

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**

Dear National Transport Casework Team,

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

While I appreciate that stopping-up orders are sometimes necessary to facilitate approved development, I do not believe that the proposed changes satisfy the statutory test that the highway in question “is unnecessary” or that the scheme, as currently presented, adequately safeguards public amenity and highway safety.

My objections are set out as follows:

1. Failure to demonstrate that the highway is unnecessary

The section of highway proposed for stopping-up serves as a key local route providing vehicular, pedestrian, and cycle access between Western Avenue, West Street, and the wider Andover town centre network.

There is no published evidence demonstrating that this section is no longer required for public use. The DfT Circular 1/97 and Manual for Streets 2 require that any stopping-up must be preceded by a full assessment of existing and potential future use, particularly by non-motorised users. No such analysis appears to have been made available.

2. Impact on pedestrian and cyclist safety

Stopping-up this section risks displacing pedestrian and cycle movements onto the A3057, where traffic speeds and volumes are materially higher.

This would conflict with NPPF (2023) paragraphs 110–112, which require that developments and associated highway changes prioritise walking and cycling, and that safe, inclusive access be maintained.

Without a clear and continuous alternative route, the proposal introduces a material increase in road safety risk, contrary to GG 119 (Road Safety Audit) principles.

3. Insufficient consultation and transparency

The notice in The Gazette makes reference to a plan and draft order available at Beech Hurst, yet these have not been made available online, nor have residents been clearly informed of the practical effects on local access or travel patterns. A lack of transparency and accessibility in the consultation process undermines public confidence and prevents meaningful community engagement, contrary to the principles of the Localism Act 2011.

4. Adverse effect on access and emergency response

The proposed stopping-up could restrict turning movements and emergency access to properties and amenities along Western Avenue and West Street. No swept-path or emergency-access analysis appears to have been disclosed. This is inconsistent with best practice under DMRB GG 104 (Requirements for Safety Risk Assessment) and could result in longer response times for emergency services.

5. Alternative approaches not explored

If the intent is to support redevelopment or improve traffic flow, there are alternative solutions — such as junction redesign, one-way operation, or the creation of a shared-surface link — that could achieve the same planning objectives without permanently extinguishing highway rights. A proportional and reversible approach should always be favoured where public access is currently exercised and valued.

Conclusion

For the reasons above, I respectfully request that the Secretary of State refuse to make the proposed Order under reference NATTRAN/SE/S247/6126 until:

1. A full safety and access assessment has been published;
2. The local community has been properly consulted; and
3. Alternative design or management options have been considered to maintain safe, inclusive public access.

Yours faithfully,

Stefan Slatter