

# **STOP!** MEGASHED: THE IMPACT ON OUR PEOPLE

The case for and against the Goodman proposal can be reduced to its simplest with the question: "What does this proposal deliver that is worth the **cumulative negative impact** for a generation on the c. 50,000 people who live and work around Andover?" It only delivers jobs. Everything else is massively negative.

**X Visual Impact:** would be immense, damaging and long lasting. The trees planted to hide it will originally be 2-3 feet high and will take 10-15 years to achieve the 19m height required to hide the site. Much of the existing tree screen will be lost as the roads are widened and extended. At night, light will pour from the site; out of the windows in the roof, from the massive lights surrounding the building, headlights from the hundreds of delivery Lorries and employee's cars all night, every night. The site will be ablaze for miles around.

**X Noise:** At night a new and constant noise level will break into the peace of the town and surrounding villages, the sound of HGVs climbing the slip roads, revving to begin their journeys, hundreds each night, onto the A303 passing hundreds of homes. The existing noise levels are already above the World Health Authority (WHO) guidelines from which these extracts are taken "Sleep disturbance is a major effect of environmental noise. Uninterrupted sleep is a prerequisite of good physiological and mental functioning. The difference between the sound levels and background sound levels rather than the absolute noise level may determine the reaction probability. The probability of being awakened increases with the number of noise events."

**X Traffic:** The complex Traffic light system at Hundred Acre, designed to ensure tail-backs onto the A303 do not occur, will add many extra minutes to every journey. Every family that uses a car or public transport every day will share the increased delays and congestion rippling out through the town and surrounding countryside caused by force-fitting too much traffic onto a poorly considered junction. Traffic for Ludgershall, Weyhill, Portway, Monxton and the Western side of town impeded by the traffic lights will tend to use "rat runs" through villages and round Andover. Currently for 90% of the day, vehicles pass straight through the Hundred Acre.

**X HGV Parking:** The large volume of supplier HGVs visiting the site has no proper parking facilities on the site or in the area. Supplier HGVs will park illegally in streets and lanes, using hedges as lavatories breaking kerbs and destroying pavements and impeding other vehicles.

**X Road Safety & HGVs:** from the Highways Agency's website on HGVs

Police accident database figures for 2006

- One in five accidents involved an HGV
- One third of all fatalities were in accidents involving HGVs
- One in four involving an HGV occurred at a junction

It follows if the number of HGVs that visit Andover increase dramatically, then the number of accidents in Andover increase dramatically. The highest accident risk is from foreign HGVs which the site will attract.

**? A 1000 people *may* get a job and an income (*Tesco have only promised interviews and at other similar sites far fewer jobs have been created than promised at planning*). The majority, 49,000 of us, will forever pay the daily cost of those jobs, the quality of our lives, environment and prospects having been well and truly lowered.**

✓ The **cumulative negative impact** of this proposed development provides the valid planning grounds on which this Goodman application can be refused.