

12 November 2025

Subject: Formal objection to the proposed stopping-up of highway at A3057 Western Avenue and West Street, Andover – Reference NATTRAN/SE/S247/6126

I wish to formally object to the proposed stopping-up of part of the public highway at A3057 Western Avenue and West Street, Andover, as set out in the above-referenced draft Order under Section 247 of the Town and Country Planning Act 1990.

Having reviewed the available information and consulted local residents, it is clear that the proposed Order fails to meet the statutory test that the highway is “unnecessary” and will have significant negative impacts on highway safety, public amenity, and the character of the local area.

My detailed objections are as follows:

1. The stopping-up is not necessary to enable the proposed Riverside Park. The section of highway proposed to be stopped up is not essential to the delivery of the Riverside Park development. The aims of improving amenity and connectivity could be achieved through public realm enhancement and traffic-calming measures without extinguishing highway rights. The current one-way traffic layout in West Street already manages vehicle speeds and maintains safe access for residents, visitors, and deliveries.
2. West Street – Amenity and Access Concerns
 - a. Amenity impacts – Converting West Street to two-way traffic will materially increase traffic volumes, noise, and vibration. This will directly affect the living conditions of residents of Chantry Lodge and nearby properties, contrary to NPPF para 185 (minimising noise and pollution in development).
 - b. Highway safety – West Street’s geometry and width are unsuitable for two-way operation. This layout change cannot reasonably be considered to contribute to highway safety under DMRB GG 119.
 - c. Footway narrowing – The proposed reduction in pavement width alongside the Leisure Centre and Chantry Lodge exposes pedestrians, particularly schoolchildren and elderly residents, to higher risk from passing traffic.
 - d. Loss of parking – The scheme results in a net loss of on-street parking, worsening an already constrained situation for residents and visitors.
 - e. Air quality and noise – Test Valley Borough Council’s assertion that impacts are

“marginal” is not credible. Increased diesel traffic will raise particulate emissions in this confined street, worsening air quality and health outcomes.

f. Traffic congestion – Additional turning movements at either end of West Street will create congestion at the junction with Western Avenue and reduce overall network efficiency.

The combined effect of these changes will be a detrimental impact on residents’ amenity, highway safety, and environmental quality, justifying refusal of the Order.

3. Western Avenue – Objections to the removal of one carriageway

a. Community safety and capacity – Removing half of the existing dual carriageway will result in the loss of 50% of the route’s carrying capacity. Western Avenue serves as a critical corridor through Andover, and this reduction will heighten congestion and risk of rear-end collisions.

b. Future demand – Test Valley’s enhanced housing requirement will significantly increase local traffic. The network needs resilience, not reduced capacity.

c. School transport safety – Currently, school coaches disembark pupils safely in West Street, where they muster before walking to the adjacent Leisure Centre.

Under the proposed scheme, school vehicles would be forced to use a bus lay-by on the western side of the northbound carriageway, requiring pupils to cross the southbound carriageway and the river bridge to reach the Leisure Centre. This introduces multiple new conflict points between vehicles and children, increasing risk. Moreover, as this lay-by will be in regular use by service buses, it cannot be relied upon for safe school use.

d. Accident risk – Reducing the dual carriageway to a single lane in each direction will increase overtaking frustration, junction queuing, and potential for collisions, contrary to DMRB CD 109 (Highway Design Requirements).

4. Lack of transparency and consultation

The Order notice refers to plans available for inspection at Beech Hurst, but these have not been made available online. This prevents informed public comment and is inconsistent with Localism Act 2011 expectations for meaningful community engagement.

Conclusion

For all the reasons outlined above, this proposal is not consistent with sound transport planning, road safety principles, or public amenity objectives.

I therefore respectfully request that the Secretary of State refuse to make the proposed Order (NATTRAN/SE/S247/6126) and require that:

1. A full Road Safety Audit and Air Quality Impact Assessment be undertaken;
2. Alternative design options (including retention of the one-way West Street layout) be explored; and
3. The public consultation be reopened with full visibility of plans and supporting evidence.

Please confirm receipt of this objection and ensure it is recorded as part of the statutory consultation process.