

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



Local Residential Context - John Dyde



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.

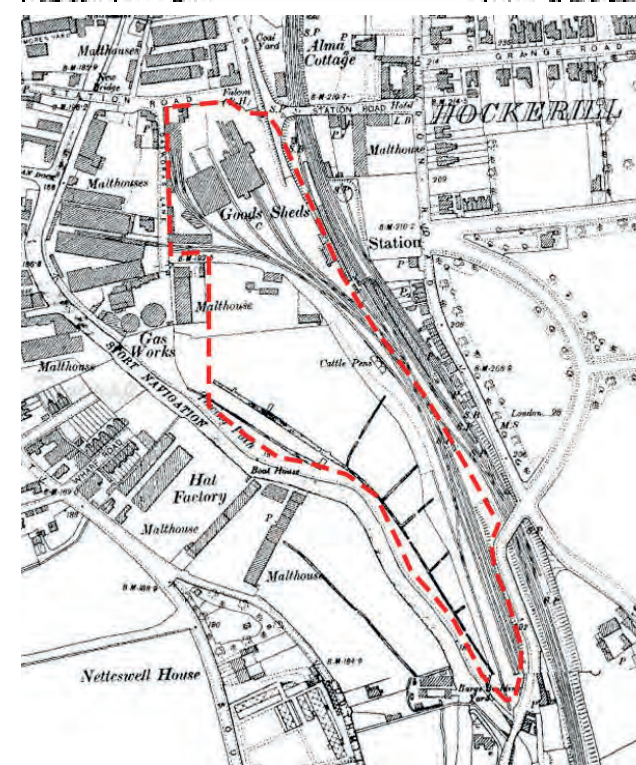
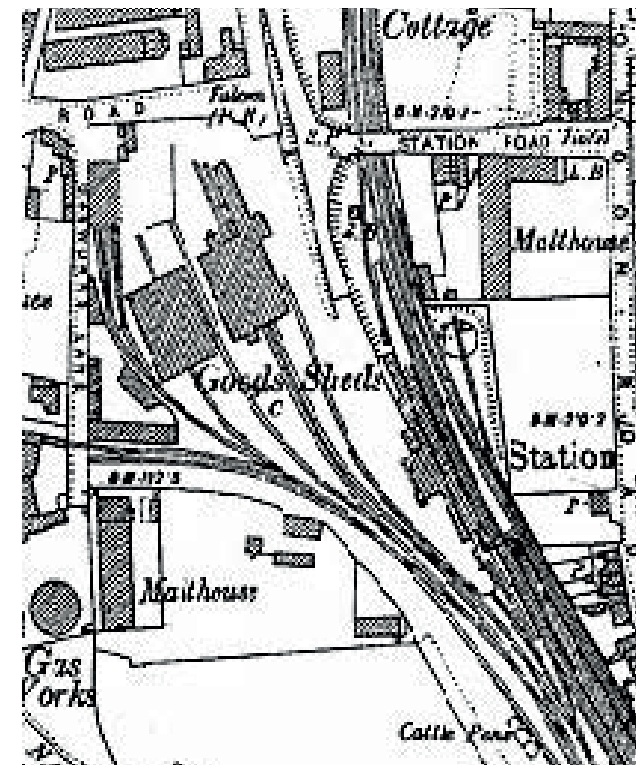


PHOTO CREDITS: BISHOP'S STORTFORD TOURIST INFORMATION CENTRE, STORTFORDHISTORY.CO.UK

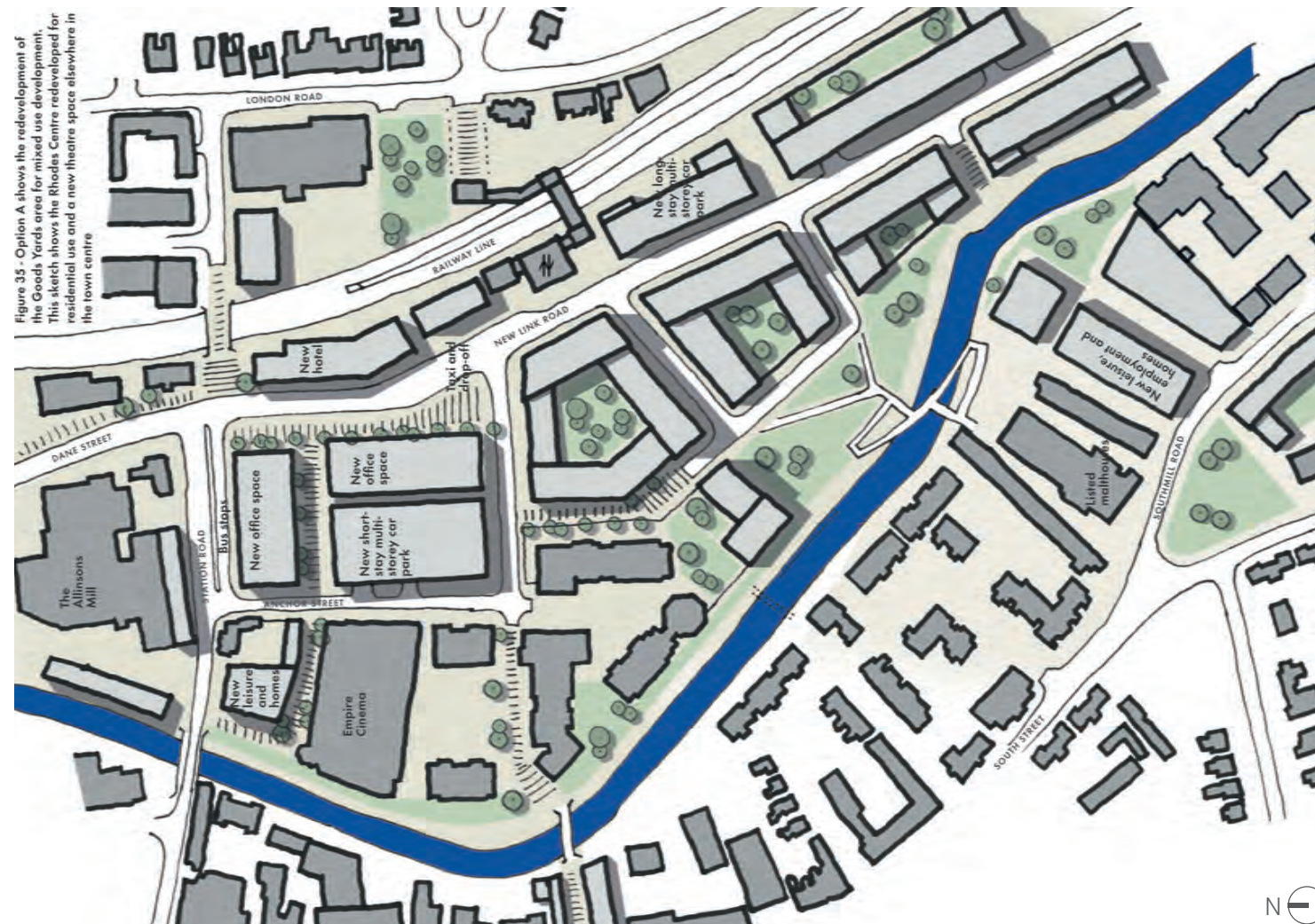
2.7 Town Centre Planning Framework

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.

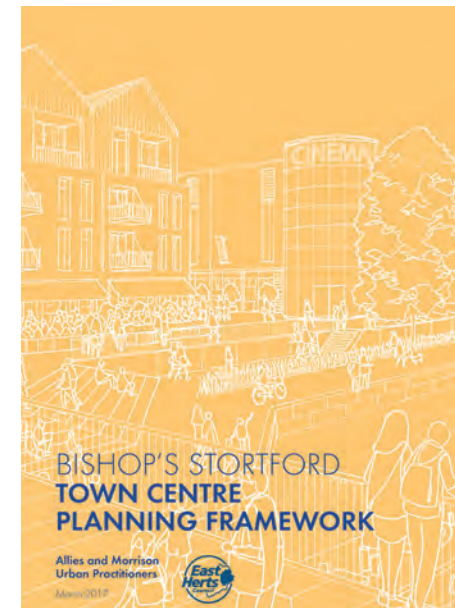
The Bishop's Stortford Town Centre Planning Framework sets out an indicative masterplan for the Good's Yard site as part of a wider study that looked at a series of sites within town. The endorsed masterplan for the Goods Yard site (2017) aligns and develops on the principles and aspirations outlined 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.



ALLIES & MORRISON MASTERPLAN (MARCH 2017)



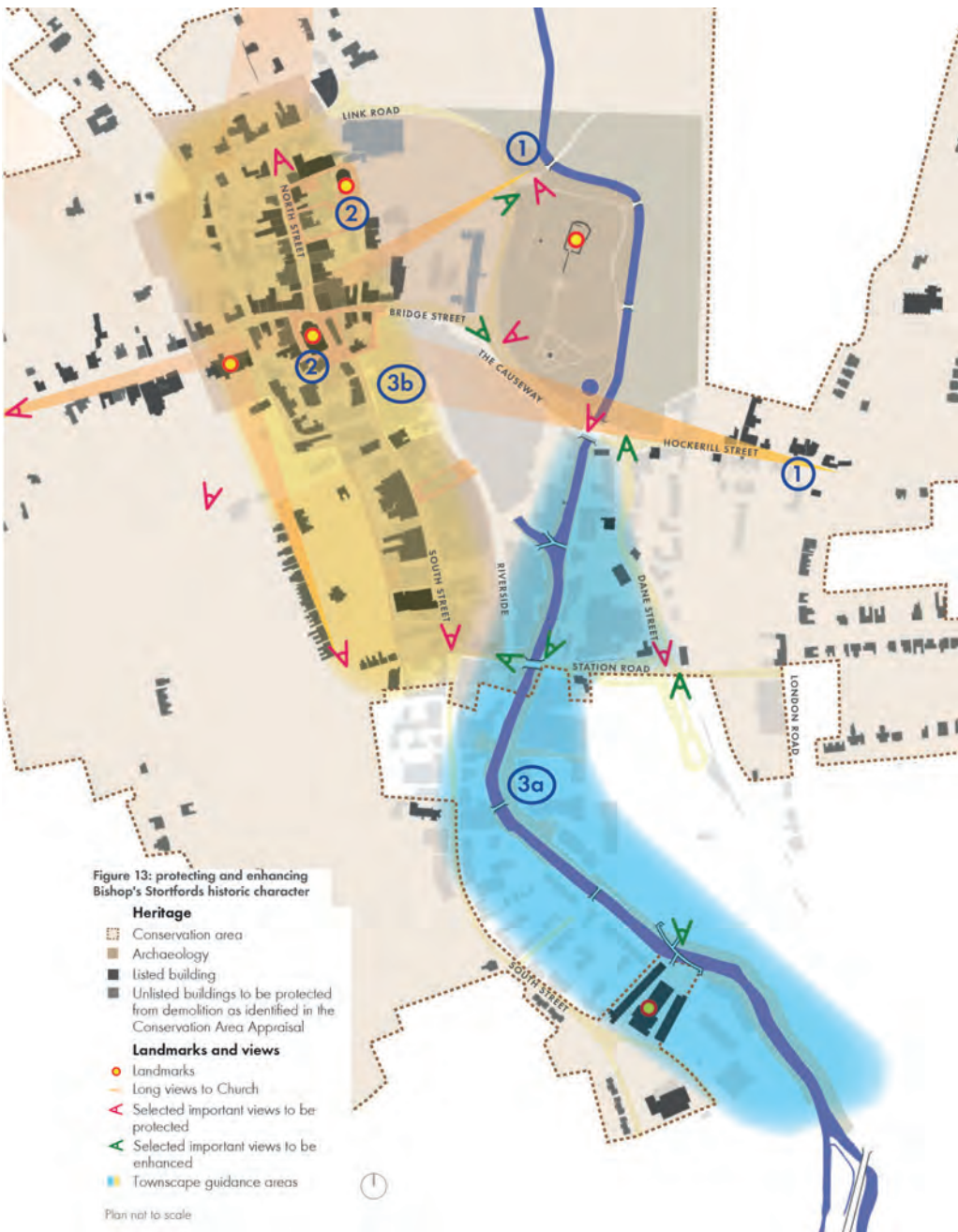
ENDORSED MASTERPLAN (OCTOBER 2017)

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).

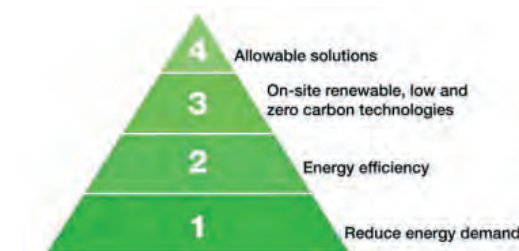
Strategy Summary

- 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

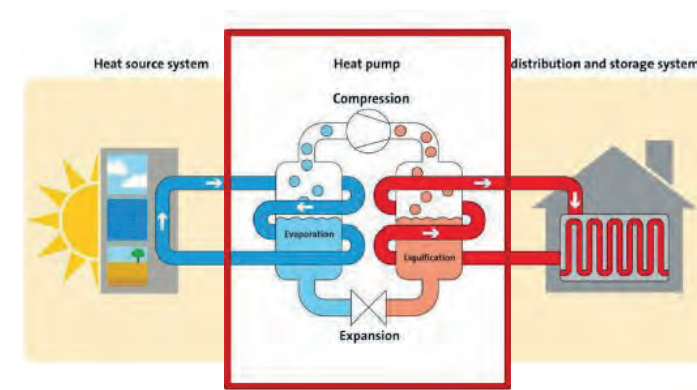
1. Efficient site opportunities
2. Fabric first approach and minimise overheating in summer and reduce the need for heating in winter.
3. Reduced energy consumption (energy hierarchy)



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

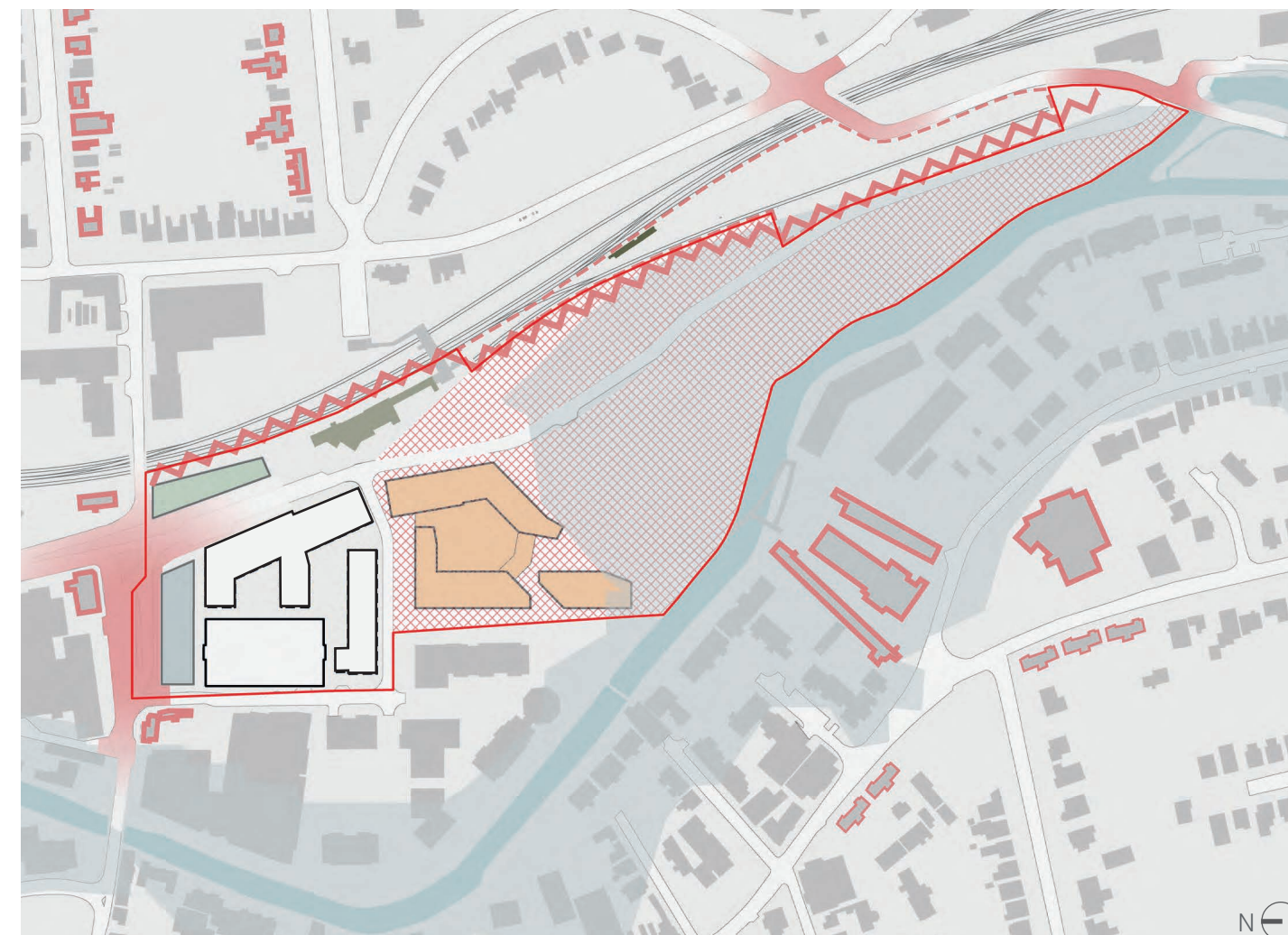
Section 4 refers to the refinement of the southern part of the masterplan. This has evolved through consultation and design development, as shown in later sections.

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.

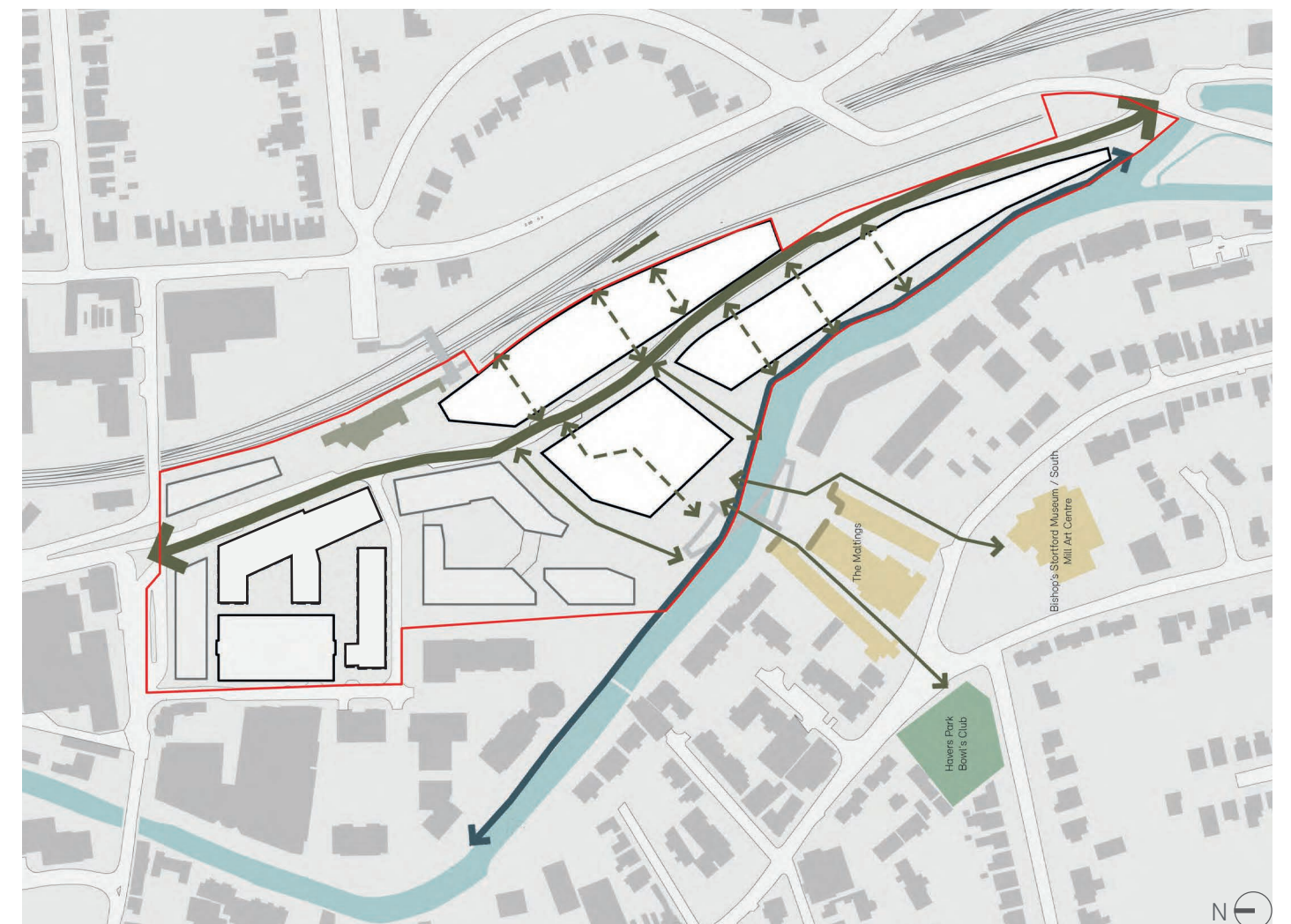
Opportunities:

- 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.

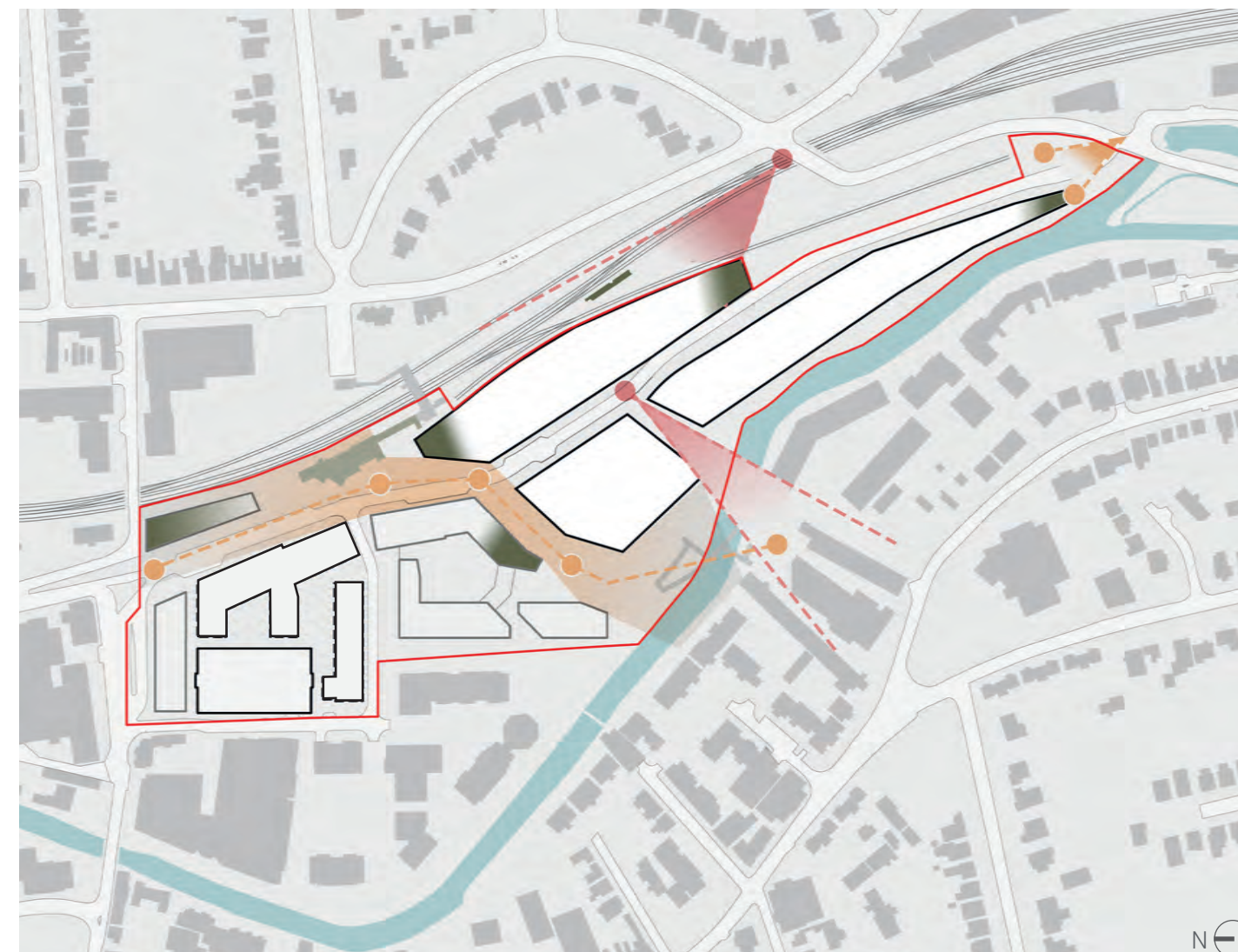
Riverside Public Realm – providing a high quality landscaped open space beside the Stort River, bridge and connection to the South Street Maltings. This area is to be vibrant with potential for seasonal activities in the park and on the water.

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.

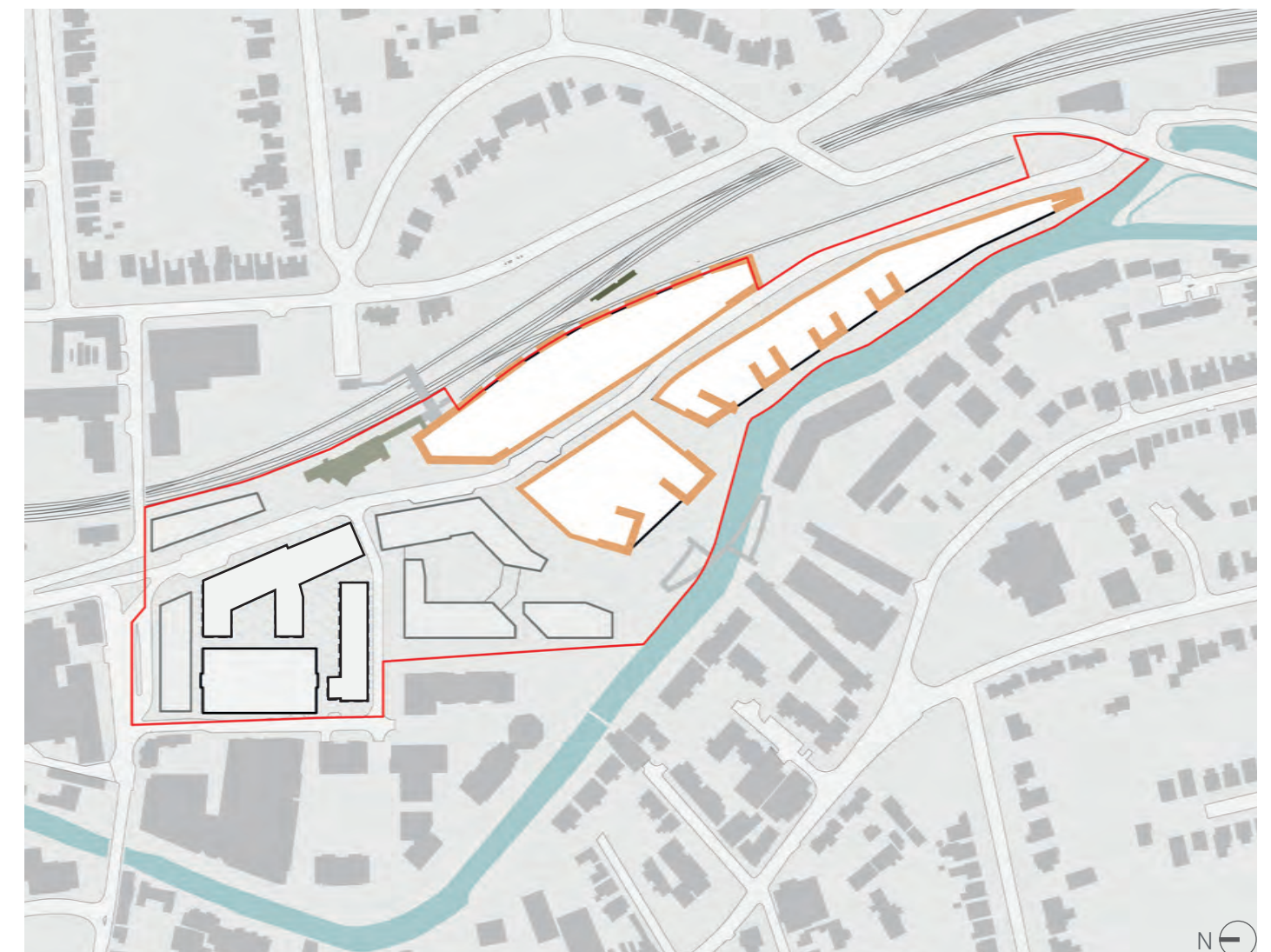


4.5 Important frontages

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:

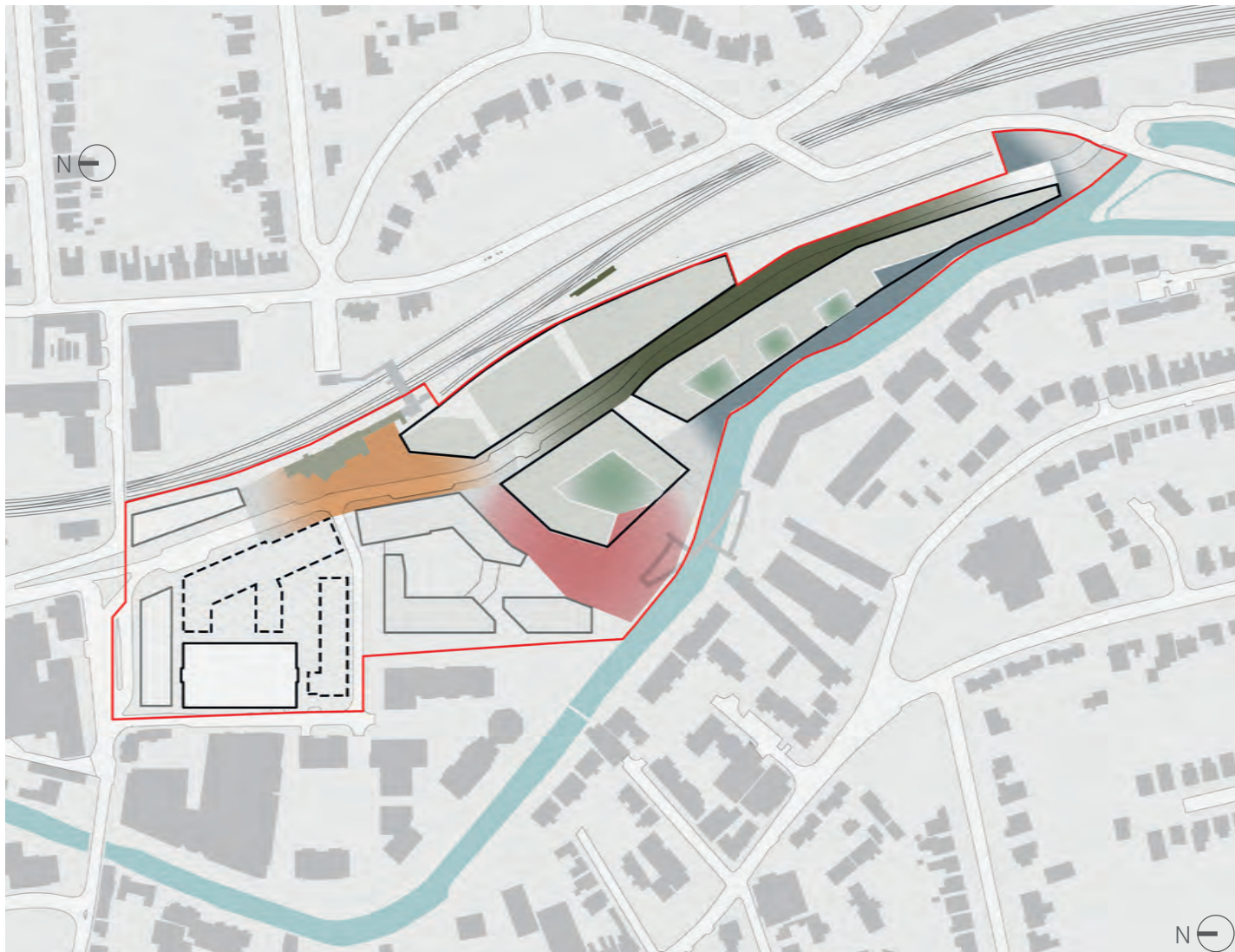
- Station Square
- Railway and station platform
- Route between Station Square and the Riverside Park
- Riverside Park
- To the River Stort and riverside path
- Entry point of London Road
- The retained railway sidings



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:

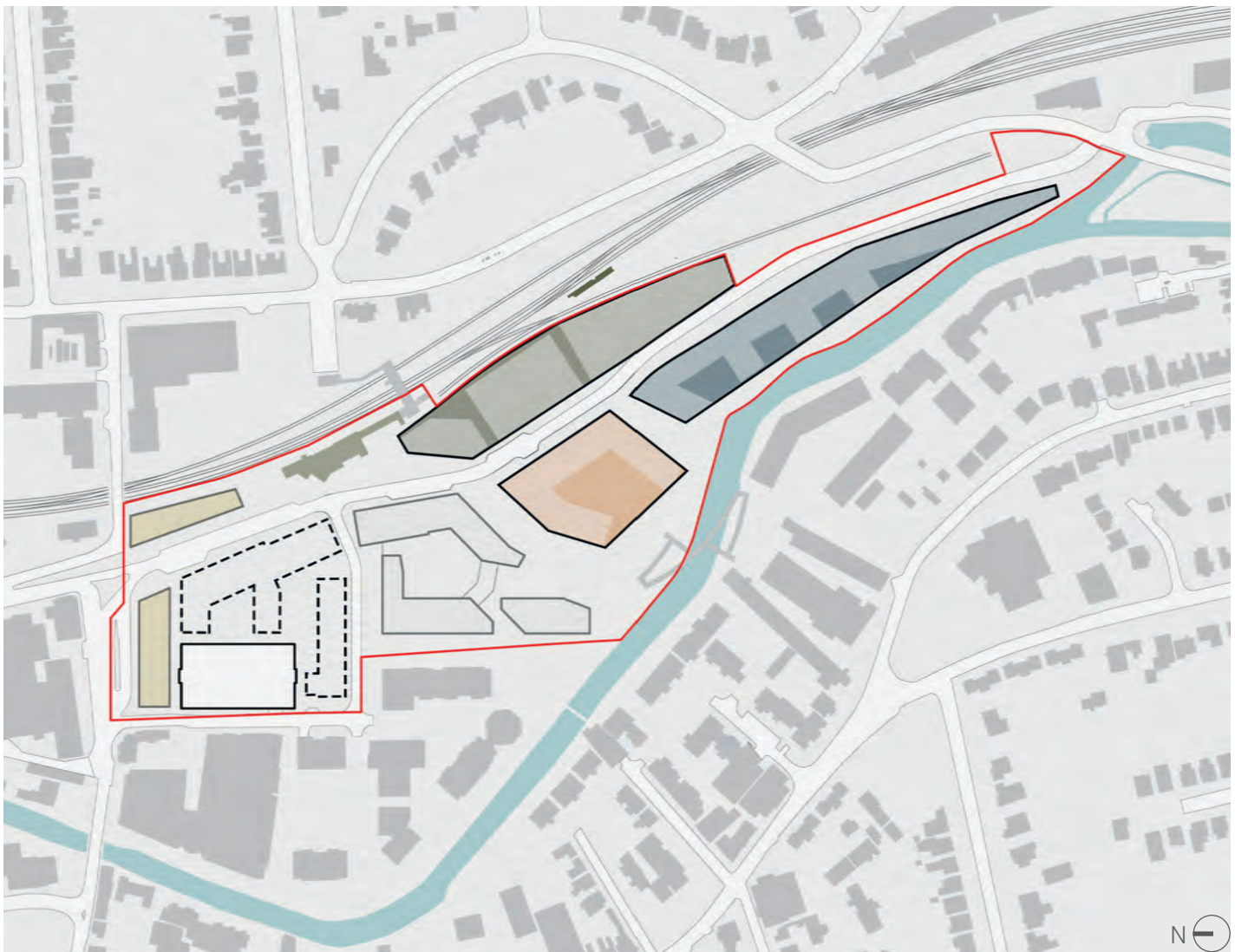
- Station Square
- Riverside Park and Amenity
- Riverside frontage
- North-South link (Sextons Road)
- London Road



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

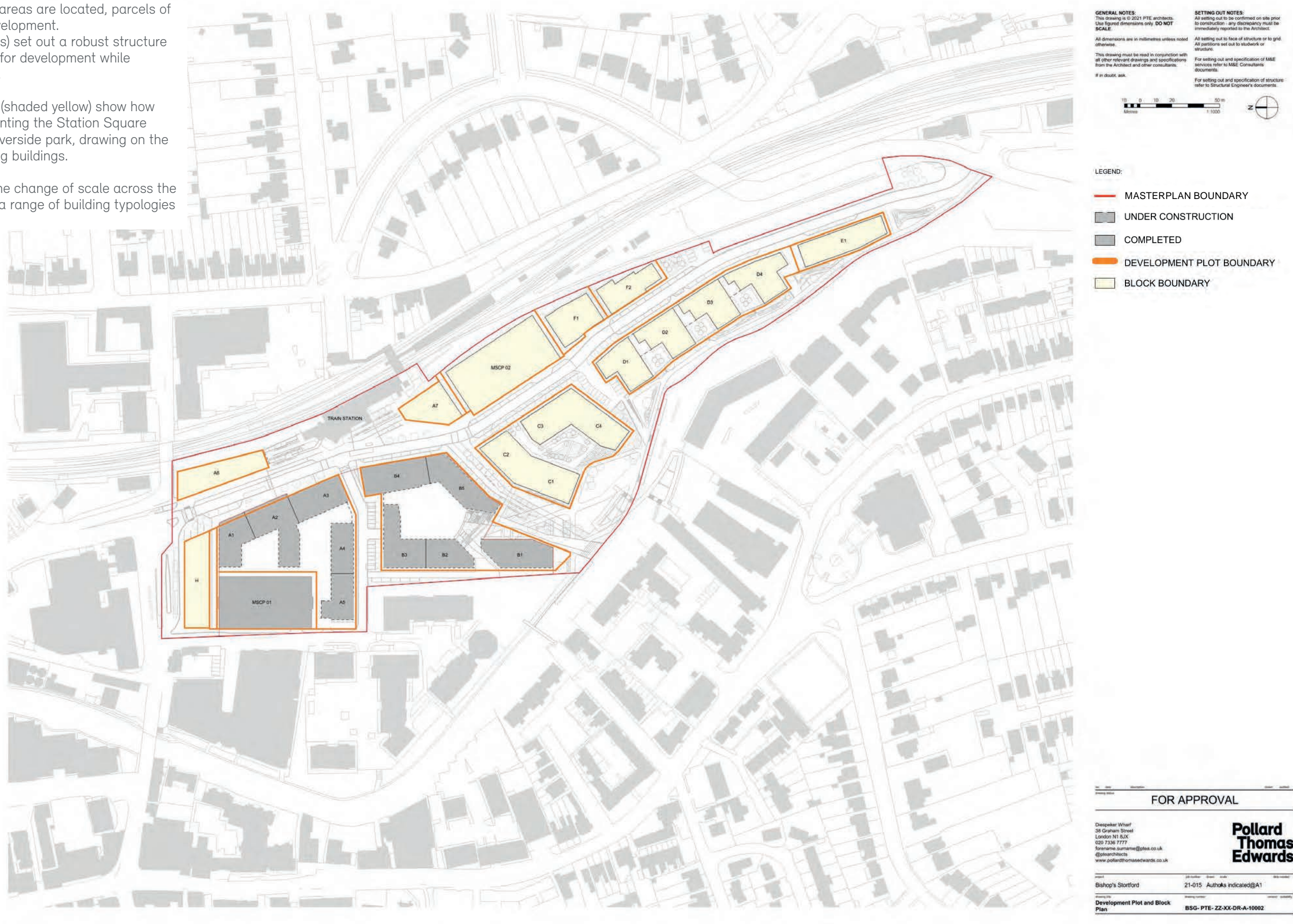


4.7 Refined development Plot and Block Plan

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.



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.

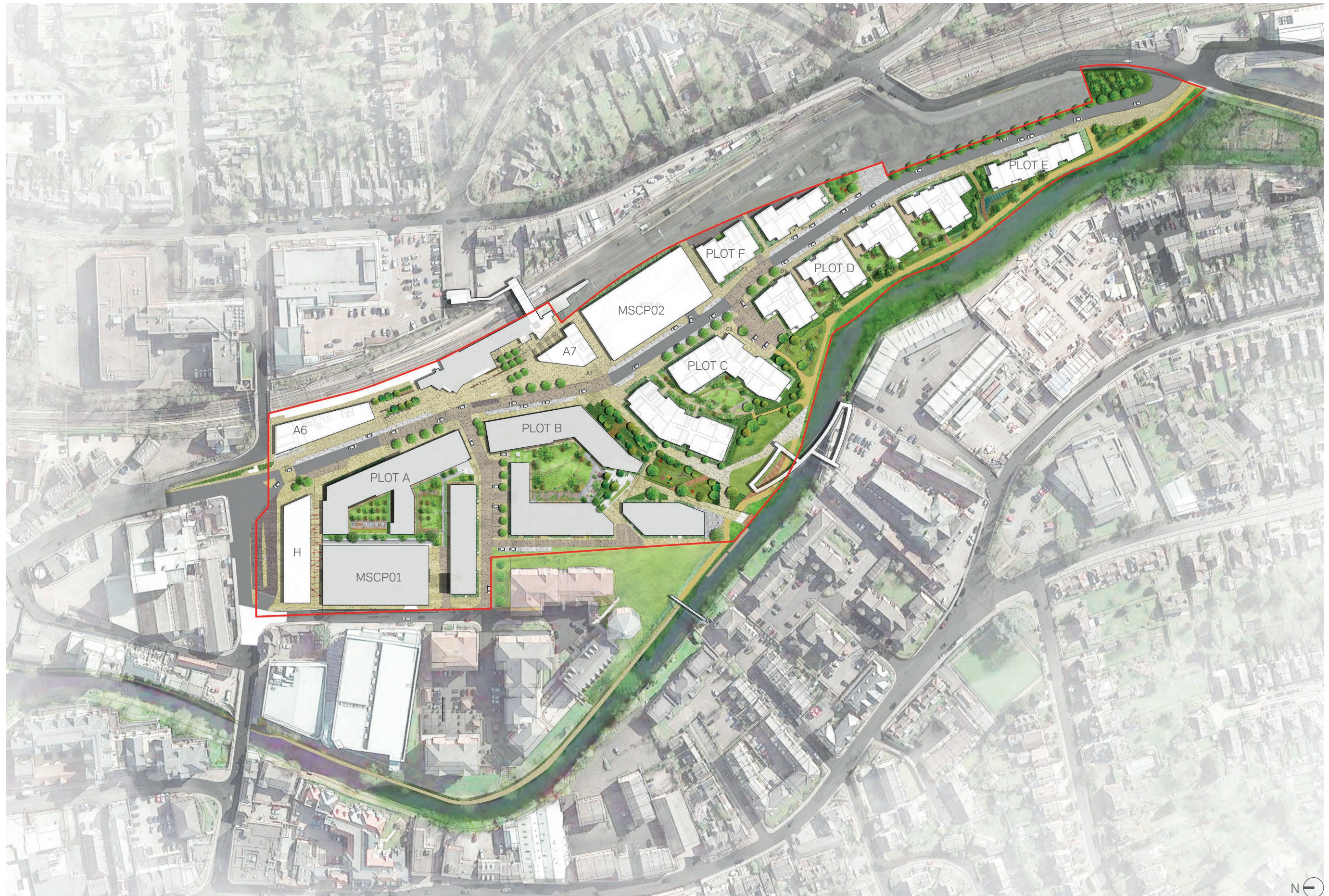
Its layout and design will reflect its proximity to the High Street and the River Stort. We expect that it will also become a visitor destination in its own right, complementing High Street, and thereby significantly increasing the attractiveness and prosperity of Bishop’s Stortford. Visitors will be 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)



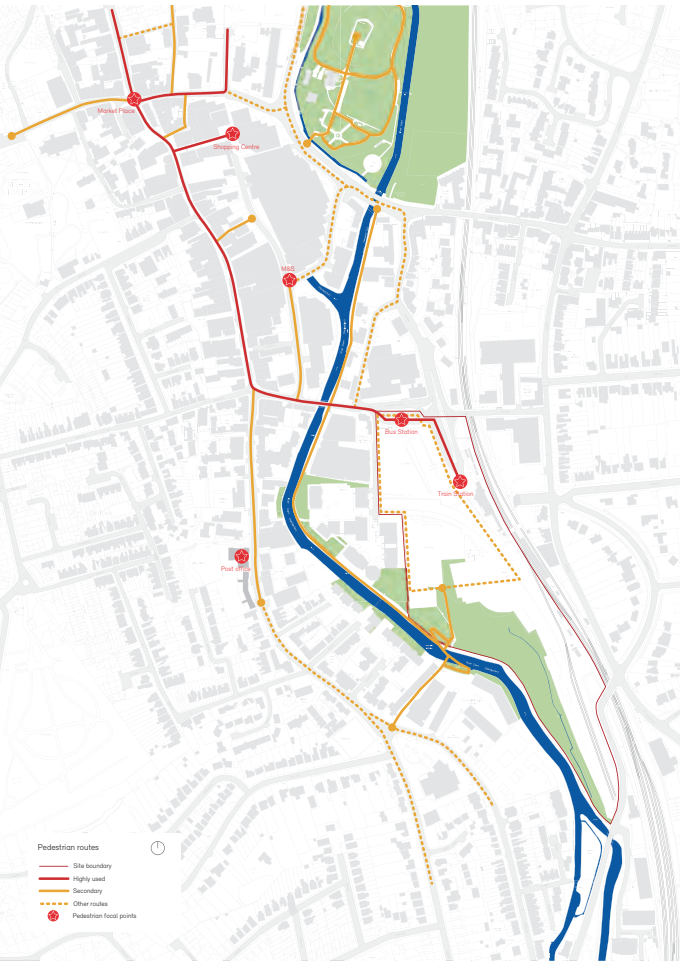
PROPOSED MASTERPLAN

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.

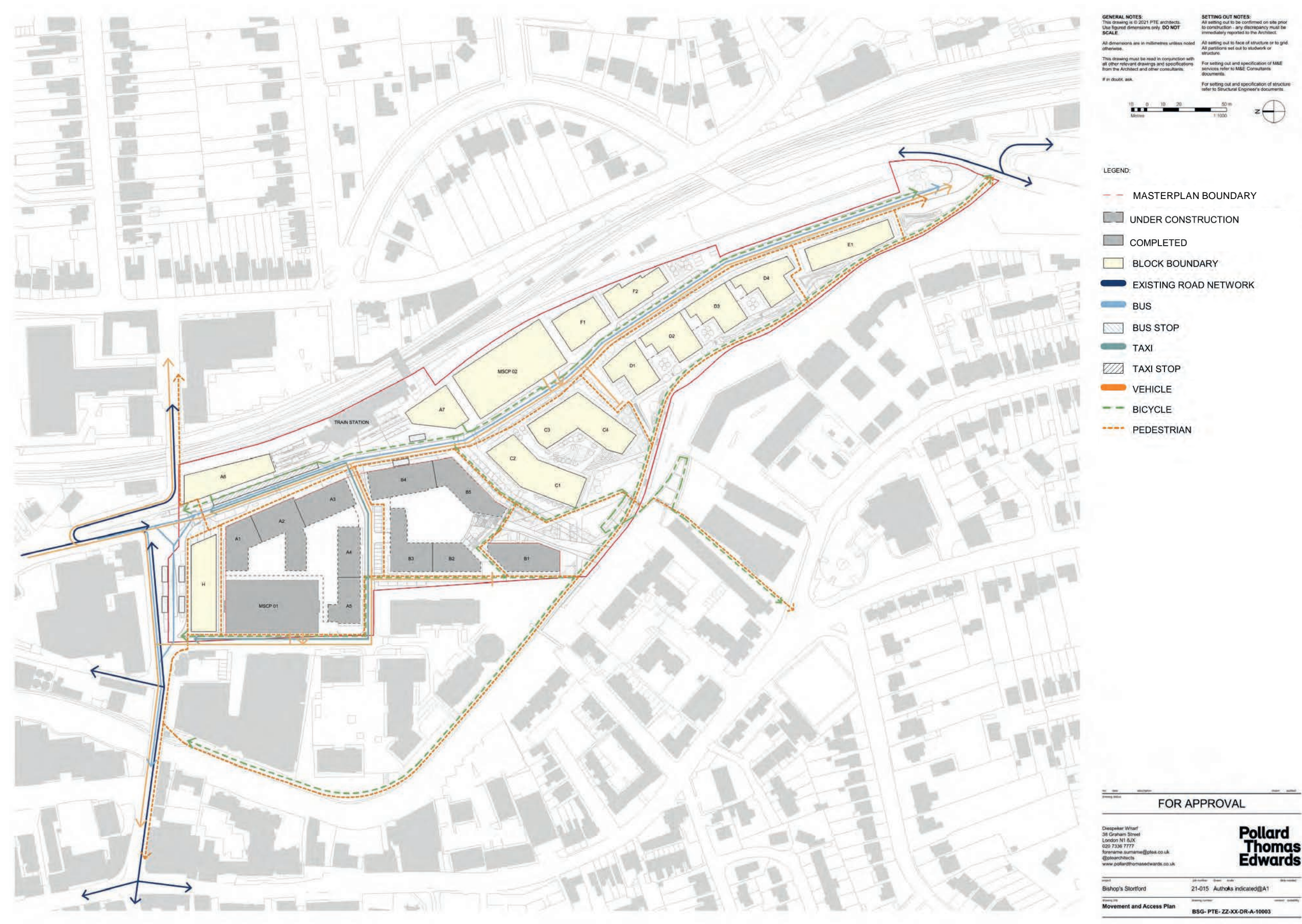
	Arrivals	Departures	Total
AM Peak 0800-0900	5	19	24
PM Peak 1700-1800	16	7	23

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



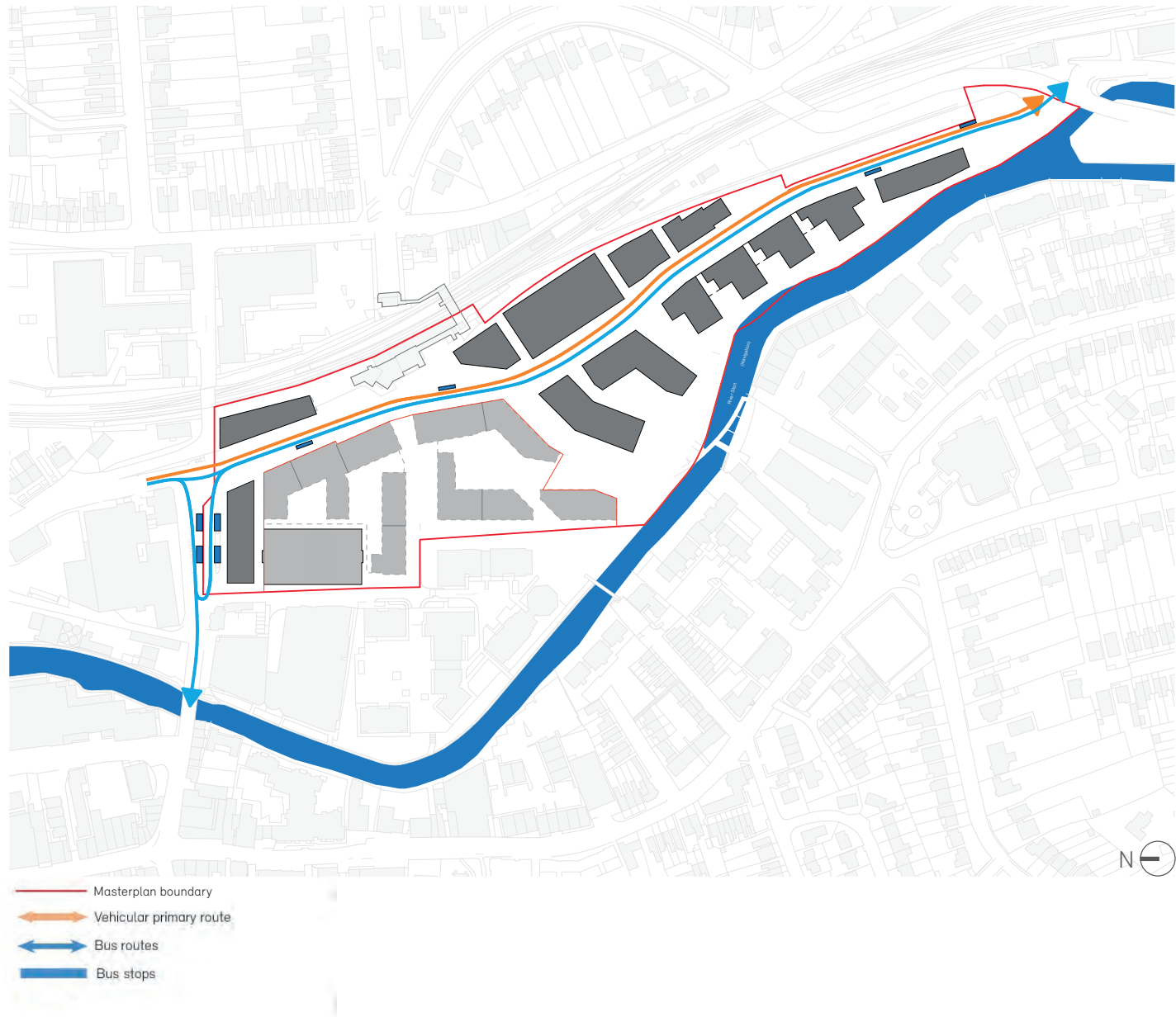
5.2 Public Transport Routes

5.2.1 Buses

The Masterplan provides the opportunity for much improved bus journeys for residents to the railway station and the centre of Bishop's 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.

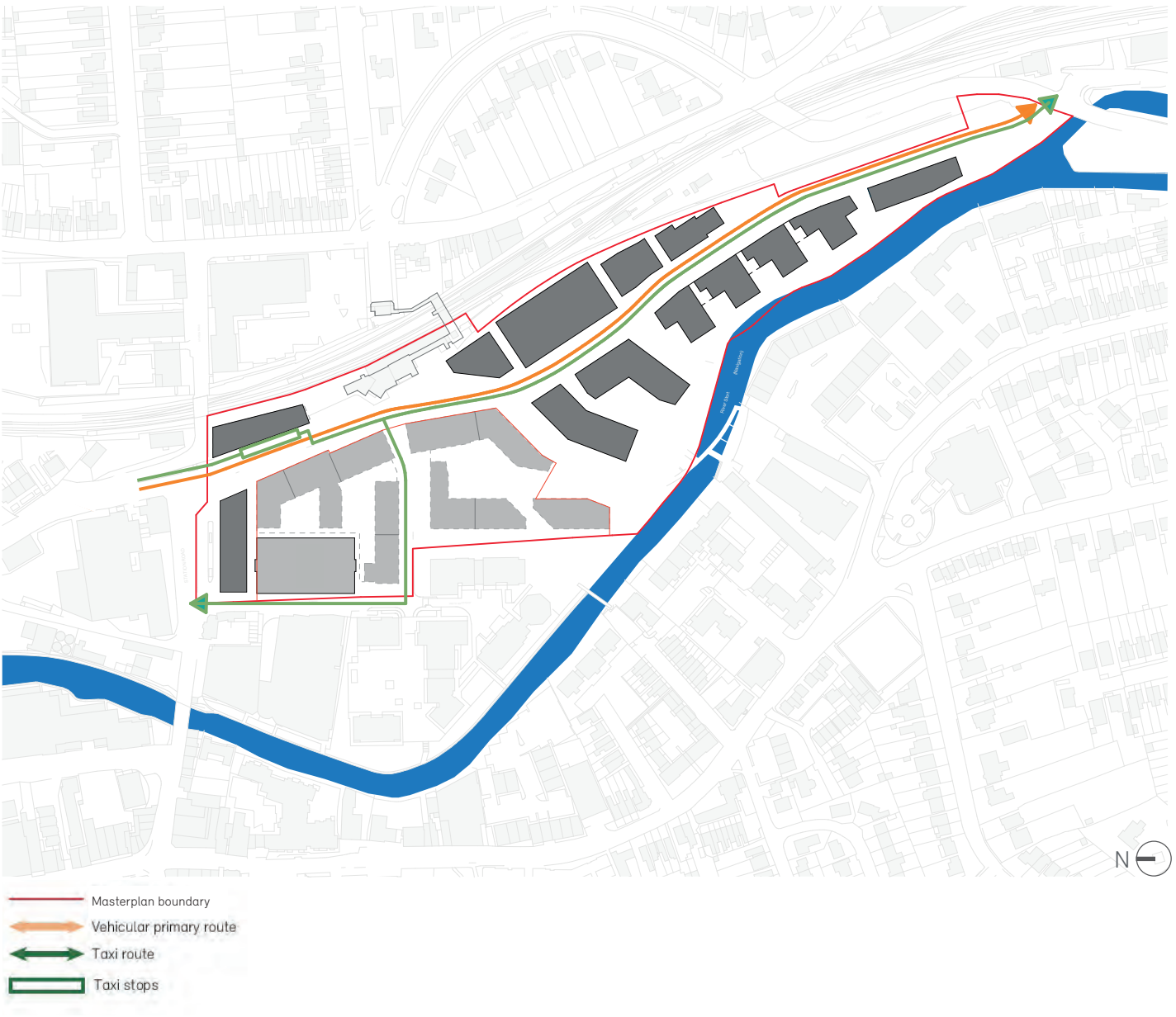
HCC agreed that north to south bus stops along the north-south route be located south of the station interchange with clear way finding signs provided outside the station.



MOVEMENT DIAGRAM - BUS

5.2.2 Taxi's

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



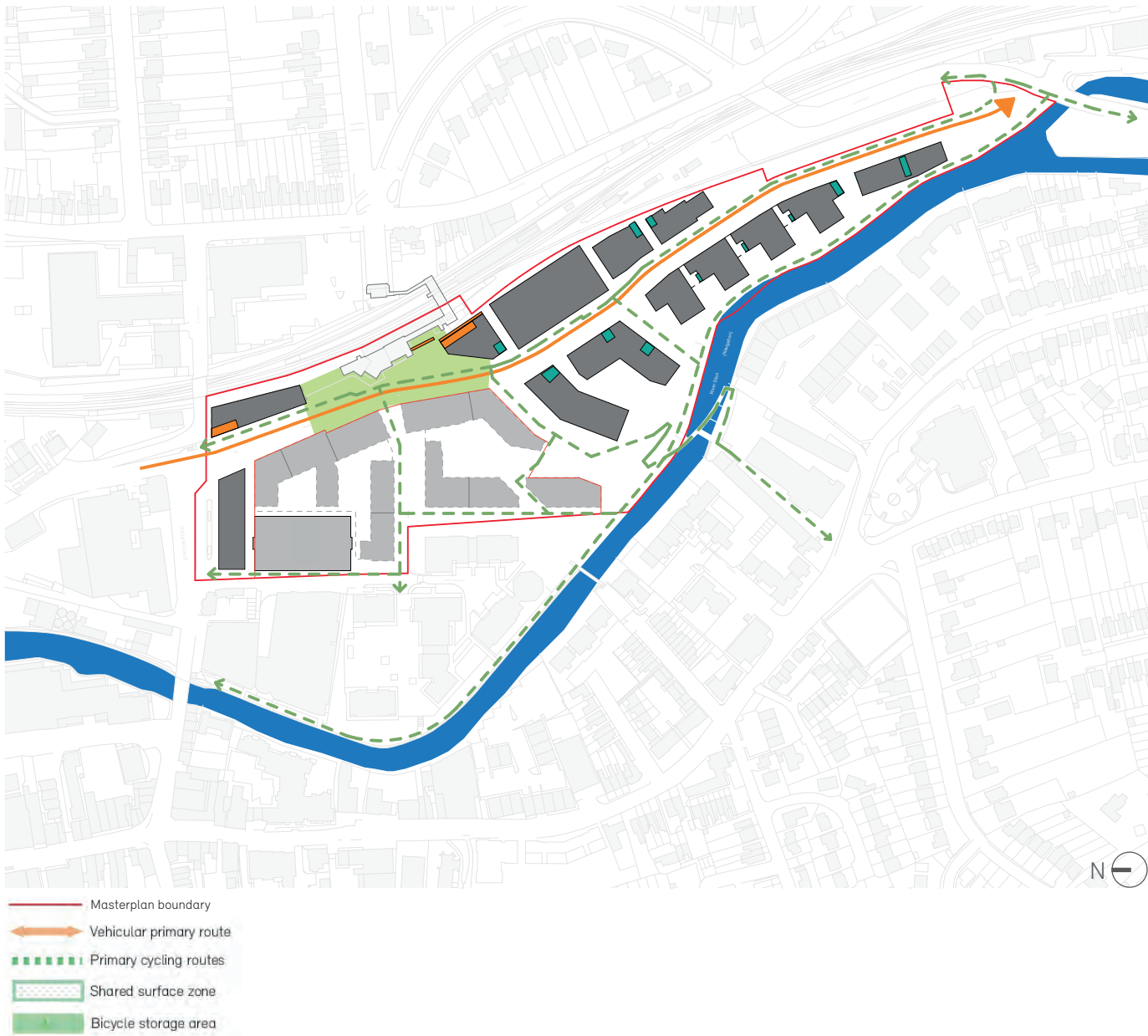
MOVEMENT DIAGRAM - TAXI

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.

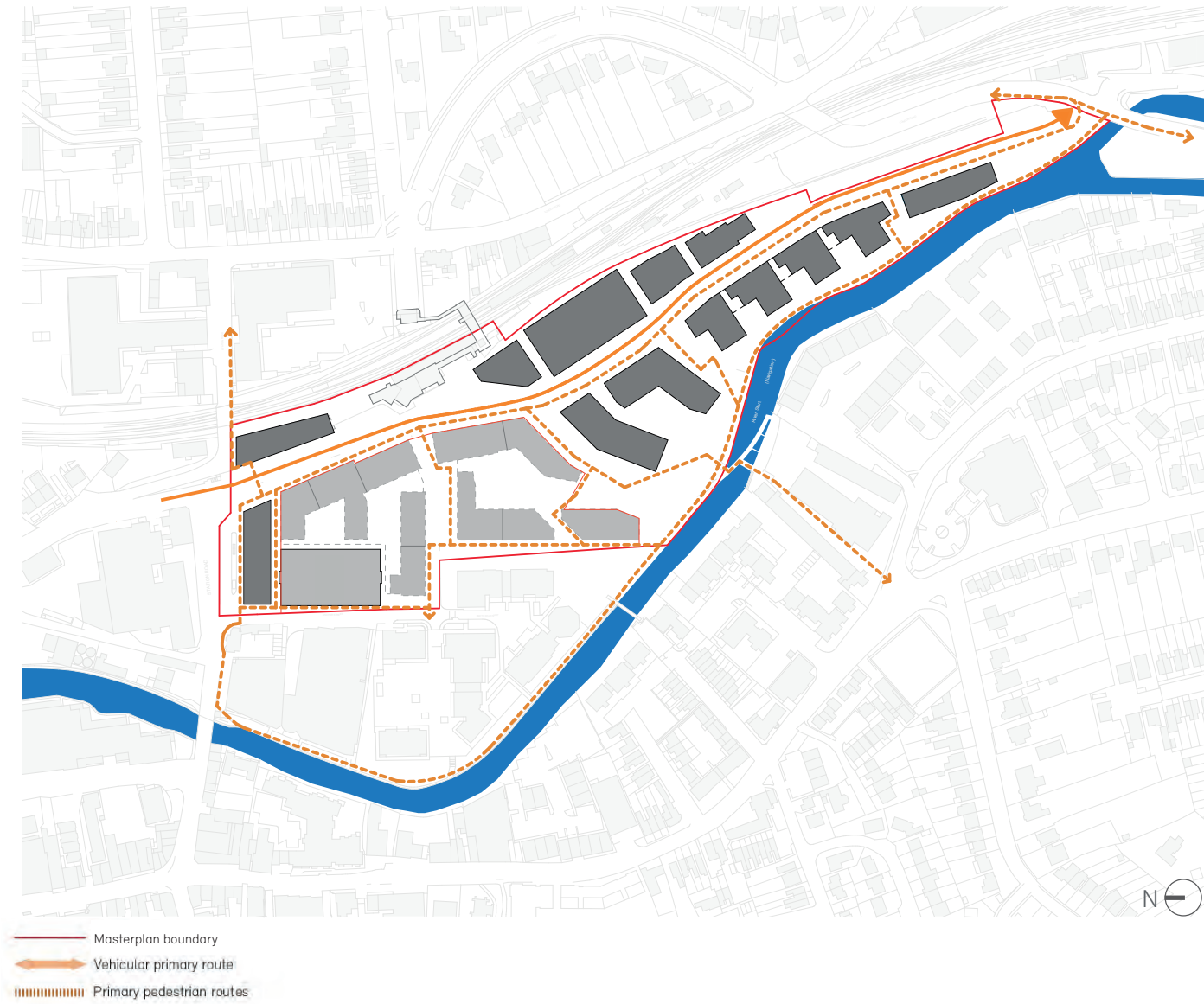
A current provision of 236 cycle spaces is provided. The scheme proposes 400 cycle spaces in total.



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

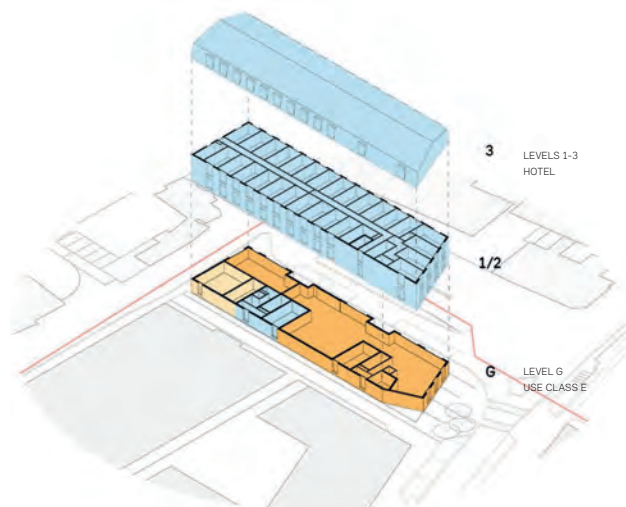
6 Mix of Uses

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.

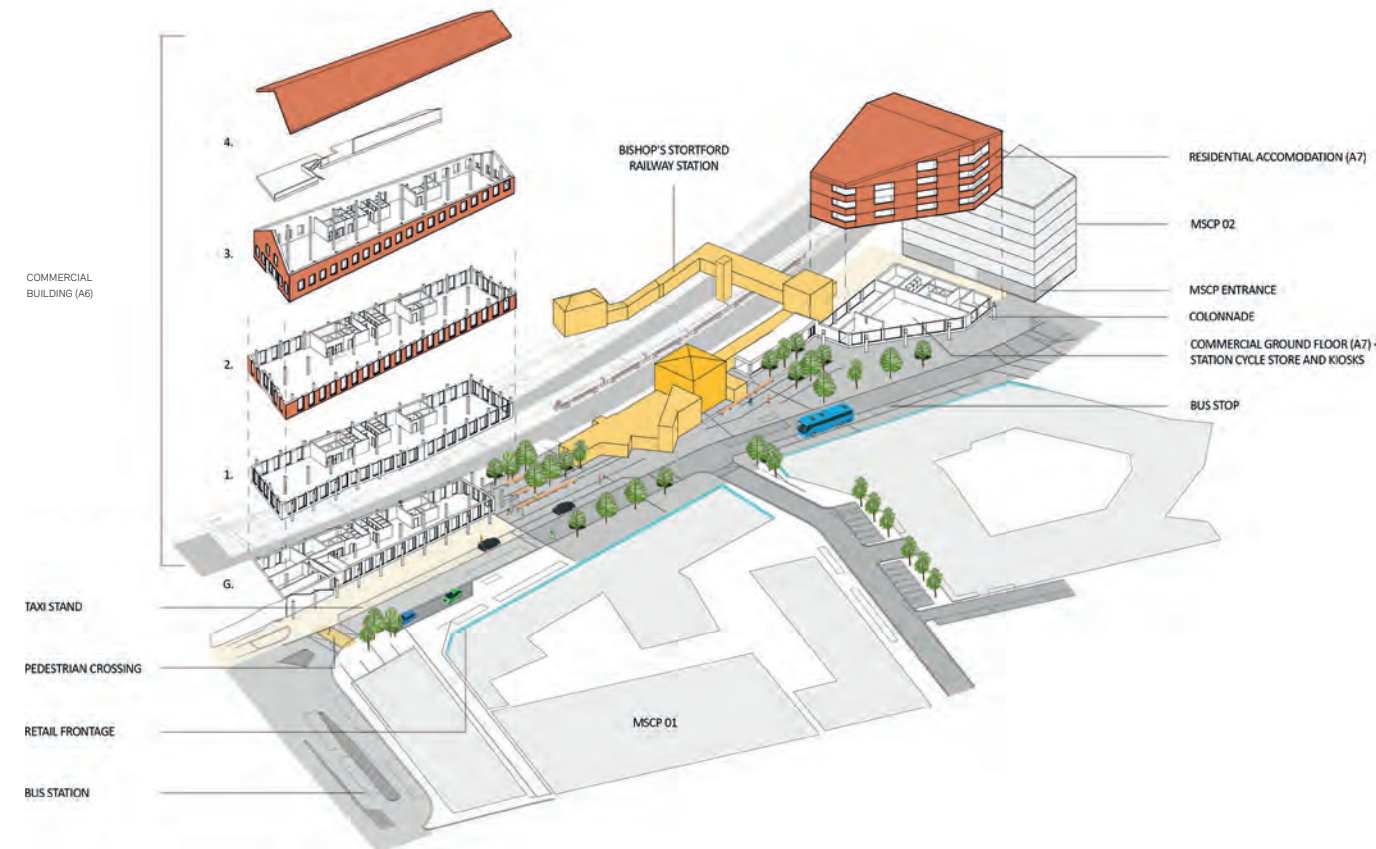


BLOCK H

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.

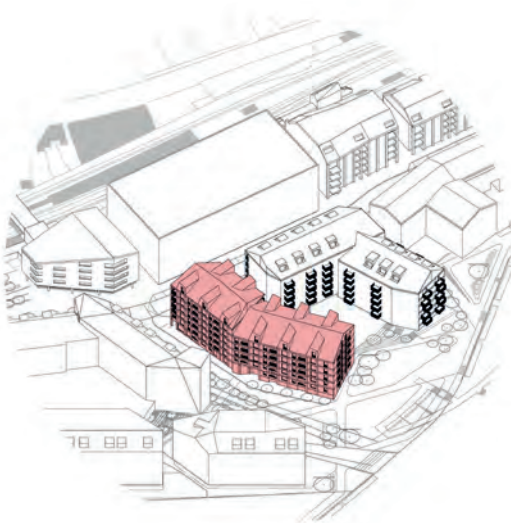
6.4 Care/Senior Living C2 - Plot C

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.

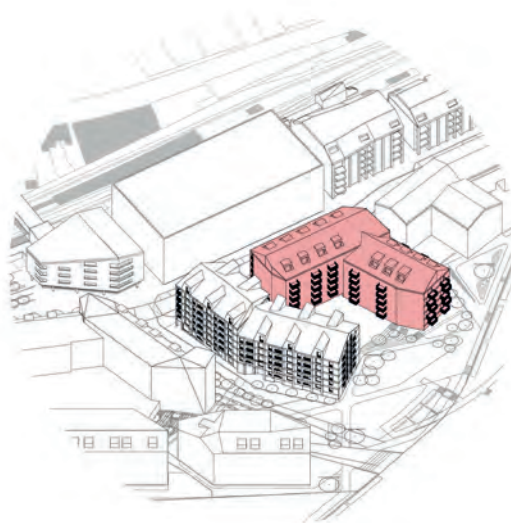
The four possible options for Block C include:

- 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.

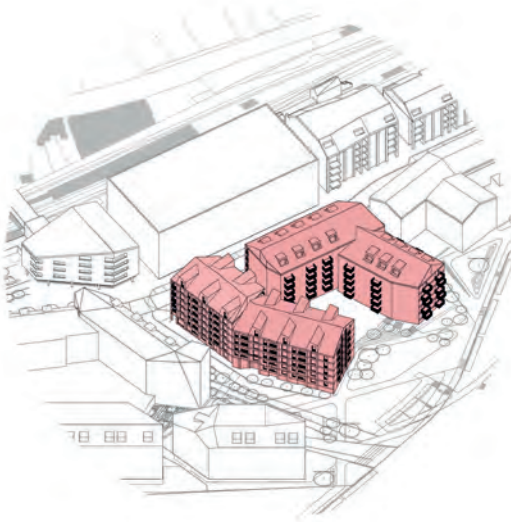
In the event that option D) is pursued as part of any future planning application, Solum will prepare and submit to the Council a detailed marketing report to demonstrate that it has taken all reasonable steps to secure an operator and a funder.



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.

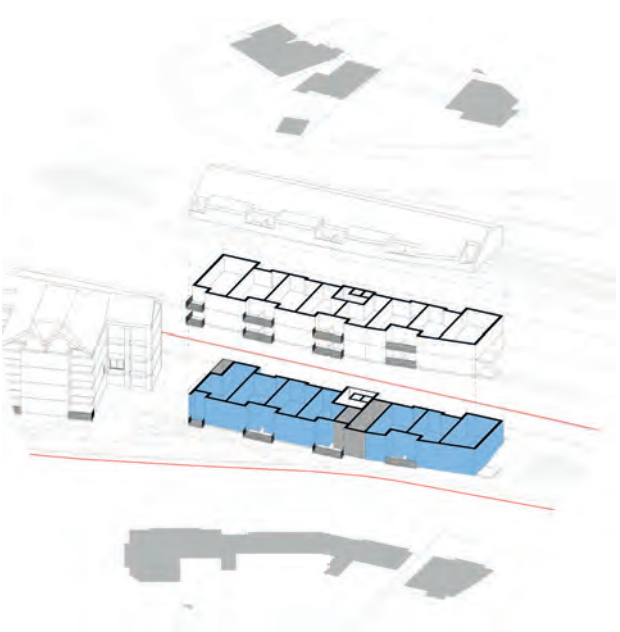
The existing permission identifies this at the southern end of the site beside the river (Plot E).

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'.

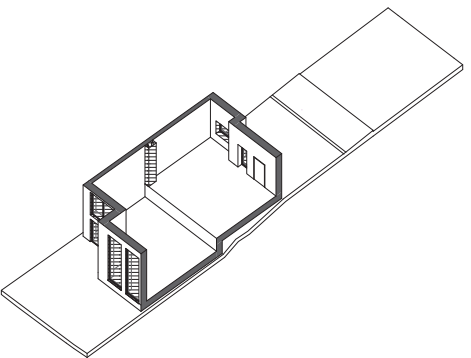
The indicative layout for Plot E includes 8no. Dual aspect apartments per floor, each accessed via a generous gallery deck to the east with private amenity space looking the River Stort.

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.

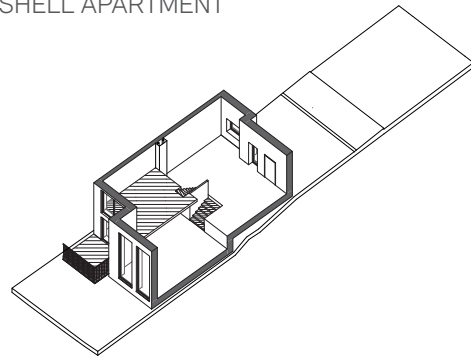
The lower level apartments will be able to accommodate up to 3 bedrooms taking advantage of existing site level change between road and riverside path, which offer potential for a mezzanine floor.



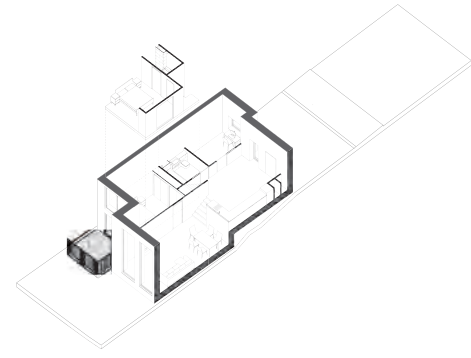
INDICATIVE LOCATION OF CUSTOM BUILD HOMES WITHIN BLOCK E



SHELL APARTMENT



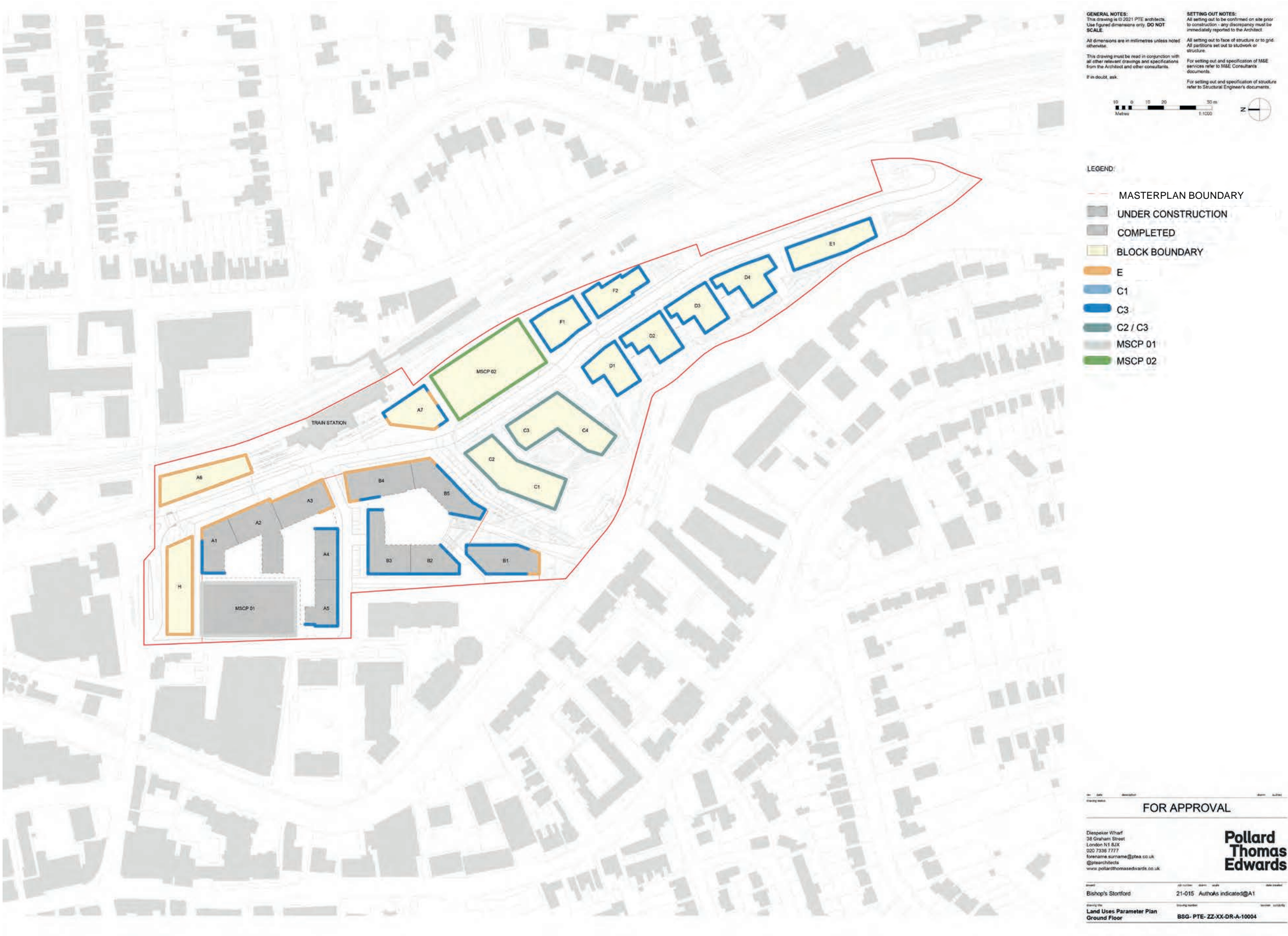
POTENTIAL FOR MEZZANINE LEVEL



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.

