



SALISBURY SQUARE

Planning submission
summary pack



GASCOYNE
ESTATES

December 2021

Introduction

The purpose of this pack is to outline the planning application recently submitted to Welwyn Hatfield Borough Council.

These designs are the result of a long-running and significant consultation process, and respond positively to the feedback we have received. Gascoyne is confident that this scheme is desirable, deliverable and, vitally, meets the aims of the 2008 Old Hatfield Charrette.

The scheme now comprises five houses and three flats, along with 13,000 square feet of office and flexible retail/hospitality space. We have reduced the number of residential units in response to recent developments in the Square, alongside the desperate lack of high quality employment space in the local area.

The scheme has been designed with the results of the 2019 Salisbury Square consultation in mind. The results of the consultation can be found [here](#).

We thank the Old Hatfield community for their positive engagement with the process.

If you have any questions about the proposals, please contact Peter at p.mitchell@gascoyneplaces.org

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Salisbury Square represents the final piece in the puzzle created by the Old Hatfield Charrette in 2008.

At that time, residents, councillors and local stakeholders got together to generate the vision for Old Hatfield. This vision focusses on the future, but is informed by the valuable history that exists all around us.

The vast majority of the work set out in the Charrette is now complete.

Dunhams Mews, Arm & Sword Lane, Church Lane and Hatfield Railway Station have all improved the urban fabric of Old Hatfield.

They house our friends and neighbours, and in the case of the railway station, they welcome us to Hatfield in a manner befitting its value.



Post Charrette Paper

December 2008



As many of you will know, at the beginning of October the Old Hatfield Charrette took place in the Riding School at Hatfield. The Charrette's purpose was to give the residents of Old Hatfield the opportunity to discuss the problems which the town faces, such as lack of parking, poor quality shopping, open spaces which are neither alluring nor effective, and to consider ways in which the problems could be solved, or at least reduced, and the town might be rejuvenated. People responded very enthusiastically to the opportunity and a series of lively and positive debates took place during the week. I am delighted to present the conclusions of our deliberations.

World-renowned urban planner Andrés Duany led the event, assisted by a specially selected team of highly experienced designers whose areas of expertise were relevant to Old Hatfield's particular circumstances. Local residents attended general meetings; and smaller groups comprising business owners, planners, Councillors and environment and transport officials came together to discuss specific aspects of the plans. Working at a great pace throughout the week in response to the ideas and concerns raised during the meetings, the team produced an impressive array of work, including several dozen master plans, diagrams and illustrations, eventually distilling it all into the final conclusions.

The proposals include plans for the Railway Station, Broadway Market and Salisbury Square, Marychurch Yard, Fore Street Square and St Audrey's Gate and Coach Park, and, happily, can be introduced either as separate projects over time, or more rapidly and together.

The Charrette also gave people the chance to think about less concrete ways to improve the way we live in the Old Town. One such idea was the formation of an Old Hatfield Steering Group which, amongst other things, could help to maintain the momentum for change started by the Charrette and so enthusiastically and energetically taken up by you all.

I have been delighted by the reaction which the Charrette has provoked and immensely encouraged by the degree to which the residents of Old Hatfield and others who attended have engaged in the process. I very much hope that you will continue to take part, as we move on to the next stages.

Lord Salisbury

Community engagement

The present planning application for Salisbury Square proposals is the result of a consultation held in June 2019.

We had hoped to submit the application before now, but the covid-19 pandemic forced us to temporarily halt proceedings.

We are confident that the scheme delivers on the aims of the 2008 Charrette but is updated to meet the needs of the community today.

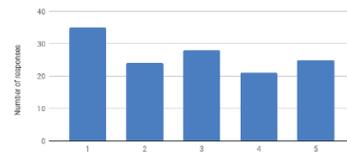
Over 200 people attended the exhibition in York House, the majority of whom provided written feedback.

This feedback came from a mix of online and paper survey results.

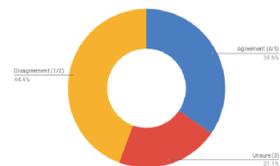
The full results of this feedback are included in the planning application and are available on our



Green space is vital to the setting of the square. The amount of green space must not change.

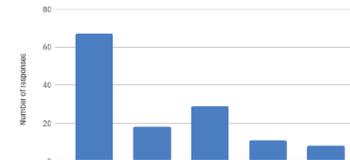


The most common response to this statement was 'strongly disagree', with only 34% of people either agreeing or strongly agreeing. This indicates that most people either think that some of the green space should be removed, or would not be concerned if it were. When compared with the next two graphs, it becomes apparent that there is a consistent message to remove some - but not all - of the green space.

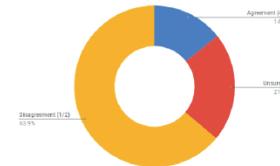


'The green area should be kept in the square, but needs to be more inviting.'

Green space in the square is unnecessary. It should be paved so it can be used for other things.

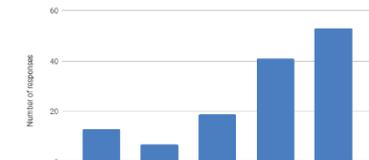


Removing all the green space was the least popular of all the statements provided. As demonstrated by the pie chart below, two thirds of people opposed this idea, with the majority of them strongly opposing it. If you add those who are unsure, almost 90% of people do not agree with removing all of the green space. We believe a compromise is possible which improves the flexibility of the square without removing all green space.

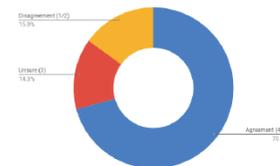


'No-one uses the tiny bits of green space in the square, so they hold little to no value'

It would be good to remove some of the green space, allowing the square to be used more flexibly, while improving what remains.



There was overwhelming support for removing some green space and replacing it with shared space. This was passionately believed, demonstrated by a mode of 5 and a median of 4. Particularly interesting in this case is that the third of people who rejected the idea of removing all the green space did not all object to removing some of the green space. This could indicate that removing some of the green space is a comfortable compromise for many.



'A paved area for cafe or restaurant outdoor seating would be good.'

Site plan

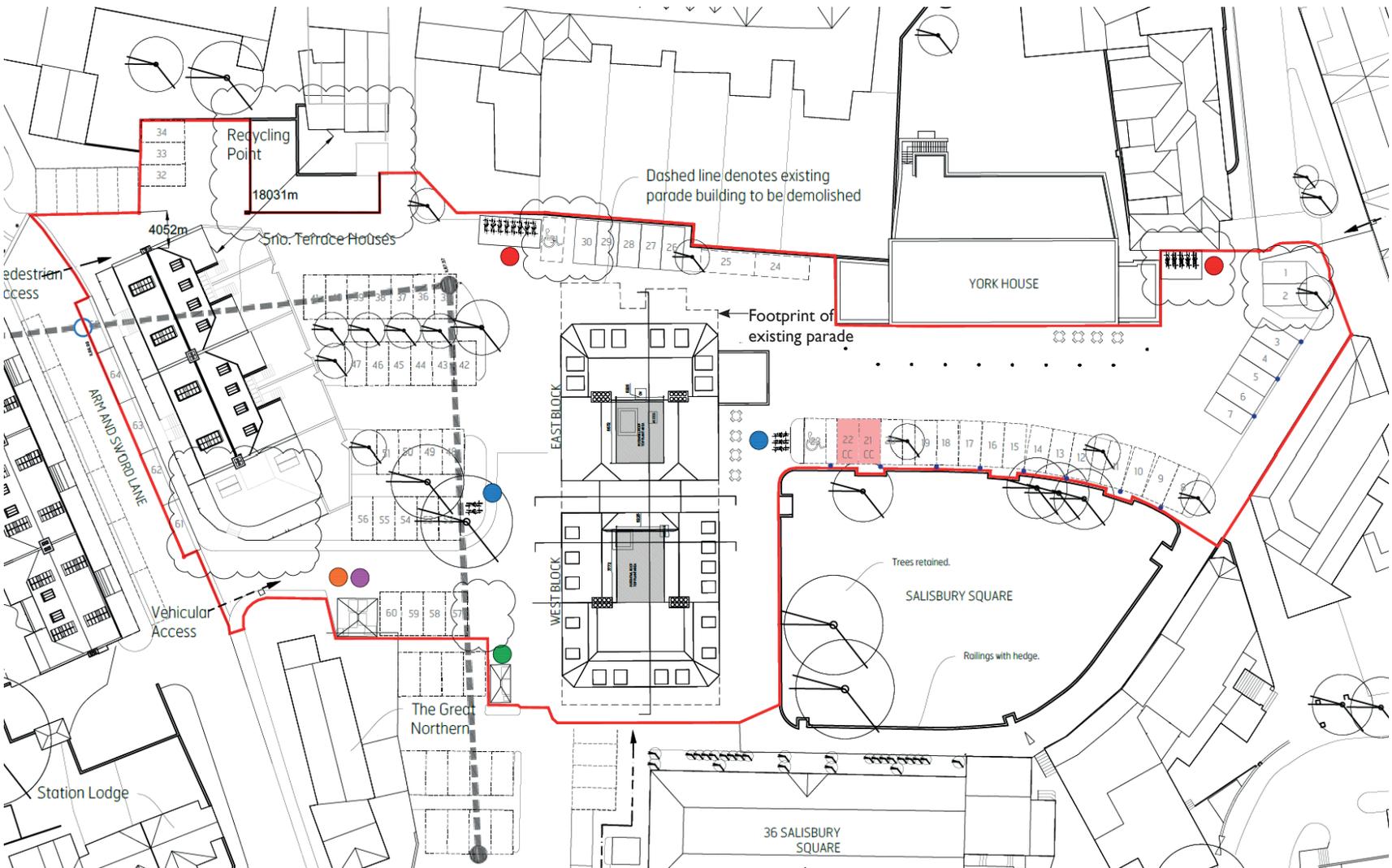
As demonstrated by the site plan, the total number of spaces servicing the Square is unchanged. Indeed, in response to feedback from the community, we are providing more spaces than is required by adopted parking standards.

Some of these spaces are inside the Square. These provide flexibility whereby they can be closed to accommodate markets or events.

The dashed line surrounding the mixed-use building represents the extent of the existing parade.

The new building is smaller than the old, creating a more appropriately scaled public space.

The Square will be more accessible now, with additional points of access including through



CGIs and context

These CGIs provide an indication of the scale, design and materials of the proposed mixed-use building in the middle of the square.

These images were created towards the beginning of 2021. As a result, there are some very minor differences between these images and the proposed elevations. These include the materials used in the central 'link', and some roof, window and door details. This said, the fundamental massing, feel and intent of the proposals is accurate.

The proposed building will be fully compliant with the Gascoyne Estates Building Code, with the same design language as seen on Arm & Sword Lane, Church Lane and Dunhams Mews.





The building is designed to be complementary to the character of the Old Hatfield Conservation Area.

When compared to the existing parade, it has a reduced footprint and is marginally smaller in height.

The different roof lines and finishes also break up the bulk of the building, making it a less dominant impact on the public space in the Square.

It is possible in this view to see that parking has been brought into the Square. This area can be used flexibly for events, and will have traffic controlled by bollards.

This shared space is created by removing the smaller portion of green space in the square, in response to comments from the community at the Salisbury Square

CGIs and context

This view provides the scene from the railway station. You will see that the scheme makes use of the diagonal crossings implemented during the refurbishment of Hatfield Railway Station.

Access from the station is created by the construction of stairs by the owners of Blackhorse House (the JobCentre) as part of their ongoing office-to-residential conversion scheme.

From this angle, you will see that the shopfronts face the station, drawing people across the road and towards the Square.

The proposals will create a more compelling arrival to Old Hatfield, providing a gateway into the historic streets beyond.

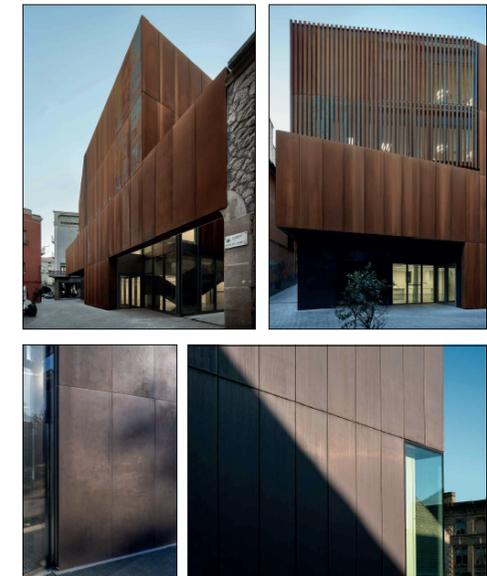


Elevations

The mixed-use block is designed to give the impression of several historic buildings, but in practice is a single building connected by an internal link.

The decision to clad this link in bronze was taking to give a sense of age to the more traditionally designed buildings. In many historic environments in towns and cities across the UK, modern interventions are added to heritage buildings, adding visual interest whilst enhancing their character.

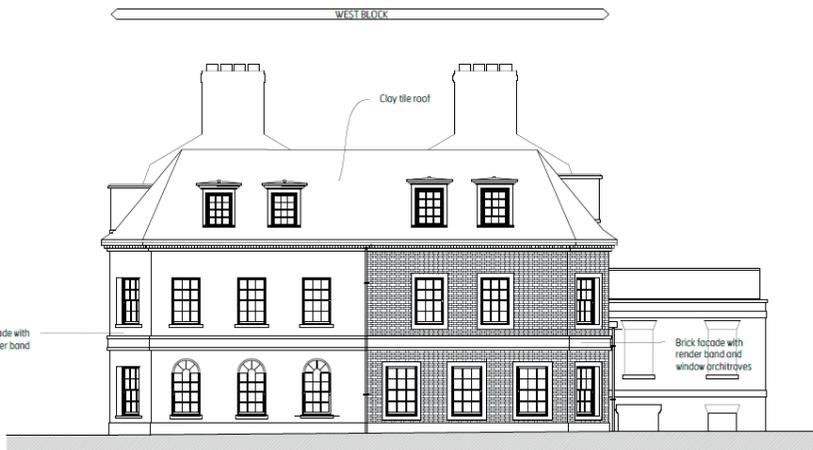
A brick link could look heavy and unrefined. In contrast, the traditional brick and render finishes will be complemented by the modern cladding, demonstrating that Old Hatfield is informed by its history, but is forward looking into the future.



EXAMPLES OF BRONZE CLADDING



South Elevation



West Elevation

The feedback given at the Salisbury Square exhibition indicated a desire for shop frontages to face into the Square.

As described in the summary of the results, the decision was taken to include shop frontages facing the square *and* the railway station. This creates an active frontage which will draw rail travellers across and support the businesses which are established there.

Facades in the square are sympathetic to the existing architecture, taking cues from the historic buildings in the vicinity.

A gate is shown underneath the bronze link. This will serve as an entrance to the commercial space on either side.

During the day, this gate will remain open, increasing the permeability of the Square. It will be closed during the evening to ensure security.

This project will also see the completion of Arm & Sword Lane.

Four houses going down the hill will match the existing Arm & Sword Lane houses precisely.

The fifth house, on the corner adjacent to the Great Northern Pub has been designed with a curved front elevation.

This is to create a stronger visual relationship between the new houses and the Greath North Road, whilst directing pedestrians, cyclists and vehicles into the car park behind.

This beautiful, traditional elevation is inspired by buildings in Cambridge which serve as attractive and recognisable corners in dense streetscapes.



Elevations

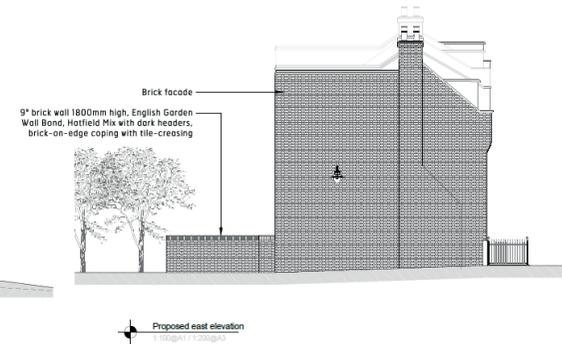
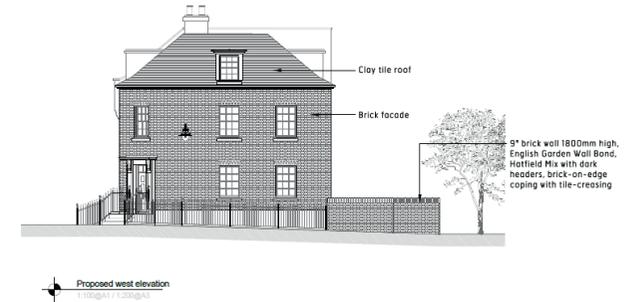
The completion of Arm & Sword Lane is a key component of this scheme.

Four of the five houses will mirror the existing houses exactly, with the same finishes and proportions.

This will create an attractive street scene and terminating vista, but also create in effect a low-traffic cul-de-sac.

The surface of the road will be changed and granite setts used to indicate the main thoroughfare into the car park behind.

The curved house, shown in elevation here, sits at the top of Arm & Sword Lane as a gateway building to the regenerated square.



Floorplans

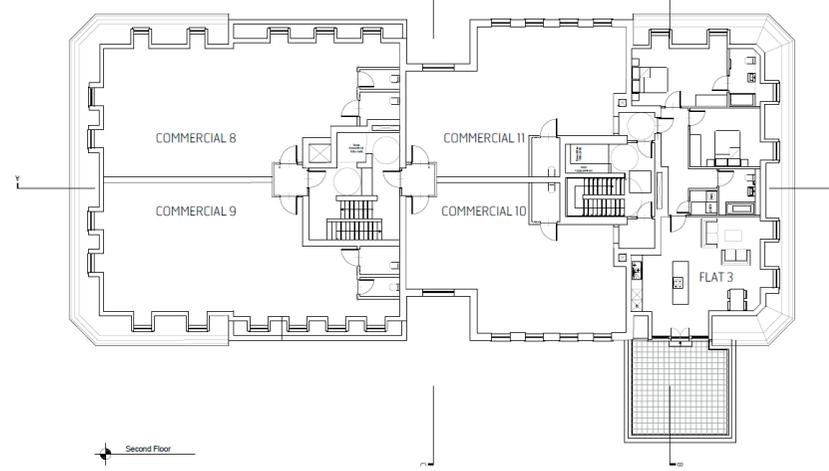
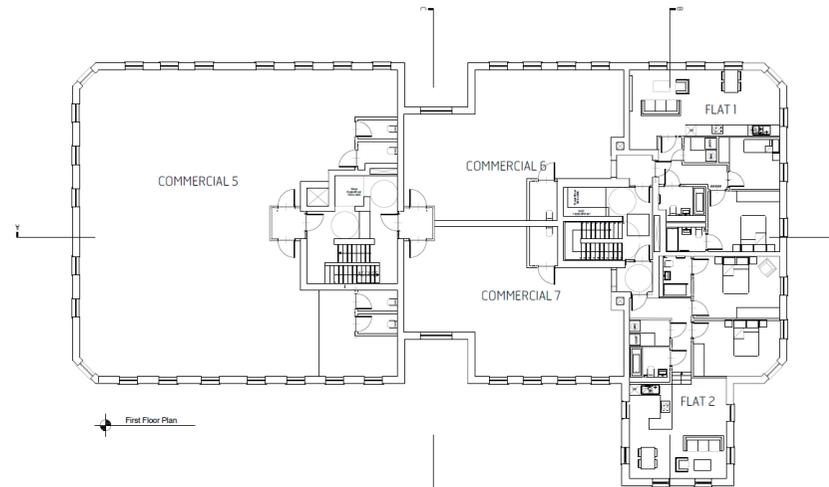
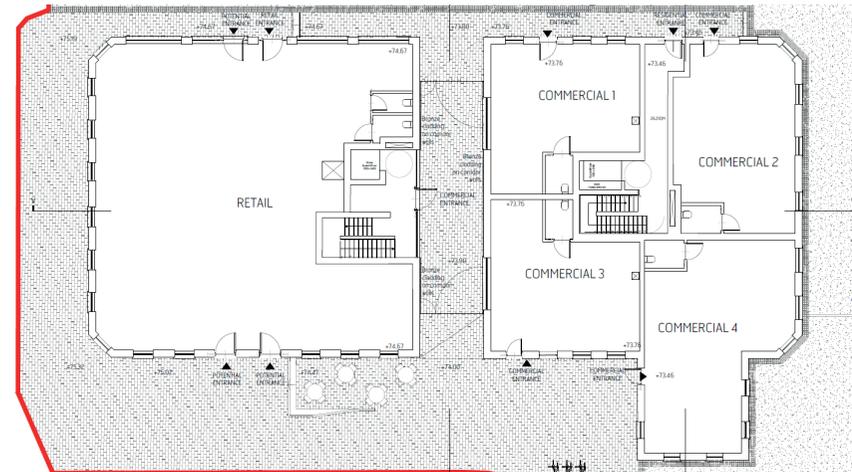
The key principle for designing the mixed use building is flexibility.

Depending on demand, the designated office space could be as many as eleven units.

The retail space could be one large space or up to four smaller ones.

Some of the ground floor office space may be used as a restaurant, should a suitable occupier come forward.

All of these options are available to us, and Gascoyne will seek to ensure that the right mix of tenants occupy the new building.



Salisbury Square is in a highly sustainable location.

It is within easy reach of Hatfield railway station and bus interchange. It is the perfect candidate for taking a forward-thinking approach to car dependency.

As such, we are providing more than double the required amount of secure bicycle storage to serve commercial, residential and retail uses.

The scheme will also include a car club car, with automatic enrolment for commercial and residential tenants. The scheme will also be open to the wider Old Hatfield community.

Whilst the priority is on reducing private car ownership and dependency, electric charging points will also be included in the car park for public use.



As part of our submission, we sought advice from comouk, the UK's leading shared mobility organisation. We have taken their advice on board and incorporated it into the design.

Their summary conclusion is that:

“the site has significant potential to be an exemplar of sustainable development and to lead the way in the transition of the area away from the dominance of the privately owned car”

Sustainability is a key motivation for Gascoyne.

The houses on Arm & Sword Lane will be connected to the existing ground source heat pump system, which has worked effectively heating the houses and offices which were built in 2014.

The mixed-use building will be heated and cooled with air source heat pumps, carefully integrated into the design to ensure harmony with the historic roofscape.

A fabric first approach means that the buildings will be highly insulated and thermally efficient

The buildings will also be designed to reduce embodied carbon in the materials used.

The scheme, therefore, is fossil fuel free and operationally net-zero.

This scheme has been long-awaited. It is the result of many years of hard work and extensive engagement, both formally within the charrettes and exhibitions, and less formally with ongoing conversations with the Old Hatfield Residents Association and community more broadly.

The scheme has evolved since the original Charrette. The frustration created by the time which has passed since the proposals were first raised is shared by Gascoyne and the wider community. That said, Gascoyne is equally mindful that circumstances have changed during the intervening period and Gascoyne remains fully committed to the success and regeneration of Old Hatfield.

We look forward to bringing the scheme to life and completing the programme of works set out at the 2008 Charrette.

Your comments, questions and observations would be gratefully received.



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