

## **Chapter 10 – Proposal for Andover**

## 10 PROPOSALS FOR ANDOVER

### 10.1 Introduction

10.1.1 The objective for this chapter of the Plan is:

**To meet the needs for housing, employment, community facilities, tourism and infrastructure in Andover in ways that support viable communities, maintain a robust local economy and maintain the high quality environment of the area.**

10.1.2 The proposals in this chapter allocate specific sites for a range of different land uses to meet the social and economic needs of Andover. The identified sites are shown on the Proposals and Inset Maps.

10.1.3 In identifying these sites the Council has had regard to Government guidance, the Structure Plan, including its requirement for a Major Development Area (MDA)<sup>128</sup> adjoining the town, and the other policies of this Plan. The other policies of this Plan still apply to the allocated sites and are relevant to the determination of any planning applications relating to them.

10.1.4 A sustainability appraisal of the identified sites is included in Chapter 12. In its choice of sites the Council has sought: to conserve the best of the natural and built environment; to avoid potential environmental hazards in the location of development; and to have regard to wider sustainability concerns, such as concentrating development in and around built-up areas and integrating transport and land use, wherever possible.

### 10.2 A Strategy for Andover

10.2.1 Andover is an historic market town, set in an attractive chalk downland landscape, serving an extensive rural area. Since the town's planned expansion in the 1960s, to accommodate people and firms from London, the local economy has grown steadily and remained buoyant with consistently low levels of unemployment. Compared to other Hampshire towns, it is relatively self-contained, with a high proportion of residents working locally. It has good transport connections, particularly the national road and rail links to London, which are important for business. The level of facilities supported by the town and its catchment (of about 70,000 people) reflects the town's planned development. Some parts of its infrastructure, notably the road network, compare well with similar sized 'older' towns, but the range of shops, facilities and some other services falls below that which might be expected for a town of Andover's size.

10.2.2 Andover now has to respond, in common with the rest of the country, to the economic challenges of increased global competition if it is to sustain a good range of local employment opportunities. It needs a portfolio of successful businesses across a variety of activities, including representation amongst emerging and future growth sectors. The town's relative self-containment makes the success of existing local firms and the establishment of new ones (to replace

<sup>128</sup> Policy H3, Hampshire County Structure Plan 1996 - 2011 (Review), 2000, Hampshire County Council, Portsmouth City Council and Southampton City Council.

declining activities) essential to avoid long distance commuting to jobs elsewhere. This means creating an environment in which firms in new sectors want to locate and expand, as well as where established firms can flourish. To maintain the town's self-containment people need to be encouraged to both live and work in the area, which means promoting an attractive environment and a good range of local housing, education, health, leisure and other facilities.

- 10.2.3 In order to develop an overall strategy for the town, a series of objectives were initially identified in “Andover Beyond 2000.”<sup>129</sup> These objectives have been updated and are described in more detail in this section of the Plan. This section also explains how the land use proposals in this chapter relate to the objectives for the town.

### **Andover’s landscape setting and the countryside gaps between the town and surrounding villages**

- 10.2.4 Andover is set into a distinct landscape ‘bowl’, which rises gently north and north eastwards towards the wooded crests of the North Wessex Downs AONB. The Ladies Walk - Bere Hill ridge rises steeply to the south concealing the town from that direction and dominating the southern skyline from within. The high land provides many viewpoints of the town and its surrounding countryside in which key features, such as St Mary’s Church and Harewood Forest, are salient. To the east, north and west the town is contained by a series of ridges running south from the North Wessex Downs AONB. The views out of and across the town of the rising land are important in retaining the close relationship between Andover and the adjoining countryside. The rapid post-war development of Andover has respected the relationship of the town to its landscape setting, by generally limiting the level of development to below the 90-metre contour. Maintaining the landscape setting of the town has been a key consideration in determining the best locations for new development through the preparation of this plan.

- 10.2.5 There are a number of rural settlements close to, but separated from, the town by areas of countryside providing physical separation and community distinctiveness. The Structure Plan recognises the importance of retaining the identity of individual settlements and enables local planning authorities to define local gaps, where there is a risk of coalescence<sup>130</sup>. Four local gaps have been identified adjoining Andover (Andover - Anna Valley/Upper Clatford; Andover – Abbots Ann; Andover - Enham Alamein/ Smannell; and Andover - Weyhill/The Pentons) which are shown on the Proposal and Inset Maps (see Policy SET 05). The local gaps are described in more detail in Appendix 2. The nature of them varies, reflecting their particular landscape qualities and the characteristics of settlements they separate. The individual character of each local gap should be retained and enhanced together with their function of maintaining the physical and visual separation of settlements.

### **To conserve and improve the town’s urban environment**

- 10.2.6 The historic core of Andover retains much of its original character and any development in the town centre should respect the character of the Conservation Area (see Policies ENV 14 and 15) and individual listed buildings (see Policies

<sup>129</sup> para. 19, Andover Beyond 2000, 2000, Test Valley Borough Council.

<sup>130</sup> Policy G3, Hampshire County Structure Plan 1996 - 2011 (Review), 2000, Hampshire County Council, Portsmouth City Council and Southampton City Council.

ENV 12 and 13). Andover has experienced considerable growth since the early 1960s often in the form of large housing estates, which contrast in terms of design and layout, with the historic core and development from the first half of the 20<sup>th</sup> Century. Two areas (The Avenue, part of Whynot Lane, Bishops Way, The Pines & Croye Close; and Winchester Road & Winchester Gardens) have been identified as Residential Areas of Special Character and are protected from inappropriate development by Policy SET 02. Further large-scale housing sites have been developed over the last ten years, notably at Balksbury Camp, Saxon Fields and on land west of Floral Way.

10.2.7 In considering the location and design of future developments those features, which provide links to the town's history should be retained and enhanced, and more recent features improved. The key features of the town's urban environment to be retained and enhanced are:

- the prominence of St Mary's Church and views of it from within and outside the town (see Policy DES 02);
- the River Anton corridor passes through the town from Anton Lakes Local Nature Reserve to Rooksbury Mill. To enhance this corridor, a new riverside walk and landscaping are proposed alongside the River Anton at Anton Mill Road (see Proposal AND 08); and
- the approaches to the town, in particular via the Northern Ring Road.

**To maintain and enhance the town's local economy**

10.2.8 To maintain Andover's high degree of self-containment, the local economy needs the ability to develop and to respond to the growth and decline of different sectors of the national and international economy. This means making suitable land readily available for existing and new firms quickly to take advantage of market opportunities as they arise. It also means making Andover attractive in all respects to those considering investing in the town, both financially and in person by moving there. This will become more important as the pace of economic change accelerates and the proportion of the local economy dependent on new sectors increases.

10.2.9 To enable Andover's economy to remain buoyant, a new business park is proposed off Monxton Road (see Proposal AND 04) and an extension to the Walworth Estate (see Proposal AND 03). The location of the Walworth Estate close to the residential areas at East of Icknield Way (see Proposal AND 01) and Picket Twenty (see Proposal AND 02) provide opportunities for people to live and work in close proximity.

10.2.10 The town is experiencing the effects of wider structural changes in the economy currently taking place. The large manufacturing sector which is a major part of Andover's economy means that the town is vulnerable to the consequences of broader economic changes. To enable the town's economy to respond to the changes taking place and remain successful the Council is proposing to develop a strategy to revitalise the two main estates and two allocations for employment.

10.2.11 The Walworth and Portway Estates are the two main areas of employment serving the town. They were developed in the 1960s and 1970s to provide accommodation for industrial occupiers. Their layout and the stock of buildings

require investment to meet the needs of modern businesses. To provide a comprehensive approach to guide redevelopment and investment the Council is to prepare a strategy and masterplan which would be in the form of a supplementary planning document.

- 10.2.12 The extension to the Walworth Estate and the proposed business park off Monxton Road would complement the developing strategy by providing sites for new or existing businesses seeking to locate or relocate as a consequence of the redevelopment of the established estates.

**To improve the range and quality of housing**

- 10.2.13 Whilst there is a good range of house types and sizes in and around Andover, the past planning of some parts of the town has led to a degree of uniformity within local communities that should not be repeated. Chapter 8 encourages better design, which will be particularly important when brownfield sites in Andover come forward for development. Major new developments, particularly the new communities east of Icknield Way (see Proposal AND 01) and at Picket Twenty (see Proposal AND 02), together with infill developments in the town, should provide for a mix of house types to provide a choice of accommodation and household types for local people. Opportunities to include live/work units to provide residents with choices in terms of where they wish to work should also be promoted.

**To improve the quality of transport**

- 10.2.14 Residents of Andover and the surrounding area are particularly reliant on use of the car. The town has a road system which experiences relatively little congestion but which creates some visual and functional deterrents to walking and cycling to the town centre and other facilities. It lacks a comprehensive, safe and attractive cycle and footpath network which would encourage people to walk or cycle rather than use the car. The town also serves an extensive rural catchment for which alternative forms of transport are not usually realistic. However changes in travel behaviour can be promoted, in the short term, and achieved, in the longer term, by ensuring that all opportunities are taken to install comprehensive foot, cycle and bus priority networks. Over time, such improvements will allow habits to adjust gradually and voluntarily and enable the town to accommodate change. The proposal to enhance the towns bus station (AND 07.5) to provide a more attractive facility with greater capacity is an integral part of promoting alternatives to the car in Andover.
- 10.2.15 The location of new development in accessible locations together with developer's contributions towards new and improved transport facilities should stimulate a shift in travel behaviour in the long term, if not the short term. All the proposals for Andover (the 'AND' Proposals) provide details of the on-site and off-site transport measures, which should be carried out in association with development. Such measures include improvements to the road, rail, bus, cycle and pedestrian networks.
- 10.2.16 The proposed housing developments east of Icknield Way and at Picket Twenty, together with the proposals for employment development at Walworth Estate and Andover Business Park will significantly increase the number of people living and working in Andover. It is important to improve facilities for public transport, cycling and walking, and may also be necessary to upgrade the highway network in the

longer term. Land has been safeguarded in the following locations-where improvements to the transport network may be required:

- a) A3093 from its junction with the A303(T) to its junction with the A3057;
- b) A3057 from its junction with the A3093 to the junction with the A343;
- c) A3057 from its junction with the A343 to its junction with Bridge Street; and
- d) A343 from its junction with the A3057 to its junction with the A303(T).

### **To improve the standard and range of facilities**

- 10.2.17 The standards of public and private facilities in Andover reflect many factors such as: historic levels of provision; the expenditure of the local population; the size of public budgets and contributions from other sources; and the standard of facilities in nearby centres. Locally there are expectations of facilities that can only realistically be supported by towns much larger than Andover. Its relative isolation adds to frustrations with limited facilities and hoped for improvements, which run ahead of what is viable or possible. This is particularly true of commercial or publicly subsidised facilities that require a substantial expenditure base to sustain them and where the nearest provision is in towns some miles away.
- 10.2.18 The best possible quality and range of shopping, education, health, leisure and other facilities, in the town centre and locally, needs to be promoted if the quality of life of local residents is to be maximised, new investment attracted and the need for travel to other centres minimised. To address this issue land has been identified in Chantry Street for additional town centre retail development (see Proposals AND 07.3 and 07.4). The new communities east of Icknield Way and at Picket Twenty will be provided with their own facilities (see Proposals AND 01 and 02). As part of these developments, opportunities will be created to improve sport's facilities, through the relocation of the Walworth Sport's Ground to London Road (see Proposal AND 05), and to improve the quality of secondary school provision through the safeguarding of a potential site for a new school (see Proposal AND 01.4).

### **To improve access to the surrounding countryside**

- 10.2.19 Despite its attractive landscape setting, Andover lacks easy access to the countryside for informal recreation, because much of the town is surrounded by intensively farmed, high quality agricultural land. However, there are opportunities close to the edge of the town to provide greatly improved public access for a mixture of informal recreation uses. These should be made easily accessible to existing and future residents by non-car modes of transport. The appropriate use and management of such facilities would complement the objective of permanently safeguarding the town's landscape setting.
- 10.2.20 A number of opportunities for greater access to the countryside will be created as part of the development proposals for Andover including land adjacent to Ladies Walk (see Proposal AND 06). The proposed outdoor facilities and landscaping east of Icknield Way (see Proposal AND 01) could include pedestrian links to create circular countryside walks.

10.3 **AND 01 - EAST OF ICKNIELD WAY**

10.3.1 The site east of Icknield Way, together with land at Picket Twenty, will meet the strategic requirement for a Major Development Area (MDA)<sup>131</sup> at Andover. The land east of Icknield Way provides an opportunity to develop a new community adjacent to the town, which could have a distinctive character, taking advantage of its landscape setting. It is well located in terms of access to existing employment areas and has the potential for convenient links to the town centre.

**AND 01.1: NEW COMMUNITY EAST OF ICKNIELD WAY**

**Development in the form of a new community of approximately 2,500 dwellings, together with a range of associated facilities, is proposed to the east of Icknield Way and north of the London - Exeter railway line (see Inset Map 1). The development should be designed to respect its surroundings and avoid visual intrusion particularly in relation to the landscape setting of Andover.**

10.3.2 The site to the east of Icknield Way and Cricketers Way lies within the Andover bowl with the land rising gently towards Finkley Manor Farm and Smannell and is well related, in landscape terms, to the existing built-up area. Further development can be integrated with the existing residential development to the west in terms of transport infrastructure and social and community facilities. A number of detailed proposals are put forward to ensure that the development is of a high quality, meets the needs of the new residents, and is integrated with the existing built-up area. Of the 2,500 dwellings, the Council will seek the provision of 1,000 affordable homes in accordance with Policy ESN 04.

**AND 01.2: LANDSCAPE FEATURES EAST OF ICKNIELD WAY**

**New landscape features will be provided in association with the proposed housing development including:**

- a) woodland planting 25 metres – 40 metres wide defining the northern boundary of the proposed residential development;**
- b) a landscape buffer 20 metres wide to the west of Smannell Road on the northern boundary of the proposed residential development;**
- c) woodland planting 25 metres – 40 metres wide defining the eastern boundary of the proposed residential development, adjoining the public right of way;**
- d) a landscape corridor 20 metres wide on the north side of the railway line between Cricketers Way and Finkley Down Farm;**
- e) the retention and enhancement of the existing landscape features adjoining Icknield Way and Cricketers Way.**

<sup>131</sup> Policy H3, Hampshire County Structure Plan 1996 - 2011 (Review), 2000, Hampshire County Council, Portsmouth City Council and Southampton City Council.

- 10.3.3 New woodland planting is proposed to compliment existing areas of woodland, which are features of the landscape around Andover. They will be of sufficient size to provide a screen to the development when viewed from the north and to allow the creation of new habitats. The landscape buffers and corridors are proposed to provide visual contrast and soften the impact of the development rather than to totally screen it. They should be designed attractively and imaginatively and not necessarily as belts of regular dimensions. The retention of existing landscape features is important as they enable the new housing to have mature vegetation as a setting from the start of development.
- 10.3.4 The setting of Smannell Road as it passes through the development will need to be addressed in the landscape design, which will also need to take account of drainage issues. The valley in which the road lies provides a natural route for surface water and the retention of this function in an attractive landscape setting will be sought.

#### **AND 01.3: RECREATIONAL FACILITIES EAST OF ICKNIELD WAY**

**Open space will be provided in association with the proposed housing development in accordance with Policy ESN 22 including:**

- a) a new sports ground, pavilion, play area and associated parking on the northern boundary;**
- b) an area of parkland on the eastern boundary in addition to the woodland planting (see Policy AND 01.2);**
- c) informal recreation areas (including 2 multi-use games areas);**
- d) children's play spaces;**
- e) an indoor sports facility of approximately 1000 square metres; and**
- f) contributions towards the provision of a new swimming pool.**

- 10.3.5 The proposals will provide for a range of recreation activities within the development. In addition to the formal outdoor provision, which will be provided in a single location, a number of informal areas are proposed. They should be dispersed throughout the development to provide recreation opportunities easily accessible to the areas of housing. The proposed swimming pool and indoor hall will provide the new residents with facilities, which will compliment the town's existing indoor leisure centre.

#### **AND 01.4: COMMUNITY FACILITIES EAST OF ICKNIELD WAY**

**Community facilities will be provided in association with the proposed housing development including:**

- a) a community hall of approximately 400 square metres together with parking;**
- b) a 3 Form Entry Primary School, on approximately 2.5 hectares;**
- c) a local centre of approximately 3 hectares, south of Smannell Road, to include; a health**

**centre of approximately 400 square metres, a place of worship, a day nursery, retail provision of approximately 2,000 square metres, a public house and employment uses;**

- d) a site for a local centre of approximately 1 hectare, in the northern part of the site, to include retail floor space of approximately 500 square metres and employment uses;**
- e) a site to be safeguarded for a 2 Form Entry Primary School on approximately 2 hectares;**
- f) a site to be safeguarded for a Secondary School on approximately 9 hectares.**

10.3.6 The community facilities are proposed to meet the immediate needs of the new residents without the need to travel beyond the development. The local centres could comprise a mix of uses such as retail, employment (Class B1) and residential, including accommodation for the elderly.

10.3.7 A site for a 3 Form Entry Primary School has been identified and a site for an additional 2 Form Entry Primary School is safeguarded should additional development come forward post-2011. In terms of secondary education the development does not require a new school although a significant demand for places is anticipated. However, the proposed development offers an opportunity to consider the merits of meeting the future secondary education needs of the town on a new site, should it continue to develop. A site is safeguarded to enable detailed discussions with the community and Local Education Authority to take place in the knowledge that land could be made available. Were the proposal not to come forward the land would be redesignated for residential development.

#### **AND 01.5: ON-SITE TRANSPORT MEASURES EAST OF ICKNIELD WAY**

**The following transport schemes are to be carried out in association with the proposed development:**

- a) vehicular access to the site in the form of new junctions at Icknield Way / Viking Way, Icknield Way / Venice Court, Icknield Way / Smannell Road / Cricketers Way, and Walworth Road / Finkley Arch;**
- b) new distributor / access roads within the site from Smannell Road;**
- c) the diversion of Finkley Road and Smannell Road within the site to discourage through traffic;**
- d) pedestrian and cycle links to Cricketer's Way, Smannell Road, Venice Court, Turin Court, and Viking Way; and**
- e) pedestrian and cycle routes within the site connecting the individual areas of development.**

10.3.8 Four vehicular access points will serve the development. The two principal

locations will be off Smannell Road and Walworth Road via Finkley Arch, linked by a new road up to 6.75 metres wide. The timing and provision of the access at the Finkley Arch will be dependent upon the phasing of development and a detailed technical assessment of its transport implications. A proposed link will provide access to the land north of Smannell Road via new junctions on Smannell Road. Additional access will be provided off Icknield Way to serve the northern parts of the development.

10.3.9 The principal road network serving the development would have a maximum design speed of 30 mph with all other roads a maximum of 25 mph. The network should also be designed so that all dwellings are no more than 300 metres from a bus route. To discourage unnecessary through traffic to and from the adjoining rural area the existing alignment of Finkley Road and Smannell Road should be diverted within the proposed new development.

10.3.10 The site will be served by a convenient and attractive network of pedestrians and cycle routes linking the proposed housing to the local centres, schools, community facilities and open spaces. The site is well located in relation to the existing and proposed cycle network serving the town. Improved access via the railway arches will help promote non-car borne journeys.

#### **AND 01.6: OFF-SITE TRANSPORT MEASURES EAST OF ICKNIELD WAY**

**The following transport schemes are to be carried out in association with the implementation of the proposed development and will require prior, proportionate and agreed contributions:**

**Improvements to the junctions of:**

- a) A343 Newbury Road / Roman Way;
- b) A343 Newbury Road/Icknield Way;
- c) A343 Newbury Road / Smannell Road;
- d) A343 Newbury Road / River Way;
- e) A3057 New Street / A343 Newbury Road / A3093 Churchill Way;
- f) A3057 Northern Avenue / Western Avenue; and
- g) A3093 Churchill Way / Walworth Road.

**Improvements to:**

- h) the A3057 Western Avenue.

**Improvements to the existing railway arches at:**

- i) Cricketers Way / River Way (bus, pedestrian / cycle);
- j) Cricketers Way / River Way (pedestrian only);
- k) Cricketers Way / River Way (pedestrian / cycle); and
- l) Finkley Down Arch (vehicular, pedestrian / cycle).

**Safe crossing points for pedestrians and cycles on:**

- m) Smannell Road east and west of its junction with Cricketers Way; and

- n) **Viking Way, east of its junction with Roman Way; and**
- o) **The London – Exeter railway line.**

- 10.3.11 The proposed development will generate an increase in vehicular movements on the existing highway network. The improvements identified are to enable that increase to be managed to minimise its impact. The improvements will need to incorporate bus priority measures to assist in the promotion of public transport to and from the site.
- 10.3.12 The proposals are intended to provide an environment where pedestrian and cycle movements are promoted through the provision of new and improved existing routes and crossing facilities and the management of vehicular traffic on the local road network. In addition to the proposals identified the development will need to bring forward a comprehensive set of measures to satisfy Policy TRA 01 in terms of minimising its impact on the transportation network of Andover.
- 10.3.13 In association with the proposed development traffic management measures will need to be considered at various locations. The extent, nature and location of any measures will be determined following detailed assessments and are likely to include Roman Way/VikingWay, Icknield Way and Smannell Road.

#### 10.4 **AND 02 - Picket Twenty**

- 10.4.1 The site at Picket Twenty together with land at East of Icknield Way will meet the strategic requirement for a Major Development Area (MDA) in Andover. The land at Picket Twenty provides an opportunity to develop a new community adjacent to the town, which could have a distinctive character, taking advantage of its landscape setting. It is well located in terms of access to existing employment areas and has the potential for convenient links to the town centre.

##### **AND 02.1: NEW COMMUNITY AT PICKET TWENTY**

**Development in the form of a new community of approximately 1,200 dwellings, together with a range of associated facilities, is proposed to the south of the B3400 (London Road) and east of the A3093 at Picket Twenty (see Inset Map 1). The development should be designed to respect its surroundings and avoid intrusion particularly with regard to the setting of Harewood Forest.**

- 10.4.2 Picket Twenty lies below the 90 metre contour to the south of the Bere Hill - Tinker's Hill ridge. It also lies close to Harewood Forest, which is of considerable wildlife interest and a major feature in the landscape. Development in this location could be attractively integrated into the landscape without being intrusive in wider views. Further development facing on to Picket Twenty would be acceptable, subject to satisfactory access being provided. Informal recreation uses, including sport's pitches at London Road (see Proposal AND 05) will help to preserve the site's landscape setting. Of the 1,200 dwellings proposed, the Council will seek the provision of 488 affordable homes in accordance with Policy ESN 04.

##### **AND 02.2: LANDSCAPE FEATURES AT PICKET TWENTY**

**New landscape features will be provided in**

**association with the proposed development including:**

- a) woodland planting north of the proposed development adjoining Picket Twenty;**
- b) woodland planting between the A3093 and Picket Twenty, south of the proposed new junction; and**
- c) a landscape buffer 20 metres wide on the north side of Forest Lane.**

10.4.3 The new woodland planting is intended to provide a new landscape feature which will compliment the setting of the proposed development. The landscape buffer will provide visual contrast and soften the impact of the development rather than totally screen it. It should be designed attractively and imaginatively and not necessarily as a belt of regular dimensions.

#### **AND 02.3: RECREATIONAL FACILITIES AT PICKET TWENTY**

**Open space will be provided in association with the proposed housing development in accordance with Policy ESN 22 including:**

- a) sports pitches, a pavilion, a play area and associated parking, as part of the proposed relocation of the Walworth Sports Ground (see Proposal AND 05);**
- b) an area of parkland adjoining the proposed local centre;**
- c) informal recreation areas, including a multi-use games area;**
- d) children's play spaces;**
- e) an indoor sports facility of approximately 400 square metres; and**
- f) public access to Harewood Forest, adjoining the site.**

10.4.4 The proposals will provide for a range of recreation activities within the development. In addition to the formal provision a number of informal spaces are proposed to provide recreation opportunities easily accessible to the housing areas.

10.4.5 Harewood Forest is an important area of woodland located either side of the A303. It has been designated as a Site of Importance for Nature Conservation (SINC). The public have access via public rights of way although the Forest is relatively remote from the existing built-up area. The development of Picket Twenty provides an opportunity to allow greater public access to that part of the Forest close to the town. Access would need to be carefully managed to retain and enhance the ecological value of the forest whilst allowing the public to enjoy it. This could be achieved through the development of a management plan.

#### **AND 02.4: COMMUNITY FACILITIES AT PICKET TWENTY**

**Community facilities will be provided in association with the proposed housing development including:**

- a) a community hall (of approximately 400 square metres) together with associated parking;
- b) a 2 Form Entry Primary School on approximately 2 hectares;
- c) a local centre of approximately 3 hectares to include a health centre (of approximately 300 square metres), a place of worship, a day nursery, retail provision (of approximately 1000 square metres), a public house, and employment and residential uses.(see proposals AND 02.3e);
- d) contributions towards the provision of a new swimming pool.

10.4.6 The community facilities are proposed to meet the immediate needs of the new residents without the need to travel beyond the development. The local centre could comprise a mix of uses including retail, employment (Class B1) and housing, including accommodation for the elderly. The proposed development will increase demand on existing facilities such as the town's indoor leisure centre, which includes Andover's only swimming pool. Contributions will be sought from the development towards the provision of a new facility.

#### **AND 02.5: ON-SITE TRANSPORT MEASURES AT PICKET TWENTY**

**The following transport schemes are to be carried out in association with the proposed development:**

- a) vehicular access to the site in the form of new junctions on the B3400 London Road and A3093 / Picket Twenty;
- b) pedestrian and cycle routes linking the site to the town including links to Picket Twenty and the B3400 London Road; and
- c) pedestrian and cycle routes connecting the individual areas of the development.

10.4.7 The development will be served by two vehicular access points, linked by a new road up to 6.75 metres wide. The new road will be designed to discourage its use by non-local through traffic. The principal road network serving the development would have a maximum design speed of 30 mph with all other roads a maximum of 25 mph. The network should also be designed so that all dwellings are no more than 300 metres from a bus route.

10.4.8 The site will be served by a convenient and attractive network of footpaths and cycleways linking the proposed housing areas to the local centre, school, the proposed sports pitches and the town.

#### **AND 02.6: OFF-SITE TRANSPORT MEASURES AT PICKET TWENTY**

**The following transport schemes are to be carried out in association with the implementation of the proposed development and will require prior, proportionate and agreed contributions:**

- a) improvements to the A3093 / A303(T) junction;
- b) improvements to the A3093 / B3400 London

**Road junction (including a new pedestrian / cycle underpass):**

- c) improvements to the A3093 / Walworth Road junction;**
- d) improvements to the A3093 / A343 Newbury Road junction;**
- e) improvements to the A3057 / Northern Avenue / Western Avenue junction;**
- f) improvements to the Eastern Avenue / London Street junction;**
- g) closure and diversion of Picket Twenty; and**
- h) a pedestrian / cycle bridge over Picket Twenty and the A3093.**

- 10.4.9 The proposed development will generate an increase in vehicular movements on the existing highway network. The improvements identified are to enable that increase to be managed to minimise its impact. The improvements will need to incorporate bus priority measures to assist in the promotion of public transport to and from the site. In addition to the proposals identified the development will need to bring forward a comprehensive set of measures to satisfy Policy TRA 01 in terms of minimising its impact on the transportation network of Andover.
- 10.4.10 To provide a convenient and attractive route for pedestrians and cyclists, it is proposed to close Picket Twenty Lane. Access to the existing properties would be via new links through the proposed development. A new bridge over the A3093 and underpass at the junction of the A3093 and B3400 London Road are proposed to provide safe and attractive links from the site to the adjoining built-up area of Andover.
- 10.5 **AND 03 - Walworth Estate**
- 10.5.1 A site has been identified for employment development adjoining the existing Walworth Estate. The site is well located with regard to the transport infrastructure serving Andover and has good access to the A303(T).

**AND 03.1: EXTENSION TO WALWORTH ESTATE**

**11 hectares of land to the east of the Walworth Estate, is proposed for employment uses (Class B1(b), Class B1(c) Class B2 and Class B8 (see Inset Map 1). Development should be designed to respect its surroundings particularly with regard to Picket Piece.**

- 10.5.2 The extension of the Walworth Estate will provide sites for existing and new companies requiring modern premises to relocate within Andover, creating employment opportunities for the town's expanding population.
- 10.5.3 The layout of the development and the design and location of any new buildings will need to take account of the existing development at Picket Piece and that area's potential for further residential development. Buildings should be set back from the eastern boundary, by approximately 35 metres and be orientated so that service areas are not facing housing. Their design and siting should also be such

that any noise generated is minimised. That part of the site rising southwards to Ox Drove is sensitive in visual terms when viewed from the south and longer distance views from the north. Buildings here should respect those views and their height will need to be restricted.

- 10.5.4 The land south of Walworth Road includes a sport's ground and pavilion. Their relocation to a site off London Road and availability for public use would need to be achieved before development could take place (see Policy AND 05).

#### **AND 03.2: LANDSCAPE FEATURES AT WALWORTH ESTATE**

**New landscape features will be provided in association with the proposed employment development including:**

- a) a landscape buffer 15 metres wide on the southern boundary with Ox Drove;**
- b) a landscape buffer 15 metres wide on the eastern boundary of the site;**
- c) a landscape corridor 5 metres wide, excluding highway land, either side of Walworth Road;**
- d) a landscape buffer 5 metres wide on the western boundary of the site, north of Walworth Road;**
- e) landscaped belts 5 metres in width (excluding highway land) either side of the internal access roads; and**
- f) a landscape belt 5 metres wide east-west following the existing planting on the south side of Walworth Road.**

- 10.5.5 Much of the site lies on the valley floor along which Walworth Road runs and adjoins the existing Walworth Estate. In landscape terms the most sensitive boundaries are those to the east adjoining Picket Piece and south along the Ox Drove. The landscaping proposals will ensure that landscape buffers soften the visual impact of any new buildings. The new landscaping along the western boundary, north of Walworth Road will enhance the setting of the existing right of way. Where Walworth Road runs through the existing estate, it is set in a landscaped corridor, which will be continued, to Picket Piece.

#### **AND 03.3: ON-SITE TRANSPORT MEASURES AT WALWORTH ESTATE**

**The following transport schemes are to be carried out in association with the proposed development:**

- a) vehicular access to the site in the form of a new junction on Walworth Road;**
- b) an emergency access to Ox Drove or Central Way; and**
- c) pedestrian and cycle routes connecting the development to the adjoining built-up area including a link to Walworth Road and to Ox Drove.**

- 10.5.6 A new junction on Walworth Road will serve the development. An emergency access linking to the existing estate or Ox Drove should also be provided which

could also provide a pedestrian and cycle route. The site adjoins the proposed cycle network serving the employment area. Provision of a link to it will promote cycling and walking to and from the site.

**AND 03.4: OFF-SITE TRANSPORT MEASURES AT WALWORTH ESTATE**

**The following schemes are to be carried out in association with the implementation of the proposed development and will require prior proportionate and agreed contributions:**

- a) improvements to the A3093 / Walworth Road junction;**
- b) improvements to the A3093 / B3400 London Road junction; and**
- c) improvements to the A343 New Street / A3093 Churchill Way junction.**

10.5.7 The proposed development will generate an increase in movements on the existing highway network. The improvements identified will enable that increase to be managed to minimise its impact. The improvements will need to incorporate bus priority measures to assist in the promotion of public transport to and from the site. In addition to the proposals identified, the development will need to bring forward a comprehensive set of measures to satisfy Policy TRA 01 in terms of minimising its impact on the transportation network of Andover.

10.6 **AND 04 - Andover Business Park**

10.6.1 The Defence Logistics Organisation (DLO) occupies part of the former Andover Airfield north of Monxton Road and it is proposed to establish a business park on the remainder of the site. The Business Park will be developed in a phased manner.

**AND 04.1: EMPLOYMENT LAND AT ANDOVER BUSINESS PARK**

**46 hectares of land off Monxton Road is proposed for a business park for Class B1, B2 and B8 uses (See Inset Map 1). Development will be permitted provided that:**

- a) A site of at least 0.5Ha is to be reserved for community facilities to serve the Business Park, including a day nursery, small convenience store and public house/restaurant;**
- b) It is designed and landscaped to respect its surroundings and minimise visual intrusion particularly in relation to the A303(T) (see Proposal AND 04.2).**

10.6.2 The proposed Business Park at Monxton Road is intended to provide for the long-term employment needs of Andover. It is proposed to create a high quality environment for a mix of uses and range of needs, in particular to provide for companies who require large sites. There are very few opportunities within Andover to meet the needs of users requiring large areas of land. Land adjacent to Monxton Road has been reserved for a hotel, which could meet the anticipated demand for accommodation by the business community of both the site and the

town as a whole.

- 10.6.3 The site together with the adjoining Ministry of Defence establishment has potential to provide employment for a significant number of people. The nearest local centre to the site is some distance away. To minimise trips from the site and to meet their immediate needs the provision of ancillary facilities such as a day nursery, small convenience store and a public house / restaurant would be acceptable in principle.
- 10.6.4 The site is an important one both in terms of its location and role in the future of the town's economy. Design of a high quality, together with attention to the materials, colours and textures used in the treatment of large buildings, will be required to create an attractive environment. Proposals to create landmark buildings of a high quality complimented by landscaping and public art will be encouraged by the Council. Buildings on the site should, wherever possible, be orientated to minimise their impact when viewed from the outside, particularly the A303(T). Buildings within the site could vary in height with higher buildings located to take advantage of the lower parts of the site. Those positioned adjacent to the A303(T) or entrance to the site should be less prominent and more sensitive to their location.
- 10.6.5 The site provides an opportunity to implement principles of sustainable development including: solar and wind energy sources; water and energy conservation measures; and sustainable urban drainage systems. With regard to the latter the site lies with a groundwater source protection area and an integral part of any proposals will be the development of a comprehensive drainage strategy.

#### **AND 04.2: NEW LANDSCAPE FEATURES AT ANDOVER BUSINESS PARK**

**New landscape features will be provided in association with the first phase of the proposed employment development including:**

- a) woodland planting 40 metres wide along the outer north western boundary of the site;**
- b) a landscape buffer 5 metres (minimum) - 15 metres wide along the site boundary with A303(T);**
- c) a landscape belt 5 metres wide (minimum) along the southern boundary of the site;**
- d) a landscape corridor 5 metres wide either side of the internal road network;**
- e) within the Class B1 elements of the development the provision of landscaping of 45% of the site; and**
- f) within the Class B2 and B8 elements of the development the provision of landscaping of 20% of the site.**

- 10.6.6 The site is an area of open, gently undulating farmland which is visible from a number of locations in particular the A303(T), A343, Red Post Lane and Monxton Road. The existing landscape features and change in levels, particularly where

the A303(T) is in a cutting, limit the extent of the views into the site. The proposed landscaping is intended to limit the visual impact of the development, particularly from Red Post Lane where the woodland planting will provide a long-term screen. The planting should reflect the landscape character of the area and include a mix of woodland and meadow rather than a continuous belt of trees. Where it is proposed to introduce areas of meadow the width of the planting may need to be increased elsewhere in key locations to ensure that the overall screening effect is retained. The new landscaping features should be implemented at the beginning of the development to provide screening for new buildings at the earliest opportunity.

- 10.6.7 There is some existing mounding adjoining the service area on the A303(T). Further use of mounding is not considered acceptable as a form of screening for the rest of the site. If repeated on a large scale it would introduce a feature uncharacteristic of the surrounding landscape.

**AND 04.3: ON-SITE TRANSPORT MEASURES AT ANDOVER BUSINESS PARK**

**The following transport schemes are to be carried out in association with the proposed development:**

- a) vehicular access to the site in the form of a new junction at the A303(T) / Monxton Road / Hundred Acre Corner interchange;**
- b) pedestrian and cycle routes serving the development and linking the site to the town including links to Monxton Road and Red Post Lane; and**
- c) an emergency access to Red Post Lane.**

- 10.6.8 The main access for all vehicular traffic should be provided by a dedicated link from an improved grade separated interchange at the Monxton Road / A303 roundabout. A loop road should serve the site with dualling where appropriate, including at the site access. The internal road layout and the dualling of the site access road will be phased as part of the site's development. The layout should also provide for access and use by public transport, including dedicated stopping points and turn-around facilities.

- 10.6.9 Pedestrian and cycle links will be provided throughout the site to connect it with the developing town network. On-site facilities, including safe and secure parking, will be required to promote cycling as a mode of transport. A second dedicated access serving a first phase of development, such as a hotel, could be provided via the existing roundabout on Monxton Road, subject to further improvements.

- 10.6.10 The purpose of the access onto Red Post Lane is to provide an alternative means of entry to the site for emergency vehicles in the event that the primary means of access was unavailable. It would be designed such that it could be used by cyclists but would not be used by other vehicles.

- 10.6.11 There will be no vehicular link from the service station to the Business Park.

**AND 05.5: OFF-SITE TRANSPORT MEASURES AT ANDOVER BUSINESS PARK**

**The following schemes are to be carried out in**

**association with the implementation of the proposed employment development and will require prior, proportionate and agreed contributions:**

- a) improvements to the junction of A303(T) / Monxton Road / A343 (Hundred Acre Corner);**
- b) improvements to the junction of A343 Churchill Way / East Portway;**
- c) improvements to the junction of A343 Churchill Way / Goch Way / Redon Way;**
- d) improvements to the junction of A343 / Redon Way / A343 Northern Avenue; and**
- e) improvements to the Andover Northern Ring Road.**

- 10.6.12 The development of the Business Park will require a new grade separated interchange at the junction of the A303(T) / Monxton Road / A343. The new interchange is required to ensure safe access to and from the site for business park traffic and also to avoid congestion and delays for existing traffic, particularly in relation to the A303(T) and associated slip roads. The improvements will include the construction of a second bridge across the A303(T) and the replacement of the existing two roundabouts with a new signal controlled gyratory system.
- 10.6.13 The access for all business park traffic should be achieved via a dedicated link from the proposed grade separated interchange at Hundred Acre Corner roundabout. The new access and new interchange on the A303(T) should be designed to encourage south and westbound traffic leaving the Business Park to use the strategic road network. The design should also ensure that traffic leaving the Business Park cannot easily turn right into Monxton Road and the removal of the cross arms on the existing roundabout on Monxton Road at the junction with the A303 (T) will help discourage traffic from making this turn and from using other roads through the surrounding villages. In addition traffic calming and/or speed reducing features may be required on Monxton Road and at Monxton village.
- 10.6.14 The development should be designed to promote non-car modes of travel. Priority measures will be provided for public transport from the site to key destinations and improved service provision will be required to provide a satisfactory alternative to the car. As part of the access strategy provision should be made for bus priority lanes onto the improved junction. Direct pedestrian and cycle links should also be provided to the site and across the A303(T) to the Hundred Acre Corner roundabout to connect with primary origins and destinations, including the town centre and proposed major new residential areas. The partial signalisation of the new gyratory system will enable safer crossing of the A303 slip roads to be made. Links should connect with and supplement, if necessary, existing and proposed routes.
- 10.6.15 The proposed development will generate an increase in vehicular movements on the existing highway network. The improvements identified are to enable that increase to be managed so as to minimise its impact. In order to improve access to the town centre and also the proposed major housing developments on the east of the town, improvements will be required to parts of the ring-road.
- 10.6.16 In addition to the proposals identified, the development will need to bring forward

a comprehensive set of measures to satisfy Policy TRA 01 in terms of minimising its impact on the transportation network of Andover. A Transport Assessment will be required for the site, which should consider capacity issues and the implications for the A303(T) and surrounding highway network. The assessment should take into account the requirements of the Highways Agency and be prepared in accordance with Highway Authority guidelines.

## **10.7 AND 05 - London Road**

10.7.1 Land adjoining London Road is identified for a new outdoor sport's ground to provide for; the replacement of the existing Walworth Sports Ground; the need for formal open space generated by the proposed housing at Picket Twenty; and to meet future needs arising from the development of brownfield sites within Andover, where on-site provision is not appropriate.

### **AND 05.1: NEW RECREATION GROUND AT LONDON ROAD**

**Land south of the B3400 London Road is proposed for a sport's ground, together with a new pavilion and associated parking (see Inset Map 1).**

10.7.2 The site is well related to the existing built-up area and, subject to proposed improvements to the transport network, will be accessible to pedestrians, cyclists and public transport. Its development will provide formal sports activities on the south side of the town complimenting the existing facilities at Charlton to the west and proposed facilities east of Icknield Way. It would also form part of the proposed network of open spaces on the south side of Andover linked by Ladies Walk. The site would be served by a new pavilion which would provide the appropriate level of changing and other facilities including catering, storage and office accommodation.

### **AND 05.2: NEW LANDSCAPE FEATURES AT LONDON ROAD**

**New landscape features will be provided in association with the proposed development including:**

- a) a landscape buffer 10 metres wide adjoining the B3400 London Road;**
- b) a landscape buffer 10 metres wide adjoining the proposed access road; and**
- c) a landscape buffer 10 metres wide adjoining Picket Twenty Lane (north of the proposed footway / cycleway bridge).**

10.7.3 The site occupies a prominent location in the landscape and its retention in predominantly open use reflects its importance. The proposed landscaping is to provide both an element of screening and an attractive setting for the recreation activities.

### **AND 05.3: ON-SITE TRANSPORT MEASURES AT LONDON ROAD**

**The following transport schemes are to be carried out in association with the proposed development:**

- a) vehicular access to the site in the form of a new junction on B3400 (London Road); and**

**b) pedestrian and cycle routes connecting the site to the town including a route to Picket Twenty.**

- 10.7.4 It is proposed that the development will be served by a new vehicular access off the B3400 London Road. The site adjoins the built-up area of Andover and Picket Twenty would provide a convenient link to it.

**AND 05.4: OFF-SITE TRANSPORT MEASURES AT LONDON ROAD**

**The following transport schemes are to be carried out in association with the proposed development and will require prior, proportionate and agreed contributions;**

- a) improvements to the A3093 Churchill Way/ B3400 London Road junction;**
- b) improvements to the B3400 London Road/ Ox Drove junctions; and**
- c) provision of pedestrian and cycle facilities to key destinations.**

- 10.7.5 The proposed development will generate an increase in vehicular and pedestrian / cycle movements to and from the site. Improvements to the A3093 Churchill Way / B3400 London Road will be sought and provision for public transport, pedestrian and cycle movements should be included. Improvements may also be required to the junction of the B3400 London Road with Ox Drove. In addition to the proposals identified, the development will need to bring forward measures to satisfy Policy TRA 01 in terms of minimising its impact on the transport network.

10.8 **AND 06 - Ladies Walk**

- 10.8.1 The acquisition of Rooksbury Mill by the Council together with the existing public spaces at Watermills Park, Charlton, Anton Lakes, and Smannell Road provide a network of informal recreation areas accessible to many of the towns residents. However, the residential area to the south east of the town centre, between London Road and Winchester Road, is poorly provided for in terms of open space, particularly for informal recreation. Two areas are proposed for informal recreation adjoining Ladies Walk, which these residents could easily access.

**AND 06.1: OPEN SPACE AT LADIES WALK**

**Two areas of land adjoining Ladies Walk, south of Highlands Road and south of Springfield Close, are proposed for informal recreation use (see Inset Map 1) taking account of their ecological interest.**

- 10.8.2 Ladies Walk runs along a ridge of high ground to the south of Andover, which is a key feature of the town's landscape. The two areas of land to the north proposed for open space are well related to the linear pedestrian route and the adjoining residential areas. The main purpose of the allocation is to provide for local recreation needs and access to the sites would be primarily on foot via the existing network of footways and footpaths (e.g. from Dene Path, Highlands Road, Springfield Close and Ladies Walk itself).

10.9 **AND 07 - Andover Town Centre**

- 10.9.1 Andover town centre serves the town and a large, but mainly rural, catchment area with an estimated population of 70,000. Its main competitors for non-food shopping are Salisbury, Southampton, Basingstoke and Newbury. In relation to food shopping Andover achieves a high level of expenditure reflecting the distances to other centres. In economic terms the town centre is relatively healthy although there is a need for some larger shops to add to the retail choice available to local people. In addition to its shopping function, the town centre caters for a range of leisure and social activities and has a range of facilities including Andover Leisure Centre, Andover Library and Cricklade Theatre. It is also significant as an employment area with a number of businesses and organisations represented within or on the edge of the centre (e.g. Hospital Savings Association and Lloyds TSB).
- 10.9.2 One of the attractions of the centre is its accessibility. A large number of residents live within relatively short walking and cycling distance of it with dedicated routes radiate out north and south along the River Anton. The town's highway infrastructure developed to serve the planned expansion of Andover in the 1960s and 1970s provides good links to a wider catchment area via the Northern Ring Road, Western Avenue and Eastern Avenue/East Street.

#### **AND 07.1: GROUND FLOOR USES IN THE ANDOVER TOWN CENTRE SHOPPING AREAS**

**In Andover the primary shopping areas have been identified as: Bridge Street (West); Chantry Centre; Lower High Street; Union Street; and Upper High Street. Bridge Street (East); London Street; Swan Court; and Upper High Street / Chantry Street have been identified as secondary shopping areas.**

**Within the primary and secondary shopping areas of Andover (see Inset Map 2), uses other than shops (Class A1), financial and professional services (Class A2) restaurant and cafés (Class A3 use), drinking establishments (Class A4 use) and hot food takeaways (Class A5 use) will not be permitted within the ground floor units fronting a street or pedestrian thoroughfare.**

- 10.9.3 The vitality of Andover's main shopping areas depends on maintaining a high degree of customer attraction throughout the town centre. It is therefore important to maintain shops (Class A1 use), financial and professional service providers such as banks (Class A2 use), restaurant and cafés (Class A3 use), drinking establishments (Class A4 use) and hot food takeaways (Class A5 use) on the ground floor units. Other uses such as offices and housing would present dead frontages and detract from the shopping and customer service function of the centre. Office and residential use may be permissible in upper storeys.<sup>132</sup> The policy applies in both primary and secondary shopping centres, which are shown on Inset Map 2.

#### **AND 07.2: GROUND FLOOR USES IN THE ANDOVER PRIMARY SHOPPING AREAS**

**Within the primary shopping areas of Andover (see Inset Map 2), the use of ground floor units fronting a**

<sup>132</sup> A summary of the Use Classes Order 1987 (as amended) is given in Appendix 9.

**street or pedestrian thoroughfare for: financial and professional services (Class A2), restaurant and cafés (Class A3 use), drinking establishments (Class A4 use) and hot food takeaways (Class A5 use); or other non-retail uses, will not be permitted if either:**

- a) **the proposed use would result in a concentration of three or more consecutive units in non-retail uses; or**
- b) **the proposed use would result in the number of units not in shop (Class A1) use exceeding the proportions within each primary shopping area as specified below:**

|          |                             |            |
|----------|-----------------------------|------------|
| <b>1</b> | <b>Bridge Street (West)</b> | <b>40%</b> |
| <b>2</b> | <b>Chantry Centre</b>       | <b>15%</b> |
| <b>3</b> | <b>Lower High Street</b>    | <b>50%</b> |
| <b>4</b> | <b>Union Street</b>         | <b>30%</b> |
| <b>5</b> | <b>Upper High Street</b>    | <b>15%</b> |

10.9.4 In the primary shopping areas of Andover it is desirable to maintain high proportions of retail uses and to restrict the amount of financial and professional service providers, food and drink outlets and other uses. The proportion of non-retail uses that are appropriate depends on the character of each individual area and the percentages set out above reflect the current mix of uses. Over-concentrations of non-retail uses within the primary shopping areas would lead to "dead" frontages. Too great a displacement of shops by other uses may adversely affect shopper attraction and the trade of the remaining shops by reducing or breaking up the main shopping frontages. Development and changes of use involving Class A2, A3, A4 and A5 uses (other than those for which there are permitted development rights), will therefore only be permitted within primary shopping areas if a high proportion of shops (Class A1) is maintained within each primary shopping area as specified in the policy.

### **AND 07.3: CHANTRY CENTRE EXTENSION**

**Land at Chantry Street is proposed for retail (comparison) development (see Inset Map 2).**

10.9.5 The land to the north of the existing Chantry Centre is allocated to provide additional comparison shopping to enhance the range of choice available. It could accommodate approximately 3,300 square metres (net) of floorspace and would make a significant contribution to meeting the need for additional floorspace identified in a recent retail study<sup>133</sup>. This study identified a requirement for 6,234 sq. m (net) of non-bulky comparison goods floorspace in the town for the period to 2011. Any proposals to meet the residual of this requirement would be considered under Policy ESN 17. The site is well located in relation to the existing town centre shopping areas and would be within the Primary Shopping Area 2: Chantry Centre. It is also well related to the transport infrastructure serving the town.

10.9.6 The site occupies an important location and the corner of West Street is visually

<sup>133</sup> Test Valley Borough Council Retail Study, 1998, Colliers Erdman Lewis Research & Consultancy.

important. West Street is an important transport corridor serving the bus station and there are significant pedestrian movements between the Chantry Centre itself, the bus station and the Cricklade College / Andover Leisure Centre Campus to the north. Any development will need to take account of its location, including the adjoining residential development at Portland Grove.

- 10.9.7 The site includes Ford Cottage, a listed building which should be retained and incorporated within the development. The allocation is for comparison retail use, however given the location and constraints of the site, other uses, such as residential, leisure or employment, could be included within a comprehensive scheme as part of a mixed-use development provided that these do not prejudice the retail allocation. The development could be served by access from West Street or Chantry Street.

**AND 07.4: OFF-SITE TRANSPORT MEASURES AT CHANTRY STREET**

**The following transport schemes are to be carried out in association with the implementation of the proposed development and will require prior, proportionate and agreed contributions:**

- a) improvements to the junction of A3057/A3093;**
- b) improvements to the junction of A3057/Anton Mill Road; and**
- c) improvements to the junction of A3057/Western Road.**

- 10.9.8 The proposed development will generate an increase in movements on the existing highway network. The improvements identified are to enable that increase to be managed to minimise its impact. The improvements will need to incorporate bus priority measures to assist in the promotion of public transport to and from the site and improved facilities for pedestrians and cyclists including crossing provision.. In addition to the proposals identified the development will need to bring forward a comprehensive set of measures to satisfy Policy TRA 01 in terms of minimising its impact on the transportation network of Andover.

**AND 07.5 – ANDOVER BUS STATION**

**Land at West Street is proposed for the expansion of Andover Bus Station.**

- 10.9.9 The promotion of public transport is an integral element of the transport strategy for Andover. There is significant potential, as part of the proposed residential and commercial development to enhance existing provision and improve the transport infrastructure to promote bus patronage. The existing bus station at West Street is well located in relation to the centre of the town but will not have sufficient capacity to accommodate the anticipated increase in vehicles in the long term. Contributions will be sought from major development in Andover to fund the expansion.
- 10.9.10 To achieve the capacity considered necessary to provide attractive and convenient public transport services within the town, an extension and enhancement of the bus station is proposed. The enlarged facility would provide enhanced passenger facilities in the form of waiting areas, booking facilities and separation from the buses.

**AND 07.6 OFF SITE TRANSPORT MEASURES AT WEST STREET**

**The following schemes are to be carried out in association with the implementation of the proposed development and will require prior, proportionate and agreed contributions.**

- a) the re-alignments of West Street;**
- b) Improvements to the junction of the A3057 Western Avenue / West Street.**

10.9.11 To achieve the increase in capacity of the bus station and safe manoeuvre of vehicles outside of the highway, a re-alignment of West Street is proposed.

10.10 **AND 08 - Anton Mill Road**

**AND 08.1: RIVERSIDE WALK ADJOINING THE RIVER ANTON**

**A riverside walk is proposed along the River Anton south of Bridge Street to Anton Mill Road (see Inset Map 2). A landscape corridor, which is a minimum of 8 metres wide, should be provided adjoining the River Anton.**

10.10.1 The River Anton is designated as a SINC and is an important feature within the built-up areas of Andover. It rises to the north of the town centre and flows for much of its length within an attractive landscape/wildlife corridor which is accessible to the public. North of Anton Mill Road there is no continuous route into the town centre. The proposal would provide a complete and segregated route from Bridge Street south to the public open space at Watermills Park, Rooksbury Mill and the countryside beyond the A303(T). The route would compliment the development of a route radiating out of the town centre linking it to the residential areas north of the railway line and the Anton Lakes Local Nature Reserve. It would provide an attractive and convenient route for pedestrians accessing the town centre for shopping and other purposes and also as a leisure route for informal recreation. The width of the corridor within which the walk would be set will vary according to the particular characteristics of each section, but it is envisaged that it would be a minimum of 8 metres wide, taking account of the Environment Agency's requirements for access to the river. Immediately to the south of Western Avenue there is potential to widen the setting of the walk to create an informal area of open space.

10.10.2 The long-term aim of the Council is to create a continuous route from the Anton Lakes Local Nature Reserve to Rooksbury Mill. Where additional opportunities become available as a result of redevelopment the Council will seek to improve public access to the river.

10.10.3 To create an attractive setting for the proposed riverside walk a landscape corridor, a minimum of 8 metres wide is proposed.

