

Existing servicing retained

The urban design concept retains all of the existing servicing to the rear of properties in the High Street and in London Street. The proposed development will also provide servicing in this area and the unsightly back of buildings and uses will be screened from the public spaces by the new buildings.



Car parking

The urban design concept seeks to reprovide a mix of car parking to meet the existing and predicted needs of Andover Town Centre. This will be provided principally by a new multi level car park at the southern end of the site which will provide short stay on the ground floor with long stay over.

An additional ultra short stay / short stay surface car park is envisaged at the northern end of the site at the northern end of the existing Black Swan Car park. The photograph (above) shows how a multi storey car park can accommodate active uses at ground floor and have elevational treatment to reduce its impact.

Existing infrastructure

The urban design concept seeks to create a new pedestrian connection through the site which will follow the route of the existing sewer. This will protect this infrastructure and its easement.

Frontage Development

The urban design concept will differentiate between public and private spaces with fronts and backs. Frontage development will be provided to support the proposed key links between the High Street and the site, around the new public space and along Eastern Avenue. These will provide activity and passive surveillance to these key pedestrian routes.



Mix of uses with active uses at ground floor

The urban design concept proposes active uses at ground floor across the site. This may include a horizontal mix of uses with residential and commercial uses over retail and A3 Food and Drink. This approach will provide interest and vitality to the public realm in addition to passive surveillance of the streets and spaces.

The photograph from Poundbury (above) shows a mixed use development with residential uses over retail to create an attractive street.

Phased development

The urban design concept provides the opportunity for a phased development which will limit the impact on the continued use of the town centre. It is envisaged that Phase 1 would deliver the new multi level car park at the southern end of the site (George Yard) with development then moving north towards Union Street and then onto Black Swan Car Park as a final phase.

Potential Scheme Composition

Having considered the size and massing that a development may form, together with analysing retail operator demand within Andover, we summarize the scheme as follows:

- **Circa 400 car parking spaces (approximately 40 at surface)**
- **140,255 sq ft (13,030 sq m) of retail / A3 space**
- **30,462 sq ft (2,830 sq m) of commercial space**
- **90 residential apartments (36 affordable – 40%)**

Within the retail element we have included space for the potential provision of a department store of between 1,800 and 3,700 square metres.

8 Your comments please...

