

12 November 2025

I am a resident of Chantry Lodge and am affected by the proposal.

I wish to object on the following grounds;

- 1) that the Order in its published form is not necessary in order to permit the approved development to be carried out.
- 2) That the stopping up contained in the draft Order is excessive in scope and area.
- 3) That there is an alternative scheme which would enable the objective of the development to be carried out.
- 4) That the scheme, taken as a whole, is harmful to the local environment and the living conditions of residents and the community.

In order to enable these objections to be considered, I consider that a public inquiry is necessary. I am willing to provide evidence to an inquiry to support my objections.

Lastly, an advertisement for the stopping up was published in the Salisbury Journal on 16 October, that is not a publication which circulates locally in the Andover area, you may wish to consider readvertisement of the proposal in the Andover Advertiser with a revised date for objections

9 December 2025

I have now had an opportunity to further consider the proposed stopping up Order and the background to it. I have a number of additional objections about the stopping up of parts of the highway.

There are two elements to the proposal, one is reducing the capacity of Western Avenue by halving the road space. The fact that a road is not used to its full capacity cannot be a justification for closing it to traffic and this assertion is one that needs to be challenged and explained in public, preferably at a public local enquiry. Furthermore, the government require Test Valley to build 14,000 more houses which will increase traffic.

The second element of the proposal is to turn West Street, currently one way, into a two way route and the highway authority assert that this is essential for the scheme to be carried out with no attempt to explain how this conclusion was arrived at nor any explanation of what alternative, lesser measures had been considered and why these had been rejected. Again, this assertion should be subject to scrutiny at a public enquiry and explanations sought.

In the Andover Master Plan, only one line mentioned the effect on traffic in West Street, in that West Street would be made two way with an increase in bus movements; no

mention was made of the increase in lorry movements and that all Lidl supermarket shoppers would have to enter and leave the car park off West Street instead of, as at present, off the dual carriageway. Two way traffic in West Street will generate congestion with stop/start traffic and increase the potential for accidents.

Little or no consideration has been given to the fact that the planning consents for the Andover Leisure Centre specifically required the pavement to be widened by a planning condition in the interests of safety. In order to turn West Street into two way running the pavement will require narrowing by some 2 metres. Similarly, the consents for Chantry Lodge included a planning condition requiring the pavement outside Chantry Lodge to be widened at the expense of the applicant. Now, as part of the plan to make West Street two way the pavement will be reduced in width to accommodate two way traffic. I note that the local highway authority is under a duty to secure the safe and expeditious movement of traffic, including pedestrians, in its area and there is an obvious conflict between the requirements of planning permissions securing the safety of pedestrians and the current proposals.

As part of the same process of enquiry, the studies carried out on behalf of the sponsoring authority into traffic changes do not analyse what the options for change may have been and these options should be subject to scrutiny to determine whether the chosen option for stopping up was the minimum required. An alternative scheme, retaining West Street for one way traffic was given to the Council on 5 June 2025 by Mr Edgell, a former strategic planner.

Lastly, an alternative proposal has been submitted which retains the current one way system in West Street with a tailored junction arrangement for traffic to exit West Street, merge with traffic entering and leaving the Chantry Centre multi-storey car park and the new Lights Theatre onto Western Avenue. Such a scheme would have the advantages of lower initial cost, less upheaval and disruption. Crucially this could allow the site to be revisited in the event the revised layout proved unsatisfactory in use while not interfering with the planning permission already granted except for the substitution of a revised layout plan.

For these reasons I consider that the stopping up order should not be granted and a planning local enquiry held.