

DR CAROLINE LUCAS

**Green Party Member of the European Parliament
for the South East of the UK**



www.carolinelucasmep.org.uk

Mr Jason Owen
Planning Department
Test Valley Borough Council
Beech Hurst
Weyhill Road
Andover SP10 3AJ

Sent by email

6 May 2008

Dear Jason Owen

Revised proposal for Andover Airfield development, 07/01951/OUTN

I am writing to object to this application on behalf of Caroline Lucas.

The application falls into the South East constituency for which Caroline Lucas is MEP and she is also a member of the European Parliament's Committee on Climate Change. Although planning is not formally in her remit as MEP, she is objecting to the proposed development because of its harmful impact in relation to climate change. It does not comply with the UK government's Climate Change Programme and energy policies, and specifically contravenes decision-making principles set out in the Planning Policy Statement *Planning and Climate Change*, December 2007:

Regional planning bodies and all planning authorities should apply the following principles in making decisions about their spatial strategies:

- the proposed provision for new development, its spatial distribution, location and design should be planned to limit carbon dioxide emissions;*
- new development should be planned to make good use of opportunities for decentralised and renewable or low carbon energy;*
- new development should be planned to minimise future vulnerability in a changing climate;*
- climate change considerations should be integrated into all spatial planning concerns.*

Dr Lucas is awaiting a reply from the developer to her letter of 22nd April 2008, attached. She urgently wishes to draw to the Council's attention the following points:

1. The development would cause a major increase in transportation-related greenhouse gas emissions and would not achieve a modal shift of freight to less carbon-intensive forms of transport, such as rail, nor boost the local production of goods. There is no proposed use of the nearby branch railway line. An increased number of employees at the site would need to commute to work, raising carbon emissions further.
2. The anticipated interval before the development is obsolete has not yet been confirmed by the developer.

3. The number of HGV movements per 24 hour day has not yet been confirmed by the developer.
4. The space provided by incoming suppliers' HGV vehicles has not yet been confirmed by the developer.
5. A scale model of the development has not yet been provided by the developer.

This is the wrong planning application for this site and we urge the Council to refuse planning consent.

Yours sincerely

[Alison Craig](#)
[Regional Liaison Officer \(Hampshire\)](#)
[Caroline Lucas MEP](#)

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David Keir
Managing Director
Goodman Logistics Developments (UK) Ltd
Cornwall House, Blythe Valley Park
Solihull B90 8AF

22 April 2008

Dear Mr Keir

***Application for erection of Business Park ['megashed'] at Former Andover Airfield,
Hampshire, Test Valley Borough Council reference: 07/01951/OUTN***

I have been contacted by a number of constituents who have serious concerns about the proposed development and I wonder if you would kindly answer the following questions:

1. Why has this location been selected – relatively far west compared with your other distribution centres – and far from central for distributing to the published set of stores?
2. Given the new political strategy in the government's Climate Change Bill to tackle climate change by cutting carbon emissions, why has the proposed distribution centre no connection to the nearby branch railway line?
3. If constructed, for approximately how many years is the development anticipated to remain operational and when do you estimate it will become functionally obsolescent? What is the typical lifespan of this kind of development?
4. In what respects has this development been 'future-proofed' to anticipate the growing imperatives to cut carbon emissions by shifting to shorter food chains, drastic reductions in road freight with increased use of rail, increased energy efficiency (including, for example, the use of renewable energy supplies), and sustainability in design?
5. Is this development one in a matrix of equivalent developments UK-wide, and if so, approximately where will the others be located?
6. Please could you provide an up-to-date estimate of the number of Heavy Goods Vehicles (HGVs) which would be using the site *per 24 hour day*, and on which data your estimate is based?

7. I note that traffic capacity is sufficient for operational vehicles on the site but am not clear where there is space for suppliers' vehicles: what is the capacity for the latter, and where will they park?
8. Finally, my constituents request that a scale model of the proposed development is provided: would Goodman consider fulfilling this request?

We look forward to hearing from you.

Yours sincerely

Caroline Lucas MEP