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Sent: 24 September 2019 13:56
To: Northampton Gateway <NorthamptonGateway@planninginspectorate.gov.uk>
Subject: Northampton Gateway Rail Freight Interchange (TR050006)

I refer to Paragraph 3.6 of the Applicant's Response dated 5th September 2019.

- ***the relatively small numbers of vehicle movements that would be generated by construction traffic***

A Strategic Rail Freight Interchange and associated Highways Works is a massive construction project so the Applicant's use of the phrase "relatively small numbers of vehicle movements" is misleading. The Applicant's document APP-218 Doc 5.2 Environmental Statement Assessment of Construction Traffic Appendix 9.11 - Construction Phase Traffic states: ***"Year 2 would be the worst-case year in terms of HGV and LGV movements. During Year 2 it is estimated that an average of 171 daily one-way HGV movements would visit the site, with 39 daily one-way LGV movements"***. However, this is confused by the Applicant's Response document dated 26th February 2019, Document 8.17, ExQ2 2.1.3, which states: ***"Year three of the bypass construction programme is expected to be the busiest period for associated HGV traffic, when average two-way flows on the A508 of 86 HGVs per day are expected"***. IAQM guidance states that a change of more than 100 HGVs would necessitate further assessment of the impact on air quality, so the Applicant has decided that further assessment is not required. I believe that the predicted number of 86 is so close to 100 and the project is so important that, in this case, it would not be unreasonable for more assessment to be demanded.

Due to the huge increase in traffic movements, the Applicant proposes Highway improvements to Knock Lane/Stoke Road thus encouraging traffic to route through the village of Blisworth. Residents in Stoke Road, High Street and Towcester Road will have enormous numbers of passing traffic but no air quality assessment has been undertaken along this route nor in the centre of the village. Stoke Road in particular is very narrow, traffic will be slow-moving, having to wait many times for oncoming vehicles, thus increasing the output of harmful emissions from idling engines in very close proximity to house walls and windows.

I believe that the Applicant has given insufficient regard to the detrimental impact of this development on air quality.

Valerie Hayward

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