

Goods Yard Bishop's Stortford

Refined Masterplan Document

East Herts District Council

November 2021



Project Partners

Client

Solum Regen (Bishops) LLP

Planning Consultant

Savills

Architects

Pollard Thomas Edwards

Landscape Architects

Building Design Partnership

Highways Consultants

Mayer Brown Limited

Energy and Sustainability

HDR|Hurley Palmer Flatt

Project Management Advisor

Mace Group

Communications

Forty Shillings

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Revisions

Rev	Date	Notes
-	25/11/2021	EHDC Issue

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Introduction

This Refined Masterplan document is for the Bishop's Stortford Goods Yard site and supersedes the previous masterplan for the site which was endorsed by East Herts Council in October 2017. A Refined Masterplan is required to enable the wider site to come forward due to change in circumstances.

It has been developed to meet the aspirations of East Herts council and aligns with the Bishop's Stortford Town Centre Planning Framework, while considering the local and neighbourhood plans.

A hybrid planning application will be submitted in the early part of next year on behalf of Solum Regeneration (Bishops) LLP a partnership between Network Rail and Kier Property, by architects Pollard Thomas Edwards (PTE) and planning consultants Savills and will be supported by a full technical team. The proposal comprises the refining of the masterplan to the southern part of the site, bound between the River Stort, the railway, London and Station Roads in the centre of Bishop's Stortford.

OUTLINE PLANNING PERMISSION

In July 2018 a hybrid planning application granted permission for the entire redevelopment of the former Goods 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 detailed planning permission was granted for the northern half of the site, the southern most section and the link road between the two. The outline planning permission was granted for the remainder of the site comprising two parcels of land; one to the east and one to the west of the link road (LPA Ref. 3/17/2588/OUT).

This comprised for a comprehensive mixed-use development of;

- 641 dwellings, comprising 585 residential units (C3) and a 55 unit care home (C2)
- 3,004 sqm of office floorspace (Use Class B1);
- 1,083 sqm of retail floorspace (Use Class A1-A4);
- 491sqm of dual / alternative use retail and health care floorspace (Use Classes A1-A4 / D1);
- An 85 bed hotel (Use Class C1);
- A new link road through the site connecting Station Road / Dane Street with London Road;
- Two multi-storey station car parks;
- New cycle parking;
- Car parking for the residential development;
- Improvements to the Bishop's Stortford transport interchange;
- New and altered access points from the adopted highway network; and
- Associated landscaping and public realm works.

The Detailed application comprised:

- 323 No. Residential units (Use Class C3);
- 3004 sqm of office floorspace (Use Class B1);
- 1083 sqm of retail floorspace (Use Class A1-A4);
- 491sqm of dual / alternative use retail and health care floorspace (Use Classes A1-A4 / D1);
- An 85 bed hotel (Use Class C1);
- A new link road through the site connecting Station Road / Dane Street with London Road;
- One multi-storey car park containing 401 spaces;
- New cycle parking;
- Car parking
- Improvements to the Bishop's Stortford transport interchange;
- New and altered access points from the adopted highway network; and
- Associated landscaping and public realm works.

Solum are in the process of completing the delivery of several of the initial elements of the scheme including; the link road that crosses the scheme linking London road, in the south to Station Road in the north; the first of 2 Multi storey car parks; the names of which have been formally recognised as MSCP1 & MSCP2 respectively. Two substantial plots of land which contain the first two phases of residential blocks (Plot A and B - 323 mixed tenure apartments) have been sold to Bellway Homes who have started construction on-site.

EMERGING MASTERPLAN

Network Rails requirement to retain the railway sidings have led Solum and the design team to reconsider parts of the masterplan.

These areas will include:

- 1 - Block H – Retaining the hotel use - an enhanced building with flexible commercial/community floorspace at ground floor with hotel over.
- 2 - Plot A6 – A rationalisation of the commercial building.
- 3 - Plot A7 - Develop a mixed-use residential building with commercial use at the ground level, located beside the MSCP02. Commercial space is reallocated within Plot A6.
- 4 - MSCP02 - Marginally repositioned to avoid the Network Rail sidings tracks and equipment. Review the layout and footprint of the MSCP. Develop the appearance within a new context.
- 5 - The Sidings (Plot F) – Develop a new residential proposal on reduced land area due to retention of the Network Rail Sidings.

- 6 - Riverside (Plots C, D and E) and public realm - Develop a new riverside residential proposal, re-imagining the Goods Yard in a new context with railway sidings retained.

The refined masterplan includes;

- Up to 420 homes (Use Classes C2-C3 with the split to be determined subject to further assessment);
- A minimum of 3,004 sqm of commercial floorspace (Use Class E);
- Around 90 bed hotel (Use Class C1);
- Multi-storey station car park 02;
- New station cycle parking;
- Car parking for the residential development;
- Improvements to the Bishop's Stortford transport interchange;
- New and altered access points from the adopted highway network; and
- Associated landscaping and public realm works.

Those elements retained as part of the masterplan currently being delivered;

- 323 residential apartments (Use Class C3);
- 1,083 sqm of retail floorspace (Use Class A1-A4);
- 491sqm of dual/alternative use retail and health care floorspace (Use Classes A1-A4 / D1);
- Multi-storey station car park 01 (401 spaces);
- A new link road through the site connecting Station Road / Dane Street with London Road.

The changing nature of Bishop's Stortford with the South and North strategic sites are expanding the town and delivering more houses. There is an opportunity to realign the vision of the Goods Yard, a large town centre central site beside a major transport hub, for the delivery of apartments.

Consultation

Consultation to date:

Steering Group 01, 15 December, 2020
HCC Estates and Transport, 6 January, 2021
HCC Estates and Transport, 10 February, 2021
EHDC planning officers pre-app01, 26 March 2021
Energy Review, 7 April, 2021
EHDC planning officers pre-app02, 28 April 2021
Steering Group 02, 3 June, 2021
CRT meeting, 17 June, 2021
EHDC planning officers pre-app03, 3 July 2021
CRT meeting, 20 July, 2021
Site visit members and planning officer, 23 July 2021
Shaping Stortford, 28 July 2021
EHDC planning officers pre-app04, 26 August 2021
Design Review, 13 October 2021
Public Consultation Webinar, 28 October 2021
HCC Transport, 28 October 2021
Steering Group 04, 8 November, 2021
Network Rail - regular rail stakeholder meetings

Future events up to planning application will include meetings with East Herts District council, the Steering Group for the Goods Yard site, Hertfordshire County Council, Allies & Morrison (the council's design adviser for this site), the local community, Canal and River Trust and other stakeholders as necessary.

Endorsed masterplan (October 2017)



Parts of masterplan built or under construction

Under construction by Bellway:

Plot A due completion 1st Quarter 2022

Plot B due completion 1st Quarter 2023

Completed:

Main carriage way of North-South link (Sextons Road, connecting with Morton Peto Road)

Multi Storey Carpark 1



Network rail sidings is retained

“NR’s retention of the sidings land, directly frustrates the ability to bring forward the extant proposals for the southern site.

However, this presents an opportunity to re-imagine the plots to better relate to and respond to the new context.



Parts of the masterplan to be refined

- Plot H - Hotel building
- A6 - Commercial Building
- A7 - Mixed Use Building
- MSCP02 - Multi storey Carpark 02
- Plot C - Maltings buildings
- Plot D and E - Riverside buildings
- Plot F and G - Sidings buildings



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 41000.

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 5.37 hectares (adjusted site development area) of brownfield land, located part within the town centre boundary with the bulk of area immediately to the south. The site is located between the Anglia London Liverpool Street to Cambridge railway line, to the immediate East, and the River Stort Navigation to the West.

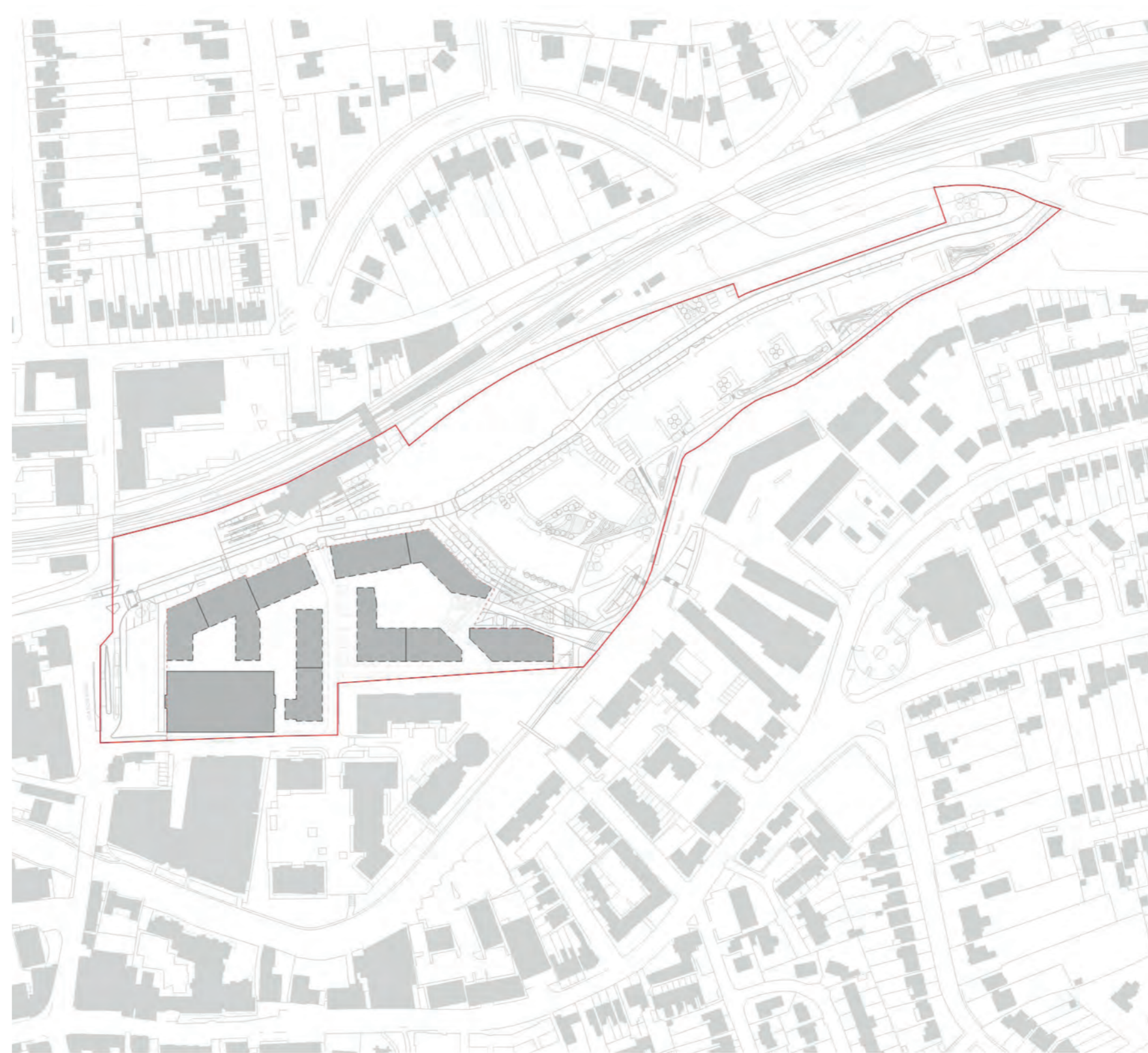
The northern part of the site, the existing bus station remains, located beside Station Road, and the Taxi's located in front of the station arrival. Secured station cycle parking is located between the train station and the ramp.

Vehicle down ramp closed, part removed to allow for construction of new North-South road. Main carriage way of North-South link road (Sextons Road) constructed with temporary intersection onto London Road. The MSCP01 is complete and the Anchor Street road widening at the Station Road end is yet to be carried out. Buildings to Plot A and B are currently under construction.

The southern part of the site is 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 Northern part of the site is located within the Bishop's Stortford Town Centre designation. The site is not located within a Conservation Area but borders the Bishop's Stortford Conservation Area to the Northwest, north and northeast. The site does not contain any statutory or locally listed buildings or structures. Whilst not locally listed, the Rose & Crown Pub to the northeast of the site is identified within the Conservation Area Appraisal. The site is identified as an Area of Archaeological Significance.

1.2 Site Plan



GENERAL NOTES:
This drawing is © 2021 PTE architects.
Use figured dimensions only. **DO NOT SCALE.**
All dimensions are in millimetres 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.

SETTING OUT NOTES:
All setting out to be confirmed on site prior to construction - any discrepancy must be immediately reported to the Architect.
All partitions set out to skeleton or structure.
For setting out and specification of M&E services refer to M&E Consultants documents.
For setting out and specification of structure refer to Structural Engineer's documents.

LEGEND:

- MASTERPLAN BOUNDARY
- - - PLOT A AND B BOUNDARY
- PLOT A AND B UNDER CONSTRUCTION
- MSCP01 COMPLETED

FOR APPROVAL

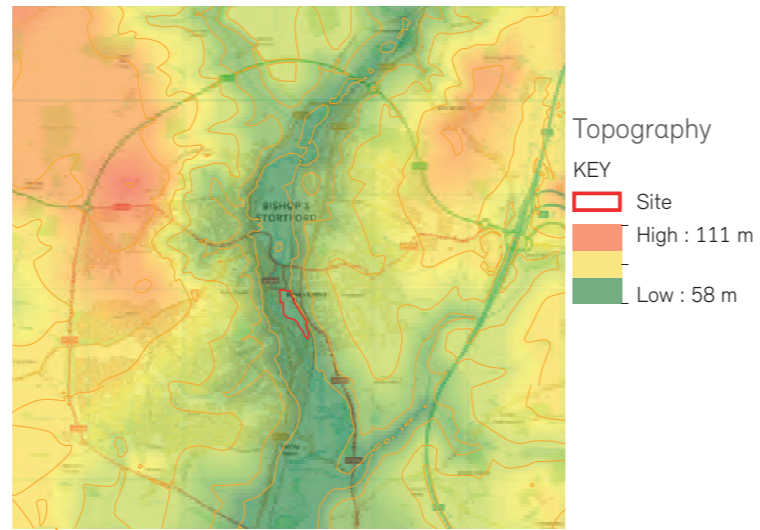
Prepared by:
Designer: What? 38 Graham Street London N1 6JX 020 7336 7777 forname.surname@ptea.co.uk @stuartthomas www.pollardthomasedwards.co.uk

Project:
Bishop's Stortford 21-015 Author: indicated@A1

Drawing No:
Application Site Plan BSG- PTE- ZZ-XX-DR-A-10001

Pollard Thomas Edwards

2 Surrounding Context

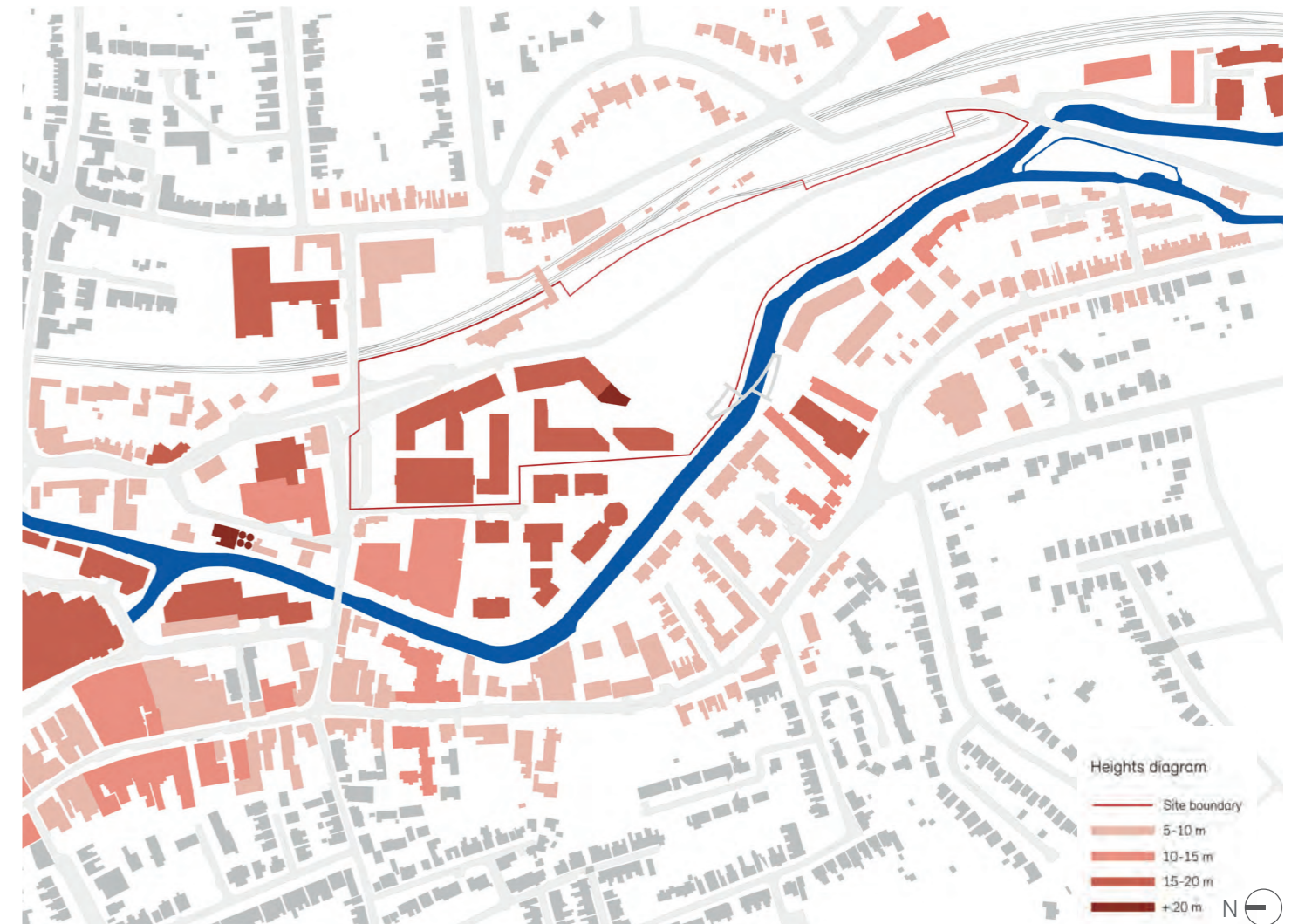
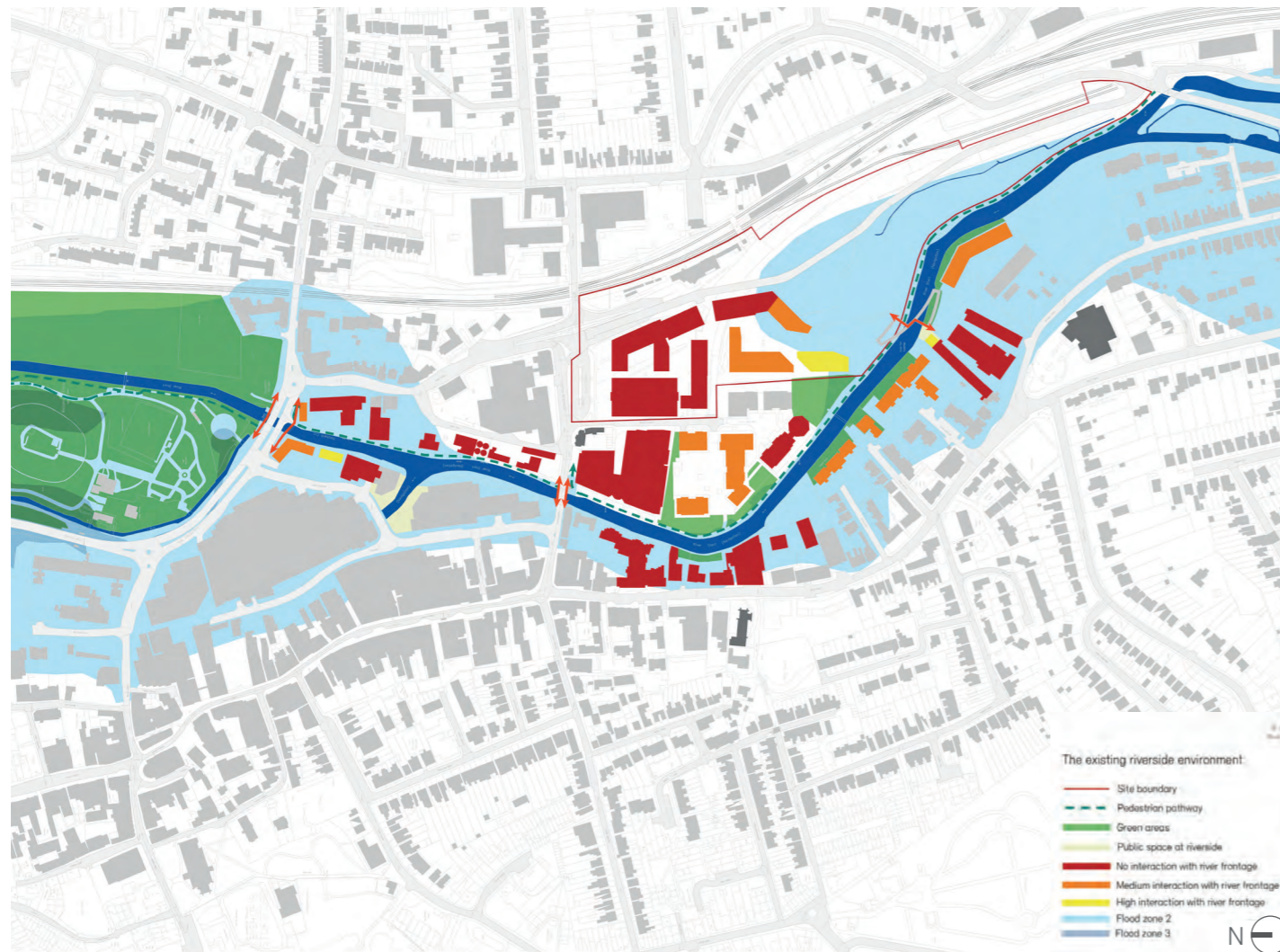


2.1 Existing Riverside Environment Context

The River Stort, an Environment Agency Main River, flows to the south and west of the site. It is navigable with a tow-path for this stretch. There is a drainage channel to the south of the site that drains towards the outfall into the River Stort, north of the London Road Bridge. The site lies within the 'Towns and Villages in open floodplain (North and West). Please refer to the Flood Risk Assessment for detail information.

2.2 Existing Building Heights around the Site

The site is bordered by the railway to the East and River Stort to the West. Ground levels to the East are 5 – 6m above that of the site. Residential buildings of 5 – 6 storeys are present north of the site with taller industrial mill buildings to the north. The buildings to the west of the site are 5 storeys in height. To the south Tanner's Wharf is 6 storeys high as is the mill across the footbridge.



2.3 Townscape Analysis

Due to the long history of the area, a range of building styles co-exist next to one another. This creates varied and interesting streetscapes, which contribute to the overall strong sense of place. While there is a strong emphasis on defining the street corridor, buildings often meander and deviate from a strict building line, creating a specific sense of place and variety along the town's central streets. Due to this, there is a strong sense of enclosure, both along streets and within spaces.

This changing character, which is experienced throughout the town core, is a key attribute to be emulated by the new streets and spaces in the Goods Yard masterplan, where street types, building types, orientation and views will help to create new and distinctive places.

Many of the existing buildings in Bishop's Stortford pre-date the dominance of the car. Typical of these older buildings, traditional materials, smaller spanning distances and generally more vertical proportions create buildings that relate well to the human scale. A great variety of detailing, representing changing architectural fashions of the past, accentuate building facades with interesting ornamentation. In addition, the varied roofscapes provide a playful and changing silhouette whilst moving along the streets.

While the overall architectural expression provides a rich variety, this is balanced with elements to provide a sense of continuity, including the generally narrow frontages, and regular rhythm of doors and windows. Whilst heights range from 2-5 storeys, the floor-to-ceiling ratios can often vary greatly between adjacent buildings, allowing for interesting juxtapositions and a greater variety in the roofscape.

A modern interpretation of these elements will help to bridge the gap between the history and its future development in the Goods Yard site.

The Goods Yard site is located in the historic industrial part of the town beside the train station. This part of town therefore has a distinct character from that of the historic town centre. New development will take its queues predominantly from the industrial maltings and railway goods yard buildings.



① Old River Lane Malting



② Shop Front, South Street



③ Former South Street Maltings



④ Holy Trinity Church



⑤ Corn Exchange



⑨ Water Lane United Reformed Church



⑬ Bridge Street



⑰ St Michael's Church



⑳ North Street



⑥ South Street



⑩ Riverside Walk



⑭ Palmer's Lane



⑱ Shops on South Street



㉑ King Street / Basbow Lane



⑦ Former South Street Maltings



⑪ Former Workhouse



⑮ Former South Street Maltings



⑲ Storage Sheds



㉒ Bridge Street



⑧ Hockerill Street



⑫ Water Lane



⑯ London Road



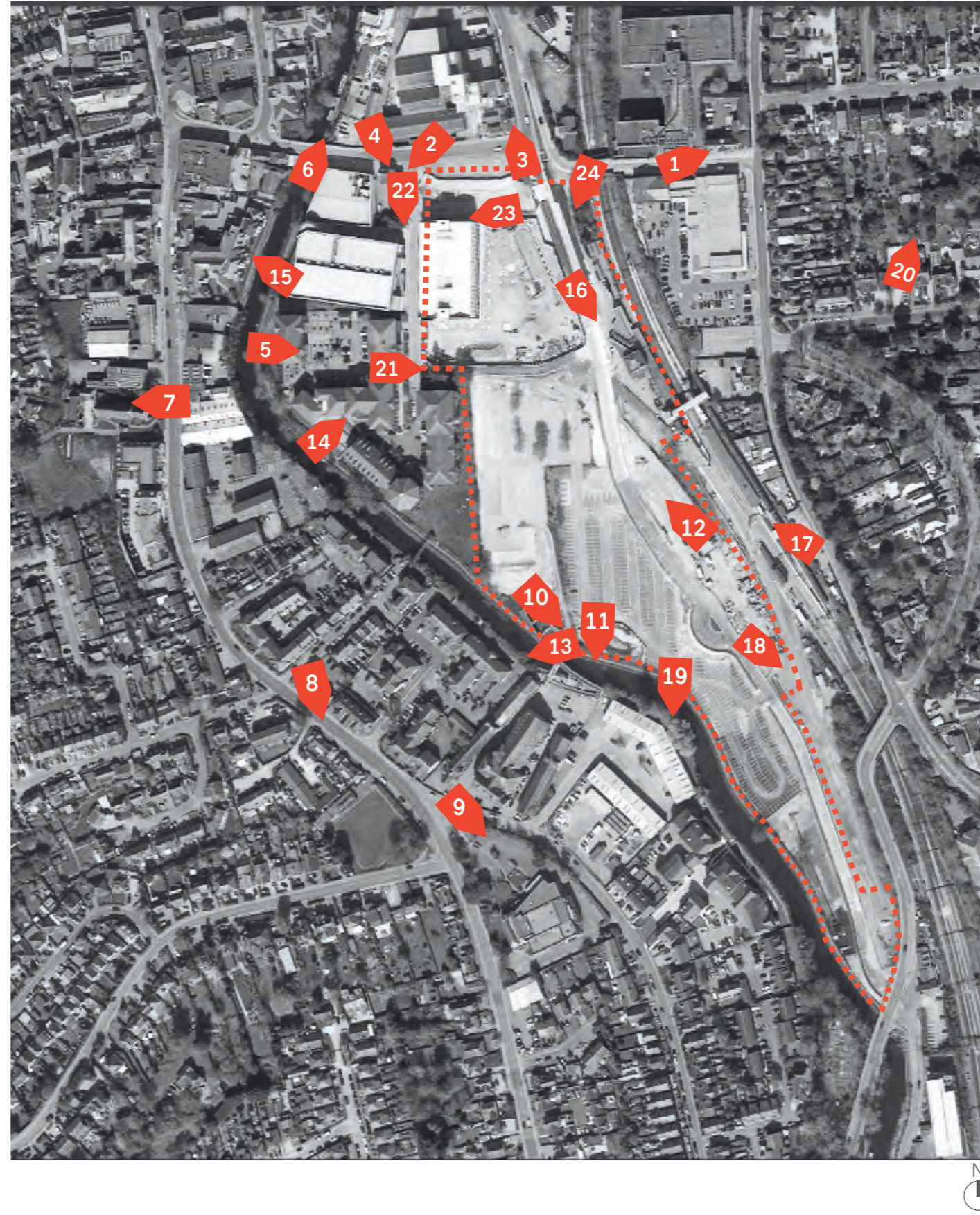
㉓ North Street



㉔ Market Square

2.4 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 South Mill Arts Complex / Museum



13 Braziers Quay Residences



17 Signal box



21 Morton Peto Road



6 Allinson's Flour Mill



10 Pedestrian bridge



14 Starling Court, John Dyde Close



18 Storage sheds



22 Anchor Street



7 Holy Trinity Church



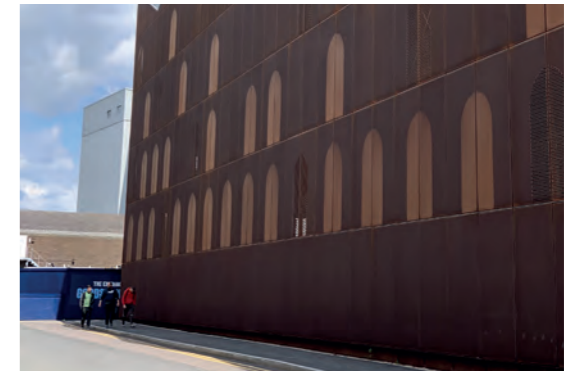
11 Maltings complex



15 Waterfront House



19 Adderley Riverside



23 Anchor Street (Lane section)



8 Kings Cottages



12 Mallard & Swallow Courts, John Dyde Close



16 Train station



20 Multi-storey Car Park 1



24 Dane Street / Station Square

2.5 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 (Listed Buildings)

- 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.

2.6 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.

History of Goods Yard and the Station Railway commissioned in the 1840's by the Eastern Counties Railway company to provide link between London and Cambridge.

The line first ran from Shoreditch to Bishop's Stortford and opened 16 May 1842. This initial line was broad gauge until 1844 and included a covered station.

July 1845 link between London and Norwich – via Bishop's Stortford, Cambridge and Ely was complete. This increased the range of the railway and its effectiveness

Later the station was rebuilt with a large area dedicated to goods sheds and a granary with dedicated sidings running to Anchor Maltings.

The current station building was originally the station masters house and was built to resemble an Italianate Villa, this has been much compromised by further additions and modifications.

Following the arrival of the railway in the nineteenth Century the town expanded to the South and East with the construction of the Hockerill Park Estate and the New Town.

The station was busy, known in 1893 to have handled 205,000 tons of barley and malt along with many tons of vegetables, straw and hay, all destined for London's markets.

The Sidings were allocated for coal merchants and for supplying the Gas Works at the end of Anchor Street. To the South of the station a crane and aggregates yard operated until 2004.

Livestock pens were provided with stables at the station for horses. This complex was accessed via a gate opposite the Tanner's Arms Public House in London Road, with pedestrian access to the station yard.

The railway was electrified in 1958 and the North signal box was demolished, a new footbridge was constructed. Following a fire, this was rebuilt in the 1980's. The Steam

depot closed in 1962 when the Northern end of the site was cleared to form car parks.

Shortly after the branch to Dunmow was cleared, although a new spur was opened in the 1980's to access the newly constructed terminal at Stansted Airport.

From 1997 the London to Cambridge line was operated under franchise and from 2011 by Abellio Greater Anglia, the current operator. The station forecourt was redesigned in 1999 and in 2015 a refurbishment of the station building was completed with a new retail concession and improved ticketing facilities.

History of Stort Navigation
Bishop's Stortford is connected by the River Stort to London via the River Lee.

This provided a good opportunity to adapt this river for boat traffic so as to directly connect Bishop's Stortford to London and its port.

Parliament passed 'An Act for making and continuing navigable the River Stort, in the counties of Hertford and Essex', which empowered the navigation to be constructed and opened in 1769.

It involved the construction of fifteen locks, so as to control the flow of the river and open up navigable sections previously impassable with shallows. Trade increased gradually, rising from around 18,000 or 19,000 tons in 1791 to 40,000 tons in 1811.

Income from the navigation halved in the first 10 years from competition with the railway, the navigation was sold several times, before coming back into public ownership and then being transferred into the ownership of a charitable body, the Canals & Rivers Trust.

The 15 locks are built to take boats 86 feet (26 m) by 13.25 feet (4.0 m), which means that they are not quite wide enough to take two narrow boats at a time and so traffic along the system is slower as a consequence.

There is a tow-path along the entire length of the navigation, which forms part of a number of long distance walks. These include The Stort Valley Way, which is a 28-mile (45 km) circular walk and the Three Forests Way.

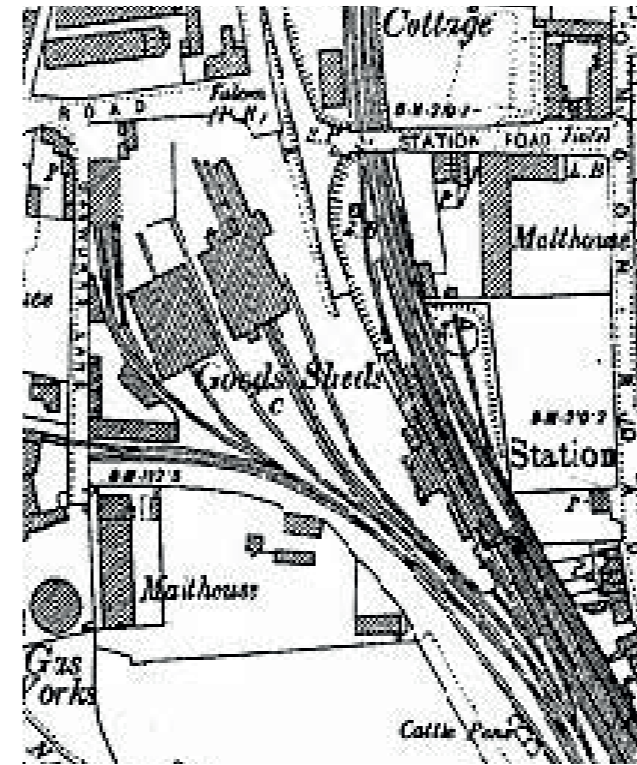


PHOTO CREDITS: BISHOP'S STORTFORD TOURIST INFORMATION CENTRE, STORTFORDHISTORY.CO.UK

2.7 Town Centre Planning Framework

In July 2017 the Council approved the Bishop's Stortford Town Centre Planning Framework for development management decisions. It is a material consideration in the determination of planning applications within the Town Centre. Prepared by Allies & Morrison on behalf of the Council, the Framework sets out a vision and strategy for development of Bishop's Stortford.

The Bishop's Stortford Town Centre Planning Framework 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. The endorsed masterplan for the Goods Yard site (2017) aligns 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 down to the river. It provides a mix of uses across the site.

A positive design review (Nov 2021) was held with Allies & Morrison, who were previously engaged by EHDC as design adviser to the original application. It is the intention to meet again prior to submission of a planning application.

In section 3.10 we show the endorsed masterplan alongside the proposed masterplan.

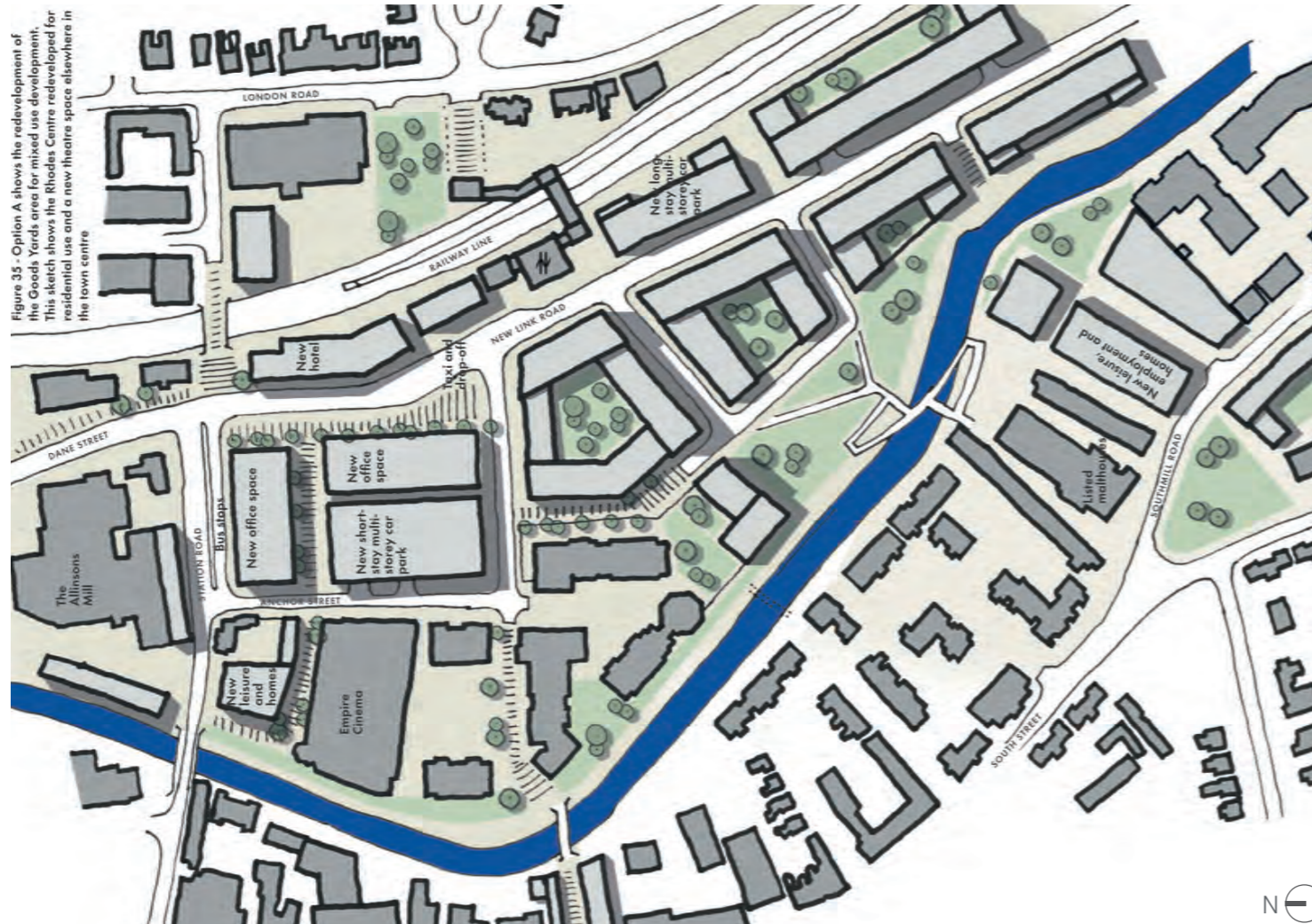
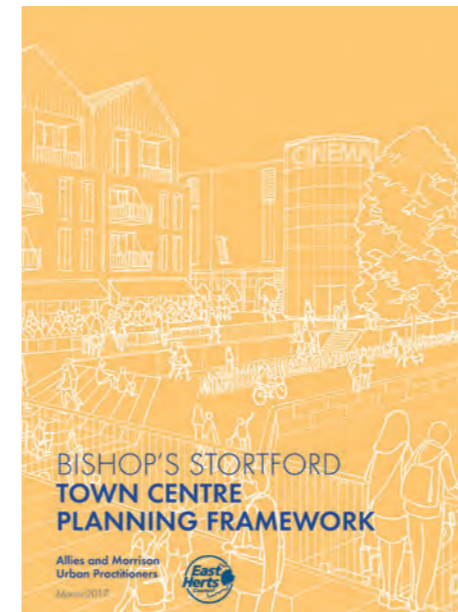


Figure 35 - Option A shows the redevelopment of the Goods Yards area for mixed use development. This sketch shows the Rhodes Centre redeveloped for residential use and a new theatre space elsewhere in the town centre.

ALLIES & MORRISON MASTERPLAN (MARCH 2017)



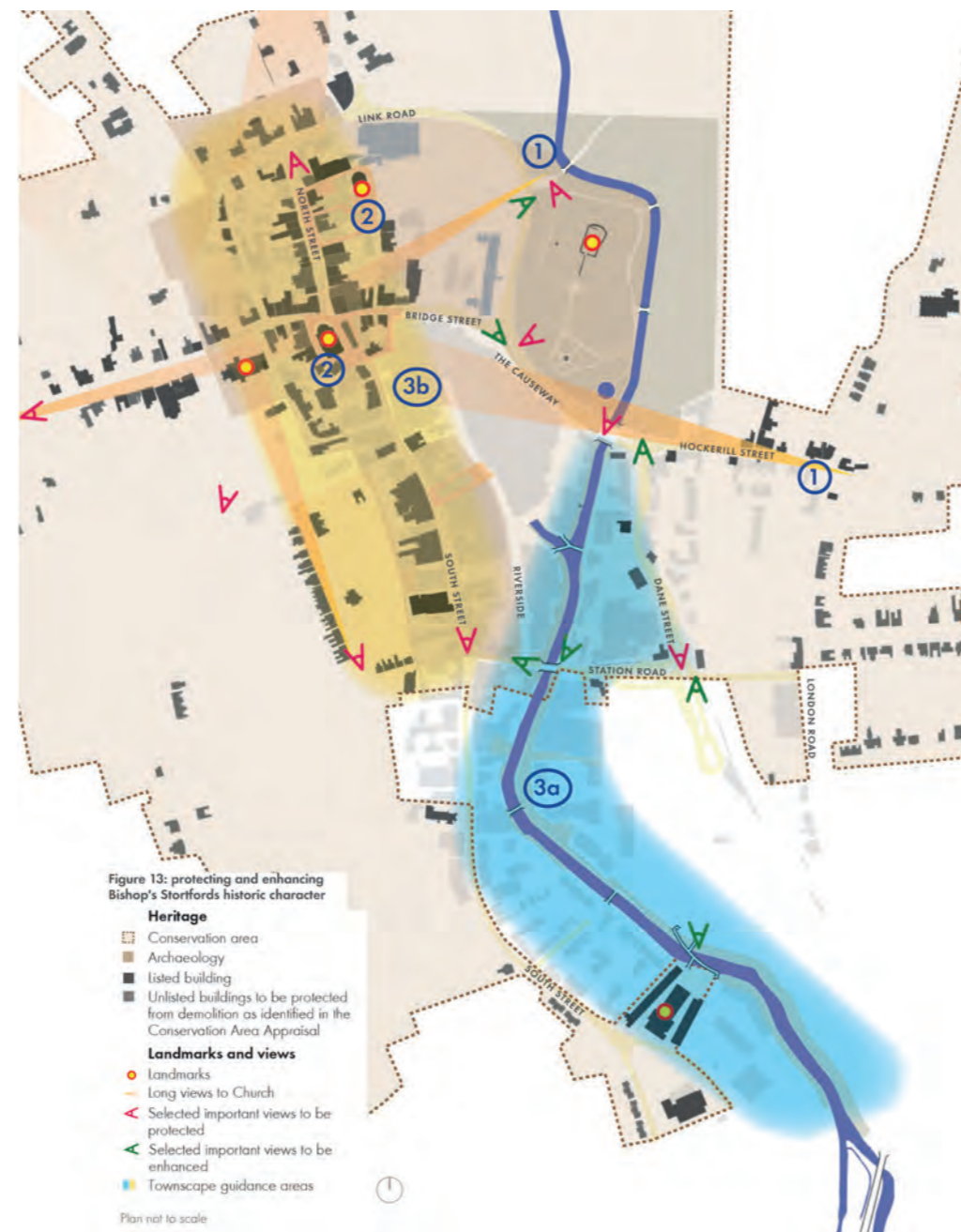
ENDORSED MASTERPLAN (OCTOBER 2017)

2.8 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 from the station down to the Maltings at the river edge.

The masterplan creates a series of views from the new North-South road to the river, including linking the station to the pedestrian bridge.



EXTRACTED FROM BISHOP'S STORTFORD TOWN CENTRE PLANNING FRAMEWORK, DRAFTED BY ALLIES & MORRISON AND URBAN PRACTITIONERS, MARCH 2017



THE TRADE CENTRE / SOUTH STREET
MALTINGS



ALLISON'S FLOUR MILL



ST MICHAEL'S CHURCH



TRAIN STATION



ROSE & CROWN PUBLIC HOUSE



DANE STREET

3 Sustainability Strategy

Solum and the design team recognise the climate and biodiversity crisis and are committed to placing Bishop's Stortford Goods Yard scheme on the road to de-carbonisation. PTE is working closely with HDR for the hybrid application proposal.

The points on the page summarise the initial site wide sustainability strategy taken and how we seek to respond to the District Plan (October 2018) and guidance within the Sustainability SPD (March 2021).

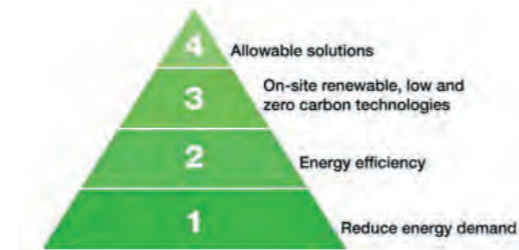
Strategy Summary

- In line with the governmental target to meet net zero carbon the Proposed Development will replace the natural gas CHP and boiler in favour of heat pump technologies.
- Building envelope will have due consideration for U values, thermal bridging and air tightness.
- Building forms will make use of their orientation to harness daylight and solar gains where possible whilst mitigating the risk of overheating within the homes.
- Homes will aim to have an ambient water loop system fed by an air source heat pump and have MVHR ventilation for improved air quality
- Retail space will have standalone VRF system and MVHR ventilation by tenant
- Office space will also have VRF heating and cooling, a centralised AHU with heat recovery



District Plan October 2018

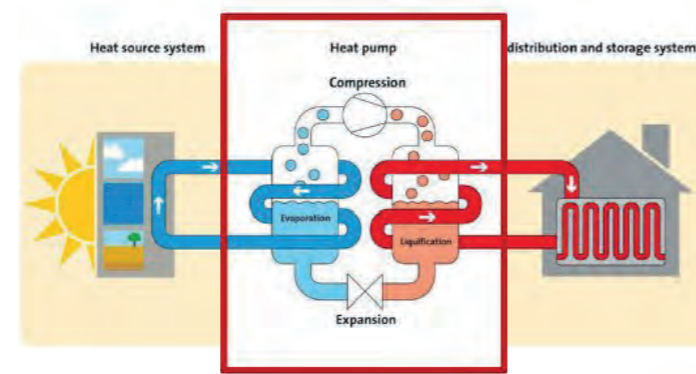
1. Efficient site opportunities
2. Fabric first approach and minimise overheating in summer and reduce the need for heating in winter.
3. Reduced energy consumption (energy hierarchy)



4. Water Efficiency (110 ltrs/p/d)
5. Sustainable lifestyles (incl. EVCs)

Sustainability SPD March 2021

- (3) Energy and Carbon Reduction (using SAP 10 carbon factors)
- (4) Climate Change Adaptation (in-line with the CIBSE TM 52 and 59)
- (5) Water Efficiency (110 ltrs/p/d)
- (6) Pollution (Air quality and light pollution)



HEAT PUMP DIAGRAM

Proposed Response

The proposed building orientation and form will be maximise to reduce heat gains.

The building envelop will be design to exceed significantly Building Regulation Part L minimum values to ensure that carbon reductions is achieved. CIBSE TM 59 and 52 to inform the design.

Energy Reduction: (fabric first approach to reduce energy demand)

Be Lean:

- Minimise Heat losses and gains, Efficient MEP Systems, Minimise
- Heat gains - Summertime Overheating (future weather files)

Be Clean:

- Block-by-Block approach using central systems

Be Green:

- Heat Pumps for MEP Zero-Carbon strategy (using de-carbonisation of grid electricity) and photovoltaic system.
- Site-wide - Targeting Policy (35% savings beyond Part L 2013 using SAP 10 carbon factor)
- Residential = Building Regulations Part G (110 ltrs/p/d)
- Retail = BREEAM Water Credit targeted

EVCs proposed

Changing Climate: Carbon savings to target 35% against Building Regulation Part L 2013 using SAP 10 as per above energy hierarchy.

Overheating mitigation: the proposed development intends to comply with the CIBSE TM 59 and 52. Additionally the design will aim to mitigate heat island effect. SUDS will be included within the design to reduce the volume of water run-off.

Residential units will achieves at least 110 Litres per day per person. Commercial units will achieves 25% water reduction when assess under the BREEAM New Construction Wat 1 calculator.

- The design will assess the external noise and air quality levels and these will be mitigated by the use of acoustically treated windows and mechanical ventilation with heat recovery.
- Light Pollution, the external lighting strategy will be designed in compliance with Table 2 (and its accompanying notes) of the ILP Guidance notes for the reduction of obtrusive light.
- The biodiversity will be improved as part of the landscape strategy;
- The use of EVC's and bike store will reduce the need to car parking on-site.
- SWMP, the contractor will provide a SWMP to ensure that waste is mitigated during construction. Additionally the waste strategy will be implemented within the dwellings to facilitate recycling.
- Material with low embodied carbon emissions will be privileged in the design.

4 Refining the masterplan

4.1 Constraints and opportunities of the refined southern site

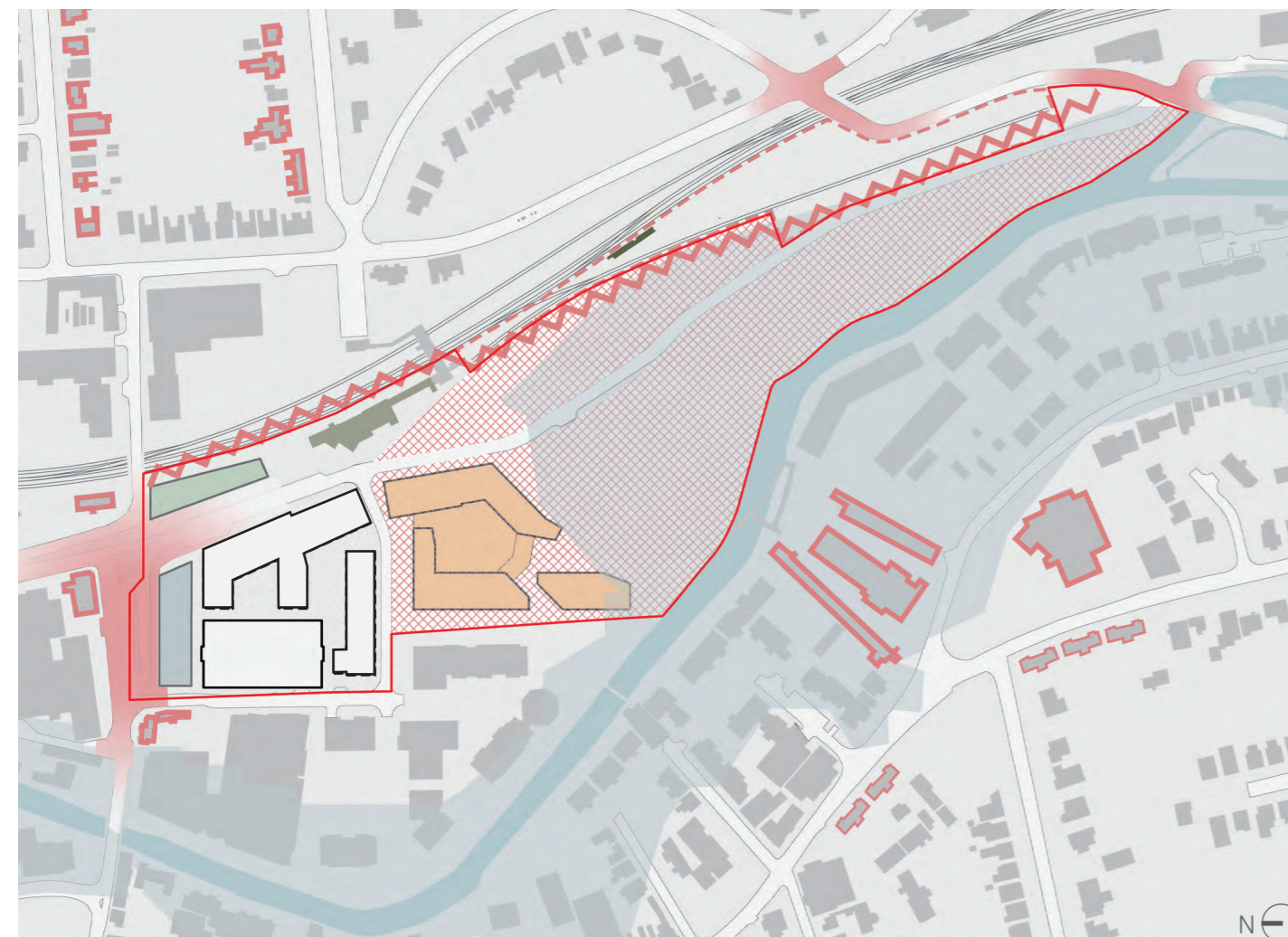
Section 4 refers to the refinement of the southern part of the masterplan. This has evolved through consultation and design development, as shown in later sections.

Constraints of the redefined southern site

- Potential noise from railway station and train lines.
- Railway sidings to remain, with additional building setback from site boundary.
- Potential for development on one side of the new road at southern end of site.
- New road through to London Road has been constructed (temporary junction).
- The shape of the site is long and narrow.
- London Road is car dominated.
- Set back from the river to create open space setting.
- Site contours, flood zone.
- The quality of ground.

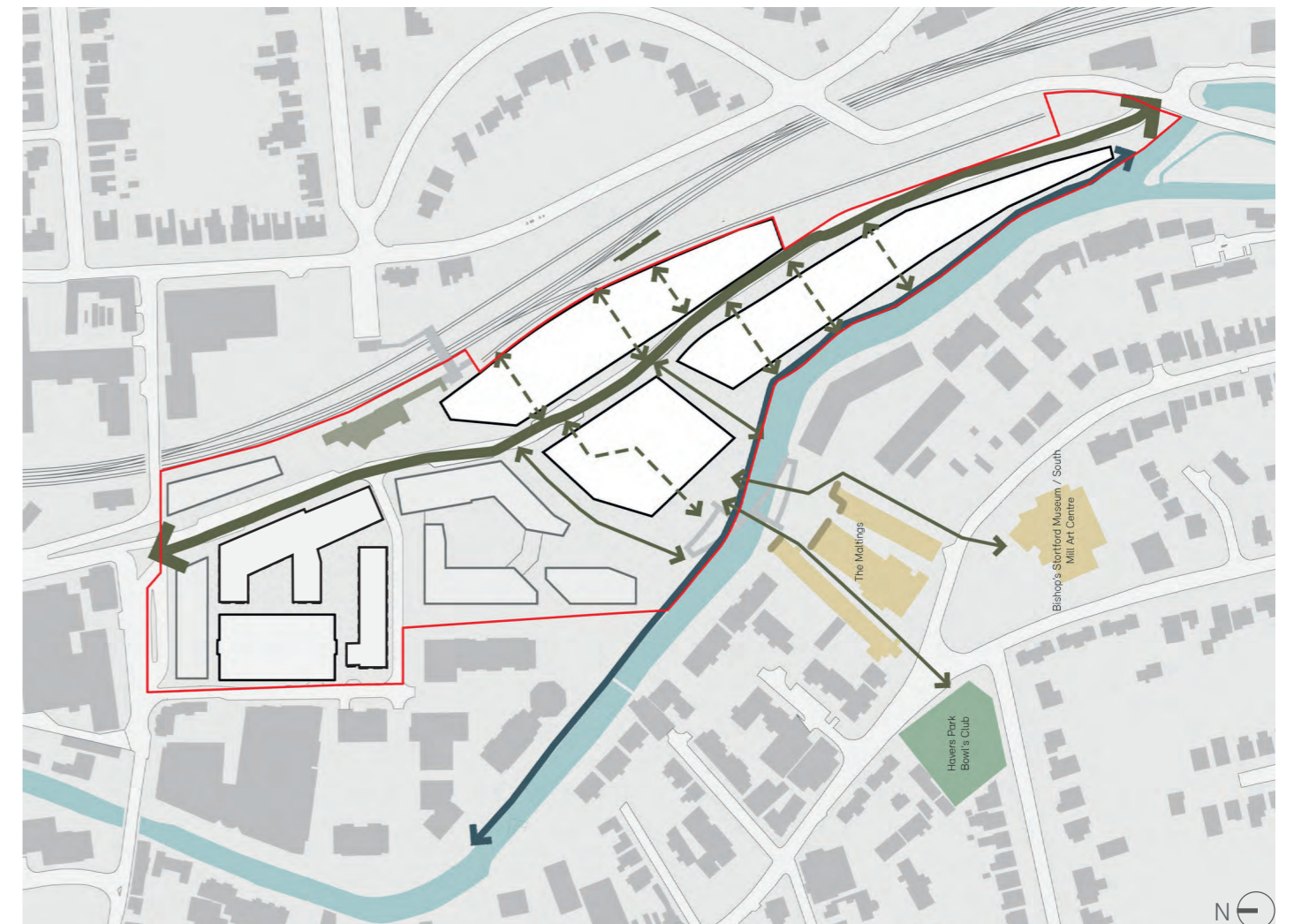
Opportunities:

- Improve the Riverside frontage and connection to the station.
- Linear exposed site with good frontage to River Stort.
- Clear site used predominately for car parking.
- Bishop's Stortford station within site demise – providing good connections across the country.
- Ideal commuting location for workers in London and Cambridge.
- Good road connections, including M11.
- Good bus links – including along new road.
- Pedestrian and cycle route along side of river.
- Close proximity to and views of The Maltings buildings.
- Opportunity to provide quality green landscape public place.
- Improve traffic movement in the town centre with new road through site connecting to London Road.
- A range of high quality apartments in a town centre location.



4.2 Refinement of the southern masterplan

The next series of diagrams considers the site in a changing context, where the sidings have been retained, while also looking at the current masterplan and character areas to inform the refining and re-visioning of the southern part of the site.



4.3 Creating Connections

The main principles of routes have been retained as previously 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 new north-south all purpose street – now completed.
- Train station to station road and into the town centre.
- Train station to the riverside bridge, the Maltings and Bishop's Stortford museum/South Street arts complex beyond.

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

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

4.4 Refining key areas

Once the main connections and routes are made for the southern site we are able to identify areas which will provide a sense of place to key parts of the site.

Key areas

Station Square – marking arrival into Bishop’s Stortford by train. The aim is to provide a sense of arrival when stepping of the train, to provide a gateway to Bishop’s Stortford. 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.

Place Linking Station Square and the Riverside Park – the aim is to provide, through landscaping and building placement, a public route or boulevard from the station square to the riverside public realm helping the draw the riverside landscape up to the Station Square.

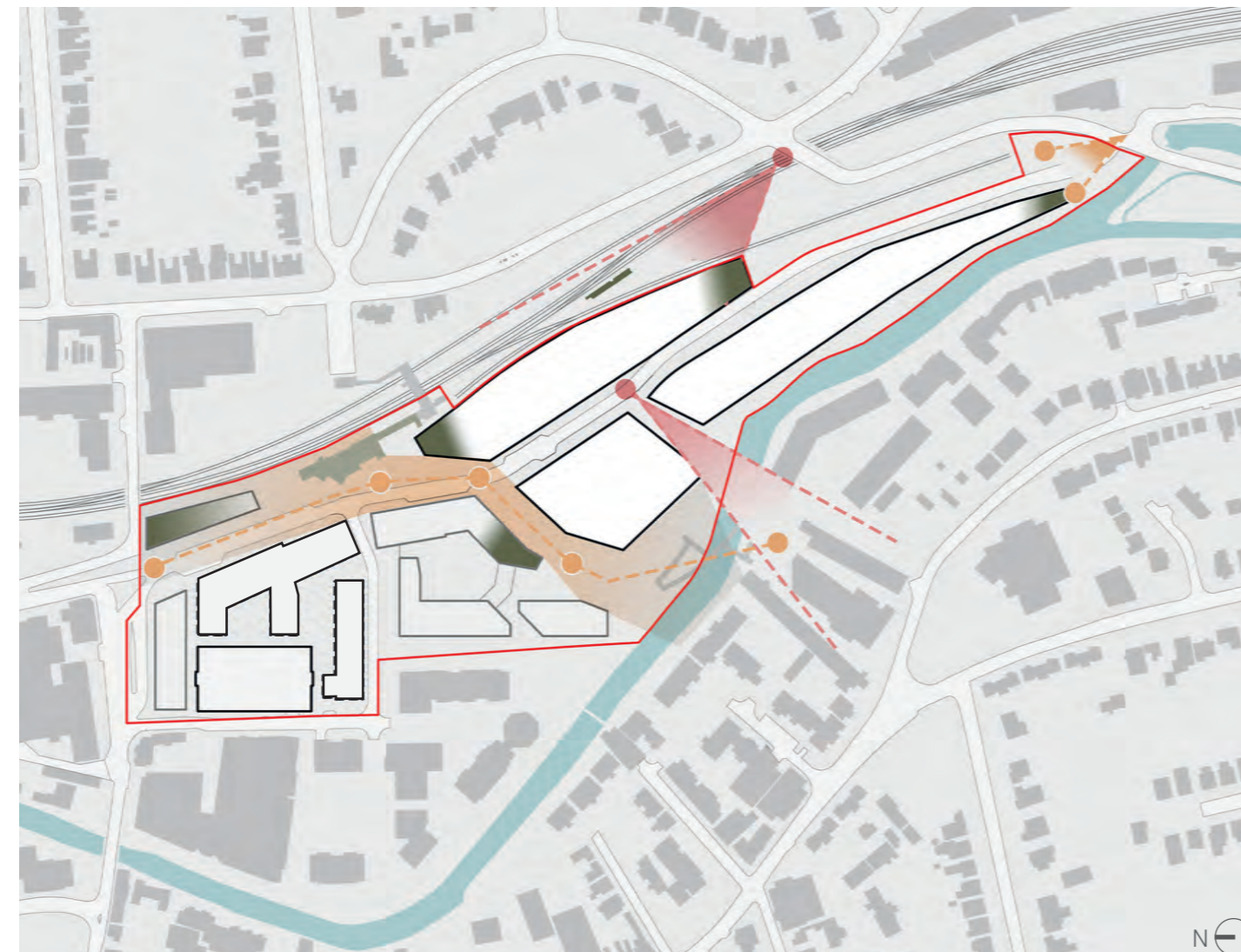
Riverside Public Realm – providing a high quality landscaped open space beside the Stort River, bridge and connection to the South Street Maltings. This area is to be vibrant with potential for seasonal activities in the park and on the water.

South Street Maltings – the aim is to enhance the connection from the newly developed Goods Yard site through to the maltings buildings, museum and Rhodes Arts complex and bowling club beyond.

Riverside Play and Amenity – Along with the Riverside public realm there will be place for play and rest along the river edge.

Consideration will be given to the junction at London Road as an entrance and gateway to the Good’s Yard.

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

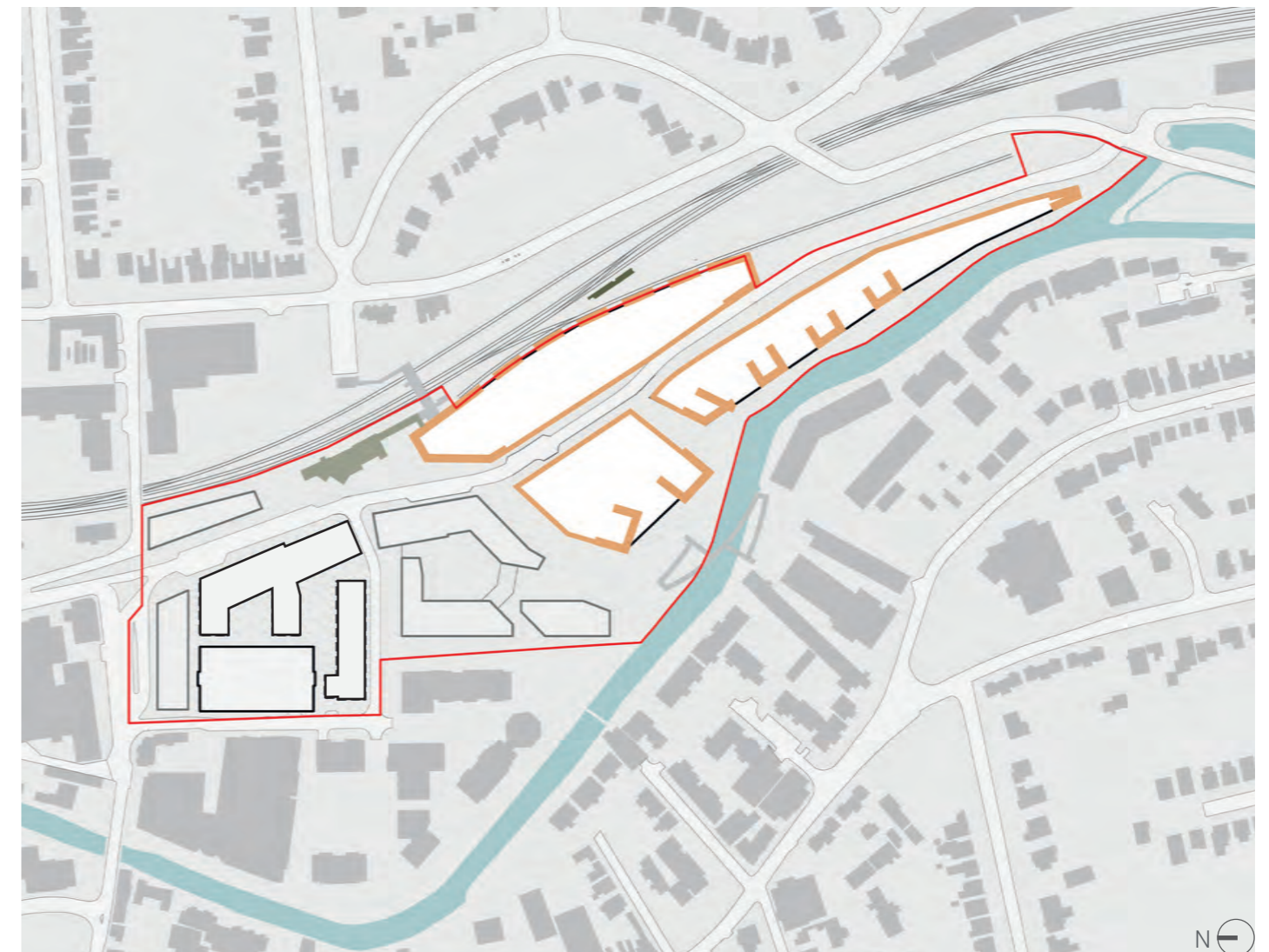


4.5 Important frontages

Having identified the key connections and linking areas within the southern site we start to define key building frontages that play an important part in defining edges to spaces providing containment and enclosure and others setting a continuous frontage strengthening an edge, all to provide a public realm with hierarchy and legibility.

Important frontages to:

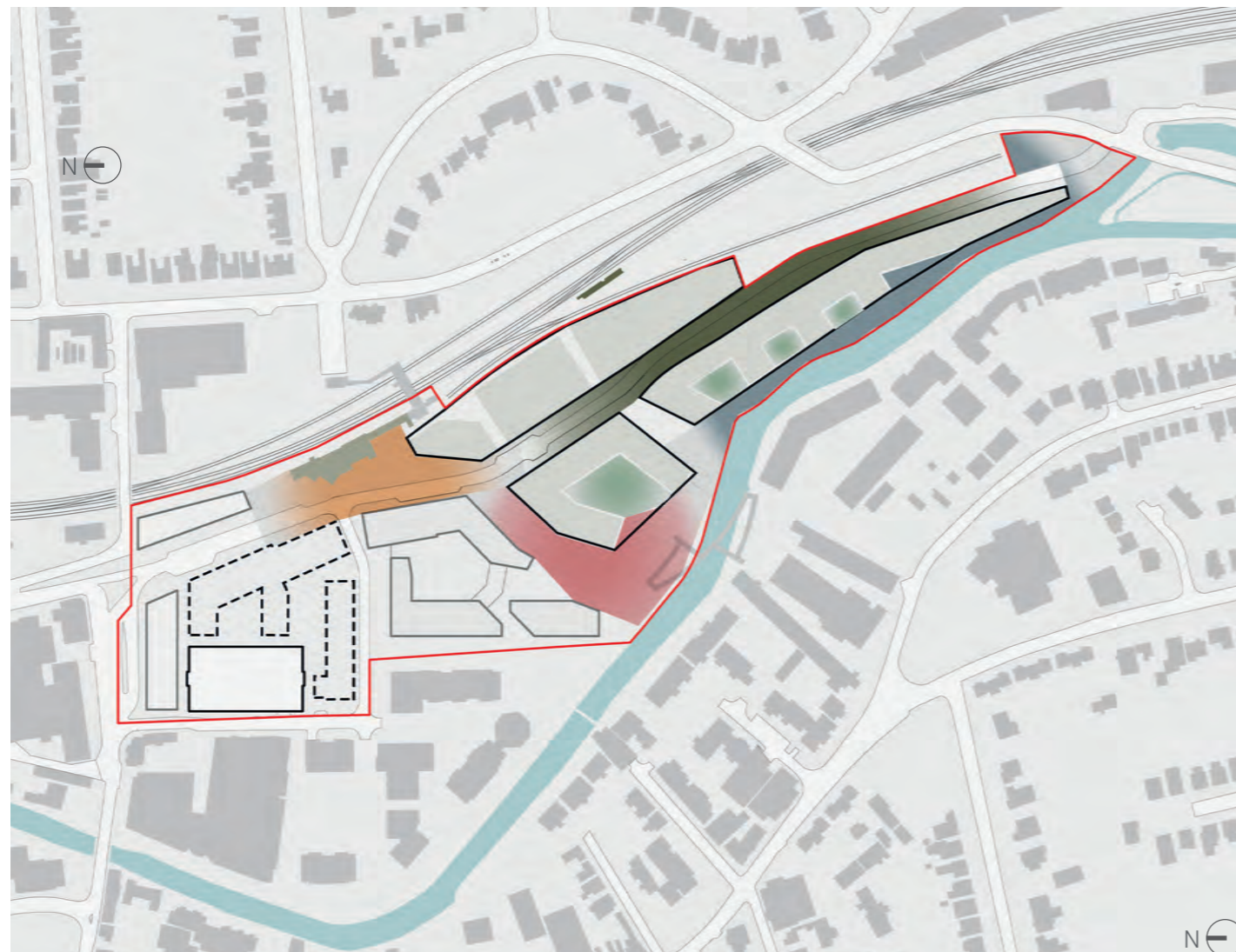
- Station Square
- Railway and station platform
- Route between Station Square and the Riverside Park
- Riverside Park
- To the River Stort and riverside path
- Entry point of London Road
- The retained railway sidings



4.6 Public Realm

The key areas that provide an opportunity for high quality landscaped open space that can be accessed by the public are identified below:

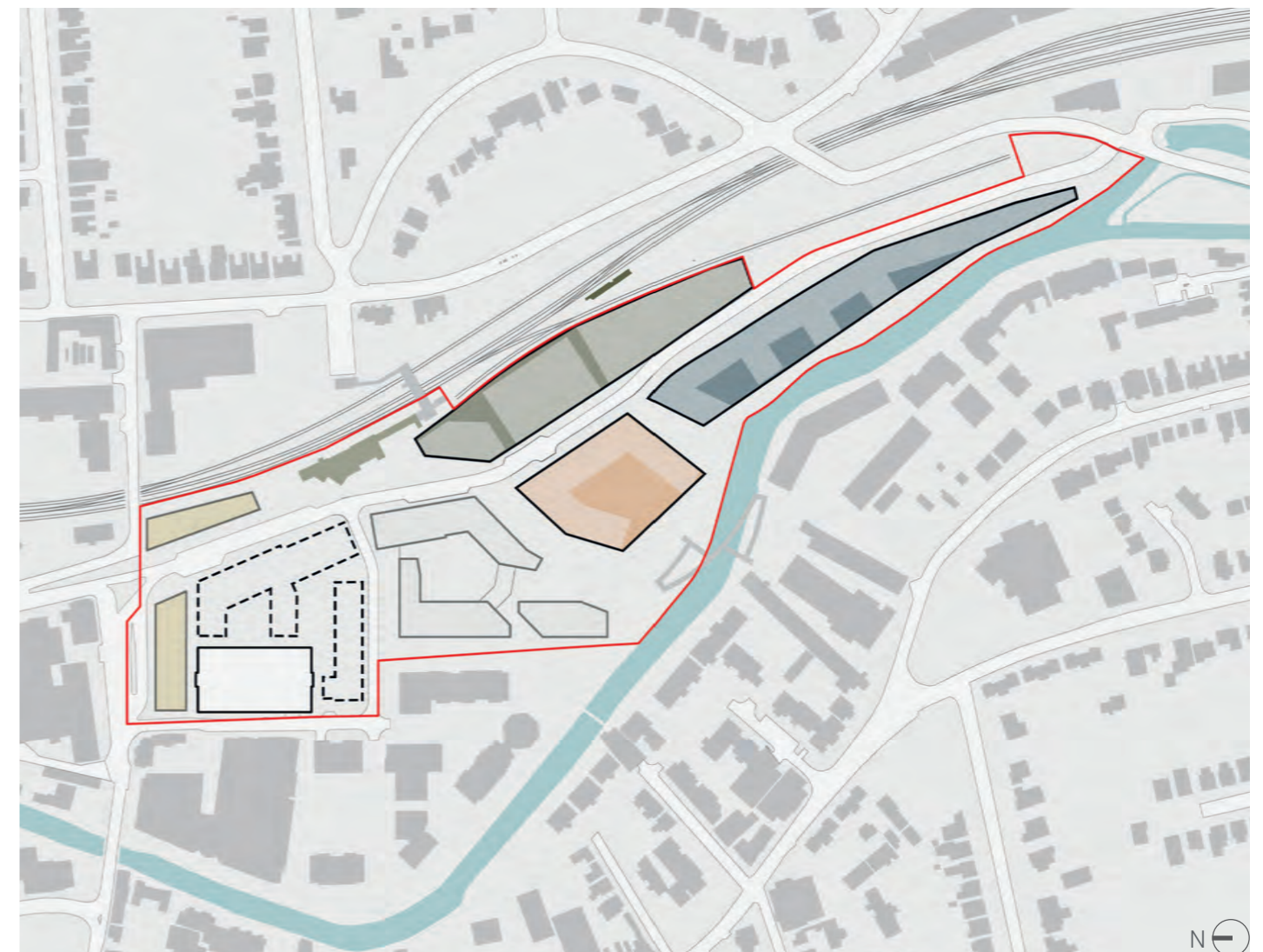
- Station Square
- Riverside Park and Amenity
- Riverside frontage
- North-South link (Sextons Road)
- London Road



4.7 Refined development Plot Plan

Having identified the routes through the southern site and key areas, we have defined development plots and identified and tested the best location for the placement of buildings within these development plots. These zones are shown below:

- THE GRANARY AND THE GOODS SHED
- SIDINGS
- THE MALTINGS
- RIVERSIDE

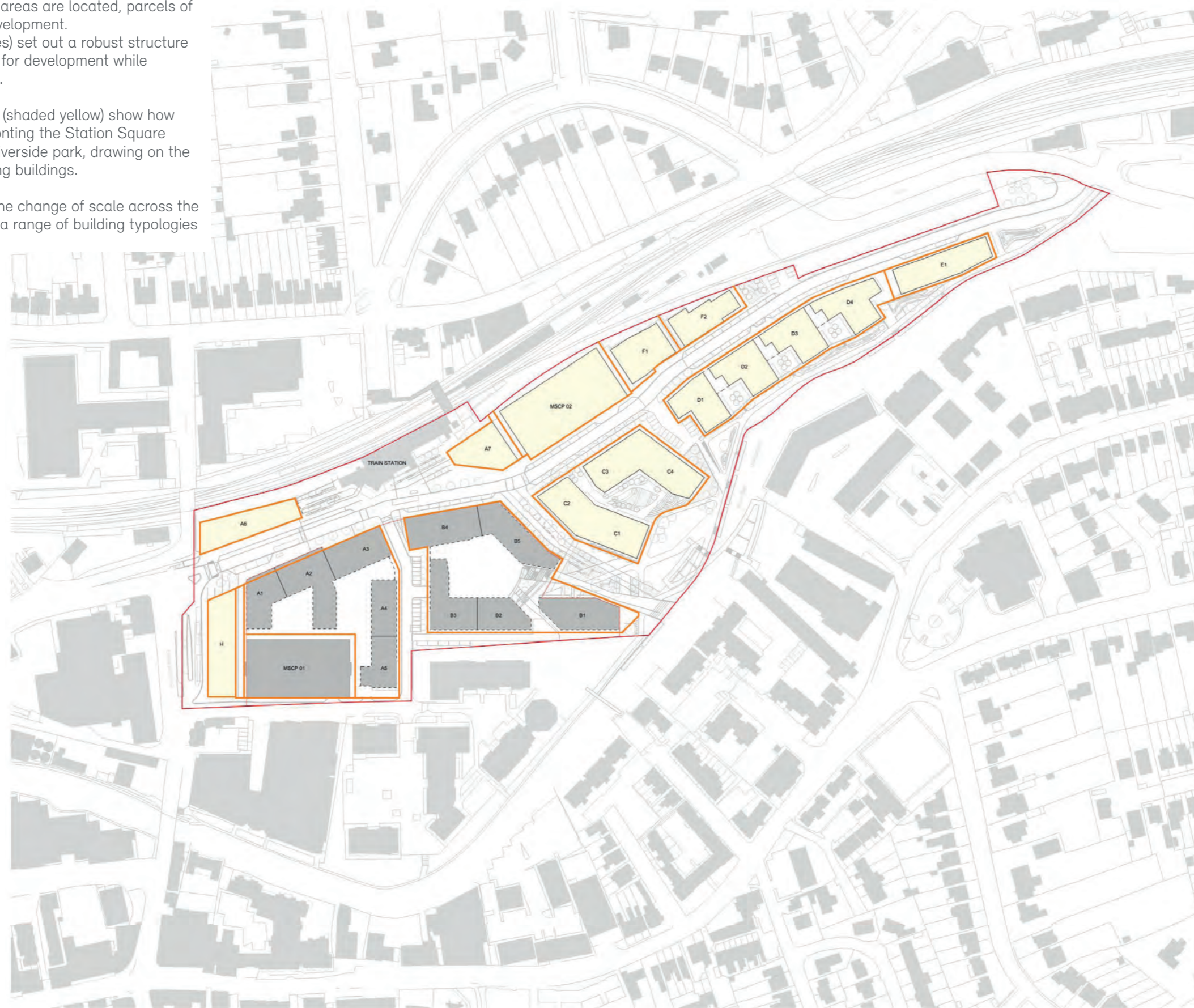


4.7 Refined development Plot and Block Plan

Once connections and key areas are located, 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 and mix of homes.



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 For setting out and specification of M&E services refer to M&E Consultants documents.
 For setting out and specification of structure refer to Structural Engineer's documents.

10 0 10 20 50 m
 Metres 1:1000

- LEGEND:**
- MASTERPLAN BOUNDARY
 - UNDER CONSTRUCTION
 - COMPLETED
 - DEVELOPMENT PLOT BOUNDARY
 - BLOCK BOUNDARY

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Thomas
Edwards**

Bishop's Stortford	21-015	Author's indicated@A1	
Development Plot and Block Plan	BSG-PTE-ZZ-XX-OR-A-10002		

4.8 Refined Masterplan

Our vision

The Goods Yard will be an exceptional place in which to live, work or enjoy a day out. Inspired by the culture and history on its doorstep it will bring together a series of;

- riverside neighbourhoods;
- inspirational architecture;
- landscaping and;
- exemplary community infrastructure;
- it will have exceptional rail links;
- a cycling network and;
- pedestrian friendly streets.

Our overall vision for The Goods Yard continues to be that of a thriving, residential and mixed use community that is physically and socially integrated with the rest of Bishop's Stortford.

It will be a much sought after place in which to live, offering a uniquely convenient address for rail commuters with a wide range of social, community and commercial facilities, all in an exceptional setting.

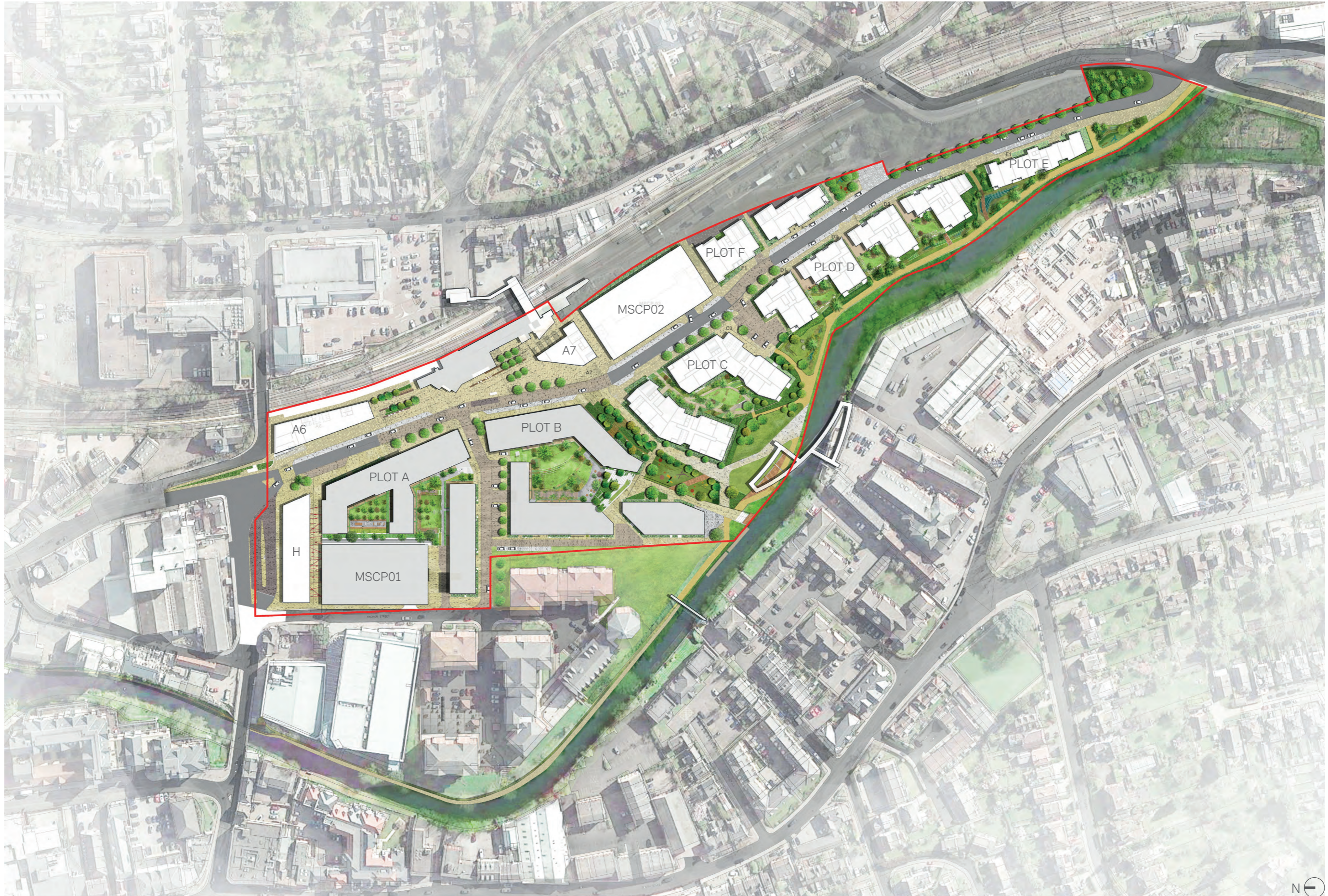
Its layout and design will reflect its proximity to the High Street and the River Stort. We expect that it will also become a visitor destination in its own right, complementing High Street, and thereby significantly increasing the attractiveness and prosperity of Bishop's Stortford. Visitors will be attracted by the new riverside and wharf side cafés and shops, by the new parks and by the continuous riverside walk.

We have substantially developed our Masterplan and related proposals for The Goods Yard during the Pre-application stage, in conjunction with the Council, and its consultants. This has been a very successful and productive partnership and we believe that the proposals in this submission now provide the foundations for an exceptional scheme that will not only fully realise the enormous potential of The Goods Yard but also make a major contribution to the economic prosperity of Bishop's Stortford.

To transform the Goods Yard into a successful place, it must look and feel integrated into its setting. It must respond to the surrounding assets and overcome existing barriers. The resulting urban structure will create the structure for the place to grow and enhance over time. The masterplan layout illustrates a strong urban structure responding to the key moves to integrate the site into its wider context, including;

1. Enhancing the existing river walk through an improved public realm and landscaping, introducing a range of public spaces and experiences, and enabling longer term connections to extend the river walk to connect to the town centre and station, and to connect to the river walk to the south, which may be developed in the longer term.
2. Creating connections between the historic core and enhanced landscapes, effectively linking High Street to river walk and providing a series of gateway spaces welcoming visitors to The Goods Yard.
3. Introducing several new neighbourhoods, each with fabulous river views, a range of open spaces and all within a few minutes walk to the railway station, local facilities, neighbourhood uses and some of Bishop's Stortford best established and new destinations.
4. Defining a new Urban Avenue with a range of mixed commercial, civic, transport and open space uses and concentration of more urban housing along this accessible and connected route.
5. Providing local streets to reinforce views and access to the river walk, each with a distinctive character defined by a range of bespoke housing typologies developed from building precedents within Bishop's Stortford. Embedded in the plan is a very strong open space strategy, based on creating a series of spaces along the river front.
6. A range of mixed uses will provide for both local neighbourhood needs and destinations for the wider community. The bustling Station Square will have convenience retail, offices, c cafés and restaurants offering spill-out areas fronting adjacent open space. The Goods Yard will become a place established in the hearts and minds of local residents. It will be an extension of the historic core and will contribute to wider area regeneration.

4.9 Refined Masterplan



4.10 Comparing the Consented Masterplan with the Proposed Refined Masterplan



ENDORSED MASTERPLAN (2017)



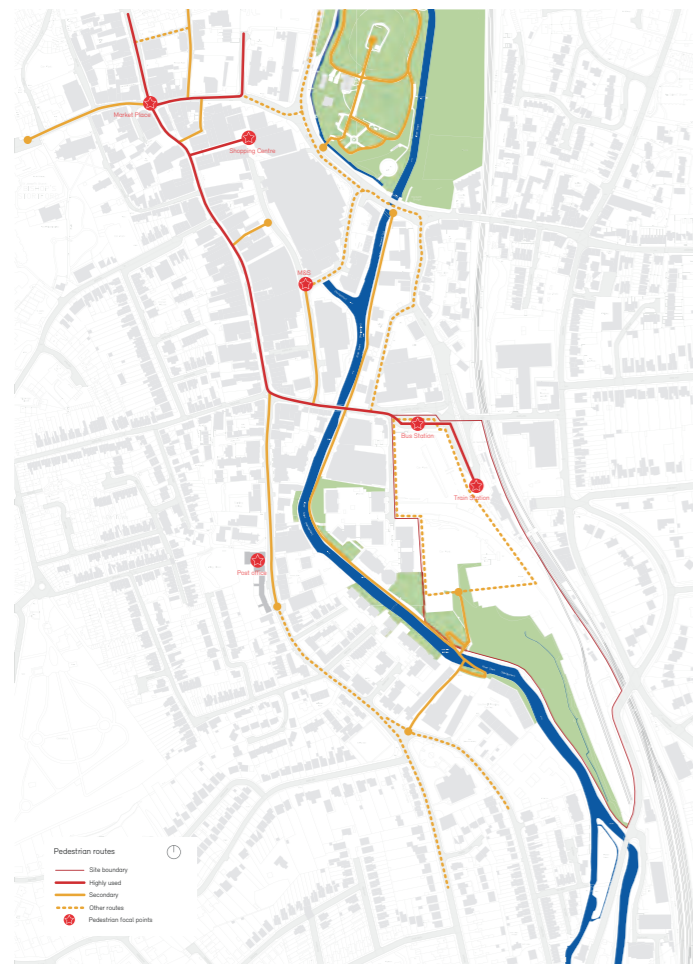
PROPOSED MASTERPLAN

5 Movement and Transport

The design team, including Mayer Brown and BDP, engaged with HCC in developing the movement strategy for the masterplan. The refined masterplan maintains this approach.

The movement strategy is aligned to the aspirations of the Bishop's Stortford Town Centre Framework and with the construction of the new north-south link sees that the scheme will deliver:

- a new two-way street through the site
- improved bus facilities
- improved taxis facilities, new parking has now been located
- increased cycle provision at the station
- increased station car parking facilities, of which MSCP01 is complete
- look 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

Sextons Street (north-south route) – main carriage way and temporary London Road intersection constructed

Mayer Brown 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 MSCP01 will take traffic from 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.

Sextons Road removes 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.

Sextons Road

- Target design speed of 20mph, which has a target maximum speed of 24mph.
- 6m carriage width with street parking is additional either side.
- Slowing features are provided every 80m to achieve 20m/h speed.
- Parking bays are 2.5m wide, clearly defined from the 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 are shallow for buses.
- Footpaths with high footfall should be 3-4m wide.
- Range of material options – natural stone, concrete, tarmac.
- Adoptable materials to be agreed with HCC asset team.

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, which will not be located on raised shared space.

Bus Interchange

The new bus interchange will be located in the same location to the existing and phased following the construction of Block H. It will form an important part of the journey and public realm, from railway station to town centre.

Street Car Parking

Street parking will be located away from junctions to provide view splays and clusters of street trees. Wider parking bays (2.4-2.5m) will reduce clash between cyclists and car doors.

Perpendicular parking on the north-south street is least favourable preference for parallel, then angled.

HCC noted in their response to the previous application, they considered the sites sustainable location made a lower parking ratio acceptable in highways terms and were supportive of this.

Multi Storey Car Park 2

MSCP02 is the second of two new station car parking facilities; it is proposed the car park will accommodate both commuter and residents parking. Solum have been working with rail stakeholders to agree the overall quantum of commuter car spaces required within MSCP02 as informed by assessments of anticipated commuter usage.

The current approval of MSCP02 has 565 spaces which will be allocated across commuter and residents car parking.

Vehicle Trip Rates

Mayer Brown provided information below to HCC in respect of the revised masterplan impact on the local highways network as a result of proposed additional dwellings.

The planning application will to be supported by a revised Transport Assessment and Travel Plan.

In the context of processing the revised masterplan the resulting quantum is justified from a vehicle movement perspective.

Robust vehicle trip rates were agreed with HCC for the purpose of assessing the impact of the now approved development at the site. These are show in the table below (which forms Table 8.2 of the previous Transport Assessment).

	Arrivals	Departures	Total
AM Peak 0800-0900	0.050	0.190	0.240
PM Peak 1700-1800	0.158	0.069	0.227

Table 1: Basic Residential Trip Rates for the Development (Source: TRICS Database)

Using these vehicle trip rates the anticipated vehicle movements associated with the additional dwellings (c.100) is shown in the table below.

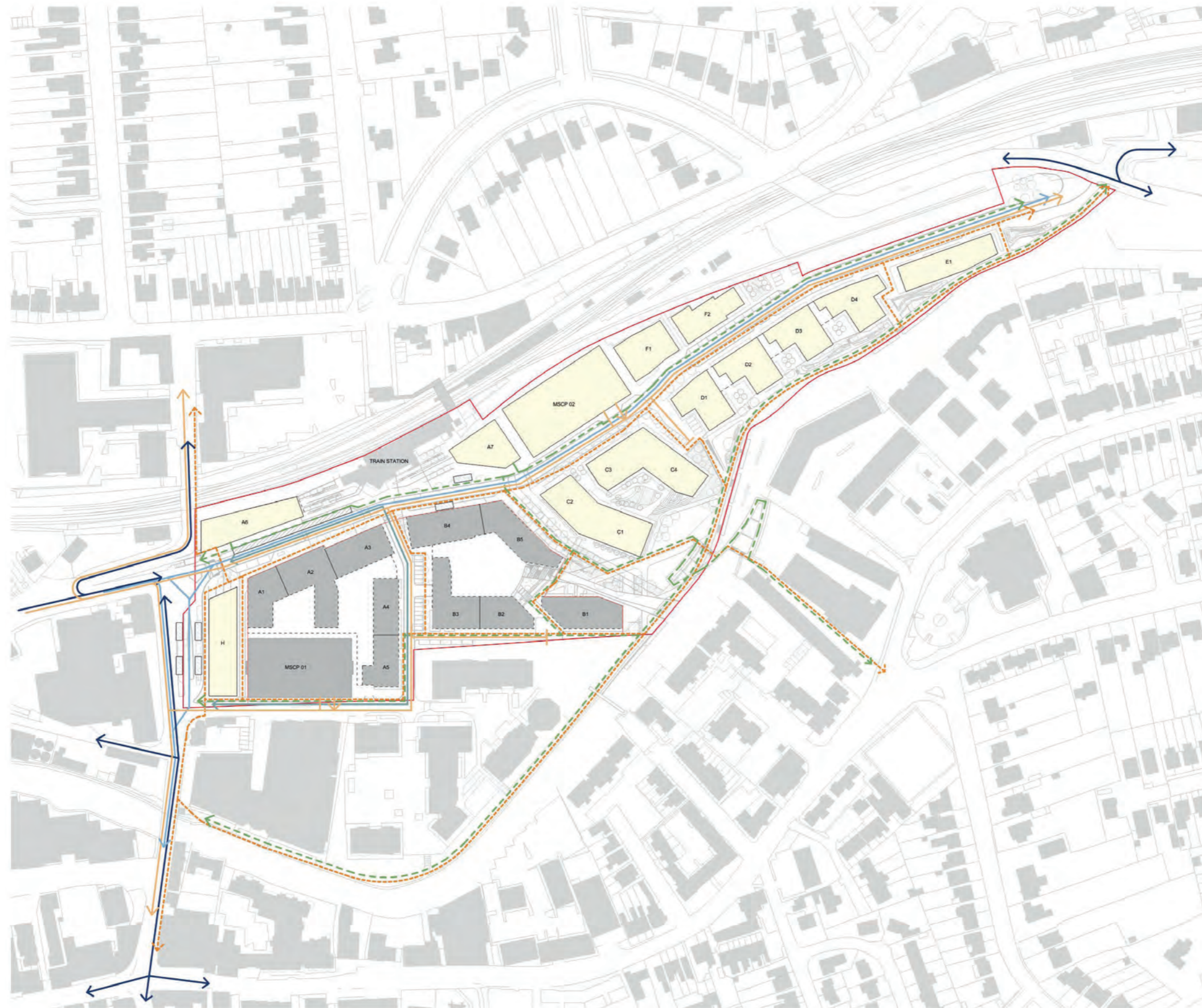
	Arrivals	Departures	Total
AM Peak 0800-0900	5	19	24
PM Peak 1700-1800	16	7	23

Table 2: Total Additional Trips for the revised masterplan, based on the vehicle trip rates used in the submitted TA for the planning consent

With reference to the above table this only equates to one additional vehicle exiting the development every 3 minutes in the morning peak period, and only one additional vehicle entering the development in the evening peak period.

It is clear from the above that the change in vehicle trips is of a threshold that would not be noticeable in terms of impact on the local highway.

5.1 Movement Access Plan



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- LEGEND:**
- MASTERPLAN BOUNDARY
 - UNDER CONSTRUCTION
 - COMPLETED
 - BLOCK BOUNDARY
 - EXISTING ROAD NETWORK
 - BUS
 - BUS STOP
 - TAXI
 - TAXI STOP
 - VEHICLE
 - BICYCLE
 - PEDESTRIAN

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 Thomas
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Project: Bishop's Stortford 21-015 Author's indicated/A1
 Drawing number: Movement and Access Plan
 BSG- PTE- ZZ-XX-DR-A-10003

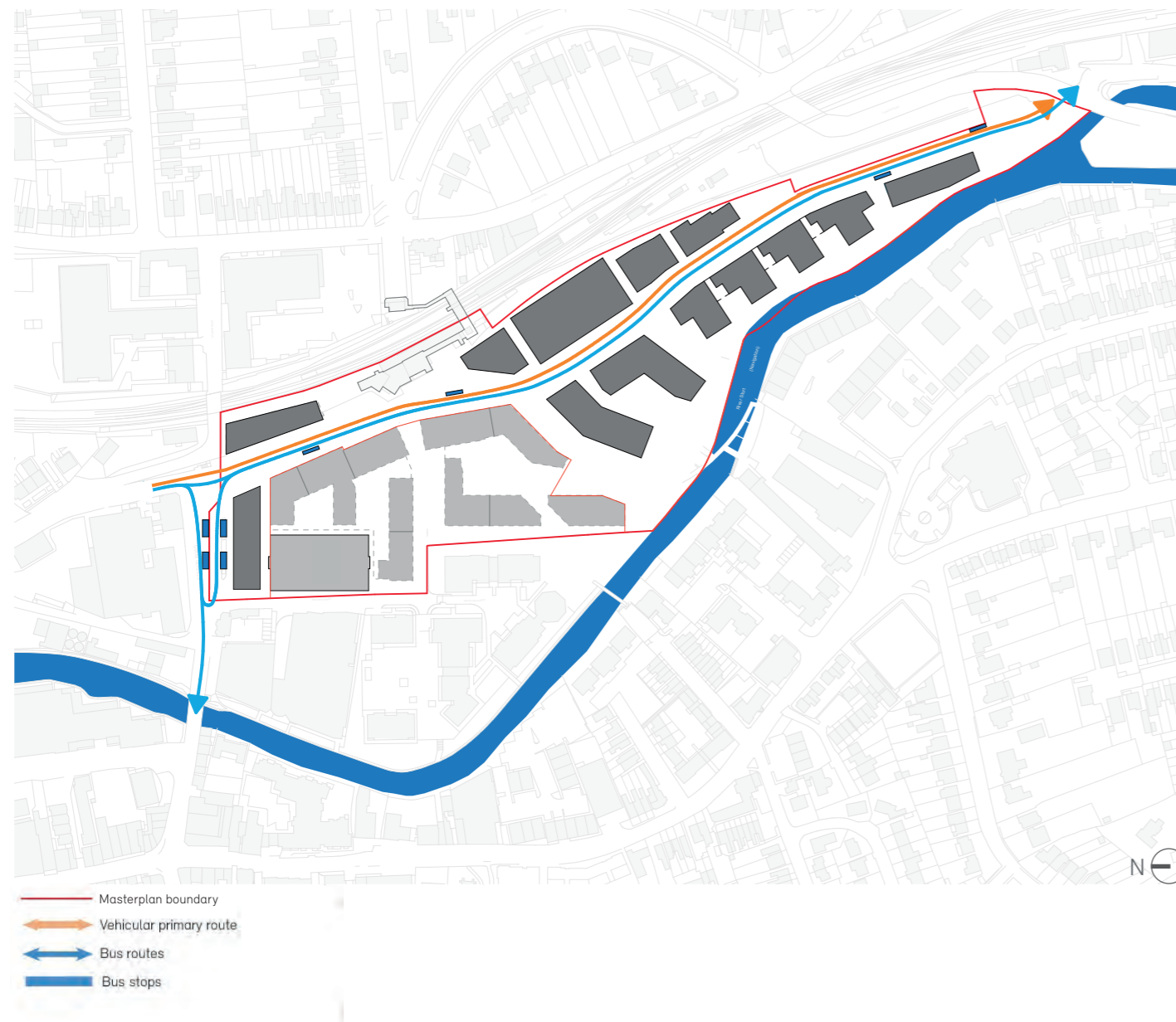
5.2 Public Transport Routes

5.2.1 Buses

The Masterplan provides the opportunity for much improved bus journeys for residents to the railway station and the centre of Bishops Stortford.

There is no change to the Bus Strategy agreed with HCC and consistent with the Neighbourhood Plan in encouraging journeys by non-car means.

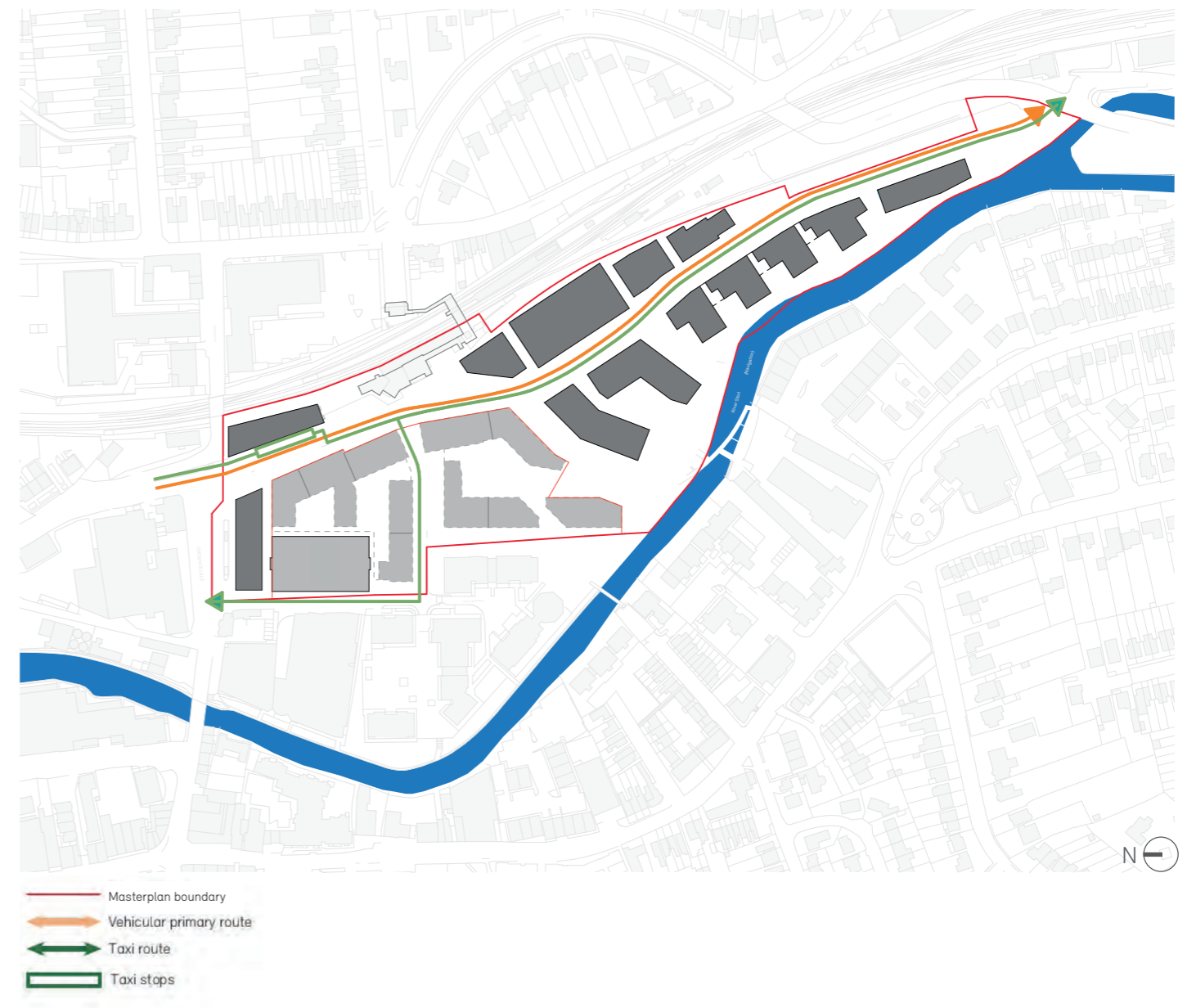
HCC agreed that north to south bus stops along the north-south route be located south of the station interchange with clear way finding signs provided outside the station.



MOVEMENT DIAGRAM - BUS

5.2.2 Taxi's

12 Taxi spaces are provided between the Train Station and Station Road alongside the building (A6).



MOVEMENT DIAGRAM - TAXI

5.2.3 Cycling Routes

Cycle routes through the site will remain in line with the endorsed masterplan, occurring on street and along the riverside providing for a choice of routes depending on the cyclist.

Cycle parking will continue to be located close to the train station with an increase of storage available. These are to be visibly located beside the station and building A7 at the southern part of station square.

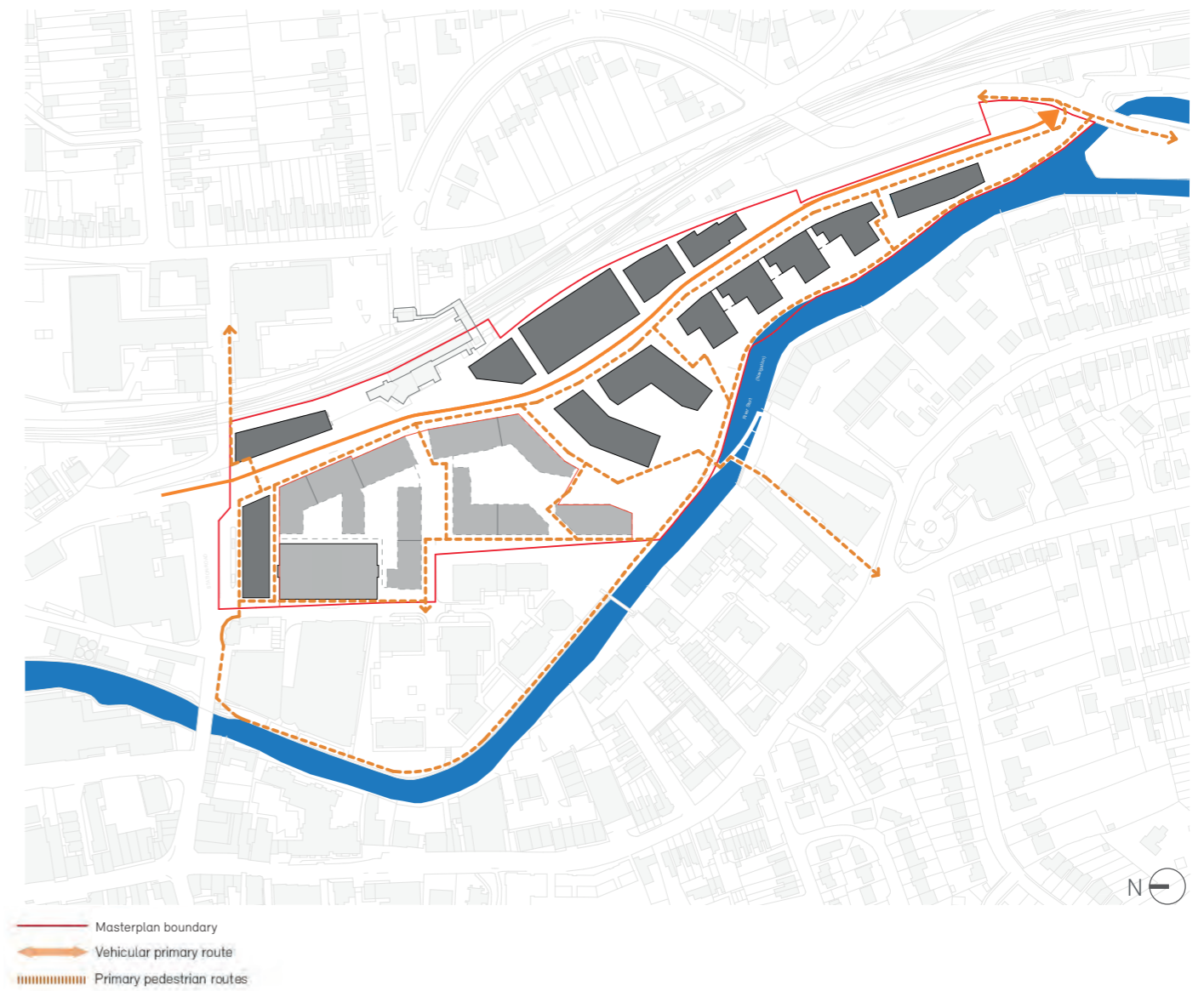
A current provision of 236 cycle spaces is provided. The scheme proposes 400 cycle spaces in total.



MOVEMENT DIAGRAM - CYCLE

5.2.4 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.



MOVEMENT DIAGRAM - PEDESTRIAN

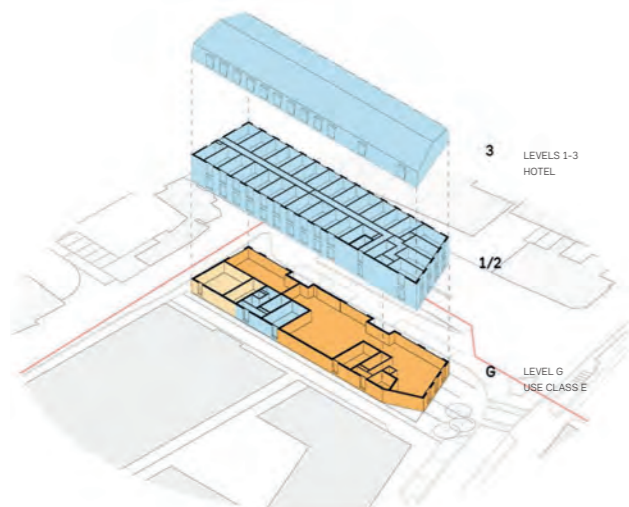
6 Mix of Uses

6.1 Hotel - Block H

Solum is currently looking at introducing circa 500 sqm GIA of commercial, business and service floorspace (Use Class E) at ground floor level with 3 floors of hotel floorspace above.

The introduction of the additional floorspace at ground floor level seeks to improve the viability of the hotel to promote a realistic offer for the site and thereby retain the consented use.

The introduction of the new uses at ground floor level will also better activate the frontages of the building and create opportunity to provide better surveillance onto the bus interchange and public realm.

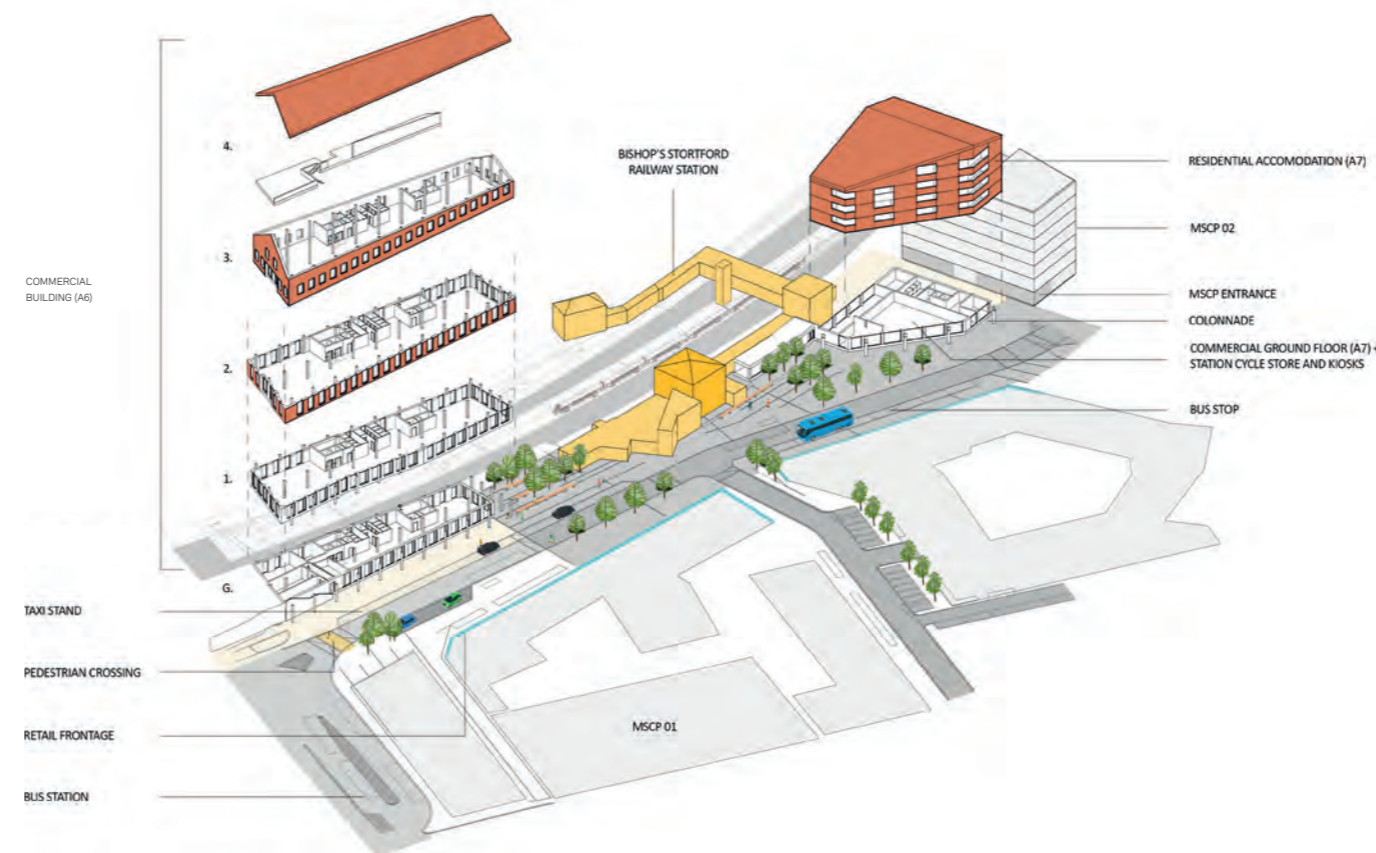


BLOCK H

6.2 Commercial - Goods Sheds A6 and A7

The amount of commercial space being proposed is not being reduced from the overall quantum on the existing application. This is possible due to the flexible nature of both Goods Sheds, Blocks A6 and A7.

The commercial accommodation is optimised within the Block A6 shell, by transferring station cycle stores to the southern part of station square, and increasing floor area at the upper levels, this achieving no net loss.



GOODS SHEDS A6 AND A7

6.3 Residential

Range of Homes

Southern Site
c420 new homes are proposed for the Goods Yard southern site, all thoughtfully designed providing a range of homes from family sized to smaller apartments for a variety households.

Overall site
Consented 586 apartments plus 55 care apartments =641 homes

Plots A and B under construction 323 homes
Refined southern site proposed c420 homes = c740 homes

c12% additional homes across the masterplan.

Design standards

The scheme is designed to meet the London Plan. All homes either meet or exceed the Nationally described Space Standards (NdSS).

90% of new homes are designed to comply with Approved Document Part M Category 2 (Accessible and Adaptable Dwellings). 10% of new homes are designed to comply with Category 3 (Wheelchair User Dwellings).

Each home has a balcony or terrace. The size of these spaces is a minimum of 5 sqm for 1-2 person homes and an extra 1 sqm is provided for each additional occupant.

The majority of the homes, and all of the larger ones, enjoy a dual aspect, none have north-facing single aspect.

Achieving quality beyond compliance with standards

We understand the full range of technical standards and design guidance with which our client and registered providers, are expected to comply.

We understand that standards contribute to quality, but are not the same thing as quality. Our homes offer much more subtle qualities to their occupiers: beautiful secure courtyards, brick detailing with deep reveals for shade and shelter, generous windows and balconies.

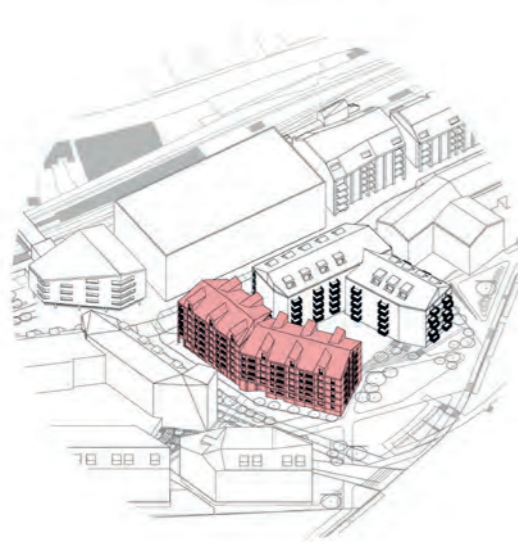
6.4 Care/Senior Living C2 - Plot C

Solum is currently exploring alternative options for Block C for the provision of care / senior living apartments at the site. This could include more or less apartments than the existing permission or none at all if an operator and funder cannot be secured.

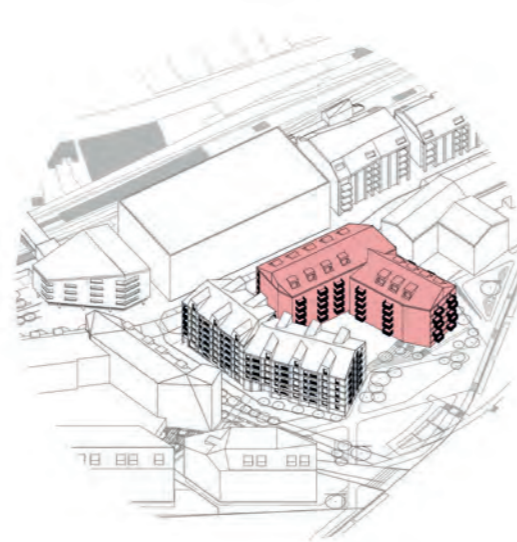
The four possible options for Block C include:

- A) The northern block as C2 and the southern block as C3 (similar to the approved development)
- B) The southern block as C2 and the northern block as C3.
- C) Both blocks as C2.
- D) Both blocks as C3.

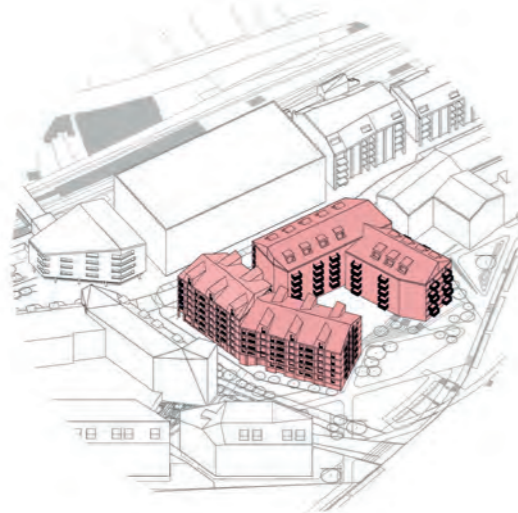
In the event that option D) is pursued as part of any future planning application, Solum will prepare and submit to the Council a detailed marketing report to demonstrate that it has taken all reasonable steps to secure an operator and a funder.



OPTION A



OPTION B



OPTION C



OPTION D

6.5 Self-build and Custom-build - Plot E

As per the existing permission at the site, and in line with policy BISH7 and policy HOU08 (self-build and custom housing) of the district plan, the masterplan will provide 1% of the total dwellings as custom-build.

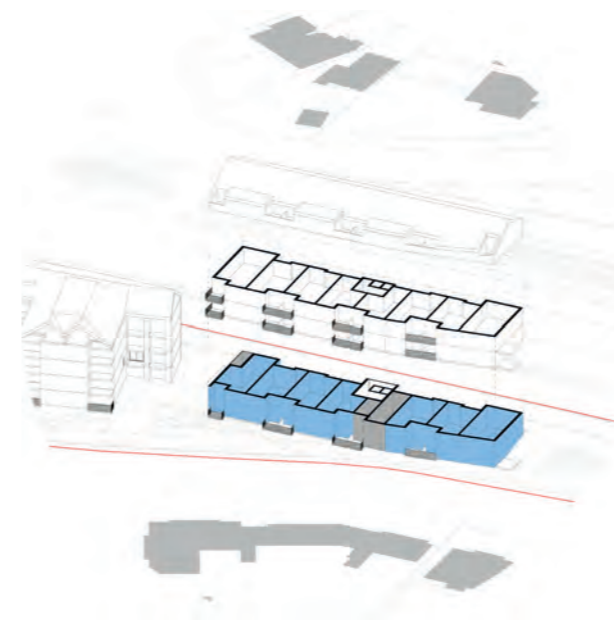
The existing permission identifies this at the southern end of the site beside the river (Plot E).

In a sustainable town centre location beside transport services, and with the relationship to the river and railway sidings, this location is suitable for a small apartment block of which 7 will be 'shell apartments'.

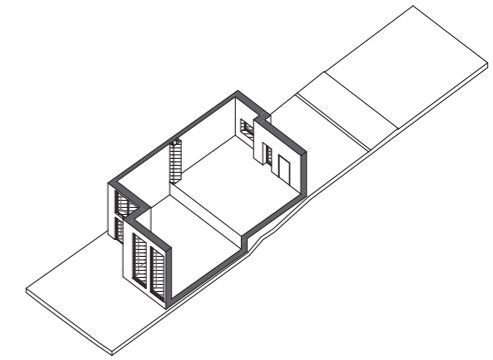
The indicative layout for Plot E includes 8no. Dual aspect apartments per floor, each accessed via a generous gallery deck to the east with private amenity space looking the River Stort.

The building frame and envelope will form part of the residential offer with the residents able to fit-out the apartment to their own specification.

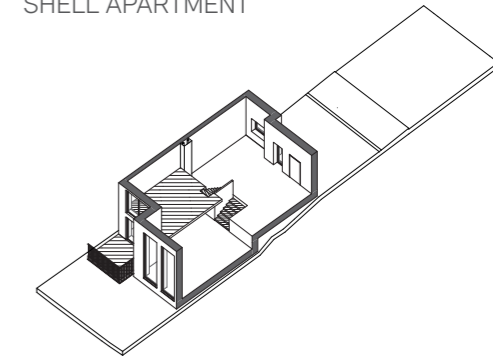
The lower level apartments will be able to accommodate up to 3 bedrooms taking advantage of existing site level change between road and riverside path, which offer potential for a mezzanine floor.



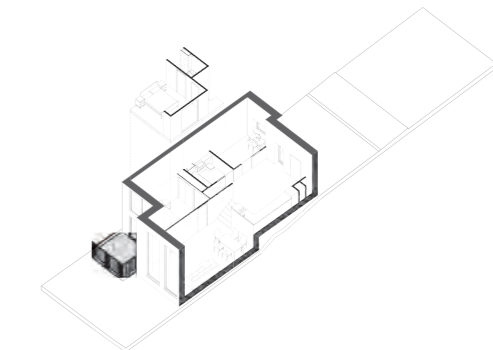
INDICATIVE LOCATION OF CUSTOM BUILD HOMES WITHIN BLOCK E



SHELL APARTMENT



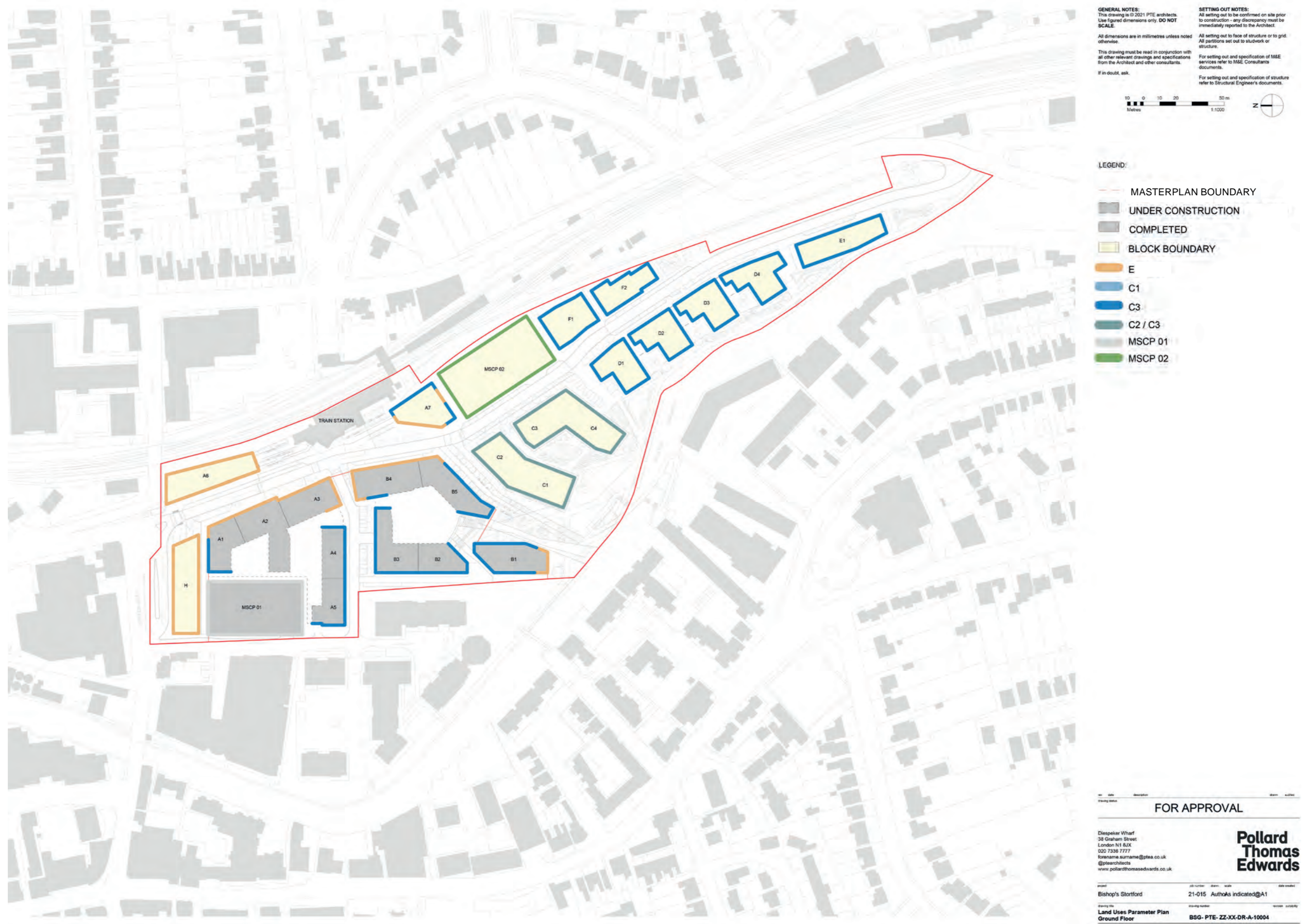
POTENTIAL FOR MEZZANINE LEVEL



POSSIBLE FIT-OUT

POSSIBLE FIT-OUT OF A SHELL APARTMENT WITHIN BLOCK E

6.6 Land Uses - Land Uses Parameter Plan Ground Floor



6.7 Land Uses - Land Uses Parameter Plan Typical Floor



7 Parking Strategy

Residential Car Parking

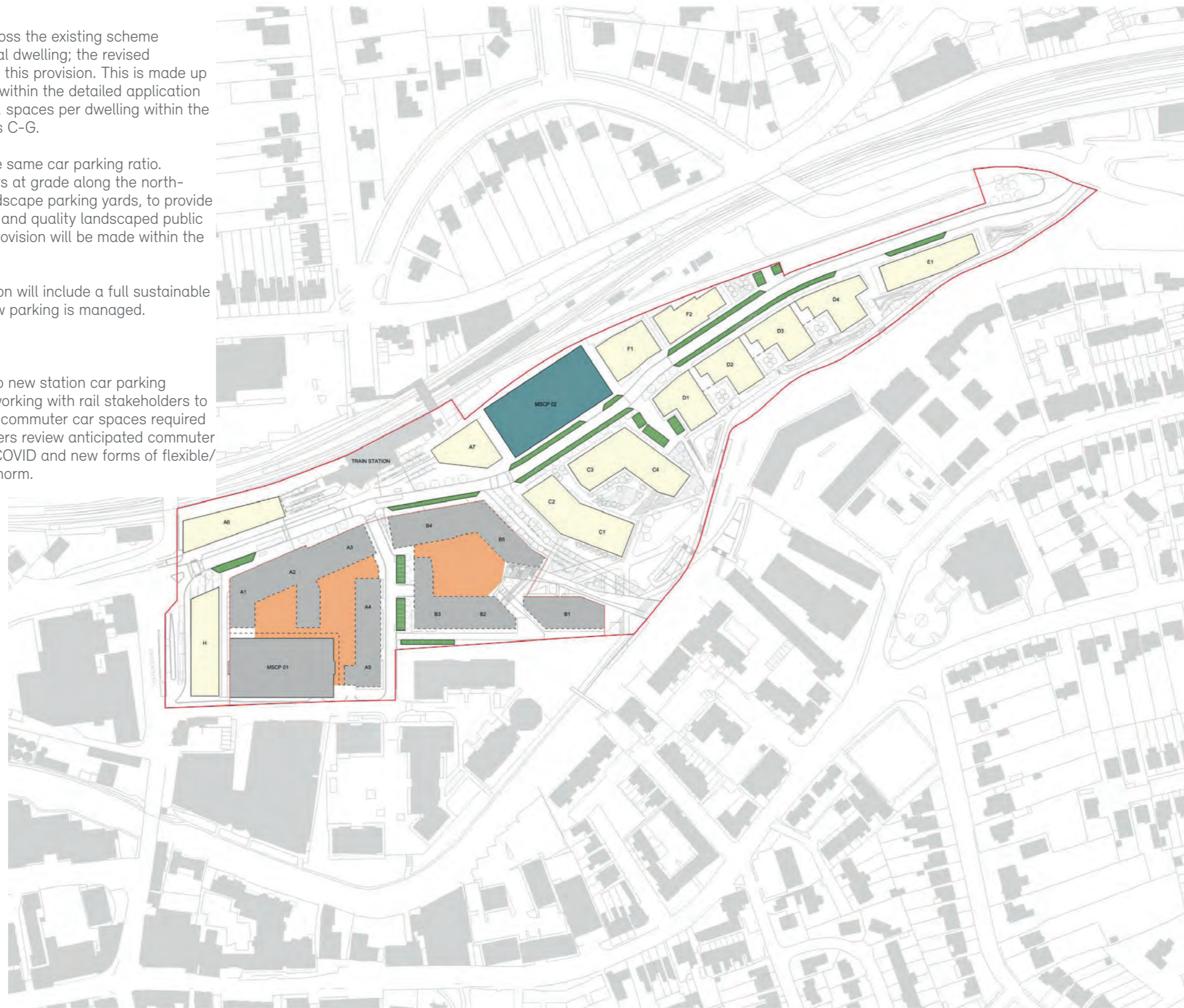
The car parking provision across the existing scheme equates to 0.63 per residential dwelling; the revised masterplan seeks to maintain this provision. This is made up of 0.474 spaces per dwelling within the detailed application area, Plots A and B, and 0.81 spaces per dwelling within the outline application area, Plots C-G.

The proposal is to provide the same car parking ratio. The approach is to locate cars at grade along the north-south street and in small landscape parking yards, to provide a balanced approach to cars and quality landscaped public realm. A further residential provision will be made within the upper levels of MSCP02.

The future planning application will include a full sustainable transport plan and define how parking is managed.

MSCP02

MSCP02 is the second of two new station car parking facilities. Solum have been working with rail stakeholders to agree the overall quantum of commuter car spaces required within MSCP02 as stakeholders review anticipated commuter usage as a consequence of COVID and new forms of flexible/home working becoming the norm.



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 All partitions set out to studwork or structure.
 For setting out and specification of M&E services refer to M&E Consultants documents.
 For setting out and specification of structure refer to Structural Engineers documents.

Scale: 1:1000
 0 10 20 30 40 50 m
 Metres

North arrow pointing up.

- LEGEND:**
- MASTERPLAN BOUNDARY
 - UNDER CONSTRUCTION
 - COMPLETED
 - PODIUM CARPARK
 - ON STREET AND COURTYARD CARPARK
 - MSCP

FOR ILLUSTRATION

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 Thomas
 Edwards**

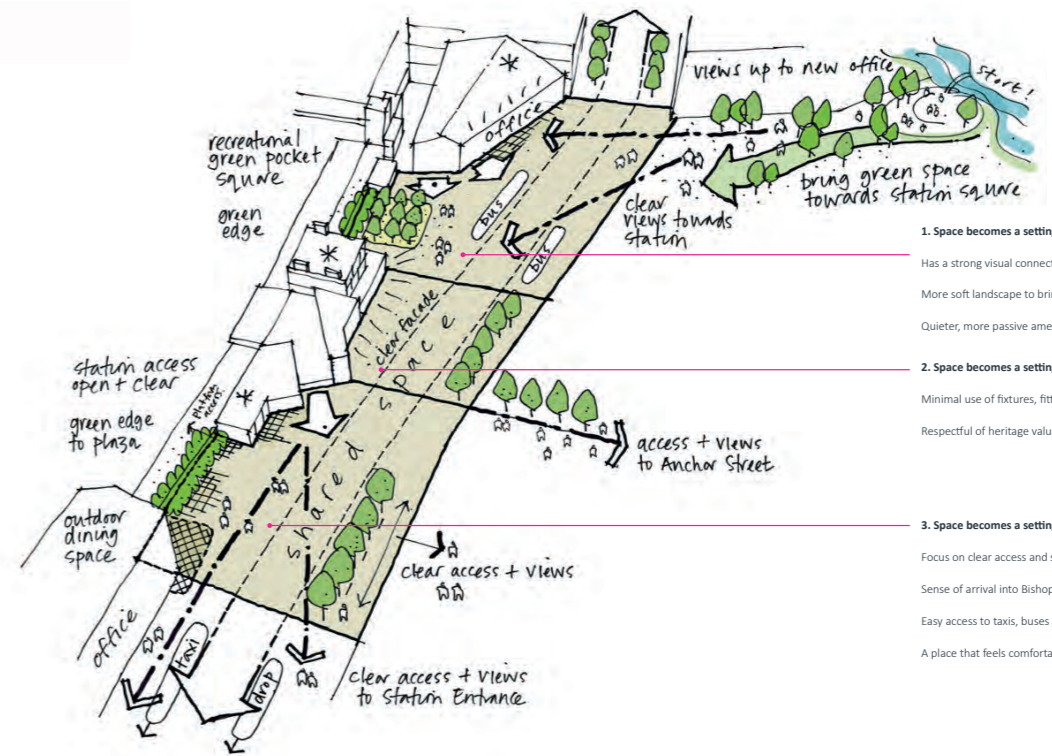
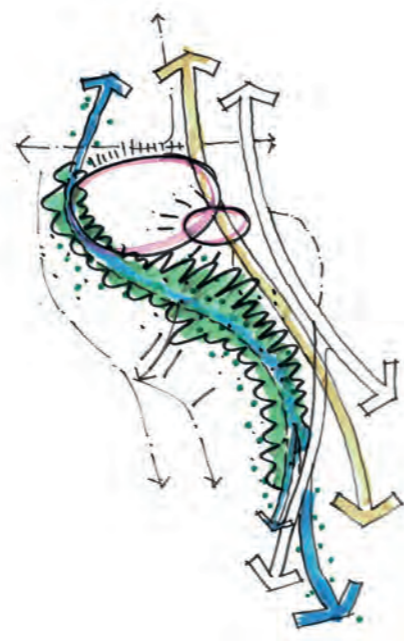
Project	Bishop's Stortford	21-015	Author's indicated@A1
Document	Parking Strategy	BSG- PTE- ZZ-XX-DR-A-10011	

8 Landscape Strategy - Station Square

The character of the spaces within the previously approved Landscape Masterplan draws inspiration from two main site influences- the railway and its industrial uses, connectivity and urban 'toughness' and the River Stort- a place of navigational importance but also as a source of natural habitat and ecology within Hertfordshire.

The original concept explores how the landscape character of the site transitions from a more harder orientated environment around a new Station Square and link road towards a more softer, natural environment along the Stort.

We feel this approach remains a strong vision for the Goods Yard and one that can continue to be reinforced within an amended masterplan.



- 1. Space becomes a setting for the new commercial building A7
 - Has a strong visual connection towards the riverside gardens and River Stort
 - More soft landscape to bring the green across from the river to the rail
 - Quieter, more passive amenity space
- 2. Space becomes a setting for the original station building
 - Minimal use of fixtures, fittings and trees
 - Respectful of heritage value
- 3. Space becomes a setting for the existing station building
 - Focus on clear access and sightlines
 - Sense of arrival into Bishops Stortford
 - Easy access to taxis, buses and drop off
 - A place that feels comfortable to dwell in

STATION SQUARE DIAGRAM (CONSENTED 2018)



MASTERPLAN TO CONSIST OF A SEQUENCE OF DIFFERENT URBAN SPACES REFLECTING THE MARKET TOWN HERITAGE



THE INDUSTRIAL & TRANSPORT USE

THE NATURAL RIVERSIDE EDGE



REFERENCE TO HISTORIC USE

REFERENCE TO RIVER STORT



8.1 Landscape Strategy - Maltings and Riverside

The amended masterplan presents an opportunity to gently enhance the proposals of the approved masterplan, yet retaining much of the successes of the original approach.

The environment along the River Stort has several key areas which have been explored further:

The Maltings

The public Riverside Garden- maintaining and enhancing public tow-path and the creation of a riverside park which will enhance setting of proposed homes and the link between the existing pedestrian bridge and train station. A sequence of residential gardens between the new blocks with views out to the rivers edge. The transition between 'public and 'private' demise-blurring the boundary between the riverside and resident gardens.



MALTINGS LANDSCAPE SKETCH

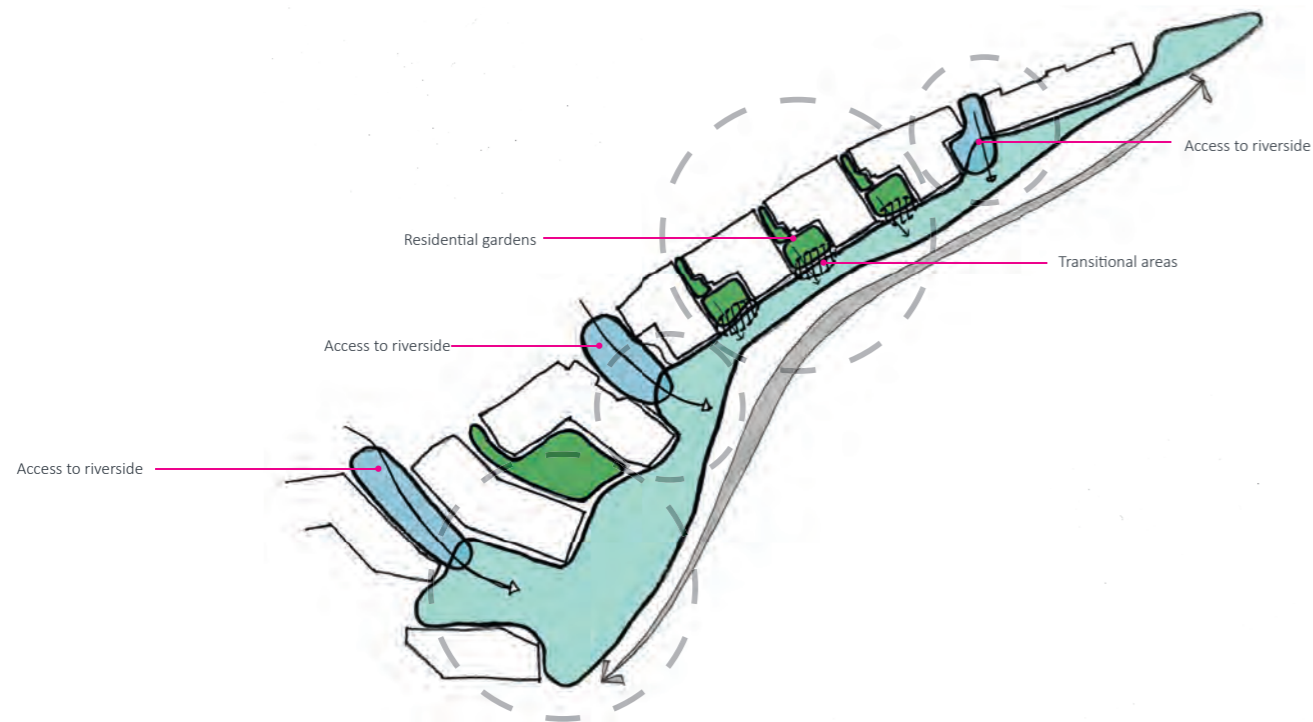
Riverside Residential Gardens and Transitional Areas

The general approach to residential gardens across the site responds to the sites context and history. The design approach to the residential gardens of Blocks D1 to D4 considers the natural habitat of the river frontage reflected in organic forms and fluid planting arrangement.

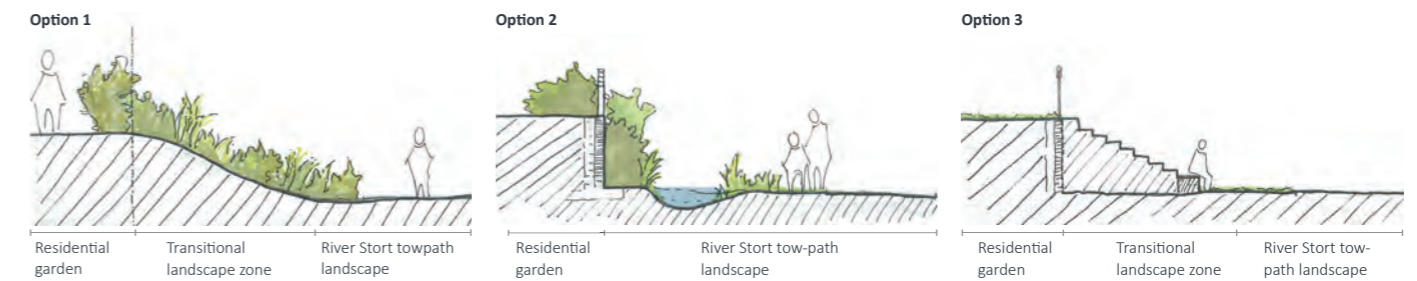
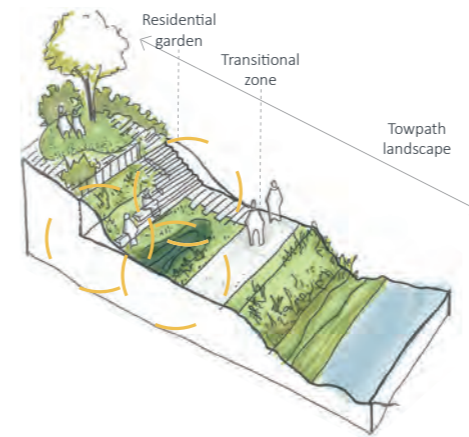
A number of options have been explored which can be created along the public tow-path and the residential garden, which is approximately 1.5m higher. All seek to provide a transition which encourages the soft landscape between the two spaces to merge and reduce any sense barriers or fences. The integration of steps, both for access from the gardens to the tow-path landscape should be considered and can also be used as a way to provide informal seating and social places to rest and enjoy the river.



RIVERSIDE COURTYARD GARDEN SKETCH



MALTINGS AND RIVERSIDE LANDSCAPE DIAGRAM



APPROACH TO RIVERSIDE TRANSITIONAL AREAS



APPROACH TO COURTYARD GARDENS (PLOT D)

8.2 Landscape Strategy - The Sidings

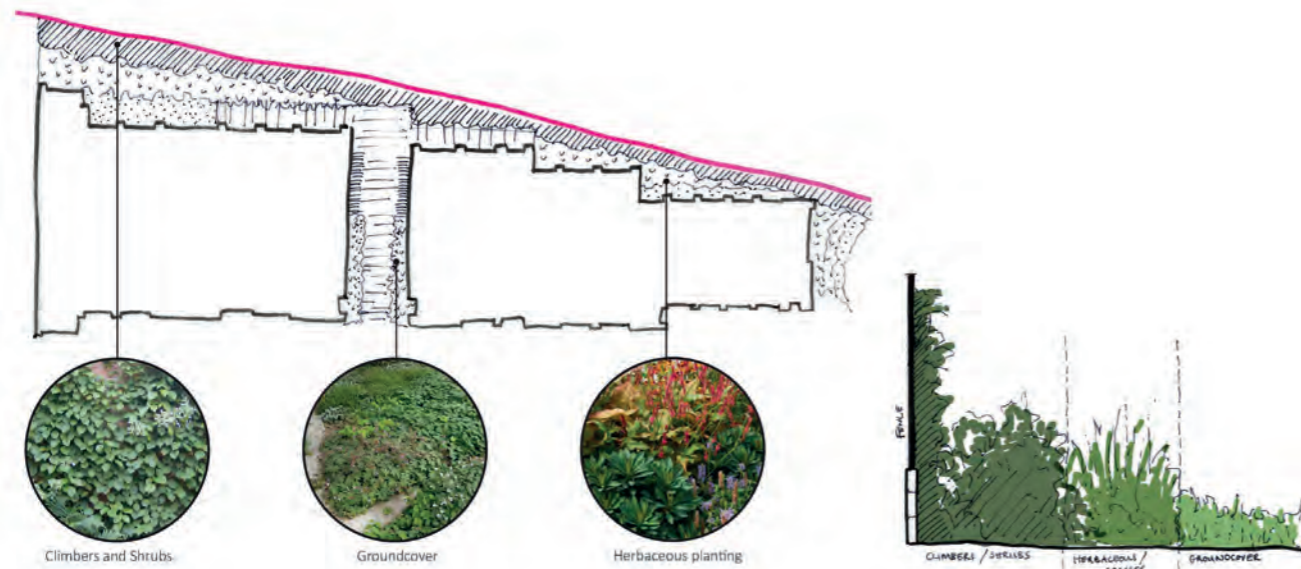
Fence and planting

Boundary Edge Approach:

- 2-2.5m tall timber fence alongside boundary.
- Masks rail activity and can integrate acoustic screening where required.
- Non-permeable.
- Softened by foreground planting.
- Materiality and design to reflect character of wider masterplan; use of timber sleepers, metal (iron) vertical supports and framing.

Soft Landscape Approach defining a new green edge

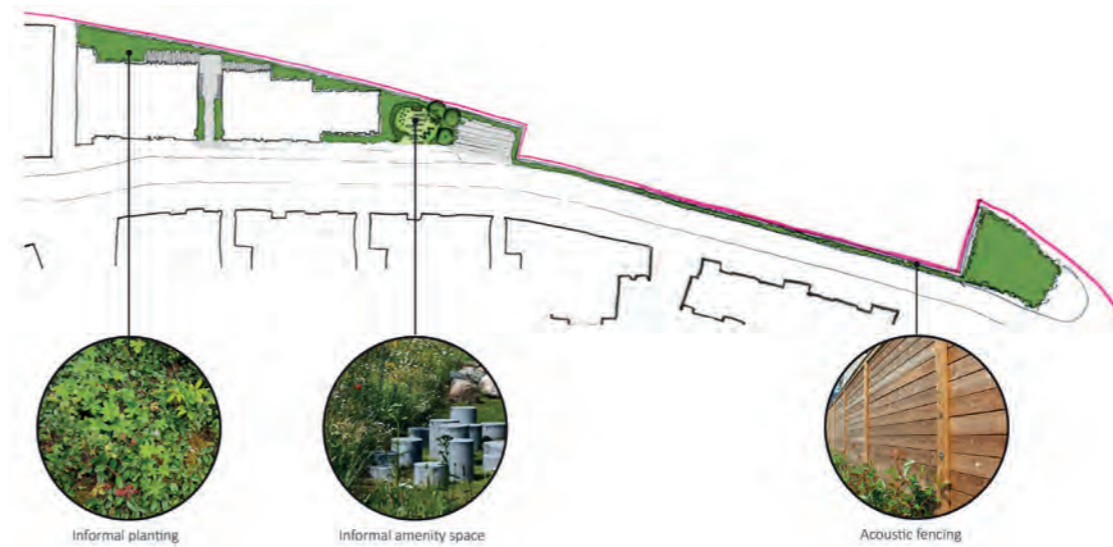
- Consistent approach to planting north to south.
- Planting 'reveals' and 'hides'.
- Buffer between housing and sidings edge, and street frontage.
- Emphasis placed on habitat creation and biodiversity.
- Consideration to future extension via removal of sidings so that soft landscape can 'push' east and colonise land towards rail tracks.
- Breaks in planting create points of entry and places for informal amenity.



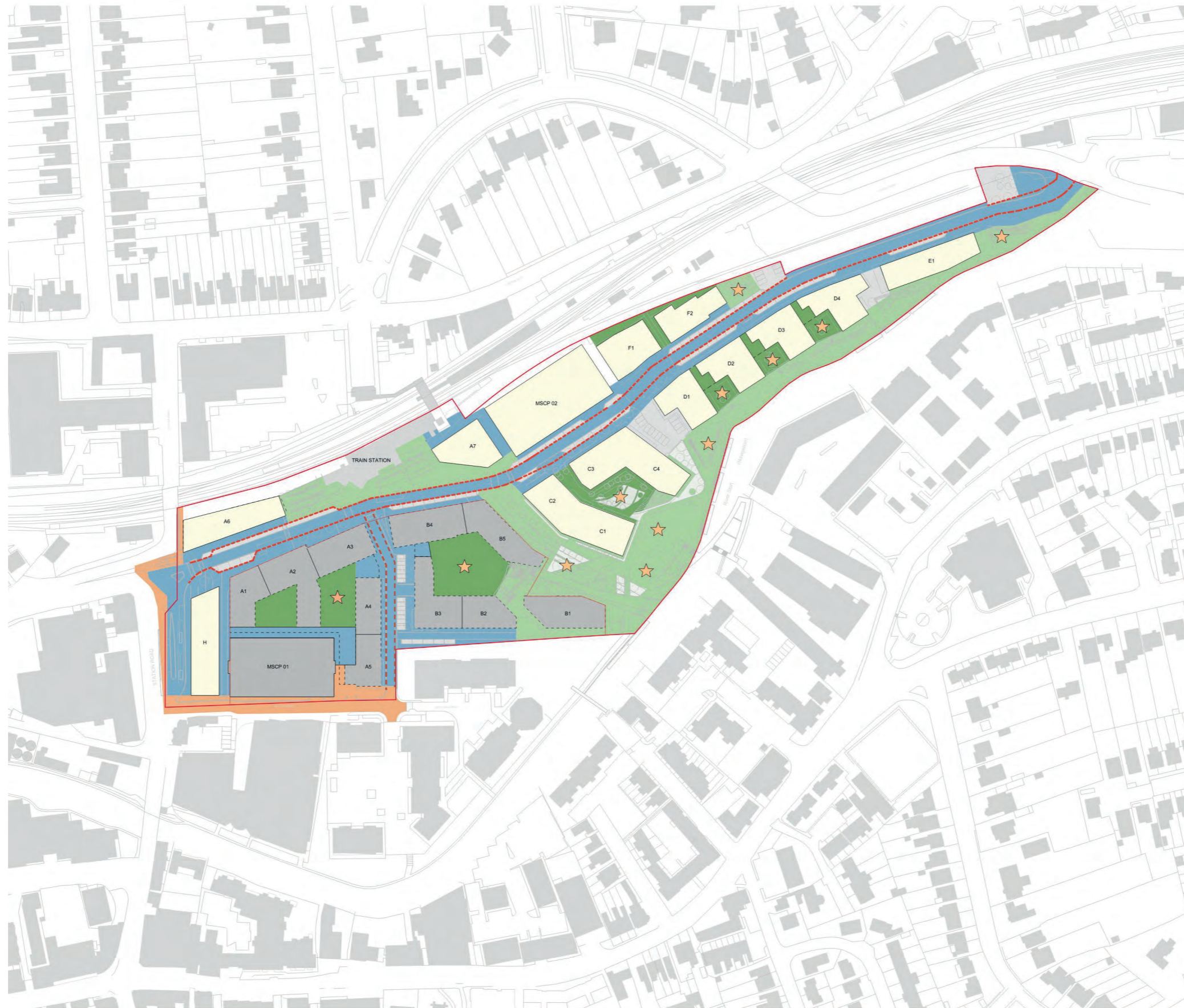
8.3 Open Space

Open space

- Potential for an increase in residential communal garden space.
- Station Square and public realm environment remains as consented.
- Quantity of open space available remains relatively similar between approved masterplan and the emerging version.



8.4 Landscape and Open Space Strategy



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LEGEND:

- MASTERPLAN BOUNDARY
- UNDER CONSTRUCTION
- COMPLETED
- DEVELOPMENT PLOT BOUNDARY
- BLOCK BOUNDARY
- NEW PUBLIC REALM
- IMPROVED STREETSCAPE
- PUBLIC AMENITY SPACE
- PRIVATE COMMUNAL GARDEN
- RESIDENTIAL PARKING
- ADOPTED HIGHWAY
- ★ PLAYSPACE

 PUBLIC AMENITY SPACE	11,459 m ²
 PRIVATE COMMUNAL GARDEN	4,542 m ²

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Project	Bishop's Stortford	Job number	21-015	Author	As indicated@A1
Drawing title	Open Space Plan	Drawing number	BSGY - PTE - ZZ-XX-DR-A-10009	Scale	

9 Placemaking Principles

The proposed Masterplan has been developed based on a series of framework principles, one of which being to create distinct and connected neighbourhoods. To ensure a variety of experience and richness four character areas have then been established.

They have been designed with regard to the edges of the site, and they blend in or respond to the context in terms of built form, open spaces, streets so that together the character areas will create the framework for a new successful urban area.

It has been an imperative to connect the new Goods Yard site back into Bishop's Stortford and overcoming the physical barriers such as the railway. Therefore, the new character areas have been heavily informed and influenced by existing characters found within Bishop's Stortford.

The diverse architectural styles, densities and historic elements of Bishop's Stortford will be used to influence the north-south link and riverside and rail side areas of the masterplan. These areas also include the non-residential elements of the masterplan.

The character areas are summarised below and discussed in greater detail in section 11 of this report.

Station Square

- 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.

The Maltings

- Form mirroring historic Maltings buildings on opposite side of river bank.
- 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.

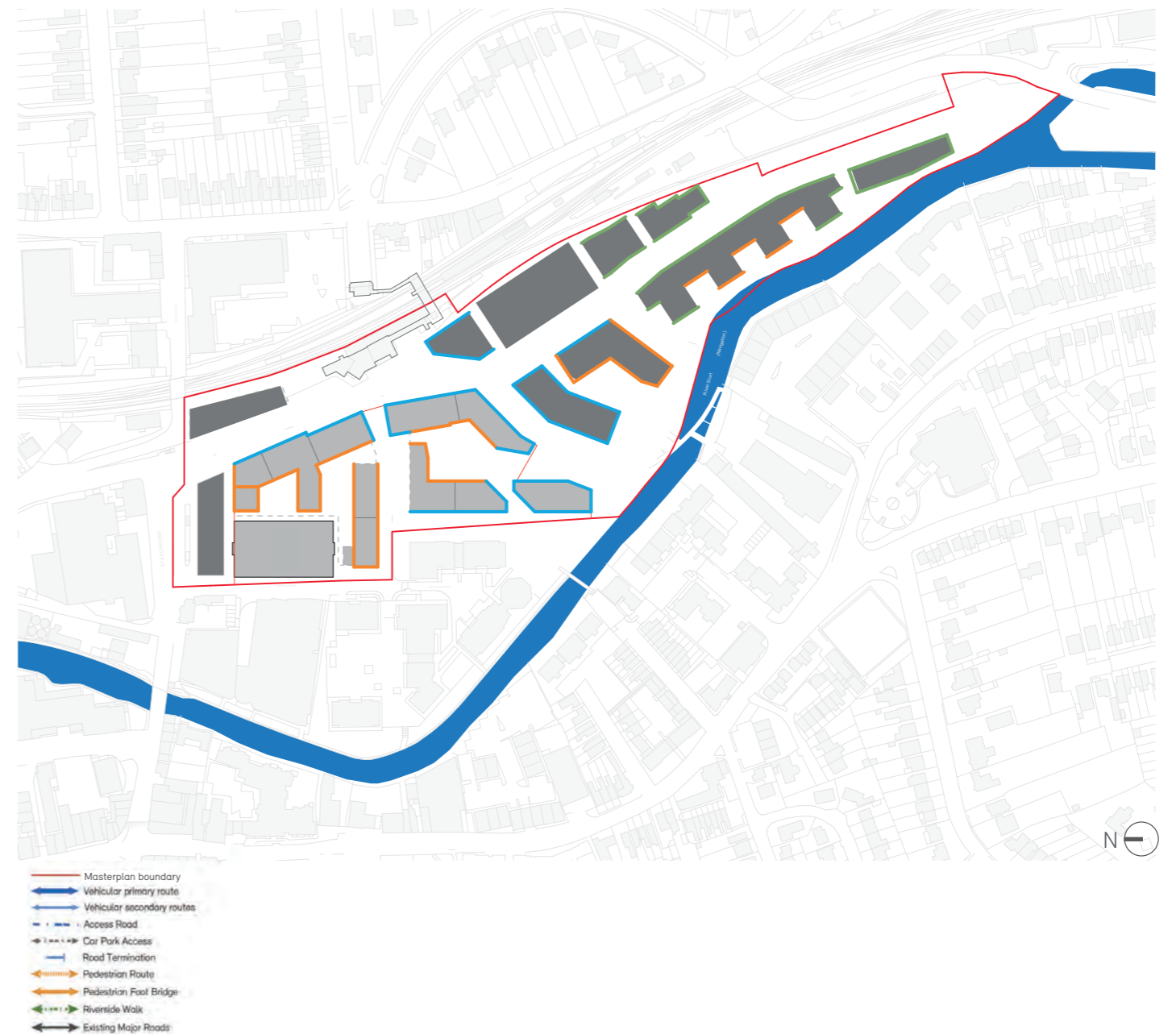
The Riverside

- 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.
- Landscape stitching the river to the station.

The Sidings

- Visual link and connection to railway line.
- Visual connections West to Riverside block and River Stort. The form reflects Goods Yard railway architecture.

9.1 Street Hierarchy and Character



STREET HIERARCHY AND CHARACTER DIAGRAM

9.2 Townscape and Building Typologies



BUILDING TYPOLOGIES DIAGRAM

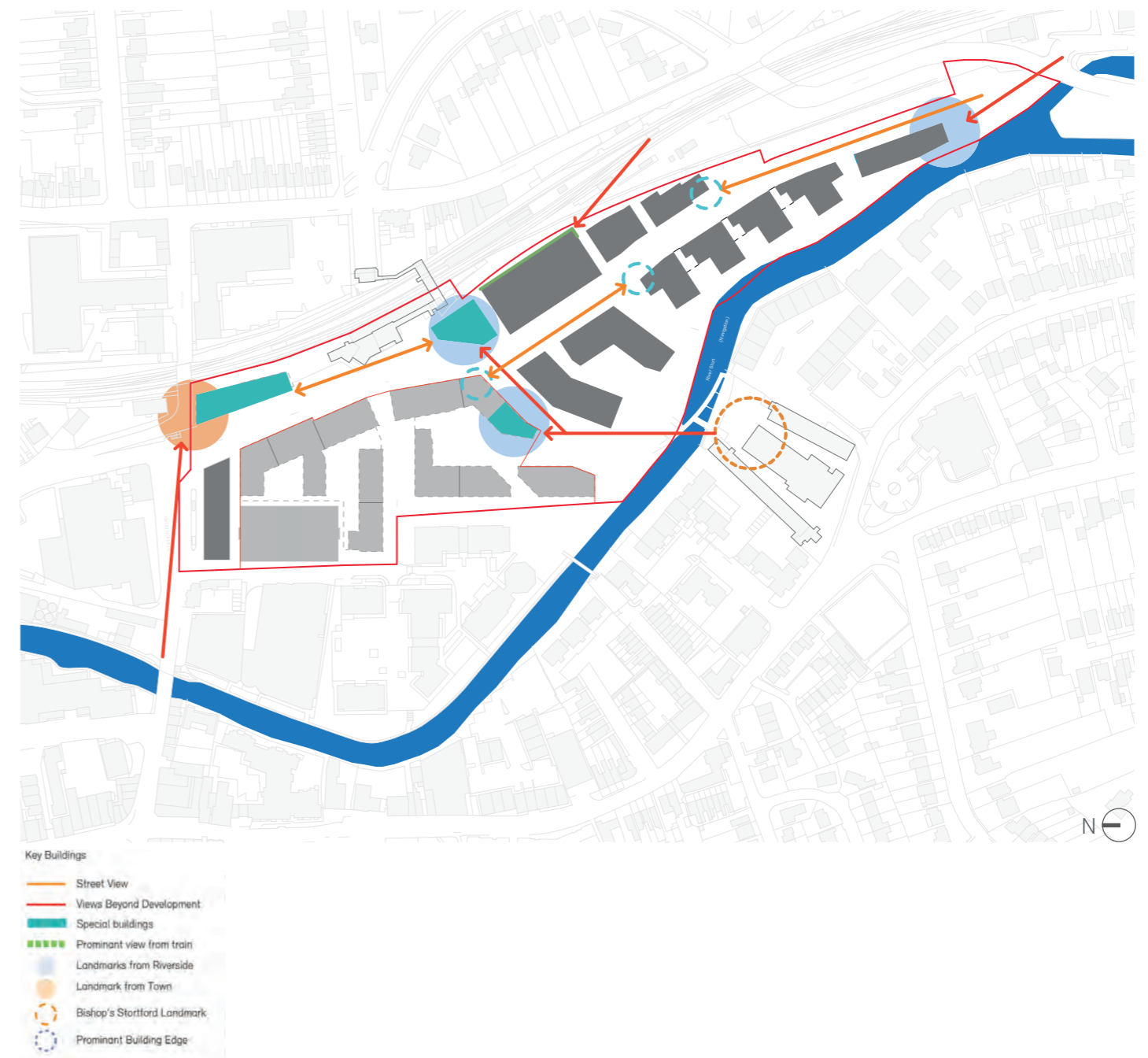
9.3 Special Buildings

To enrich the experience when moving between the main places in the masterplan, special buildings are located at key points. These aid way-finding and a hierarchy to the legibility of the masterplan and provide a sense of place.

They reinforce site lines from Station Road to the train station and the Stort River. These buildings are special in form and material setting them apart from the others.

The two special buildings either side of the train station, A6 and A7, book-end the Station Square helping to provide enclosure while also extending

the station experience and sense of arrival. These buildings are based on industrial forms and interpreted in a contemporary manner. The use of metal cladding contrasts the brick nature of the main group of buildings providing a distinctive quality.



SPECIAL BUILDINGS DIAGRAM

9.4 Building Heights and Roofscape

The overall building heights strategy responds to an analysis of the existing context in Bishop's Stortford. The development ranges in height from 4-7 storeys with the top floor located in an inhabited roof space, therefore reducing the overall appearance of the building height to 6 storeys.

Special Buildings A6 and A7 provide a change in height to distinguish the buildings at Station Square and mediate the height between the taller residential and MSCP blocks and the lower scale existing station building. Plots A and B (currently under construction) are 5 storey blocks with inhabited roof space set within pitched roof forms.

Residential blocks of up-to 7 storeys, include inhabited roof space are positioned in Maltings and Sidings character areas closest to MSCP02.

The perceived building height, through inhabited roof space and dormer windows, creates variation across the roofscape, with dormers running perpendicular to the roof-line.

Section 10 Townscape Views and Sections, indicates the heights and roofscape strategy.

Station Square

Block H - It is proposed to retain 4 floors, with an additional level possible if required to make the building viable. The roofscape will be modelled to screen M+E plant from view.

A6 - It is the intent the roof form of A6 will remain similar as consented, though adjusted to allow for roof top plant and a potential roof terrace. Lift cores and over runs also provide opportunity for historic vent forms to be expressed.

A7 - The roof form of A7 reduces in height down towards the existing station building negotiating the change in height from MSCP02, to help frame the square. It is proposed to change the commercial building heights of 2-3 floors, to residential 4-5 floors and better screen the MSCP02. The roof form will house a shared roof terrace for residents, and screen roof plant and lift overrun. The roofing material of A7 will contrast with the buildings of Plots A and B.

The Maltings

The Maltings character area contains larger scaled, robust buildings with the building heights between 6 and 7 storeys, set within the roof scape. The roofscape varies between the two buildings to create contrast while maintaining pitched roof forms and gables fronting the river relating to the historic Maltings.

Plot C1-C2 - The northern building aligns with the route from the river to Station Square. Here the eaves line steps up towards the station. The upper level accommodation is set within the roof form, with dormers expressed, aligning with the main building façade. The dormers are formed with brick to read as an extension of the main façade, providing a heaviness and robustness to the building over others around it. The dormer forms allude to the historic maltings' vents, and roof terraces are recessed hidden back within the main roof form.

Plot C3-C4 - The southern building roofscape in contrast, the dormers are set back from the main building façade maintaining a clean eave line. The building form, 'L' shaped, with varying roof heights provides the opportunity for a gable on the south-east corner, to be seen on approach along the north-south road. The dormers and inset balconies are formed with the selected roofing material.

Sidings

Plot F - The Sidings character area contains buildings located beside the railway and north-south road with heights of 5 and 7 storeys, within the roofscape, stepping up to the MSCP02. The site narrows towards the southern end, providing opportunity for a gable form to terminate the building, on the London Road approach. The buildings are viewed from both the railway and roadside, with varying eave heights, pitched roof forms and inset balconies. These buildings do not have expressed dormers, varying from the other character areas.

MSCP02

The MSCP02 will have 7 levels (14 half levels), running parallel with the railway line. The upper level will not be enclosed. The external façade will animate the building with thought given to the top of the upper level of the building.

Riverside

Plot D - The building heights to Riverside character area are 4-5 storeys set within the roof scape. A strong building edges runs along the north-south street, with gable forms returning to the riverside. The upper level accommodation set within the roof have dormers and balconies set back from the eave line. Dormers will vary across the roofscape further defining the street scape as a series of buildings.

Plot E - relates in height to those buildings across the River Stort, at 4 storeys. There is potential for this building to create a strong gable roof form announcing the entrance to the Good's Yard from London Road entrance. The change in site levels from road to river edge also offers the opportunity for an asymmetrical roof form to responding to context. Here a clay tiled roof form wraps down the building façade.

9.5 Balcony 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.

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, referencing the site's industrial heritage.

Projecting balconies orientated southwest maximise views to the River Stort and surrounding green space.

The balcony strategy is further differentiated across each character area, Section 11 Character Areas and Section 10 Townscape Views and Sections.

Station square

- Block H - No balconies will be provided.
- Building A7 - The form and appearance is differentiated from other buildings within the Station Square. The pure form dictates that the private amenity space will have inset balconies.

The Maltings

- Plot C1-C2 - The solid and robust nature of this brick building requires inset or semi-inset balconies to each apartment along street frontages, with projecting acceptable to courtyard and green facing spaces.
- Plot C3-C4 - In contrast to C3-C4 will have projecting concrete balconies with metal work railings to each apartment, on all facades apart from the north-south street facing the MSCP02.
- The gables of each building will be differentiated separately from each other, one having inset, semi-inset balconies while the other having projecting balconies.

The Riverside

- Plot D - The balconies facing the north-south street, in an east orientation to the sidings will have part inset, part projecting balconies. Where balconies face into the courtyard, over the river, these are proposed projecting, bound with brick/concrete panels between for privacy. Balconies to each of the gables ends facing the river may vary.
- Plot E - Balconies to the gable end and facing the river will be semi inset and projecting with metal railings.

The Sidings

- Plot F - Balconies facing the railway and the north-south street are to be inset or semi-inset (part projecting) with brick columns (buttresses) and solid balustrades provide privacy in this location.

10 Townscape Views and Sections

10.1 Masterplan Scale and Massing

The proposed approach to scale and massing acknowledges that the character and feel of the streets and open spaces within the development is greatly influenced by the scale and relative position of the buildings that frame them. In order to meet the underlying intention to achieve a variety of open spaces and distinct character areas within this Masterplan, massing was also distributed to contribute to the identity of each character area.

The scheme will relate to the River Stort to create a strong but diverse waterfront edge. To create a strong riverside frontage to the area, a mixture of building heights are composed in a fragmented block type that will vary between 4 and 6 storeys. The buildings with maximum height of 6 storeys are proposed within the north sector of the masterplan and reduce to the south end. Upper floors are set within the roof line to the public frontage.

The fundamental design principle in setting out built form across the Masterplan is to ensure that blocks make a clear distinction between public fronts and private backs. Buildings which front streets and open spaces present their public face to the outside world and give life to it. Public fronts and private backs are made distinct when primary access is from the street, the principal frontage. The proposed layout creates blocks with building lines that clearly define streets as the spaces in-between the buildings.

The proposed massing varies considerably in shape and size according to the configuration of streets and the preferred orientation and location of open spaces and parks. The nature of plot sub-divisions and apartments that are to be accommodated has also influenced the layout of blocks.

Lined along the perimeter of the streets and open spaces, the blocks create positively framed public realm, clearly either streets or open spaces. A common building line maintains the differentiation between public, semi-public and private zones, and contributes to the distinct functions of each area. Distinctions are achieved through elements such ground floor treatments and proposed materials.

The following are a series of townscape views and sections which describe the proposed masterplan. Section 11 Character Areas, considers each part of the site in further detail.

10.2 Townscape

The 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. These views are de-fined in the Town Centre Planning Framework as views which require enhancing, to enhance Bishop's Stortford Historic Character.

The masterplan sets up further views from the North-South street to the river. At the southern end of the site a new pedestrian connection from London Road to the river will create a new view.

The Town Centre Planning Framework mentions the maintenance of local and town side views to key land-mark buildings.

10.3 Townscape Views - Station Square (A7)

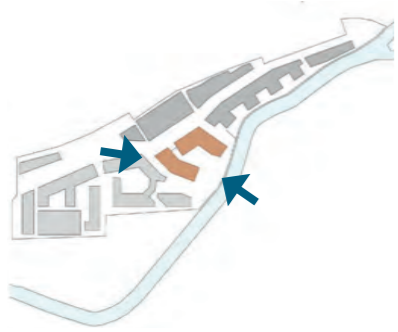


INDICATIVE SKETCH VIEW OUTSIDE THE STATION LOOKING TOWARD A7 AND THE MALTINGS BEYOND (PLOT C)



INDICATIVE SKETCH VIEW IN STATION SQUARE BESIDE A7 LOOKING TOWARD THE MALTINGS (PLOT C)

10.4 Townscape and Street Section - The Maltings (Plot C)



INDICATIVE SKETCH VIEW LOOKING SOUTH ALONG ROAD AND EAST TOWARDS THE MALTINGS AND STORT RIVER

The following principles define the character of the street:

Building arrangement offers views to Station square and River Stort.

Primary route in the Malting's Character area connects the Station to the Riverside and brings green space towards station square through increased soft landscaping.

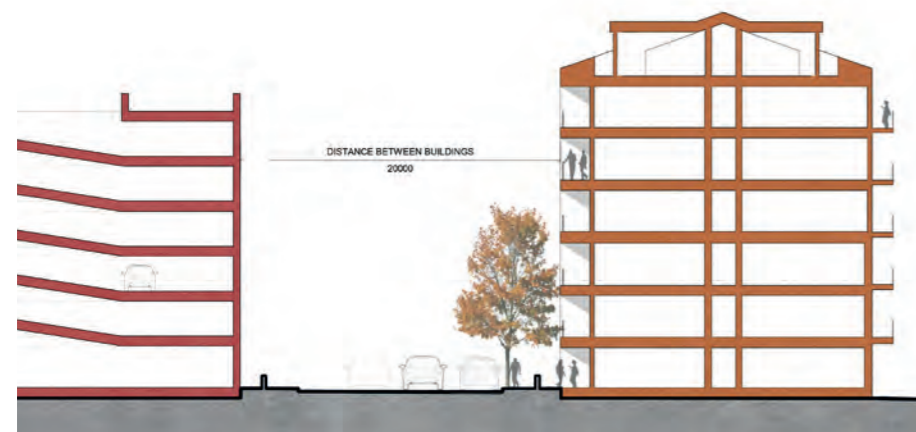
Parking does not dominate this area, allowing Stort Way to be predominantly pedestrianised. Access is required for servicing the plots.

As residential uses are proposed for the ground floor of the Maltings, a residential boundary treatment of 1.5m is proposed to blocks.

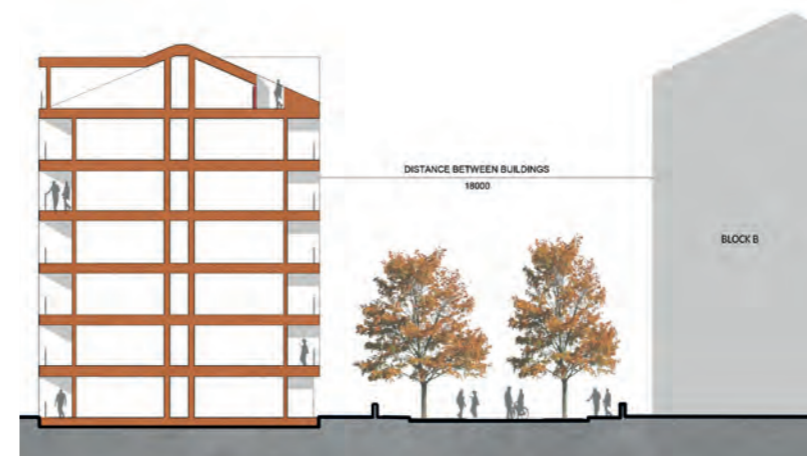
A mixture of inset and recessed balconies animates the street edge.



INDICATIVE SKETCH VIEW ACROSS THE RIVER STORT RIVERSIDE GARDEN, ROUTE UP TO STATION SQUARE

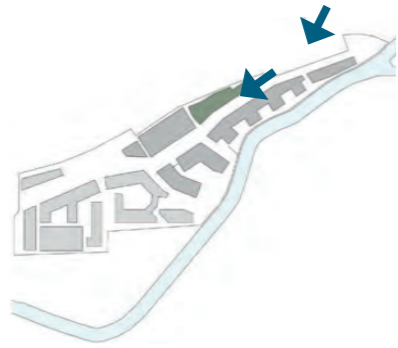


SECTION 01 - THROUGH THE MSCP AND THE MALTINGS (PLOT C)



SECTION 02 - THROUGH THE MALTINGS (PLOT C)

10.5 Townscape View and Street Section - The Sidings (Plot F) and The Riverside (Plot D)



The following principles define the character of the street:

Traffic calming is proposed along the street.
 Building heights reduce in this area from 3 - 4 storeys.
 Dormer windows and recessed balconies create variation along street-scape to West elevation.

Designated residential parking to either side of access road. As residential uses are proposed for the ground floor the Sidings, a residential boundary treatment of 1.5m is proposed to Plots F and G.



INDICATIVE SKETCH VIEW OF FROM LONDON ROAD TOWARDS THE RIVERSIDE (PLOT E) AND THE SIDINGS

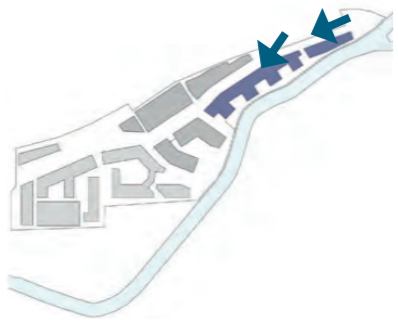


INDICATIVE SKETCH VIEW LOOKING NORTH ALONG NORTH-SOUTH ROAD



SECTION 03 - THROUGH THE SIDINGS (PLOT F) AND THE RIVERSIDE (PLOT D)

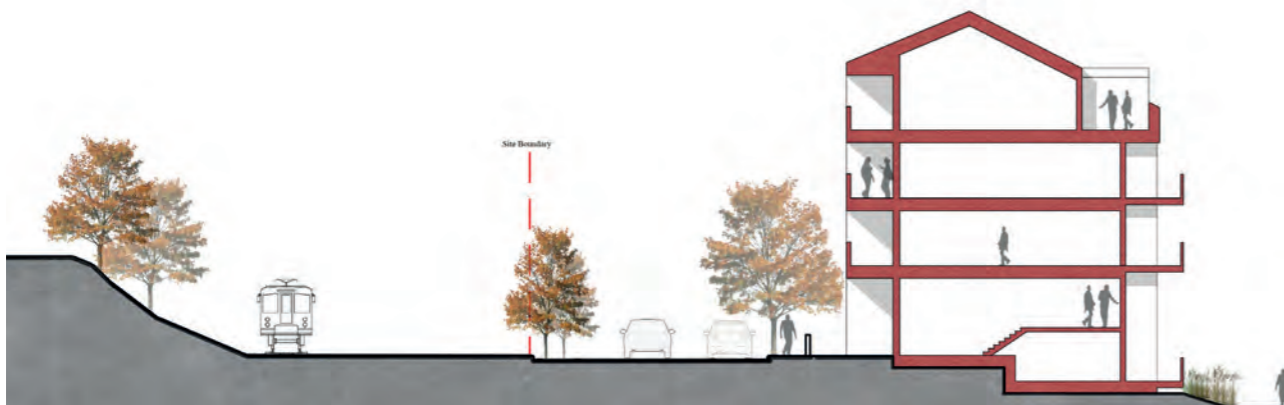
10.6 Townscape View and Street Section - The Riverside (Plot D and E)



INDICATIVE SKETCH APPROACH VIEW OF THE RIVERSIDE (PLOT E) NORTH ALONG ROAD



INDICATIVE SKETCH VIEW LOOKING NORTH ALONG THE NORTH-SOUTH ROAD TOWARDS THE SIDINGS (PLOT F) WITH THE RIVERSIDE (PLOT D)



SECTION 04 - THROUGH THE RIVERSIDE (PLOT E)



SECTION 05 - THROUGH THE RIVERSIDE (PLOT D)

10.7 Townscape View and Street Section - The Riverside (Plot D) and The Sidings (Plot F)



The following principles define the character of the street:

Arrangements form courtyards, facing and framing views towards the River Stort.

Residential parking to either side of access road between Plots D and F.

Residential uses are proposed for the ground floor the Riverside, a residential boundary treatment of 1.5m is proposed to Plots D and E

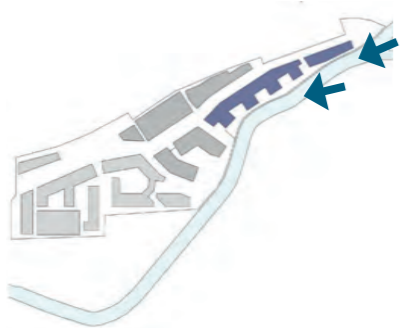


INDICATIVE SKETCH VIEW LOOKING TOWARDS THE MALTINGS (PLOT C) WITH THE RIVERSIDE (PLOT D)



SECTION 06 - THROUGH THE SIDINGS AND THE RIVERSIDE (PLOT D)

10.8 Townscape View - The Riverside - Plot D and E



INDICATIVE SKETCH VIEW LOOKING NORTH ALONG TOW-PATH BESIDE RIVER STORT AND THE RIVERSIDE (PLOT E)



INDICATIVE SKETCH VIEW LOOKING NORTH ALONG TOW-PATH BESIDE THE RIVER STORT AND THE RIVERSIDE (PLOT D)

10.9 Illustrative sections through the masterplan



SITE SECTION THROUGH PLOT A7 - STATION SQUARE AND ROUTE DOWN TO RIVERSIDE (PLOT C)



ELEVATION ALONG SEXTONS ROAD (A7, MSCP2, PLOT F)

10.10 Illustrative sections through the masterplan



SITE SECTION THROUGH MSCP2 AND RESIDENTIAL (PLOT C)



SITE SECTION THROUGH THE SIDINGS (PLOT F) AND RIVERSIDE (PLOT D)

10.11 Sections through the Masterplan



SITE SECTION THROUGH THE SIDINGS (PLOT F) AND RIVERSIDE (PLOT D) RESIDENTIAL



SITE SECTION THROUGH THE RIVERSIDE AND RAILWAY SIDINGS (NEAR LONDON ROAD)

11 Character Areas

11.1 Character Area Plan

Key characteristics of the 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 the Malting's buildings on the opposite side of the River Stort.

The Maltings

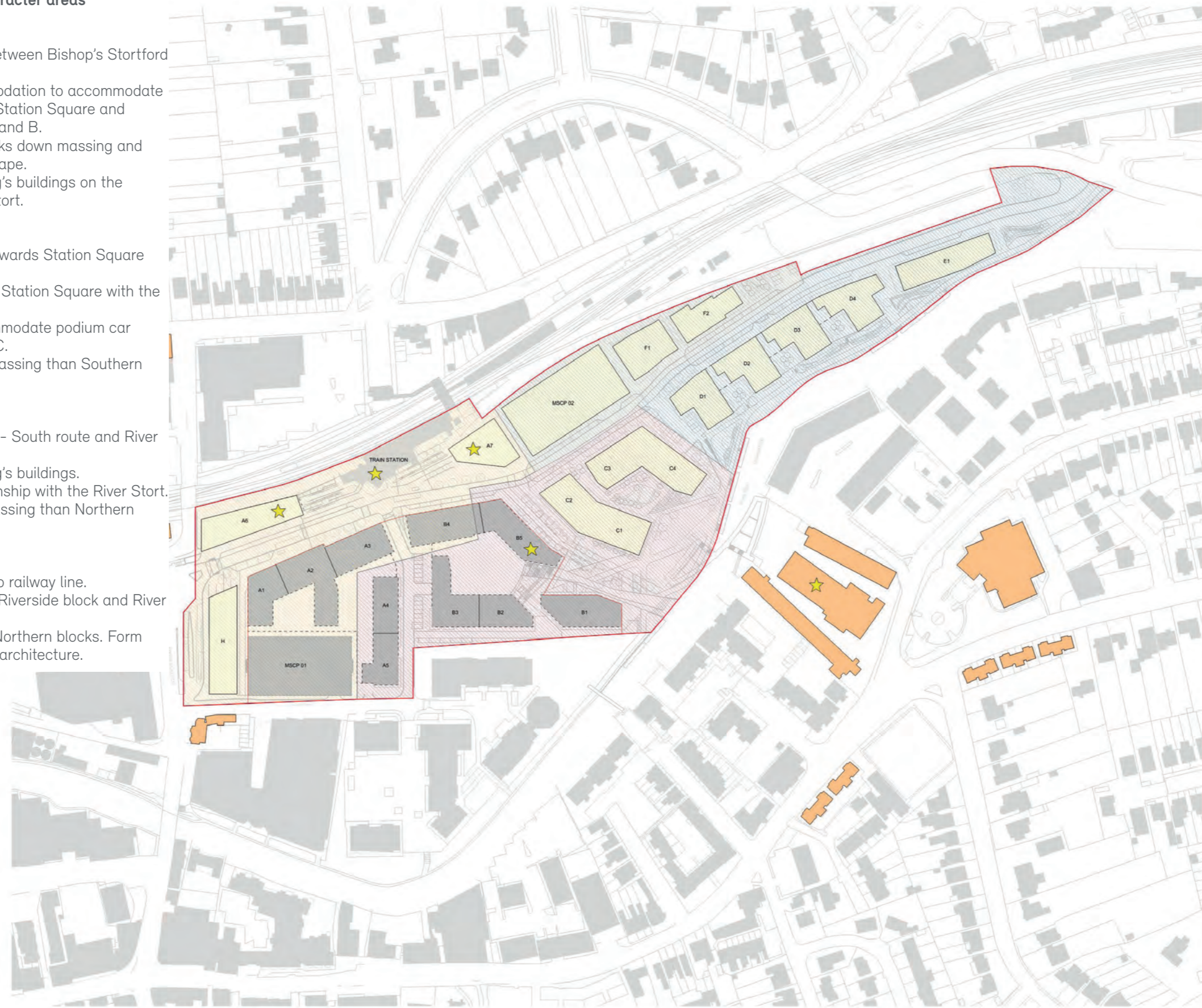
- Open views/ connections towards Station Square and the River Stort.
- Direct 'Green link' connects Station Square with the River Stort.
- Taller ground floor to accommodate podium car parking to blocks A, B and C.
- Higher scale, density and massing than Southern blocks.

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.



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 If in doubt, ask.

SETTING OUT NOTES:
 All setting out to be confirmed on site prior to construction - any discrepancy must be immediately reported to the Architect.
 All positions set out to studwork or structure.
 For setting out and specification of M&E services refer to M&E Consultants documents.
 For setting out and specification of structure refer to Structural Engineer's documents.

- LEGEND:**
- MASTERPLAN BOUNDARY
 - UNDER CONSTRUCTION
 - COMPLETED
 - BLOCK BOUNDARY
 - STATION SQUARE
 - THE MALTINGS
 - THE SIDINGS
 - RIVERSIDE
 - HERITAGE ASSETS
 - ★ KEY BUILDINGS

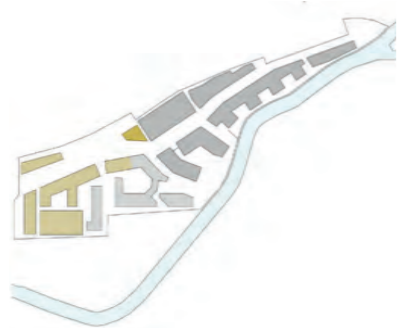
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 www.pollardthomasedwards.co.uk

Pollard Thomas Edwards

Project: Bishop's Stortford
 Job number: 21-015
 Drawing number: Author's indicated@A1
 Date: 2021-05-10
 Drawing title: Character Area Plan
 Drawing number: BSGY- PTE- ZZ-XX-DR-A-10010

11.2 Station Square

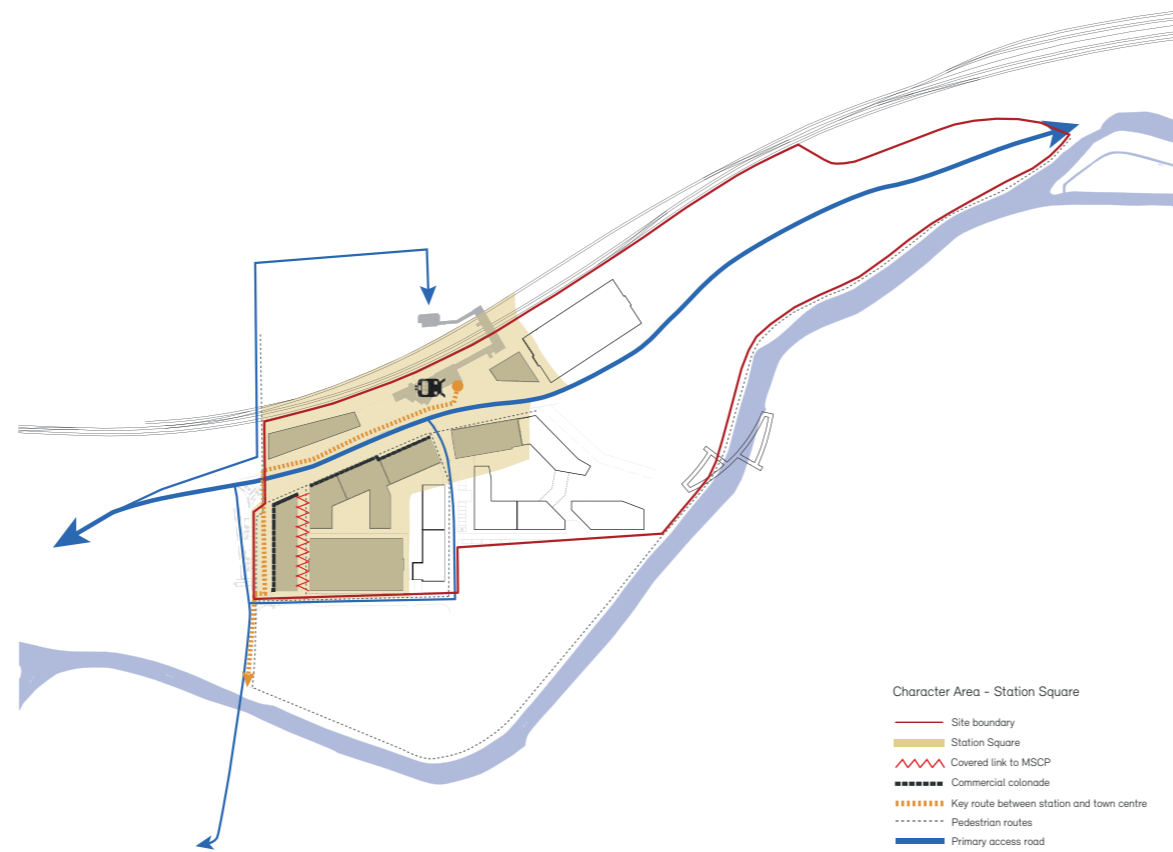


Refining the Character Area

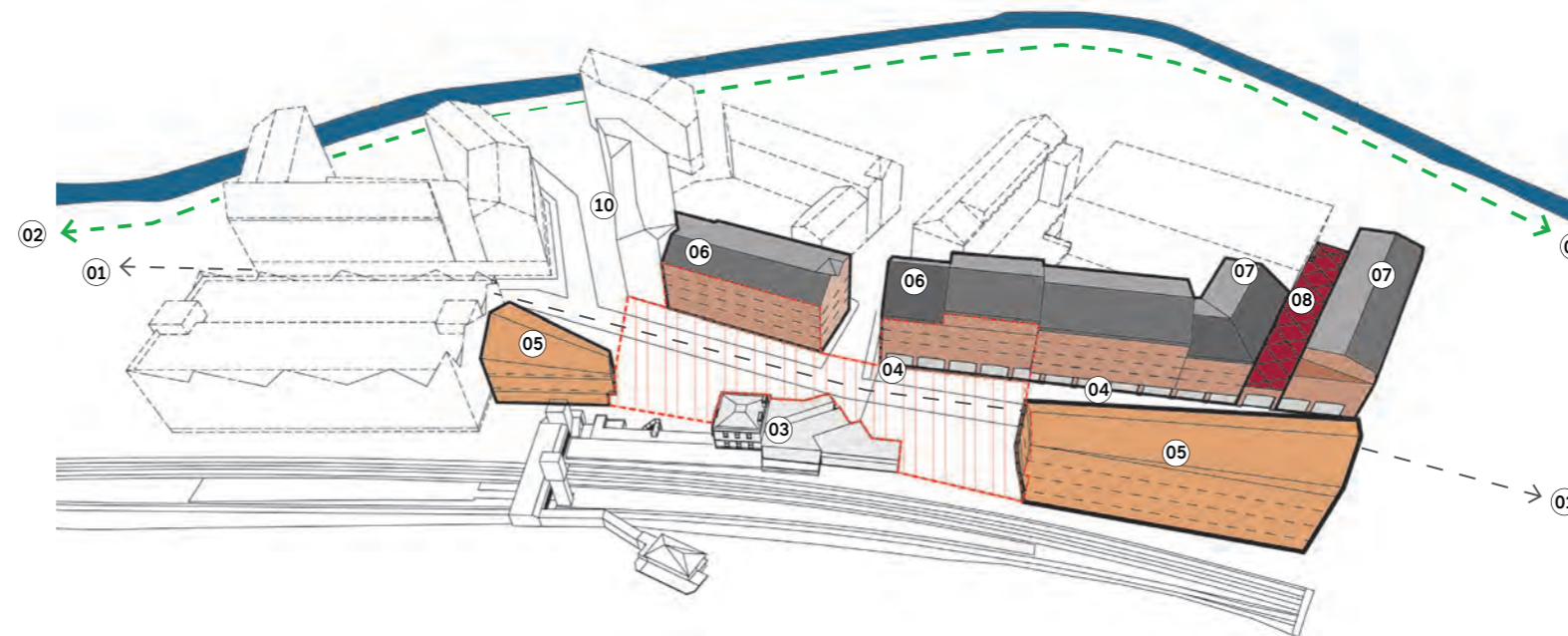
The Station Square character area runs north / south and is located at the northern end of the masterplan, encompassing the vehicular road and access points into the site from Bishop Stortford along with the station car park. This area forms the entrance gateway to the northern edge of the site and backs 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. The buildings along the western edge are under construction and will reflect the form and scale of the buildings in central Bishop's Stortford and will also accentuate that the Station Square is a transient area that is 'passed through'. The massing of the blocks is punctuated by a number of pedestrian routes, 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.



VIEW OF BISHOP'S STORTFORD TRAIN STATION THE 1960'S



STATION SQUARE (CONSENTED 2018)



STATION SQUARE (CONSENTED 2018)

- 01 Spine Road- Street Character
- 02 Riverside Walkway
- 03 Existing Bishop's Stortford Railway Station.
- 04 Taller ground floor forming parking podium and commercial colonnade.
- 05 Key buildings framing station building and public square.
- 06 Roof profile helps break massing of buildings and provides rhythm along street-scape.
- 07 Linear block emphasises route from central Bishop's Stortford to Station Square.
- 08 Colonnade - walkway link between station and car park.
- 09 Car park- embedded within the Character Area.
- 10 Buildings orientated to emphasise route between road and river.



GRENEVILLIERS CENTRE,
BRENAC GONZALEZ



BRIGHTON COLLEGE,
ALLIES AND MORRISON



THE GRANARY,
POLLARD THOMAS EDWARDS

11.2.1 Station Square



Arrival – Gateway Commercial Building

The gateway Goods Sheds (A6 and A7) buildings frame station square and centre the existing station building in the space, creating a sense of arrival in Bishop's Stortford.

Potential retail/ cafe spaces located on the square edge of the commercial building at ground floor would further animate the public space with outdoor tables and chairs in the square.

A7 marks the route from the River Stort to Station Square and will provide cycle parking beside at ground level.

Ground Connections

It is important to learn from and reference the existing town of Bishop's Stortford. The building form of the East elevation of station square responds to the medieval jettied buildings in Bishop's Stortford town centre where the building line of the upper floor projects beyond the ground floor.

A colonnade of shop fronts faces onto Station Square activating the Street edge and accentuating the route towards the vibrant commercial town centre.

The Lane

A lane-way is proposed between Plot A and Plot H to provide a pedestrian connection between the Car park and Station Square.

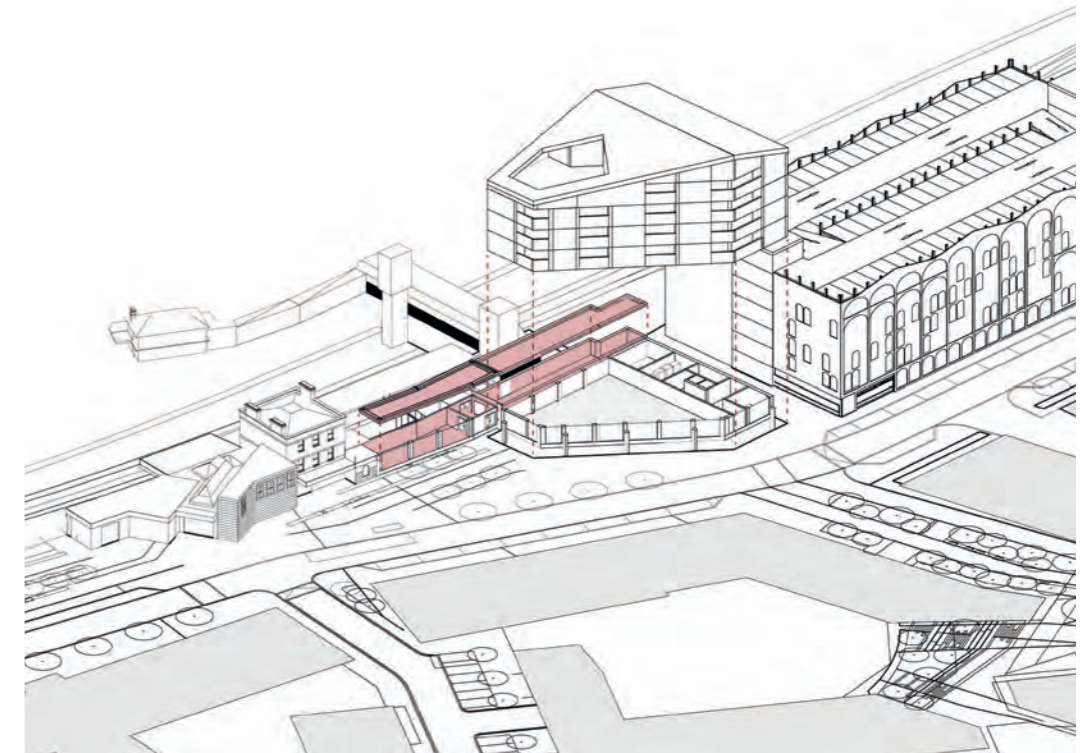
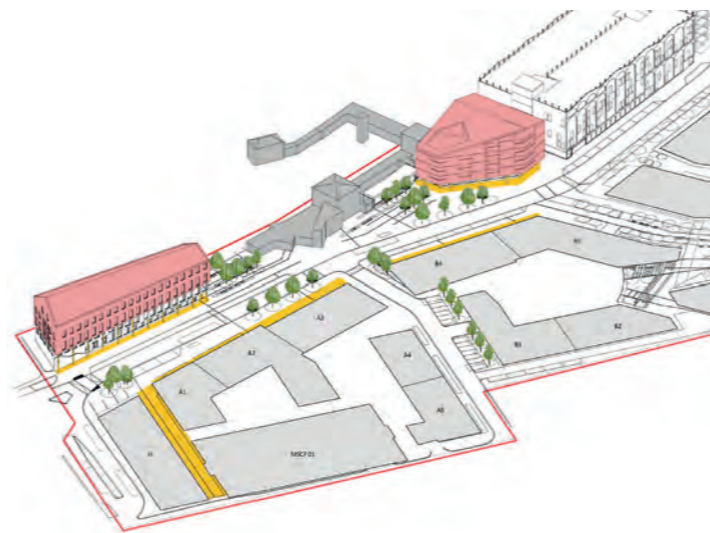
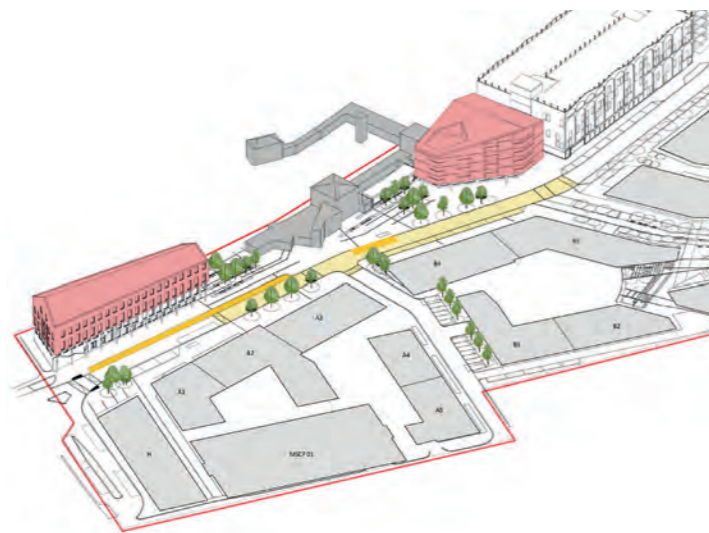
It is an aspiration that this space is animated by expanses of floor to ceiling glazing and overhead lighting, creating a safe and pleasant environment for pedestrians.

Plot H and Car park brick walls facing onto the Lane-way will be painted white to create a feeling of lightness to the space. The position of the commercial building at the end of the lane-way acts as a way-finding tool en route to the Station, creating a sense of arrival to Station Square.

Street design – boundary treatments

The following principles define the character of the street:

- Traffic calming is proposed along the street through a raised table, creating a shared surface outside the station with pedestrian priority.
- Building heights are appropriate to the scale of the existing station building. Commercial building roof forms reduce in scale at station to negotiate a change in height from the residential buildings.
- Street trees are provided along the length of the North- South route. A cluster of trees is located outside the station creating a green edge to the plaza.
- Easy access to buses and taxis from station with designated taxi bays.



PROPOSED NEW LOCATION FOR STATION CYCLE PARKING

11.2.3 Station Square - Block H



Plot H is the site of the consented Hotel. To the north it will front a new bus interchange off Station Road, to the east the new north-south route and Goods Shed (A6), to the south, the lane. On the opposite side of the lane Plot A is under construction and the Multi Storey Car park 01 is completed. To the west is Anchor Street and the Rose and Crown Public House.

Revised ground floor

The footprint of this building and its relationship to the surrounding context and townscape is to remain similar to the previous proposal.

The proposed ground floor will have retail/workspace and community use, with a hotel above.

The introduction of commercial space at ground level opens up the opportunity to introduce glazed facades providing for active frontages to all four sides of the building. The main access points to the building will remain the same.

Solum have met with HCC and discussed the revised proposal in relation to the bus interchange, whom will accept the same approach to be maintained.

The hotel foyer and core is anticipated to be located on the corner of the lane and Sextons Road.

A plant room/sub-station is anticipated will be located off Anchor Street.

Vehicle servicing will remain for Plot H as the previous, with lay-by access of the north-south route, Station Square.



BLOCK H AND A6 - POTENTIAL REORGANISED FLOOR PLAN LAYOUTS

11.2.4 Station Square - A6

Rationalisation of layout

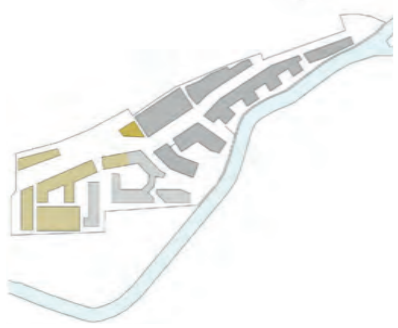
Blocks A6 and A7 are known as the 'Goods Sheds', key buildings which bookend Station Square. Goods Shed North (A6) is being adjusted to improve its efficiency as a standalone building and in relation to Goods Shed South.

The station cycle parking will be relocated from A6 to beside A7 along with the station kiosks. These moves remove network rail provisions from the building while increasing floor area at ground floor for commercial use. At the upper level, the floor area will increase within the current building form, together these moves offsetting area relocated from A7.



A6 - SKETCH ELEVATION

11.2.5 Station Square - A7



Key Elements of A7

The key elements define the character of this area. The diagrams, part elevations and reference images shown give an indication of the design intent to date. These will continue to evolve with further technical input through to planning submission.

Colonnade

The ground floor treatment to blocks A6 and A7 reference the existing town of Bishop's Stortford. The building form of the East elevation of station square responds to the medieval jettied buildings in Bishop's Stortford town centre where the building line of the upper floor projects beyond the ground floor.

A colonnade of shop fronts faces onto Station Square activating the Street edge and accentuating the route towards the vibrant commercial town centre.

Form and Roofscape

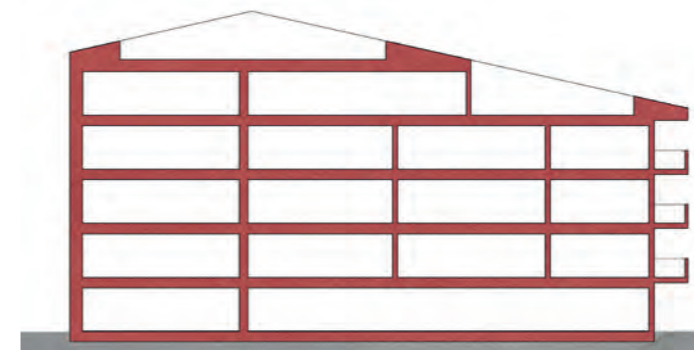
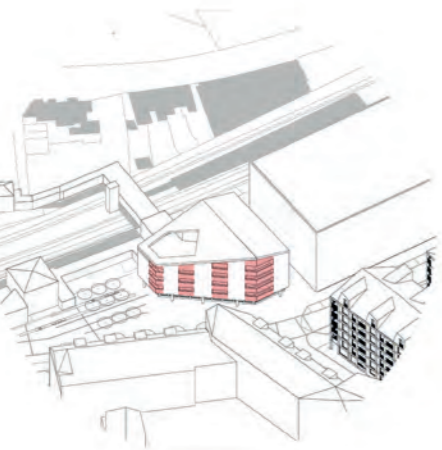
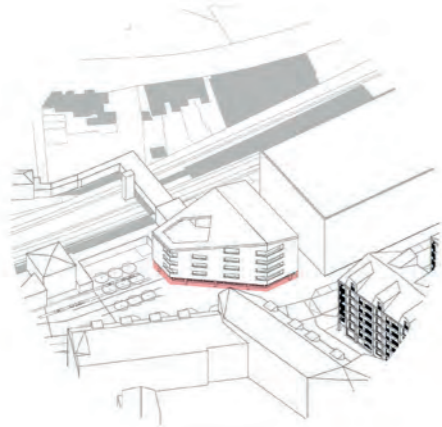
Building heights in the Station Square character area range from 4- 6 storeys. The roof form of the commercial buildings (A6 + A7) reduces in height towards the existing station building negotiating the change in height from the residential buildings and framing the square. The perceived building height through inhabited roofspace and dormer windows creating variation across the roofscape, with dormers running perpendicular to the roof line.

Facade and Material

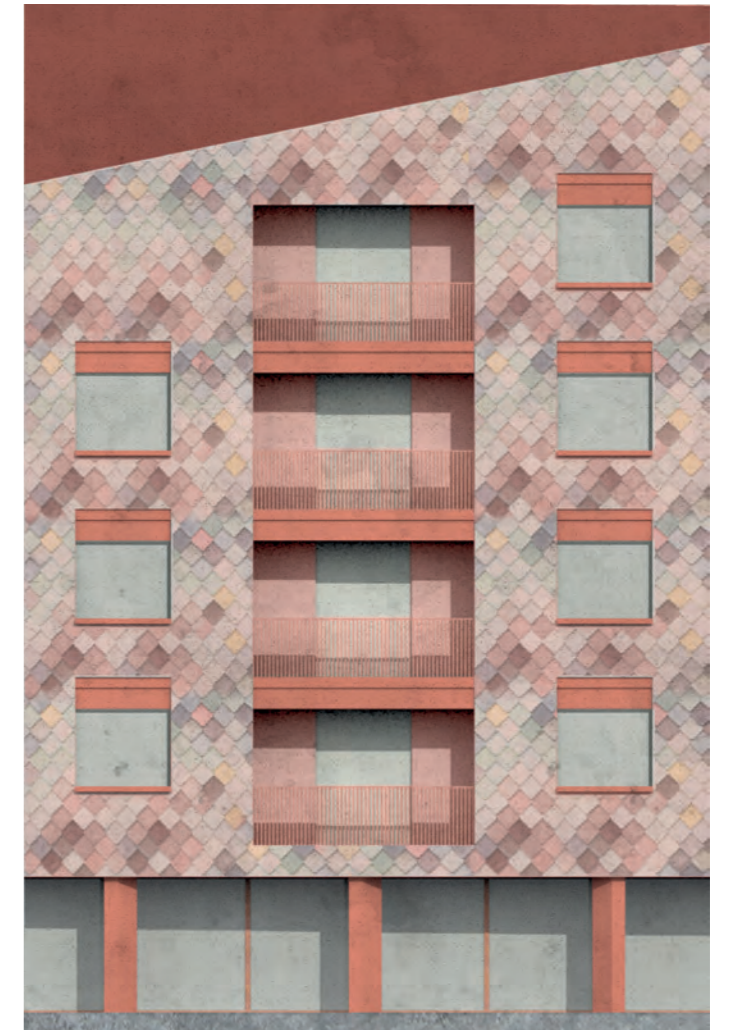
Building facades in station square reflect the commercial character of the buildings with use of metal cladding and curtain walling. The aspiration is to create a striking sense of arrival to Bishop's Stortford, and a memorable passing destination by train. The residential buildings lining the main axial route, on the opposing side to station square are under construction and are predominately brick with a colonnade at ground level. The roof materials to blocks A2- B4 reflect their relationship to the façades, where a clay tile is proposed.

Balconies

The pure form and location of A6 on the main public north south route dictates that the private amenity space at upper levels will be provided by inbound balconies.



SECTION CONCEPT STUDY



CONCEPT SKETCH ELEVATION STUDY



POTENTIAL REFERENCES

11.3 The Maltings



Refining the Character Area

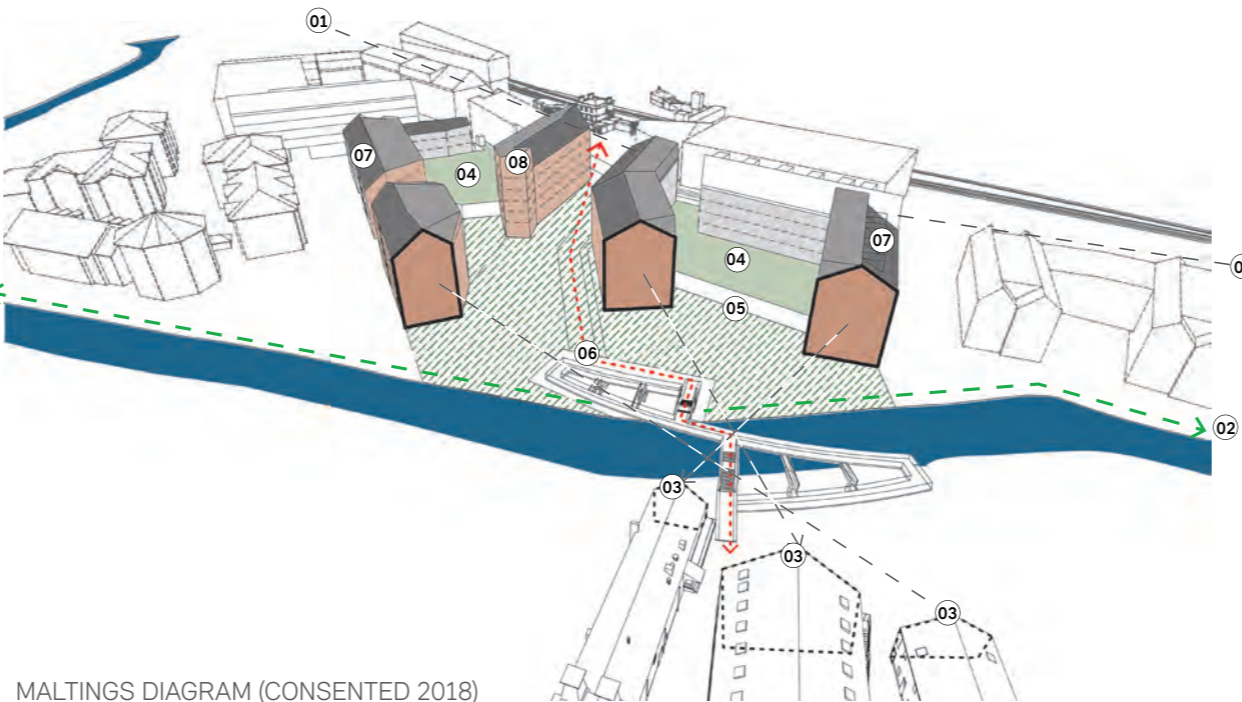
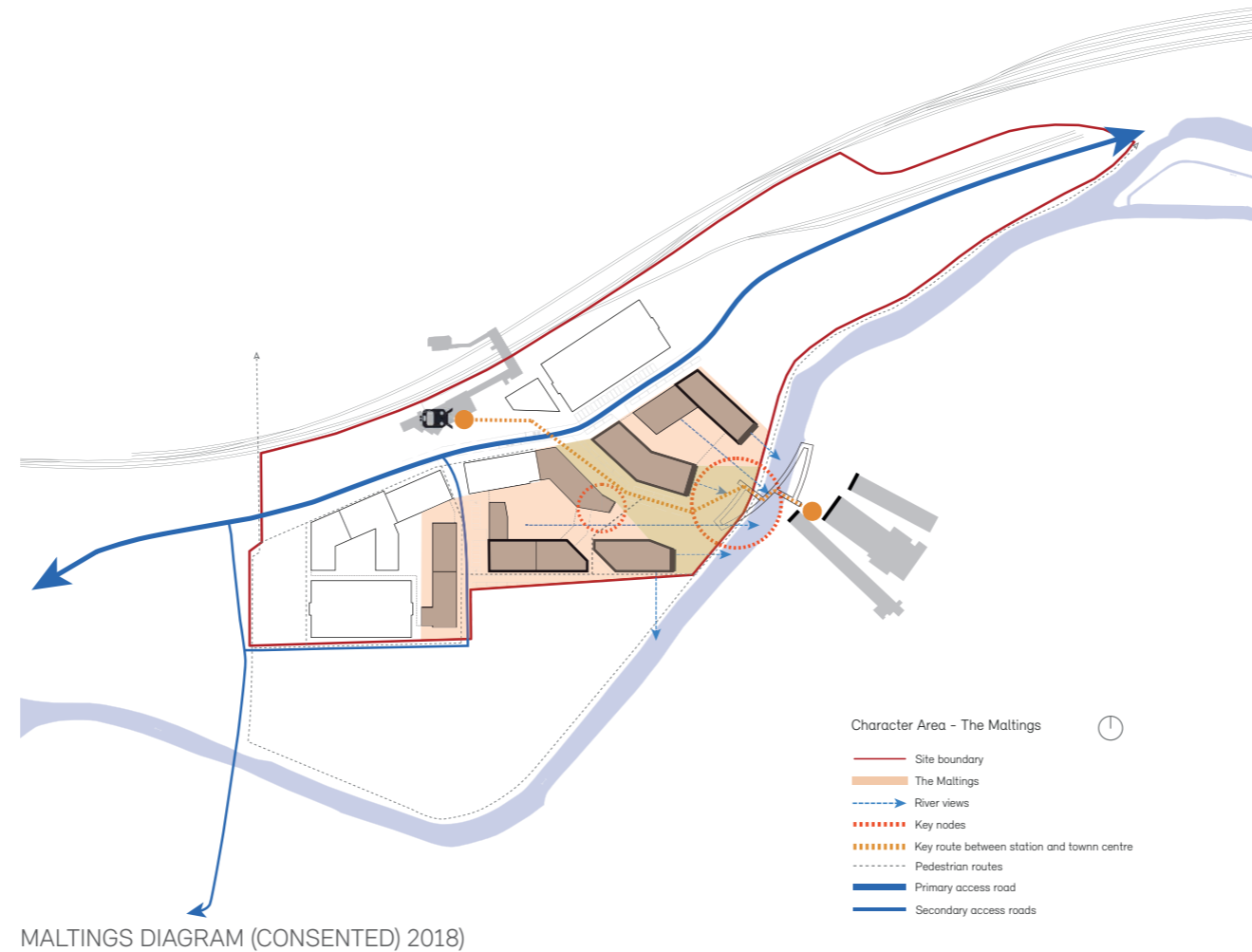
The Maltings character area is located within the central section of the masterplan. Fronting both onto the North-South route and the River Stort and Maltings buildings.

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 landscaping adding to the warehouse aesthetic. There is a 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. Block A and B are currently under construction.

- 01 Spine Road- Street Character
- 02 Riverside Walkway
- 03 Buildings orientated to face the Maltings Buildings and River.
- 04 Courtyard formed between buildings facing river Stort edge.
- 05 Parking podiums form base to buildings- taller ground floor.
- 06 Direct link to Bishop's Stortford Station/ Riverside and Bridge.
- 07 Building form reflects Malting's Buildings.
- 08 Key buildings as focal point on river edge.



Constraints:

- New road through to London Road has been constructed.
- Set back from the river to create an open space setting.
- Site contours, flood zone.

Opportunities:

- Opportunity to improve the Riverside frontage and connection to the station.
- Linear exposed site with good frontage to River Stort
- Potential to enhance pedestrian and cycle route along side of river.
- Close proximity to and views of The Maltings buildings.
- Opportunity to provide quality green landscape public place.
- Potential to improve traffic movement in the town centre with new road through site connecting to London Road.
- Possibility to accommodate half basement parking taking advantage of the level difference between New Road and River Stort.
- Opportunity to use building lines to direct way finding from new station square down to riverside path and the historic Maltings beyond.
- Potential to retain relationship between buildings running down to river and historic Maltings.
- Opportunity to create additional link.



FORMER SOUTH STREET MALTINGS



KROYERS PLADS, COBE ARCHITECTS



Snape Maltings, Haworth Tompkins



THE ECHOES, BELL PHILLIPS ARCHITECTS

11.3.1 The Maltings



BLOCK C1 GABLE END SKETCH



KILNS OF FORMER SOUTH STREET MALTINGS

Key Elements of the Maltings (Plot C)

The key elements define the character of this area. The diagrams, part elevations and reference images shown give an indication of the design intent to date. These will continue to evolve with further technical input through to planning submission.

Gables

The gable ends to blocks A, B (under construction) and C, overlooking the River Stout, reflect the gable form to the existing maltings buildings on the opposing bank.

Jetting (Overhang)

The jetting of the Maltings buildings form a colonnade facing onto Station Square activating the Street edge and accentuating the route towards the vibrant commercial town centre.

Facade and Material

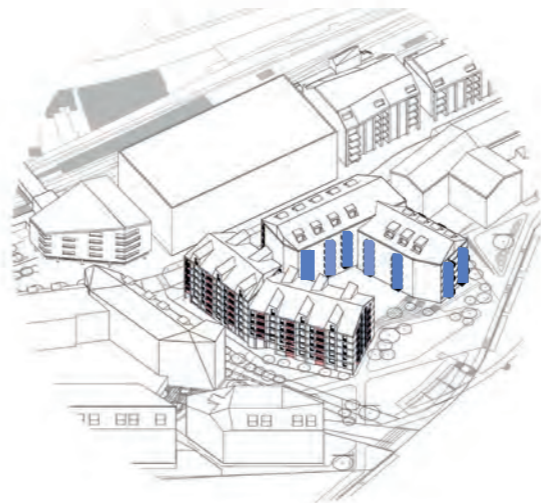
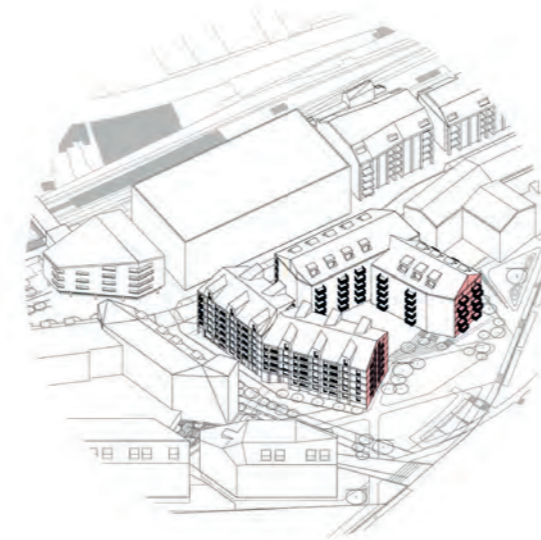
Building facades in this character area will reference the industrial heritage of the former South Street Maltings buildings west of the River Stort. The predominant material throughout this character area is brick. Soldier and varying brick detailing is proposed in this character, reflecting the brick banding details of the former South Street Maltings.

Balconies

A combination of projecting and inset balconies are proposed depending on location, to create variation to the elevation and offer opportunities to overlook the landscape of the riverside.

Roofscape and Dormers

Building heights in the Maltings character area range between 6 and 7 storeys (including the roofspace). In the taller blocks, the roofspace is used to reduce the perceived scale of the block. Inhabited roof-space reduces the perceived building height and activates the building edge. Dormer windows create variation in the elevation. There is a continuity of roofscape to the Station Square edge, which is broken down by a shift in storey height to the secondary streets running towards the River Stort. The form and massing of the roofscape relaxes in form at the River Edge, an evolution of the form of the pyramidal kilns at the Old Maltings creating a marker on the route between the river and Station square.



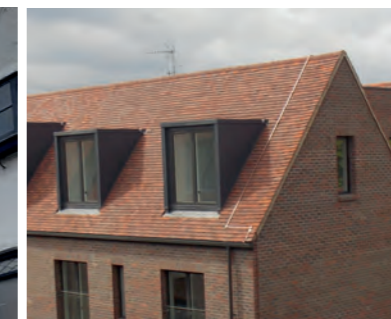
BLOCK C2 SKETCH ELEVATION



BLOCK C4 SKETCH ELEVATION



POTENTIAL REFERENCES



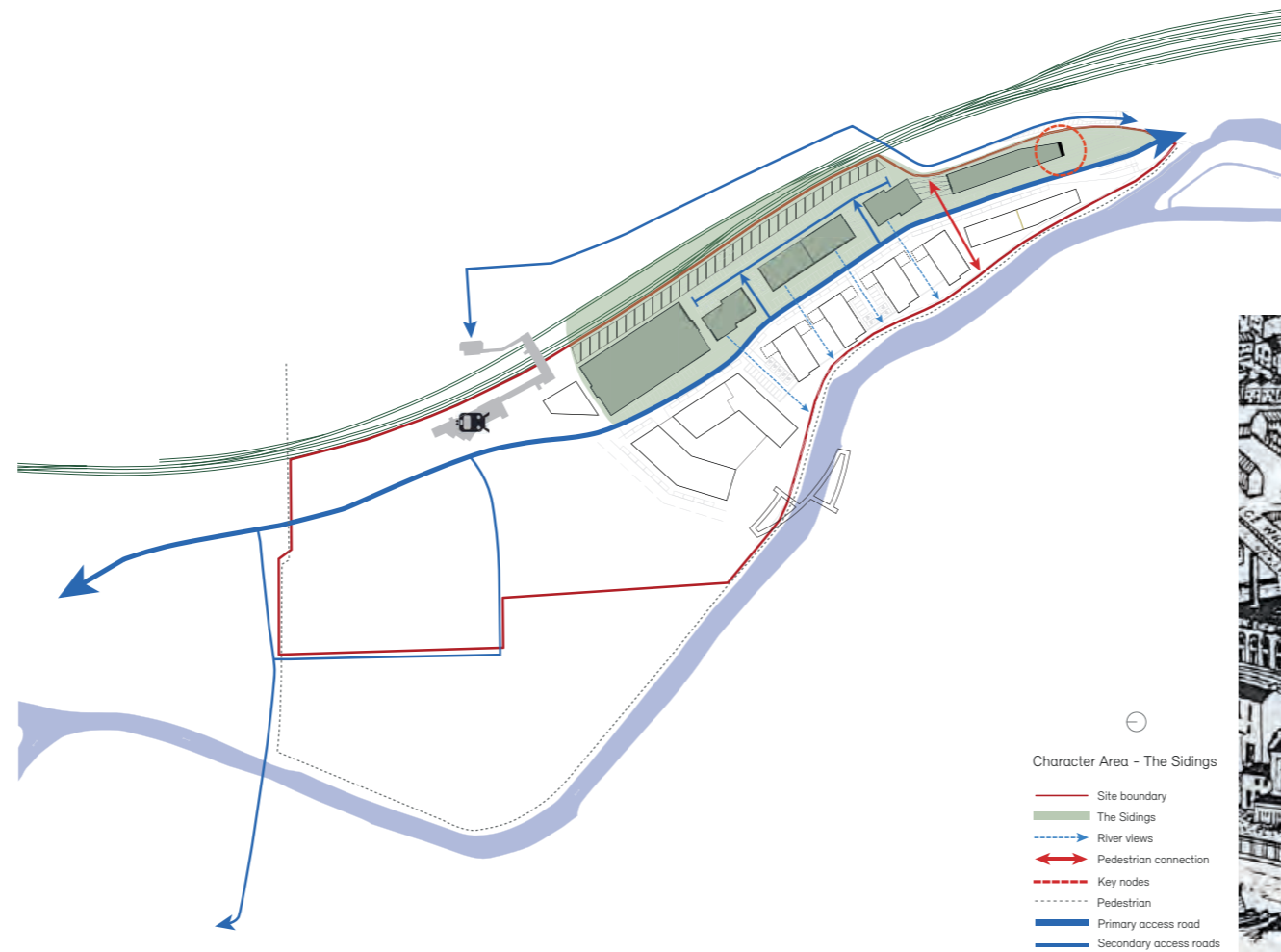
11.4 The Sidings



Refining the Character Area

The Sidings provides the opportunity for this area of the site to have a closer relationship the railway past and present. The linear land form between the rail and street allows for honest robust buildings along its length.

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 route. 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 taller buildings, the majority of which are apartments lining the road. These buildings will have a high level of uniformity in scale height and building line. 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 frame parking and landscaped courts.



SIDINGS DIAGRAM (CONSENTED 2018)

Constraints of the redefined southern site:

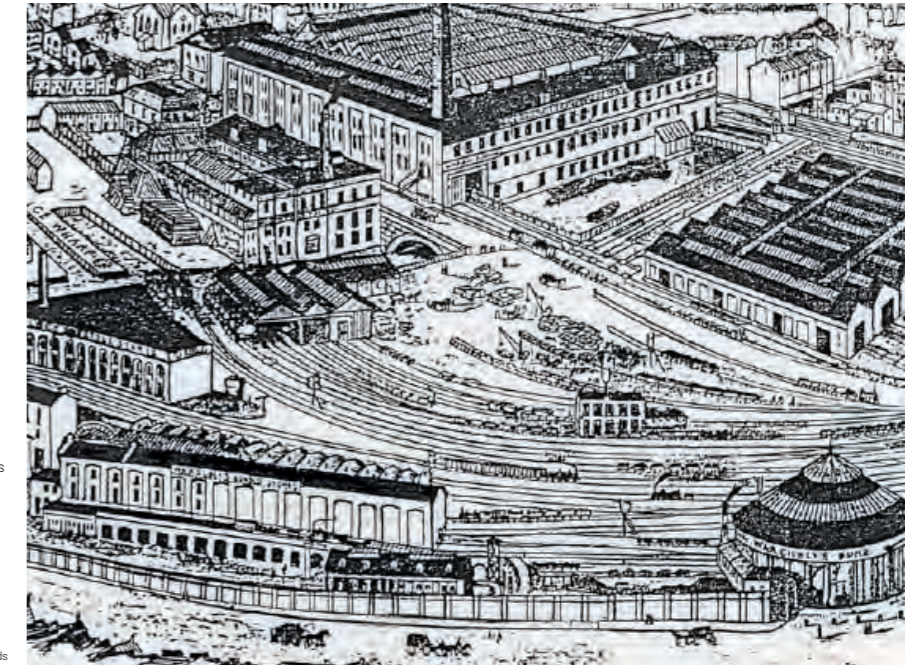
- Railway noise source.
- Aspect / view to the railways.
- Existing pedestrian railway bridge.
- Maintenance distance to be accommodated from the boundary line.
- Car parking.

Opportunities:

- Potential to establish a visual connection with the signal box.
- Opportunity to maximise double aspect homes.
- Ability to enhance views to and from the River Stort.
- Possibility to use form of building to help way finding to and from the station.
- Potential to create a positive arrival experience to Bishop's Stortford by Rail.
- Opportunity to accommodate station car parking flanked by residential buildings.
- Possibility to provide views to railway and riverside.
- Potential to enhanced Good's Yard character along railway edge.



SIGNAL TOWER AT BISHOP'S STORTFORD TRAIN STATION



BISHOP'S STORTFORD'S FIRST STATION IN THE 1840S



DU JARDIN MEWS, KARAKUSEVIC CARSON ARCHITECTS



BRENTFORD LOCK, DUGGAN AND MORRIS ARCHITECTS



PARADISE GARDENS, LIFSCHUTZ DAVIDSON SANDILANDS ARCHITECTS

11.4.1 The Sidings



Key Elements of the Sidings (Plot F)

The key elements define the character of this area. The diagrams, part elevations and reference images shown give an indication of the design intent to date. These will continue to evolve with further technical input through to planning submission.

Buttress detail

As previously mentioned there is a strong relationship with the station and the architecture reflects the warehouse typologies of railway and warehouse buildings. We have introduced buttress elements, as shown in the drawings below, that reinforce this and correspond to the patterning to railway arches.

Balconies

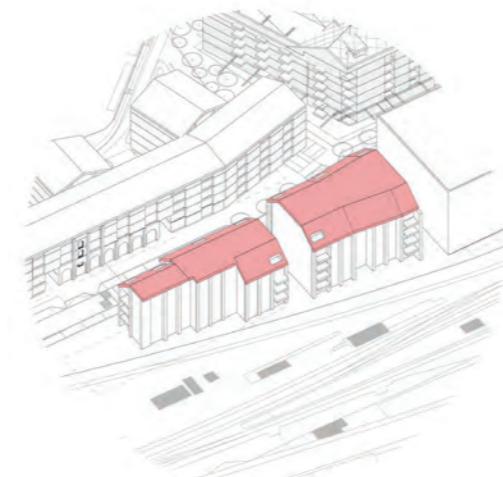
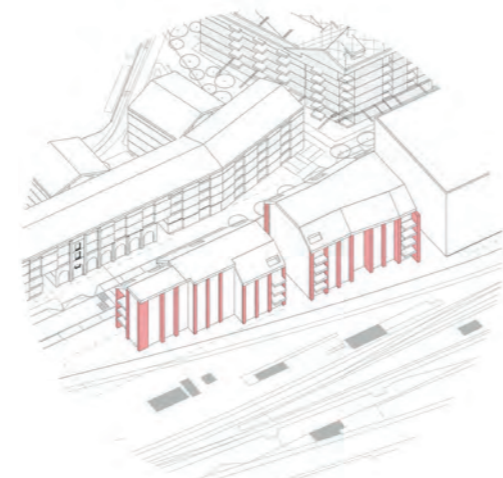
The balcony strategy for the sidings is to provide solid inset balconies for facades fronting the railway, providing both visual and acoustic privacy in this location. The balconies facing the spine road maybe part inset and part projecting.

Materials

Building facades in this character area will reflect the railway heritage of the site. The predominant material throughout this character area is brick. Brick detailing that enhances the buttress is proposed for this character area.

Roofscape

Building heights in the Sidings character area range between 5 and 6 storeys (including the roofspace). The roofspace is used to reduce the perceived scale of the block. Inhabited roof-space reduces the perceived building height and activates the building edge. Skylight windows create variation in the elevation along with terraces 'carved out' within the roof form providing private amenity space to the upper floors.



BLOCK F (GABLE END) SKETCH ELEVATION

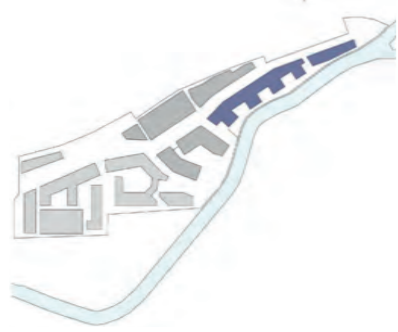


BLOCK F (STREET SIDE) SKETCH ELEVATION



POTENTIAL REFERENCES

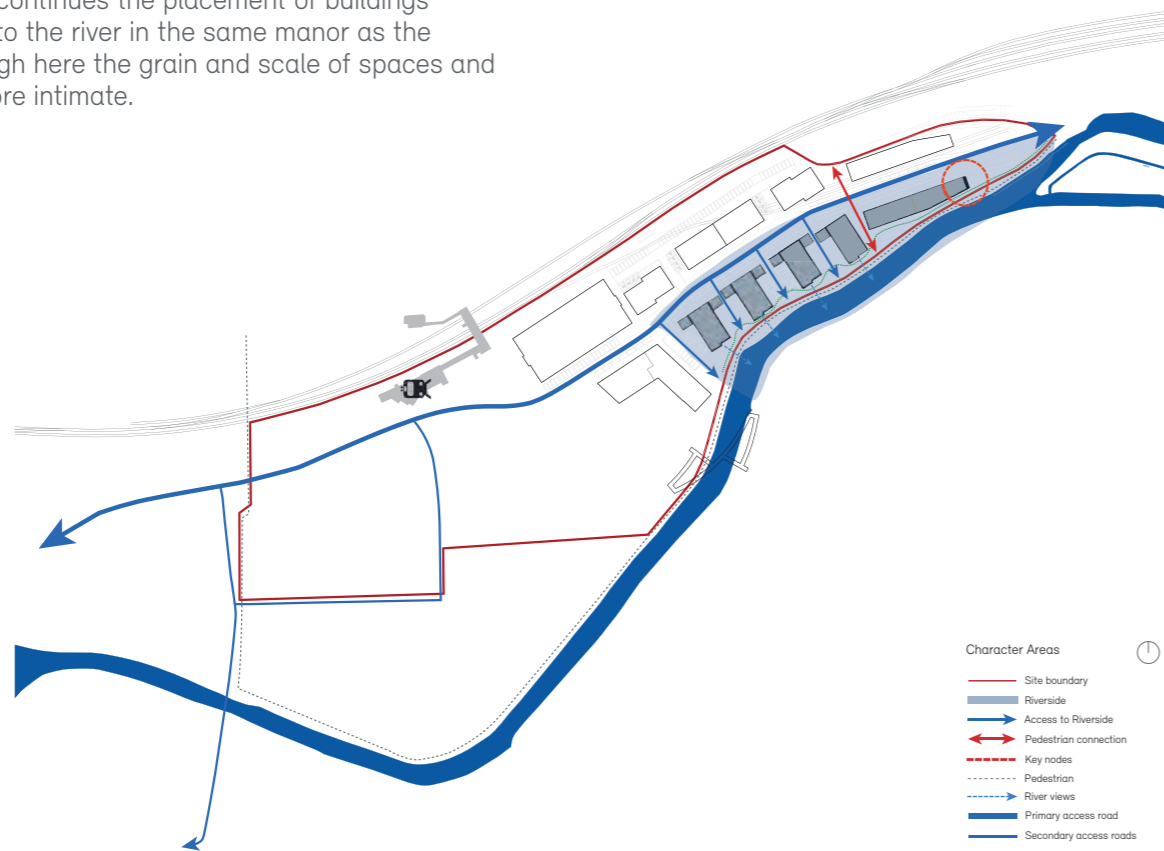
11.5 The Riverside



Refining the Character Area

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 5 storeys 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.

The Riverside continues the placement of buildings running down to the river in the same manor as the Maltings, though here the grain and scale of spaces and buildings is more intimate.



RIVERSIDE DIAGRAM (CONSENTED 2018)

Constraints of the redefined southern site:

- Redefine the site boundary means a single sided frontage for the southern section of the new road
- New carriage way has been constructed
- Temporary road intersections
- The shape of the site being long and narrow
- Site contours, flood zone

Opportunities:

- Ability to create and define a new footpath and on-street car parking along with the landscape edge
 - Close proximity to and views of The Maltings buildings
 - Opportunity to provide quality green landscape public place
 - Potential to accommodate half-basement parking, taking advantage of the level difference between New Road and River Stort
 - Potential to enhance riverside pedestrian and cycle paths alongside river front, swale and wetland landscaping
 - Potential for new contour to create movement through landscaping, stepping down to the riverside
 - Levels provide opportunity to define public and private open space
 - Opportunity to re-imagined entrance to the Good's Yard from London Road
 - Potential to enhance overlooking to the riverside path, providing a natural surveillance and safe environment
- Potential Develop-able Area of Plots D and E



BISHOP'S STORTFORD SMALL SCALE HISTORIC BUILDINGS

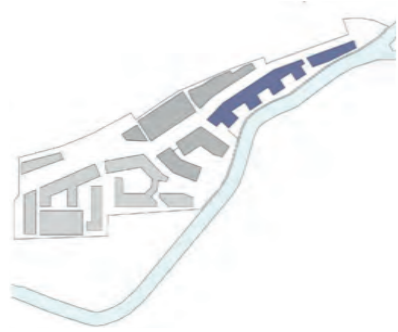


BISHOP'S STORTFORD SMALL SCALE HISTORIC BUILDINGS



BISHOP'S STORTFORD HISTORIC MALTINGS LOCAL REFERENCES

11.5.1 The Riverside



Key Elements of the Riverside (Plot D and E)

The key elements define the character of this area. The diagrams, part elevations and reference images shown give an indication of the design intent to date. These will continue to evolve with further technical input through to planning submission.

Garden Wall and Gables (Plot D)

The riverside is defined by a 'garden wall' marking the edge between private demise to the new buildings and the public tow-path and swale. The riverside wall wraps either end of the block stepping up to form the gable ends. The transition of the wall on the public roadside takes the form of a series of arches.

Arches (Plot D)

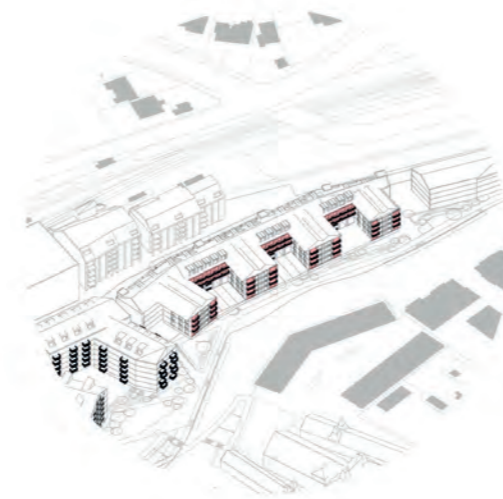
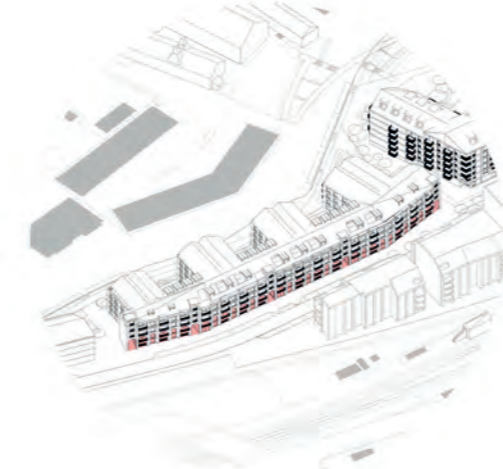
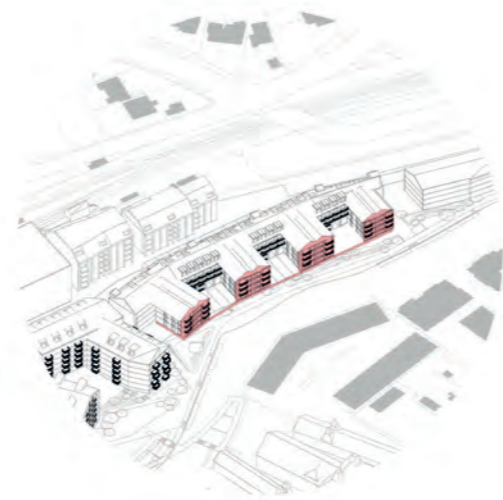
The roadside elevation creates a narrative around old railway structures with reference to railway arches historic buildings on Water Lane in Bishop's Stortford. Arches may be created over entrance ways through to courtyard gardens and picked up through lintels and detailing along the facade.

Balconies

The balconies facing the river will project allowing wide views along the river edge and tow-path. To the roadside it is anticipated balconies will be partly inset to provide visual and acoustic privacy along the public edge and location to the railway sidings.

Roofscape and Dormers

The gable ends to the building wings facing the river have split gables, adding variety to the roofscape along the river edge and helping reduce the roof height. There will also be a series of dormers, some set back and some inset within the roofscape.



RIVERSIDE SKETCH PART ELEVATION



STREET SKETCH PART ELEVATION



POTENTIAL REFERENCES

12 Conclusion

The material presented at this stage is a reflection of our engagement and consultation to date, with a view to illustrate and indicate our intent and the design direction for the Goods Yard. At the next stage, we welcome the opportunity to explore and progress these themes as we engage further and develop the design towards a new planning application.

The proposed scheme will provide a combination of residential, commercial and multi-use shared facilities for the residents of Bishop Stortford that will be inviting to the widest cross-section of the local community. It will provide major local regeneration and much needed homes for local people. It responds to the brief and key issues raised during consultation and will provide a safe and secure environment in which to work and a stimulating and inclusive place in which to live. It will make a significant visual improvement to the area, and uplift a run-down, as well as increasing and encouraging biodiversity on the site. The residential element will provide high quality accommodation in a part of the town well serviced by transport, shops and other facilities. We are confident that the proposals described in the masterplan will make a wholly positive contribution to the Bishop Stortford and surroundings.

The Goods Yard will be an exceptional place in which to live, work or enjoy a day out. Inspired by the culture and history on its doorstep it will bring together a series of;

- riverside neighbourhoods;
- inspirational architecture;
- landscaping and;
- exemplary community infrastructure;
- it will have exceptional rail links;
- a cycling network and;
- pedestrian friendly streets.

The Goods Yard will be that of a thriving, residential and mixed use community that is physically and socially integrated with the rest of Bishop's Stortford.

It will be a much sought after place in which to live, offering a uniquely convenient address for rail commuters with a wide range of social, community and commercial facilities, all in an exceptional setting.

Its layout and design will reflect its proximity to the High Street and the River Stort. We expect that it will also become a visitor destination in its own right,

complementing High Street, and thereby significantly increasing the attractiveness and prosperity of Bishop's Stortford. Visitors will be attracted by the new riverside and wharf side cafés and shops, by the new parks and by the continuous riverside walk.

We have substantially developed our Masterplan and related proposals for The Goods Yard during the Pre-application stage, in conjunction with the Council, and its consultants. This has been a very successful and productive partnership and we believe that the proposals in this submission now provide the foundations for an exceptional scheme that will not only fully realise the enormous potential of The Goods Yard but also make a major contribution to the economic prosperity of Bishop's Stortford.

To transform the Goods Yard into a successful place, it must look and feel integrated into its setting. It must respond to the surrounding assets and overcome existing barriers. The resulting urban structure will create the structure for the place to grow and enhance over time.

As set out in the vision statement earlier in the document the masterplan layout illustrates a strong urban structure responding to the key moves to integrate the site into its wider context, including;

1. Enhancing the existing river walk through an improved public realm and landscaping, introducing a range of public spaces and experiences, and enabling longer term connections to extend the river walk to connect to the town centre and station, and to connect to the river walk to the south, which may be developed in the longer term.
2. Creating connections between the historic core and enhanced landscapes, effectively linking High Street to river walk and providing a series of gateway spaces welcoming visitors to The Goods Yard.
3. Introducing several new neighbourhoods, each with fabulous river views, a range of open spaces and all within a few minutes walk to the railway station, local facilities, neighbourhood uses and some of Bishop's Stortford best established and new destinations.
4. Defining a new Urban Avenue with a range of mixed commercial, civic, transport and open space uses and concentration of more urban housing along this accessible and connected route.
5. Providing local streets to reinforce views and access to the river walk, each with a distinctive character defined

by a range of bespoke housing typologies developed from building precedents within Bishop's Stortford. Embedded in the plan is a very strong open space strategy, based on creating a series of spaces along the river front.

6. A range of mixed uses will provide for both local neighbourhood needs and destinations for the wider community. The bustling Station Square will have convenience retail, offices, cafés, restaurants and a hotel, offering spill-out areas fronting adjacent open space.

The Goods Yard will become a place established in the hearts and minds of local residents. It will be an extension of the historic core and will contribute to wider area regeneration.

Summary of the benefits of the Goods Yard will include:

- Bringing a brownfield site back into productive use
- Much needed homes in the town centre, including affordable homes
- Car parking for the new homes
- New commercial floorspace
- Dual use retail and health care floorspace
- A new hotel for the town.
- Opening up the riverside.
- New accessible public realm and high quality landscaping.
- A new link road through the site connecting Station Road / Dane Street with London Road.
- Jobs and business opportunities.

Station improvements include:

- A new public station square
- A new bus interchange
- New bus stops and links
- Taxi and drop-off bays
- Increased cycle parking
- New station car parking facilities

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