

From: clerk@westhunsburyparishcouncil.gov.uk [mailto:clerk@westhunsburyparishcouncil.gov.uk]
Sent: 06 November 2018 09:29
To: Northampton Gateway
Subject: Northampton Gateway Rail Freight Application

Dear Sir

West Hunsbury Parish Council **objects** to the proposed Northampton Gateway. Our County is already blighted by huge warehousing which provides relatively little employment and West Hunsbury Parish Council **would prefer to see priority given to higher skilled employment within the area.** We also understand that the DIRFT facility which is only 18 miles away is running under capacity and there is speculative warehousing elsewhere in the area which is fully built and stands un-occupied.

Our main trunk roads M1/A45 are badly congested to the point of vehicles finding "rat runs" through residential areas such as West Hunsbury to avoid the queues and everyday hold ups. Pressure on these key routes is predicted to grow further because of new developments already planned and approved. We understand that the Northampton Gateway proposal would add 16,500 additional vehicle trips a day of which 4,000 would be diesel HGV's. Our road system will not cope and pollution levels which are already near to legal limits will be increased further. Local Authorities are being pushed to reduce pollution levels not increase them.

The agricultural area under threat is some 500 acres which is currently in full production and home to a variety of wildlife habitats. The land is not in any national or local plan for development and being so close to the M1/A45 is green space which helps to dissipate the pollution levels and noise.

There is no capacity on the West Coast mainline so this is just speculative mass warehousing led by the desire to cash in on the location at the side of the M1. We suggest that most movements will be by road with very little by rails thus not adhering to central government policy. In order to ensure that freight is removed from the road then West Hunsbury Parish Council would suggest that the application needs to be considered after HS2 is built and capacity is know/tested.

If this application is permitted then West Hunsbury Parish Council would ask the Inspectorate to ensure that the development includes many wildlife refuges and areas, natural pathways and vehicle controls such as electric shunters rather than diesel. The priority also needs to be that the junction layouts and road links ensure that at all times HGV flow is maximised so to prevent increased issues for local traffic.

Regards

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