

POSSIBILITIES FOR THE FUTURE: A PEDESTRIAN FOCUSSED APPROACH

What are your preferences?

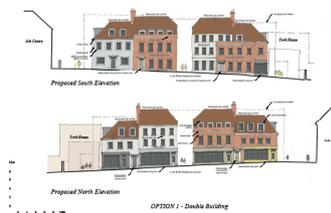
The two visions represent viable schemes which involve trade-offs. They are differentiated by changes to access, green space, retail & parking. We'd value your views on the features presented.

The images below demonstrate a vision of Salisbury Square based around the pedestrian experience and green space. It would produce an environment in which access is limited to pedestrians and cyclists, with no additional parking in the square itself. It retains the footprint of the existing green space, but improves its landscaping. In this scheme, the retail space faces north, towards the railway station.

We value your feedback and will draw upon responses when preparing a final proposal. After today's workshop we will review your comments and plan a clear way forward before rapidly pursuing fresh planning permission and implementation.

Both options presented here are viable, but these are not definitive schemes. It is likely that the final scheme will be a compromise, involving elements of both.

If you have any further questions, email Peter at p.mitchell@gascoyneplaces.org.



OPTION 1 - Double Building - View From The South



OPTION 1 - Double Building - View From The Station



In this scheme, parking standards are met by the inclusion of a car club with automatic enrolment for new residents. This would reduce pressure on parking spaces. Choosing not to add parking to the square means that the amount of usable space for public events is more limited, because the green space retains its existing size. This trade-off must be carefully considered. Neither scheme results in an reduction in the number of public parking spaces currently available.



The retail frontage faces north towards the station, providing a more inviting face to Old Hatfield and serving as a gateway to Salisbury Square and the historic streets beyond. It is likely that this will draw more passing trade than facing inwards, because it increases the visibility of the square to commuters. The separate buildings would make the square more permeable, providing an additional entry point, breaking up the scenery and creating attractive lines of sight through to Arm and Sword Lane.



The current size of the green space is maintained, meaning less parking provision. However, the landscape quality and amenity value will be improved. As already mentioned, the amount of paved space is limited by the smaller of the two beds, reducing the flexibility of the square as a public space. It is, however, important to consider the consequences carefully before removing an element of greenery from the community.



The square remains pedestrianised, resulting in a more peaceful space for those on foot but potentially reduced footfall and less vitality for new businesses. Restricting access to vehicles could also make things more difficult for businesses as they try to accept deliveries. However, with the future of car ownership and usage uncertain, and the advent of autonomous delivery systems, it may be unnecessary to build vehicular access into the square. What do you think?