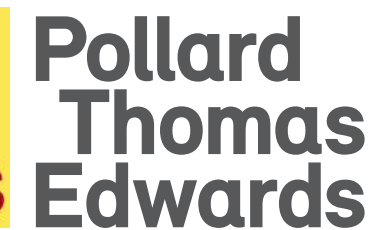


Goods Yard Bishop's Stortford
Masterplan Document
September 2017 - REV B



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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- 1Existing Site
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- 3Evolution of the Masterplan
- 4Movement and Transport
- 5Mix of Uses
- 6Landscape Proposals
- 7Character Areas and Design Guidance
- 8Sections, 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.

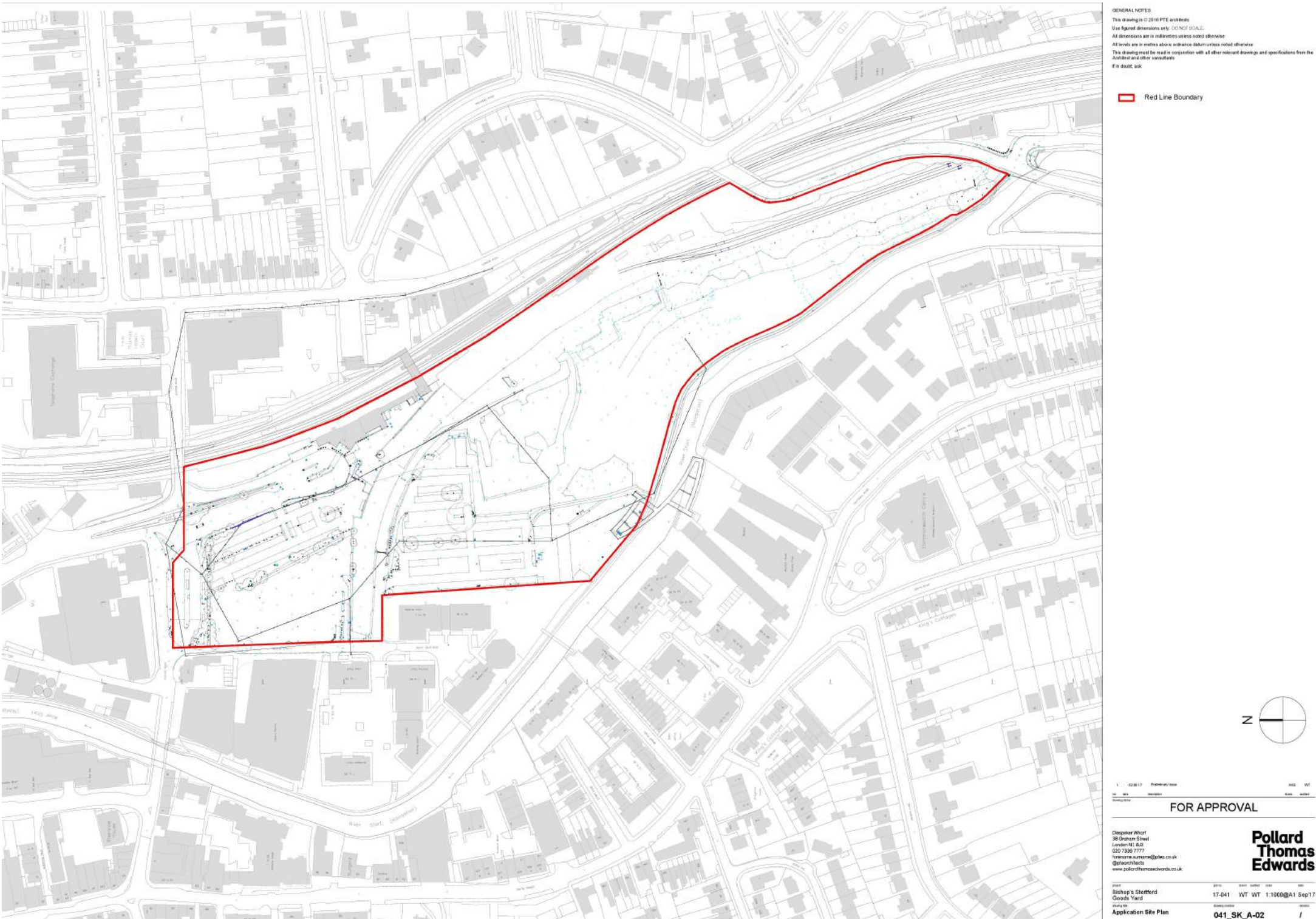
The site comprises 5.82 hectares of brownfield land, located part within the town centre boundary with the bulk of area immediately to the south. It is owned by Network Rail, positioned between the Anglia London Liverpool Street to Cambridge railway line to the immediate East and the River Stort Navigation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

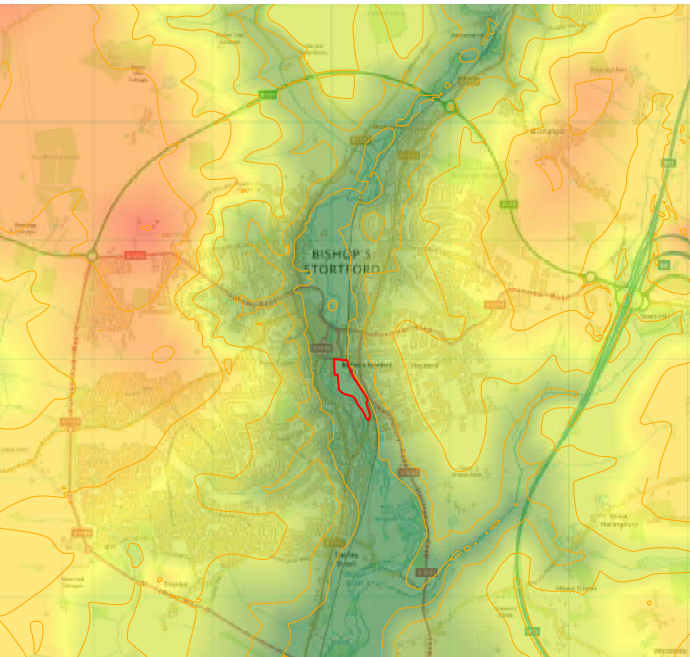
The bus station is located beside Station Road and the Taxi’s in front of the station arrival, both on large tarmac area. Secured cycle parking is located between the train station and the ramp.



1.2 Application Site Plan

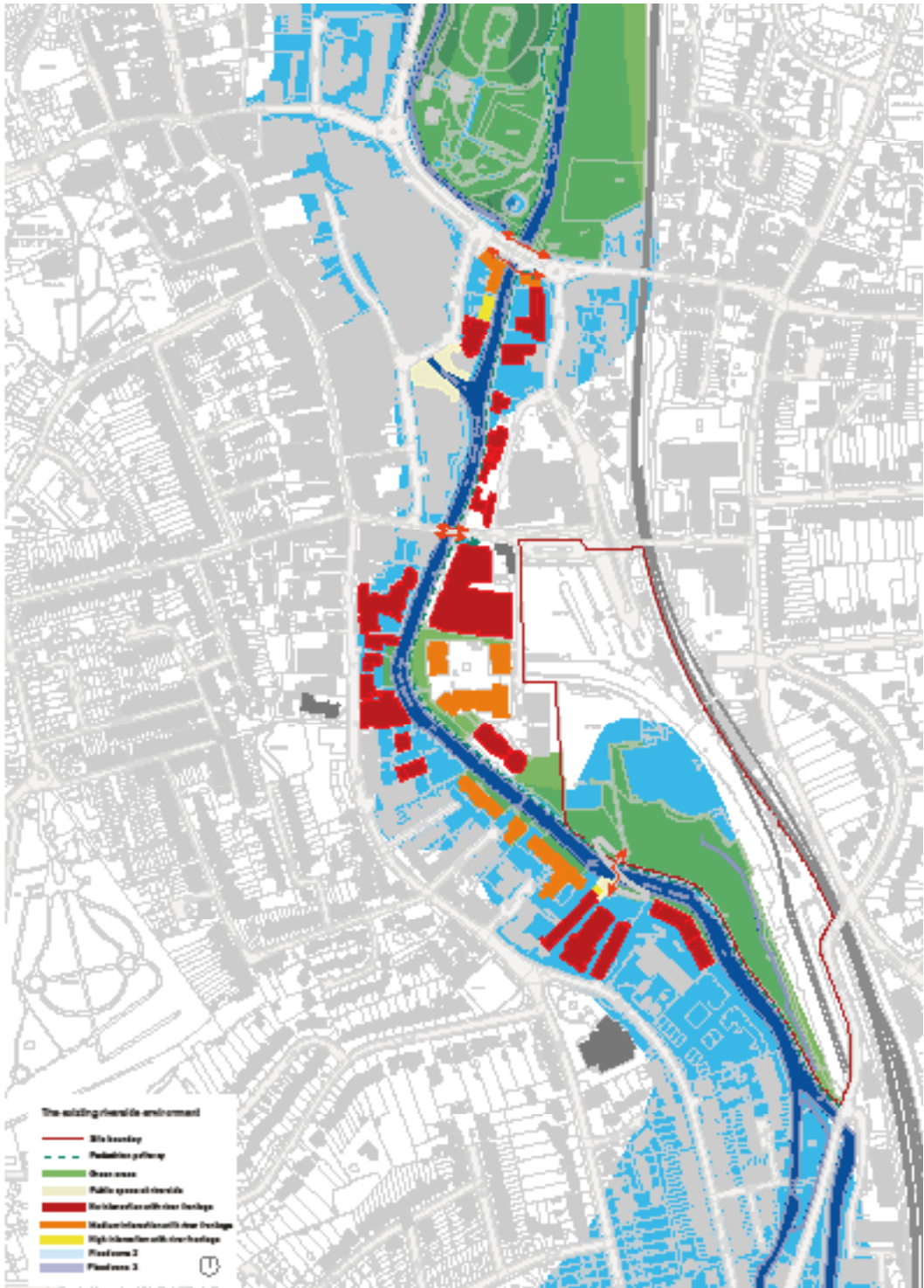


2.0 Surrounding Context

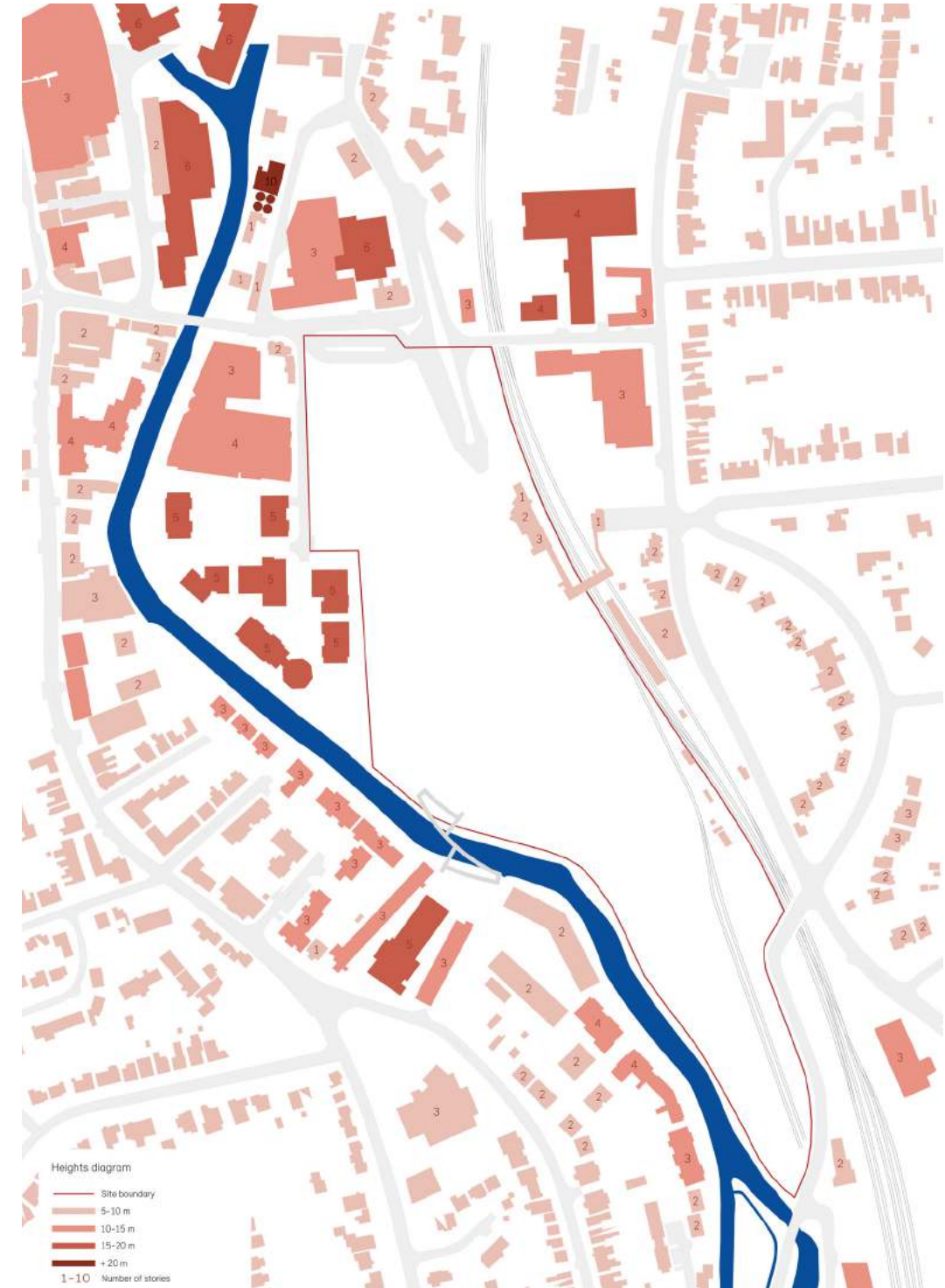


Topography
KEY
Site
High : 111 m
Low : 58 m

2.1 Existing Riverside Environment Context



2.2 Existing Building Heights around the Site



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

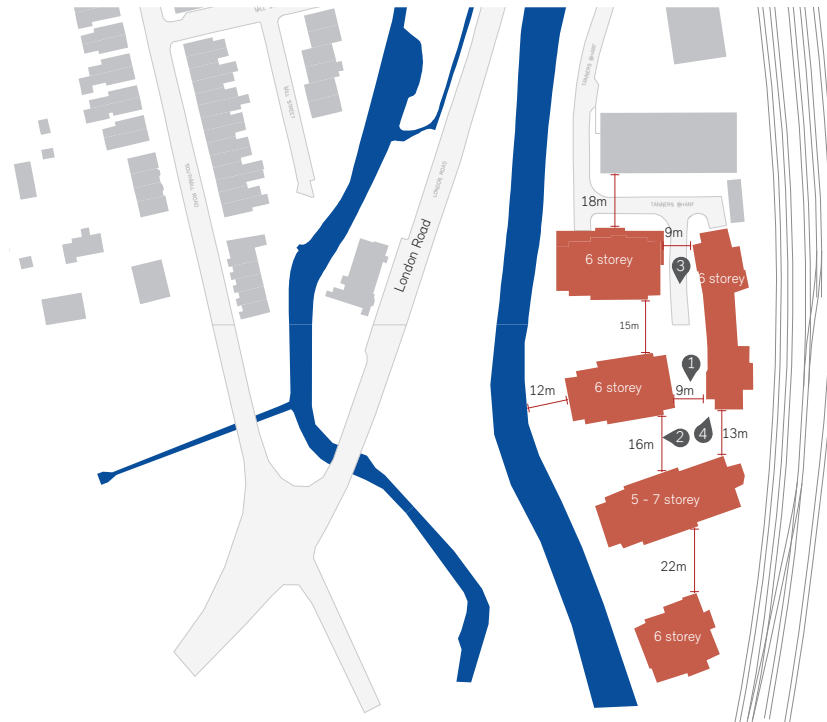


③



④

Local Residential Context – Tanners Wharf



①



②

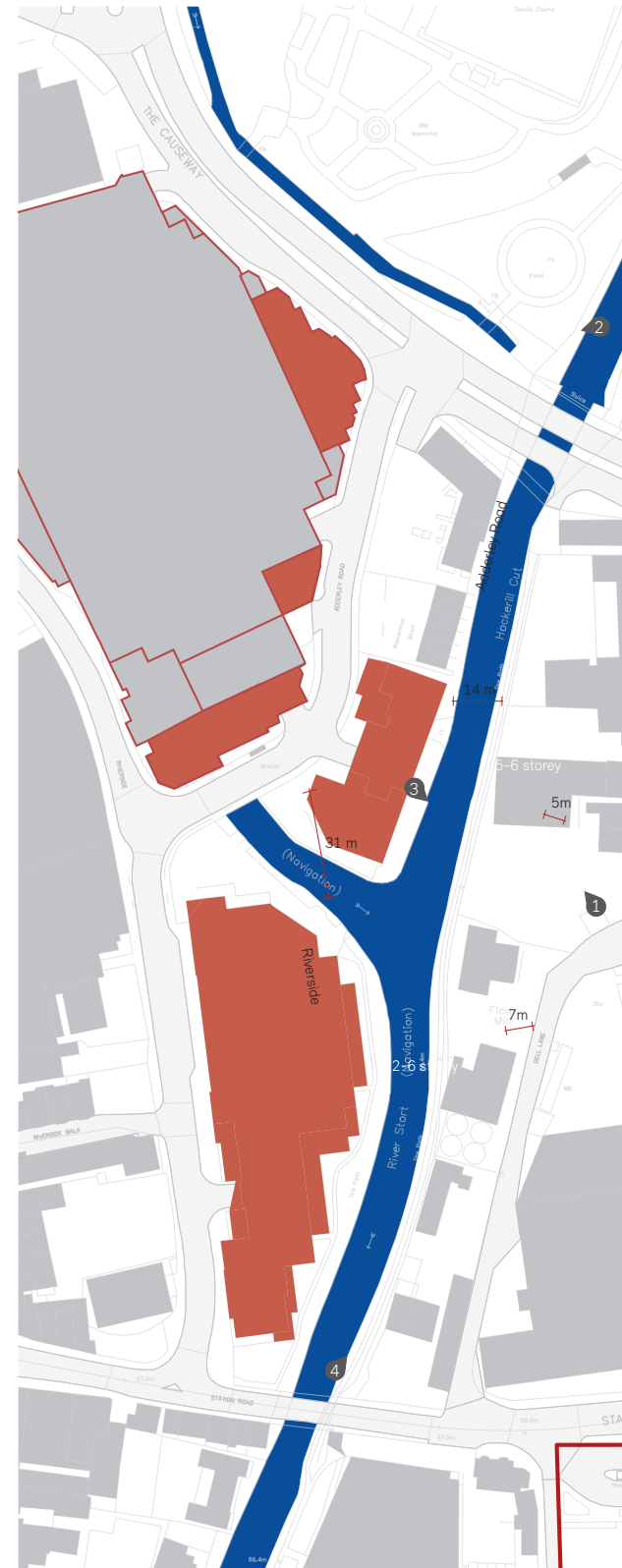


③



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.

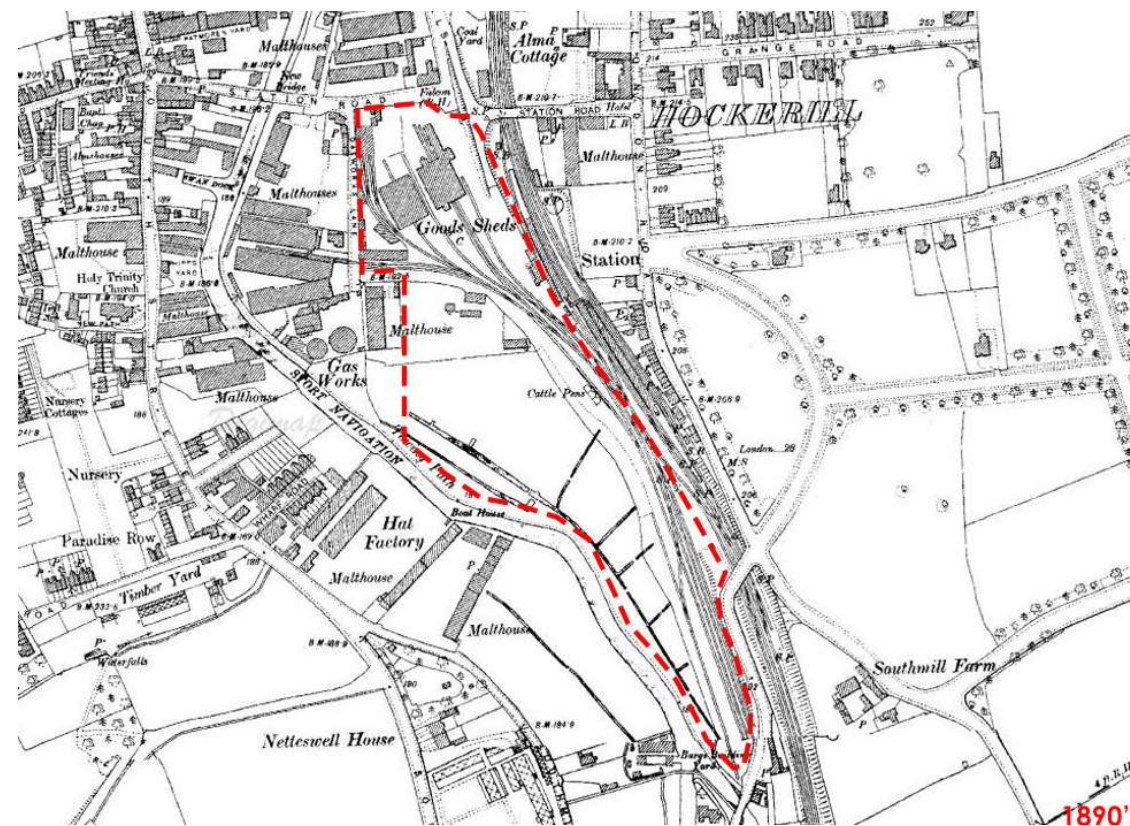
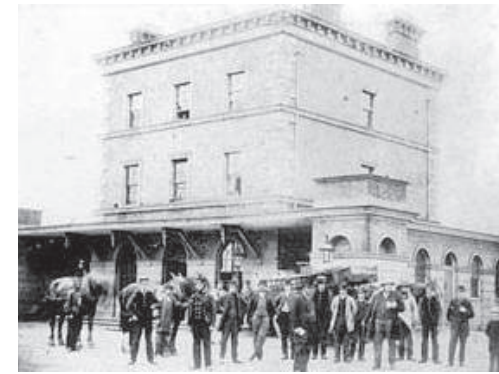
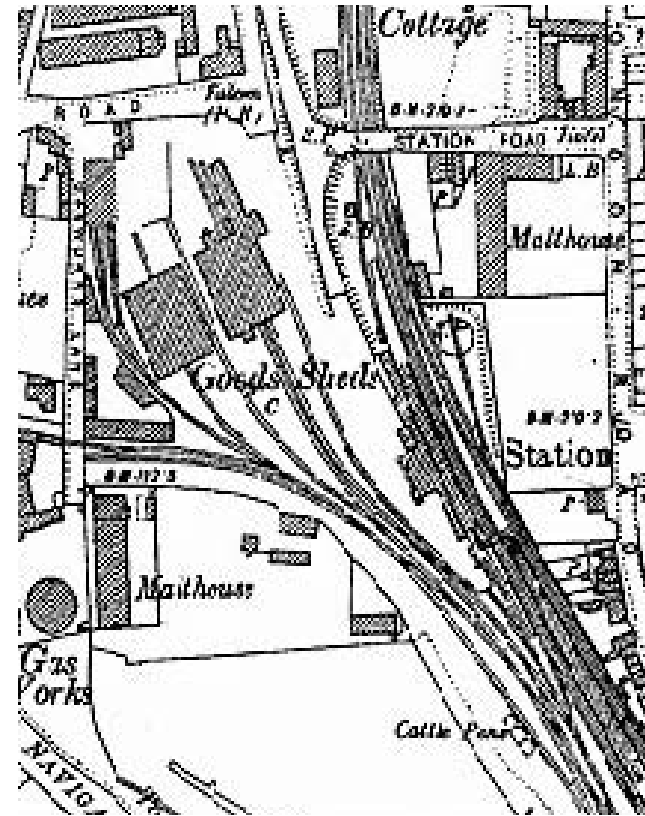


Photo credits: Bishop's Stortford Tourist Information Centre, stortfordhistory.co.uk

1890's



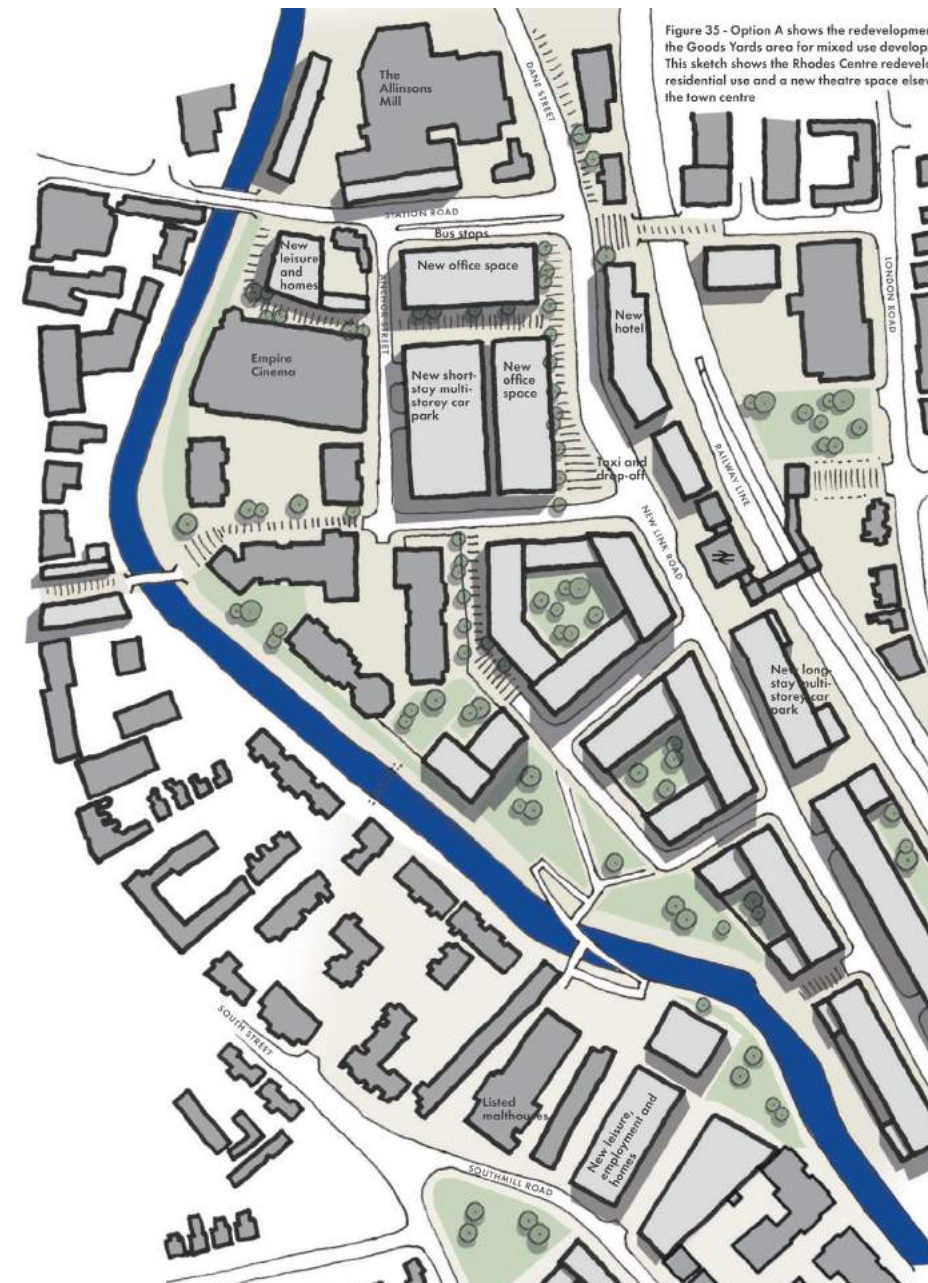
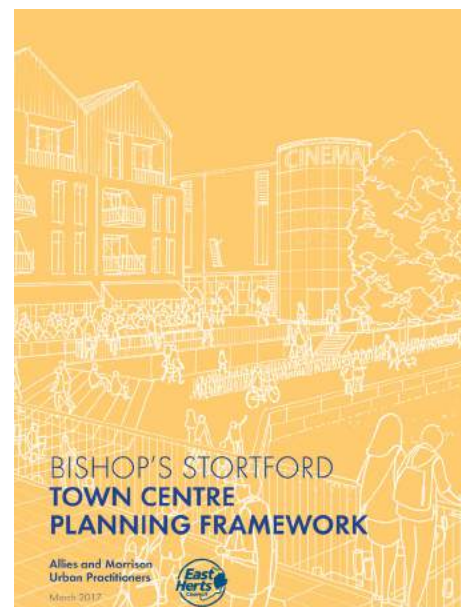
2.6 Town Centre Planning Framework

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.

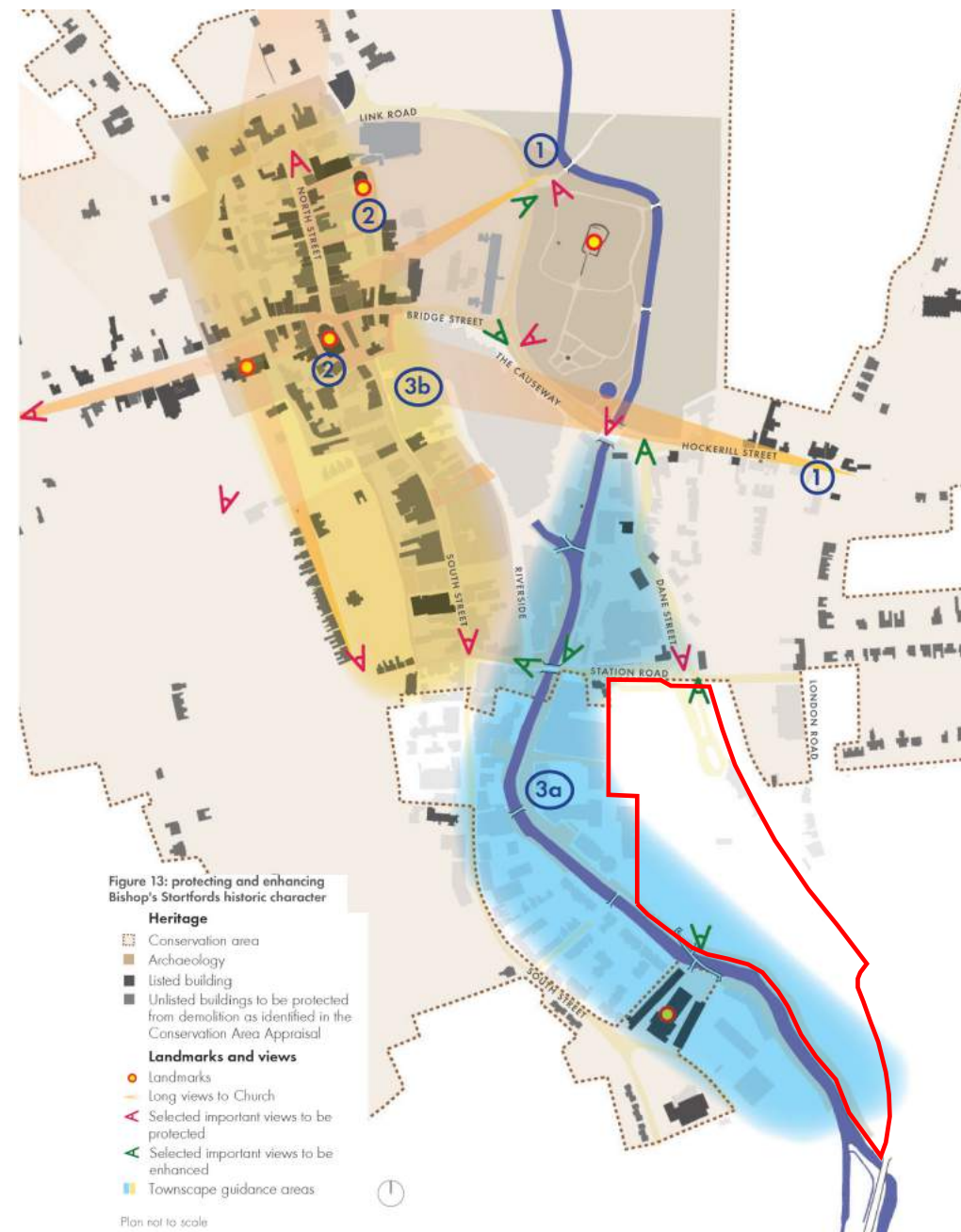
Our masterplan creates a series of townscape views connecting and enhancing views from the train station towards the town centre and also from the station down to the Maltings at the rivers edge.

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.

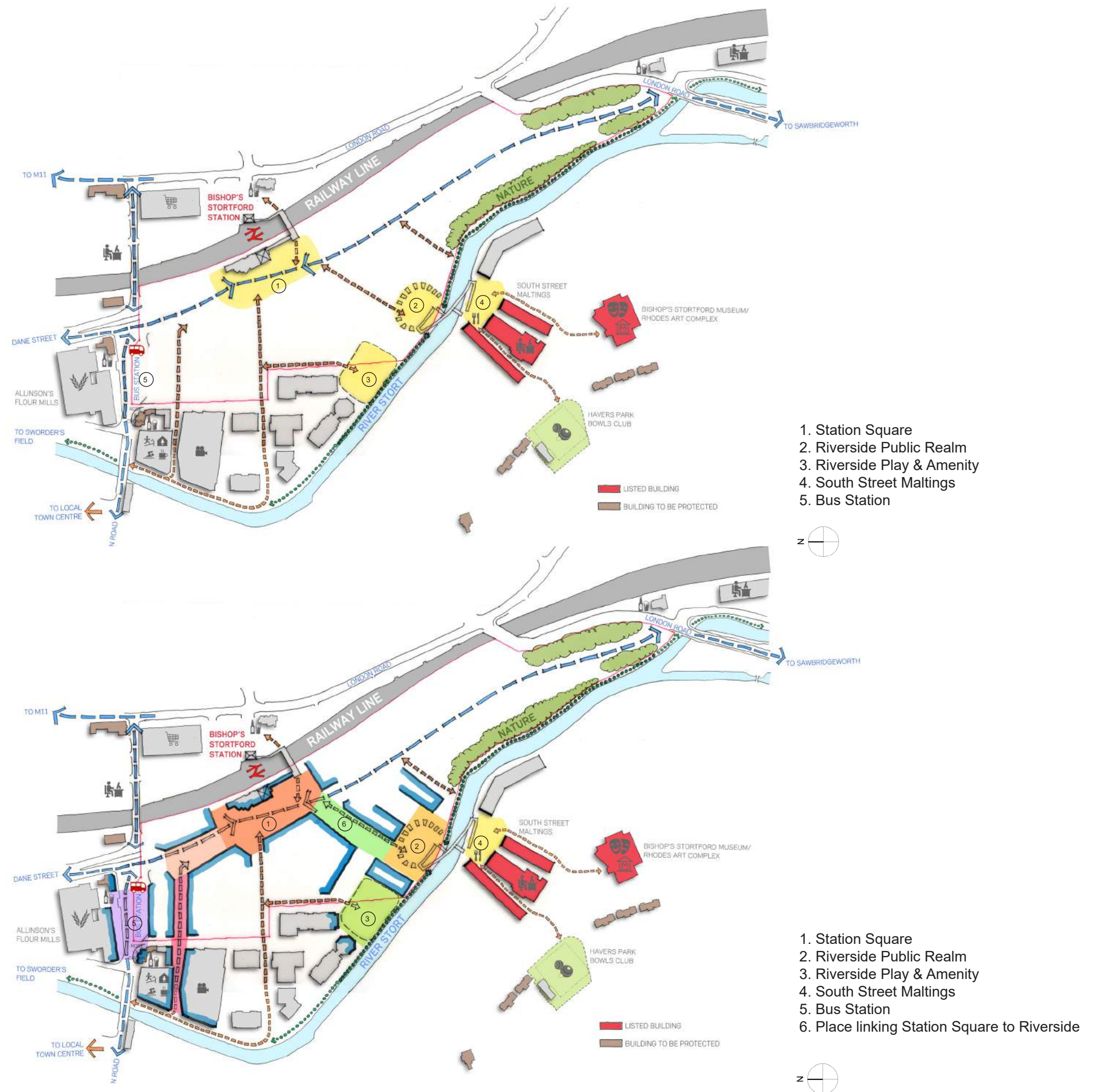
3.2 Defining Key Areas

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.



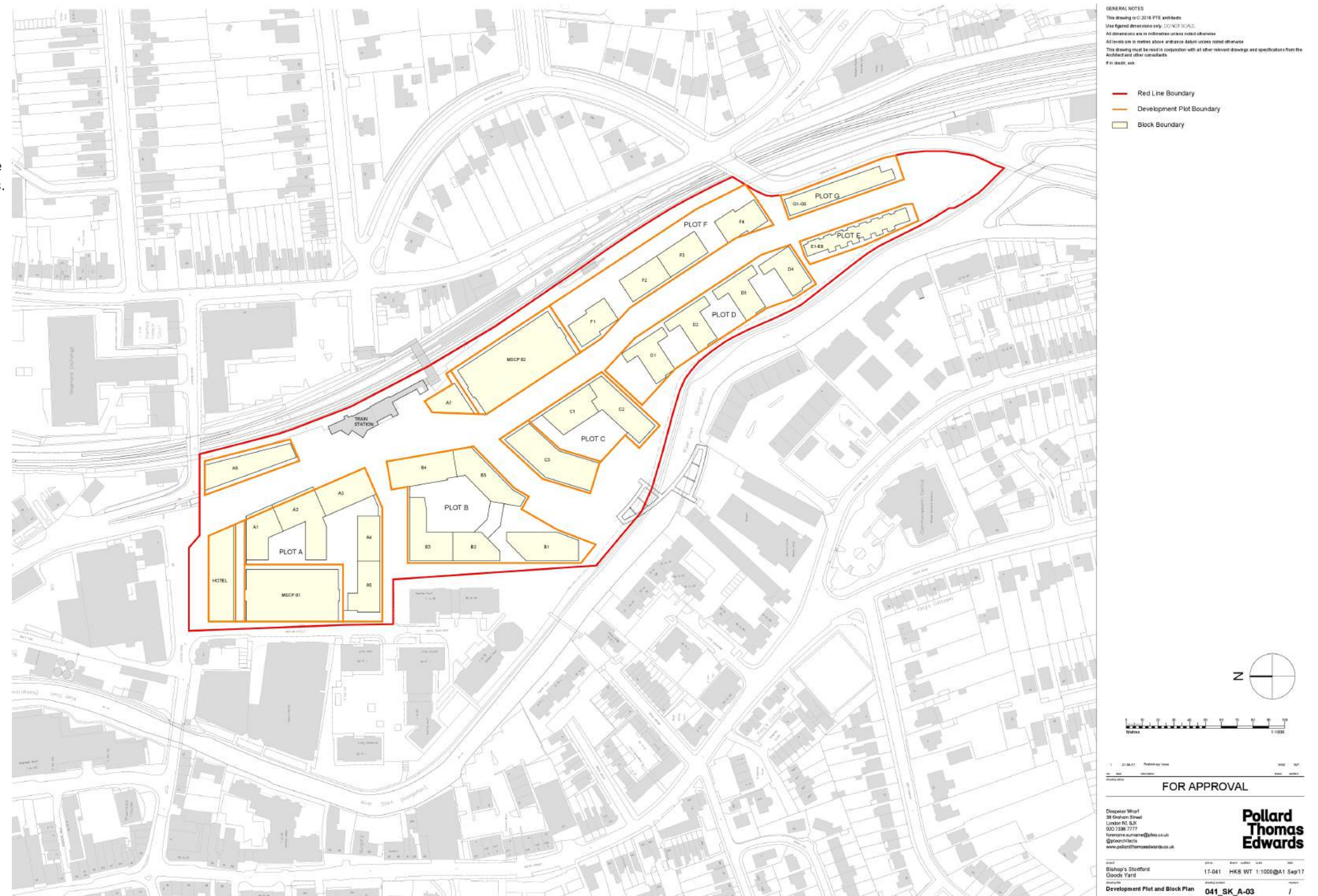
3.3 Development Plot and Block Plan

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



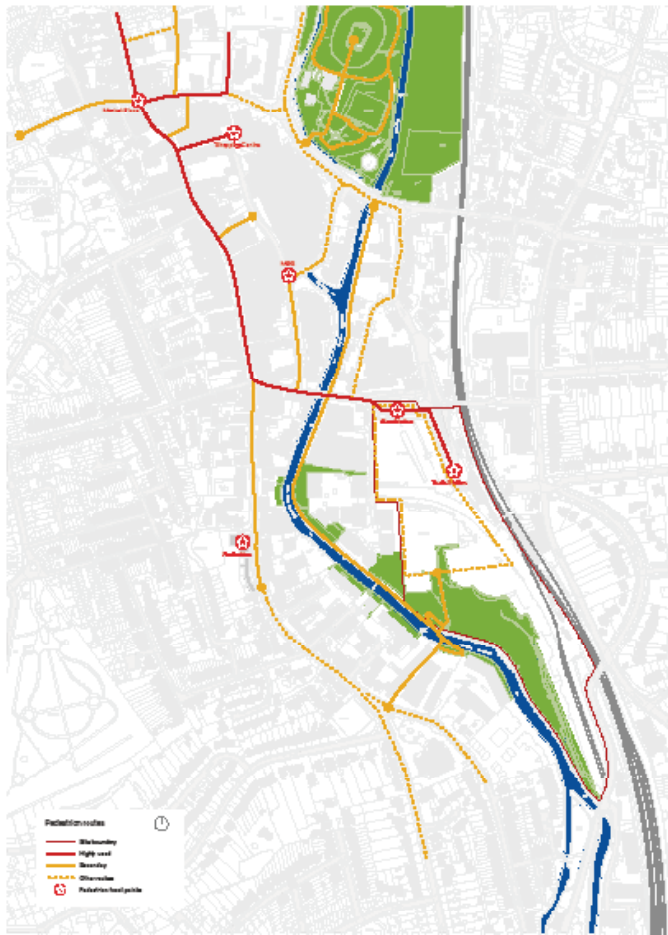
4.0 Movement and Transport

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.

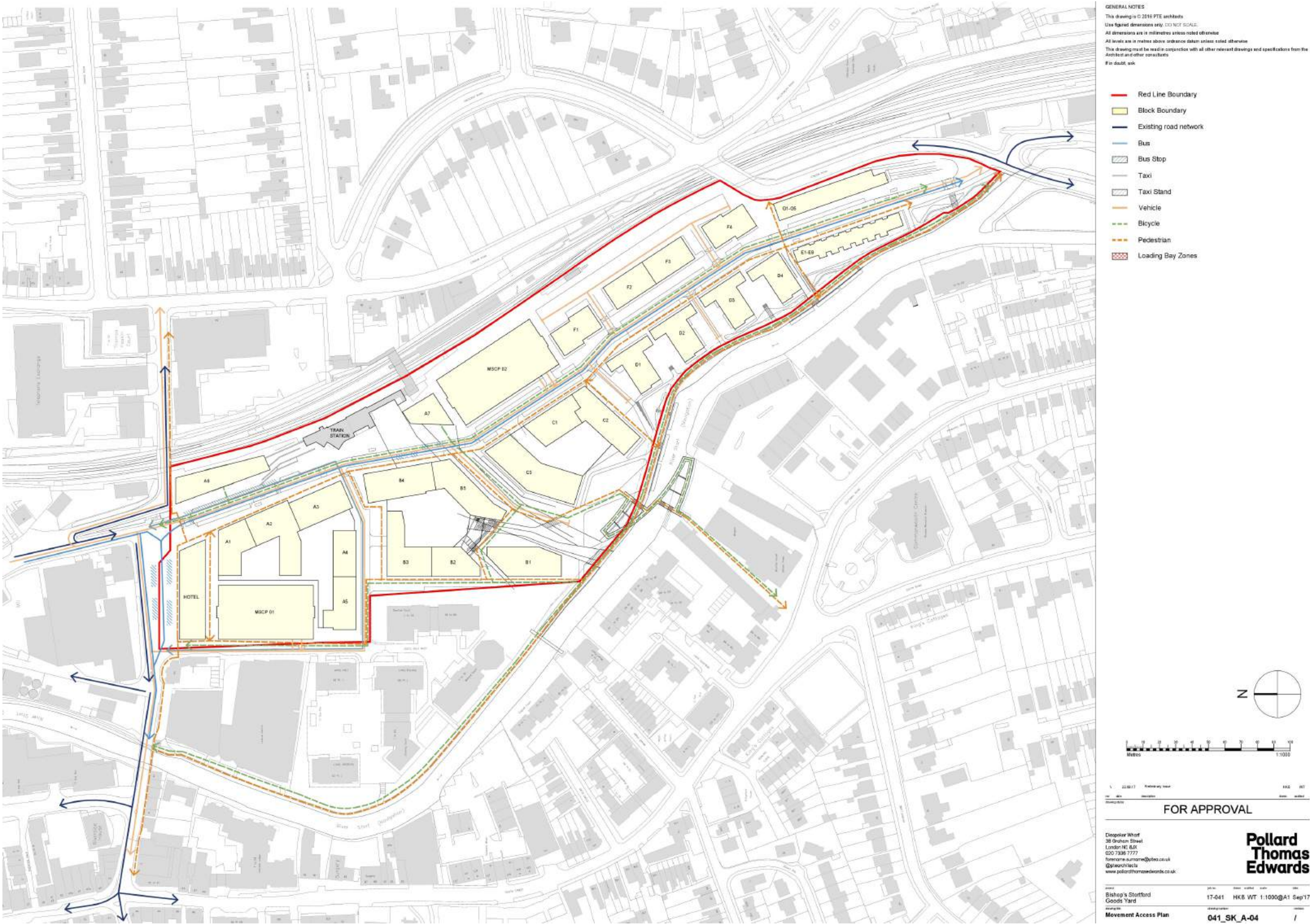
Pedestrian Routes

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

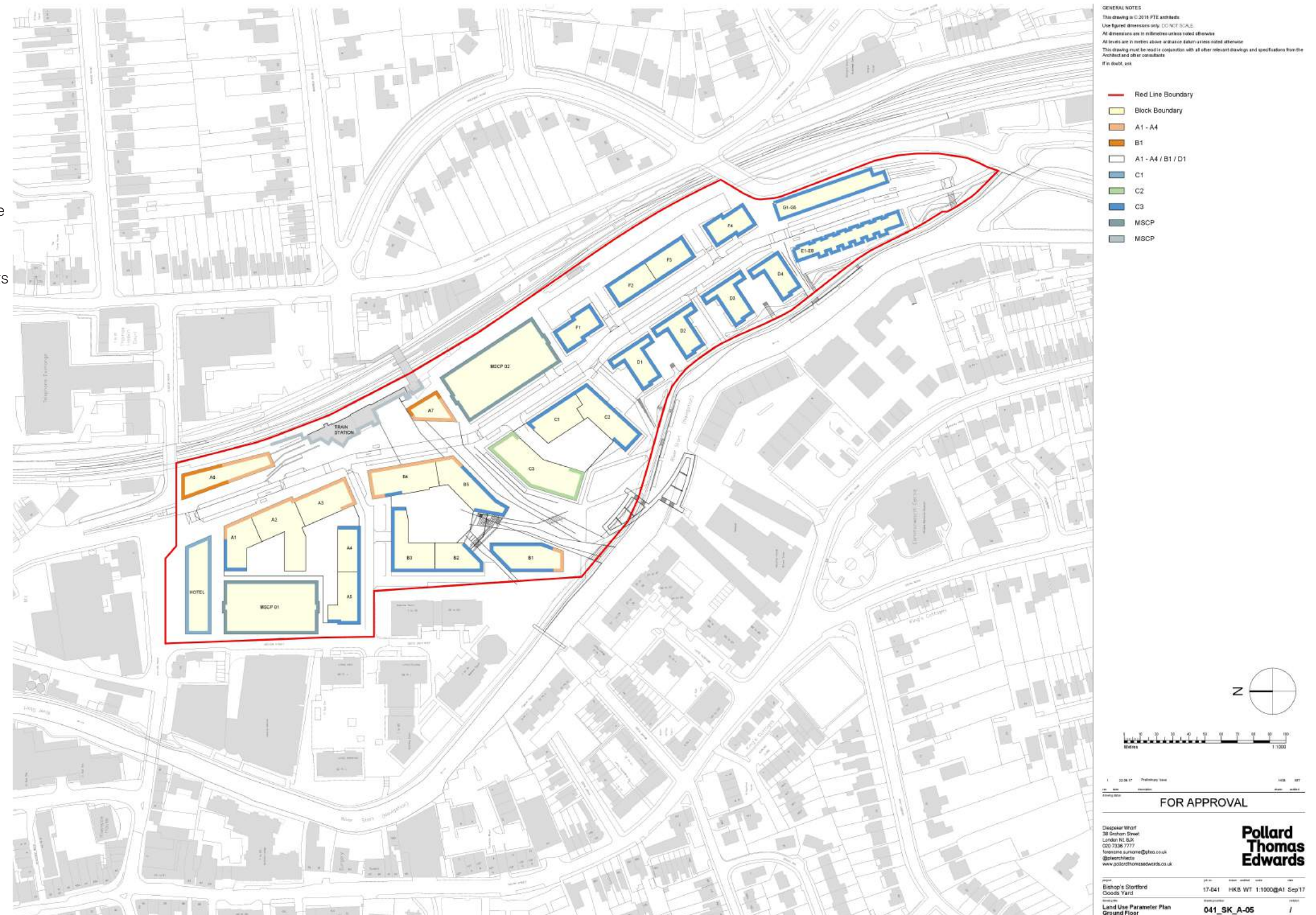


5.0 Mix of Uses

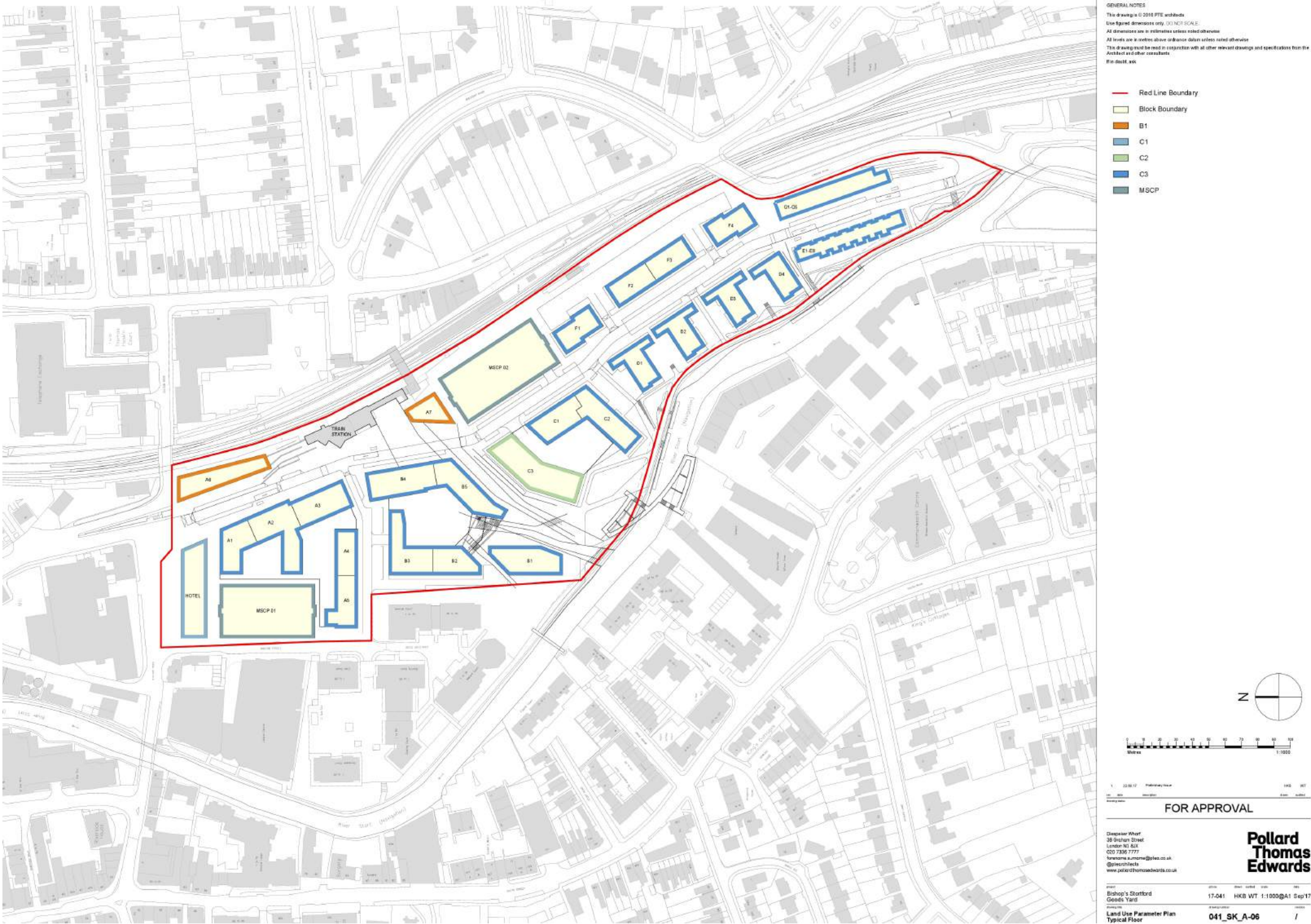
The proposal will provide the following:

- 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.

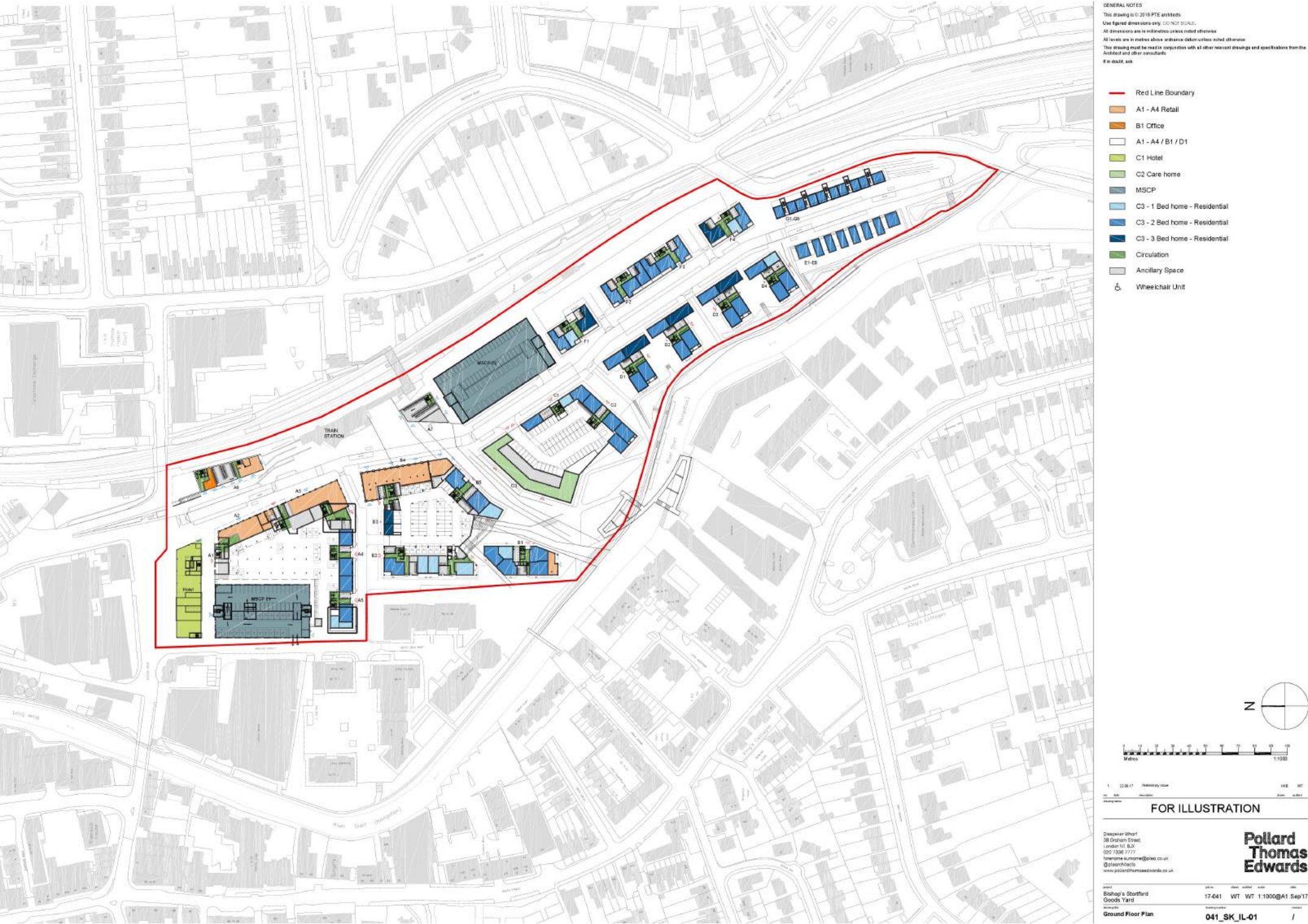
5.1 Land Uses - Land Uses Parameter Plan Ground Floor



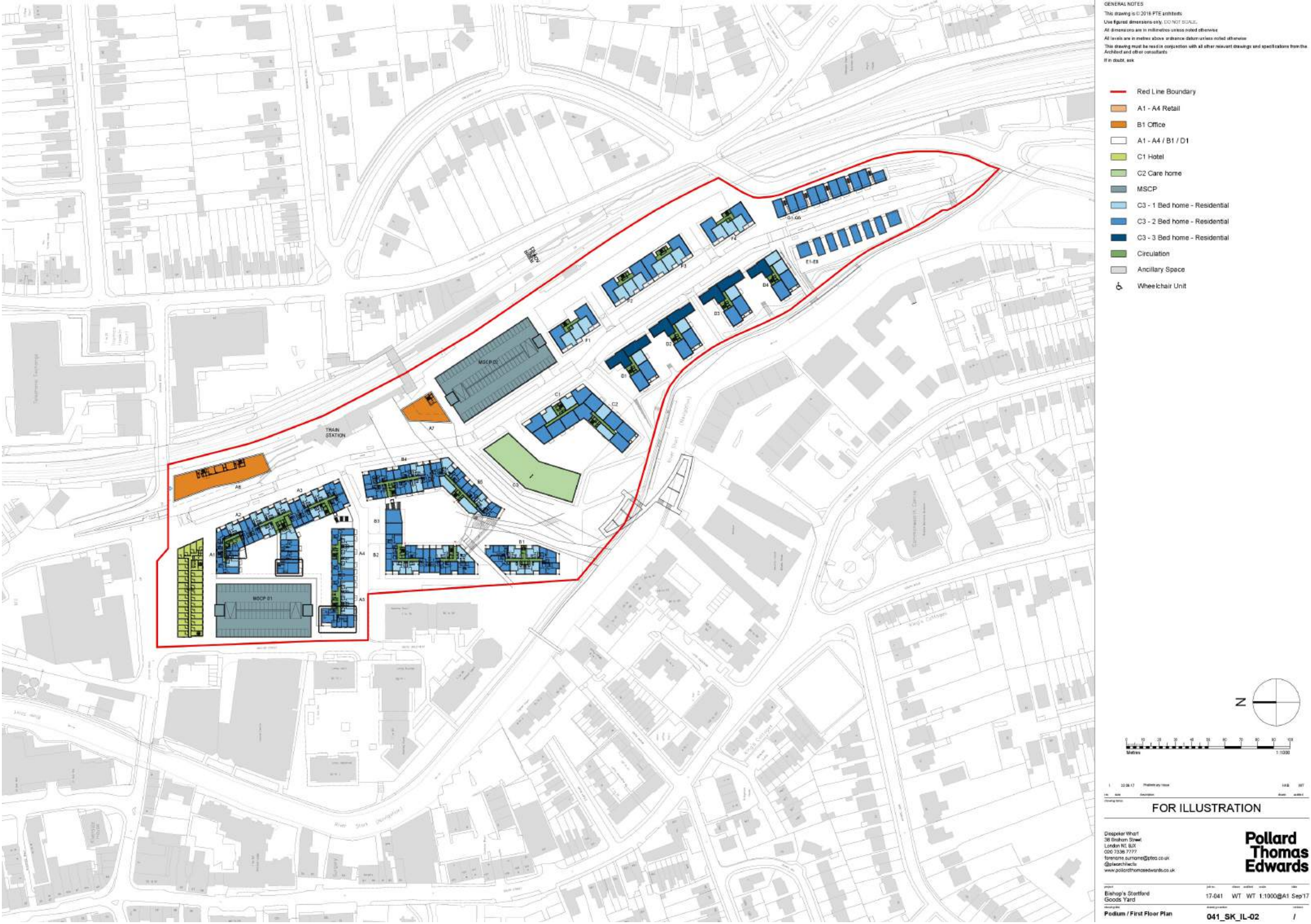
5.2 Land Uses - Land Uses Parameter Plan Typical Floor



5.3 Residential Accommodation - Ground Floor Plan



5.4 Residential Accommodation - Typical Floor Plan



6.0 Landscape Strategy

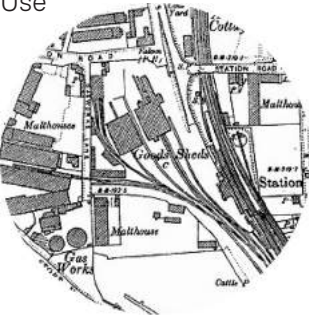
The landscape approach for the Good’s Yard is to create a simple, elegant and cohesive public realm, infused with local references to both its working industrial past and its location alongside the River Stort. Proposals will be responsive to the distinct character of Bishop’s Stortford, the principles 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 Use



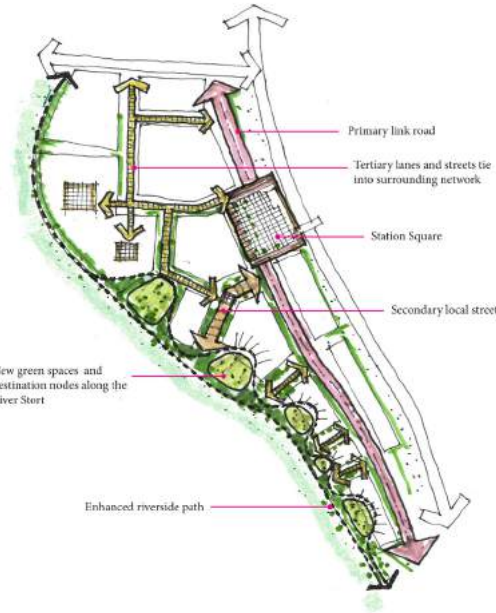
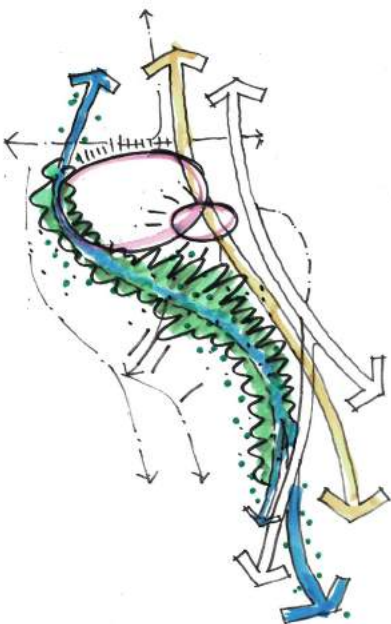
Reference to Historic Use



Reference to River Stort

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

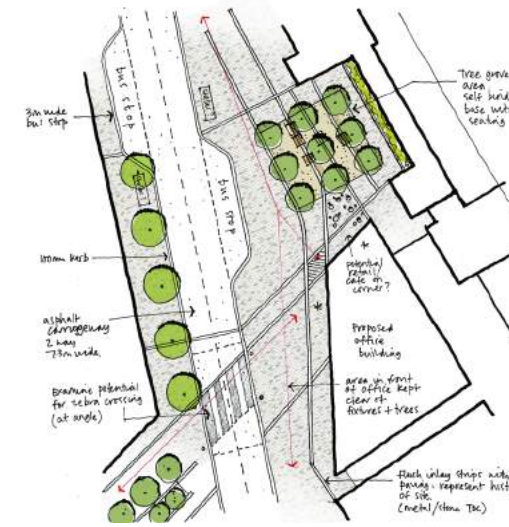
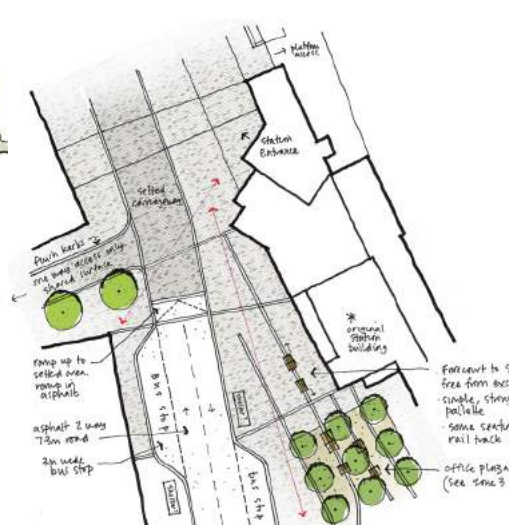
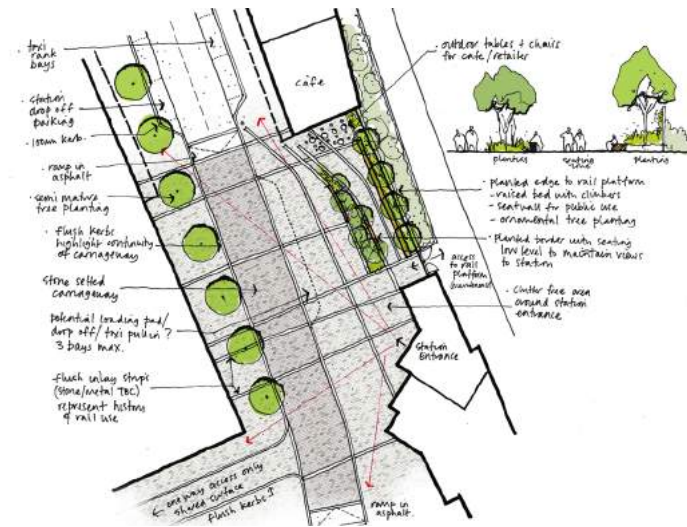
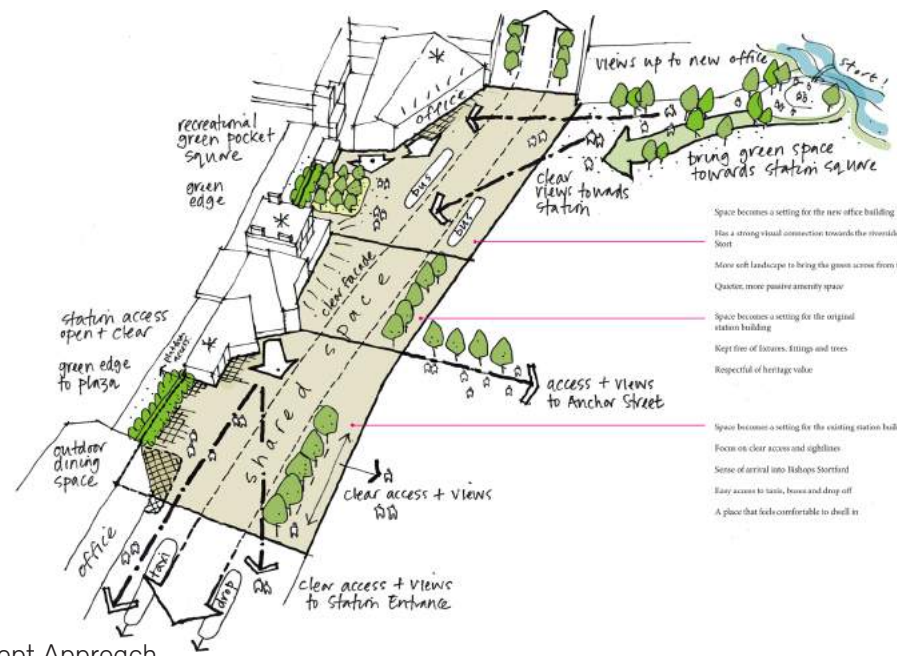
It is the aspiration of Solum that landscape works beyond the site boundary to the river, including tow-path and moorings, form part of a coherent approach. A detailed landscape section will be included in the planning application and consider deliverability and maintenance.



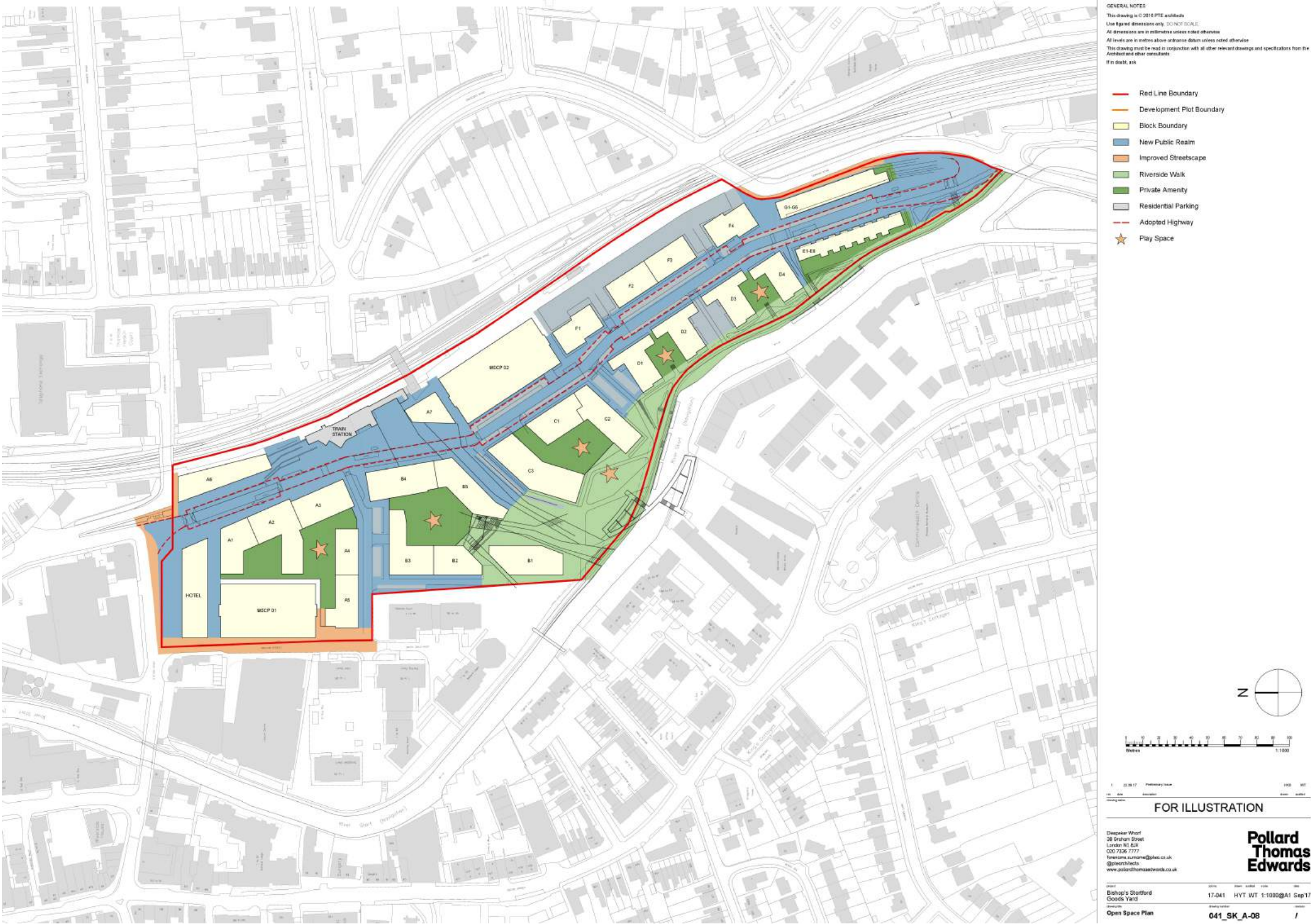
Masterplan to consist of a sequence of different urban spaces reflecting the market town heritage

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

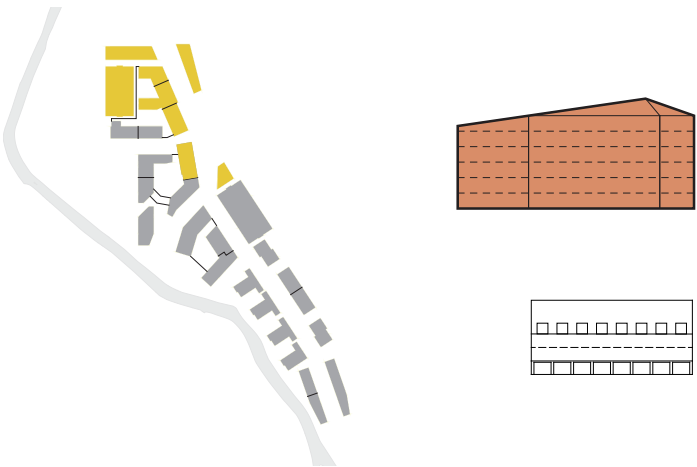
- Connections between North- South route and River Stort.
- Building form reflect Malting's buildings.
- Buildings have close relationship with the River Stort.
- Lower scale density and Massing than Northern Blocks.

The Sidings

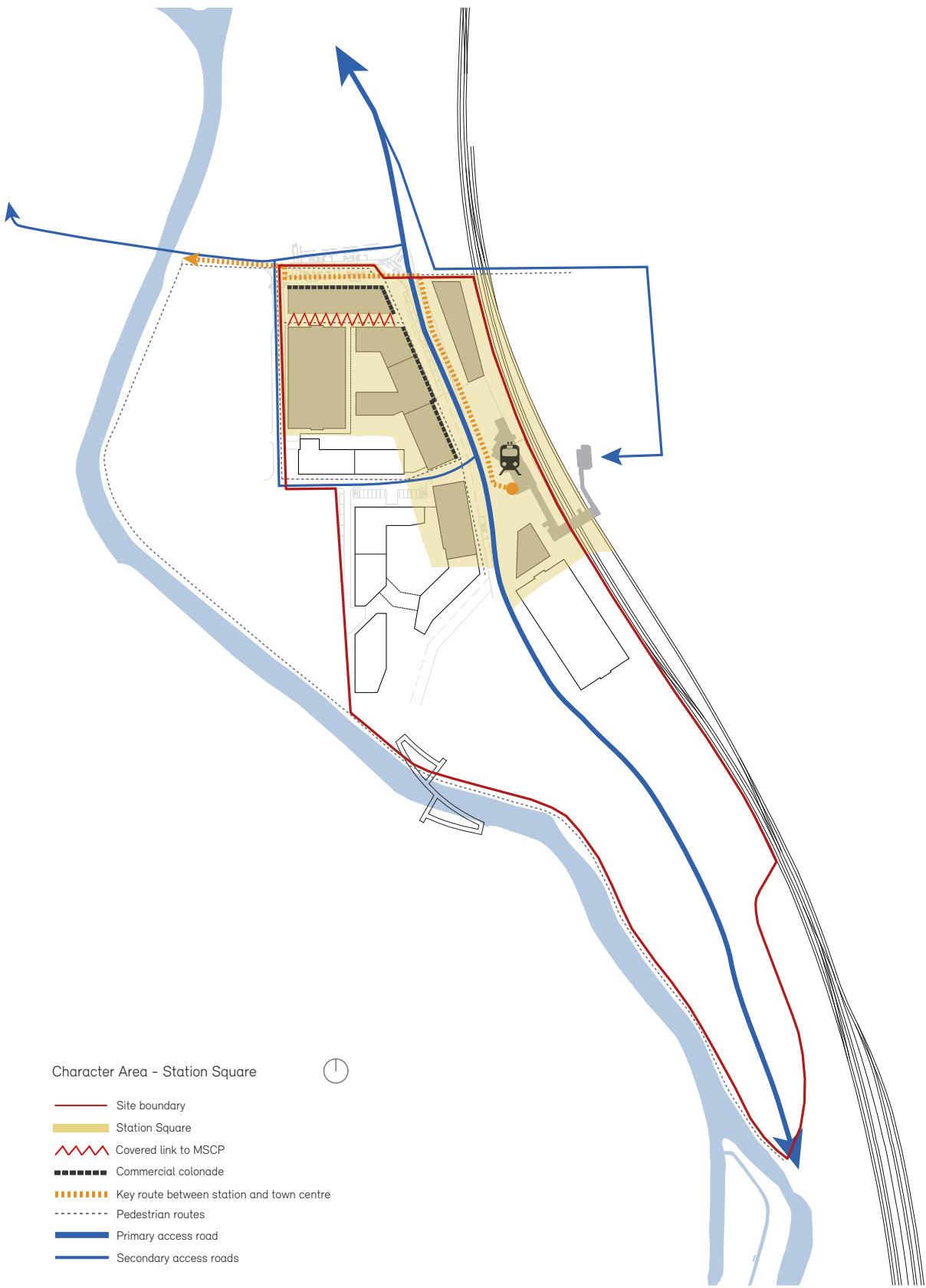
- Visual link and connection to railway line.
- Visual connections West to Riverside block and River Stort.
- Lower scale, massing that Northern blocks. Form reflects Goods Yard railway architecture.



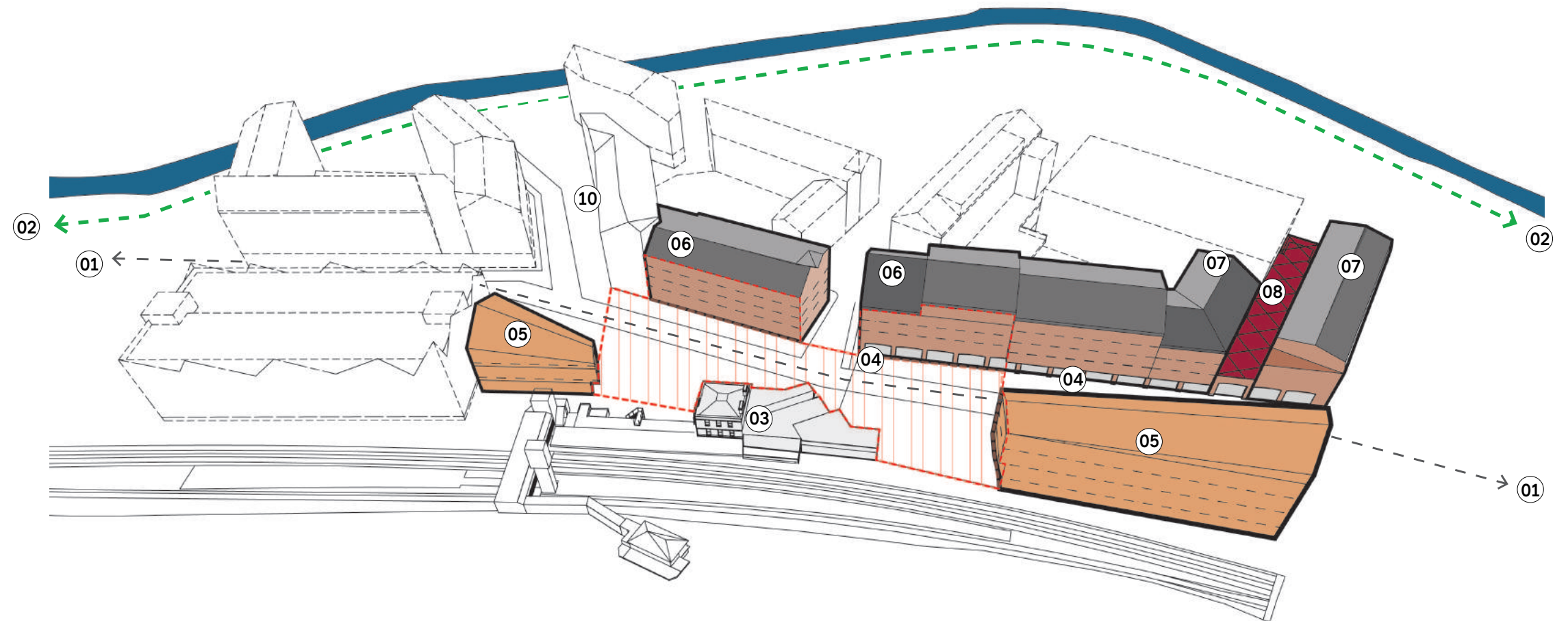
7.2 Station Square



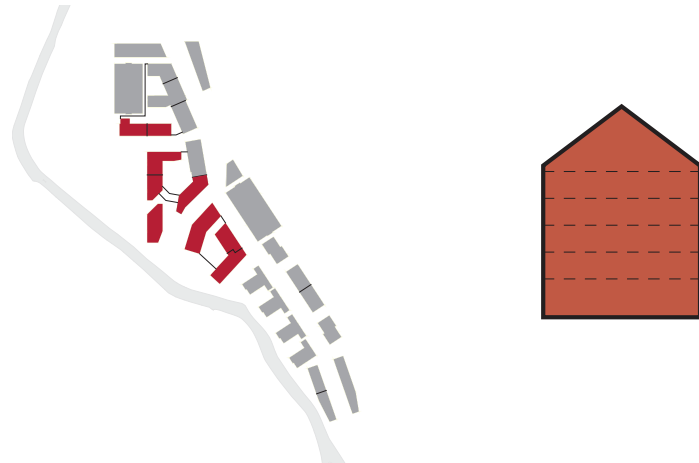
The Station Square character area runs north / south and is located at the northern end of the masterplan, encompassing the vehicular road and access points into the site from Bishop Stortford along with the station car park. This area forms the entrance gateway to the northern edge of the site and backs 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.

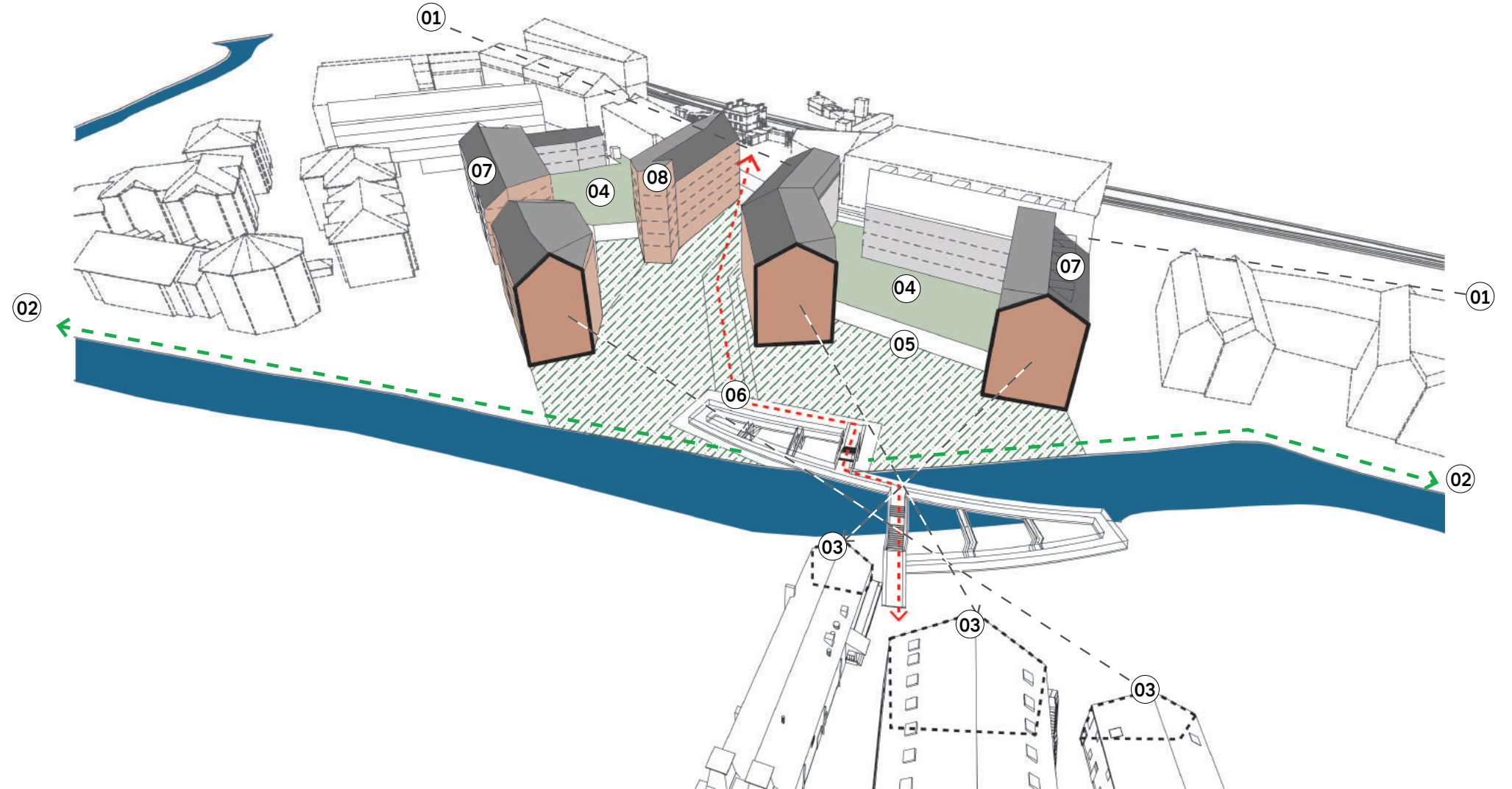
The Buildings form courtyards facing the river edge and are used to frame the views of the river which sit amongst a rich and landscaped riverside park.



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



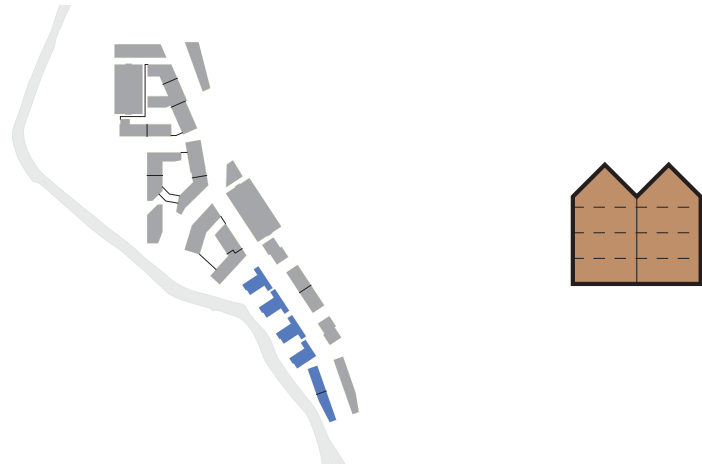
- ① Spine Road- Street Character
- ② Riverside Walkway
- ③ Buildings orientated to face the Maltings Buildings and River.
- ④ Courtyard formed between buildings facing river Stort edge.
- ⑤ Parking podiums form base to buildings- taller ground floor.
- ⑥ Direct link to Bishop's Stortford Station/ Riverside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



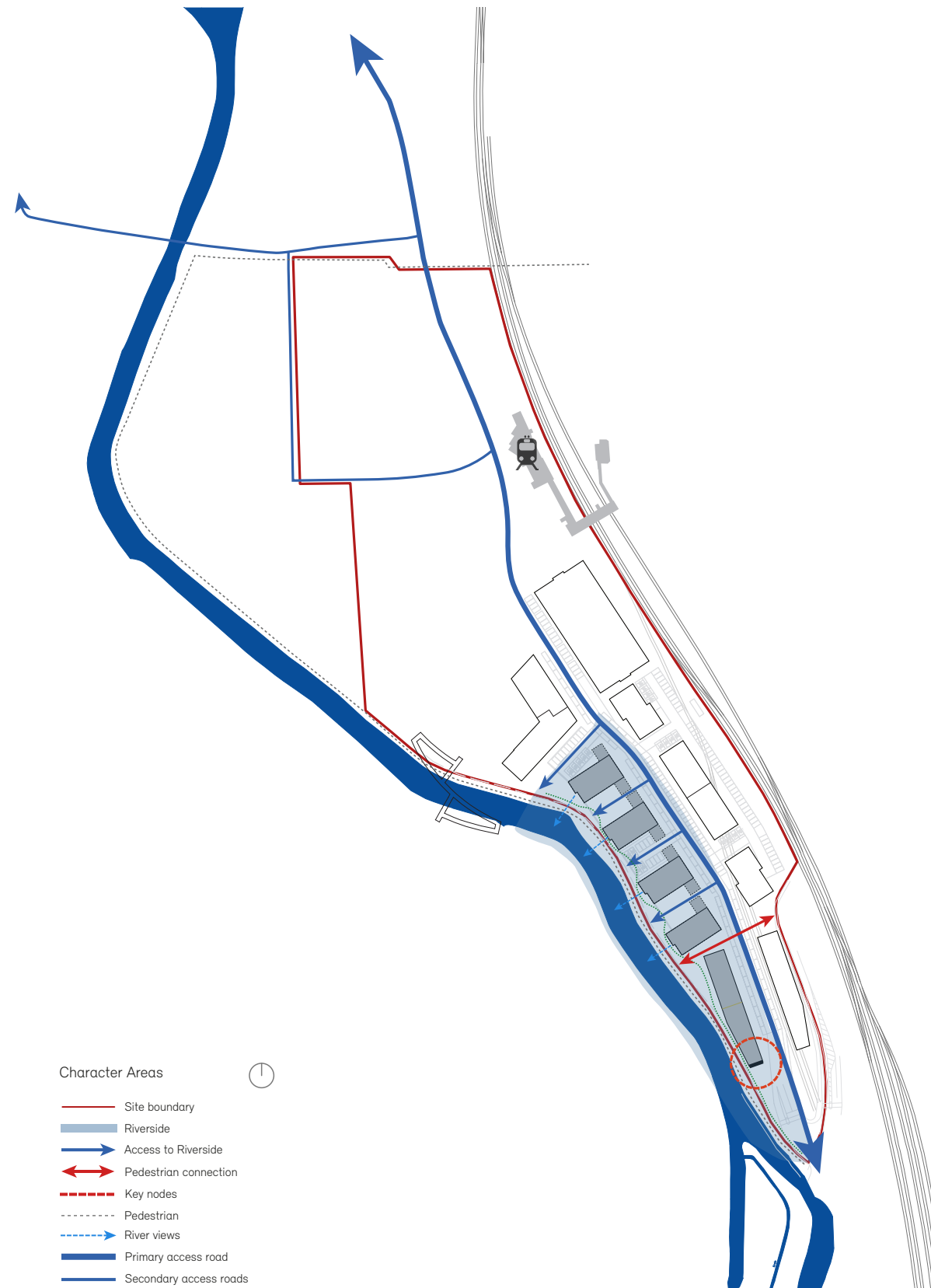
A series of elevation development diagrams considers material and fenestration.



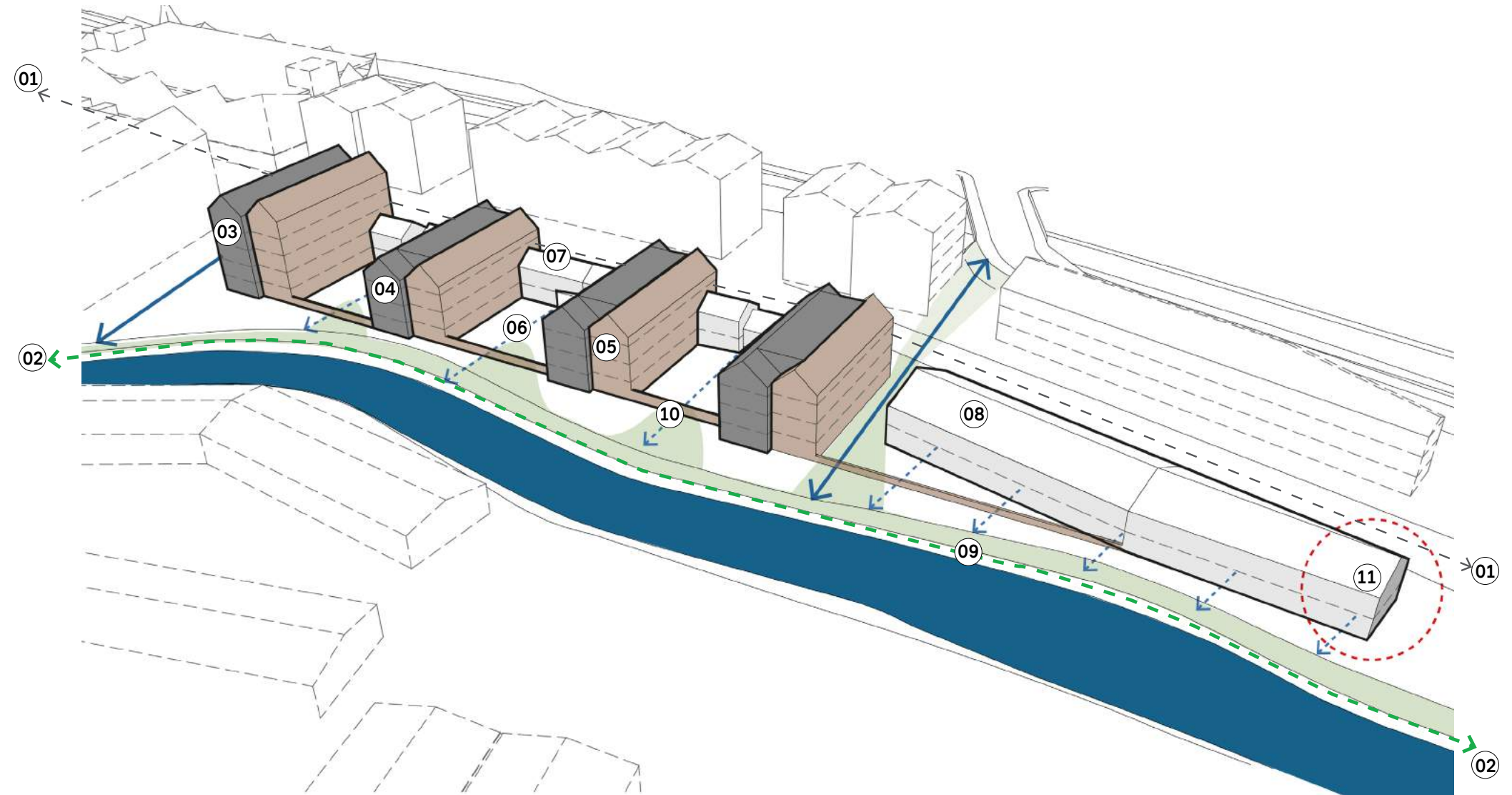
7.4 The Riverside



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.



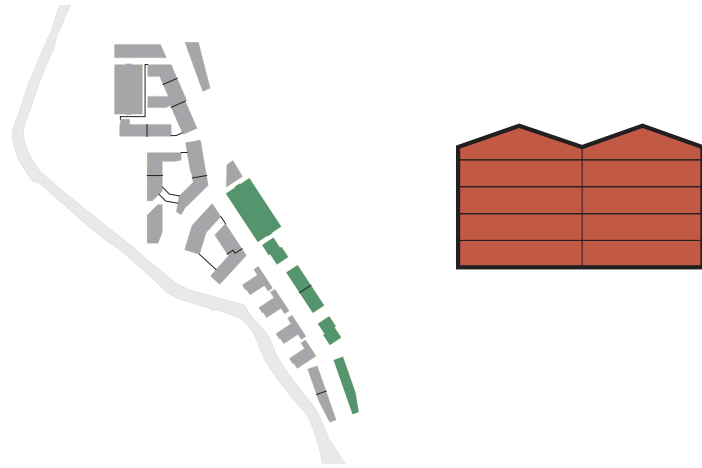
- ① Spine Road- Street Character
- ② Riverside Walkway
- ③ Roof profile- helps to break massing.
- ④ Linear block form reflects Maltings buildings across the river.
- ⑤ Main gable ends face the river and road.
- ⑥ Buildings form courtyards facing riverside.
- ⑦ Lower buildings form gatehouses, aligning with road.
- ⑧ Buildings form buffer between road and river.
- ⑨ Main aspect towards river.
- ⑩ Garden wall provides protection to building edge.



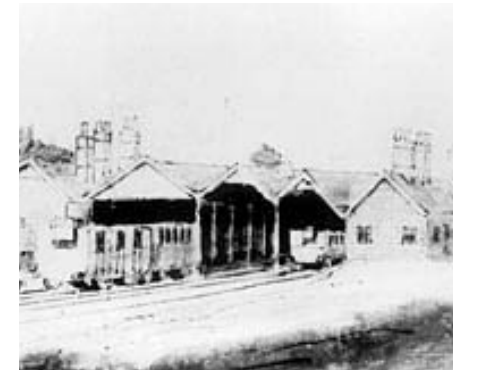
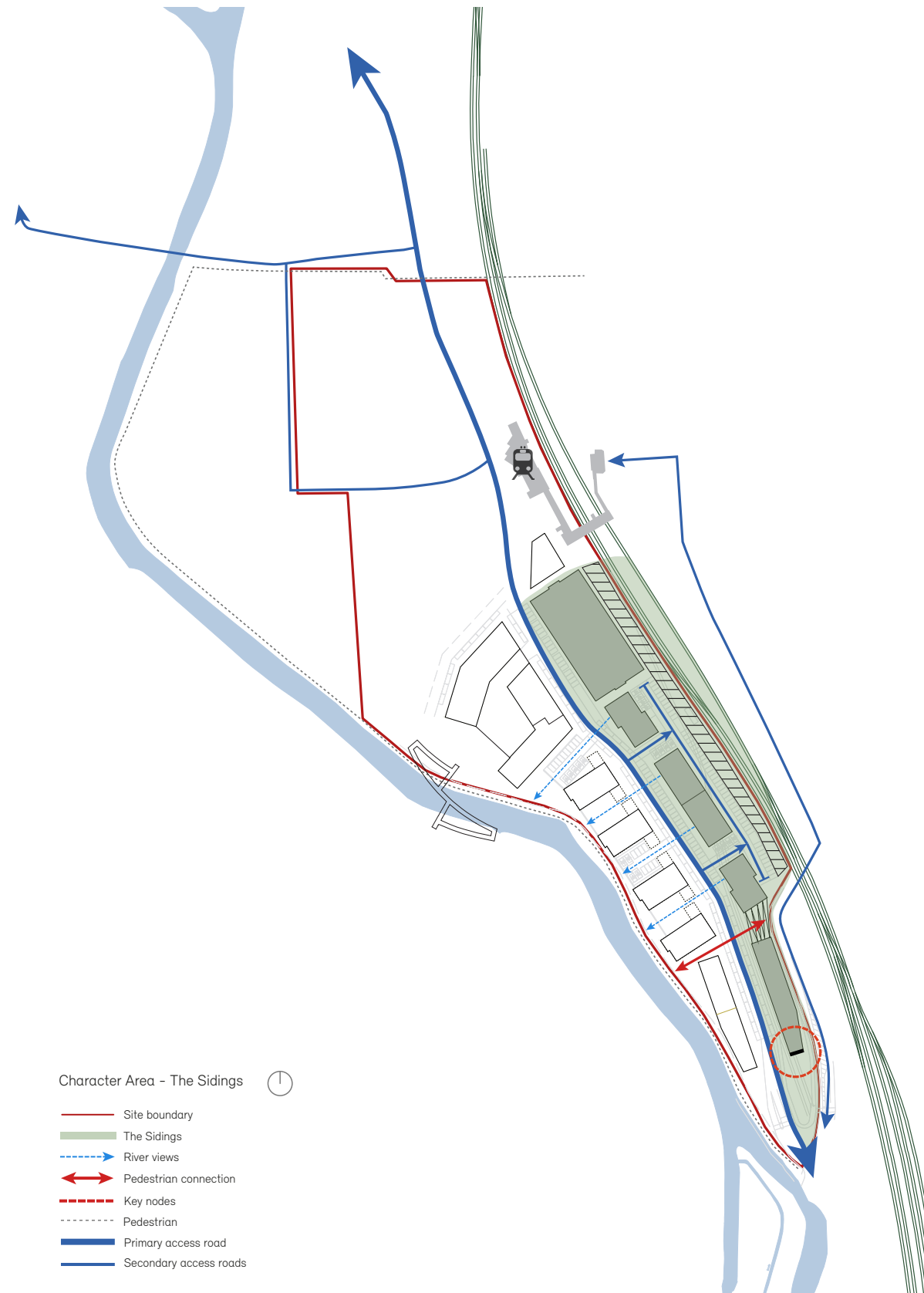
Elevation Development Diagrams



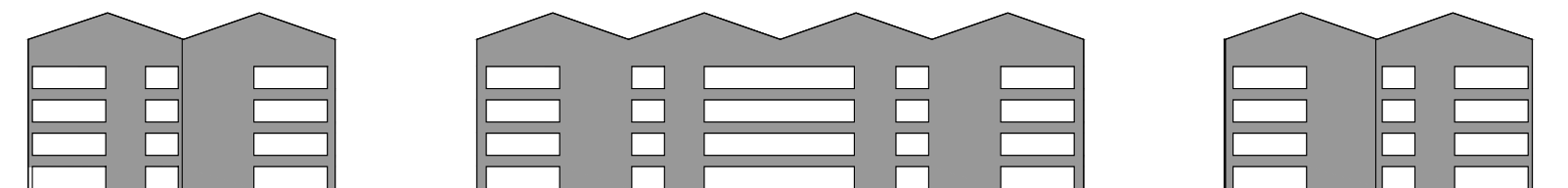
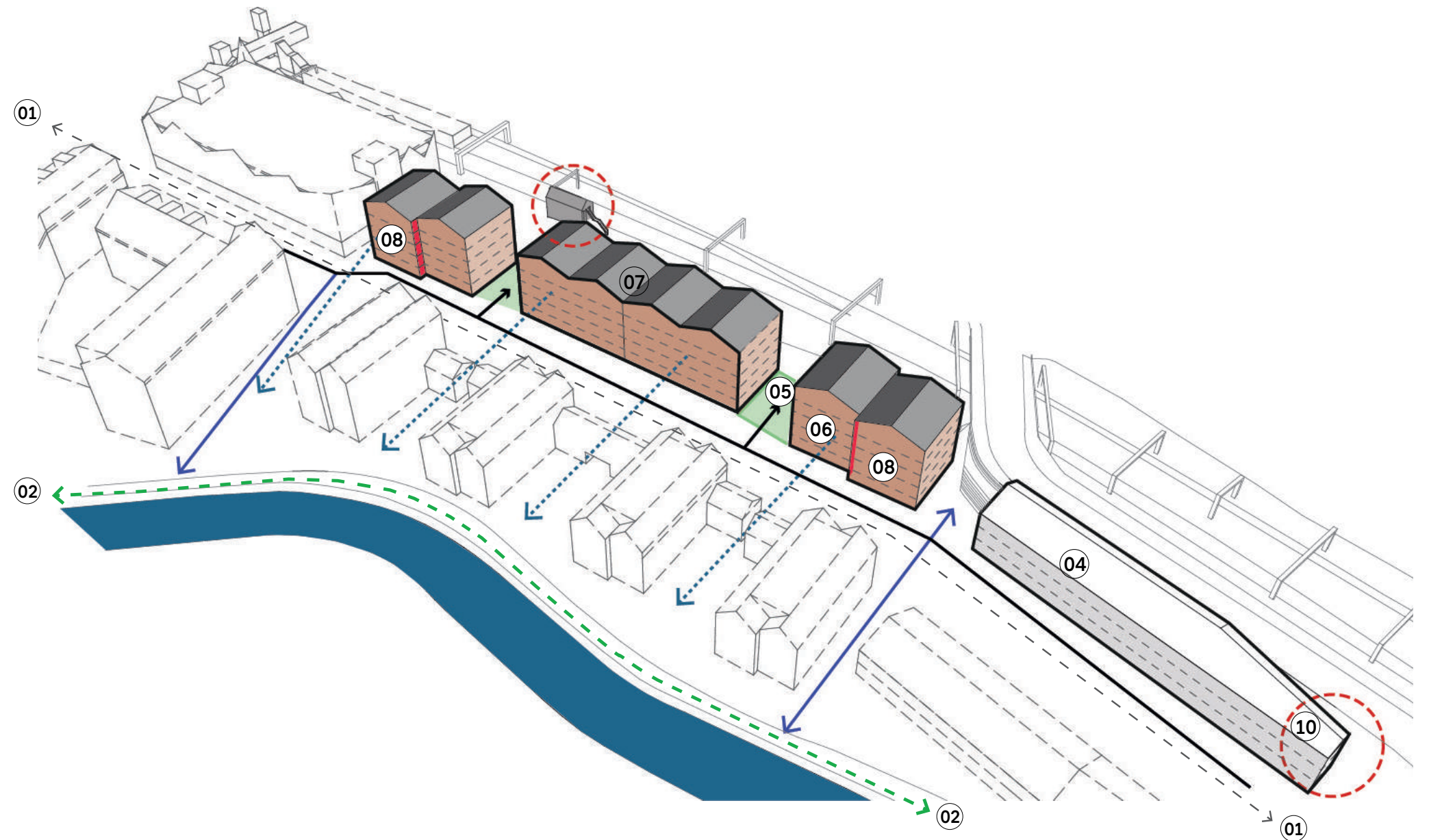
7.5 The Sidings



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.

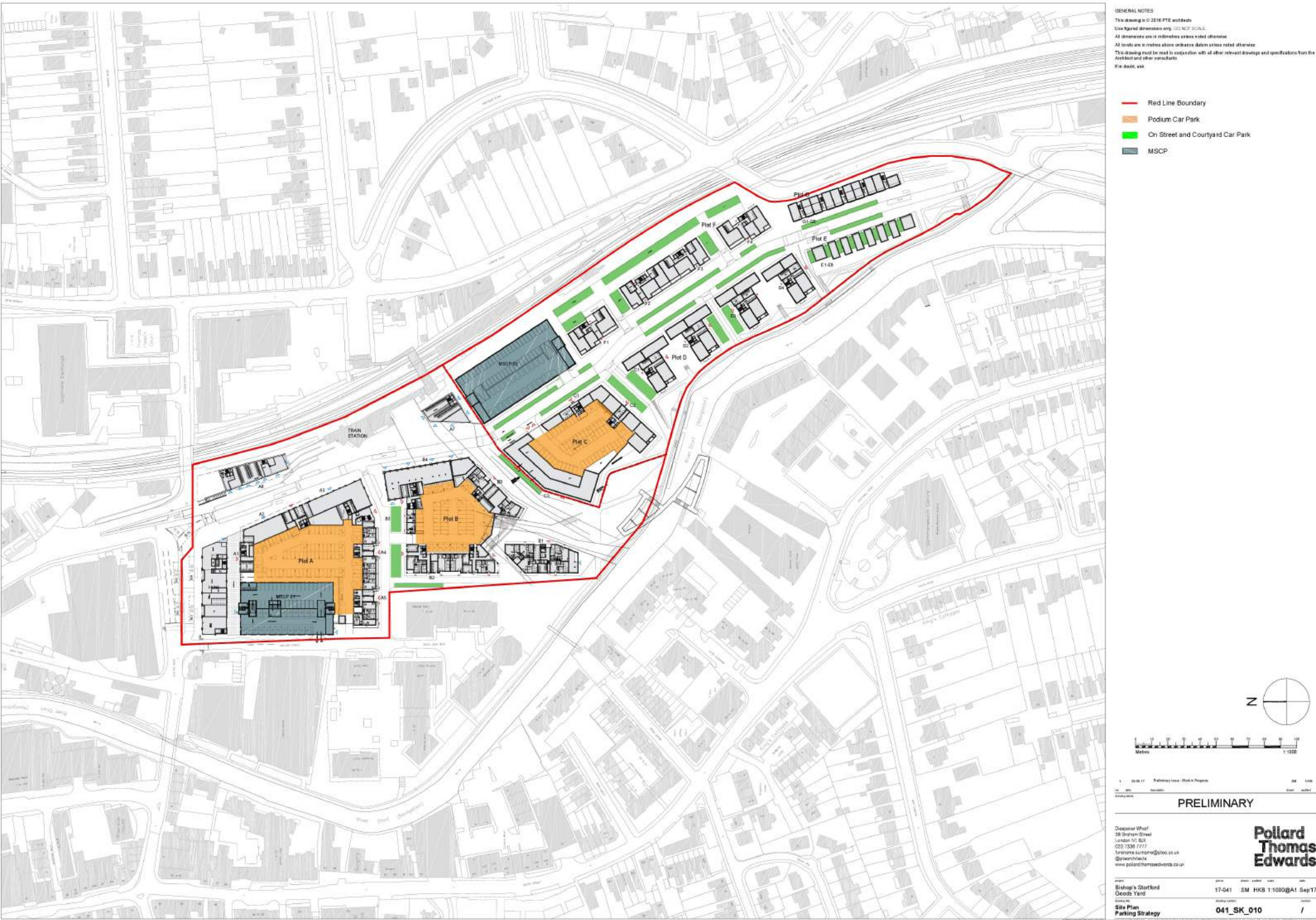
- MSCP's are sited in two locations:
- 1. West of block A - Accessed via covered link from station square.
 - 2. Immediately south of Station Square.



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

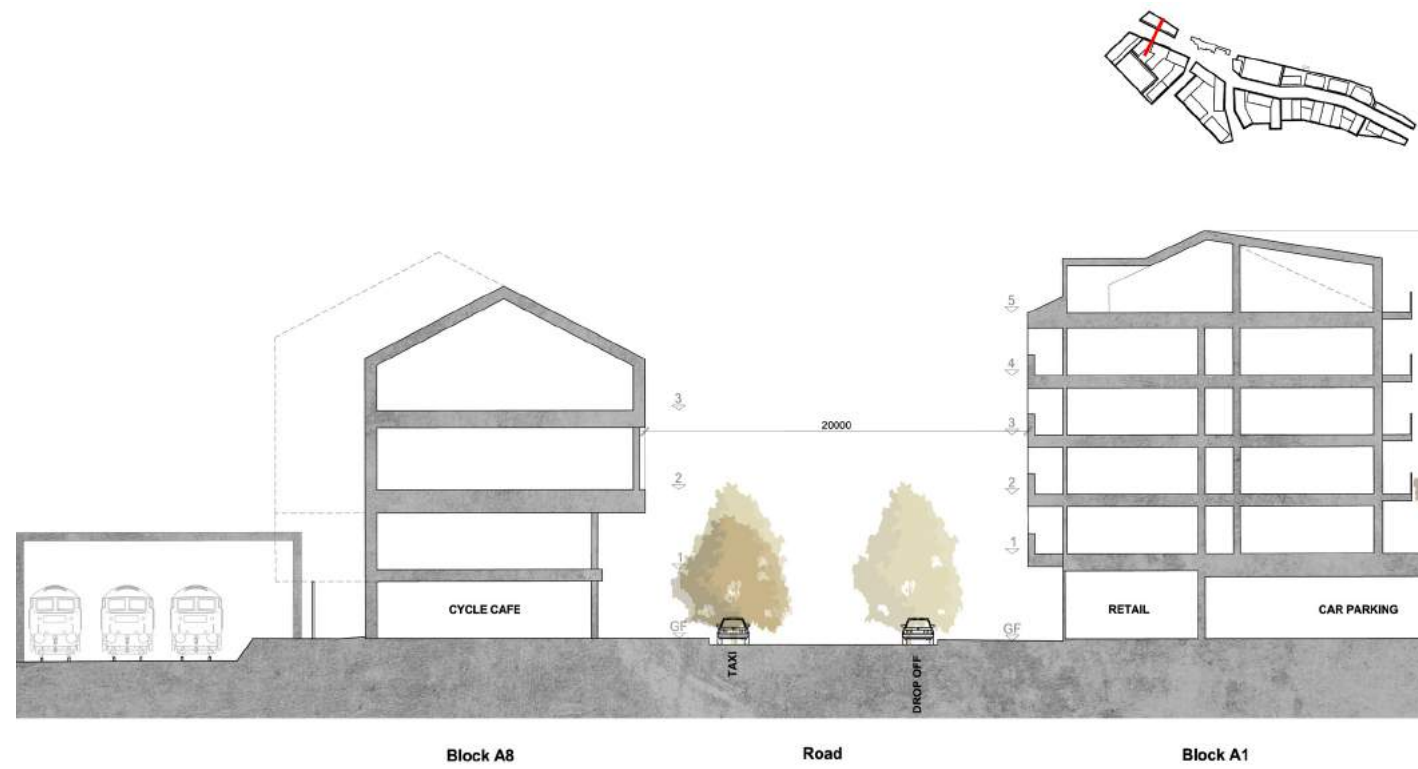


Site Section through Plot B - Station Square

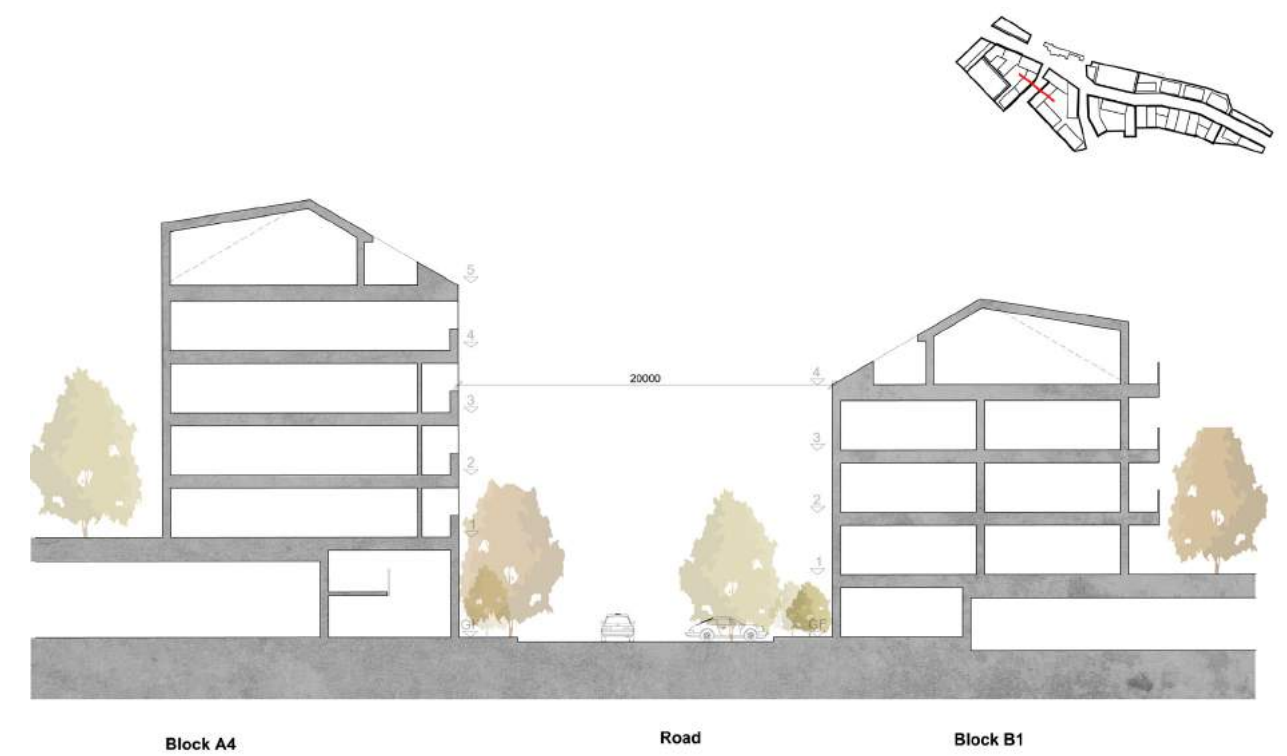


Station Square Elevation

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.

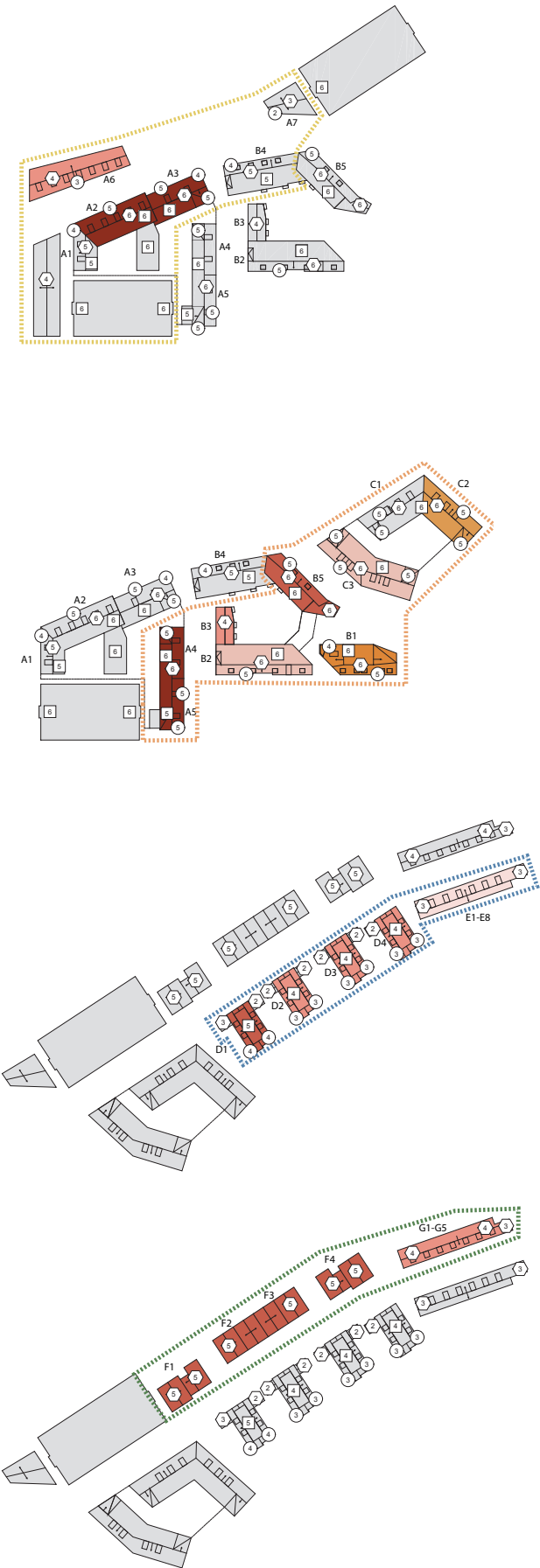
Residential blocks of up-to 6 storeys, which include an inhabited roof space (6 Floors) are positioned closest to the river in ‘The Maltings’ character area, facing onto the larger scale historical Malting’s buildings.

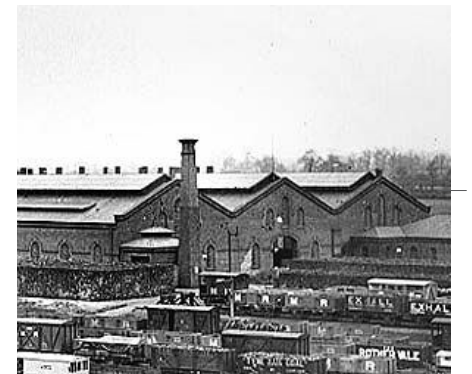
5 storey blocks, which include an inhabited roof space (5 floors) will be perceived from Station Square as 4 storey buildings. This negotiates the change in height to the historic station building which is 3 storeys. The railwayside commercial buildings which frame the square are of 3-4 storeys and relate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





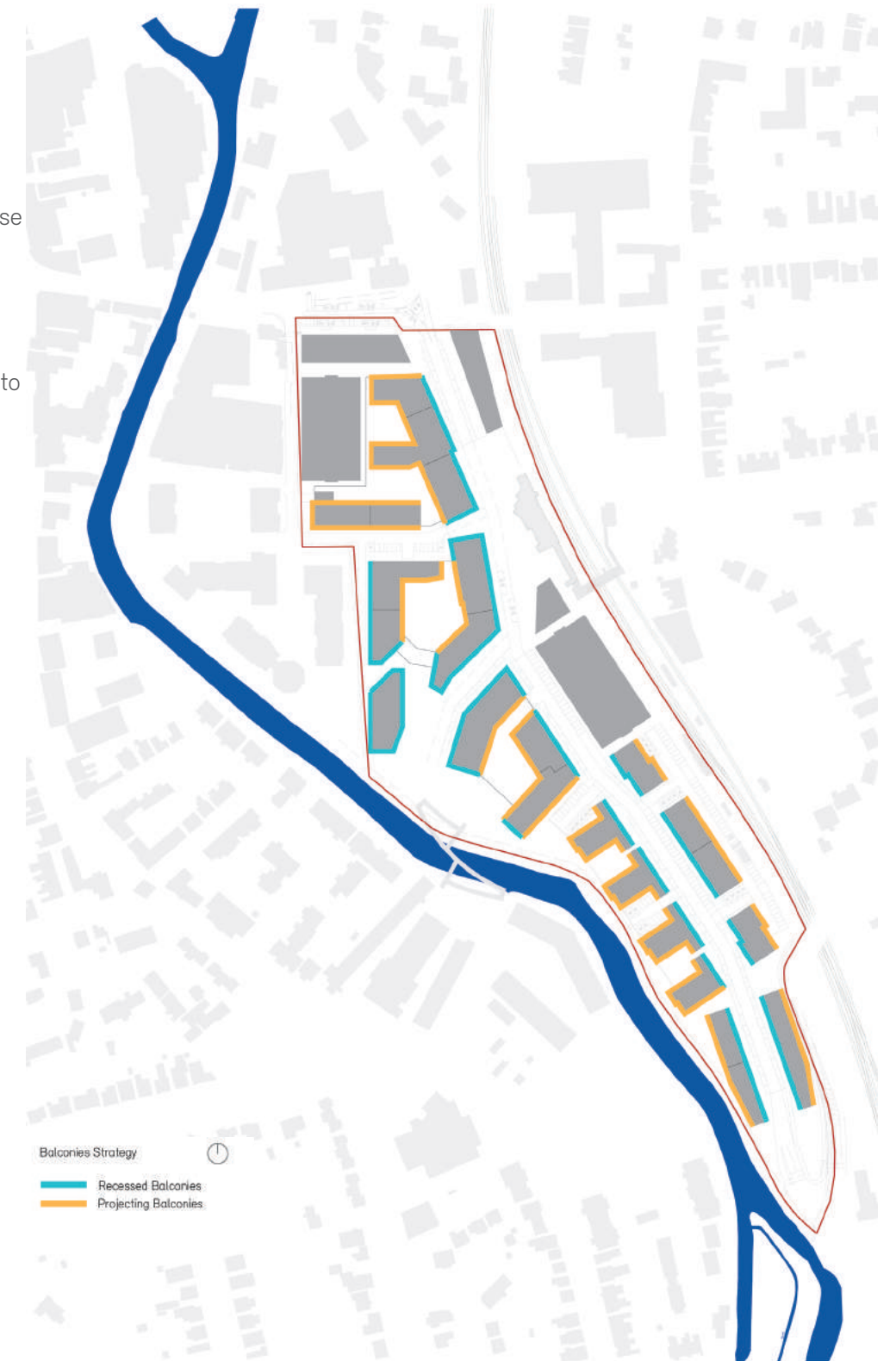
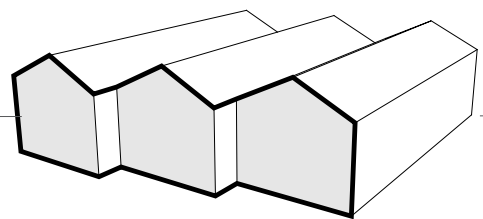
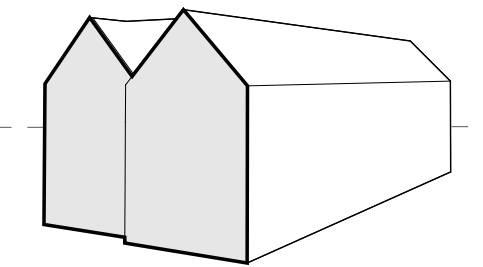
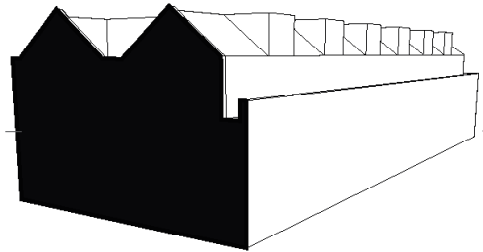
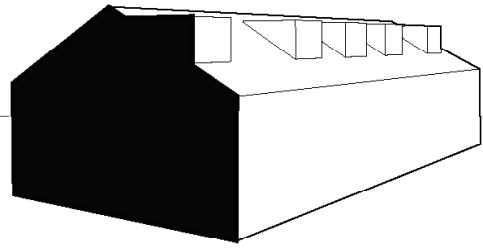
8.5 Balconies Strategy

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.





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