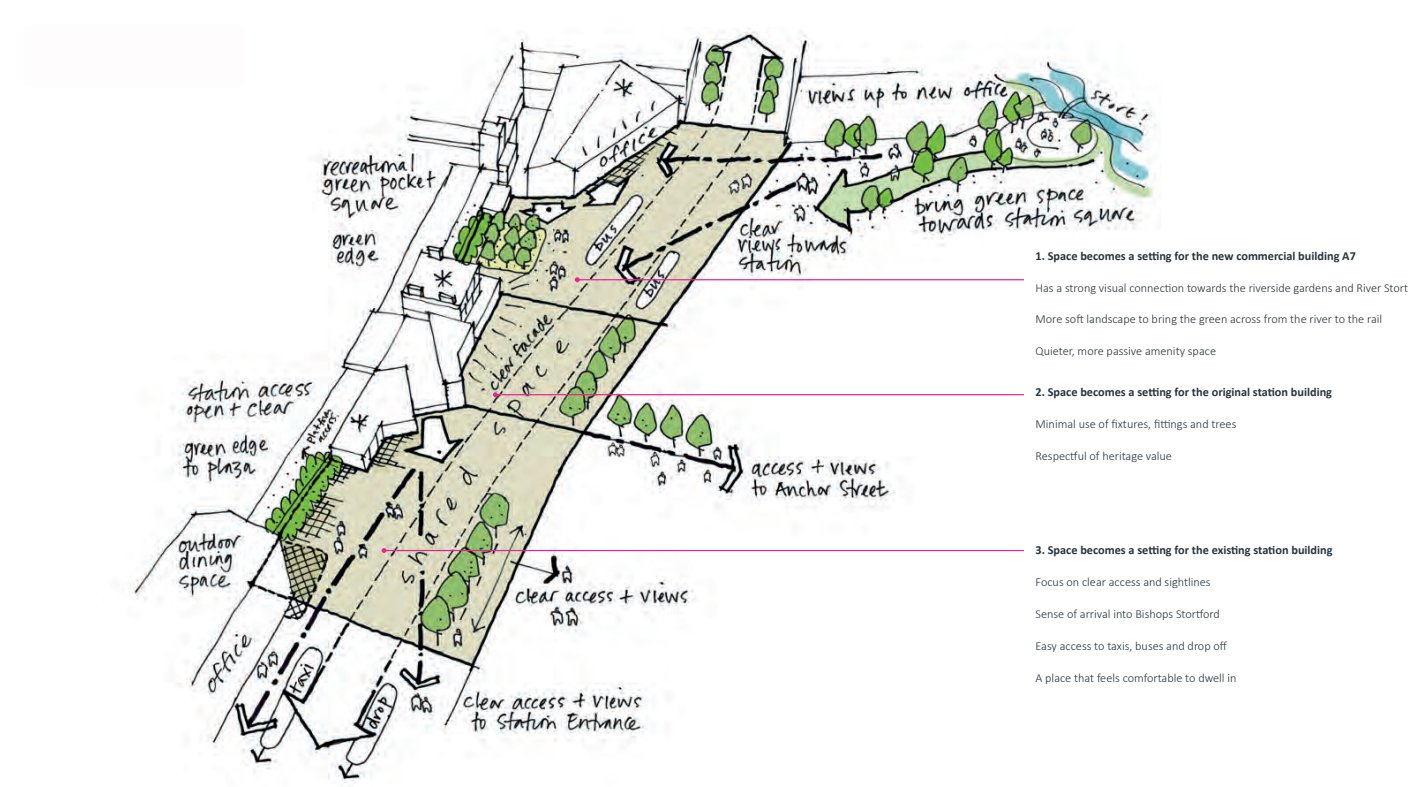
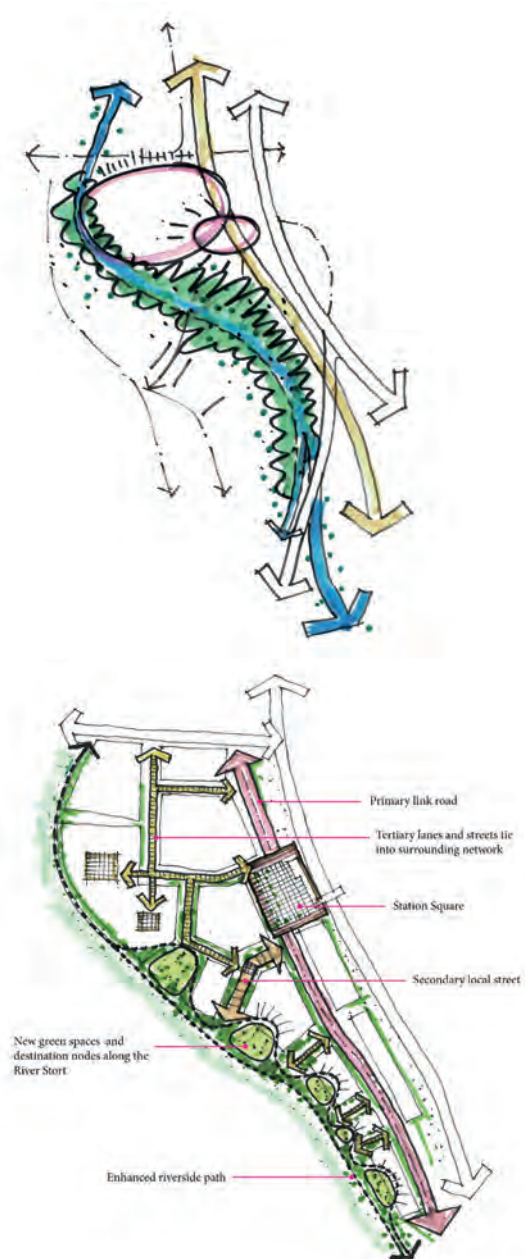


8 Landscape Strategy - Station Square

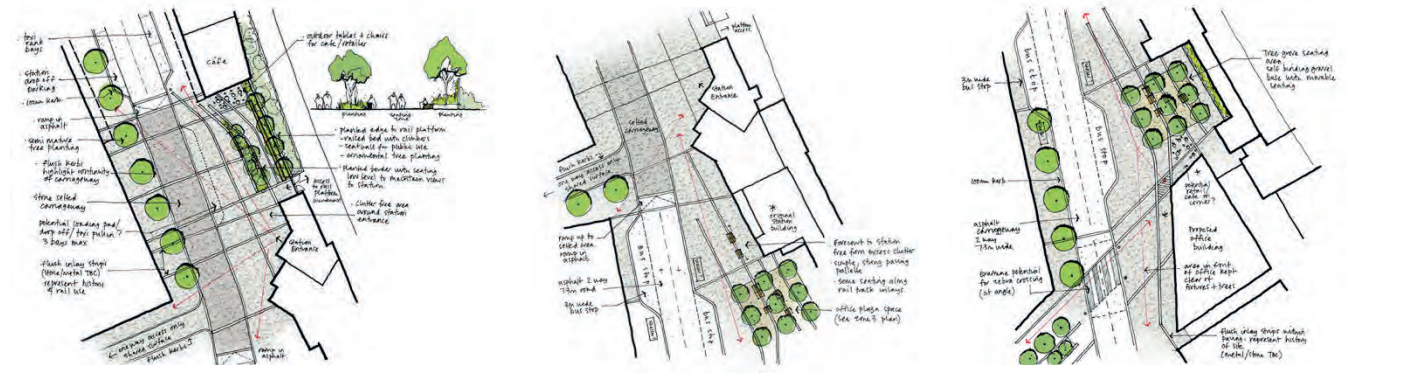
The character of the spaces within the previously approved Landscape Masterplan draws inspiration from two main site influences- the railway and its industrial uses, connectivity and urban ‘toughness’ and the River Stort- a place of navigational importance but also as a source of natural habitat and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



STATION SQUARE DIAGRAM (CONSENTED 2018)

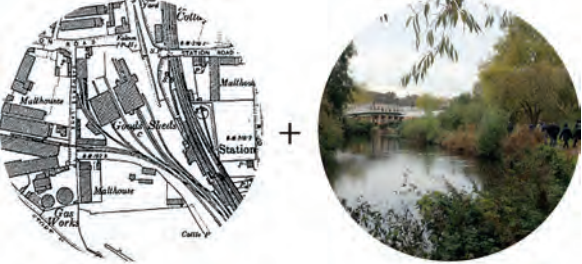


MASTERPLAN TO CONSIST OF A SEQUENCE OF DIFFERENT URBAN SPACES REFLECTING THE MARKET TOWN HERITAGE



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.



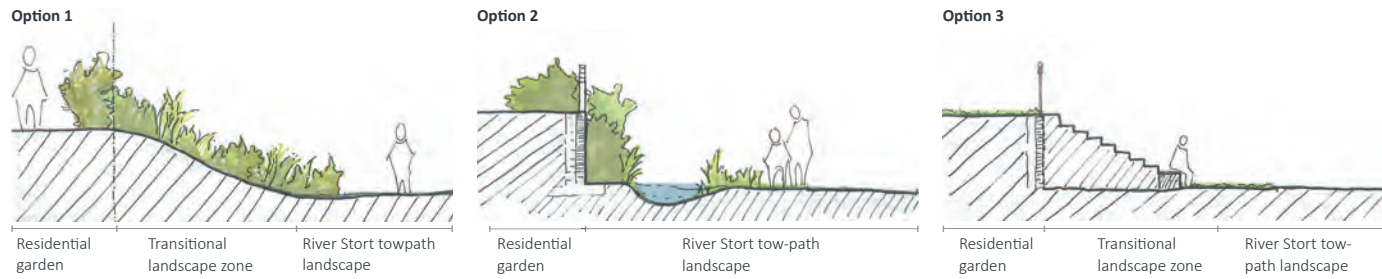
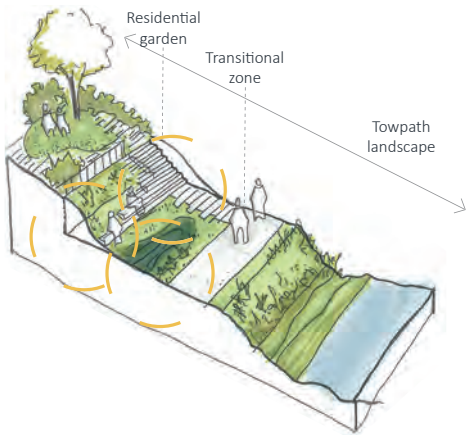
MALTINGS LANDSCAPE SKETCH

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.

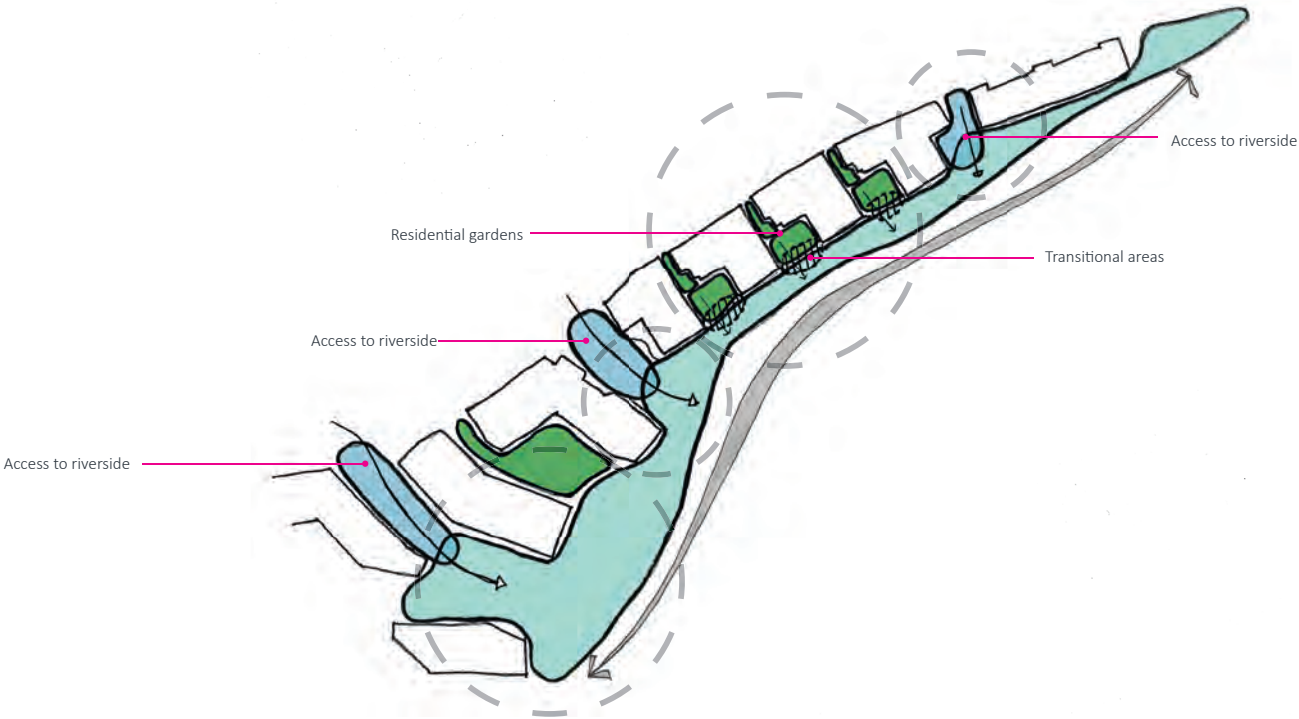
A number of options have been explored which can be created along the public tow-path and the residential garden, which is approximately 1.5m higher. All seek to provide a transition which encourages the soft landscape between the two spaces to merge and reduce any sense barriers or fences. The integration 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



APPROACH TO RIVERSIDE TRANSITIONAL AREAS



MALTINGS AND RIVERSIDE LANDSCAPE DIAGRAM

APPROACH TO COURTYARD GARDENS (PLOT D)



8.2 Landscape Strategy - The Sidings

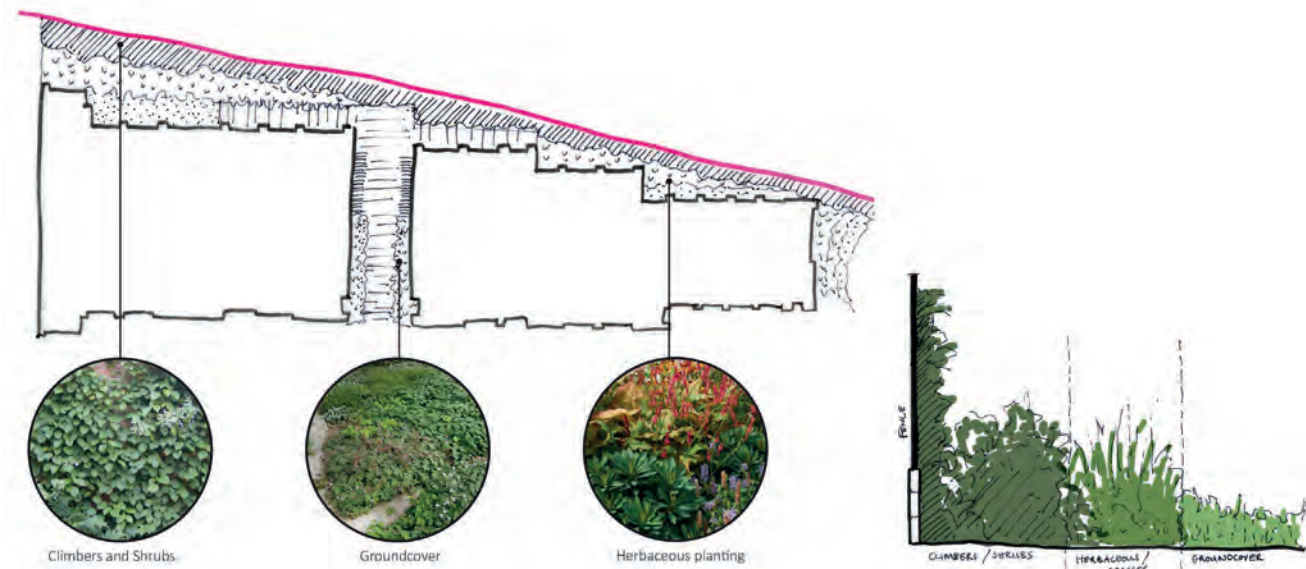
Fence and planting

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

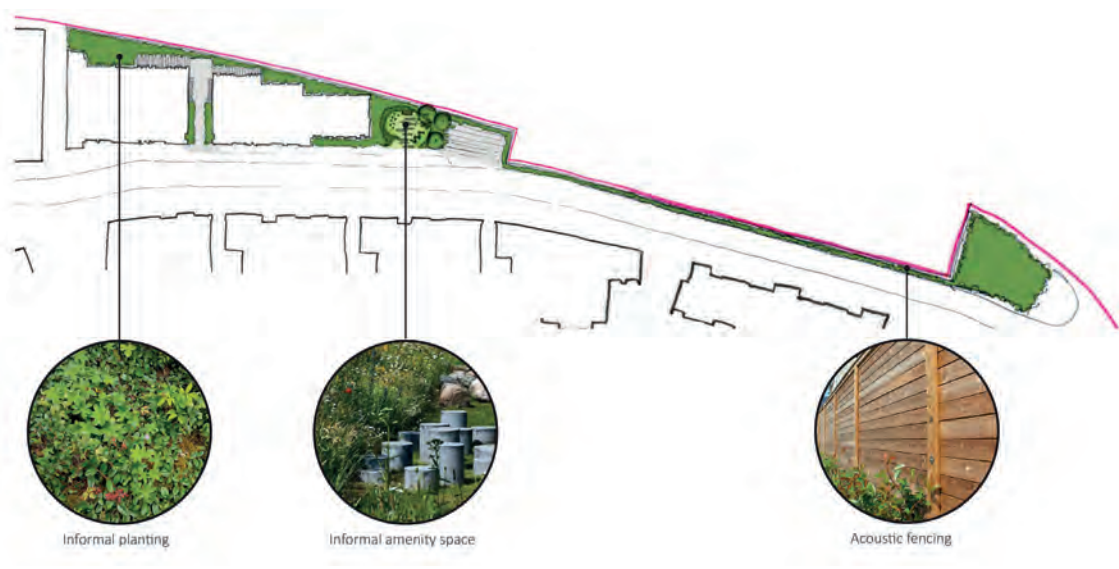
- Consistent approach to planting north to south.
- Planting 'reveals' and 'hides'.
- Buffer between housing and sidings edge, and street frontage.
- Emphasis placed on habitat creation and biodiversity.
- Consideration to future extension via removal of sidings so that soft landscape can 'push' east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



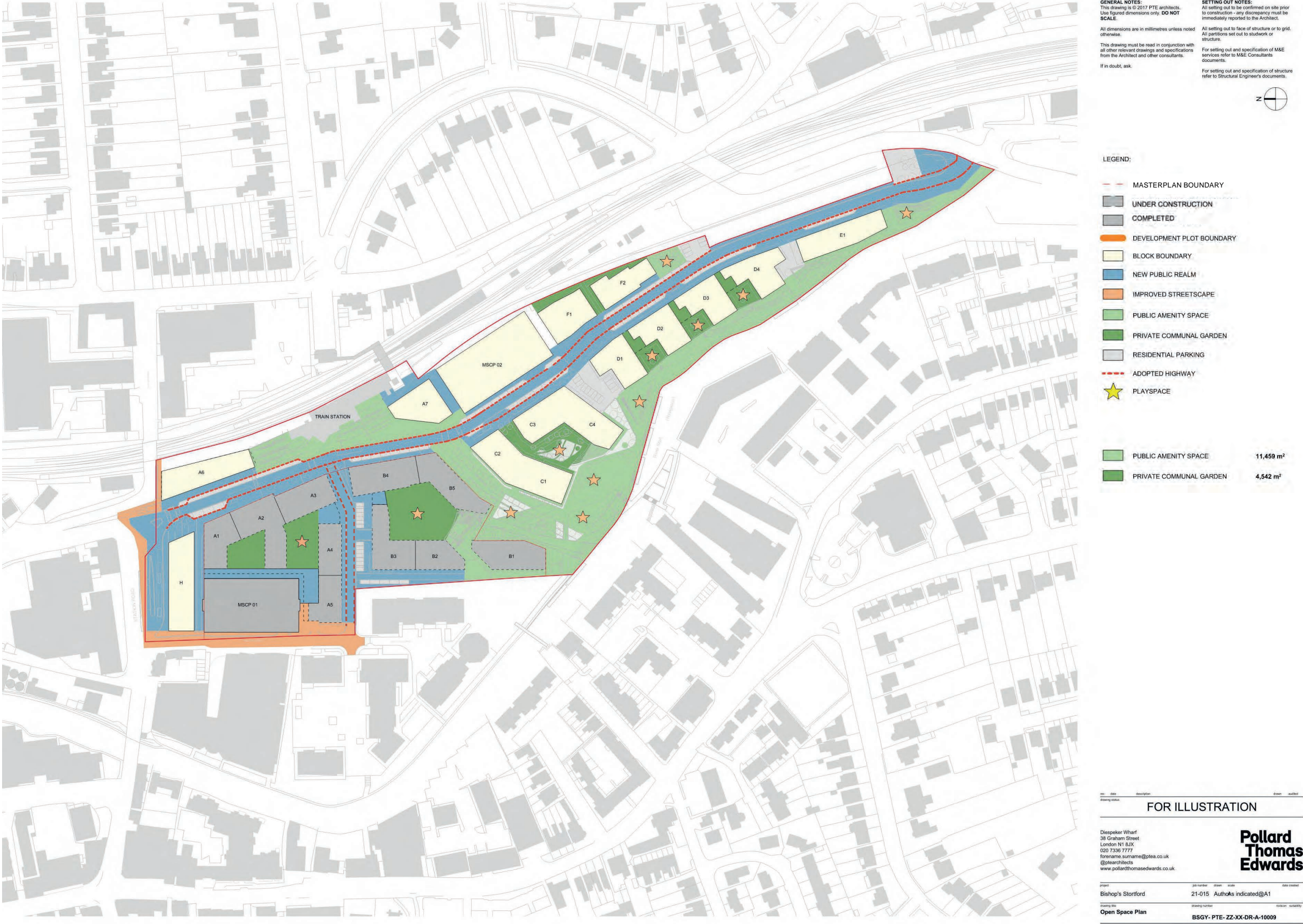
8.3 Open Space

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



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.

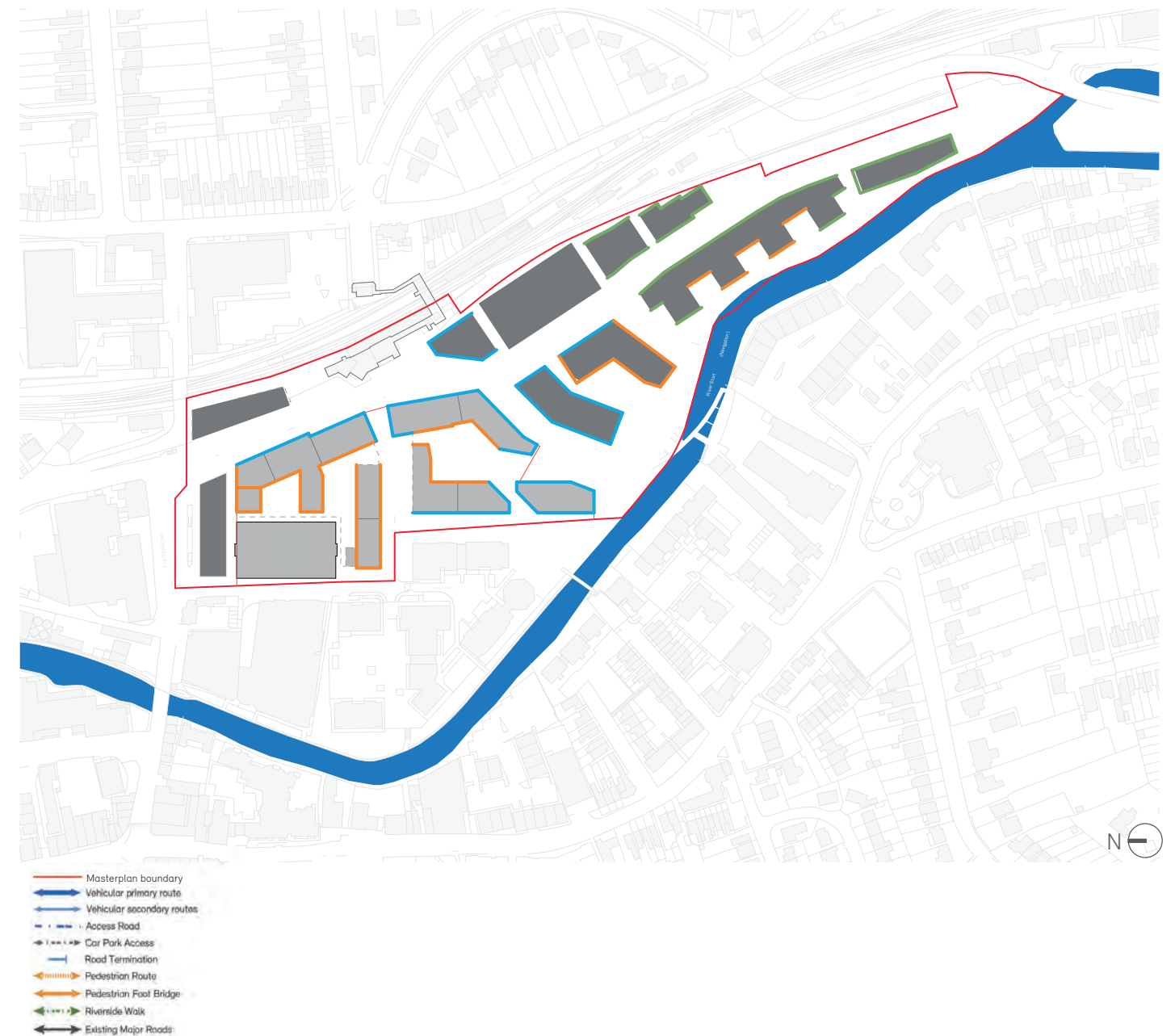
The Riverside

- 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

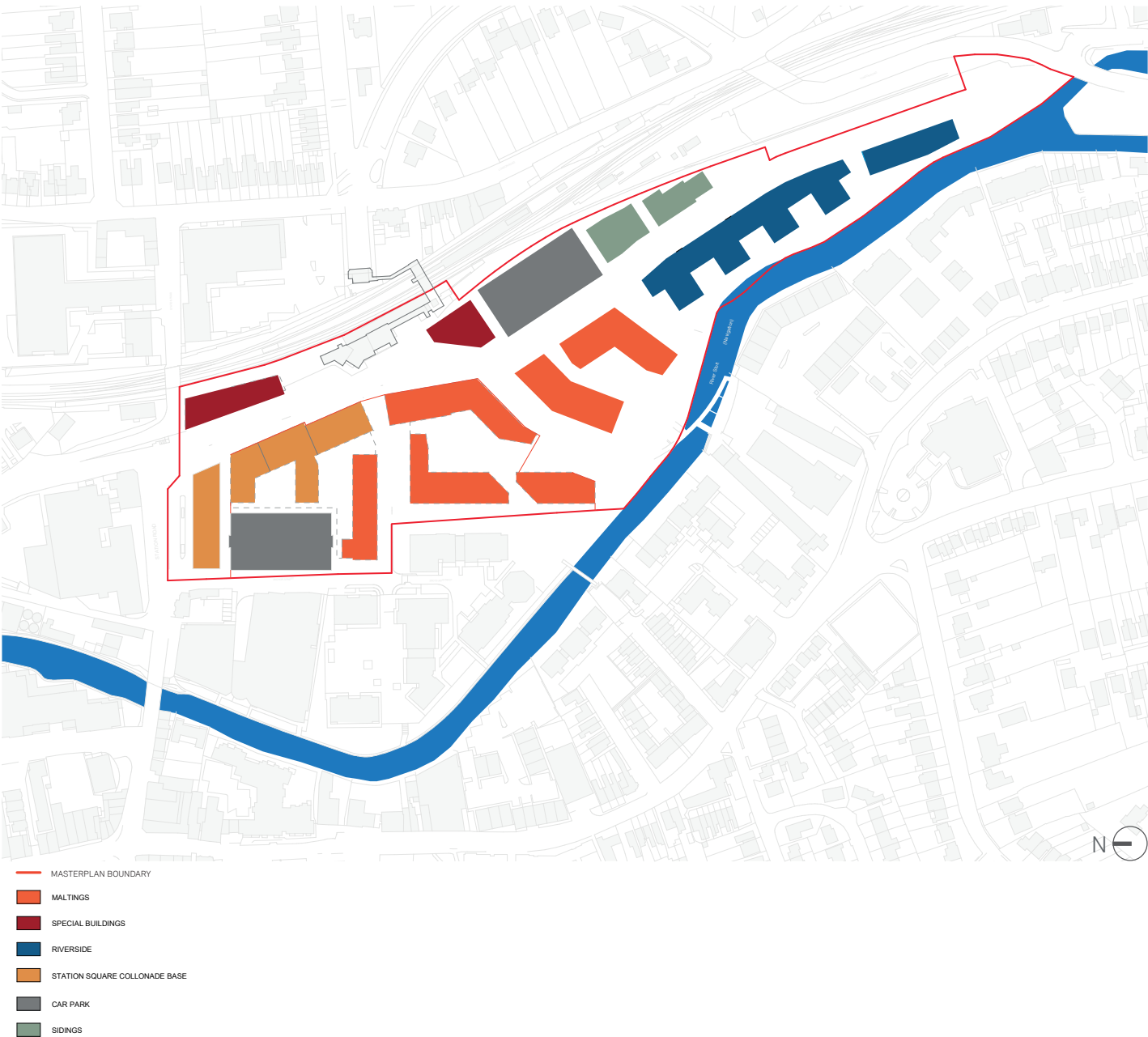
- Visual link and connection to railway line.
- Visual connections West to Riverside block and River Stort. The form reflects Goods Yard railway architecture.

9.1 Street Hierarchy and Character



STREET HIERARCHY AND CHARACTER DIAGRAM

9.2 Townscape and Building Typologies



BUILDING TYPOLOGIES DIAGRAM

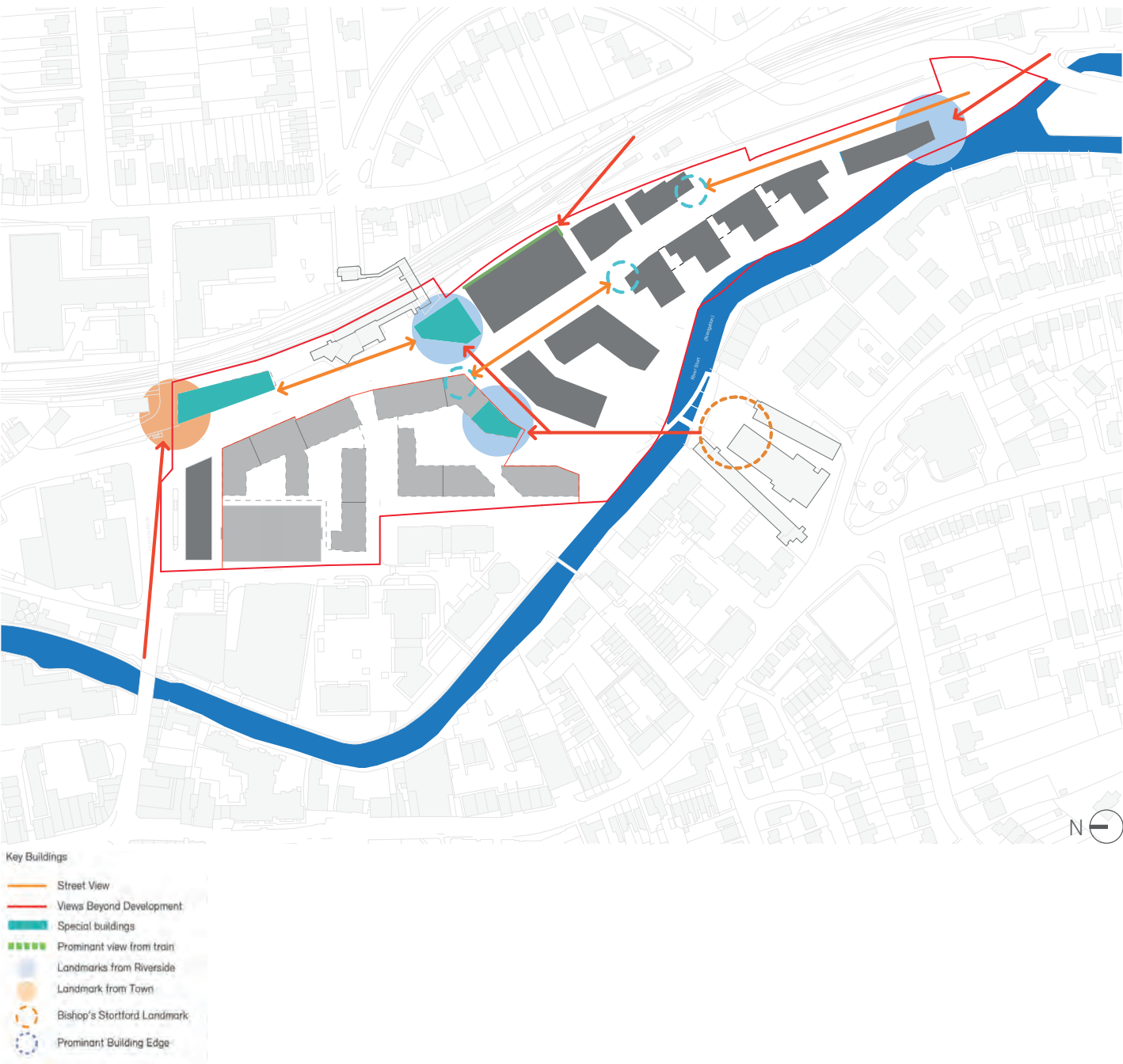
9.3 Special Buildings

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)

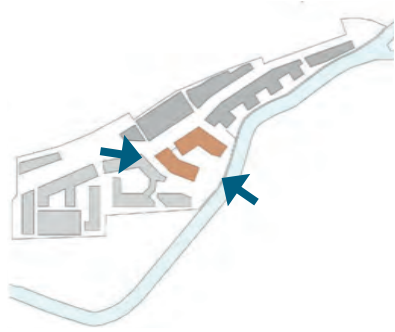


INDICATIVE SKETCH VIEW OUTSIDE THE STATION LOOKING TOWARD A7 AND THE MALTINGS BEYOND (PLOT C)



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

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



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.

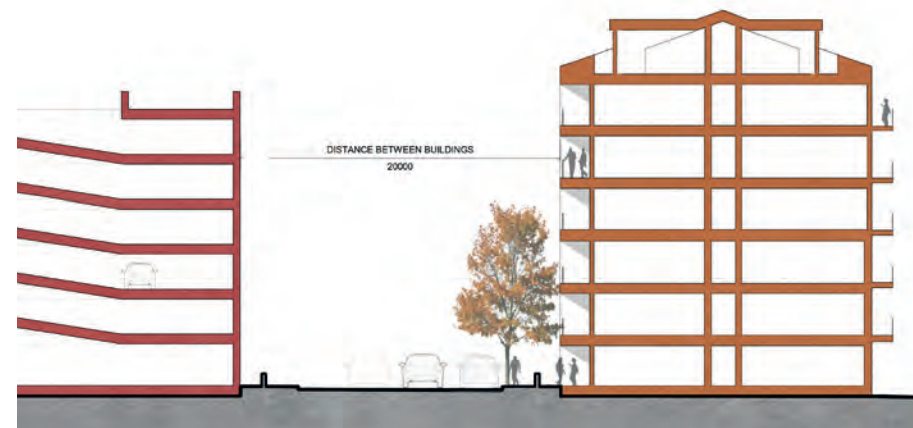
A mixture of inset and recessed balconies animates the street edge.



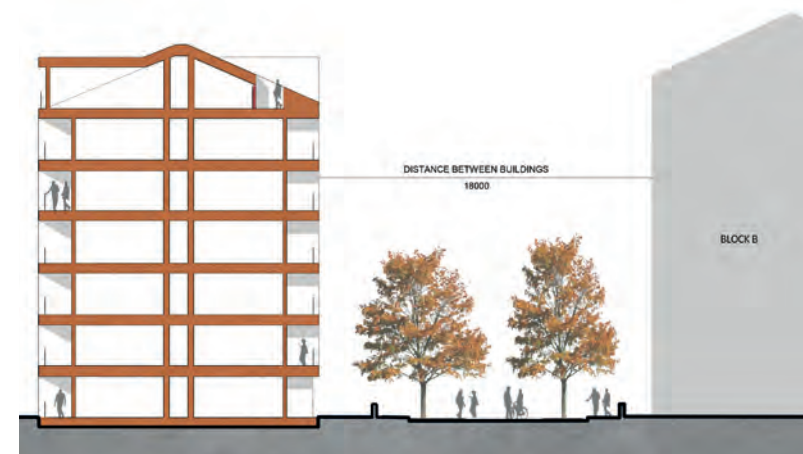
INDICATIVE SKETCH VIEW LOOKING SOUTH ALONG ROAD AND EAST TOWARDS THE MALTINGS AND STORT RIVER



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

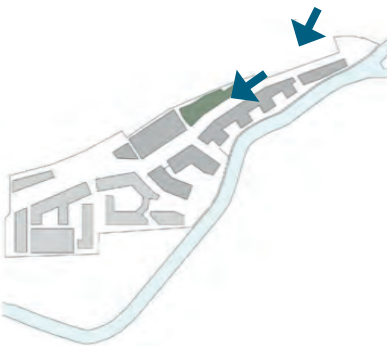


SECTION 01 - THROUGH THE MSCP AND THE MALTINGS (PLOT C)



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)

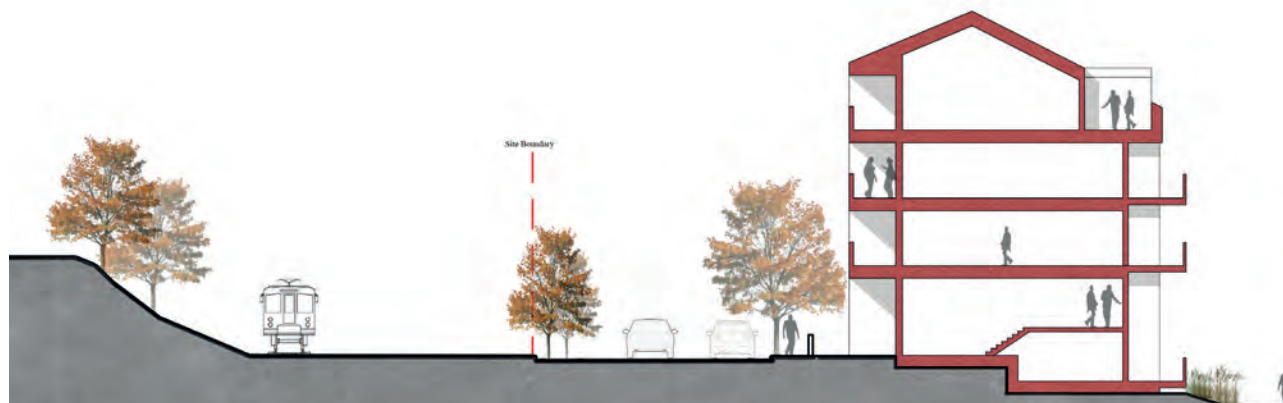
10.6 Townscape View and Street Section - The Riverside (Plot D and E)



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:

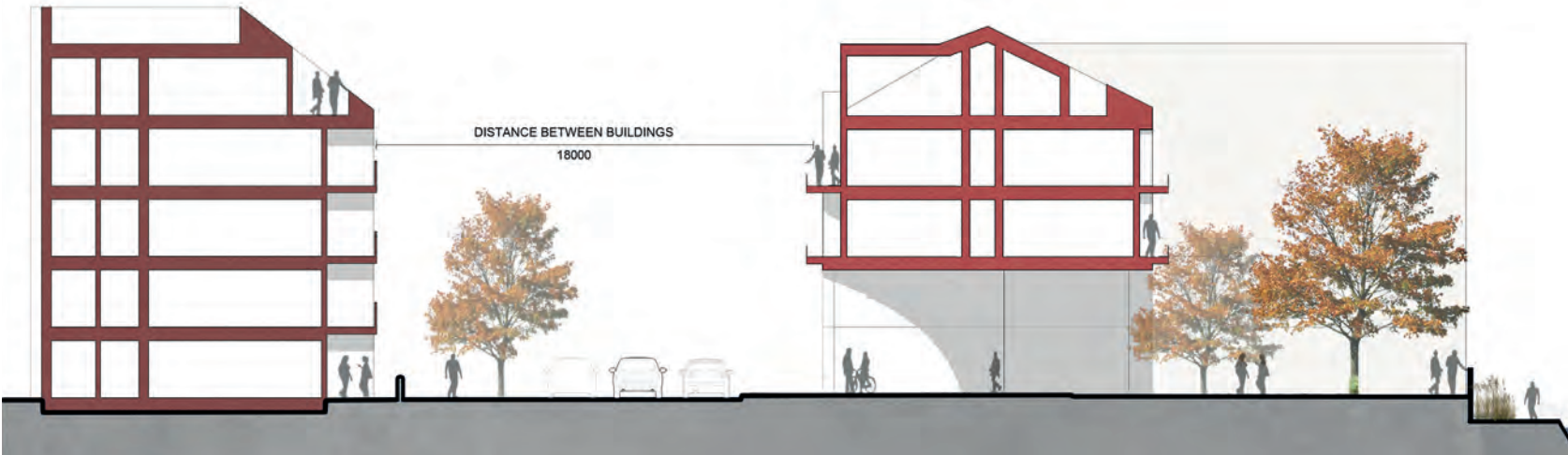
Arrangements form courtyards, facing and framing views towards the River Stort.

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

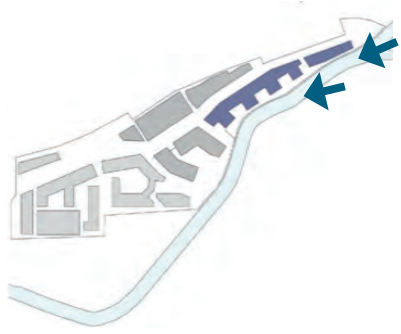


INDICATIVE SKETCH VIEW LOOKING TOWARDS THE MALTINGS (PLOT C) WITH THE RIVERSIDE (PLOT D)



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

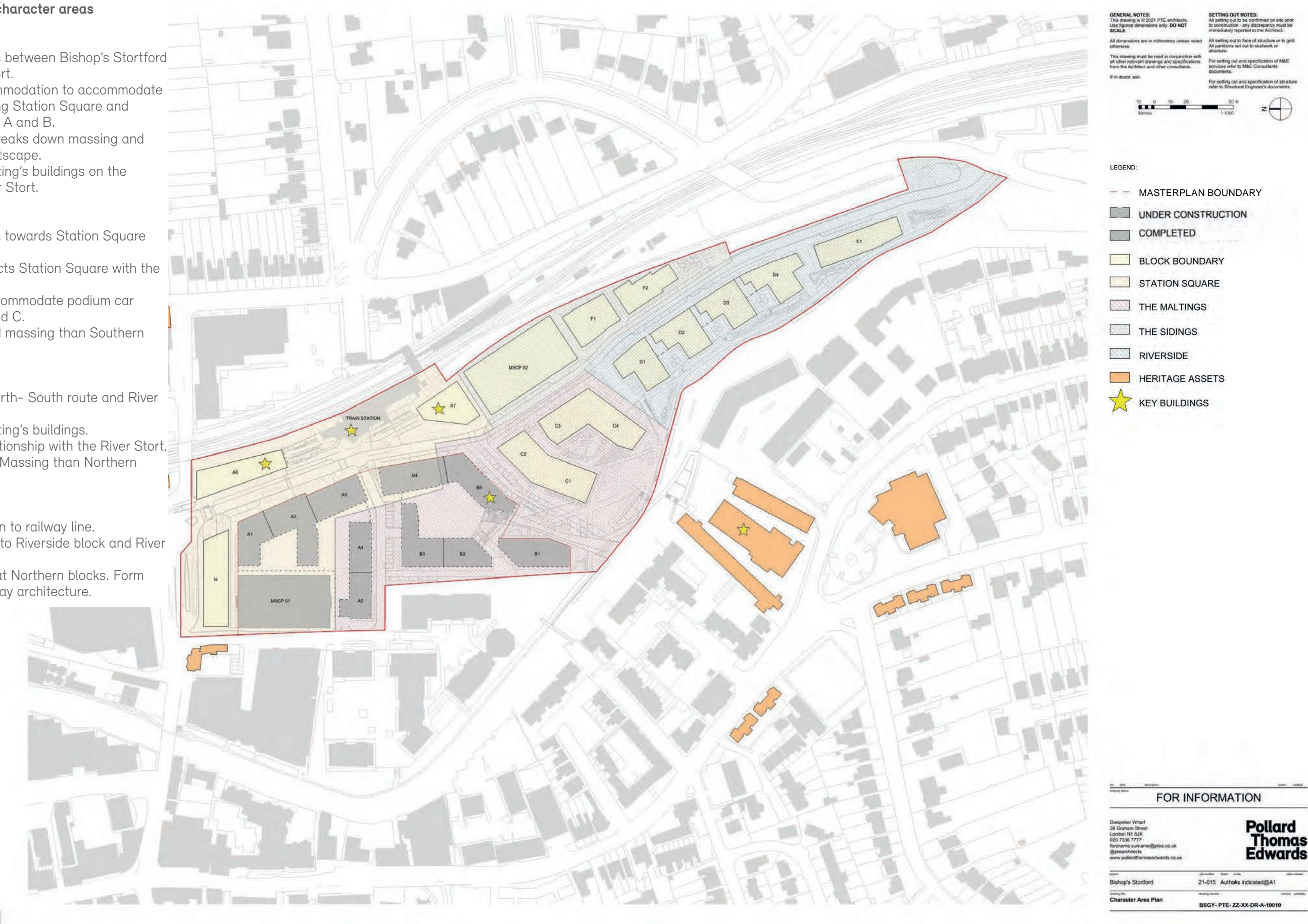
- Open views/ connections towards Station Square and the River Stort.
- Direct ‘Green link’ connects Station Square with the River Stort.
- Taller ground floor to accommodate podium car parking to blocks A, B and C.
- Higher scale, density and massing than Southern blocks.

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.



11.2 Station Square

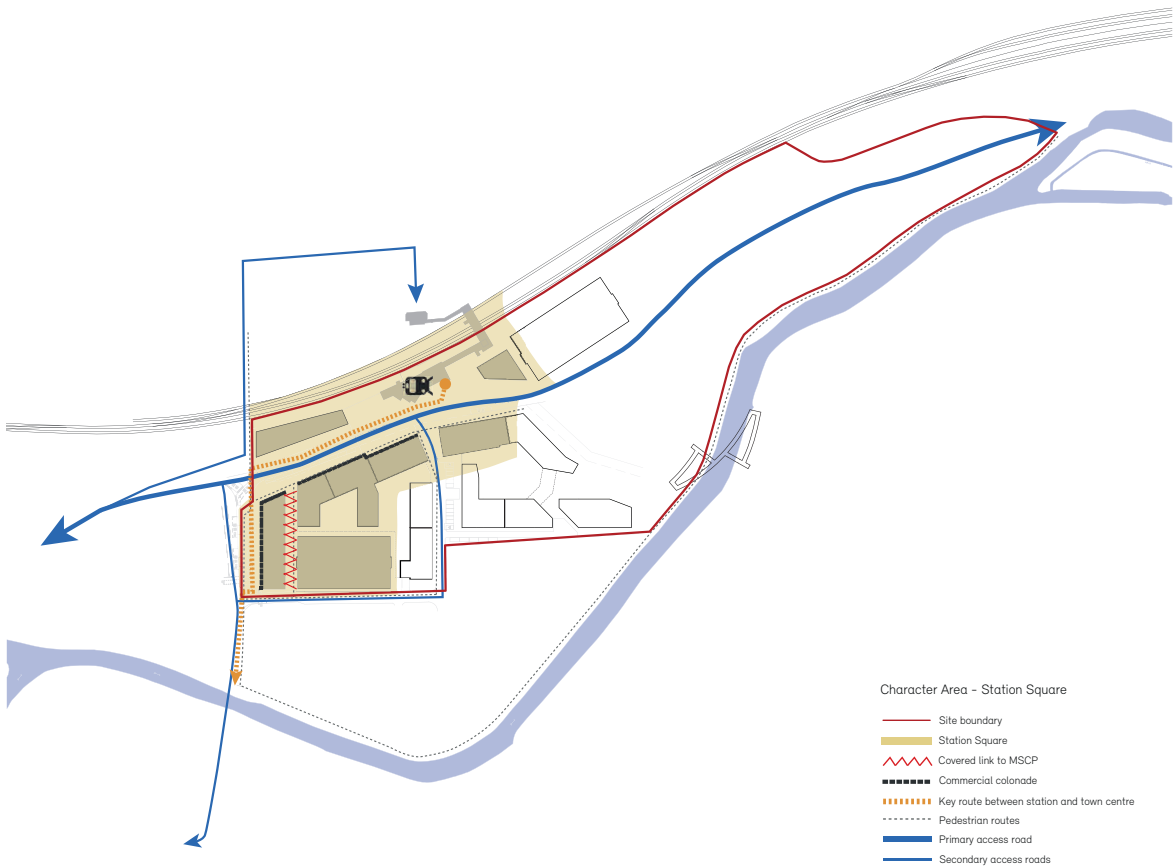


Refinig the Character Area

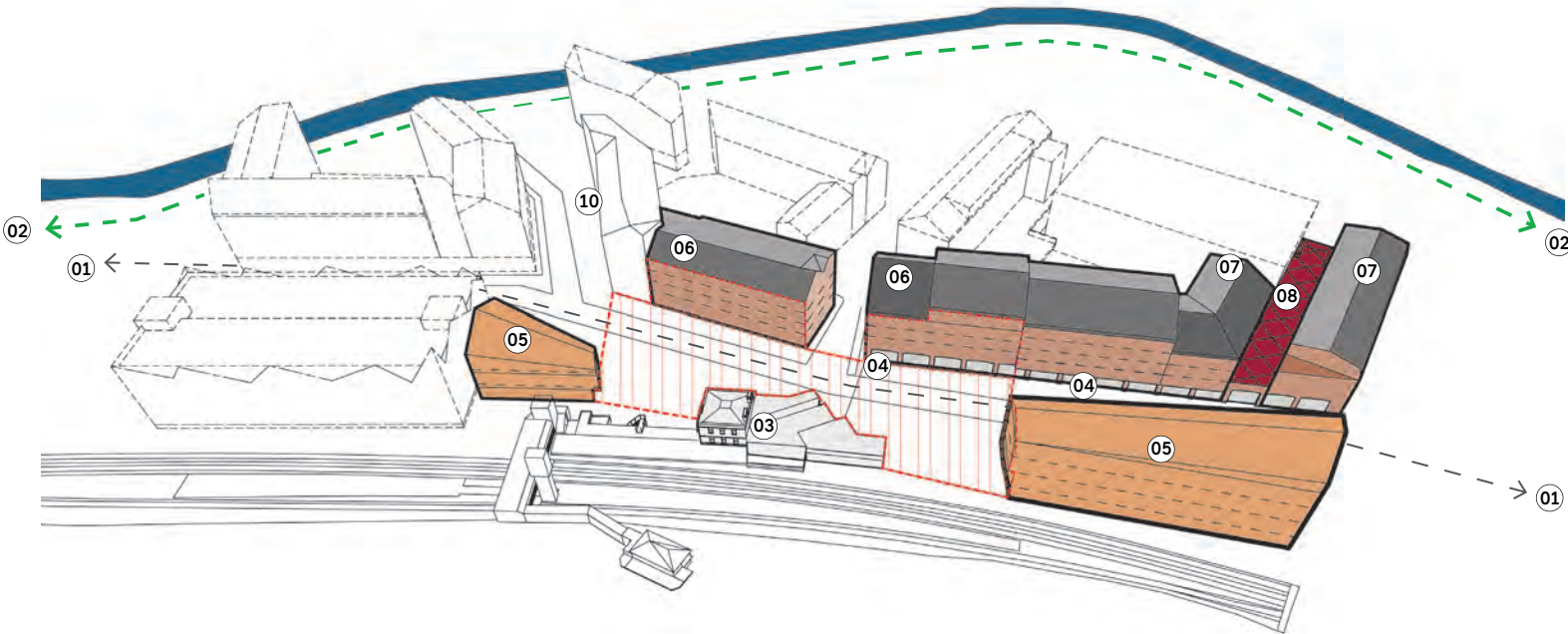
The Station Square character area runs north / south and is located at the northern end of the masterplan, encompassing the vehicular road and access points into the site from Bishop Stortford along with the station car park. This area forms the entrance gateway to the northern edge of the site and backs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

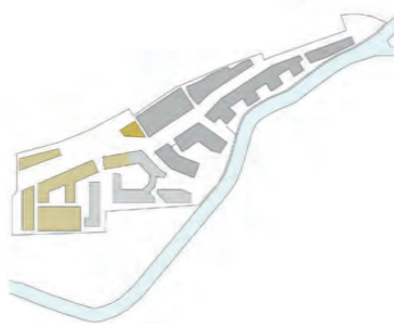


BRIGHTON COLLEGE, ALLIES AND MORRISON



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 jettying of 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.

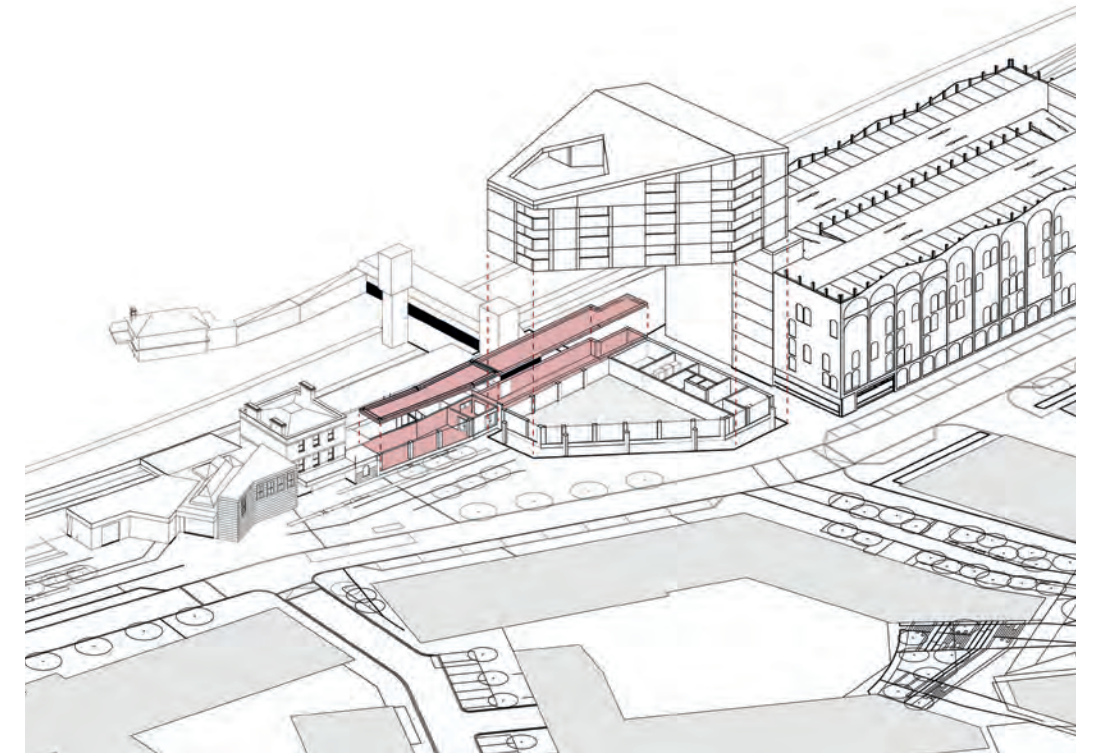
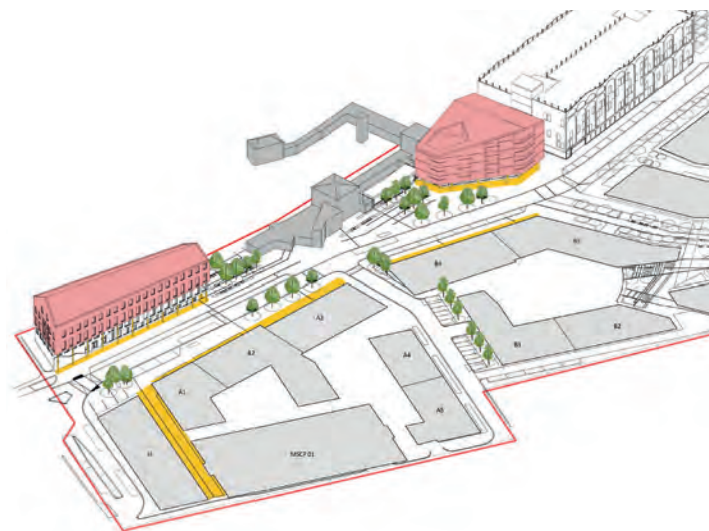
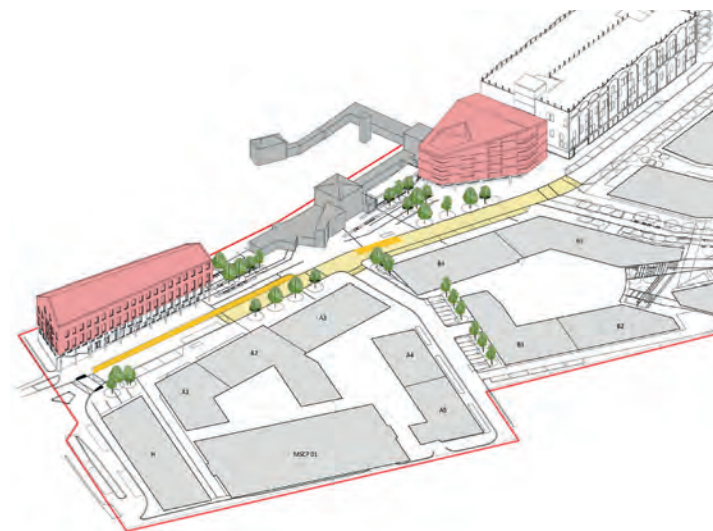
It is an aspiration that this space is animated by expanses of floor to ceiling glazing and overhead lighting, creating a safe and pleasant environment for pedestrians.

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

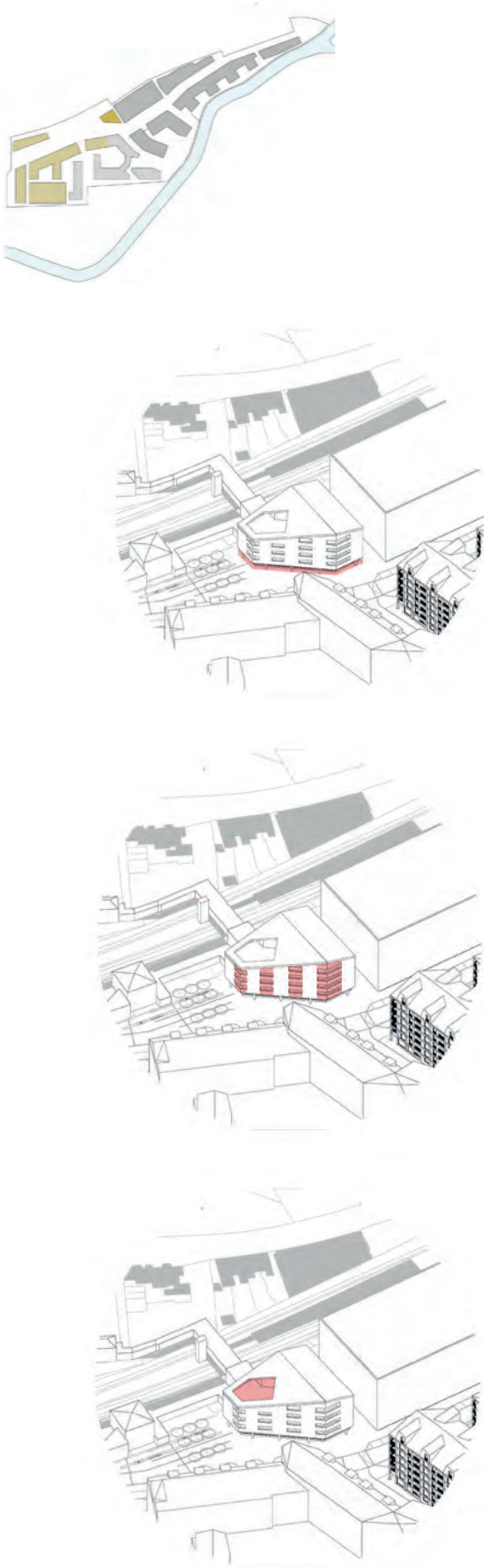
Blocks A6 and A7 are known as the 'Goods Sheds', key buildings which bookend Station Square. Goods Shed North (A6) is being adjusted to improve its efficiency as a standalone building and in relation to Goods Shed South.

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 jettying of 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

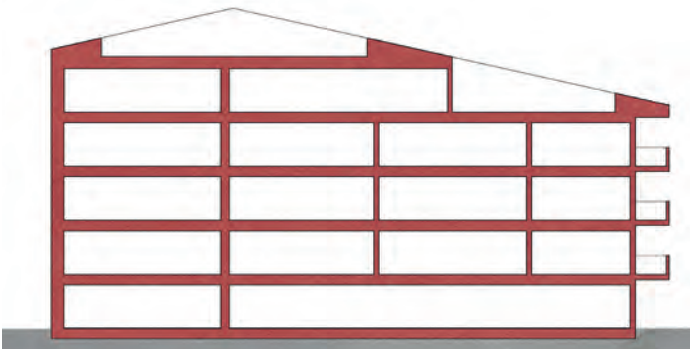
Building heights in the Station Square character area range from 4- 6 storeys. The roof form of the commercial buildings (A6 + A7) reduces in height towards the existing station building negotiating the change in height from the residential buildings and framing the square. The perceived building height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

Facade and Material

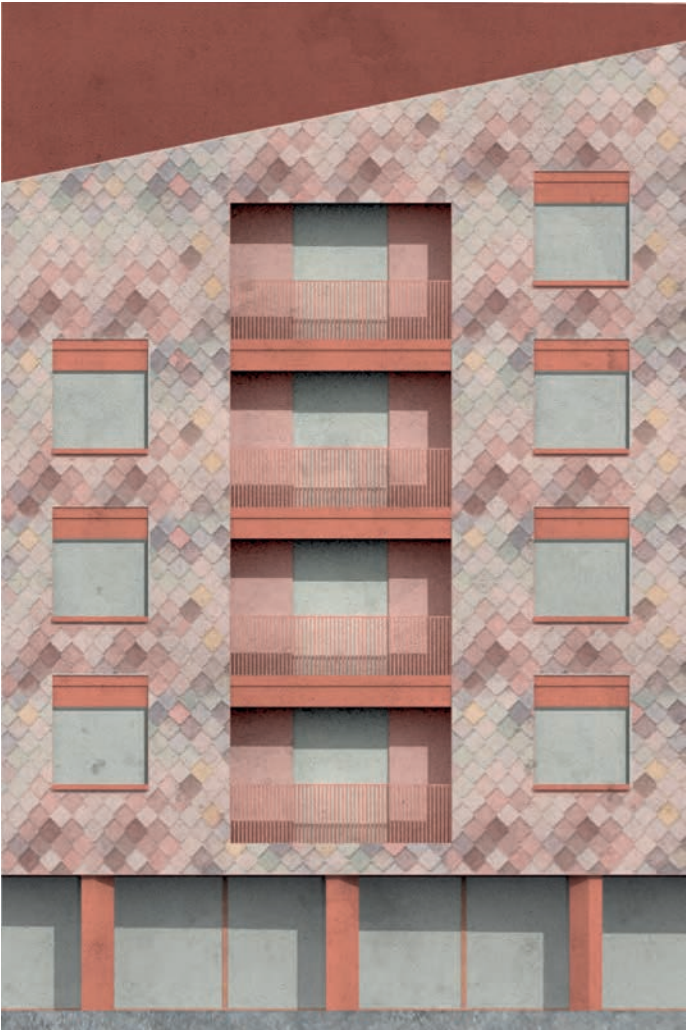
Building facades in station square reflect the commercial character of the buildings with use of metal cladding and curtain walling. The aspiration is to create a striking sense of arrival to Bishop’s Stortford, and a memorable passing destination by train. The residential buildings lining the main axial 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

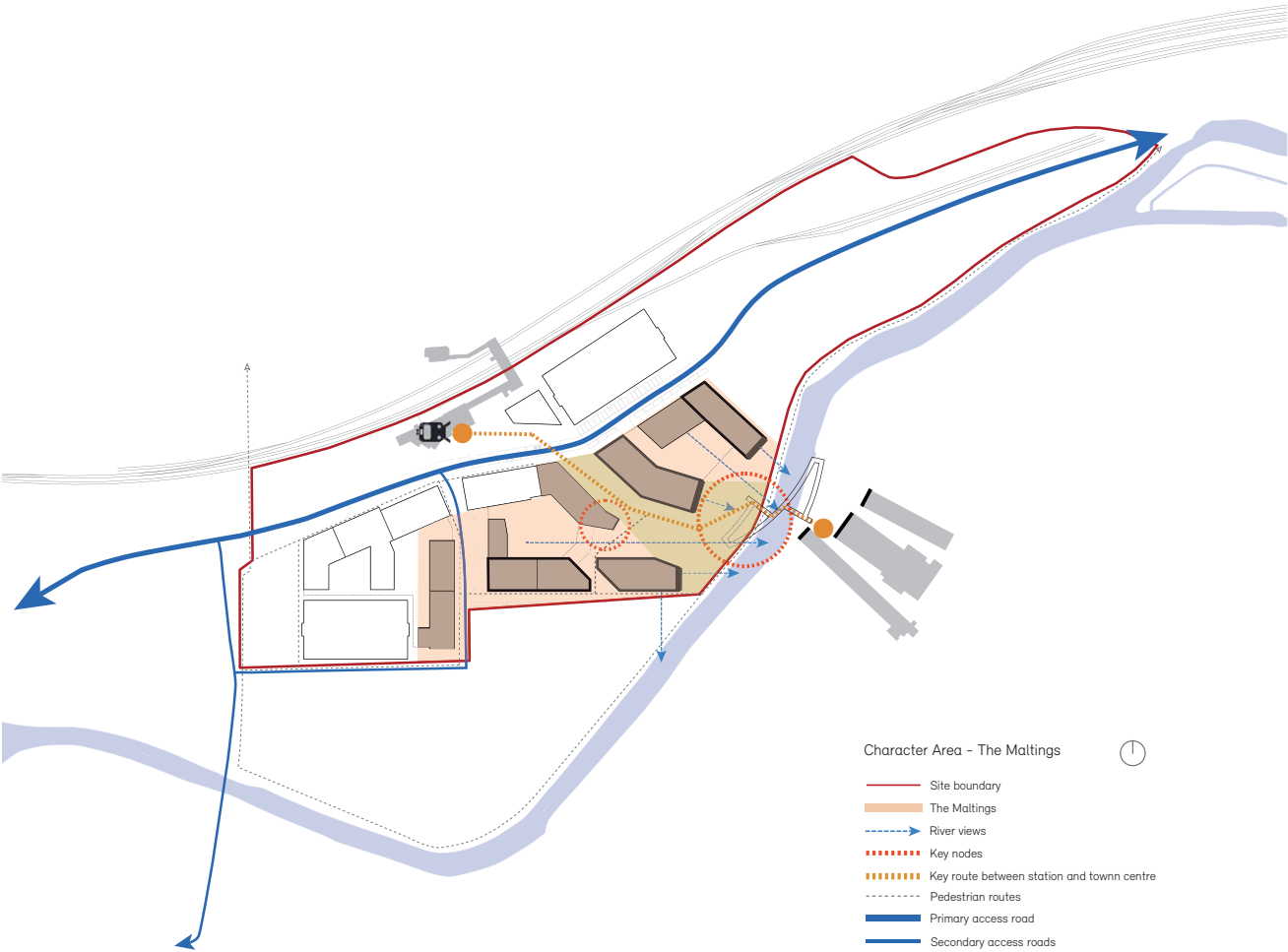
The Maltings character area is located within the central section of the masterplan. Fronting both onto the North-South route and the River Stort and Maltings buildings.

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 as direct response to the Bishop's Stortford maltings buildings form with 3 gables facing onto the River Stort.

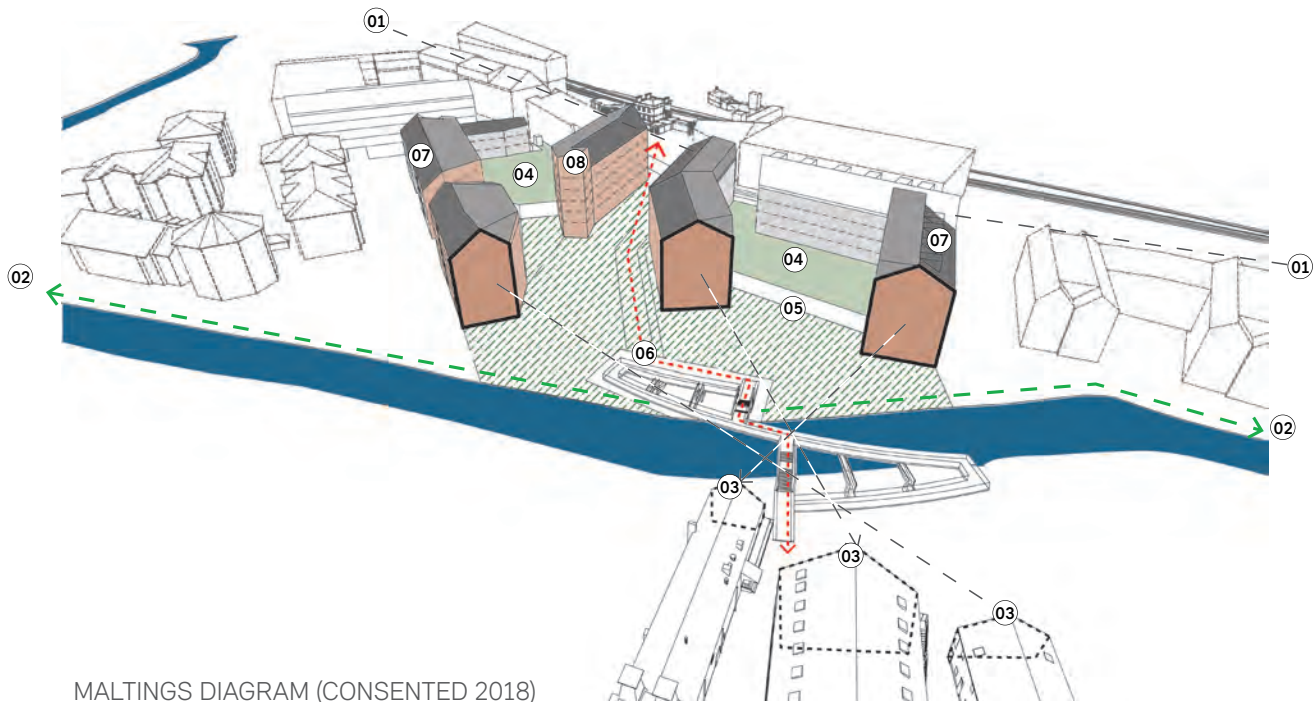
This area bridges between two character areas - the station square area to the north and lower scale Riverside development to the south.

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



MALTINGS DIAGRAM (CONSENTED) 2018



MALTINGS DIAGRAM (CONSENTED) 2018

- 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

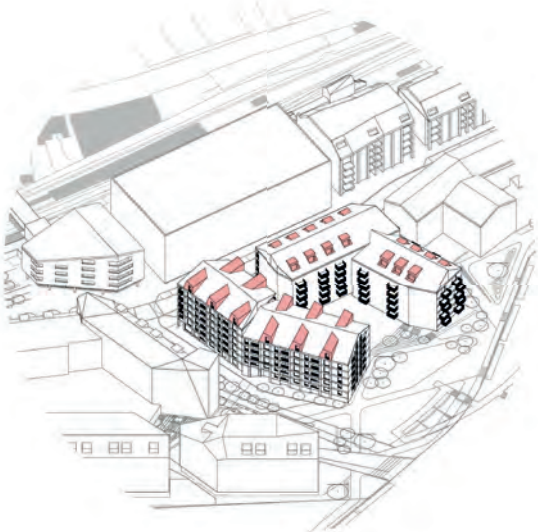
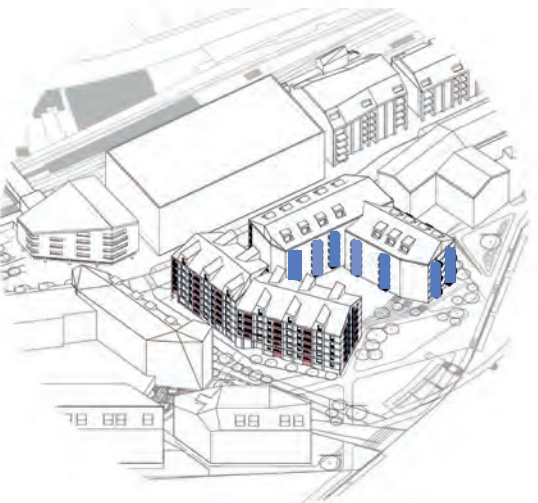
Building facades in this character area will reference the industrial heritage of the former South Street Maltings buildings west of the River Stort. The predominant material throughout this character area is brick. Soldier and varying brick detailing is proposed in this character, reflecting the brick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

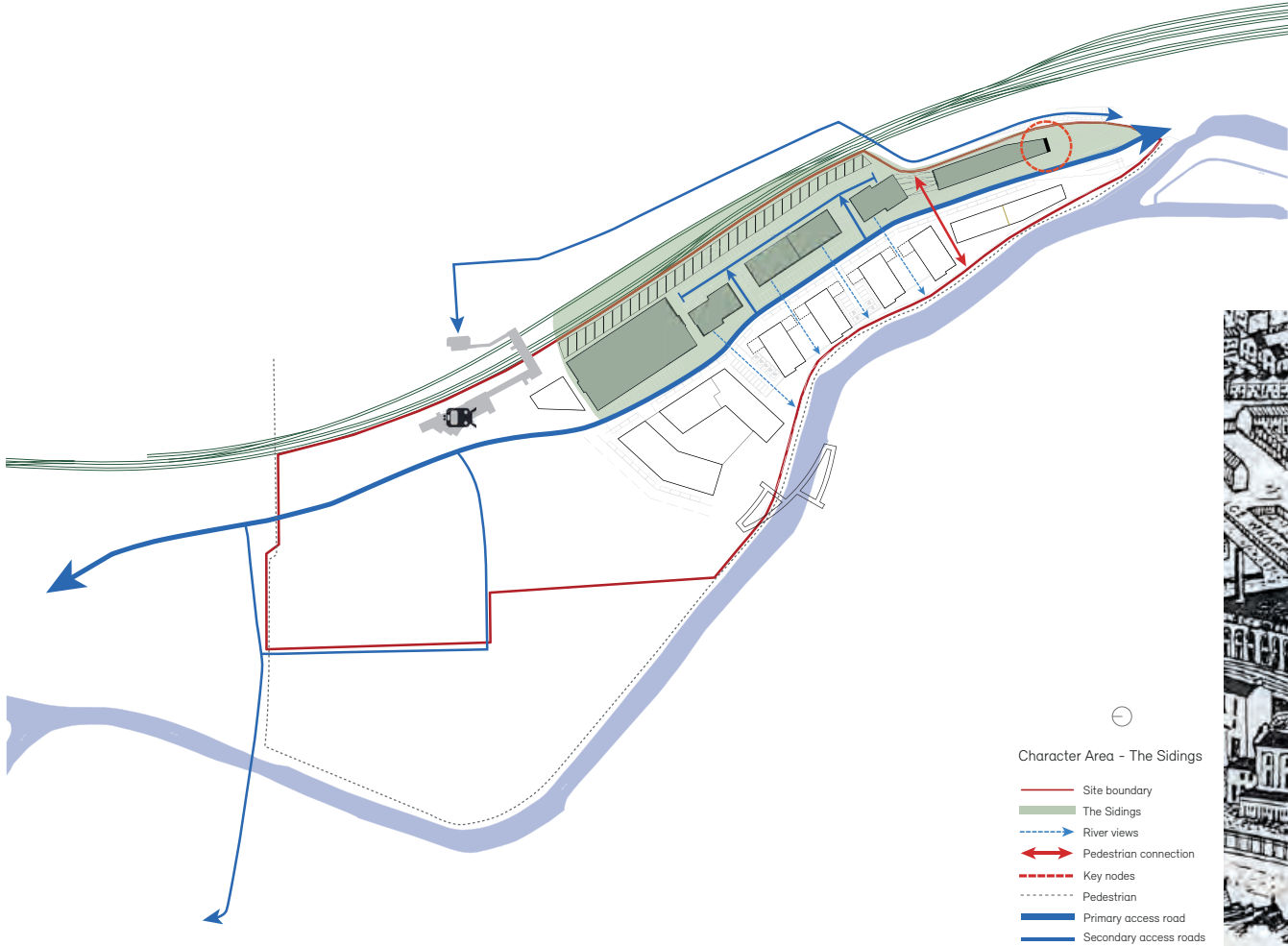


11.4 The Sidings



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.

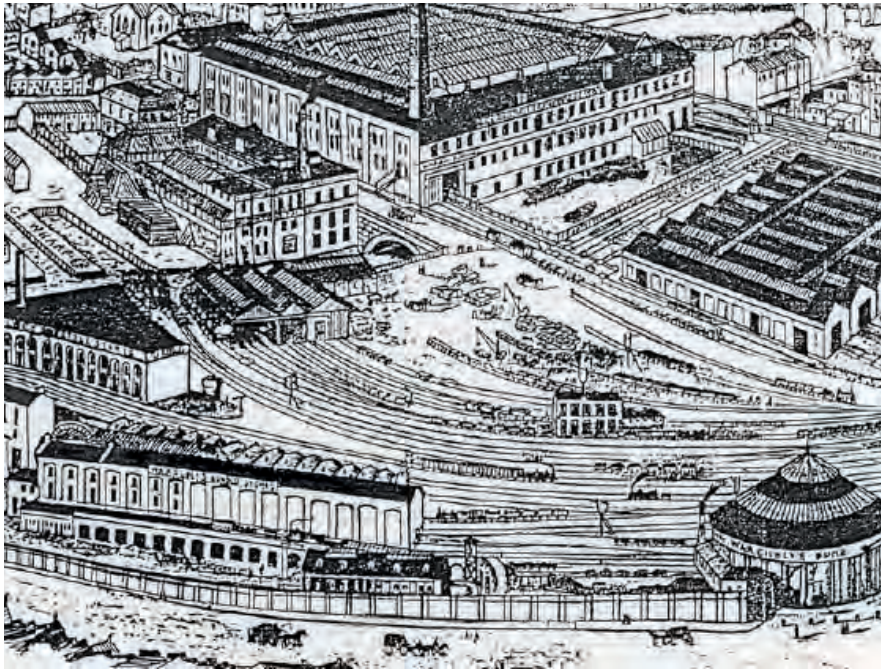
The sidings character area is located at the Southern end of the masterplan and runs North - South acting as a buffer between the railway line and North- South route. This area forms the entrance gateway to the Southern end of the site. The sidings area is envisioned to be a long linear character area 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.



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



SIGNAL TOWER AT BISHOP'S STORTFORD TRAIN STATION

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

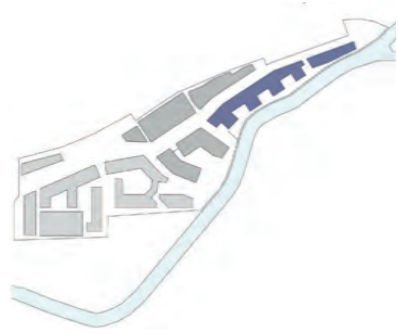


BLOCK F (STREET SIDE) SKETCH ELEVATION



POTENTIAL REFERENCES

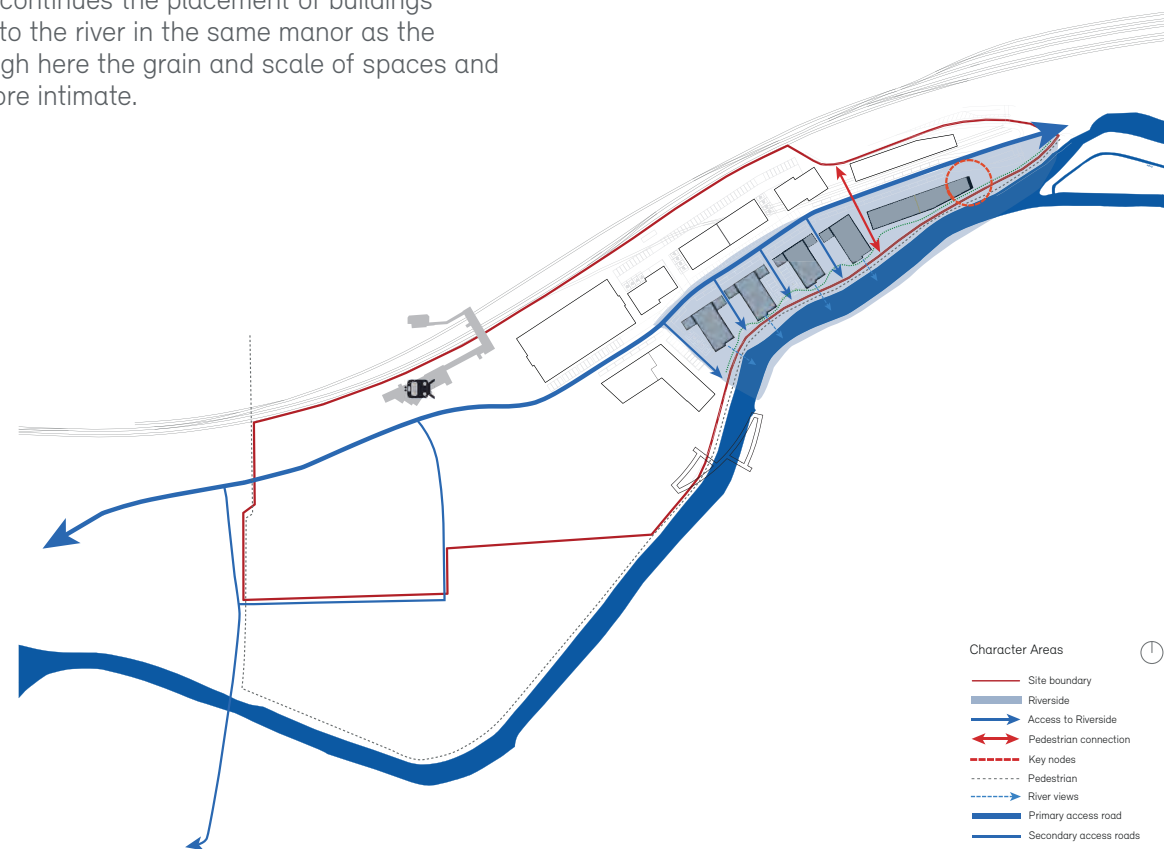
11.5 The Riverside



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

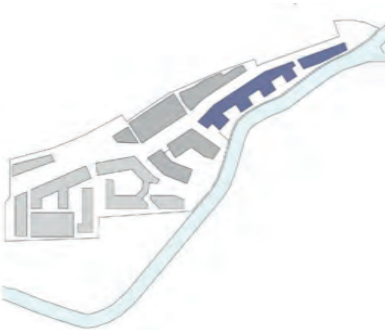


BISHOP'S STORTFORD SMALL SCALE HISTORIC BUILDINGS



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)

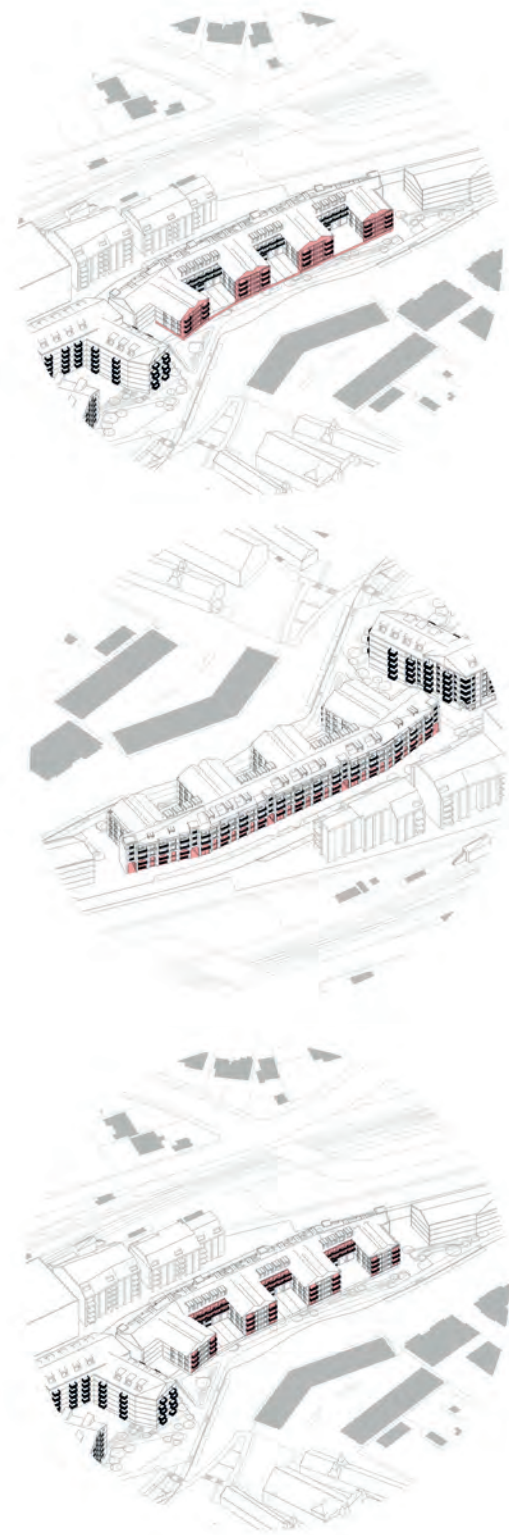
The roadside elevation creates a narrative around old railway structures with reference to railway arches historic buildings on Water Lane in Bishop’s Stortford. Arches may be created over entrance ways through to courtyard gardens and picked up through lintels and detailing along the facade.

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

**Pollard
Thomas
Edwards**