

13 November 2025

I am affected by the proposed Stopping Up Order by Test Valley Borough Council and object on the following grounds:

I live in a ground floor flat facing West Street, the narrowing of the pavements outside Chantry Lodge will have a direct impact on our quality of life and is in direct conflict with the conditions imposed by Test Valley in the planning permissions for Chantry Lodge ground floor flats, which required the pavement to be widened, in the interests of pedestrian safety; a good number of the Chantry Lodge residents suffer from respiratory conditions and the narrowing of the pavements will bring them into closer contact with much less clean air.

The stopping up will more than quadruple the levels of atmospheric pollution (Air Quality) near Chantry Lodge attributable to vehicles, in particular diesel emissions as buses, delivery lorries to the shops and customers of Lidl supermarket will have to traverse West Street twice; the revisions will require the vehicles to be in a start/stop regime as they traverse, enter and egress West Street at the junction with Western Avenue.

The stopping up across the scheme per se will see the creation of at least six right hand turn junctions (two in Western Avenue and the remainder in West Street) and the implications of this has not been taken into account.

Further, I would point out that the stopping up order was only published in the London Gazette and the Salisbury Journal, the latter is NOT a local paper as Salisbury is in the county of WILTSHIRE, not HAMPSHIRE. I would have expected that the notice would have been in the Andover Advertiser, the local HAMPSHIRE newspaper and the stopping up notice should now be placed in the correct local newspaper with the requisite period of 28 days for objections so that residents of Andover have a notice period for objections.

I was only advised just in time to raise my objection by a retired planning solicitor, regular residents of Andover would not be aware of Test Valley Borough Council's plans to stop up West Street and half of the Dual Carriageway (Western Avenue) being a major local thoroughfare into and out of Andover and as such an important and essential east/west link in the north of the town.

West Street - Stopping Up – further objections:

1. NO stopping up is necessary to enable the development of a riverside park;

2. Amenity improvement can be achieved in other ways at lower cost and in particular by the retention of the current one-way traffic layout in West Street provided by local residents (PDF attached);
3. The scheme will mean a considerable increase in traffic movements and associated noise and traffic flow will migrate to a start/stop regime which has not been taken into account;
4. It is respectfully suggested that a refusal of the Order can be justified on the grounds that Residents' amenity, the scheme and in particular the proposed increase in traffic movements in West Street, together with the inherent reduction in Air Quality, will have a detrimental effect on the living conditions of Chantry Lodge and other local residents, in particular those in Portland Grove;

5) In respect of Highway Safety, making West Street two-way cannot be considered to be beneficial, and the proposed reduction in width of the pavement alongside the Leisure Centre & Chantry Lodge increases the risks to pedestrians, many of whom are young adults from the local College and younger family members entering and exiting the Leisure Centre;

6) Local parking potential suffers a net loss;

7) It is claimed by Test Valley Borough Council that any impact in increased atmospheric pollution is marginal, I doubt this since the major source of harmful atmospheric particles is diesel emissions and the proposed increase in vehicle movements in West Street can only be harmful to elderly residents, infants and young children in the locale;

8) Harmful increased traffic congestion will be inevitable if stopping up goes ahead.

Western Avenue – Stopping Up – my objections to the removal of one half of the dual carriageway:

- 1) The loss of 50% of the carrying capacity of Western Avenue, a major local thoroughfare impacts on community safety;
- 2) There is a government requirement for 15,000 extra houses in Test Valley – despite the fact that this will increase traffic on the dual carriageway, it has not been taken into account;
- 3) The plan to remove half of the dual carriageway will create a potential for accidents and congestion;
- 4) The creation of two right hand turn junctions when travelling east along Western Avenue and the potential for serious accidents has not been taken into account;
- 5) The current arrangements for school children attending the Leisure Centre is informally for the buses to stop in West Street and the children disembark, muster into

groups and proceed to the adjacent Leisure Centre. The closure of the dual carriageway means that school vehicles will be required to make use of the bus layby on the western side of the existing northbound carriageway, muster there and cross the southbound carriageway before then crossing the bridge over the river and proceeding to the Leisure Centre. This creates more opportunities for conflicts and risks to the children. Furthermore, the bus layby will inevitably be used by the buses it is intended for so its availability for schools cannot be relied upon;

6) The objections to the Stopping Up of West Street are materially relevant to the case for the Stopping Up of Western Avenue, since the removal of these two traffic flow successses over time, will now generally migrate to abject traffic misery in the form of start/stop and at times more frequent stationary traffic for the majority of Andover residents traversing these two locations.

Thank you for your consideration

15 December 2025

Further to my correspondence of the 13th November 2025 in respect of the above topic, please find set out below my further objections to the proposed Stopping Up Order proposed by Test Valley Borough Council.

You will recall that objections could only be raised in a short time frame until the decision by The Secretary Of State to publish The Stopping Up Order in the local newspaper The Andover Advertiser, in some cases this was as little as 30 hours before the previous deadline – the extension to that deadline has granted more time for further consideration in the matter which I believe is material to the requirement for The Stopping Up Order.

The Stopping Up Order is being sought with a considerable amount of work still outstanding to establish the feasibility of the Riverside Park in Andover – the Riverside Park is the main driver of the Stopping Up Order content; there is evidence from Hampshire County Council REF: 056787 1st July 2025, a partner of Test Valley in this exercise. Further, the work required on the River Anton to establish that protections to species such as Great Crested Newts and to establish that no archaeological site is being rendered ‘fouled’ and that in such cases only the clearance of vegetation has been approved to establish same.

It is concluded therefore that, at this stage, a Stopping Up Order is far in excess of the requirements necessary for the purpose of establishing the true feasibility of the project, which can be more appropriately achieved by the provision of a Temporary Road Closure (TRC) to that part of the Southern Gyratory between the Lidl business footprint and the southern boundary of the river; this is a natural progression of the public consultation that has taken place with the most affected local residents, who did not have the full process described to them, at any time, and indeed were told repeatedly that the whole project was ‘NOT A DONE DEAL’. The fact that the Stopping Up Order was published in The Salisbury Journal on the same day that TVBC representatives were attending Chantry Lodge as part of an ‘information sharing’ event, where no such sharing was forthcoming; public consultation may not be binding but it is respectfully suggested, a two-way street.

A TRC as set out above will also enable the appropriate traffic flow detail and Air Quality data so necessary for, and specific to the West Street location, which HCC describe as fundamental to the project per se.

Having set out my reconsidered position, following the additional time made available to me, I will now re-iterate my initial, retained objections to The Stopping Up Order.

I am affected by the proposed Stopping Up Order by Test Valley Borough Council and object on the following grounds:

I live in a ground floor flat facing West Street, the narrowing of the pavements outside Chantry Lodge will have a direct impact on our quality of life and is in direct conflict with the conditions imposed by Test Valley in the planning permissions for Chantry Lodge ground floor flats, which required the pavement to be widened, in the interests of pedestrian safety; a good number of the Chantry Lodge residents suffer from respiratory conditions and the narrowing of the pavements will bring them into closer contact with much less clean air.

The stopping up will more than quadruple the levels of atmospheric pollution (Air Quality) near Chantry Lodge attributable to vehicles, in particular diesel emissions as buses, delivery lorries to the shops and customers of Lidl supermarket will have to traverse West Street twice; the revisions will require the vehicles to be in a start/stop regime as they traverse, enter and egress West Street at the junction with Western Avenue.

The stopping up across the scheme per se will see the creation of at least six right hand turn junctions (two in Western Avenue and the remainder in West Street) and the implications of this has not been taken into account.

Further, I would point out that the stopping up order was only published in the London Gazette and the Salisbury Journal, the latter is NOT a local paper as Salisbury is in the county of WILTSHIRE, not HAMPSHIRE. I would have expected that the notice would have been in the Andover Advertiser, the local HAMPSHIRE newspaper and the stopping up notice should now be placed in the correct local newspaper with the requisite period of 28 days for objections so that residents of Andover have a notice period for objections; **this matter has now been addressed by The Secretary Of State.**

The wider public of Andover would not be aware of Test Valley Borough Council's plans to stop up West Street and half of the Dual Carriageway (Western Avenue) being a major local thoroughfare into and out of Andover and as such an important and essential east/west link in the north of the town.

Specifically, The Stopping Up Order in West Street will result in:

1. An excessive disruption to the local area, since no such order is necessary to enable the development of a riverside park;
2. A considerable erosion of local amenity, i.e. the current 'pedestrianised feel to West Street', when improvement can be achieved in other ways at lower cost and in particular by the retention of the current one-way traffic layout in West Street provided by local residents;
3. An increase in traffic movements and associated noise such that traffic flow will migrate to a start/stop regime, with often stationary and idling traffic;

4. A major reduction in local Air Quality; it is respectfully suggested that a refusal of the Order can be justified on the grounds that Residents' amenity, the scheme and in particular the proposed increase in traffic movements in West Street, together with the inherent reduction in Air Quality, will have a detrimental effect on the living conditions of Chantry Lodge and other local residents, in particular those in Portland Grove;
5. A fundamental lowering of Highway Safety provision, making West Street two-way cannot be considered to be beneficial, and the proposed reduction in width of the pavement alongside the Leisure Centre & Chantry Lodge increases the risks to pedestrians, many of whom are young adults from the local College and younger family members entering and exiting the Leisure Centre;
6. A net loss in local parking provision will be suffered;
7. A significant increase in atmospheric pollution contrary to the Test Valley Borough Council assertion that this is MARGINAL – this is unquestionably an undesirable definition from source and harmful emissions from diesel vehicles will impact the elderly, the young and infant populations locally;
8. The window cleaners of Chantry Lodge and any maintenance operatives in The Leisure Centre working in the middle of a two-way street – these two tall buildings benefit from the current one-way system in this regard in that most maintenance works are carried out on the existing wider pavements, where service vehicles often park;
9. Increased and harmful traffic congestion, hampering the efficacy of the operations of the Emergency Services.

Specifically, The Stopping Up Order in Western Avenue will result in;

1. The removal of one half of the dual carriageway and loss of 50% of the carrying capacity of Western Avenue, a major local thoroughfare impacts on community safety;
2. An ineffective solution to the government requirement for an extra 15,000 houses in Test Valley, when Western Avenue, in its current form, will adequately cope with such additions;
3. A potential for accidents and congestion with the removal of one half of the dual carriageway;
4. The creation of two right hand turn junctions when travelling east along Western Avenue and the potential for serious accidents is unacceptable;
5. A detrimental impact on current arrangements for school children attending the Leisure Centre is informally for the buses to stop in West Street and the children

disembark, muster into groups and proceed to the adjacent Leisure Centre. The closure of the dual carriageway means that school vehicles will be required to make use of the bus layby on the western side of the existing northbound carriageway, muster there and cross the southbound carriageway before then crossing the bridge over the river and proceeding to the Leisure Centre. This creates more opportunities for conflicts and risks to the children. Furthermore, the bus layby will inevitably be used by the buses it is intended for so its availability for schools cannot be relied upon;

6. A 'domino effect' since the objections to the Stopping Up of West Street are materially relevant to any case for the Stopping Up of Western Avenue, since the removal of these two, intrinsically linked, traffic flow successes over time, will now generally migrate to abject traffic misery in the form of start/stop and at times more frequent stationary and idling traffic for the majority of Andover residents traversing these two prominent locations.

I submit the following summary in my further rounded objections to The Stopping Up Order:

Now that I have had more than a day in which to consider the Council's proposed Stopping Up Order;

- I am a former Strategic Planner both for local and central government;
- The proposed Stopping Up Order should not be granted for the following reasons;
 - The Riverside Park masterplan only mentions West Street in one line and refers to buses having to enter the bus station and turn then exit via West Street. There is no mention of the fact that delivery lorries for Waitrose and the Chantry Centre shops will have to return via West Street across a lane of traffic instead of exiting onto the dual carriageway on the existing one-way system – see Illustration Plans A and B attached;
 - There is no mention of the fact that the large Lidl supermarket lorries instead of entering and exiting the supermarket delivery area off the dual carriageway as at present, the lorries will have to enter the customer car park from West Street across a lane of traffic and exit via West Street. There is no mention of the fact that all Lidl customers instead of entering and exiting the supermarket car park off the dual carriageway will have to enter the car park off West Street across a lane of traffic and return along West Street. In an area where there is a shortage of parking, there is no mention in the reduction in car parking spaces resulting from the Council's proposals – see Illustration Plans A and B attached;

- The very significant increase in traffic in West Street will create choke points, pollution and impatient drivers in West Street with stop/start traffic. The noise and air pollution studies produced by the Council takes no account of any of this. Additional studies should be undertaken by the Council outside The Leisure Centre and Chantry Lodge with a projection taking into account all the additional traffic movements in West Street that would be generated by the Council's proposal to turn West Street into a two-way road - a TRC with appropriate Terms Of Reference could achieve this;
- Additionally, a study should be undertaken showing the impact of the increased traffic volumes and the proposed two-way traffic in West Street – a TRC with appropriate Terms Of Reference could achieve this;
- The planning permission for the Leisure Centre required the pavement outside the Leisure Centre to be widened, the Council's proposal to make West Street accommodate two-way traffic includes going against this planning condition in order to widen West Street in an attempt to accommodate two-way traffic. Similarly, the planning permission for the change of use from shops to flats in ground floor of Chantry Lodge required that the pavement outside Chantry Lodge be widened, this would be reduced in width to accommodate two-way traffic according to the Council's proposal. This increases the hazard for pedestrians crossing the proposed increased and two-way traffic especially as the front of buses already overhangs the pavement on the tight bends;
- Students from the adjacent sixth form college (which is planned to increase in size) currently cross West Street from outside the Leisure Centre to go into Andover town centre or to Lidl to buy lunch. These students will be at risk both from the hazard of crossing increased and two-way traffic but also the pollution from the increased and two-way traffic in West Street if the Council's plans are allowed in the form proposed by the Council and the reduced pavement width will not accommodate the number of students at busy times – see written illustration re Air Quality attached.

For these reasons I believe that the Stopping Up Order should not be granted

Attachments to email dated 15 December:

- **Appendix A:** Personal Note to Mr Crass
- **Appendix B:** Illustrative Plan A – existing one-way configuration on West Street
- **Appendix C:** Illustrative Plan B – proposed two-way configuration on West Street
- **Appendix D:** Alternative plan to TVBC (05062025) to retain one-way traffic flow in West Street
- **Appendix E:** A further alternative solution, drafted by a Chantry Lodge resident, retaining the one-way traffic flow in West Street and providing a safer entry to Waterloo Court and The Multi Storey Car Park, via the provision of a roundabout as shown;
- **Appendix F:** An Illustrative example of reduced Air Quality in West Street, ANDOVER.

PERSONAL TO MR CRASS:

A Consequential Matter for The Secretary Of State:

Re: Stopping up Order A3057 Western Avenue and West Street, Andover, Test Valley
Borough Ref: NATTRAN/SE/S247/6126

Your Ref: NATTRAN/SE/S247/6126

Addressee: Mr N Crass

Dear Mr Crass

The development hitherto referring is the subject of a good deal of public money, indeed the costs of this part of the scheme are understood to have risen thus far in the matter of The Lights Theatre (£12M to £33M) and in the case of The Riverside Park (£6.6M to £11M).

Whilst much of this increase is going to be met from 'reserves', a good deal of the original funding was sought from The Levelling Up Fund.

By far and away the highest cost is attributable to the extensive highway re-configuration for West Street – an entirely unnecessary feature in the provision of The Riverside Park, since local residents supplied an entirely feasible alternative (PDF included below), which retained the one-way traffic configuration for West Street, and which the planning authority received on the 5th June 2025 via the 'Representation Process'.

Should the Secretary of State find favour with the objections to the West Street Stopping Up Order, a considerable saving could be anticipated since the West Street highway alterations would no longer be required with the result that well in excess of 95% of the Riverside Park footprint would be salvaged.

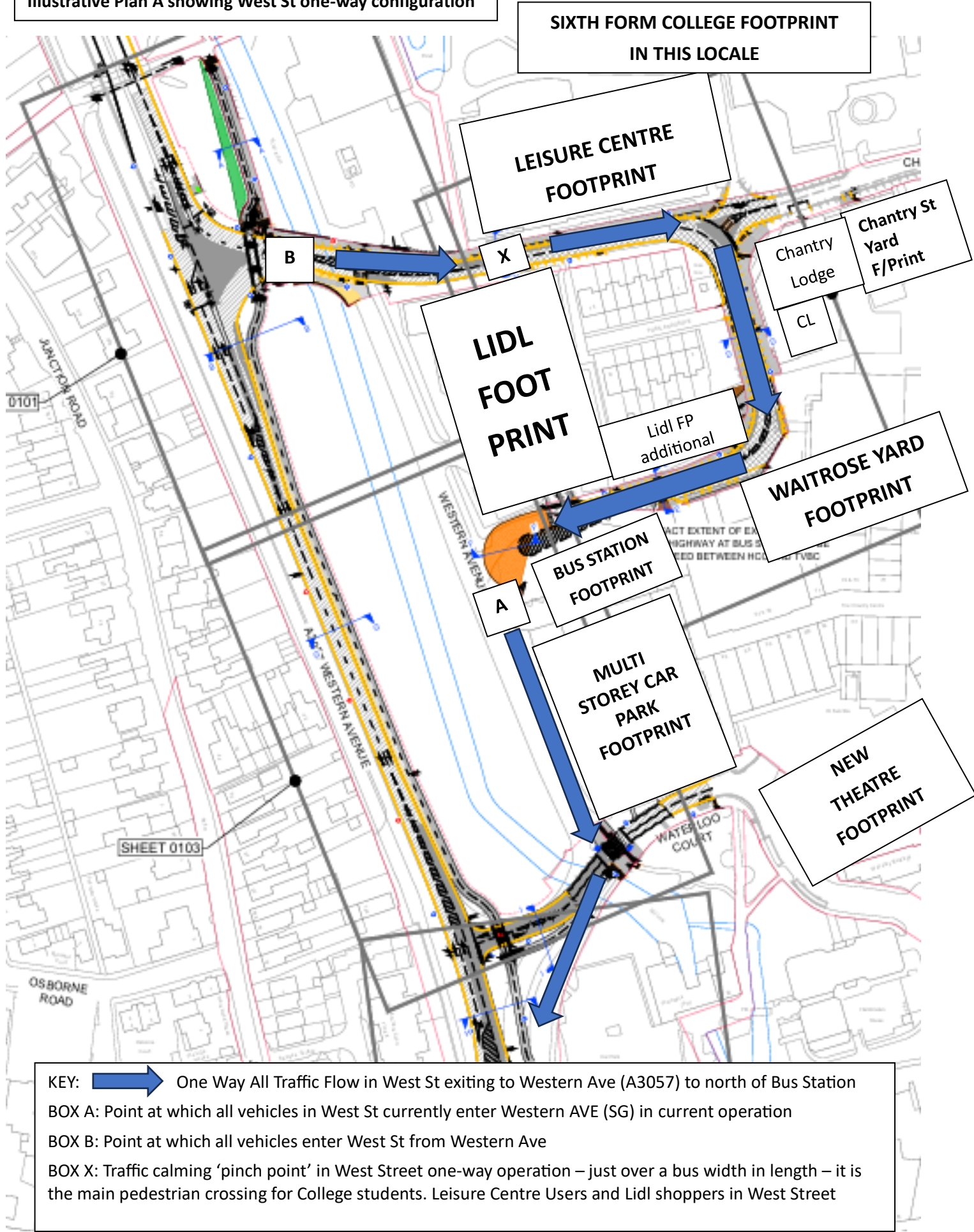
Is this something that The Secretary Of State might wish to discuss with the National Audit Office.

Thank you for your consideration, Mr Crass



WEST STREET ONE
WAY RETENTION DRA

Illustrative Plan A showing West St one-way configuration



SIXTH FORM COLLEGE FOOTPRINT
IN THIS LOCALE

LEISURE CENTRE
FOOTPRINT

Chantry St
Yard
F/Print

Chantry
Lodge

CL

LIDL
FOOT
PRINT


Lidl FP
additional

WAITROSE YARD
FOOTPRINT

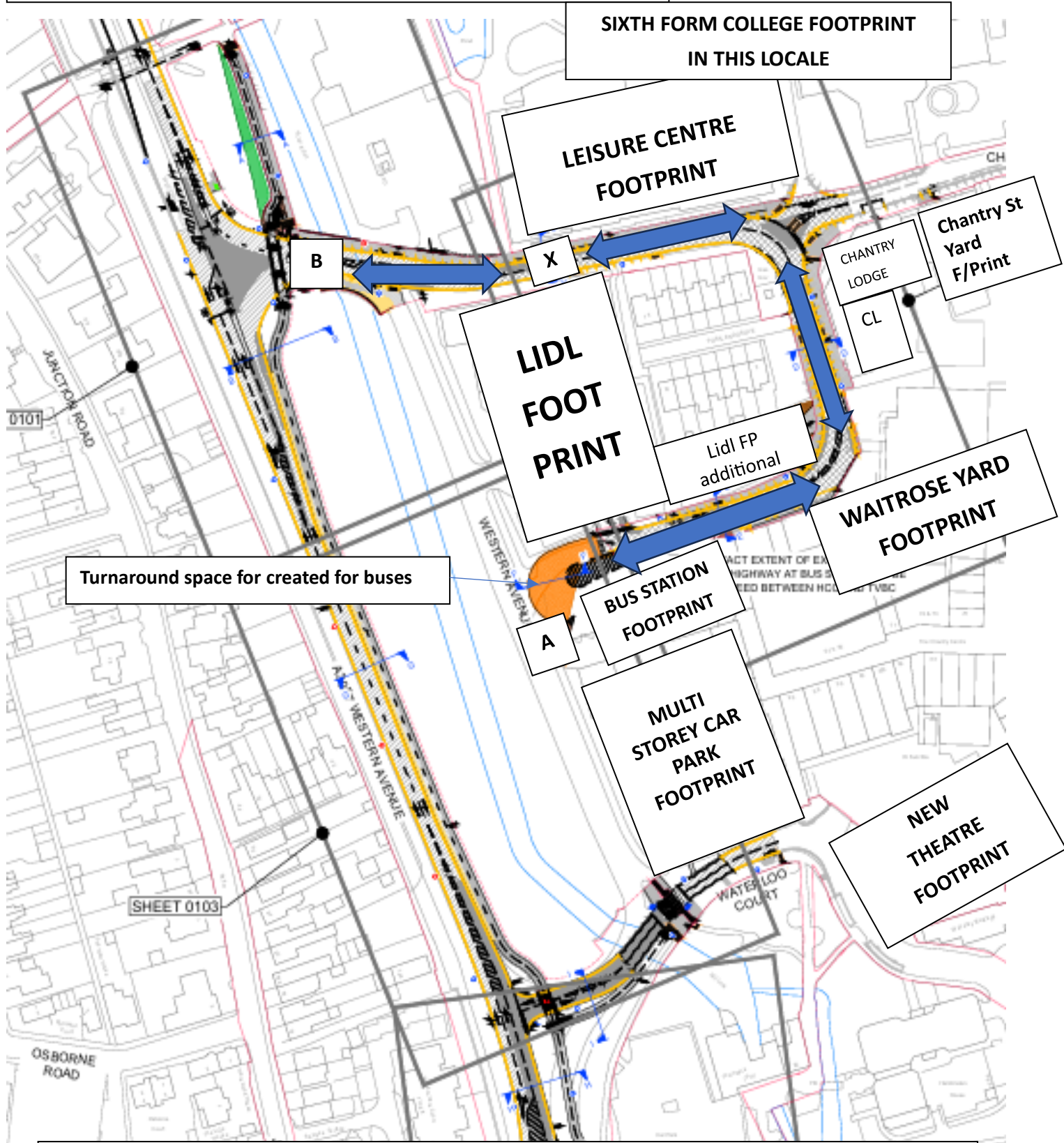
BUS STATION
FOOTPRINT

MULTI
STOREY CAR
PARK
FOOTPRINT

NEW
THEATRE
FOOTPRINT

KEY:  One Way All Traffic Flow in West St exiting to Western Ave (A3057) to north of Bus Station
BOX A: Point at which all vehicles in West St currently enter Western AVE (SG) in current operation
BOX B: Point at which all vehicles enter West St from Western Ave
BOX X: Traffic calming 'pinch point' in West Street one-way operation – just over a bus width in length – it is the main pedestrian crossing for College students. Leisure Centre Users and Lidl shoppers in West Street

Illustrative Plan B showing proposed West Street two-way traffic



**SIXTH FORM COLLEGE FOOTPRINT
IN THIS LOCALE**

**LEISURE CENTRE
FOOTPRINT**

**Chantry St
Yard
F/Print**

**CHANTRY
LODGE
CL**

**LIDL
FOOT
PRINT**

**Lidl FP
additional**


**WAITROSE YARD
FOOTPRINT**

Turnaround space for created for buses

**BUS STATION
FOOTPRINT**

**MULTI
STOREY
PARK
FOOTPRINT**

**NEW
THEATRE
FOOTPRINT**

KEY:  Two-way traffic lanes in West Street
BOX A: Point at which all vehicles in West St enter Western AVE (SG) in current operation
BOX B: Point at which all vehicles enter West St from Western Ave
BOX X: Traffic calming 'pinch point' in West Street one-way operation – just over a bus width in length – it is the main pedestrian crossing for College students. Leisure Centre Users and Lidl shoppers in West Street

Written illustration within West Street Andover, demonstrating how Air Quality will impact the location in the plan to convert the location into a two-way traffic flow in conjunction with the construction of a Riverside Park.

Rationale: Stopping Up West Street will result in a serious increase in traffic emissions for infants and young children.

Given: See Plan A at Box X

In the current traffic one-way configuration, a mother with a two-year-old child in a front facing pushchair can cross the REDUCED SINGLE CARRIAGEWAY at Box X from the Leisure Centre to Lidl without the need to stand in the vehicle emissions flow – she will only have to look right to check that the road is clear to cross. The crossing point is only a little wider than a double decker bus and is the main pedestrian crossing point for College Students, Leisure Centre Users and Lidl Shoppers.

Given: See Plan B at Box X

In the proposed two-way traffic flow, the mother will have to stand and wait to cross at the pavement edge (due to the required road width increase), while her child will have to ingest the emissions from a two-way traffic flow – she will have to be alert to vehicles approaching from both directions until the controlled crossing indicates it is safe to cross.

Result:

This demonstrates that if the 'Air Quality Receptor' was an infant or child walking/travelling at approx. 20" above the road surface and not a technical/scientific device situated elsewhere, then the Air Quality would be reduced by at least FOUR TIMES, and at times significantly higher.

Conclusion:

By any measure the Stopping Up Order for West Street should be refused on these grounds alone, since the proposal IS NOT an amenity improvement, but a significant erosion of the current 'pedestrianised feel' to West Street and the proposal yields a far more harmful and less safe traffic plan.

Source: Roger Edgell, 11th December 2025