

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
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Highways Consultants
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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.

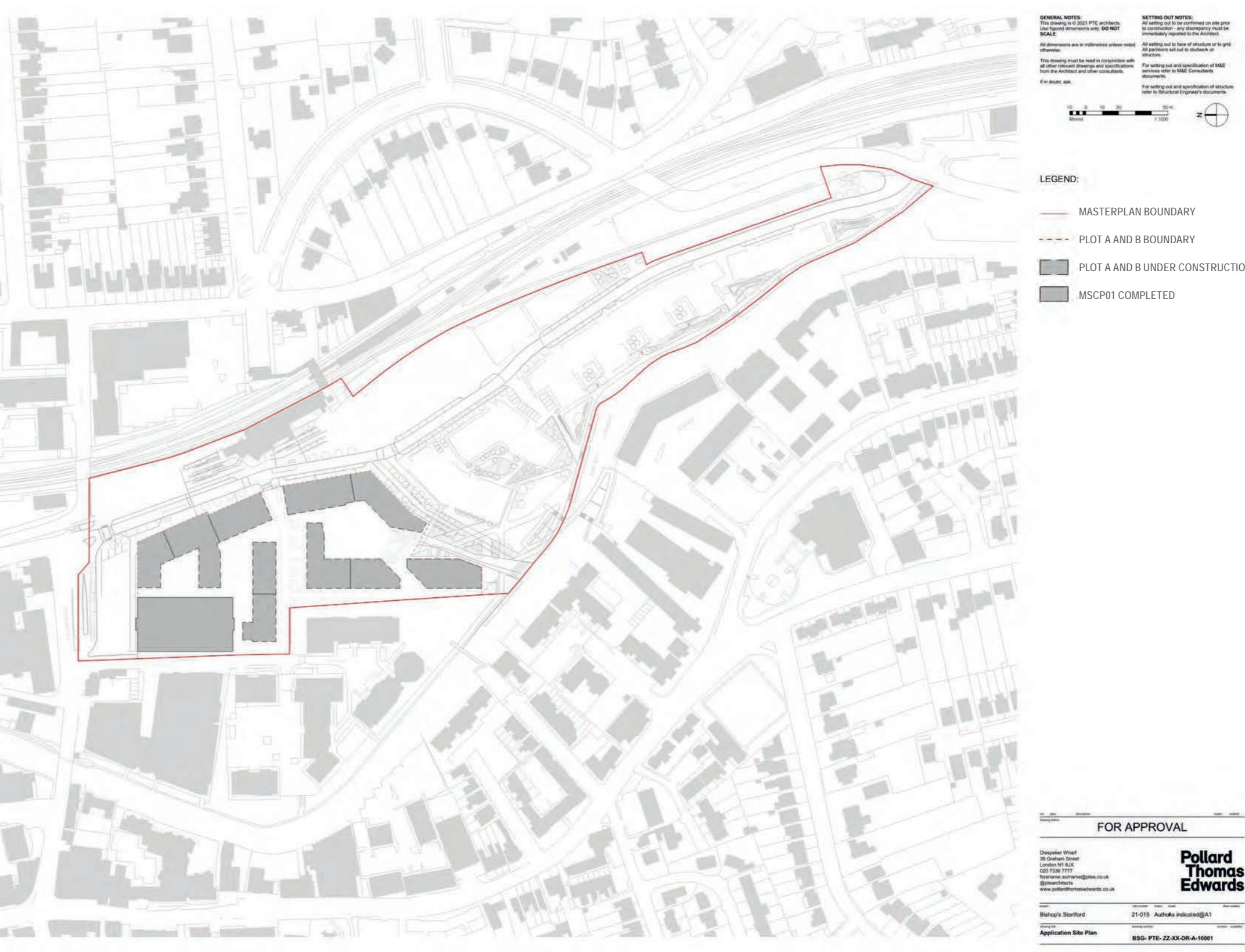
The northern part of the site, the existing bus station remains, located beside Station Road, and the Taxi’s located in front of the station arrival. Secured station cycle parking is located between the train station and the ramp.

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.

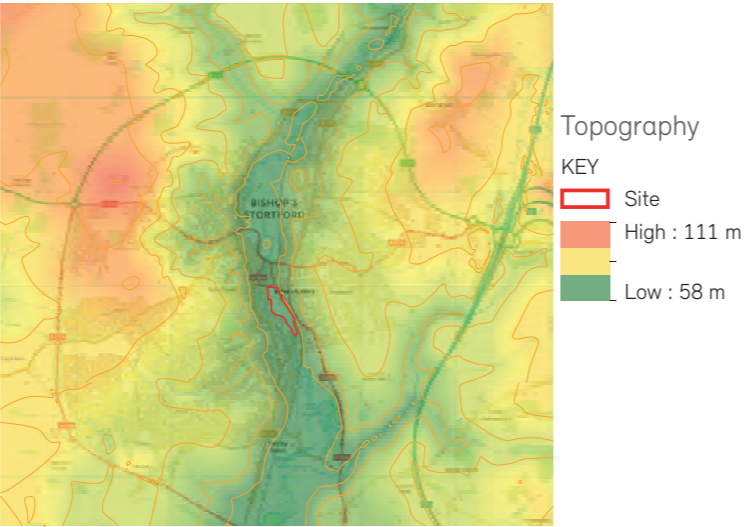
The southern part of the site is occupied by commuter car-parks together with maintenance sidings operated by Network Rail. Much of the site is inaccessible to the public. Network Rail operate a vehicular access from London Road at the South of the site to its maintenance area.

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



2 Surrounding Context

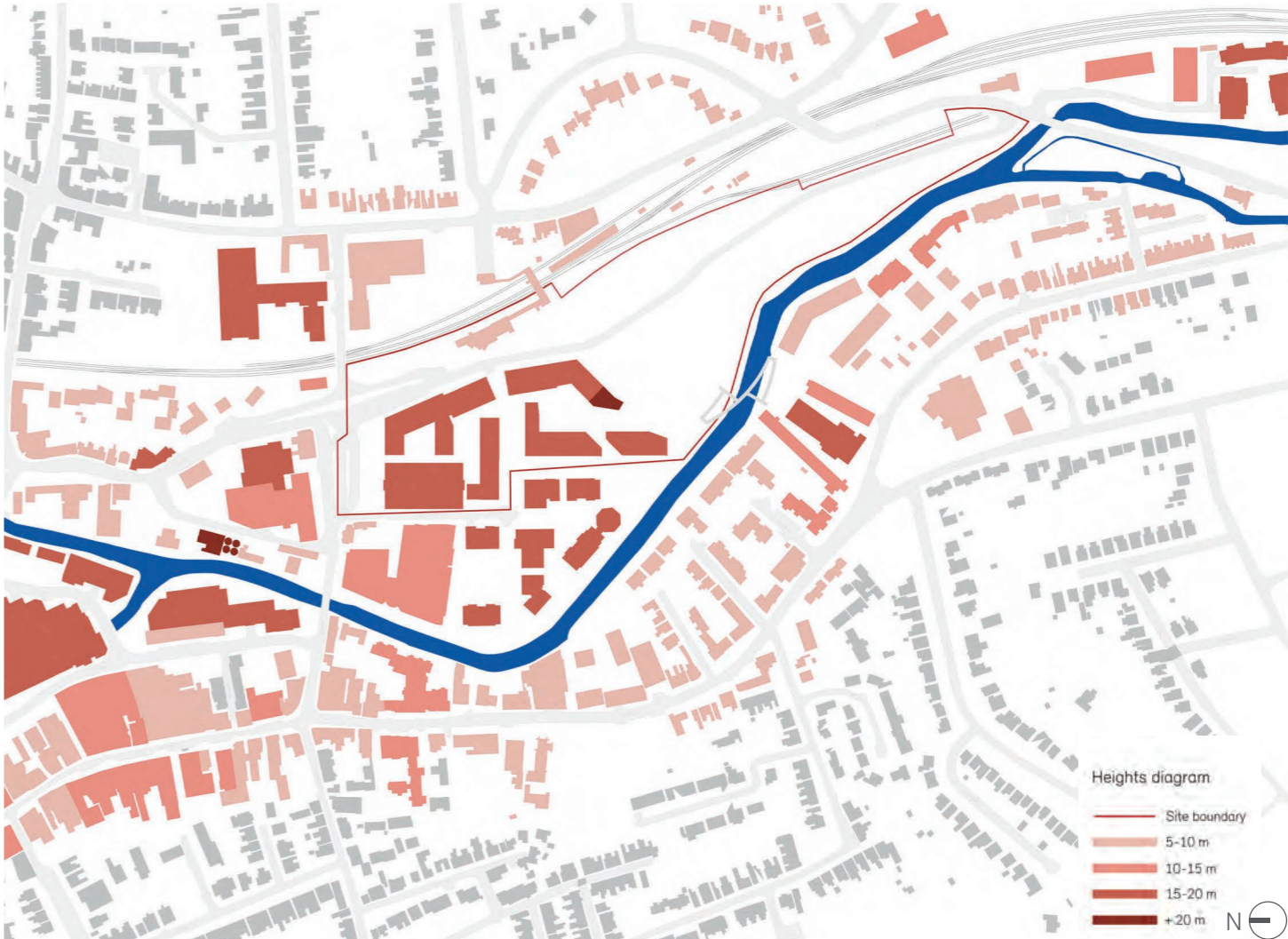
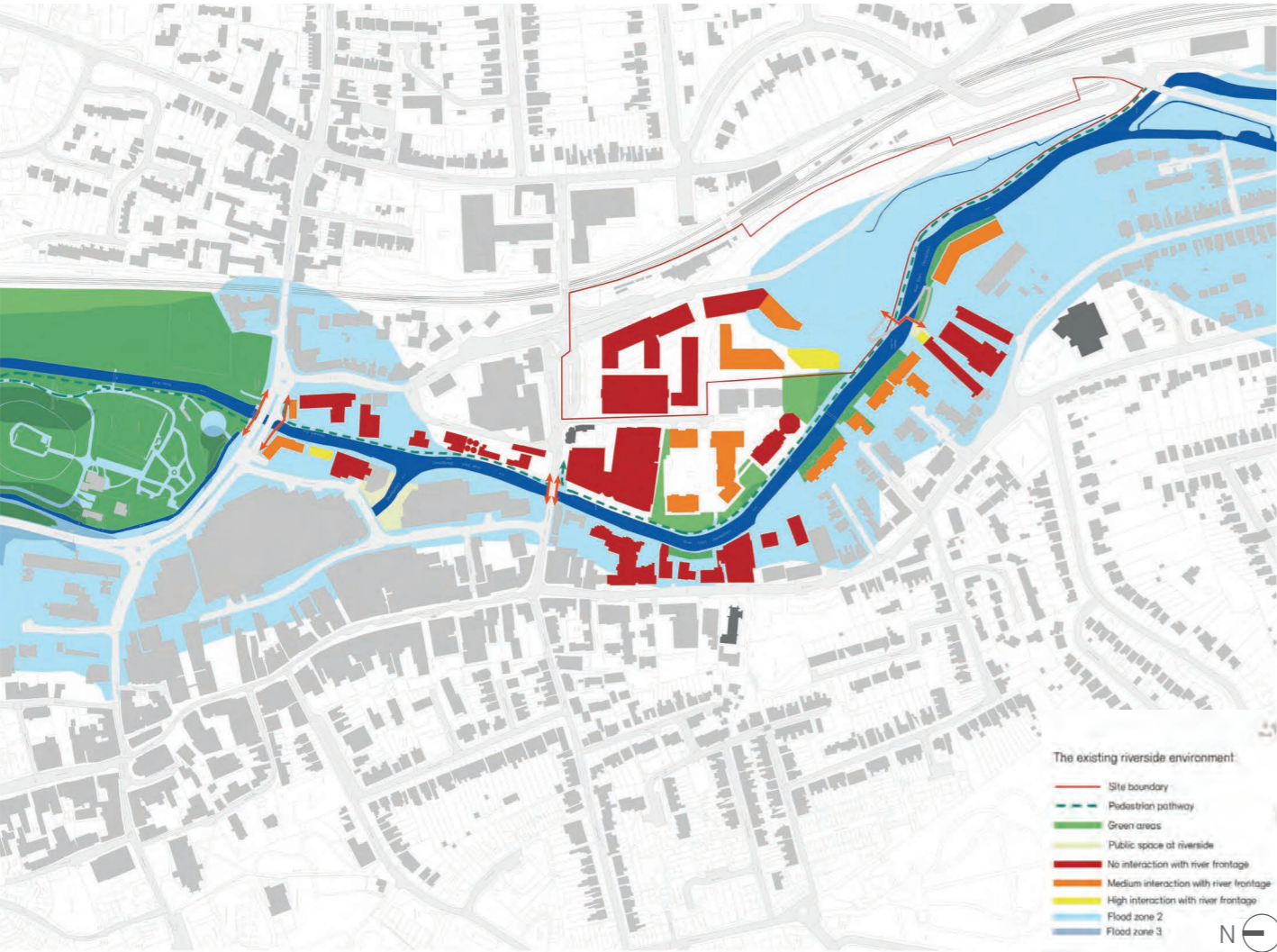


2.1 Existing Riverside Environment Context

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 Palmers 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



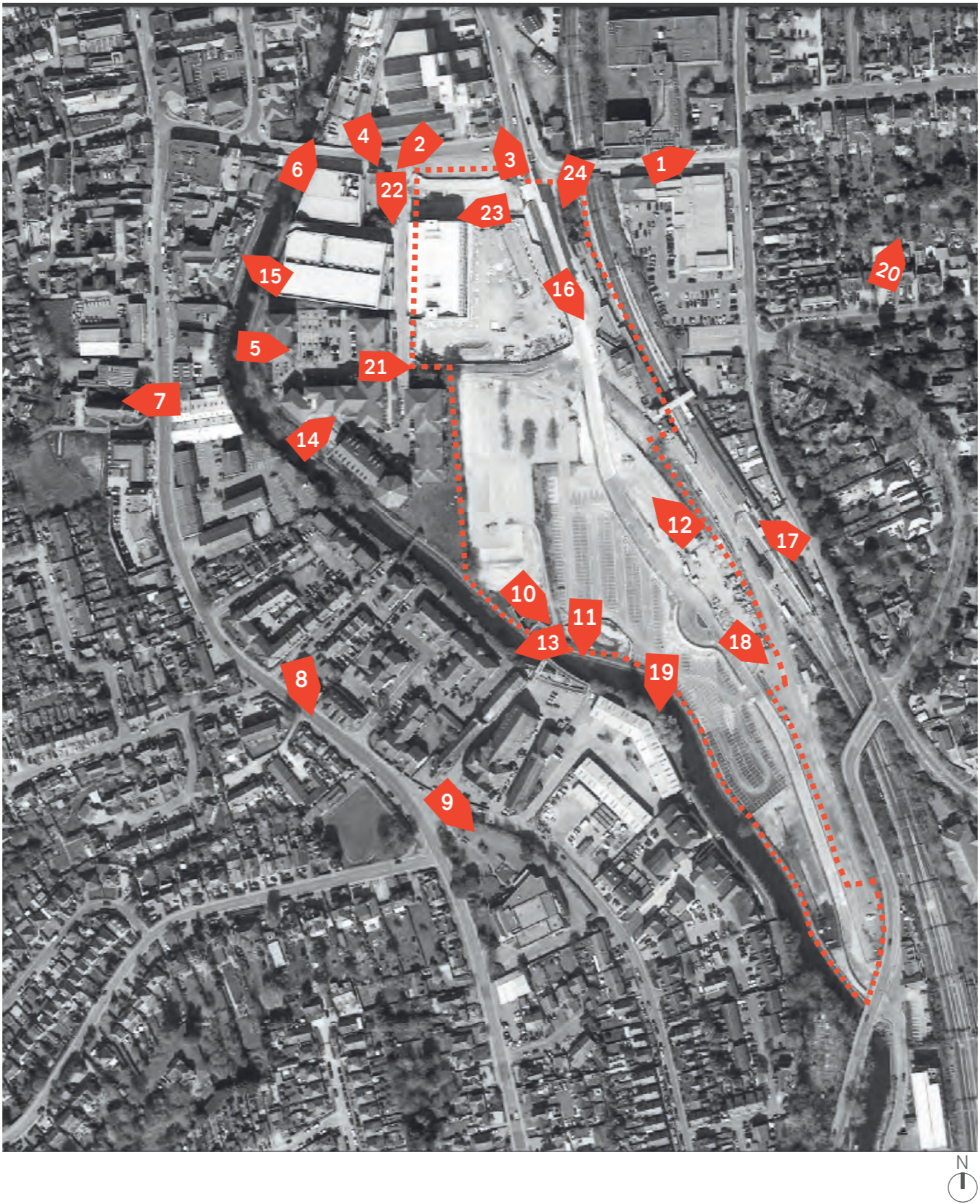
㉓ North Street



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



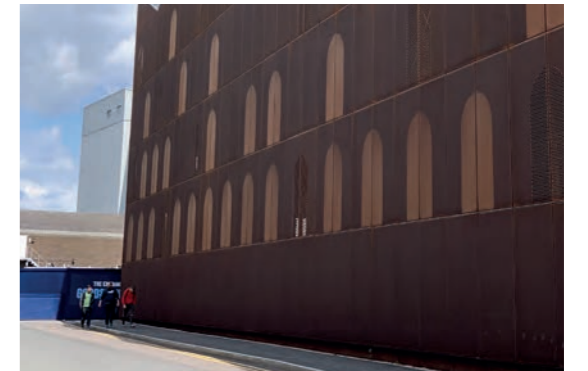
11 Maltings complex



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