



HOUSE OF COMMONS

LONDON SW1A 0AA

Mr Philip Asquith
Lead Member of the Examining Authority
National Infrastructure Planning
The Planning Inspectorate
Temple Quay House
2 The Square
Bristol
BS1 6PN

Your Ref: TR050006

Our Ref: AL/TG/1810

29th October 2018

Dear Mr Asquith,

Re: Application by Roxhill (Junction 15) Limited for an Order Granting Development Consent for the Northampton Gateway Rail Freight Interchange

Further to my letter to you of the 22nd October which included my Written Representation relating to the above application that you are considering, along with David Brock, as the Examining Authority appointed by the Secretary of State, I am writing to you separately to summarise my submission as required by the Rule 8 Letter.

All of the issues that I raised and points that I made in my Written Representation were done in my capacity as the elected Member of Parliament for South Northamptonshire, and on behalf of the hundreds of my constituents who have put their significant and substantial concerns about the applicant's proposal to me over many months.

In brief, I am wholly supportive of the Government's policy of a modal shift of freight from road to rail, and in the delivery of a national network of Strategic Rail Freight Interchanges (SRFIs). However, these SRFIs must be compliant with the National Policy Statement for National Networks (NPSNN), and sited to truly allow a modal shift to occur and for the establishment of a national network, not merely to facilitate development on land options owned by the applicant. There must also be demonstrated a clear need and demand for additional SRFIs in a particular area, rather than "build it and see".

The strategic and local road networks in an area must be proven to cope with the inevitable increase in HGVs and other associated vehicles, not just on a day when the networks are operating as they should but also in the event of the closure of one of the main access routes.

Member of Parliament for South Northamptonshire



The rail network must also be proven to be able to substantiate the applicant's claims that the requisite minimum four freight paths are available, that these freight paths represent the addition of new business and new workers to the area rather than a relocation from nearby sites, and that the network has the capacity to accommodate a growth in freight paths beyond the minimum of four as the SRFI is built.

There must be a suitable workforce available locally that does not have to be brought in from outside of the immediate area, as if this were the case it would add further substantial pressures to the road networks across the region.

The site has previously been identified as unsuitable for allocation for employment.

There are significant concerns about air pollution locally, particularly given the three AQMAs nearby.

I confirm that I am submitting this letter as a summary of my Written Representation.

With best wishes,

A handwritten signature in blue ink that reads "Andrea Leadsom".

The Rt Hon. Andrea Leadsom MP
Member of Parliament for South Northamptonshire