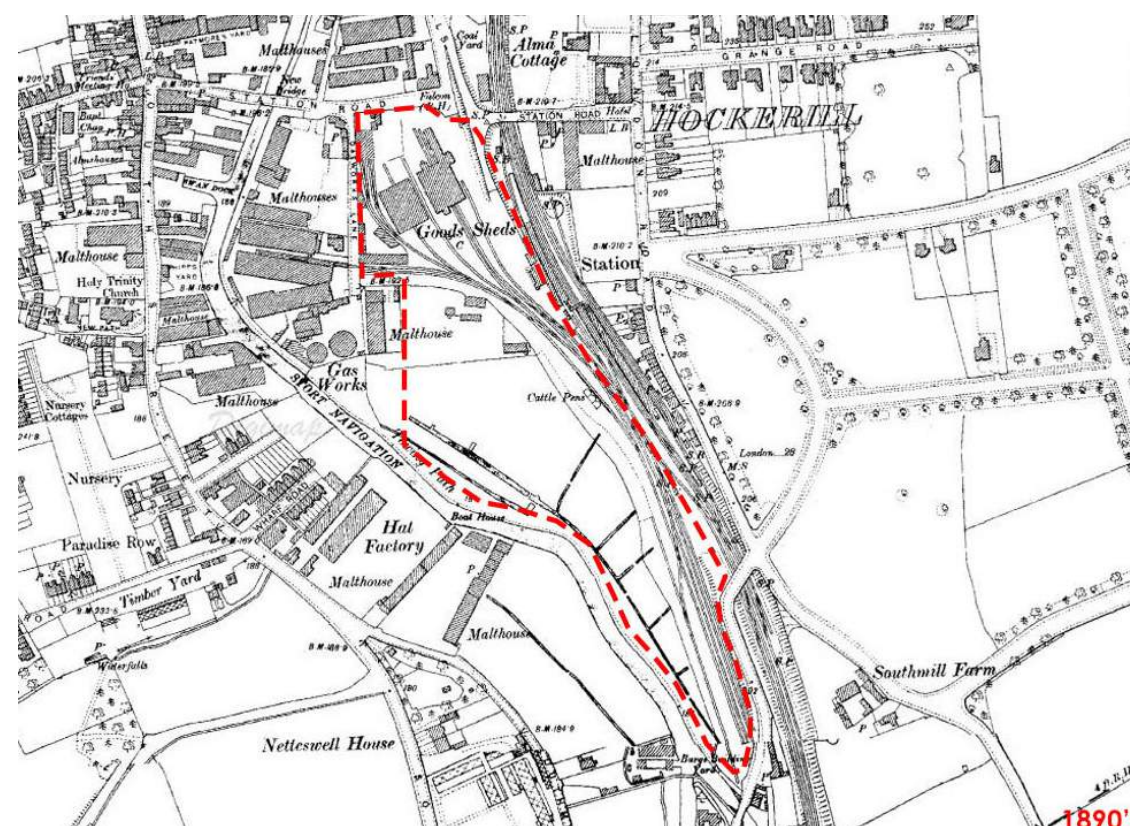
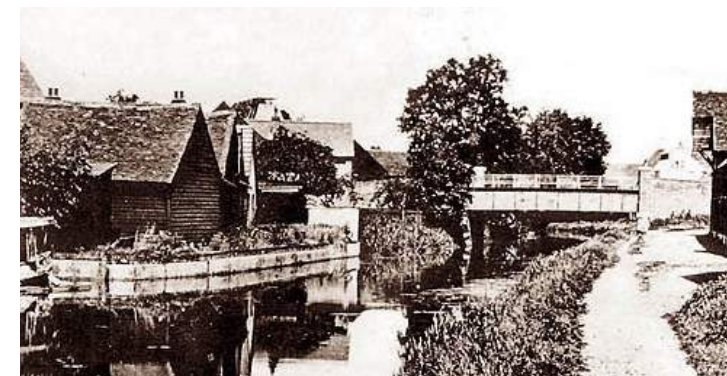
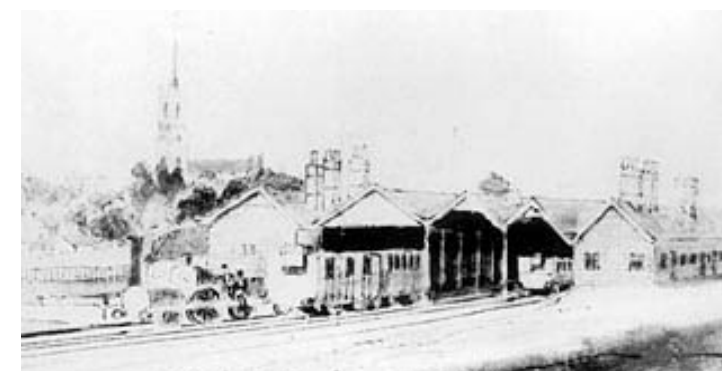
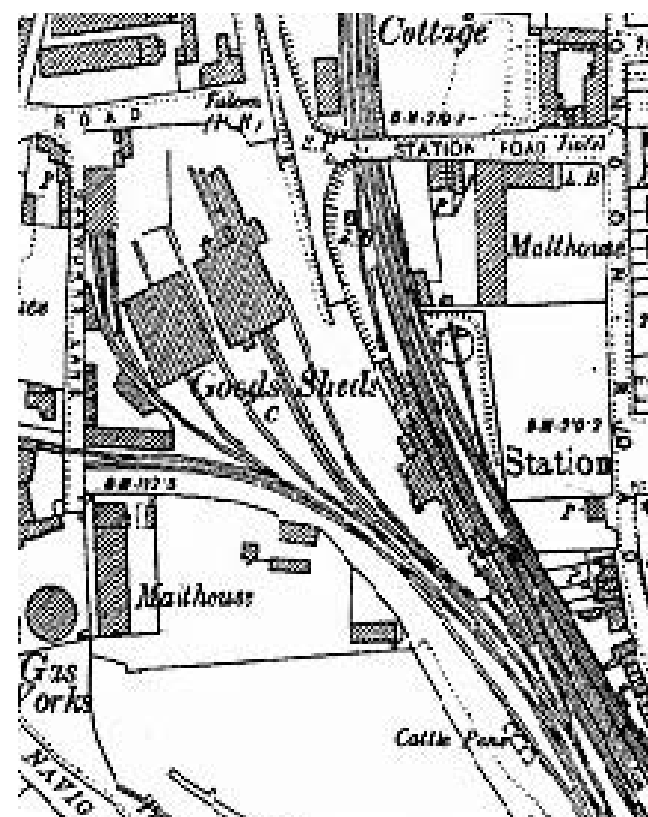


Photo credits: Bishop's Stortford Tourist Information Centre, stortfordhistory.co.uk

1890's



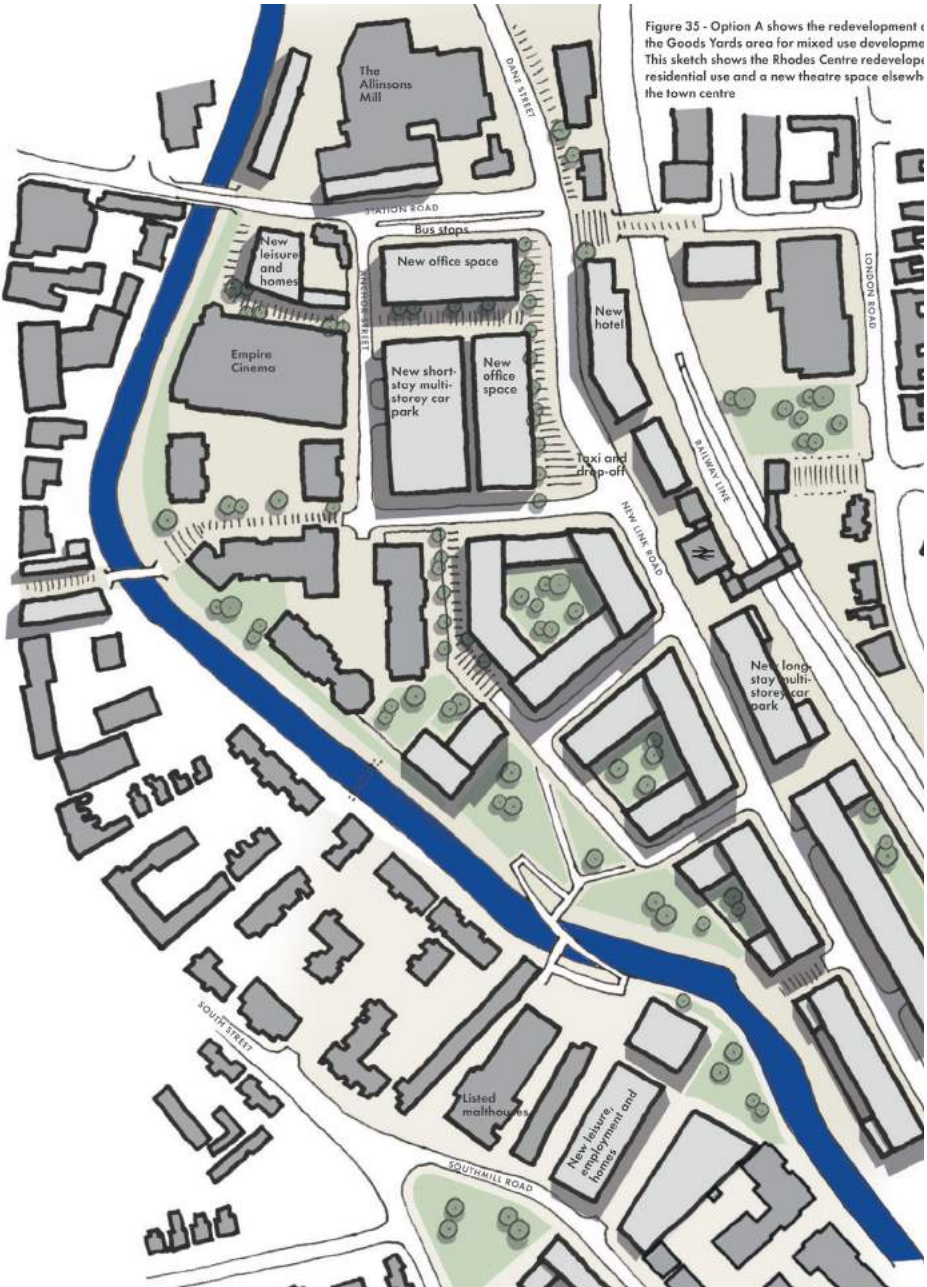
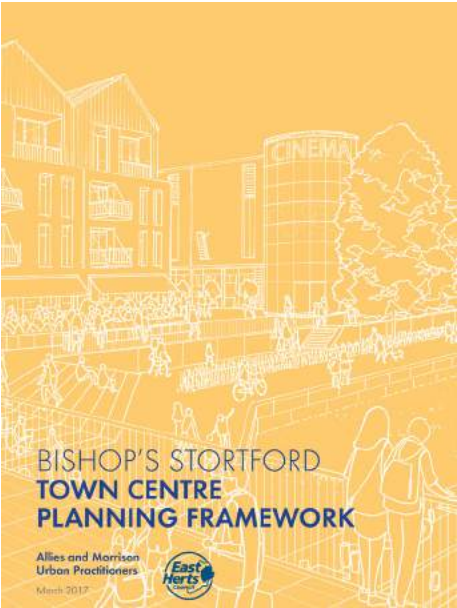
2.6 Town Centre Planning Framework

The Bishop’s Stortford Town Centre Planning Framework, drafted by Allies & Morrison and Urban Practitioners sets out an indicative masterplan for the Good’s Yard site as part of a wider study that looked at a series of sites within town.

Our proposed masterplan aligns with much of the Town Centre Planning Framework and develops on the principles and aspirations outlined in the document. It provides a two-way North-South road through the site with development either side. It provides routes from the station and road down to the river. It provides a mix of uses across the site. Further details are provided throughout this document.

The design team has met with Allies & Morrison regularly as part of the design evolution process with EHDC planning department.

Allies & Morrison have been engaged by EHDC as design adviser and have attended pre-application planning meetings.



Allies & Morrison masterplan with proposed masterplan overlaid.



Proposed masterplan

2.7 Important Views to be protected and enhanced

The diagram has been extracted from Bishop's Stortford Town Centre Planning Framework, drafted by Allies & Morrison and Urban Practitioners, March 2017, shows the need to protect and enhance views in and around the town which include those from Station Road to the train station and from the pedestrian bridge.

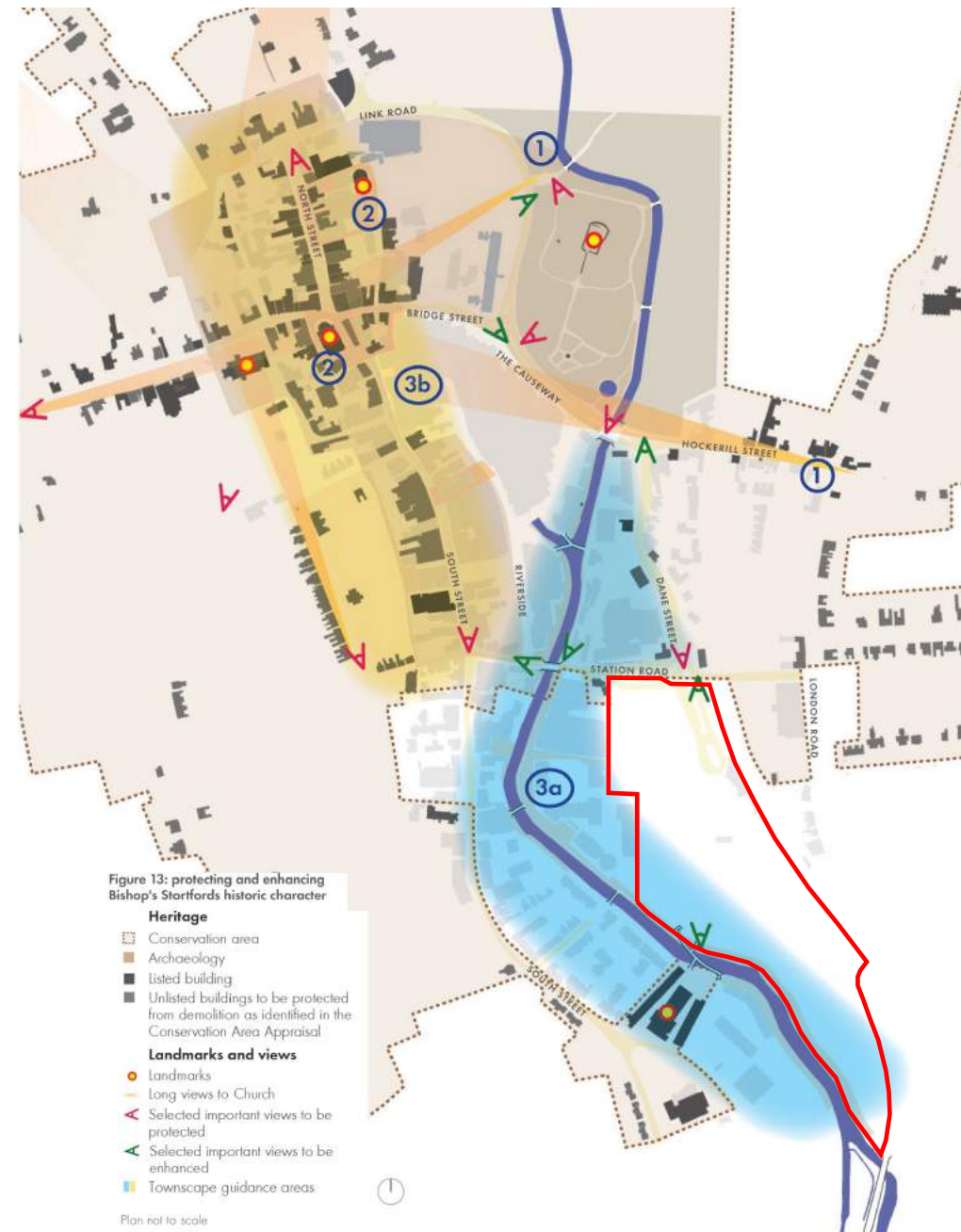
Our masterplan creates a series of townscape views connecting and enhancing views from the train station towards the town centre and also from the station down to the Maltings at the rivers edge.

The view of St Michael's church spire from the train station entrance will unfortunately be lost. Even if a single storey building was constructed between the station and church, the view will be covered.

We are considering the views of St Michael's church spire from around the site and how these can be addressed within the scheme.

The masterplan creates a series of views from the new North-South street to the river, including linking the station to the pedestrian bridge. At the south end of the site a new pedestrian connection from London Road to the river will create a new view.

Further information will be provided in the planning application.



Extracted from Bishop's Stortford Town Centre Planning Framework, drafted by Allies & Morrison and Urban Practitioners, March 2017



The Trade Centre / South Street Maltings



Allinson's Flour Mill



St Michael's Church



Train Station



Rose & Crown Public House



Dane Street

3.0 The Evolution of the Masterplan

Section 3 refers to the evolution of the masterplan. The masterplan has evolved further through consultation and design development, as shown in later sections.

3.1 Creating Connections

The principles of routes have been developed through careful review of the Local Planning Policy, the Town Centre Planning Framework and the aspirations of East Hertfordshire District Council.

Key routes include;

- a North-South all purpose street;
- train station to station road and into the town centre;
- train station to the riverside bridge, the Maltings and Bishop's Stortford museum/ Rhodes art complex beyond

Another key element of the layout is to create choice through a series of routes which link the North-South street to the rivers edge, thus bringing the river back into the site.

The masterplan aims to align with the future aspirations of the town centre framework, which provide two-way traffic to Dane Street.

There is also opportunity to link the site through to the leisure complex and John Dyde, to the river. The Town Centre Framework shows these links. The future aspiration to create a link through the leisure site is not part of this scheme.

Enhancement of the riverside path will provide an alternative route to the North-South street.

The connections and key areas are developed further in the planning application.

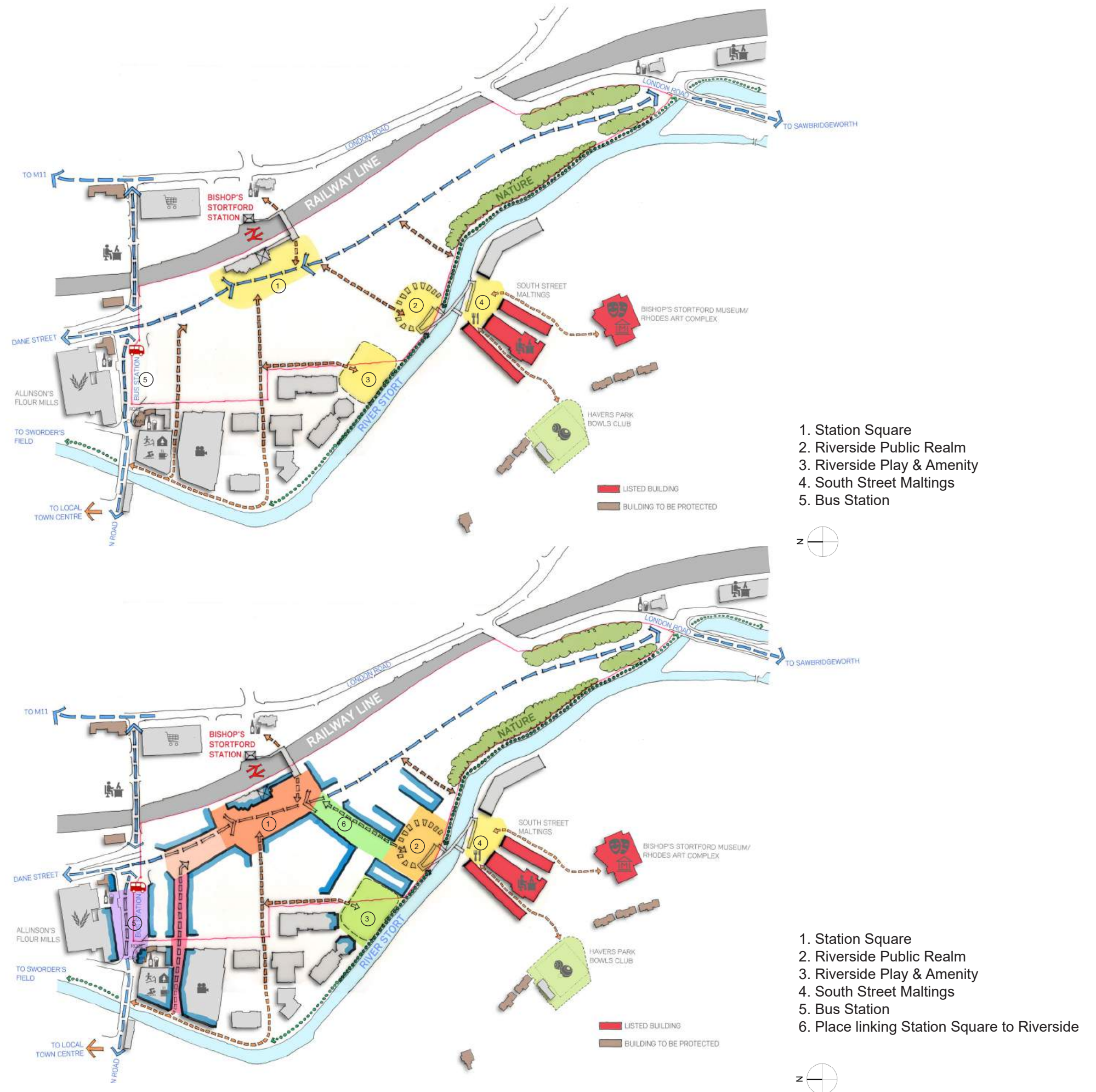
3.2 Defining Key Areas

Once the main connections are made, this allows the creation of key areas which will form places to be formed.

Key areas are;

- Station Square - arrival into Bishop's Stortford by train, and sense of arrival when stepping of the train. Consideration to the whole arrival experience for those that live or visiting. Making this an active place, a series of spaces that offer variety for all people.
- Riverside Public Realm - providing a high quality landscaped openspace beside the Stort River, bridge and connection to the South Street Maltings. This area is to be vibrant with potential for seasonal activities in the park and on the water.
- Link between the Station Square and the Riverside Park, drawing the riverside landscape up to the Station Square.

The planning application will define how key areas, public realm will be delivered.



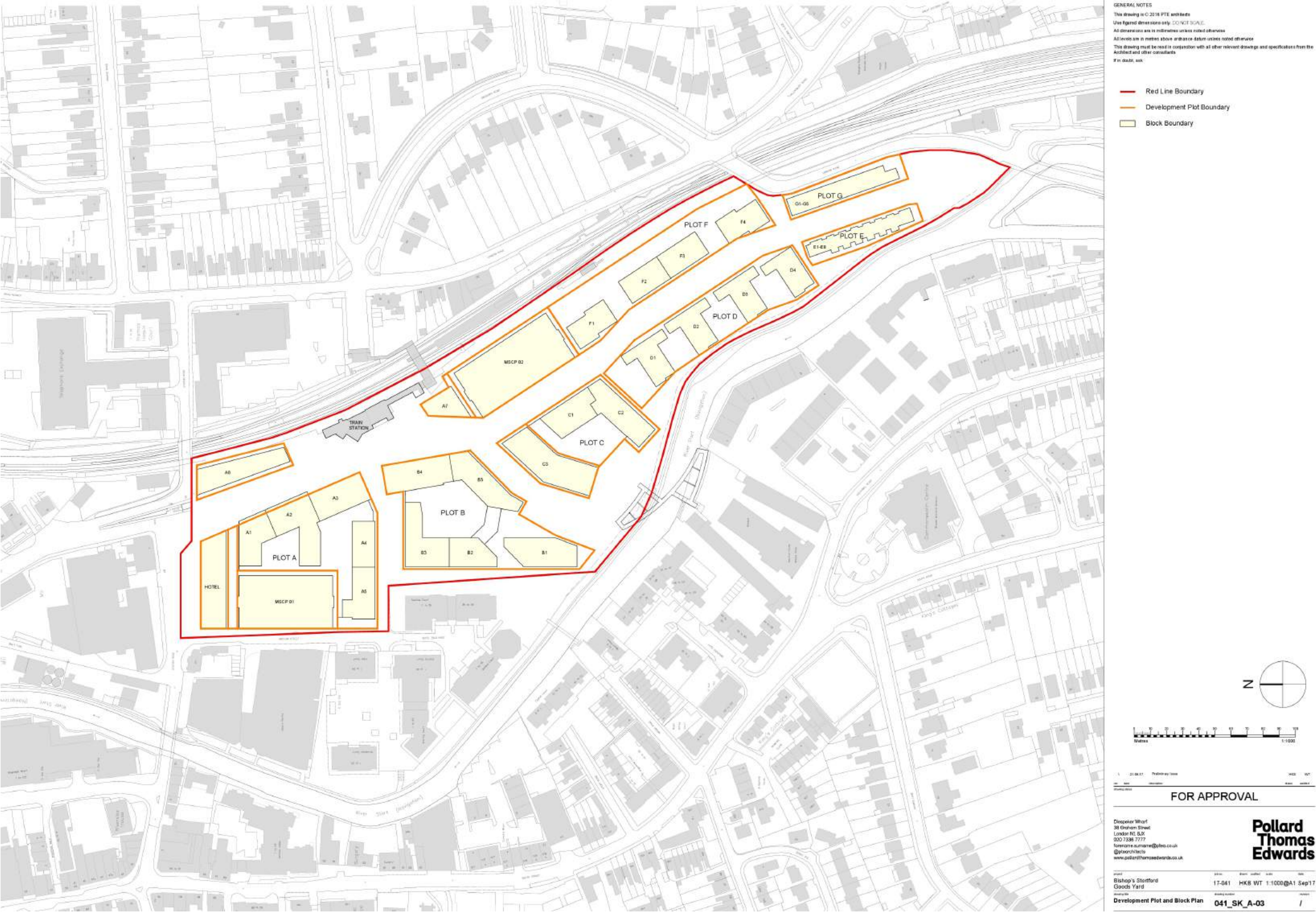
3.3 Development Plot and Block Plan

Once the connections and key areas have been defined (previous 3.1 and 3.2) then parcels of land can be defined for development.

The plot layout (orange lines) set out a robust structure and define the opportunity for development while protecting the public realm.

The blocks within the plots (shaded yellow) show how buildings will be placed, fronting the Station Square and running down to the Riverside park, drawing on the historic layout of the Malting buildings.

The building blocks show the change of scale across the development, providing for a range of building typologies.



3.4 The Illustrative Masterplan



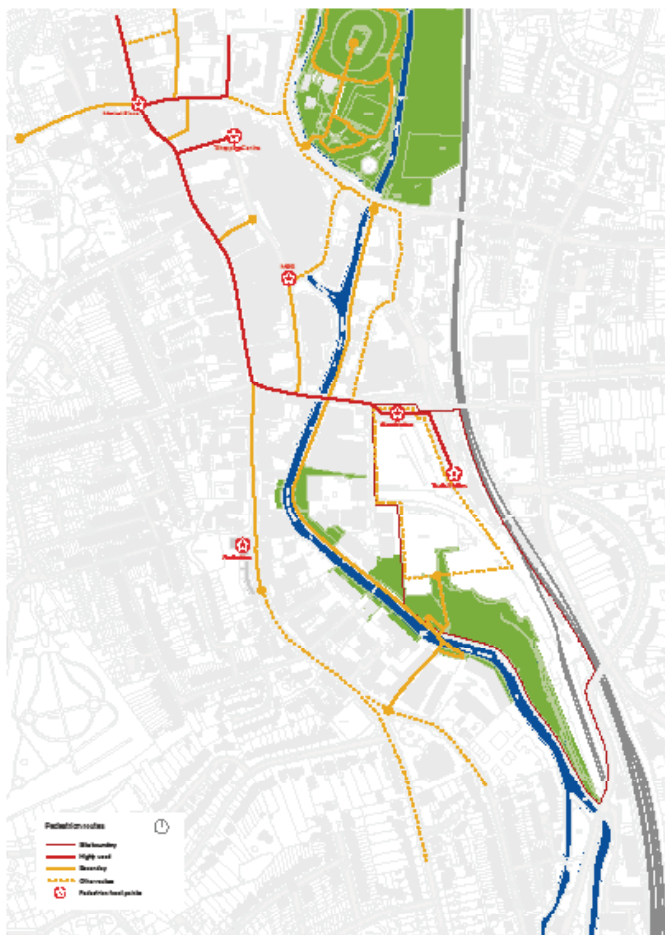
4.0 Movement and Transport

The design team, including Mayer Brown and BDP, have engaged with HCC regarding developing the movement strategy for the site.

The movement strategy is aligned to the aspirations of the Bishop's Stortford Town Centre Framework.

The scheme will deliver:

- a new two-way street through the site;
- improved bus facilities;
- improved taxis facilities;
- increased cycle provision at the station;
- increased station car parking facilities;
- looking at delivery of short stay parking facilities;
- improved cycle routes through the site with riverside and road way cycle routes.



Connection to Bishop's Stortford

The HCC have a position that the priority through the site should be restricted to sustainable modes was discussed. Solum has taken the position that this route should be a two-way all purpose route, as is the aspiration of EHDC and the local community.

The points below relate to meetings held with HCC. The design team continue to work with HCC to find a common way forward. It is envisaged that the North-South Street will be adopted by HCC.

North - South Street

TRANSIT modelling showed that minor changes in traffic involving people currently turning left from London Road into Hockerill Street and vice versa, the Anchor Street improvements which will reduce the inter-green periods and the provision of the southern car park access which takes traffic from the Station Road/South Road junction will provide a benefit for the town centre network, for which the predominant use of the capacity can be to provide benefits for buses, cyclists and pedestrians. In particular bus activation at key signals.

The link through the site will also remove traffic from the Hockerill Junction and the South Road/Station Road junction. This provides the Local Highway Authority working with EHDC with a considerable opportunity to use the capacity generated for the purpose of all road users within the town centre. The application will be supported by findings from the agreed HCC Town Centre TRANSYT model, to demonstrate the benefits and opportunities that arise from a small re-assignment of traffic within the Town Centre network.

Principals of North-South Street

- HCC are content for a target design speed of 20mph, which would have a target maximum speed of 24mph.
- HCC considered that a 6m carriage width is appropriate plus localised widening dependent upon vehicle tracking. Parking would be in addition.
- Slowing features every 80m to achieve 20m/h speed (currently ~ 90m)
- Parking bays to be 2.5m wide to avoid door swiping of cyclists (draft HCC parking document enclosed)
- Parking should be clearly defined from carriageway – flush kerb or material change.
- Reduce amount of tarmac and visually break up street with crossings that use a change in material. Contrast is perhaps more important than level change.
- Raised tables should be shallow for buses.
- Footpaths with high footfall should be 3-4m wide.
- Range of material options discussed – natural stone, concrete, tarmac.
- Adoptable materials to be agreed with asset team.
- HCC accepted that final details of materials, can be referenced to be agreed in a planning condition.

In addition to road speed and managing heavy vehicles; We consider that the proposed 20mph speed limit is consistent with the function of the route as a bus route, so that residents who live to the south or north of Bishops Stortford are encouraged to make journeys by Bus as opposed to the private car and we consider that the design speed proposed, the restriction on larger vehicles balances the wider benefit with ensuring the safety of pedestrians and cyclists.

The application will restrict the hours of service vehicle access to the development, so that service vehicles are not making manoeuvres at the time of peak pedestrian and cycle flows. It is also with the powers of the Local Highway Authority to restrict access so that the road is not a through route for larger vehicles.

Station Square

The delineation of the shared space;

- Shared space will need to be consulted on and have buy-in from disability groups.
- HCC consider that similar materials between pavement and carriageway is acceptable.
- 25mm height difference is recommended to define the carriageway and aide people with visual impairments.
- 160mm kerb required for buses. These will not be located on raised shared space.

Bus Station and Services

The position of the north to south bus stops was discussed. Whilst HCC considered the advantages of all bus stops being located closer together they recognised that the location of the north to south bus stops north of the station square removed the ability to provide a simple gyratory system for taxis and vehicle drop off using the North to South Road and the widened Anchor Street junction. In that context the preference was that the north to south bus stops are located south of the station interchange with clear way finding signs provided immediately outside of the station.

It was accepted that the removal of the ramp from Station Road into the Station Pick Up and Drop off, would prohibit the 308 bus accessing from London Road. It was considered that this bus route would access using the North to south route.

Discussions have been held with Arriva the principal bus operator in Bishops Stortford and they have indicated how they would wish to use the route through the site, for the purpose of their services that connect to the South and North of Bishops Stortford. Combined with other initiatives coming forward, the Master Plan provides the opportunity to provide much improved bus journeys for many residents to the railway station and the centre of Bishops Stortford.

The Bus Strategy has been previously agreed with HCC, but the final agreement to Bus Stop positions will be in response to the detailed application which Solum are seeking to allow the delivery of the road. We consider that the opportunities that the Bus Strategy provides are consistent with what the Neighbourhood Plan seeks, in terms of encouraging journeys by non-car means.

Street Car Parking

- No parking close to junctions to provide view splays. These offer an opportunity for clusters of trees.
- Wider parking bays (2.4-2.5m) may help reduce clash between cyclists and car doors.
- Perpendicular parking on the north-south street is least favourable preference for parallel, then angled. Reversing from parking onto street is not favoured
- HCC noted, their response to the previous application, where they considered that the sustainable location of the site made a lower parking ratio acceptable in highways terms. In the context of this they considered that the current provision of parking was affecting the design and were supportive of a scheme with a reduced parking ratio.

Taxis

12 Taxi spaces will be provided which is the same provision as current. Location will be between the Train Station and Station Road along side the office building. There is potential for taxi booking office at the ground floor.

Cycles

Cycle routes through the site will occur on street and along the riverside providing for a choice of routes depending of the cyclist.

Cycle parking will continue to be located close to the train station with an increase of storage available. These are to be located at ground level, at the base of each commercial/office building, at either end of the new Station Square. A current provision of 236 is provided. The scheme proposes closer to 400 cycle spaces.

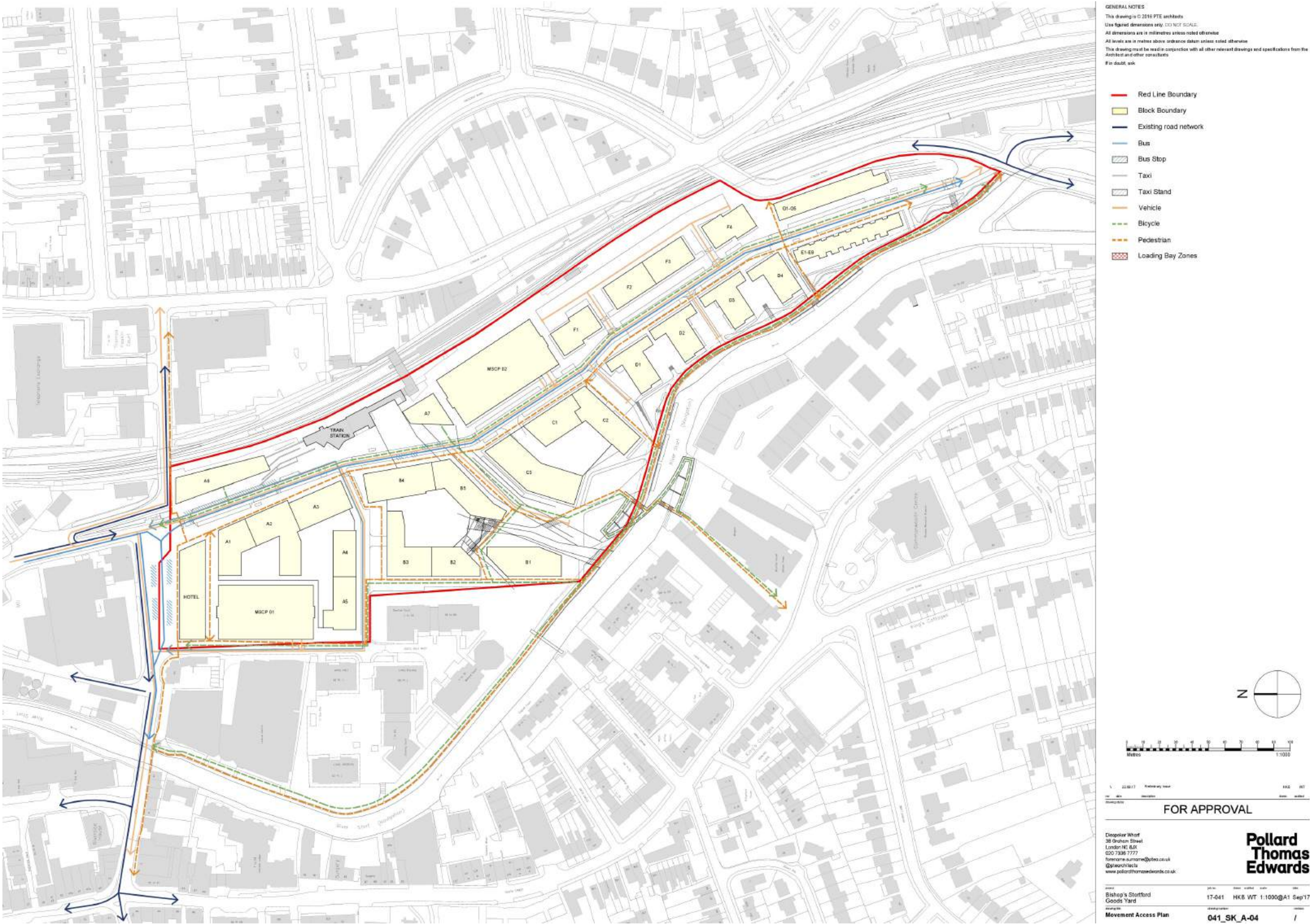
Pedestrian Routes

The design of the public realm is extremely important and is to be inclusive for all users providing safe and level access throughout the scheme.

Multi Storey Car Park

The MSCP will be 6 levels in height. The car parks are located along Anchor Street and the North-South Street beside the station.

4.1 Movement Access Plan

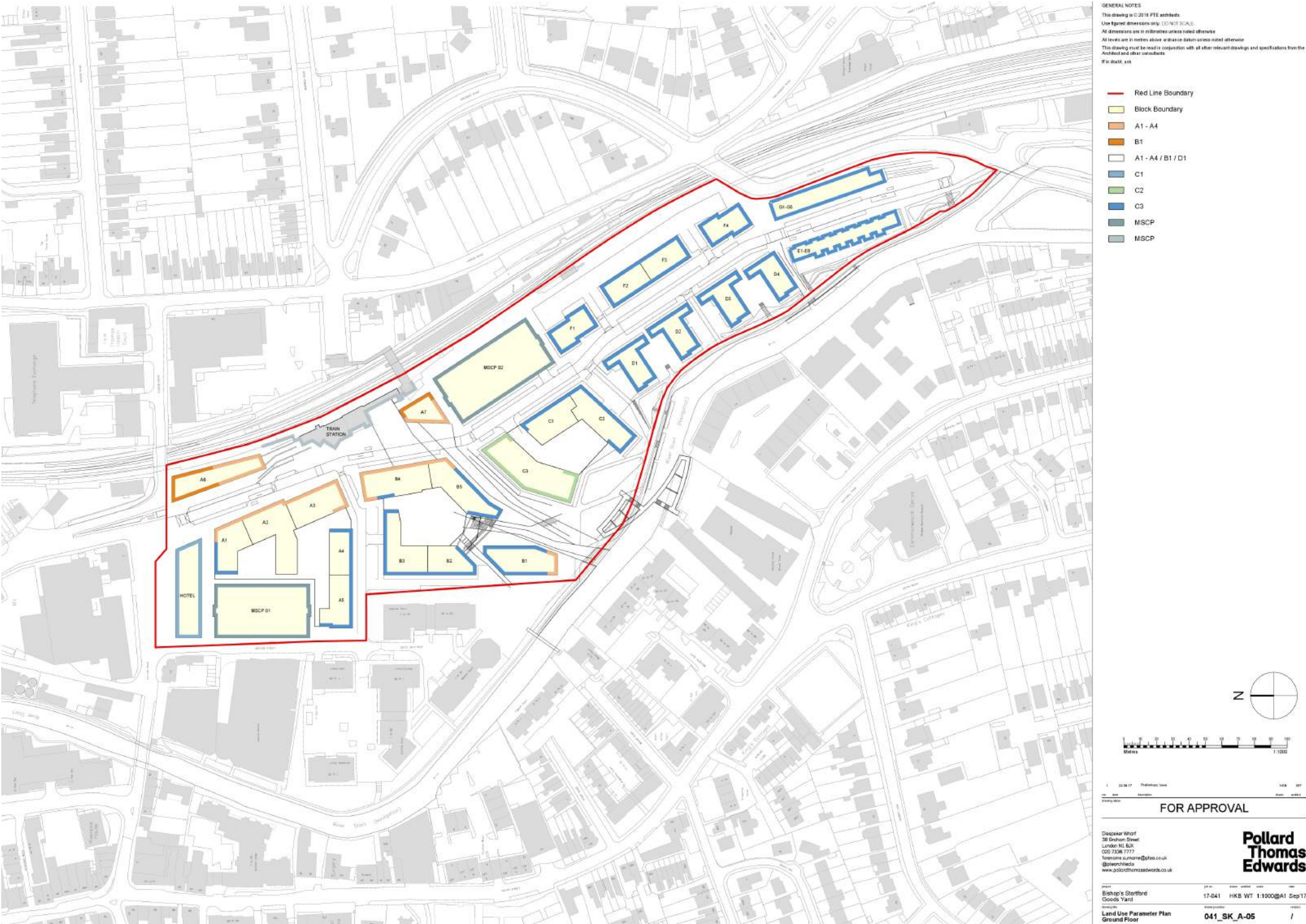


5.0 Mix of Uses

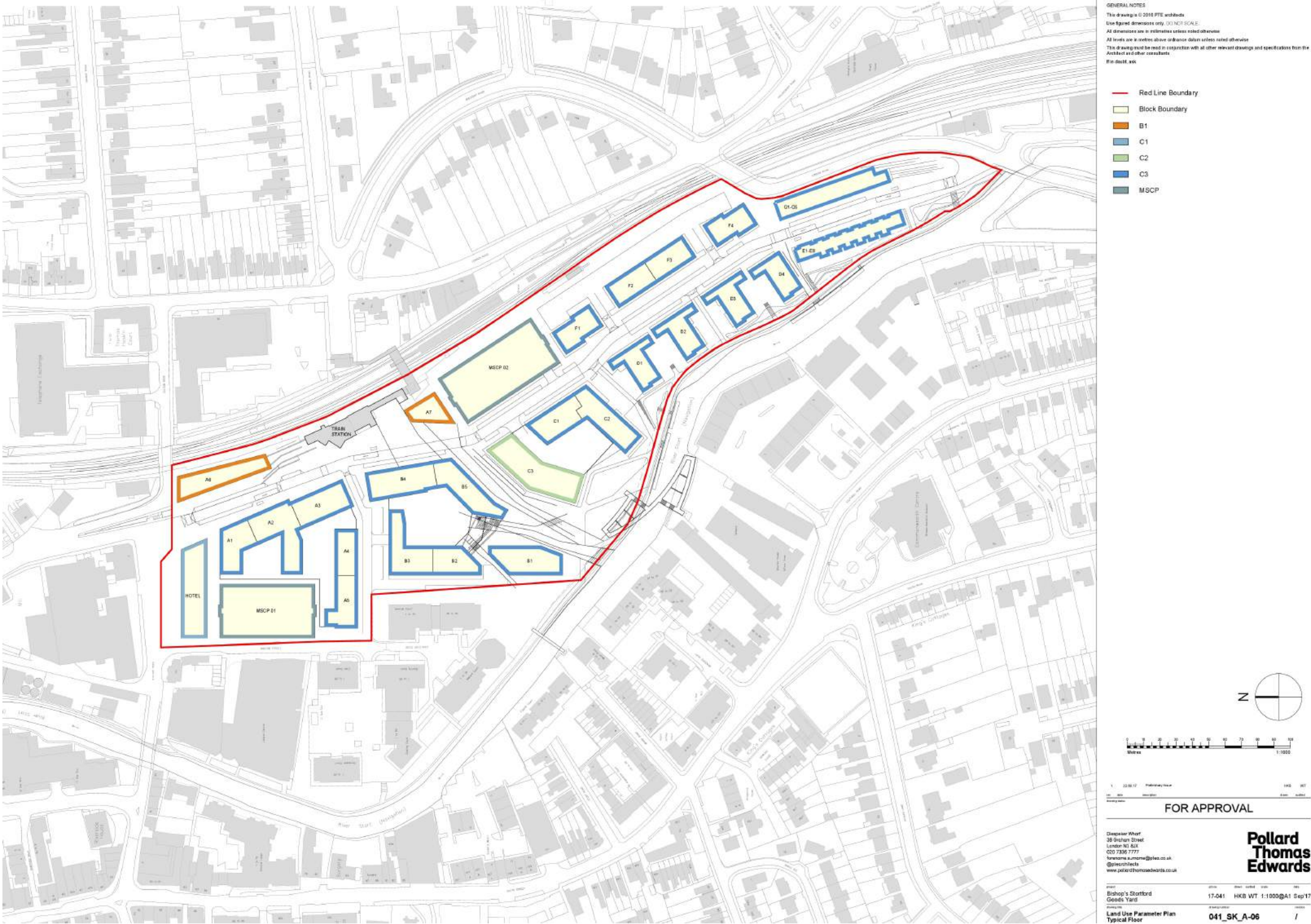
The proposal will provide the following:

- Up to 600 dwellings (Use Class C3) with associated car parking spaces.
- A ranges of types of homes across the site.
- Increased quantum of commercial use up to 4550 sqm of non-residential floorspace (potentially including a mix of retail and employment floorspace) (Use Classes A1-A5, B1, B2) and community use.
- Commercial/retail frontage around Station Square and route to town.
- New office building adjacent to the train station, as part of mixed use development.
- Café around the station and/or down by the riverside park.
- A hotel up to 90 bed spaces.
- A third age/elderly housing provision of up to 55 units of accommodation within class C2.
- Up to 1000 rail station car parking spaces;
- Improvements to the Bishop's Stortford transport interchange.

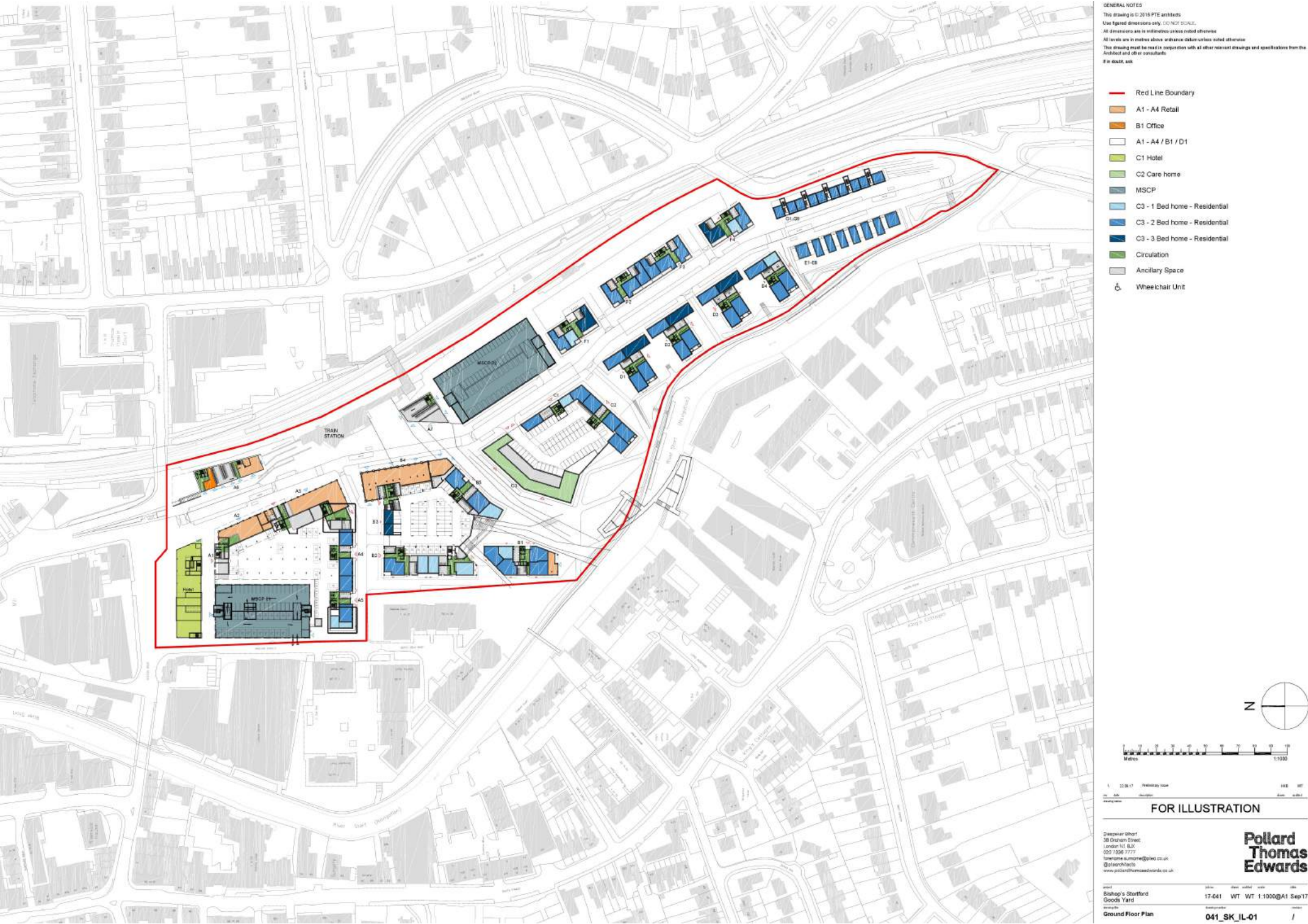
5.1 Land Uses - Land Uses Parameter Plan Ground Floor



5.2 Land Uses - Land Uses Parameter Plan Typical Floor



5.3 Residential Accommodation - Ground Floor Plan



GENERAL NOTES

This drawing is © 2018 PTE Architects
 Use figured dimensions only. DO NOT SCALE.
 All dimensions are in millimetres unless noted otherwise.
 All levels are in metres above Ordnance Datum unless noted otherwise.
 This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.
 If in doubt, ask.

Legend:

- Red Line Boundary
- A1 - A4 Retail
- B1 Office
- A1 - A4 / B1 / D1
- C1 Hotel
- C2 Care home
- MSCP
- C3 - 1 Bed home - Residential
- C3 - 2 Bed home - Residential
- C3 - 3 Bed home - Residential
- Circulation
- Ancillary Space
- Wheelchair Unit

FOR ILLUSTRATION

17-041 WT WT 1:1000 @ A1 Sep 17
 Podium / First Floor Plan 041_SK_IL-02

Pollard Thomas Edwards

Dispersal Wharf
 30 Strand Street
 London EC2A 4DF
 020 7336 7777
 london@pted.co.uk
 www.pted.co.uk

6.0 Landscape Strategy

The landscape approach for the Good's Yard is to create a simple, elegant and cohesive public realm, infused with local references to both its working industrial past and its location alongside the River Stort. Proposals will be responsive to the distinct character of Bishop's Stortford, the principles on which the new architecture has been designed plus good urban design practice in general. The landscape comprises of a high quality network of green spaces, delivering a wide range of amenity and environmental benefits, including:

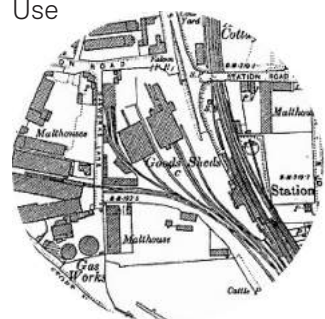
- A network of pedestrian orientated and traffic calmed streets which connect to the surrounding areas.
- A new 'Station Square' enhancing the sense of arrival and connecting commuters and visitors to the new neighbourhood and wider town centre.
- Greater local biodiversity and ecology with more green space made up of native tree planting, swales, green roofs, enhancements to the riverside tow-path and creation of riverside gardens.
- Playable and recreation spaces as integrated parts of broader public realm, contributing to the activation and diversity of use for a range of people.
- A series of pedestrian focused routes and shared surfaces to provide a varied layout to increase the sense of place.
- Generously planted defensible zones across the whole area, offering valuable green spaces and front gardens to residents.
- Residential podiums and courtyards providing community gardens, offering more peaceful areas in which to play, relax and enjoy.



The Industrial & Transport Use



The Natural Riverside Edge



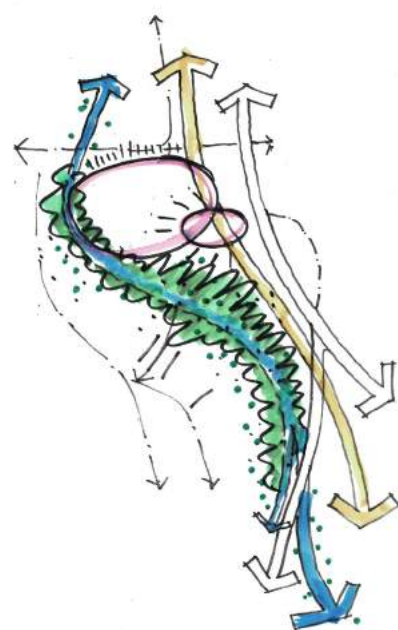
Reference to Historic Use



Reference to River Stort

- Restore the influence of the River Stort and bring the natural edge back into the core of the site.

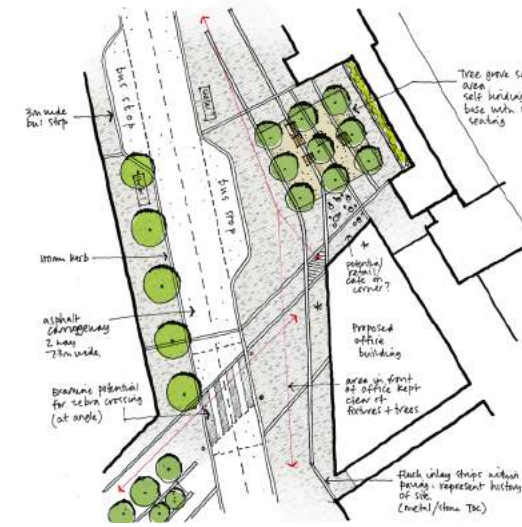
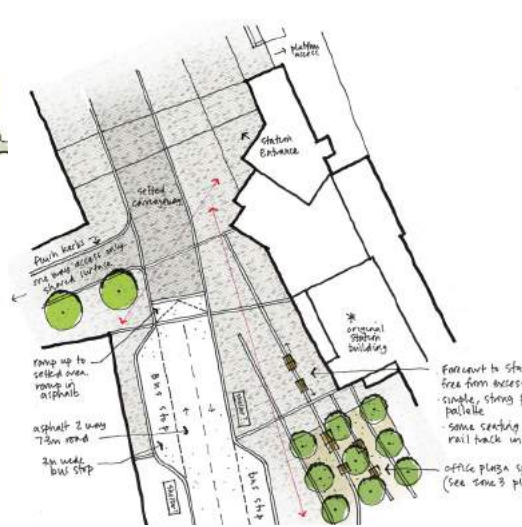
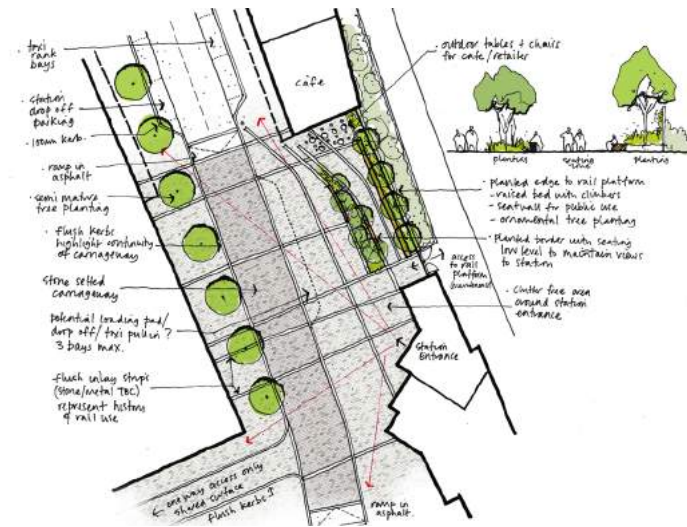
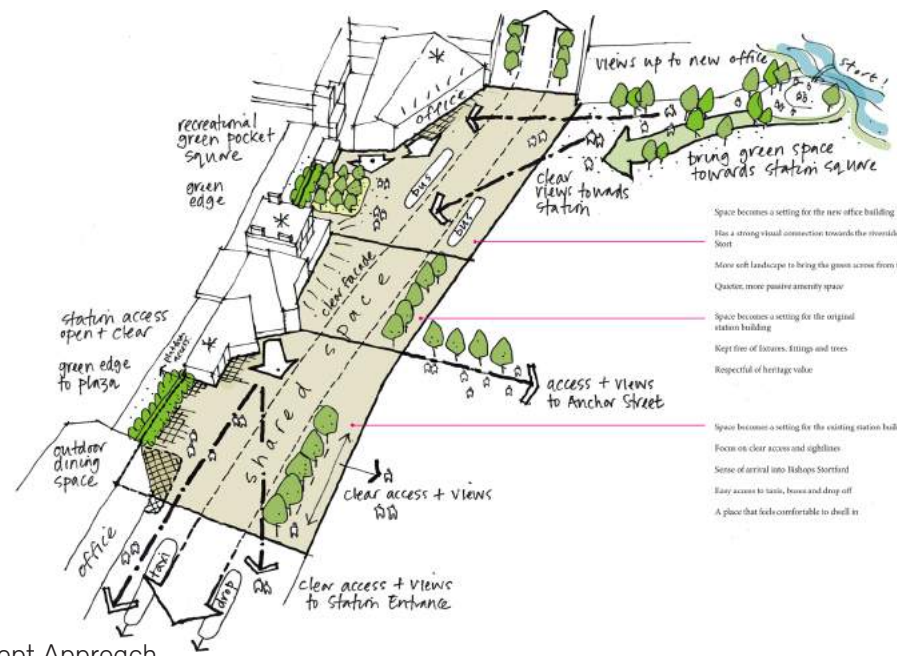
It is the aspiration of Solum that landscape works beyond the site boundary to the river, including tow-path and moorings, form part of a coherent approach. A detailed landscape section will be included in the planning application and consider deliverability and maintenance.



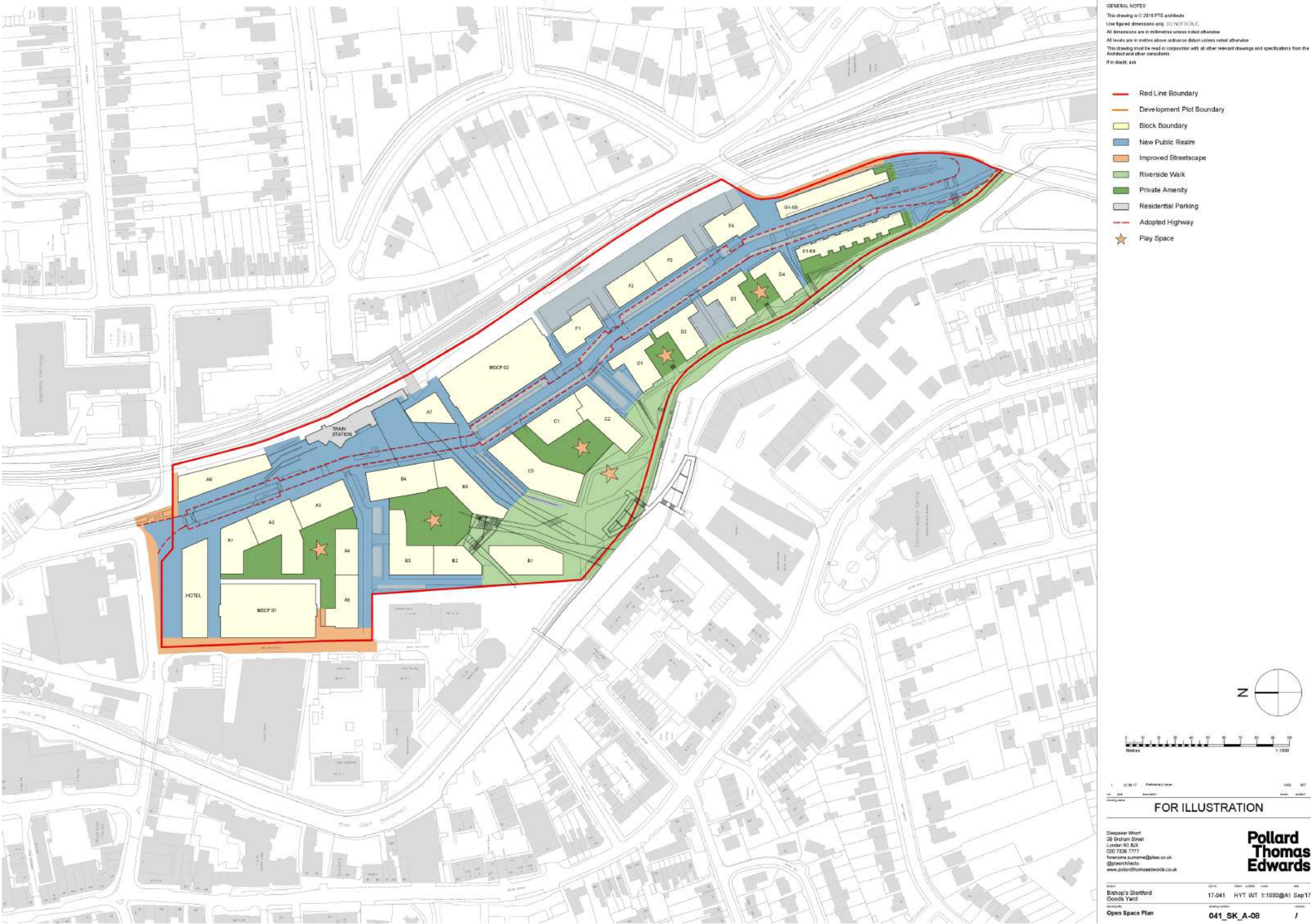
Masterplan to consist of a sequence of different urban spaces reflecting the market town heritage

Riverside Landscape variety and character





6.3 Landscape and Open Space Strategy



7.0 Character Areas

7.1 Character Area Plan

Key Characteristics of Character Areas:

Station Square

- Open views/ connections between Bishop's Stortford Station and the River Stort.
- Taller ground floor accommodation to accommodate commercial space fronting Station Square and podium parking to blocks A and B.
- Variation in roof profile breaks down massing and provides rhythm on streetscape.
- Materials reflect Malting's buildings on opposite side of the River Stort.

The Maltings

- Open views/ connections towards Station Square and the River Stort.
- Direct 'Green link' connects Station Square with the River Stort.
- Taller ground floor to accommodate podium car parking to blocks A, B and C.
- Higher scale, density and massing than Southern blocks.

The Riverside

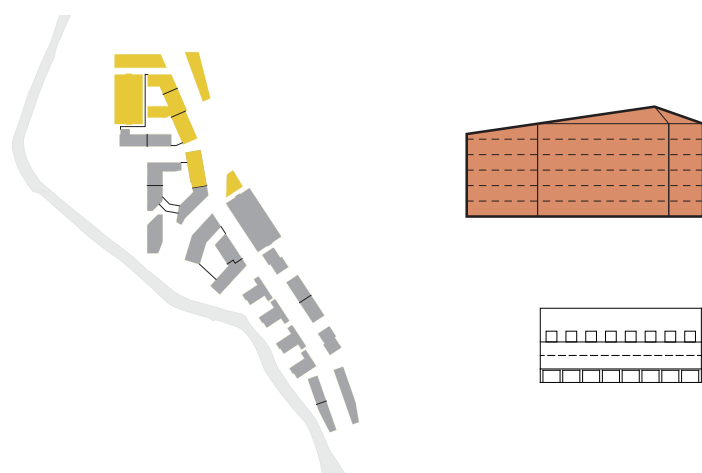
- Connections between North- South route and River Stort.
- Building form reflect Malting's buildings.
- Buildings have close relationship with the River Stort.
- Lower scale density and Massing than Northern Blocks.

The Sidings

- Visual link and connection to railway line.
- Visual connections West to Riverside block and River Stort.
- Lower scale, massing that Northern blocks. Form reflects Goods Yard railway architecture.

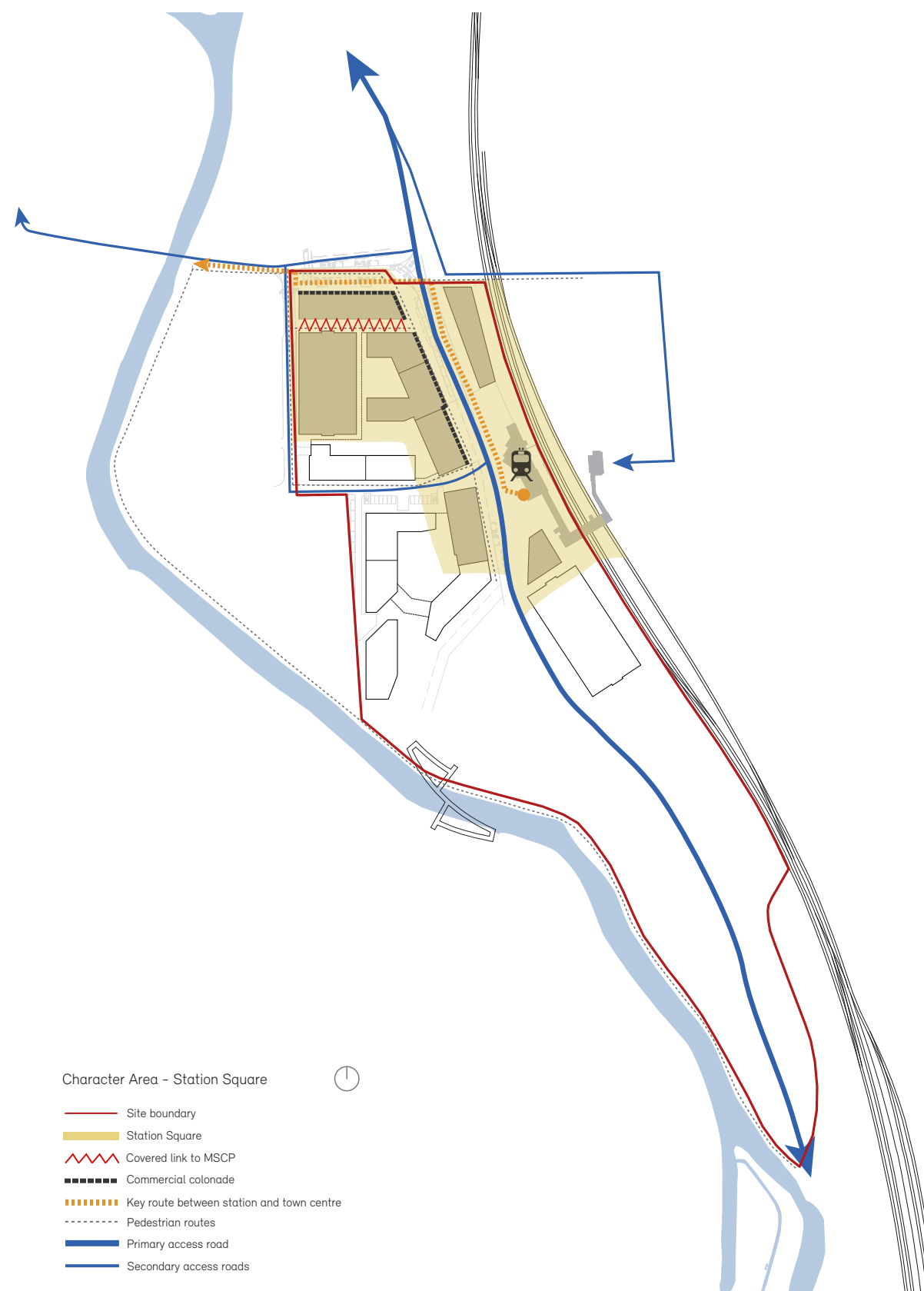


7.2 Station Square

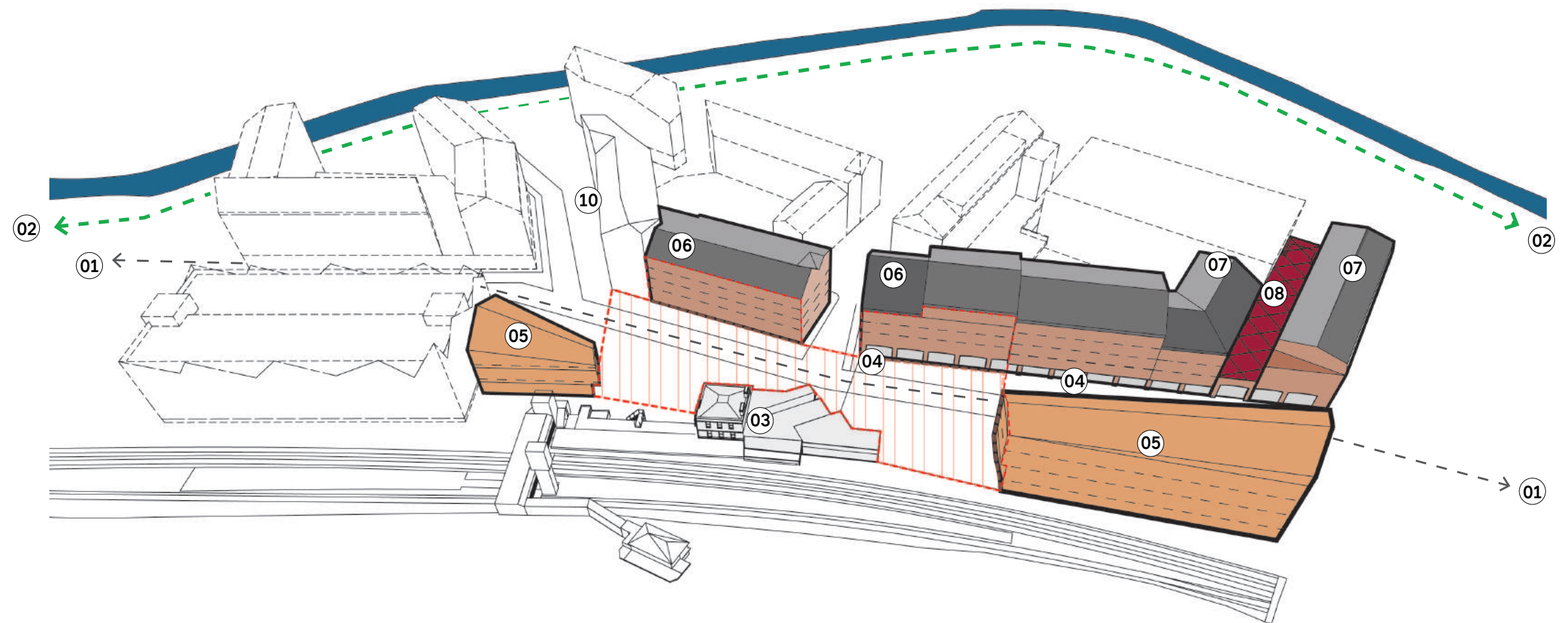


The Station Square character area runs north / south and is located at the northern end of the masterplan, encompassing the vehicular road and access points into the site from Bishop Stortford along with the station car park. This area forms the entrance gateway to the northern edge of the site and backs onto the railway line along its eastern edge. The Station Square is envisioned to be linear in character with commercial use at the ground floor and apartments above lining the western edge of the access road. The commercial 'key' buildings frame the existing station building along the eastern edge of this area. This character area contains the main public / civic space - a gateway to the station forecourt. A series of buildings along the western side create a street edge, varying in form and scale and will accentuate that the Station Square is a transient area that is 'passed through'. The massing of the blocks is punctuated by a pedestrian route, one of which forms a covered colonnade leading from the station through to the car park. The car park is embedded within this zone defining the western edge of the character area.

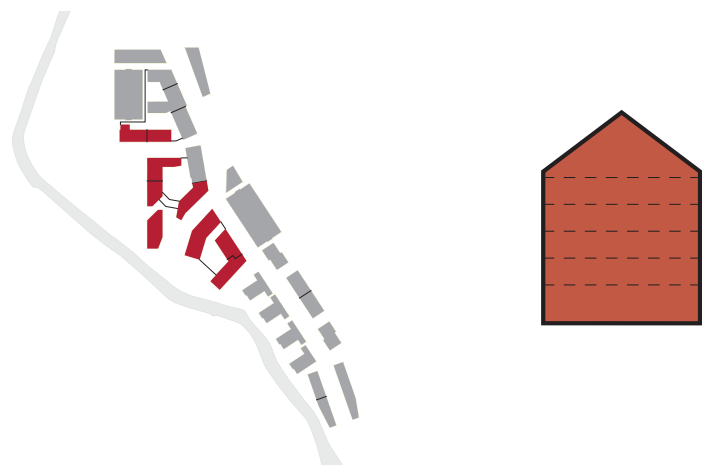
The buildings range in height from 4-6 storeys, the top floor being in the roof space. This is appropriate with the surrounding context.



- ① Spine Road- Street Character
- ② Riverside Walkway
- ③ Existing Bishop's Stortford Railway Station.
- ④ Taller ground floor forming parking podium and commercial colonade.
- ⑤ Key buildings framing station building and public square.
- ⑥ Roof profile helps break massing of buildings and provides rhythm along street-scape.
- ⑦ Linear block emphasises route from central Bishop's Stortford to Station Square.
- ⑧ Colonade - covered walkway link between station and car park.
- ⑨ Carpark- embedded within the Character Area.
- ⑩ Buildings orientated to emphasise route between road and river.



7.3 The Maltings



The Maltings character area is located within the central section of the masterplan. Fronting both onto the North-South route and the River Stort and Maltings buildings.

This area, in particular, seeks to reflect Bishop's Stortford's Industrial heritage. There is a strong relationship with the river and the architecture reflects the warehouse typologies along the riverside. With a higher number of apartments and hard surfaced landscape on route to the station adding to the warehouse aesthetic.

The buildings range in height from 4-6 storeys, the top floor within the roof space, thus the scale is of 5 storeys. The scale is appropriate with many of the existing developments located near the site.

There is as direct response to the Bishop's Stortford maltings buildings form with 3 gables facing onto the River Stort.

This area bridges between two character areas - the station square area to the north and lower scale Riverside development to the south.

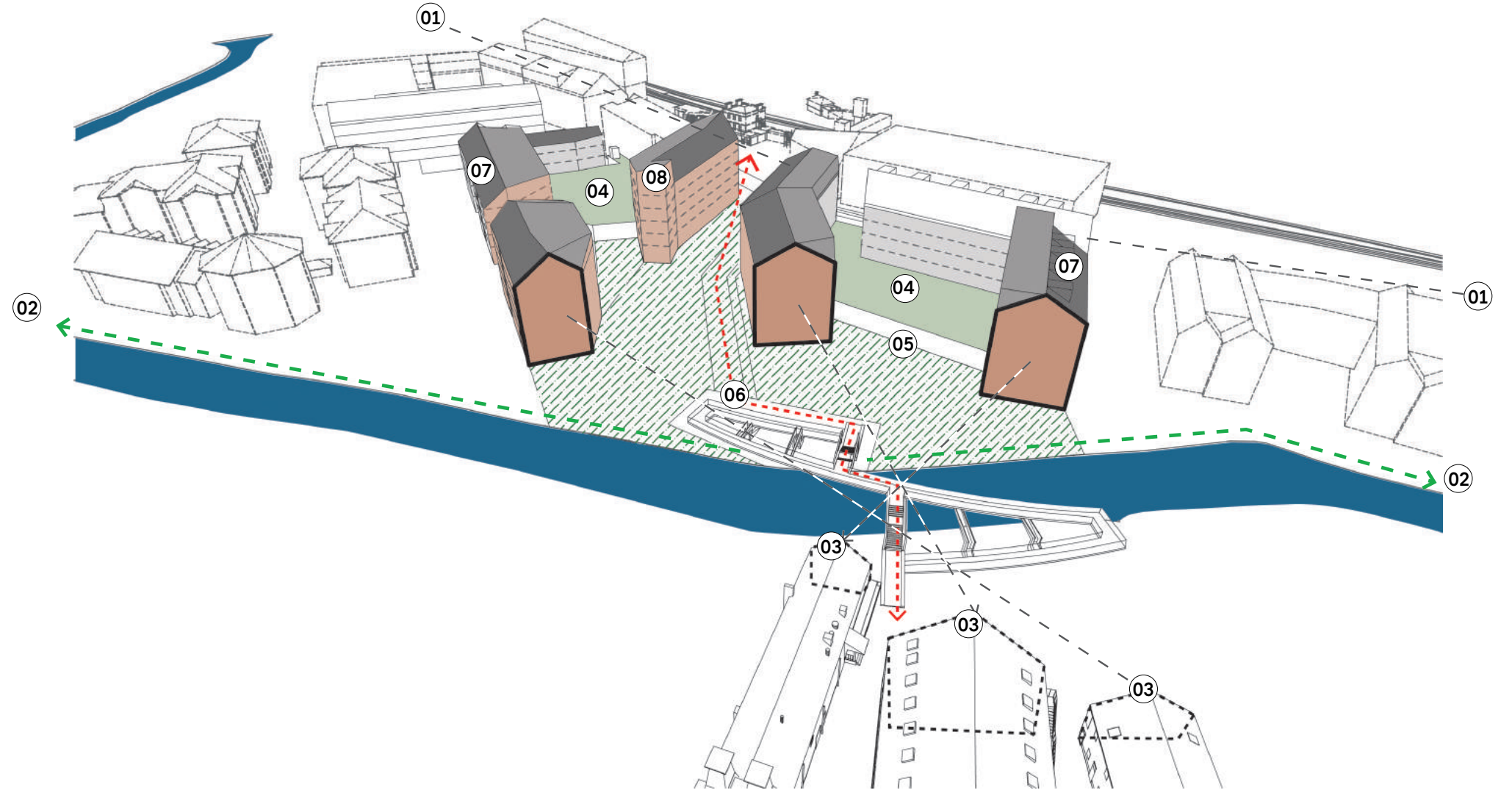
The Buildings form courtyards facing the river edge and are used to frame the views of the river which sit amongst a rich and landscaped riverside park.



Ventilation chimneys provide a feature and will be considered appropriate in the Maltings character area.



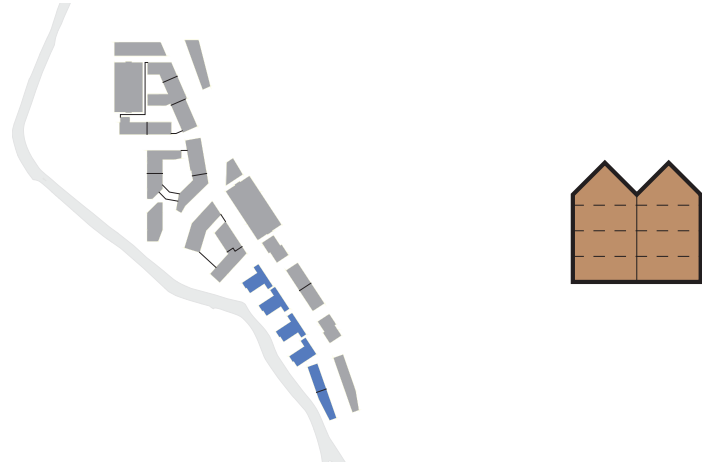
- ① Spine Road- Street Character
- ② Riverside Walkway
- ③ Buildings orientated to face the Maltings Buildings and River.
- ④ Courtyard formed between buildings facing river Stort edge.
- ⑤ Parking podiums form base to buildings- taller ground floor.
- ⑥ Direct link to Bishop's Stortford Station/ Riverside and Bridge.
- ⑦ Building form reflects Malting's Buildings.
- ⑧ Key buildings as focal point on river edge.



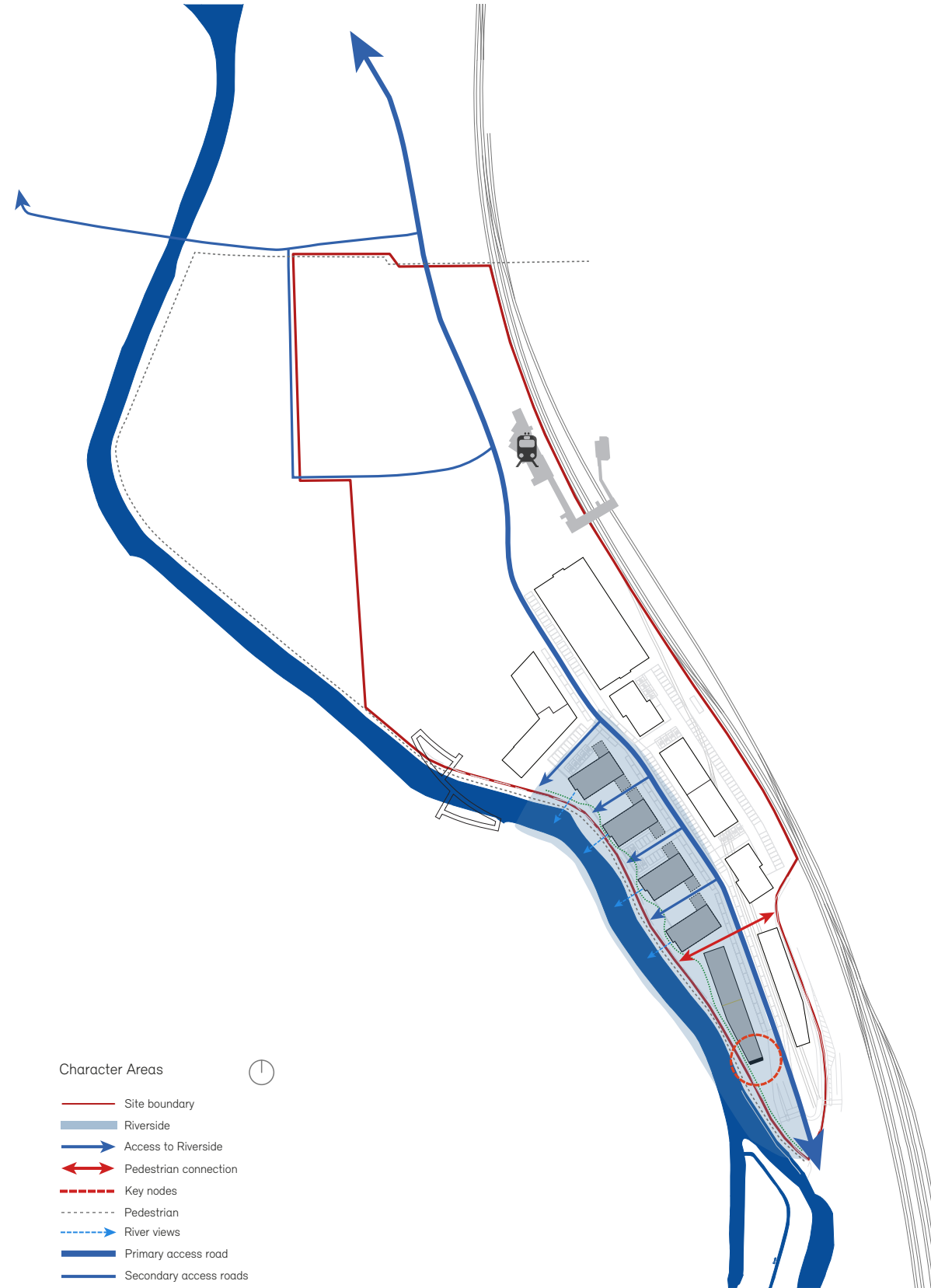
A series of elevation development diagrams considers material and fenestration.



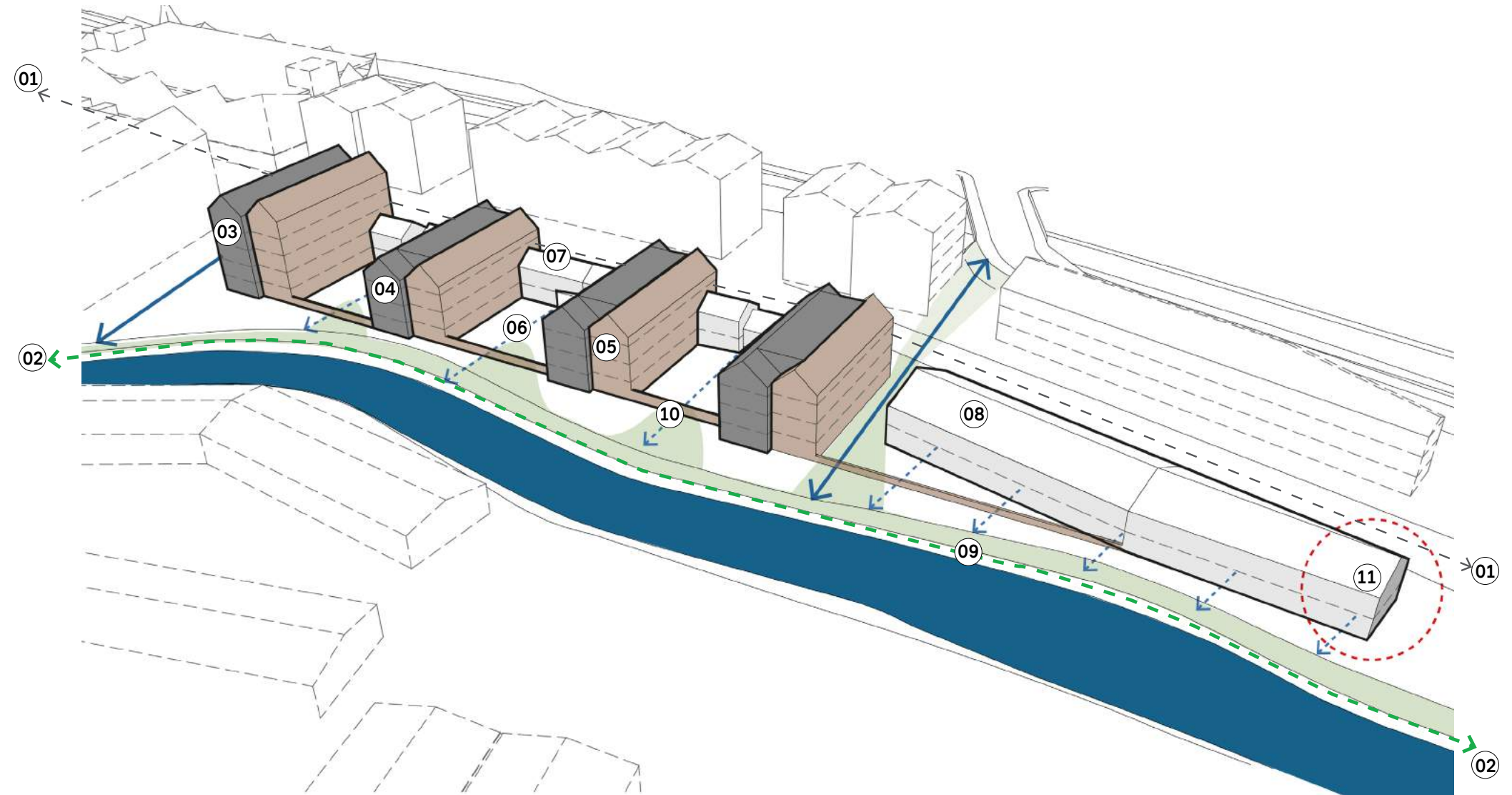
7.4 The Riverside



The Riverside character area is located at the southern end of the Bishop's Stortford Goods Yard development. It is unique in that it encompasses only one line of buildings which face out onto the river. The riverside is envisioned as a residential area with building typologies and materials reflecting the adjacent Maltings buildings. The buildings range in height from 2-5 storeys (1 in roof), 5 at the north end adjoining the Maltings buildings to 3 storeys housing at the southern end. As with the Maltings character area the buildings form courtyards facing the river edge and are used to frame the views of the river and landscaped riverside park.



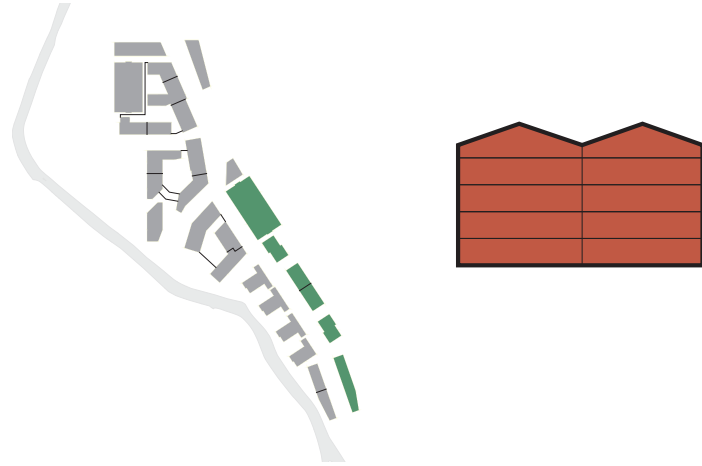
- 01 Spine Road- Street Character
- 02 Riverside Walkway
- 03 Roof profile- helps to break massing.
- 04 Linear block form reflects Maltings buildings across the river.
- 05 Main gable ends face the river and road.
- 06 Buildings form courtyards facing riverside.
- 07 Lower buildings form gatehouses, aligning with road.
- 08 Buildings form buffer between road and river.
- 09 Main aspect towards river.
- 10 Garden wall provides protection to building edge.



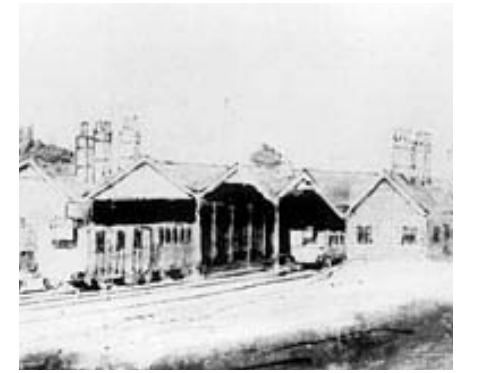
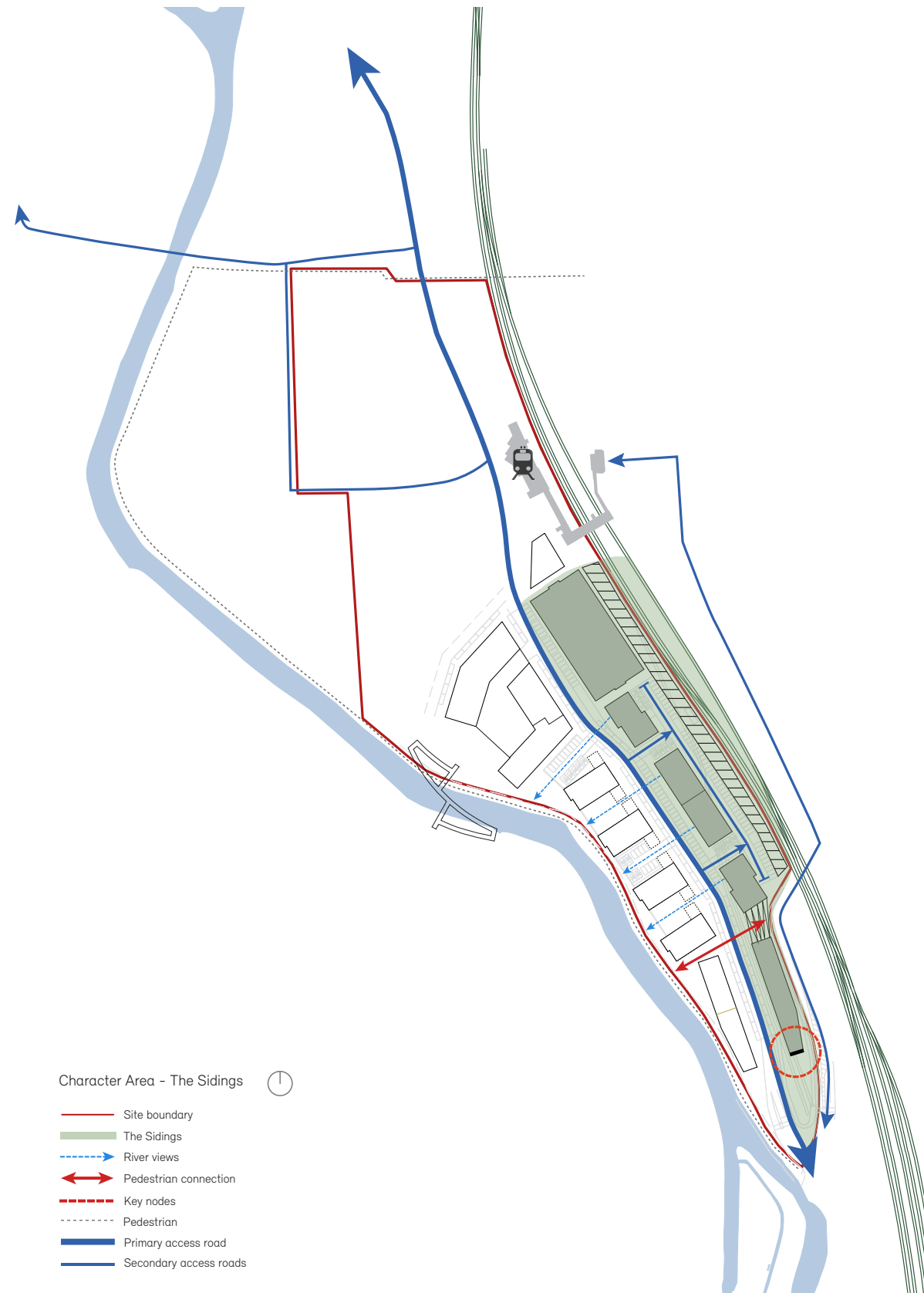
Elevation Development Diagrams



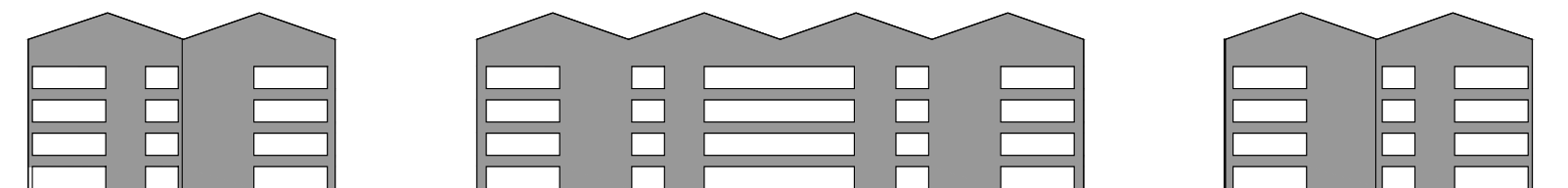
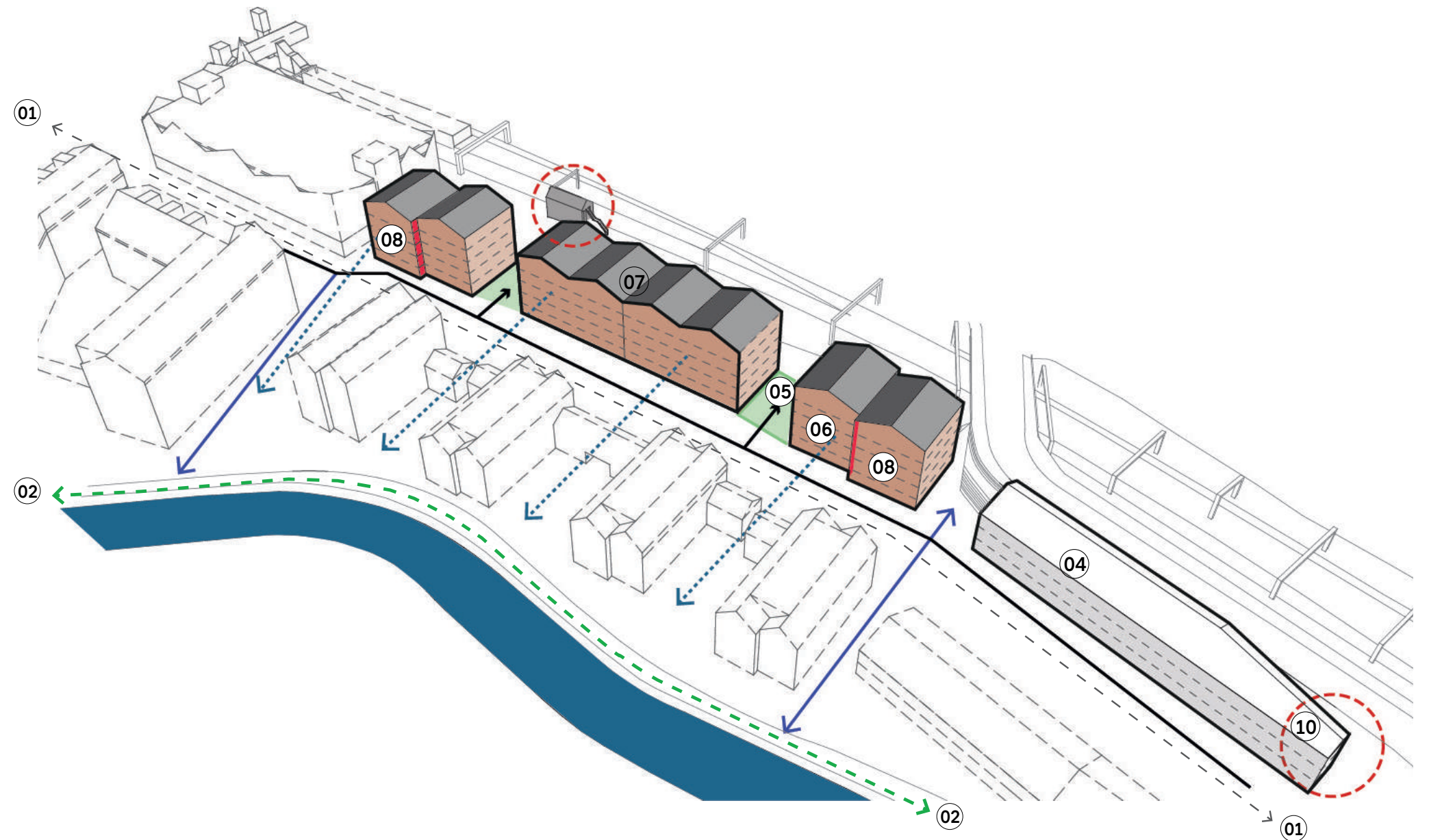
7.5 The Sidings



The sidings character area is located at the Southern end of the masterplan and runs North - South acting as a buffer between the railway line and North- South street. This area forms the entrance gateway to the Southern end of the site. The sidings area is envisioned to be a long linear character area with buildings ranging in height from 4-5 storeys, the majority of which are apartments lining the road. These buildings will have a degree of uniformity. As with the station square character area the sidings buildings will also accentuate that this is a transient area that is 'passed through'. There is a strong relationship with the station and the architecture reflects the warehouse typologies of railway and warehouse buildings. The buildings will front the street and railway.



- 01 Spine Road- Street Character
- 02 Riverside Walkway
- 03 Roof profile helps to break massing and reflects warehouse buildings.
- 04 Linear block acting as buffer between railway spine road.
- 05 Buildings frame views to signal box and railway, while providing access to parking.
- 06 Staggered block facade framing residential block.
- 07 Building form reflects warehouse/ railway typologies.
- 08 Buildings orientated towards spine road and Maltings buildings opposite the River Stort.
- 09 Strong horizontal emphasis of architecture.
- 10 Consistent height across Northern block reducing in scale to Southern end to reflect block on opposite side of spine road.



Elevation Development Diagrams



8.1 Parking Strategy

The balance of parking to green space is achieved through parking podiums to blocks A, B and C. Residents in these blocks will have access to parking in the podiums below shared green courtyard spaces. Podium parking blocks have been designed with duplex units at ground floor to minimise their impact on the streetscape.

Designated residential grade parking is located off the North-South street and secondary routes running towards the River Stort for blocks D-G. Block D and E have courtyard parking to the rear. A car parking provision of 0.xx is provided across the scheme. The application will define car parking is managed.

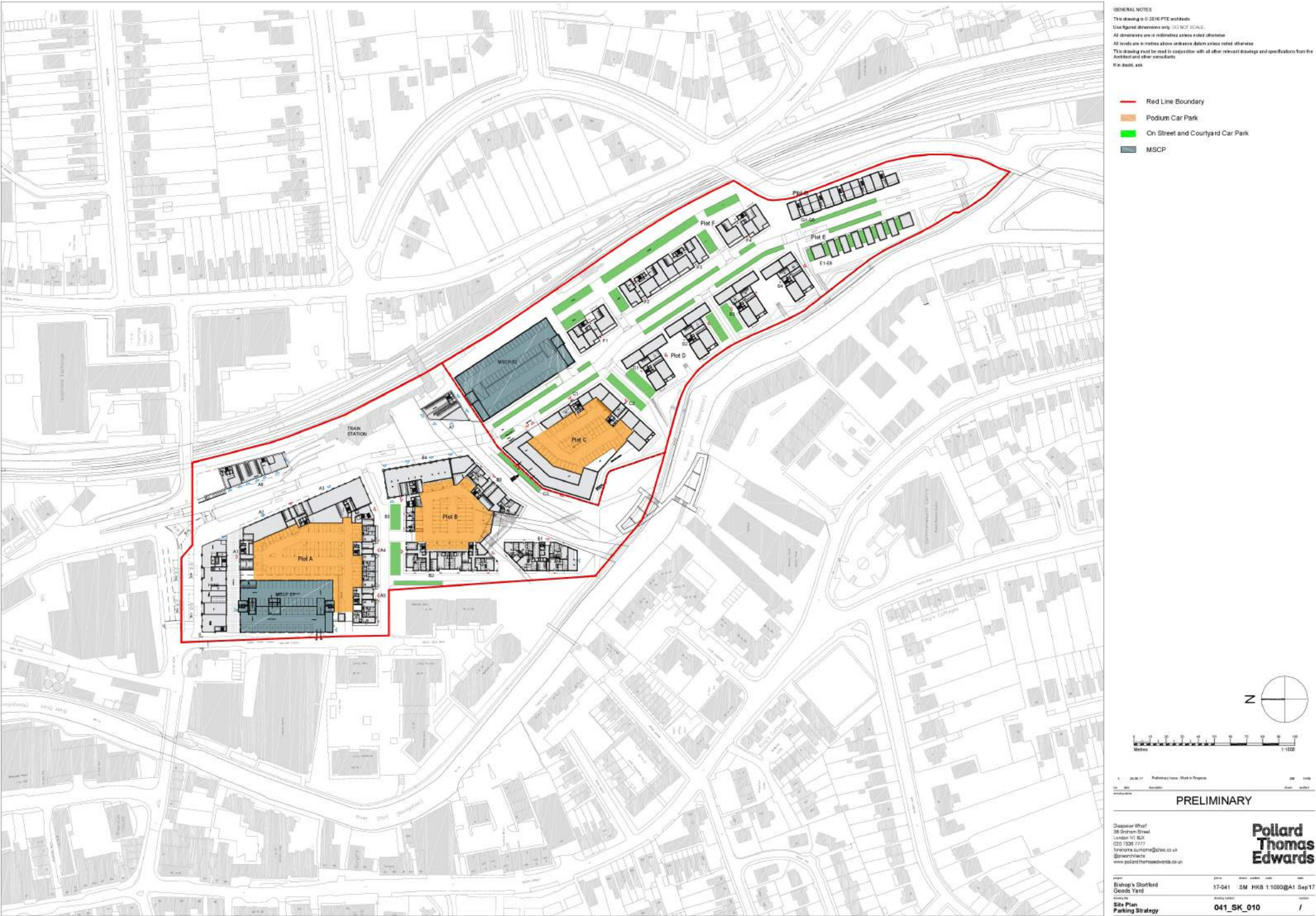
- MSCP's are sited in two locations:
- 1. West of block A - Accessed via covered link from station square.
 - 2. Immediately south of Station Square.



This section is of another scheme which illustrates the podium parking arrangement surrounded by housing and/or commercial to provide active street frontages.



Courtyard garden above Podium parking



- MSCP
- Podium Parking
- Residential Parking Bays

8.2 Sections through the Masterplan



Site Section through Plot B - Station Square



Site Section through Plot A

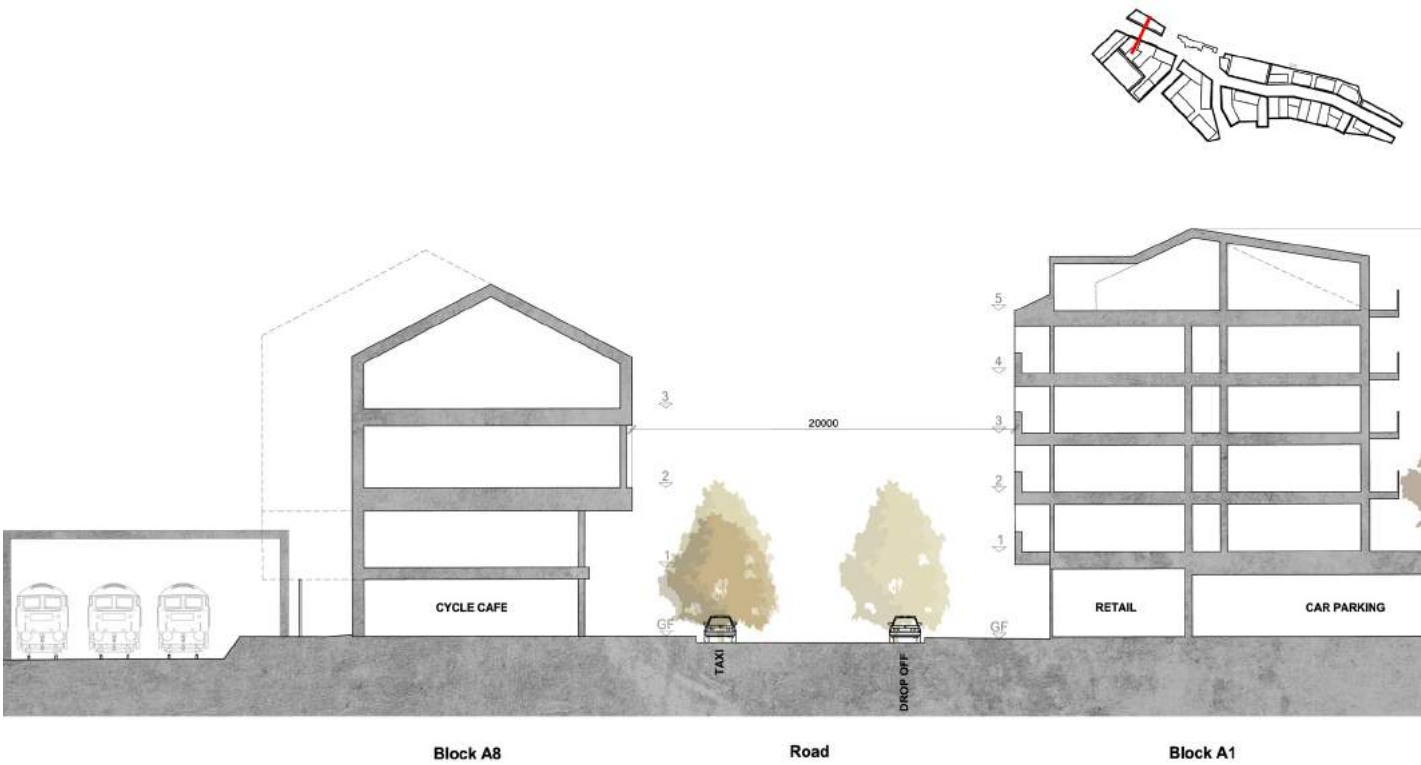


Site Section through Plot B - Station Square

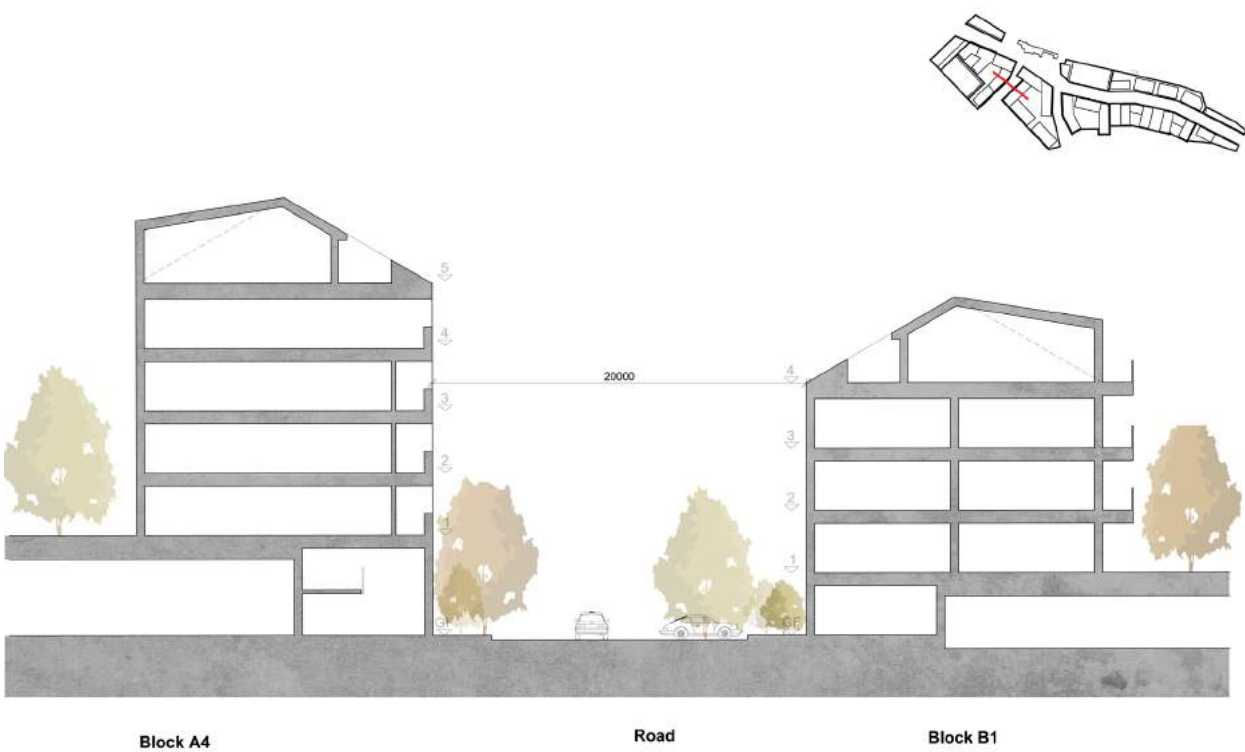


Station Square Elevation

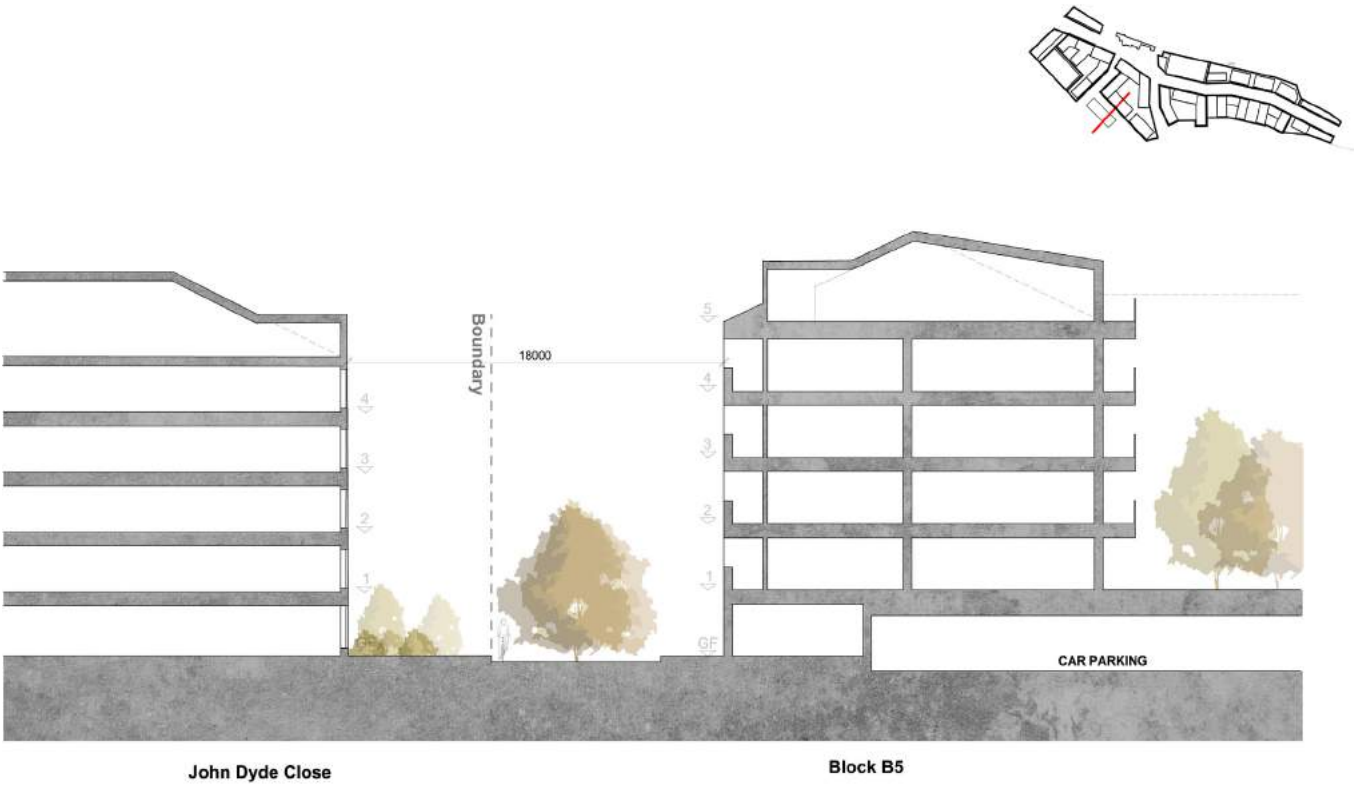
8.3 Street Sections



Street Section through Plot A



Street Section between Plot A and Plot B



Street Section through Plot B and John Dyde



Section between Plot C and Plot D

8.4 Building Heights and Roofscape

The overall building heights strategy responds to an analysis of the existing context in Bishop's Stortford, which is explained in chapter 2.4. The development ranges in height from 3-6 storeys with the top floor located in an inhabited roof space, therefore reducing the overall appearance of the building height.




Special Buildings provide a change in height to both distinguish the buildings and at Station Square mediate the height between the taller residential and MSCP blocks and the lower scale existing station building.

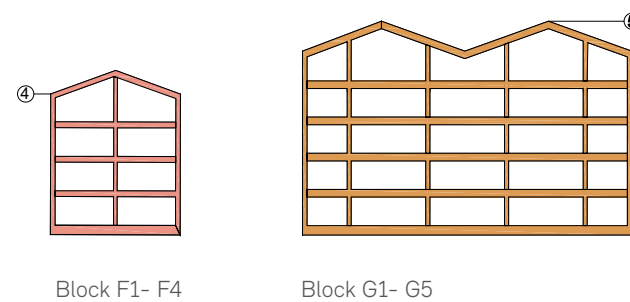
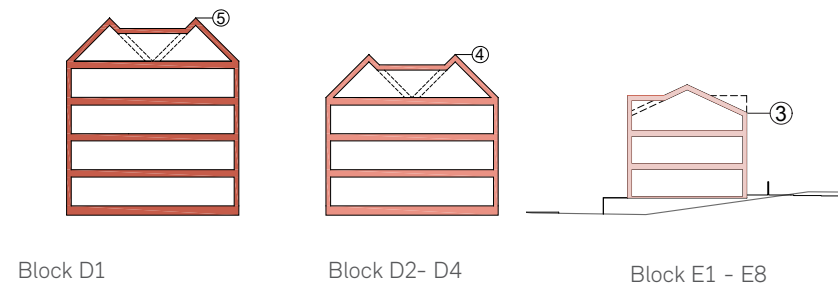
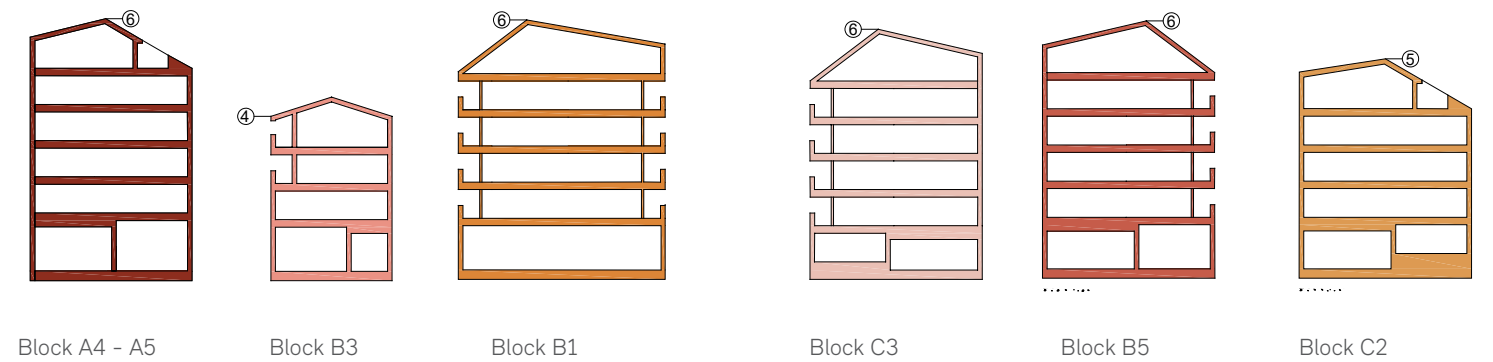
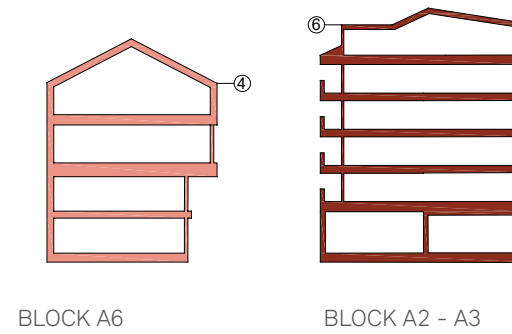
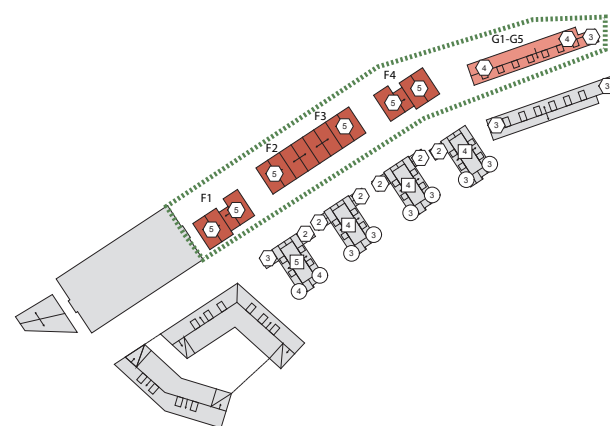
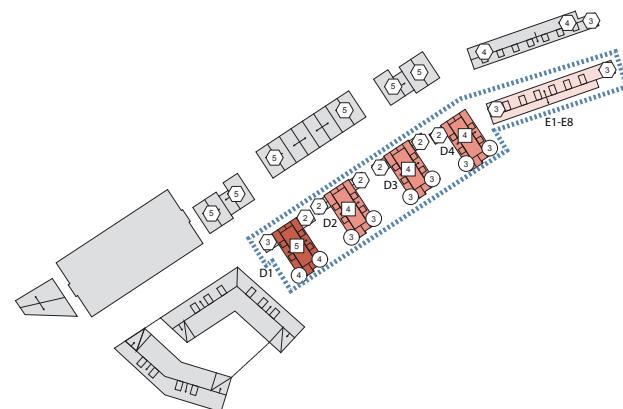
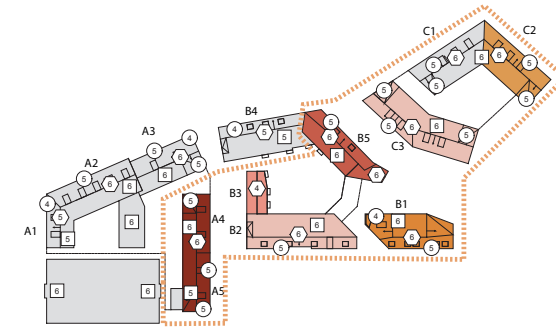
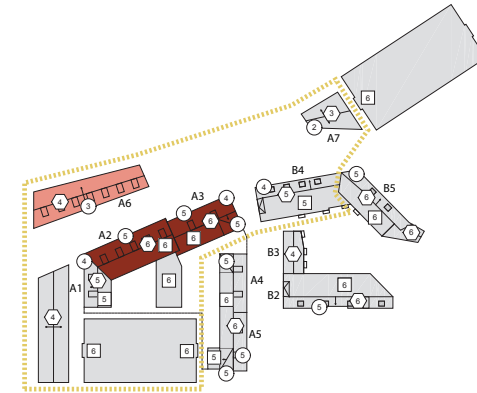
Residential blocks of up-to 6 storeys, which include an inhabited roof space (6 Floors) are positioned closest to the river in 'The Maltings' character area, facing onto the larger scale historical Malting's buildings.

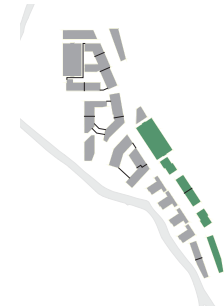
5 storey blocks, which include an inhabited roof space (5 floors) will be perceived from Station Square as 4 storey buildings. This negotiates the change in height to the historic station building which is 3 storeys. The railwayside commercial buildings which frame the square are of 3-4 storeys and relate to the height of the existing station.

A range of roof pitches along Station Square edge reduces the building scale and responds to the historic layered townscape of Bishop's Stortford.

Storey heights reduce to 3 storeys with inhabited roof space (4 floors) at the south of the site in the 'Riverside' and 'Sidings' character areas.

-  Maximum Storey Height at Eaves Line
-  Maximum Storey Height at Flat Roof
-  Maximum Storey Height at Ridge





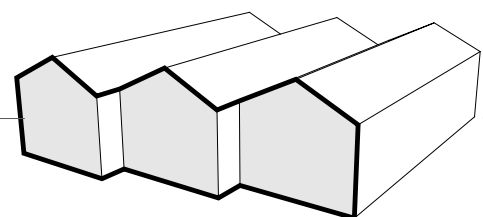
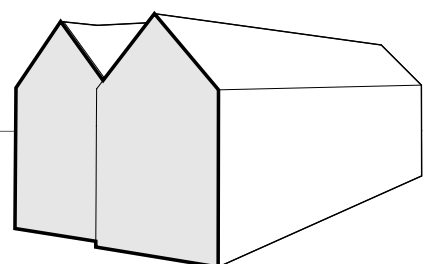
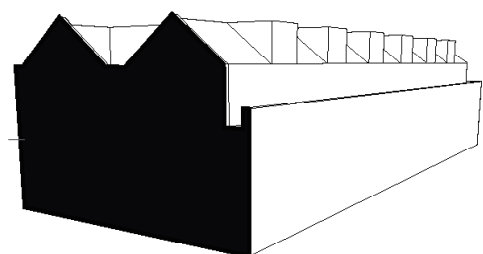
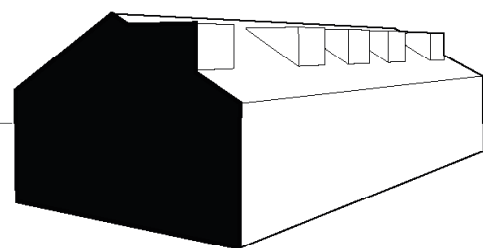
8.5 Balconies Strategy

The balcony strategy for the Masterplan reflects the street hierarchy surrounding each block, which is articulated through inbound balconies to primary routes and projecting balconies to secondary streets and courtyards.

On facades facing onto the primary North- South route and 'Stort Way' (linking the station to the river), balconies are recessed to create a formal facade to these elevations and provide a greater level of privacy.

For the courtyard spaces and secondary streets, balconies are projecting. Black metalwork reflects the ironmongery on the Old Maltings buildings which can be viewed from the courtyards to the west and railway line to the east, referencing the site's industrial heritage.

Projecting balconies orientated South West maximise views to the River Stort and surrounding greenspace.





ESSENTIAL REFERENCE PAPER C

Meeting Date	Organisation(s) Met With	Project Team Attendees	Meeting Topic(s)	Key Points / Actions
June 2017				
Wednesday 7 th	EHC	Solum, Savills	Initial Masterplan Discussion	<ul style="list-style-type: none"> EHDC presented aspirations for the site
Thursday 22 nd	EHC	Solum, Savills	EHC Executive Steering Group	<ul style="list-style-type: none"> Initial PTE presentation. Agreed principle of endorsing masterplan before submission.
Friday 30 th	EHC	Solum, Savills, PTE	EHC Officer Review	<ul style="list-style-type: none"> Appeal update. Engagement with Members. Wider stakeholder engagement. Design Review process. PPA. Masterplan approval process.
July 2017				
Tuesday 11 th	Allies & Morrison	Solum, Savills, PTE	Bishop's Stortford Town Centre Masterplan	<ul style="list-style-type: none"> Initial engagement with A&M as EHDC's appointed design advisors. Broad discussions on the masterplan principles and matters to be addressed (including two way road, relationship to the town centre, highways movements etc).
Wednesday 12 th	EHC	Solum, Savills, PTE	EHC Officer Review	<ul style="list-style-type: none"> Councillor site visit and presentation / workshop. DM Member Sub-Group. Engagement with A&M. Design update.
Wednesday 19 th	Allies & Morrison	PTE	Bishop's Stortford Town Centre Masterplan	<ul style="list-style-type: none"> Stakeholder review. Comments on Trumpington following Council visit. Design discussions including in relation to river corridor, height, scope of Phase 1, car park design, station buildings.
Thursday 20 th	EHC	-	Bishop's Stortford Goods Yard Internal Meeting	

Meeting Date	Organisation(s) Met With	Project Team Attendees	Meeting Topic(s)	Key Points / Actions
Thursday 20 th	EHC, HCC	Solum, Savills, PTE	EHC Executive Steering Group	<ul style="list-style-type: none"> A&M to be appointed by EHDC as design advisors. Key views within the scheme. Character areas. Landscaping. HCC want to review plans.
Thursday 20 th	EHC	Solum, Savills, PTE	EHC Councillor Site Visit and Presentation / Workshop	
Tuesday 25 th	EHC	Solum	CP6 Upgrade Presentation	<ul style="list-style-type: none"> NR presented proposed signalling upgrades for sidings and wider East Herts track improvements.
August 2017				
Wednesday 2 nd	EHC	Solum, Savills, PTE, A&M	EHC Officer Review	<ul style="list-style-type: none"> Landscape officer comments. Masterplan concept and heights. Application format. Early S106 discussions and viability to be arranged. Executive presentation to be arranged. Dates for Full Council meeting to be arranged.
Thursday 3 rd	Waterside Stortford	Solum	River Stort	<ul style="list-style-type: none"> Discussions about scheme's relationship to the water and provision of landscape features along water's edge.
Wednesday 10 th	Safer Neighbourhood Officer	Solum	Secure by Design	<ul style="list-style-type: none"> Solum to review provision of taxis and discussion on current night time issues in the area.
Wednesday 10 th	EHC	Solum, Savills, PTE	EHC Executive Steering Group	
Wednesday 23 rd	EHC	Solum, Savills, PTE	EHC Officer Review	<ul style="list-style-type: none"> Presentation of latest masterplan proposals.
Wednesday 23 rd	Shaping Stortford	Solum, Savills, PTE	Shaping Stortford Presentation	<ul style="list-style-type: none"> Car parking. Support for overall masterplan and emerging design of scheme.
Wednesday 23 rd	EHC, Allies & Morrison	Solum, Savills, PTE	EHC Members Sub-Group 01	<ul style="list-style-type: none"> Design presentation. Car parking.

Meeting Date	Organisation(s) Met With	Project Team Attendees	Meeting Topic(s)	Key Points / Actions
Thursday 24 th	HCC, EHC	Solum, Savills, PTE, Mayer Brown	Highways	<ul style="list-style-type: none"> Overall design intent of masterplan. Two way road.
Thursday 24 th	Catherine Wilson	Solum, PTE	John Dyde Close	<ul style="list-style-type: none"> Heritage. Quality of design. Key views.
Wednesday 30 th	Allies & Morrison	PTE	Design Workshop	<ul style="list-style-type: none"> Highways review and design of road. Relationship with adjacent landowners. Design details. Taxi arrangements. Views. Grain. Restaurant at riverside.
Thursday 31 st	EHC	Solum, Savills, PTE	EHC Executive Steering Group	
September 2017				
Thursday 14 th	EHC	Solum, Savills, PTE, BDP	EHC Members Sub-Group 02	
Wednesday 20 th	EHC	Solum, Savills, PTE	EHC Officer Review	<ul style="list-style-type: none"> Design update. EIA Screening request update. Masterplan submission (inc. agreeing timeframes and format). Proposed application deliverables. Appeal update.
Friday 22 nd	EHC, HCC	PTE	Highways	
Monday 25 th	EHC	Solum, Savills, PTE	EHC Executive Steering Group	
Wednesday 27 th	Civic Federation	Solum, Savills, PTE, BDP	Presentation	

Meeting Date	Organisation(s) Met With	Project Team Attendees	Meeting Topic(s)	Key Points / Actions
October 2017				
Saturday 7 th	General Public	Solum, PTE, Forty Shillings	Public Consultation Event	•
Thursday 12 th	Waterside Stortford	Solum, BDP	Scheme Presentation	•
Wednesday 18 th	EHC	Solum, Savills, PTE	EHC Executive Steering Group	•
Wednesday 19 th	EHC	Solum, Savills, PTE	EHC Officer Review	•
Monday 30 th	Bishop's Stortford Town Council	Solum, Savills, PTE, BDP	Scheme Presentation	•
November 2017				
Monday 13 th	EHC	Solum, Savills, PTE	EHC Executive Steering Group	•
December 2017				
Tuesday 12 th	EHC	Solum, Savills, PTE	EHC Executive Steering Group	•

Organisation	Key / Regular Attendees
Solum	Matthew Serginson
Savills	Nick Green, Diana Thomson, Oliver Milne
PTE	Tricia Patel, Hamish Kilford-Brown
Mayer Brown	Ian Mitchell
EHC Officer Review	Kevin Steptoe, Terry Hardwick
EHC Executive Steering Group	Liz Watts, Kevin Steptoe, Helen Standen, Councillor Jones, Councillor Williamson, Councillor Haysey, Councillor Rutland-Barsby
Allies and Morrison	Steve Walker
EHC Members Sub-Group	Councillor Cutting, Councillor Drake, Councillor Symonds, Councillor Woodward, Councillor Boylan
Civic Federation	
Waterside Stortford	

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Bishop's Stortford Goods yard: Response to Draft Master Plan Comments from East Herts Council: 18 Oct 2017

Page	Issue	Comment	Response
4	Town centre boundary	Part of the site is included in the town centre boundary, the draft describes the site as being to the south	Minor text amendment PG4
4	Land use policy designation	The site is designated for mixed use, not just residential, in the emerging District Plan	Minor text amendment PG4
8-9	Context	We understand from discussions, but for others may not be clear which of the precedents is being drawn on as good practice	Text added to PG8-9
11	Town Centre Planning Framework alignment	The draft master plan aligns with much, but not all of the aspirations of the Framework.	Text amended Proposed masterplan shown beside TCPF masterplan. PG11
12	Views of St Michaels Church and river	The master plan should be clear on the degree to which views can be maintained. If they cannot, should be honest and set out the reasons why some views are not maintained. Include commentary on the views through to river	Text amended PG12 Further information to be provided in planning application. It is noted that the view from the station to the spire will be lost even with a single storey development.
13	North south all purpose route	Probably helpful to have more commentary here in relation to the aspirations in the Framework, the potential future removal of one way traffic and how will it assist with wider town centre transport issues.	Text amended PG13 Further information to be provided in planning application. Note that section 3 refers to the evolution of the masterplan so the starting point. The masterplan has evolved further through consultation and design development.

13	Link through leisure site	Need to make clear this is a future aspiration and not delivered as part of this scheme.	Text amended PG13
13	Riverside path	What will actually be delivered in respect of this? What scope is there to improve the riverside environment. Is adequate land controlled?	Minor text amendment PG4 Solum plan to deliver the works between the redline boundary. This will require agreement between stakeholders. A meeting has been held between Waterside Stortford and Solum to which they were in broad agreement of the proposals. Text on PG22.
13	Key areas	Reference to riverside park, what will this consist of? Can an indication of scale and size be given?	This information will be provided in detail in the planning application. The riverside park is made up of a series of spaces with varying sizes. Varying from approximately 10-60m from waters edge to the building frontages and around 100m in length, within the main park area. The riverside park then runs along the Stort River to the southern end of the site. Text on PG22.
13	Connections	Later drawings of the character areas show the ped connection between London Road and the riverside. Does not appear on the connection drawing.	This diagram was early design concept (evolution) and therefore did not pick up all connections. This has only recently been added through the design process.
16	Increased cycle provision	How much and where?	Text amended PG16
	Short stay parking	Please provide clarity, is this to be delivered or not?	Solum have been in discussion with the TOC and is still on going.
	Transit modelling para	This is unclear, what benefits can be achieved for non private car modes and how can they be assured. Little detail about the transport connections beyond the site, what can the development assist with in terms of wider transport aspirations.	Text amended PG16 – Provided by Transport consultant.

	Road speed	Should this be lower still, say 18-19mph to make pedestrians and cyclists comfortable to take priority. Should other management be applied such as restricting heavy goods vehicles/ restrict their times of access? Possibly more space for cyclists (cycle lane?) and less for parking to make this the higher priority use (and to manage road speed down).	Text amended PG16 – Provided by Transport consultant.
	Future maintenance	Will the road be adoptable?	Text amended PG16 – Provided by Transport consultant.
	Bus stops for north south routes	Are HCC in agreement. No mention at all of the provision to be made in the current bus interchange location, can this be enhanced. Neighbourhood Plan (NP) requires better connections all means of transport	Text amended PG16 – Provided by Transport consultant.
	Taxis	How does the stand of 10 spaces relate to current provision? Where are taxis likely to wait whilst not in the rank?	Text amended PG16 - 12 Taxi spaces will be provided which is the same provision as current. Location will be between the Train Station and Station Road along side the office building. There is potential for taxi booking office at the ground floor.
	Cycle routes	What certainty is there that enhanced riverside provision will be secured and delivered? Can the cycling improvements be drawn out more – separate page?	Information will be provided in the planning application. The enhanced riverside provision will be delivered by Solum – agreement will be required between parties. Cycling will happen on-street, as the street is a pedestrian and cycle friendly zone with reduced speeds. Movement diagram PG17 - The green dashed line shows cycle route though the masterplan. Text on PG22.
18	Mix of uses	What detail can be provided of the housing typologies? Affordable and self build housing. How will housing be accessible and adaptable?	Text added PG20. We are not considering self-build on the site.

	Non residential space	Can some indication be given to how much space will be dedicated to differing uses? Emerging District Plan refers to significant amount of office floorspace in this location. What degree of flexibility can be retained in relation to the amount of provision for office use? Has the potential for primary care uses been explored?	Text outlines current provision. Further details will be provided in the planning application. Discussed at the Steering Group 06 meeting, 18.10.2017.
	Parking	What is the intended availability and management of the spaces? NP policy requirements GY5	To be confirmed in the planning application.
22	Swales and green roofs	Is there actual potential for these, ie sufficient space and any locations of flat roof?	The planning application will provide detail. There are a number of flat roofed areas to buildings, where they face into podium courtyards. Pitched roof areas face the public realm. This provides a number of locations for green (blue, brown) roofs. The podium courtyards will also be green (blue) roofs. Blue roofs provide for water attenuation below the green roof build-up.
	Enhancement to riverside tow path	As above, can this be achieved?	As noted in comments above. Also PG22.
	Landscaping generally	Must be an assurance that good landscaping practice, including treatment to both the urban spaces (station square) and softer spaces (riverside) should not be lost or diluted as more detailed proposals are drawn up.	Agreed.

24	Residential parking	Plan shows a large area of parking adjacent to rail line boundary, can any design solutions be applied to break up the visual impact of this significant area? This seems at odds with the approach taken elsewhere in the site to make parking more discreet.	Landscape design for this area of the scheme is still being developed and will form part of the planning application. As discussed at the Steering Group 06 mtg 18.10.2017. This area is within the outline application area and by the time development is brought forward for this location and EHDC can support further reduction, this can be looked at further at the time.
	Plans and notation generally	Plans are very difficult to read and very little notation to identify points made in text, eg which building blocks?	Noted and added. Planning application drawings will be submitted at A1.
25	Sidings	Character area: The Sidings: What is meant by visual link and connection to rail line. Distinct character areas considered positive – demonstrates how homogeneity can be avoided.	As well as views to the river, views to the railway and signal box have been created to enrich a sense of place and character.
26	Scale of buildings in centre of town	Can the specific reference to which buildings be given. Generally, historical buildings in the town are 3 and 4 storeys in height.	Text amended PG26.
	Massing of blocks punctuated by a number of pedestrian routes	Is it honest to say a number, is it one?	A choice of routes is provided. Station Road, The Lane (between hotel and MSCP01), and from station to anchor street.

28	Maltings character area	<p>Refers to higher number of apartments and hard surfaced landscape. Does this match with the landscape drawings and references to large lawns, parkland etc? hard surfacing would be more compatible with the maltings typology – but inconsistent with messages elsewhere in the document?</p> <p>As a characteristic the ventilation chimneys feature in the document – can they be included on the building typologies?</p>	<p>Text amended PG28.</p> <p>The landscape proposals do create a series of spaces of which some are hard surfaced with trees through. For example, the route/zone between the riverside park and the north-south street junction.</p> <p>The ventilation chimneys will be included within the building design. We consider the Maltings character area to be appropriate for these. These will be shown in the planning application. We will also consider other areas.</p>
29	Elevation drawings	Is a reference needed here to which of the elevation drawing approaches is considered to be most appropriate?	This detail will be provided in the planning application. However the elevations with 3-4 vertical bays seem to be most appropriate.
30	Riverside area	One of the first references to building heights. Generally the document should be clearer throughout in relation to building heights being proposed. Councils aspiration is for 3 to 4 storeys. Can the document be clear if this cannot be achieved and why.	<p>Text updated to each of the character areas in reference to building height.</p> <p>The planning application will describe this in further detail. Building height and roofscape is presented on PG38 and 39. There are a number of local precedents for building heights at 6 storeys. Note that the schemes building heights vary from 2-6 storeys. The top floor being in the space. This providing for variety across the masterplan.</p>
31	Southern most buildings	No detailing to building shown, in contrast to other buildings.	The southern most buildings were presented at the Steering group 06 mtg 18.10.2017. and will be included within the planning application.
32	Sidings character area	<p>Reference to taller buildings, taller than what?</p> <p>Apartments lining the road, however how will they relate to the rail line?</p>	Text amended PG32.

	Landscaped courts	See comment above in relation to detail shown on page 24, this does not appear to show landscaped courts in contrast with the reference on this page (p32).	Amended.
33	Landscaped courts	This reference appears again here.	Text amended PG33. Landscape to be developed for planning application. To include parking and landscaped areas.
34	Block identity	No references on the plans so identity of blocks is a bit of guesswork. Podium parking welcomed – might want to reference the illustrative drawing as being another scheme as shows buildings of large scale.	Noted and added. Noted and added.
	Residential parking	Can the ratio of parking provision be made clear, and how it would be managed (both on and off street). If the ratio is to be low what other measures are to be employed to assist travel, car clubs, electric charging points?	Provided at Steering Group 06 mtg 18.10.2017. Currently; Detailed application area = 0.47 ratio Outline application area = 0.75 Overall = 0.61 A sustainable travel plan will be submitted with the planning application.

	Building heights	<p>No key is provided to the plans so it is not possible to easily distinguish which plans, blocks and sections relate.</p> <p>Can clarity be provided when referring to floors and storeys, eg can a standard approach be followed of, ground floor plus x floors above gives total of x floors.</p> <p>One of the sections shows a 7 storey building whilst the text refers to buildings of 6 storeys. Generally the predominant height is 5 and 6 storey, the Councils preference is for 3 to 4 storey height.</p> <p>Can an explanation be given for the heights? Townscape or viability driven?</p> <p>NP refers to possible iconic building, using height and materials. Has that been considered by the master plan and discounted? Contemporary buildings for non residential use either side of station is positive. These could act as visual branding elements.</p>	<p>Noted and added. PG38 updated. Description also given at Steering Group 06 mtg. 18.10.2017.</p> <p>The scheme will provide 2-6 storey buildings. The top floor will generally be designed into the roof to reduce the appearance of height. These heights are consistent with local residential building precedents.</p> <p>Iconic building comment – The two key non-residential buildings along side the railway line which bookend the new station square are considered special buildings, which define a sense of place around the square and provide way finding from both town and the river to the station.</p> <p>We also have the Maltings building which relate to the Maltings and other elements which will help with place making and townscape. These will be described further in the planning application.</p>
Various	Building precedent images	<p>Simple modern design seems appropriate. Can more specific assurance be given about the style and design of development to come though at a later stage. Later standardisation of design and too much variety and complexity in design and materials likely to compromise the quality.</p>	<p>Presented at the Steering Group 06 mtg. Further detail will be provided in the planning application.</p>

Issues that are not currently addressed where a reference would be appropriate:

Reference to the landscaped space and residential use at John Dyde Future governance and management arrangements. – This is an aspiration.

What consultation has been undertaken and how did it inform the draft. - Presented by Solum at Steering Group 06 mtg 18.10.2017 and emailed to EHDC.

Amenity and liveability: Building sustainability, efficiency, crime reduction and security measures, noise control – will be provided as part of the planning application.

Reference to other community infrastructure provision for residents: eg education, community facilities, active recreation – to be considered further.

Assessment of heritage assets

Current water quality and improvement, Air Quality Impact – will be provided as part of the planning application.

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