

Salisbury Square Redevelopment Plans: Update by Anthony Downs (GCE) to OHRA Wednesday 20 November 2019

We appreciated the presentation on GCE's plans for the redevelopment of Salisbury square. Our discussions raised the following matters which we here relay to GCE to help them prepare their planning application so that the redevelopment can then proceed quickly, which we earnestly want.

1. Unsurprisingly, there were questions concerning **parking**. We appreciate the need to comply with **parking standards**. Apparently planners can criticise an application providing more than the standards since there is a need to reduce car dependency. However, the proposed plans will do their bit for this by promoting an E car club. So any such criticism is not valid in this case.
2. But it is nonetheless necessary to be realistic that the residential units (5 3bed houses, 1 mews house, and 10 2 bed flats) will in reality attract, on average, more cars than assumed under parking standards. This would take up more spaces than currently provided in blue in the detailed presentation. The spaces currently allocated in brown for the offices in SS car park could be during the day and used for the flats in the evenings. The current "surplus" car parking spaces in green in the plans will be essential to cater for this expected demand. In any public presentation of the plan, I suggest switching the spaces shown in yellow in the SS car park with those in green as surplus opposite York house since the latter would obviously be better for the retail outlets. We assume that residences in the plan would be eligible for permits to park in Salisbury square but would not be eligible for BO1 residents parking permits.
3. GCE usefully confirmed their agreement at their meeting with the OHRA parking sub-Committee on 21st November to the following **two specific conditions** that the OHRA parking sub-Committee considered essential to make the proposed redevelopment acceptable:
 - a. When GCE take over Batterdale A and B, GCE need to impose and enforce controls to limit parking during the day to 2 hours max and to BO1 permit holders only – to stop late commuters using this car park. This will increase capacity. 2 hour parking will be useful in catering for demand for the new retail units in the redeveloped parade and York House.
 - b. Allow Old Hatfield residents to apply for special permits to park in Salisbury square and car park in the evenings, when residents returning home from work between 6- 8pm suffer severe problems in finding a parking space. They must vacate the parking spaces by 0800 each day so that the spaces can cater for essential day time users in the square. This will be particularly useful for residents with electric cars (reliant on on street parking) for which the redevelopment will provide the only local opportunity for charging their cars.
4. WHBC currently grants free **white list permits** to park in the current Salisbury square car park. This was originally designed to promote the economic development of Salisbury square. GCE will ask WHBC to invite those on this white list to apply for a parking permit in the new Salisbury square car park so that GCE can determine if they are truly eligible in line with the White List's original objective and respond accordingly after liaising with the OHRA parking sub-committee. This increases the need for WHBC's promised forthcoming review of residents parking scheme.
5. We queried how **deliveries** could be handled under the development. For the retail units in the parade, this would require use of the road facing the SS car park and might need to extend to the top of the retail units so that the current two surplus parking spaces (Nos 67 & 68) might need to be dedicated to deliveries at certain times agreed with the retailer.
6. We stressed the benefits of a vfm **café or restaurant in the parade** fronting on to the square with outside tables next to the green space, which will not be possible outside York House.
7. We stressed that the units in the parade redevelopment include not only retail (class 1) but also opportunity for a café or vfm restaurant (eg Italian). GCE need to check whether it is easier or less complicated to include this possible alternative use class in the planning application rather than subsequently having to apply for a change of use order if there is demand for it. The OHRA could canvas residents about this and the extent to which they would frequent it to promote use. . GCE could use this local feedback to encourage potential tenants when they market the units.
8. GCE will propose **landscaping for the green in Salisbury square** which will cover the top part of the current green area, on which OHRA landscaping experts can provide comments.