

12 November 2025

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

I wish to object on the following grounds;

The advertisement for the stopping up was published in the London Gazette and the Salisbury Journal, Salisbury is in the **county of Wiltshire** on 16 October, that is not a publication which circulates locally in the Andover, **Hampshire** area, in my opinion the stopping up order must be re-advertised in the Andover Advertiser with a revised 28 days for objections.

I have not seen any site notices at either end of West Street or Western Avenue.

West Street is currently one way, the proposal is to make it two way and reduce the width of the pavement outside the Leisure Centre and Chantry Lodge thus increasing the risk to pedestrians, this is contrary to the conditions of the existing planning consents for both the Leisure Centre and Chantry Lodge, ground floor flats.

By stopping up the existing exit from West Street near the bus station onto the A3057 means a vast increase in traffic in West Street as vehicles will all have to traverse West Street twice and additional traffic will be diverted onto West Street that currently enters the Lidl supermarket from Western Avenue this will be a very real hazard to pedestrians especially students from the Sixth Form College and users of the Leisure Centre walking into the town centre.

The loss of 50% of the carrying capacity of Western Avenue by removal of half the dual carriageways will create the potential for congestion and accidents plus the government require Test Valley to build 15,000 extra homes which has not been allowed for in any calculations.

26 November 2025

I previously objected to the proposed stopping up order on 21 November but as I and no-one I know was aware of the proposed order until the afternoon of 20 November I had only a day in which to consider the proposal and make objections. This is because the original order was published in the Salisbury Journal, a Wiltshire newspaper instead of the Andover Advertiser, a Hampshire newspaper. Now the proposed order has been published in the Andover Advertiser I have had some time in which to more fully consider the proposal and should like to add the following objections to the proposed order to stop up Western Avenue and West Street

2 Test Valley Borough Council's figures for noise were based on a single measurement site (Lidl car park) and do not assist in understanding the noise levels at Chantry Lodge and Portland Grove. No attempt has been made to project forward the noise levels resulting from the increased traffic in West Street which would result from the proposed stopping up order.

3 Air pollution measurements were taken at several sites, again no attempt has been made to project forward the impact on air quality in West Street resulting from the increased traffic levels should the proposed stopping up order be granted.

4 Test Valley need to commission a fresh study outside Chantry Lodge and the Leisure Centre taking into account buses traversing West St twice, Waitrose and Chantry Centre delivery lorries traversing West St twice, Lidl delivery lorries traversing West St twice And all Lidl customers who drive to the supermarket traversing West St twice instead of entering and exiting the supermarket opposite the bus station; a vast increase in traffic and a two way street with traffic lights creating a stop/start system delaying traffic instead of a one way street. Test Valley Borough Council Should contact Lidl or their car park contractor for the number of customers using the car park daily and the number using at peak times then all the increased traffic flow should be projected to get a true reflection of the proposal to stop up West St.

5 The number of Lidl customers will decline if made to enter and exit West St, entering across two way traffic and exiting into two way traffic instead of the current safe entrance and exit from Western Avenue and could lead to the loss of another shop in Andover.

6 Users of the Leisure Centre, instead of exiting the West St (Leisure Centre) car park left onto the one way road will have to turn right across vastly increased two way traffic, then if they need to go in the direction of the Folly roundabout they will have to cross two way traffic on the remaining half of the dual carriageway, both manoeuvres carry significantly increased risk.

7 If West St is made two way with vastly more traffic movements pedestrians crossing the road to access Lidl and the town centre will be at significantly increased risk, at present users of the Leisure Centre and students from the Sixth Form college (which is due to expand) are crossing a one way street, the proposed stopping up of West St and

traffic lights outside the Leisure Centre will mean vastly increased traffic with stop/start delays because of the traffic lights so drivers will become impatient.

8 The stopping up of part of Western Avenue and so halving its capacity will deter people from accessing the town centre for shopping and leisure, especially as the government require Test Valley to provide 15,000 more houses. Recent roadworks in the area created a significant hold up on Western Avenue, halving its capacity would have an even greater effect on traffic movements.

9 Recently my husband and I were standing outside Chantry Lodge waiting to cross the road when a bus “swept the pavement”, the wheels of the bus remained on the road but the front of the bus came over the pavement’; if the width of the pavement is reduced outside Chantry Lodge and the Leisure Centre as is required by the proposal to make West St two way then we would have been killed or seriously injured; crossing West St will be most hazardous if the stopping up is effected. Crossing West St will be considerably more hazardous for pedestrians, especially the less mobile and mothers with children.

10 The existing taxi rank in West, St adjacent to the bus station, would be relocated to the other side of the Chantry Centre, across the road and opposite the entrance and exit to the multi storey car park, this will make it extremely difficult for disabled people, mothers with children to access the buses and coaches parked at the bus station.

11 Implementing the proposed order would prevent stopping off for buses and cars in West Street including school buses taking primary schoolchildren to swimming lessons at the Leisure Centre. School buses will be expected to use the bus lay-by in Western Avenue (as well as buses) and teachers must muster children at the roadside before taking them across the river by a footbridge to the Leisure Centre. This will also involve negotiating the unfenced pond area adjacent to the former Magistrates Court, this area is in a flood plain and is subject to flooding in wet weather.

12 Mr Roger Edgell, a former local and central government strategic planner, gave a plan to Test Valley Borough Council on 5 June 2025 which enabled the proposed scheme for the out of town Riverside Park but retained West St as a one way street, therefore there is an alternative plan which does not require the stopping up of West St and retains it as the current safer one way street.

18 December 2025

I am writing within the objection period to summarise some of the objections to the stopping up order requested by Test Valley Borough Council in order to facilitate it's proposal for an area of riverside park in Andover and to request a local public enquiry.

The stopping up of half of the dual carriageway and incorporating it into a riverside park area will make it considerably more difficult for residents of Andover to access the town centre, it will lead to hold ups in the traffic, congestion, air pollution and increase the likelihood of accidents.

The proposed riverside park area was voted through by Test Valley planning committee on 23 September 2025, my husband and I and some other residents of Andover attended the meeting. Mr Edgell, a former strategic planner for local and central government gave each committee member a copy of a plan he had drawn up which allowed the construction of the park area at considerably lower public cost, less disruption and which retained West Street as a safe one way road. Mr Edgell was allowed 9 seconds in which to promote his plan which allowed West Street to be retained as a one way road. Mr Edgell had previously submitted his proposal to Test Valley Borough Council on 5 June 2025. Mr Edgell's plan was ignored both by the Council and the planning committee. Andover town councillors and Mr Gregori voted against the proposal but all the rest of the councillors voted it through.

The current one way West Street allows safe access to and from the Leisure Centre, safe crossing for users of the Leisure Centre and the students of the (expanding) Sixth Form College to the town. Retaining West Street as one way means that driving to and from the Leisure Centre car park (West Street car park) allows drivers to continue to make a safer left turn into one way traffic whereas the Council's proposal means exiting right across two way traffic.

At present school buses drop off children outside the Leisure Centre which is a short and safe entry into the Centre for swimming lessons. The Borough Council's proposal means that school buses (sometimes two from one school) would have to share a bus lay-by on the remaining half of the dual carriageway. The children then would have to be gathered on the pavement, walk across a footbridge across the river, round by an unfenced pond in a flood prone area in order to access the Leisure Centre.

The proposed stopping up of West Street by The Borough Council would mean buses traversing West Street twice, delivery lorries for Waitrose and the Chantry Centre shops traversing West Street twice, the large delivery lorries to the Lidl supermarket instead of accessing and exiting off the dual carriageway to the Lidl loading bay would have to drive into West Street, wait ,then cross traffic travelling in the opposite direction and cross Lidl car park thus reducing the parking spaces (which are in short supply), then exit back via West Street. All Lidl shoppers currently enter and exit the Supermarket

from the dual carriageway, the Borough Council's plan requires the shoppers to enter the car park via West Street across a lane of traffic and exit via West Street.

The Council's proposed stopping up of West Street conflicts with one of the planning conditions for the Leisure Centre in which the Council required that the pavement facing Lidl and the town centre be widened in the interests of safety; as part of the proposed stopping up of West Street the pavement would be reduced in width to allow for two way traffic.

When the change of use from shops to flats on the ground floor of Chantry Lodge was granted it was on the condition that the freeholders of Chantry Lodge paid for the pavement to be widened outside Chantry Lodge in the interests of safety. The Council is now proposing that the pavements be reduced in width in order to make West Street a less safe two way road. Recently my husband and I were standing on the pavement outside Chantry Lodge waiting to cross the road when a bus "swept the pavement", the wheels of the bus remained on the road but the front of the bus came across the pavement, if the pavement was reduced in width as is integral to the Council's proposal to stop up West Street and make it a two way road then my husband and I would have been killed or seriously injured. I question how the Borough Council can decide what was twice considered necessary in the interests of safety is no longer necessary in the interests of safety.

In Test Valley 100% of neighbourhoods have air pollution above levels recommended by the World Health Organisation. In Test Valley transport accounts for 50% of climate emissions. Transport also causes air pollution which is the largest environmental risk to public health in the UK. Making West Street a two way road carrying a vast increase in traffic would result in a considerable increase in pollution. Children are shorter, nearer the level of toxic fumes and are more prone to the damaging and long term effects of toxic fumes.

I, along with other residents and objectors to the proposed stopping up order, request a local public enquiry with an independent inspector so that the Council's proposed stopping up order can be discussed with residents of Andover and the town councillors to ensure a safe alternative to the Council's current proposal that does not compromise the safety of Andover residents and the users of the Leisure Centre in terms of reducing the potential for accidents and harm from increase air pollution.