

29 May 2026

Inquiry under S.247 Town and Country Planning Act 1990 (“the Act”) Inquiry Ref: 3378113

Application for Stopping up Order part of A30757 Western Avenue and part of West Street, Andover, Hampshire

1 I am Ann Truss of; Chantry Lodge, Chantry Street, Andover SP10 1AL

2 My reasons for opposing the draft Order follow.

3 The original Andover Masterplan produced by Test Valley Borough Council (“the Council”) and discussions with residents of Andover showed West Street access near the Leisure Centre and exiting near the corner of the Chantry Centre into Waterloo Court. It did not show West Street as two way with an enormous increase in traffic and the resulting noise and air pollution in an area which already exceeds WHO recommended levels. As a resident of Chantry Lodge my life would be adversely impacted by the now proposed change from one way to two way traffic in West Street. There would be additional conflicts between motor vehicles and pedestrians.

4 The first time a change from West Street remaining one way seems to have appeared in a report dated 2 October 2024 to the Councils’ Strategic Regeneration and Partnerships North Portfolio Holder. However, this change of plan does not appear to have been made public. I am told that residents of Chantry Lodge and Portland Grove were informed at a meeting on 19 September 2024 and a petition against the proposal was handed into the Council offices on 7 October with 85 signatures. I am unable to find any place where the public were advised of the changed proposal to change from one way to two way traffic. I moved into Chantry Lodge in September 2025 and had no prior knowledge of this change to the proposals for West Street. Indeed, the local search was silent on the subject simply stating the proposal was for a park and the stopping up of part of Western Avenue.

5 There is a condition on the planning permission for the Andover Leisure Centre requiring the pavement to be widened in the interests of highway safety in order to comply with the local highway authority’s design standards. A similar condition was applied to the consent for the conversion of the ground floor of Chantry Lodge to residential use on the grounds of residential amenity. On one occasion I was standing on the widened pavement outside Chantry Lodge when a bus ‘swept’ the pavement, if the pavement width had been reduced as is now proposed we would have been killed or injured. Narrowing the pavement in these two locations in order to permit two way traffic on West Street will make crossing more hazardous especially for the elderly,

mothers and children and the less agile or, alert including students from the sixth form college.

6 The Council's highway report suggests that creating a new footway through the park would somehow entice the students away from the more direct route to town and bus station. I very much doubt that.

7 Stopping up the existing exit from West Street near the bus station means a vast increase in traffic in West Street as all traffic would be forced to double back and all traffic to the Lidl supermarket, including delivery vehicles would come and go via West Street. This too would be a road safety hazard to pedestrians in the area.

8 The current one way layout of West Street allows safe access to and from the Leisure Centre parking, safe crossings for users of the Leisure Centre and sixth form college students.

9 The Council's noise assessment is based on a single site in the Lidl car park. That does not assist in considering noise levels caused by the increase in traffic combined with vehicles waiting to turn right into the Lidl site.

10 Users of the West Street car park would be required under the proposals to turn right out of the car park instead of left, right turns are inherently more dangerous.

11 Moving the existing taxi rank to the far side of the Chantry Centre and across a two way road at the entrance and exit to the multi-storey car park would make life much more difficult for the less mobile especially as it would then take a steep ascent to access the Chantry Centre and bus station from there.

12 There is evidence that reducing the speed limit to 20 mph improves the road safety outlook, however, that is when used in conjunction with traffic calming measures. In addition, it is actually quite difficult to exceed 20 mph in West Street whatever the official speed limit so the benefit of a 20 mph limit in road safety is doubtful at best.

13 Air quality, the proposal would mean doubling the number of bus movements in West Street daily, doubling the number of trips in West Street by goods vehicles to and from the Chantry Centre and the whole of the traffic from the Lidl site would be brought much closer to people's homes which would have an inevitable effect on levels of air pollution. The Council's air quality study does not provide reassurance on the issue. Indeed, according to Greenpeace 100 % of neighbourhoods in Test Valley have air pollution above WHO recommended levels and transport in the area is responsible for 50% of totals for climate emissions and is the largest cause of air pollution which is the largest environmental risk to public health in the UK. A vast increase in traffic near where people live cannot be regarded as beneficial in any sense.

14 The Andover Masterplan retained West Street as one way, the Council's original plan for the Riverside Park also kept it as one way and the suggestion that by stopping up West Street the Riverside park and the Town Mills mini park would become one entity is simply not the case as traffic accessing the main town centre car park and the town in general cuts across these two areas, via the Waterloo Court/West Street continuation.

14 I cannot envisage how I would be able to negotiate the traffic in West Street, narrower pavements, contrary to previous planning requirements on two major planning decisions with two way traffic instead of one way and much greater traffic volumes. Where is there any benefit in changing West Street?

15 Mr Roger Edgell, a retired local and central government strategic planner and fellow resident of Chantry Lodge put forward a scheme which retained one way traffic in West Street and out of the area at the end of the Chantry Centre towards Waterloo Court/West Street continuation. When this suggestion was put to Council Officers, they claimed that the aim was to create continuity between the Town Mills park and the Riverside park with no vehicles intruding. This is not convincing as there is no proposal to shut off Waterloo Court and the lower part of West Street, to do so would not only prevent access to the new theatre the Council is promoting but, would prevent goods being supplied to much of the Andover High Street and Bridge Street businesses.

16 There is no necessity in stopping up West Street and no public benefit when a better result can be reached by modification of the draft Stopping Up Order instead.