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Enquiries to

Alistair McMurray

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Your reference

25/01047/FULLN

Date

11 August 2025

Email

[REDACTED]

For attention of Miss Jones

Dear Miss Jones

Re: 25/01047/FULLN At Western Avenue, Andover, Hampshire,

Closure/stopping up and removal of southbound carriageway of Western Avenue gyratory and associated changes to the highway network, including West Street and Waterloo Court, to allow for the development of a park with areas of hard and soft landscaping, play areas, lighting, pavilion, river viewing platforms and an off-road cycleway

Following review of the applicant's latest submission, including their detailed responses to the Highway Authority's previous comments, the following updated consultation response is provided.

The Highway Authority previously observed that while the Transport Assessment correctly identified potential safety benefits to vulnerable users through improved pedestrian and cycle infrastructure, this assertion required qualitative assessment against existing risk factors at specific conflict points. The applicant's reply indicates that an "appropriate commentary of the improved safety" can be provided. While this is a positive acknowledgement, no such commentary has been included in the submitted material to date.

The Highway Authority therefore maintains that a formal, qualitative safety review should be provided, demonstrating how the proposed layouts will mitigate existing risks, particularly at pedestrian crossings, bus egress points, and shared surface areas. Until this is supplied, this matter remains unresolved.

Two comments were made in relation to active travel provision. Firstly, regarding the lack of a summary of key outputs from the Active Travel England

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

(ATE) Route Assessment Tool within the TA, the applicant has stated that “no further action” is required as the TA provides the information. The Highway Authority is satisfied in this regard.

Regarding tactile paving and kerb alignment compliance, the applicant has confirmed that all such elements will be delivered in accordance with current Department for Transport guidance. This commitment is welcomed and is considered to satisfactorily resolve the point, subject to inclusion of this confirmation in the approved plans and technical approval process.

The Highway Authority previously raised concern that re-provision of taxi facilities on Waterloo Court lies outside the application red line, potentially affecting deliverability, and recommended interim provision within or adjacent to the site. The applicant’s reply confirms that the requirement to provide interim facilities is agreed in principle but provides no firm detail or plan showing their location and delivery mechanism. Given the operational importance of maintaining taxi provision during and after construction, this remains an open matter and should be secured through condition or legal agreement, with clear plans identifying interim and permanent arrangements.

In relation to the survey methodology, the Highway Authority noted concerns over the proximity of survey dates to the Easter period and the potential for atypical traffic patterns.

The applicant’s response asserts that “the week either side of Easter itself should be avoided, but the dates selected are acceptable,” citing adherence to national guidance.

While this partially addresses the concern, the Highway Authority on face value considers that validation evidence should be presented, demonstrating that traffic volumes on the selected days are representative of neutral conditions. Without this, the robustness of the baseline dataset would remain partially unverified, however confirmation has been provided that the ITS team were involved in defining the requirements and scope and as such following review is accepted.

The applicant has addressed comments on the need for sensitivity testing at the Western Avenue / West Street junction to include traffic associated with the proposed theatre development.

Previous comments highlighted the need for consistent annotation of flare lengths, radii, and entry widths on layout drawings, and cross-verification of these dimensions against modelling inputs.

The applicant’s reply does not provide this additional detail within the current submission. Accordingly, this matter remains outstanding but can be cross referenced during technical the technical approval process.

It was previously requested that visibility splays be shown in vertical section and assessed against potential obstructions, including landscaping and street furniture. The applicant's response does not address this directly; however, this can be confirmed during future technical approval and through any future land dedication process with TVBC.

Concerns were raised that the right-in movement to Chantry Street requires use of land outside the public highway. The applicant's response does not clarify whether this movement will be regular, nor does it address how any such manoeuvre would be secured in terms of land rights or design adjustment. This matter therefore remains open as the applicant confirms the highway boundary including any changes is yet to be finalised. This again can be confirmed during future technical approval and through any future land dedication process with TVBC.

In line with the above and subject to the requested qualitative safety review that can be provided within a TA addendum, the Highway Authority raises no objections from a Highway Development Planning perspective.

Yours faithfully,

Alistair McMurray
Consultant Transport Planner - Highway Development Planning
Hampshire 2050