



# PLANNING STATEMENT

Riverside Park, Western Avenue, Andover

May 2025

## Planning Statement

This Planning Statement is submitted in support of the planning application for the creation of a new riverside park and associated changes to the highway network at Western Avenue and West Street, Andover. The statement should be read alongside the Design and Access Statement and supporting technical assessments accompanying the application.

### 1. The site

The application site is 2.93 ha and consists of the southbound carriageway of the Western Avenue gyratory and the area of existing landscaping within the gyratory itself. Included in the application site boundary are also areas of adopted highway on West Street, Western Avenue and Waterloo Court where changes to the highway are proposed to facilitate the creation of the park.

The site is bounded by the Chantry Centre multi-storey, Andover bus station and Lidl to the east, along with various other uses accessed via West Street (Andover Leisure Centre, Simply Health, residential properties at Portland Grove and Chantry Lodge Retirement Living complex, and services yards servicing the Chantry Centre. To the south is the Town Mills Park, Pocket Park and the Town Mills short stay car park and to the west the rear gardens of residential properties that back onto Western Avenue. The northern site boundary extends up to and just beyond the underpass and is bound by areas of green space and the River Anton.

### 2. Relevant planning history

The following permissions and decisions are considered relevant as they either fall within the red line boundary subject of this application or adjoin it and have been considered as part of the design of the scheme.

- **TVN07620/02** – Erection of retail food unit with covered loading bay together with associated works. PERMISSION subject to conditions and notes. Granted 04.10.2000.
- **11/01736/FULLN** – Demolition of existing canopy and shop mobility building. Erection of bus station canopy and cafe including alterations to ground floor of multistorey car park to accommodate bus operators area and shop mobility. PERMISSION subject to conditions and notes. Granted 14.10.2011.
- **13/02650/FULLN** - Redevelopment to form 65 sheltered apartments for the elderly including communal facilities (Category II type accommodation), ground floor commercial floor space, access, car parking and landscaping. PERMISSION subject to conditions and notes. Granted 17.02.2014.

- **14/02352/TVBC3N** – Erection of a fenced bin storage enclosure. PERMISSION subject to conditions and notes. Granted 05.12.2014.
- **16/00960/VARN** - To vary Condition 5 of TVN.07620/2 (Erection of retail food unit with covered loading bay together with associated works) to extend the permitted delivery hours and re-wording of Condition to "No deliveries shall be taken at or dispatched from the site, outside the hours of 0700 to 2200 Mondays to Saturdays and 0800 to 2000 on Sundays, Bank or Public Holidays". PERMISSION subject to conditions and notes. Granted 20.06.2016.
- **18/02807/VARN** - Vary conditions 2, 4, 7, 12, 16, 21, 22, 23, 24, 26, 27, 28, 30, 31, 32, 33 and 34 of 17/01435/VARN (To vary condition 33 of 16/03191/FULLN (Phased demolition of the existing wet and dry Leisure Centre and the construction of a replacement Leisure Centre including associated external works and car parking) to retain minor changes to the building footprint and design to co-ordinate with existing below ground services, safe construction zones to enable the retention of part of the existing dry centre, a reduction in the building height and increasing the public realm along West Street. PERMISSION subject to conditions and notes. Granted 21.01.2019.
- **24/01337/CLPN** - Application for a certificate of lawfulness for habitat improvement works, addition of river gravel, removal of poor quality/common trees (not subject to TPOs), shade reduction works to trees to support improved aquatic habitat and biodiversity, landscaping and planting. ISSUE CERTIFICATE. Granted 26.03.2025.

### **3. Application proposal**

The relocation of the southbound carriageway of the Western Avenue gyratory will provide the space for a new park to be created adjacent to the River Anton. The southbound carriageway is proposed to be relocated to sit alongside the northern carriageway of Western Avenue.

West Street is proposed to be widened to allow for this road to accommodate two-way vehicular movements. The bus station will be enhanced to accommodate a larger area for buses to turn around and exit back out via the northern section of West Street and onto Western Avenue via a new signalised junction.

The taxi bay and limited wait bay on West Street is proposed to be removed. Instead, this space will be widened so that it can be used as bus layover space to replace the loss of the bus stand on Western Avenue. A new time limited, on street, loading bay is proposed on Chantry Street. Taxi space re-provision is to be located on Waterloo Court opposite the rear elevation of the proposed New Theatre. This is outside the red line boundary of this

planning application but will be included in the public realm proposals for the New Theatre.

The existing entrance into Lidl from Western Avenue is proposed to be closed and changes to the exit and entrance points into the store from West Street are proposed to allow for a new access and egress arrangement.

The park will build on the success of the Pocket Park at Town Mills and provide beautiful new areas of hard and soft landscaping to create spaces for the community to enjoy, including space for events and pop-up coffee shops and food stalls within a new central pavilion. Areas of formal and informal play are also proposed, in addition to new river platforms providing views of the River Anton which will be enhanced through careful interventions to improve its chalk stream river habitat. The river enhancement works will be undertaken by Southern Water and have been confirmed by the Local Planning Authority to be permitted development (application reference 24/01337/CLPN).

An improved off-road cycle path for the National Cycle Network Route 246 is proposed along the western side of the river which will connect into the existing network north and south of the gyratory.

#### **4. Stopping Up Order (SUO) application**

Alongside the submission of this application is the submission of an application to the Secretary of State for Transport to extinguish the highway rights over the land which is proposed to become the park. This application is being submitted pursuant to section 247 of the Town and Country Planning Act 1990. Section 247 TCPA 1990 permits the Secretary of State to authorise the stopping up, or diversion, of a highway if he/she is satisfied that it is necessary to do so in order to enable development to be carried out in accordance with a planning permission.

Using this power a highway can be 'stopped up' to allow development to take place if it has received planning permission. Once the order is made the land will cease to be a highway as the highway rights are extinguished in law. The Highway Authority will also be a statutory consultee (who the Secretary of State will consult) as part of the SUO process.

Once the application for a SUO has been submitted, a draft SUO and a Public Notice containing details of the SUO (and the relevant objection period) will be prepared by the Secretary of State and shared with the applicant.

The following consultation requirements will be adhered to:

- **Served on affected parties** – The Secretary of State via the National Transport Casework Team will serve the Public Notice of making the draft SUO, together with a copy of the draft SUO and any relevant map / plan on:

- Every local authority in the area (in this case, Test Valley Borough Council. Hampshire County Council as Highways Authority will also be consulted)
- All affected statutory undertakers

(these are referred to as “Statutory Consultees”)

We would recommend that, once received, this Notice is available to view online as part of the application documents.

- **Press Notice** – The Secretary of State via the National Transport Casework Team will arrange for the Public Notice to be published in (a) a local newspaper and (b) the London Gazette. It is from this date (the “publication date”) that the objection period (being 28 days) will run from.
- **Site Notice** – The applicant will arrange for the Public Notice to be put up at each end of the highway proposed to be stopped up. This Notice will be provided by the NTCT to the applicant. The applicant will ensure that the Site Notice is maintained in situ for the objection period (28 days from publication of the press notice).
- **Physical Copies for Inspection** – The applicant will arrange for physical copies of the draft SUO to be made available for public inspection (at a local public office) and those physical copies of the SUO will need to be maintained and available for physical inspection throughout the objection period.

## 5. Pre-application engagement

Pre-application advice has been sought from the local planning authority in addition to the following:

- Highways Development Planning, Hampshire County Council
- The Environment Agency
- The Lead Local Flood Authority

No objections to the proposal were received during pre-application engagement. The technical assessments submitted in support of this application include an appendix outlining how the proposal has responded to the pre-application advice received.

## 6. Planning policy framework

The Test Valley Borough Revised Development Plan (2016) is the relevant local development plan against which the proposals are to be assessed. The National Planning Policy Framework (December 2024, amended February 2025), including planning practice guidance, is the relevant national planning policy framework.

The following Supplementary Planning Policy Documents (SPD) are also relevant:

- Andover Town Access Plan (2015)
- Andover Public Realm Design Guide (2022)
- Infrastructure and Developer Contributions SPD (2023)
- Cycle Strategy and Network SPD (2015)

The Andover Town Centre Masterplan (2020) is also a material planning consideration in the determination of this application.

The following policy documents are relevant to the highways elements of the scheme:

- Manual for Streets (2007)
- Manual for Streets (2012)
- Cycle Infrastructure Design – LTN 1/20 (2020)
- Hampshire Local Transport Plan 4 (2024)
- Draft Test Valley Borough (North) Local Cycling Walking Infrastructure Plan (2024)

## **7. Planning policy assessment**

This section of the Planning Statement should be read in conjunction with the Policy Review outlined within the Transport Assessment (TA) accompanying this application. The following policy assessment has not sought to duplicate the policy review of the transport elements of the proposal which have been covered in the TA.

### *National Planning Policy Framework*

The relevant policies from the NPPF for consideration are:

**7.1 Chapter 7. Ensuring the vitality of town centres, policy 90.** This policy states that planning decision should support the role that town centres play at the heart of local communities, taking a positive approach to their growth, management and adaptation. The proposal will deliver on one of the key priority projects raised by the community within the Andover Town Centre Masterplan and will create a beautiful new area of green space adjacent to the River Anton for the community to enjoy. Through the creation of new spaces for people to enjoy it is considered that the proposal will increase footfall and dwell time in the town centre, boosting its vitality.

**7.2 Chapter 8. Promoting healthy and safe communities, policies 96, 98.** Policy 96 states that planning decisions should aim to achieve health, inclusive and safe places which promote social interaction, are safe and accessible and support healthy lives, reducing health inequalities. Policy 98 states that to provide the social, recreational and cultural facilities and services the community needs, planning decisions should

plan positively for the provision and use of shared spaces (such as meeting places and open space) to enhance the sustainability of communities.

The proposal will create safe and accessible green infrastructure with areas of play that will be accessible and free for all to use. New pedestrian and cycle routes will encourage walking and cycling, promoting good health and opportunities for social interaction. The spaces and routes through the park have been designed to be clear, legible, spacious and provide views throughout the park to create natural surveillance. The variety of spaces provided (viewing platforms, play areas, place for events, and space for picnics and play areas) will facilitate a variety of uses for the park that will encourage activity.

**7.3 Chapter 8. Open space and recreation, policy 103.** This policy states that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and can deliver wider benefits for nature and support efforts to address climate change. The proposal will connect to an existing area of green space within the town at Town Mills Park and provide opportunities for relaxation, play, walking and cycling adjacent to the River Anton for the community to enjoy. New planting and ecological enhancements will also contribute towards reducing the impact of climate change.

**7.4 Chapter 12. Achieving well-design places, policies 135, 136, 137.** Policy 135 states that planning decisions should ensure that developments will add to the overall quality of the area, are visually attractive, sympathetic to local character and history and establish a strong sense of place. Policy 136 states that trees make an important contribution to the character and quality of urban environments and can also mitigate and adapt to climate change. Policy 137 states that applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

The proposal is supported by a Statement of Community Involvement and an Engagement section within the DAS which explains how the design of the scheme has been informed through engagement with the local community and stakeholders. The scheme has been designed to retain as many trees as possible whilst also incorporating new trees and substantial areas of planting that are visually attractive and reflective of a chalk stream habitat and its surroundings. The design of the spaces within the park has been informed through extensive research into the history of the site to create a unique identity for the park and sense of place that builds on Andover's history of watercress farming.

**7.5 Chapter 15. Conserving and enhancing the natural environment, policy 187.**

Policy 187 states that planning decisions should contribute to, protect and enhance the natural and local environments, providing net gains for biodiversity and preventing new and existing development from contributing to or being adversely affected by unacceptable levels of soil, air, water, noise pollution or land instability.

The proposal will achieve a net gain in biodiversity of 12.83%. The removal of the road and its replacement with significant new areas of green space will improve opportunities for natural filtration. New areas of chalk stream habitat planting along the banks of the river, and the in-channel works to be undertaken by Southern Water, will improve biodiversity and water quality within the River Anton.

**7.6 Chapter 15. Ground conditions and pollution, policies 196, 198, 199.**

Policy 196 states that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. Policy 198 states that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or wider area to impacts that could arise from the development, such as through noise and light pollution.

Policy 199 states that planning decisions should sustain and contribute towards compliance with relevant limit values or natural objectives for pollutants and identify opportunities to improve air quality or mitigate impacts, such as through green infrastructure provision and enhancement.

The application is supported by a Noise Assessment. The Noise assessment considers the Effect Level Change which indicates that for all receptors the effect level change doesn't change between the 'do nothing' (i.e. without changes to the road network) and the 'do something' (i.e. with the changes to the road network scenarios). A BS 4142 assessment also shows the impact of the HGV delivery alterations are significantly below the background noise levels assessed on site.

The application is supported by a Phase II Ground Investigation which includes a preliminary remediation statement and additional works required to determine the contamination risk including surface water sampling of the River Anton.

The application is supported by an Air Quality Assessment which shows that the modelled levels at nearest residential receptors are below the criterion for declaring an Air Quality Management Area. Predicted changes in air pollution as a result of the

proposal are ‘Negligible’ or ‘Slight’. For the proposed open space, levels of air pollution are described as being below the air quality objective levels.

**7.7 Chapter 16. Conserving and enhancing the historic environment, policy 207.**

This policy states that local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local authorities should require an appropriate desk-based assessment and, where necessary, field evaluation.

The application is supported by a Heritage Assessment which includes an assessment of archaeological potential. The assessment concludes that the proposal will not result in harm to any designated or undesignated heritage assets. The archaeological potential of the site has been assessed as a ‘low to negligible’ level. The HIA was also updated in April 2025 to include the findings from additional ground investigation work, including four additional borehole samples. The findings from this concur with the findings from the original two boreholes assessed in the original report.

*Test Valley Borough Revised Local Plan (TVBRLP) (2016)*

**7.8 Principle of development Policy COM2:** The application site is located within the Andover settlement boundary where the principle of development is supported providing that it is in accordance with other relevant policies in the development plan. The creation of a new riverside park within the Western Avenue River Corridor area was first conceptualised within the Andover Town Centre Masterplan (2020) and is one of four priority projects identified within the Masterplan.

**7.9 Main Town Centre Uses Policy LE11:** Part of the site falls within the boundary of the town centre, as identified on Inset Map 2 of the TVBRLP. The purpose of this policy is to support the vitality of the town centre through permitting a range of uses, such as retail, office, entertainment and leisure uses.

Paragraph 6.54 - 6.55 of the supporting text to this policy states that ‘*a successful town centre should provide a range of activities which would encourage a wide range of trips and increase the potential for linked trips...The Council through its policies is responding to changes in the retail sector by seeking to introduce a degree of flexibility which would enable other non-retail uses to be located in the town centre. This approach seeks to help the town centres to respond to changes in the economy and trends in shopping. The presence of temporary retail uses, such as pop-up shops,*

*may also increase in the future, potentially adding further to the vitality of town centres. The Council will support such initiatives.*

It is considered that the creation of a new public park would enhance the vitality of the town centre through encouraging footfall and providing new spaces for the community to enjoy and for activities such as events and pop-up food/coffee stalls.

**7.10 High Quality Development Policy E1:** The proposal will result in the replacement of a road with a beautiful new area of green space with significant areas of high-quality landscaping and spaces for the community to enjoy. Its layout has been designed to capitalise on views towards St Mary’s Church when within the new Central Square and new pedestrian and cycle routes are proposed to enhance connectivity between the north and south of the town centre.

The DAS submitted in support of this application demonstrates how the proposal responds to the local distinctiveness of the area, particularly the history of the site, and provides an indication of the types of materials that could be used, influenced by the Andover Public Realm Design Guide (2022). The specific details of the materials to be used and details of street furniture and play areas will be progressed through the next stages of detailed design and we request for these details to be discharged via condition.

**7.11 Landscape Character Policy E2:** The proposal has been designed to retain as many of the existing mature trees as possible that are in good condition and contribute positively to the landscape character of the area. New tree planting and areas of soft and hard landscaping are proposed within the park to enhance the landscape character of the area. The retained mature trees will define key spaces, such as the northern and southern entrances and Central Square.

Two locations have been chosen within the park to remove poorer quality landscaping and create river platforms which provide views over an enhanced River Anton. Selective pruning elsewhere creates framed views to the river and enhanced western bank, maintaining canopy cover while revealing glimpses of the river. The application is supported by an Arboricultural Survey, Impact and Method Statement and further information in respect of how the design responds to the existing vegetation can be found within the Site Analysis section of the DAS.

**7.12 Biodiversity Policy E5:** The project has demonstrated early consideration of protected species and has undertaken preliminary ecological appraisals which identified suitable habitats for a range of species and eliminated the likely presence of others. A series of extended surveys were conducted by Hankinson Duckett

Associates which enabled an evidence-based assessment of potential impacts on species including bats, water vole, and otter which utilise the Andover River and its riparian habitats. The results of these findings were further refined by LUC which updated surveys on water vole, otter, and the identification of potential bat roosting habitat.

Though direct impacts on protected species are principally avoided by the project, a series of precautionary mitigation measures have been recommended to mitigate indirect impacts (e.g. from lighting) and any residual risks associated with construction. It is expected that the project will result in a net gain of habitat value for resident populations within and immediately adjacent to the Site. A preliminary Construction Environmental Management Plan is also submitted and has been coordinated with the recommendations in the PEA. The scheme achieves a Biodiversity Net Gain (BNG) score of 12.83% and details of this are included within the BNG Assessment.

The creation of the park will include planting that supports a chalk stream river habitat and encourages biodiversity. By focussing the park on the eastern side of the river, this leaves the western side of the river and its banks undisturbed from public access. Physical access to the river will be prevented through the careful integration of hard and soft landscape elements to preserve the chalk stream habitat and the river enhancements being undertaken by Southern Water to improve its biodiversity.

**7.13 Water Management Policy E7:** The application is supported by a Flood Risk Assessment (FRA) and Surface Water Drainage Strategy. This has been reviewed by the Environment Agency and the Lead Local Flood Authority at pre-application stage with no objections raised. Recommendations were made by the LLFA, and these have been addressed within the final report. The FRA and Surface Water Strategy have taken into consideration the updated flood risk mapping released by the Environment Agency in March 2025 and no changes to the scheme are required. It is considered that the scheme will assist in improving water quality through the removal of the road and its replacement with new green areas and chalk stream habitat planting, complementing the work being undertaken by Southern Water in the river channel itself.

**7.14 Pollution Policy E8:** The application is supported by a Noise Assessment and an Air Quality Assessment which assess the impact of the proposals on the nearest residential receptors located at Portland Grove, Chantry Lodge Retirement Living complex and properties along Junction Road that back on to Western Avenue.

#### **7.14.1 Noise Assessment**

The Noise Assessment has been undertaken based on Design Manual for Road and Bridges impact assessment method. Due to the re-routing of vehicles on West Street to allow for two-way vehicular movements, the dwellings to the north of Portland Grove show a Minor impact in the short and long term, however, the assessment considers the Effect Level Change which indicates that at all receptors the effect level change doesn't change between the 'do nothing' (i.e. without changes to the road network) and the 'do something' (i.e. with the changes to the road network scenarios).

The conclusion is that during the 18-hour assessment period there is a 'low observed adverse effect level' which means residents would not have to change personal behaviour to account for a minor increase in sound level (i.e. turning up the TV, closing windows etc). An assessment has also been undertaken to determine whether HGV deliveries re-routing through the Lidl car park would have an adverse impact on residential amenity. This shows that the noise impact would be 'Low' and therefore no mitigation is proposed.

A BS 4142 Assessment and survey has been undertaken to address comments provided by the EHO. A survey was undertaken in April 2025 to capture background levels within the Lidl car park at a time and location agreed with the EHO. Background levels were recorded at 40dB and the assessment shows a delivery noise level of 32dB therefore significantly lower than the background levels. Therefore, the overall conclusion in accordance with BS 4142 is, "*where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context*".

In respect of the noise amenity within the park, it is considered that the retention of existing mature landscaping and the additional planting proposed would provide for the amenity of the park without unacceptable noise disturbance.

#### **7.14.2 Air Quality Assessment**

The assessment has looked at multiple human receptors with a focus on those adjacent to West Street, Western Avenue, Portland Grove and Chantry Lodge. The assessment shows that the proposals will result in a 'Negligible' impact in respect of NO<sub>2</sub> and PM<sub>10</sub> emissions. With regards to PM<sub>2.5</sub> emissions, the assessment shows for the majority of receptors the impact would be classed as 'Negligible'. However, there are four receptors (Portland Grove north and south, Junction Road central and south) where impacts would be considered 'slight'. Overall, there are no exceedances of the national objective levels at any receptor for the assessed pollutants.

With regards to the proposed part, for transient receptors located within the open green space area, the results show that for all pollutants assessed, concentrations lie below the respective air quality objective levels in all scenarios.

The Air Quality Assessment indicates that the annual mean air quality objective will be met at all receptor locations, and therefore it can be concluded that the re-configuration of the road will not lead to significant adverse impact upon existing air quality and relevant receptors. As such, it is not considered that the proposal would result in unacceptable risks to human health, the national environment or general amenity and is in accordance with Policy E8 of the TVBRLP.

**7.15 Heritage Policy E9:** The application is supported by a Heritage Statement. This includes an assessment of the site's archaeological potential which has been informed through a desk-based assessment and a review of recent ground investigation surveys.

The site is bound to the south-east by the Andover Conservation Area. The proposals will not affect the key aspects of special architectural or historic character which are identified as forming the conservation area's core reasons for designation: the composition, architectural design or detailing of the constituent 18th 19th century buildings. Its street pattern and grain similarly will not be affected.

The proposed development will create a perceptible change in the outlook of buildings and spaces at the south-western area of the conservation area. However, the degree of change will be limited to a reduction in traffic around this area and creation of green space on the boundary of the conservation area. This would improve the appearance and legibility of the conservation area and the outlook of the open space between the Town Mill and the River Anton within the site whilst retaining all the aspects which currently contribute to the significance of the asset. As a result, the proposed development will not affect the significance of the conservation area, and its special architectural and historic character will not be harmed.

The Heritage Statement has identified the potential for buried archaeological remains associated with the 19th century boat house and paleoenvironmental record to be present within the site. Due to this potential, any ground disturbance should be monitored by an attending archaeologist, with an archaeological watching brief recommended to mitigate any impacts should subsurface evidence be present. We would expect for this to be secured through condition.

**7.16 Managing Movement Policy T1:** The application is supported by a comprehensive Transport Assessment (TA). The proposed highway design has been informed through extensive stakeholder engagement with Stagecoach, Lidl, Unity, Places Leisure, Brenntag, refuse collection providers and nearest affected residents at Portland Grove and Chantry Lodge. The scope, methodology, and assessment contained and presented within the TA have been determined through detailed scoping and engagement with Highways Development Planning and key stakeholders at Hampshire County Council.

**7.17** As part of this proposal, Test Valley Borough Council are proposing the following changes to highway:

- The relocation of the southbound carriageway of the Western Avenue gyratory to the western side of the river, to sit alongside the northbound carriageway and effectively removing the current gyratory road system.
- Creation of a single signalised junction at Western Avenue / West Street, and priority junction at Western Avenue / Waterloo Court.
- Improved path for NCN Route 246 and a new shared foot/cycle path on eastern side of the river.
- Improved pedestrian and cycle crossings through the area to improve links to Andover Town Centre and the recently developed public spaces at Town Mills
- Conversion of West Street to a two-way access for vehicle movements
- Reconfigure existing bus station egress to exit eastbound and use new two-way West Street.

The proposal aligns with the council's planning policies through the prioritisation of enhancing pedestrian and cyclist infrastructure through the new riverside park comprising of shared and segregated north-south cycle routes along Western Avenue. The proposed scheme supports the policy objectives of creating a safe and attractive environment that encourages walking and cycling, effectively reducing reliance on car travel and minimising impacts on the local highway network. This is further supported through the recommended reduced speed limits restrictions on both Western Avenue and West Street.

New public transport and delivery & servicing strategies have been developed as a result of the changes to West Street and the associated exit onto Western Avenue being closed. The future scenario, West Street will become two-way and provide access to local business and bus station only and not allow through movements from Chantry Street. The proposed West Street/Western Avenue and Waterloo Court/Western Avenue junctions have been modelled in detail to understand the

development impact. The results show that both junctions had sufficient spare capacity in future year 2040 assessment for the weekday peak hours and the Saturday peak.

A sensitivity test has also been conducted to include the impacts of the proposed theatre development on Waterloo Court. The flows from this development were included in the modelling for both the junctions and showed that it would have little impact on the performance of both junctions. Overall, the highway network will not be significantly impacted by the proposed changes to the Western Avenue Gyratory into a two-way link road, with the proposals providing improved cycling and pedestrian connectivity and a more attractive public realm within Andover Town Centre.

**7.18 Community Safety Policy CS1:** Policy CS1 states that development will be permitted provided that it delivers safe, accessible and liveable environments and that the design takes account of the need to reduce opportunities for crime and anti-social behaviour. The park proposes a series of open spaces and pathways that would have a relationship between surrounding uses. The new crossings north and south provide improved connections to the leisure centre and Town Mills Park, encouraging footfall through the park. Pedestrian connections are also proposed into Lidl in place of the existing access and into the bus station from the Central Square.

The pre-application comments from the Designing Our Crime Officer have been taken on board and the Lighting Strategy amended accordingly to replace 6 bollards with column lighting. Discussions are already taking place with the Council's Events Manager in respect of the use of the spaces within the park to create regular activity and natural surveillance. Consideration is being given to the installation of fencing within the park in respect of access to the river and around formal play areas and it is considered that these matters could be dealt with via condition.

### **Planning conditions**

#### *Materials and Fencing*

The DAS provides an indication of the fencing and materials strategies and how these are being coordinated. These will be progressed and finalised through the next phases of detailed design (RIBA Stage 4) and therefore it is expected that the final detailed strategies would be secured through planning condition.

#### *Lighting Strategy and Power Supplies*

The application is supported by a Lighting Strategy and this has been amended to reflect the comments from Hampshire Constabulary through the replacement of bollard with column lighting. The comments from the pre-application advice in respect of the timings of any lighting within the Pavilion are noted and we would request that that this is dealt

with through planning condition to enable us to progress this through the next stages of detailed design. Details of power supply locations and the design of any power points are also to be progressed through detailed design and could be dealt with via condition. This will enable us to progress discussions with community event organisers about power and lighting requirements.

*Detailed Soil, Soft Landscaping and Planting Specification Strategy*

The DAS provides an indication of the soil, planting and tree strategy for the scheme and has been informed through pre-application discussions with the local planning authority and reference to the Andover Public Realm Design Guide SPD (2020). A detailed soft landscaping and planting specification will be prepared through the next stages of detailed design and therefore it is expected that this would be secured through planning condition.

*Signage and Wayfinding*

The Council is working with the new theatre design team on the coordination of a cohesive signage and wayfinding strategy. This is also being progressed through the next stages of detailed design. The comments from the pre-application in respect of signage to educate visitors on the history of the site are also noted and align with the aspirations to extend the history trail through the site. Details of this are yet to be determined and will be developed in conjunction with the community and relevant cultural and historic stakeholders. The need for signage on the viewing platforms is also noted in respect of duck feeding. It is considered that the details of this could be secured through planning condition.

**Other matters**

*Lidl*

The applicant is aware that the proposed scheme affects the entrances and exit points into the Lidl Store and that there are planning conditions on extant permissions concerning the Lidl store that would be affected. The applicant is working with Lidl to submit a planning application on their behalf to address this.

A separate planning application dealing with the layout of Lidl's car park in order to satisfy Lidl's planning conditions is being prepared and will be submitted imminently to be considered alongside this application.

*Leisure Centre*

A dedicated off-road bay is being provided on West Street for deliveries to the leisure centre. In addition, provision is being made for drop off and collection of school children for swimming lessons utilising an existing layby on Western Avenue with safe off-road footpath access to the leisure centre.

*Site compounds*

The application is accompanied by a Construction Environmental Management Plan. This provides potential locations of where construction compounds could be located, however this will not be confirmed until a contractor has been appointed. As such, it is requested that the details of this be secured via planning condition.

*Bin store*

There is an existing bin store located along Western Avenue and adjacent to the Shop mobility unit. This provides waste disposal for Unity and Costa. As part of these proposals, the bin store will be removed and space for bins serving Unity and Costa will be accommodated within Service Yard E, located to the south-east of the multistorey car park and accessed via Waterloo Court. This service yard is already used for refuse collection and significant space is available to accommodate additional bins to serve these premises. This alternative also provides a benefit of removing the bin store from public views and into a secure, private service yard.

**Summary**

It is considered that the proposals comply with the relevant local and national policies and is supported by sufficient technical assessment work which demonstrates the acceptability of the proposals and the benefits that would be realised.

Should you require any further information or clarity on our submission, please do not hesitate to get in touch.

Yours faithfully,



**Fay Smiles MRTPI**

Regeneration Planning Manager

Test Valley Borough Council