

Northampton Gateway TR050006

Ref 20011231 B Sumpton

I strongly object to the Northampton Gateway proposal. The application fails to comply with the requirements of the NPSNN in a number of respects and for this reason it should be rejected.

1. Section 2.16 (and reiterated in section 4.84) of the NPSNN states that 'It is important that SRFI's are located near the business markets they will serve – major urban centres or groups of centres'. The proposed location of Northampton Gateway does not meet this criteria. Northampton is not a major urban centre. Northamptonshire is a mainly rural county with only a few small and medium sized towns and no major urban centres. In addition the area is already well served by the Daventry International Rail Freight Terminal (DIRFT).
2. A major issue for local residents is air pollution and its effect on their health. There are two air quality management areas (AQMA's) near the Northampton Gateway site and both would be subject to increased pollution from the additional traffic that would be generated by the proposed development. Section 5.13 of the NPSNN states that the Secretary of State should refuse consent where the air quality impacts will affect the ability of a non - compliant area to achieve compliance.
3. Sections 2.57 and 2.58 of the NPSNN state that SRFI capacity needs to be provided at a wide range of locations. Existing SRFI and RFI are predominately situated in the Midlands and the North. The Daventry Terminal (DIRFT) is already one of the largest in the country and has capacity for expansion for a further 12 years. This SRFI is therefore sufficient to meet the needs of the local area for the foreseeable future and another SRFI in this area is not required and does not comply with the requirements of the NPSNN.
4. Section 4.87 of the NPSNN states that the existence of an available and economic local workforce will therefore be an important consideration. The applicant is unable to demonstrate the existence of a local workforce due to the very high level of employment in the area with

very few unemployed people available for work. A significant percentage of potential employees would have to travel some considerable distance to the site, Firstly this would negate some of the benefit of moving goods from road to rail and secondly increase traffic congestion on the local road network.