

## Essential Reference Paper 'C'

### 3/16/0530/OUT Bishop's Stortford Goods Yard Consultation

#### SUMMARY OF PUBLIC COMMENTS v1.1

As of 27 April 2017 (From 253 respondents)

	ISSUE	COUNT <sup>1</sup>
	<b>RESPONDENTS SUPPORTING</b>	
	<b>Land use</b>	
1	<u>Regeneration</u> Welcome an overdue redevelopment of an eyesore site; will make the town safer	11
2	Will revitalise the south end of town centre; hotel welcome; more visitors will follow; more use of the river; shopping and leisure improved	6
3	<u>Housing</u> A purchase opportunity for (younger) residents of the town. Affordable housing required	6
4	<u>Employment</u> opportunities but would prefer to see offices in the mix	3
5	<u>Shops</u> Retail-led development would be better than flats to revitalise this part of town; include a public house and McDonalds concern re store closures elsewhere in the town	4
6	<u>Leisure</u> Cinema site also needs attention	1
	<b>Highways and transport</b>	
7	<u>N-S link road</u> welcome; great if no more traffic congestion at Hockerill. Anchor Street must be 2-way plus yellow box junction; need traffic calming	3
8	<u>Parking</u> Additional parking spaces welcome; reduce parking on residential streets; needs to be more affordable. Must provide adequate replacement parking during the construction period	9
9	<u>Pedestrians</u> Station Road bridge over Stort in urgent need of improvement for pedestrians and need other safe crossing points to station, including Thorley Hill/South Street; better lighting required on the walk to the Stort footbridge	3

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<sup>1</sup> The number of mentions by respondents

10	<u>Interchange</u> Current location of bus interchange works well	1
	<b>Environment</b>	
11	<u>Design and architecture</u> Content with design / architecture	3
12	Architecture could be better	1
13	<u>Drainage</u> Supportive if SuDS strategy correct	1
14	<u>Riverside</u> Welcome river pathway and connection; need to look after the waterway and wildlife	2
15	<u>Play areas</u> Welcome additional areas for children's play	1
	<b>RE SPONDENTS OBJECTING</b>	
	<b>Land use</b>	
16	<u>Principle</u> Premature pending District Plan and TC Framework approval; proposals contrary to Neighbourhood Plan policies	3
17	Too much development in the town	3
18	<u>Housing Density</u> High density housing out of character; overdevelopment; with Bishop's Stortford North this will go to buy-to-let; there should be 200 homes, 50% shared ownership	22
19	Flats unaffordable for local residents. There should be more affordable and family housing to be policy compliant	5
20	<u>Land use mix</u> inadequate; more shops and riverside café needed; need more active ground floor uses; community space and health centre required on site	7
21	<u>Social infrastructure</u> Unacceptable pressure on social infrastructure, especially primary and secondary health and education; include on site, including sports facilities; lack of social infrastructure will have a bearing on Sawbridgeworth	37
22	<u>Shops</u> will not be viable – vacant ones in town	8
23	<u>Hotel</u> too big and needs a function room	1
24	A better standard of leisure hotel/conference centre is required	1
25	Hotel not required – Stansted well served	6
26	<u>Leisure</u> Entire site should be open space and riverside leisure facilities; use site for indoor recreation e.g. hockey	2
	<b>Highways and transport</b>	
27	<u>Traffic congestion</u> The development will worsen existing	21

	traffic congestion in the town generally. Defer until the impact of Bishop's Stortford North is known	
28	The development will worsen existing traffic congestion on London Road; references to Aldi and the Hockerill junction; adding to air pollution. Anchor Street already congested. Completion of town by-pass now required; Beldams Lane rat run dangerous	8
29	The N-S link road must be for all traffic to relieve London Road and Hockerill junction in particular; to be constructed first to reduce congestion in construction period	14
30	<u>Pedestrians</u> London Road is unsafe for pedestrians. Safe crossing required at Hallingbury Road roundabout; Station Road railway bridge must be widened for pedestrians and there should be a direct route for pedestrians to Station Road river bridge and the town centre.	5
31	<u>Interchange</u> Bus interchange not big enough or good enough to encourage bus use; not enough car drop-off spaces at the station	4
32	<u>Parking</u> More/better/ parking space required including short stay, which would reduce traffic in the town. Put the parking underground. Parking will spill over on to residential streets	12
33	<u>Multi-storey</u> car parks encourage crime	1
34	More residential parking required (underground?) and car club	8
35	Residential parking ratio too high in context of congested town centre streets	1
36	Concern re loss of parking on site during construction period	1
37	<u>Cycling</u> Make better provision for cyclists, including approach from east over railway. More cycle parking required	4
38	<u>Construction traffic</u> Ban required at Hockerill; effect on air quality. Construction workers' cars parked on local streets	3
39	<u>Rail</u> No space allowed for 4-tracking the railway	1
	<b>Environment</b>	
40	<u>Design and architecture</u> The height of the buildings is out of character with the market town; they will create a canyon effect and wind tunnels / they will block sunlight / overlook existing flats including Braziers Quay / encourage crime. There is an insufficient step down in	20

	height to the river.	
41	The architecture is mediocre and unattractive in itself and is out of character with the town and conservation area / detrimental to welfare; not distinctive. Compares unfavourably with new development in Cambridge and Newhall; materials will discolour	20
42	A preference for design that takes the Maltings as a precedent; with courtyards	2
43	<u>Riverside and biodiversity</u> No new green areas; wider swathe required alongside river with moorings; relocate bus route to east side away from river; boulevard a hardstanding between tall buildings	6
44	Loss of riverside amenity, trees and biodiversity; park too small and lacks amenities; landscaping lacks clarity	11
45	<u>Sustainable building</u> Not eco-friendly; no green roofs, solar panels, ground source heating and grey water	4
46	<u>Flood risk</u> concerns and sewerage at capacity	2
47	<u>John Dyde Close</u> Adverse effect of development and traffic on John Dyde Close including residents' use of underground car park and safety of children; construction noise and traffic	2