

14 December 2025

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

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.

I believe 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 and associated right hand turn traffic accident data are relevant.

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, as is now the case, that the notice would have been in the Andover Advertiser, the local HAMPSHIRE newspaper with the requisite period of 28 days for objections so that residents of Andover have a notice period for objections.

Most local people were only advised just in time to raise their original objections by a retired planning solicitor; the majority of Andover residents would not have been aware of Test Valley Borough Council's plans to stop up West Street and half of the Dual Carriageway (Western Avenue), the latter 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.

I believe that the consequences of a Stopping Up Order in West Street are as follows:

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 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. Increased and harmful traffic congestion.

I believe that the consequences of a Stopping Up Order in Western Avenue are:

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.

Thank you for your attention