

PATTISHALL PARISH COUNCIL

Website: www.pattishallparish.org.uk

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To: **Dan Callis, Case Officer**
Development Management @ West Northants Council

DHL Planning Application WNS /2021/ 1819 /EIA

With reference to the above planning application. On 6th April a new supporting document was added to the planning portal, namely a CEMP, (Construction Environmental Management Plan) produced by McLaren. Within the 17 page document in section 6.6 (Biodiversity Ground Removal) it describes what is proposed for the disposal of unspecified amounts of “the excess organic and topsoil from the site” stating that this will be taken to a site that is owned by DHL. In their plan it shows the site as a 15 acre field south of the village of Astcote and explains that this excess material (of unknown quantity) would be transported to the field by using the A5 (north from Towcester), turning right into High Street Astcote, and then turning right again into a local bridleway (RT 30) known locally as Beggars Lane. The stated field is approximately 600m along this bridleway. The 7 mile round trip would be made by “8 wheel articulated lorries” with a Gross weight of 30 tonnes.

Pattishall Parish Council **objects most strongly** to this proposal for the following reasons:

1. The junction of the A5 and Astcote village High Street is a notoriously dangerous one with restricted visibility and lack of visibility splays. The right hand turn from the A5 onto High Street is across fast moving (60mph limit) south bound traffic from the central right turn lane. The south bound traffic comes over the brow of a hill and for a slow moving heavily laden (30t gross weight) vehicle this is an extremely dangerous manoeuvre. Likewise, the return journey will involve a left hand turn onto the southbound A5 across north, south and right turn lanes and again this is a very dangerous manoeuvre into fast moving traffic moving in both directions and with the possibility of stationary vehicles in the central right turn lane at a junction with poor visibility and very limited splays. It is the Council’s considered opinion that each manoeuvre bears an increased health and safety risk from that which already exists.
2. Despite its local name as a “Lane” the Bridleway RT30 (Beggars Lane) is in fact a very narrow and twisty track which has a poor surface for most of its length and no obvious passing places nor turning points. It is totally unsuitable for large vehicles with a laden weight of 30t. As a bridleway, its designated use is for pedestrians, cyclists, and horse riders only. The Parish Council is therefore deeply concerned about the use of the bridleway by such large vehicles as outlined in the CEMP and would question the authority and legality to do so.
3. At the entrance of the Bridleway RT30 as you turn into it from High Street is a stormwater drainage culvert, and there is another one approximately 1/3 of the way along it close to some stables. These culverts are not designed to take the weight of the vehicles being proposed and are highly likely to be damaged.

4. The Bridleway RT30 is a very popular one with local families, ramblers, dog walkers and horse riders. It is regularly used both during the week and at weekends. There is no footpath to the side of the track and in most places only limited width verges, therefore. meeting a large vehicle along this bridleway would be a significant health and safety risk to all the local people who regularly use it.
5. The Bridleway RT30 crosses open countryside and is both quiet and peaceful and hosts a significant amount of wildlife – birds, animals, wildflowers. Regular movements of large vehicles both in terms of noise and emissions would pose a significant antisocial and environmentally negative impact. Verges would undoubtedly be damaged as the large lorries drive along this narrow track and negotiate the bends.
6. There are several houses in Hodge Close which back onto the Bridleway, and numerous accesses to private properties, fields, and stables along RT30. This proposal would significantly impact on residents and owner's rights to peace and quiet, and safe and easy access.
7. The Parish Council is dismayed that the consultee's response from the LHA (Local Highway Authority) uploaded onto the planning application website on 20 April 2022 to the proposed CEMP makes no reference to, or raises any concerns about, the inappropriate use of Bridleway RT30 nor any dangers associated with the junction of the A5 and High Street Astcote. Moreover, in commenting on the overall CEMP there is a statement that the application site does not affect any Public Rights of Way. This is clearly an erroneous statement from the LHA as the CEMP covers the proposed use of Bridleway RT30.
8. The CEMP does not state what the proposed action will be once the spoil has been tipped. If it is proposed to spread and level the spoil a tracked vehicle like a bulldozer or similar would be required and this in itself would need delivery by a low loader along the narrow Bridleway to the field. If the material is to be spread, there would be the impact on the existing local biodiversity and on local drainage patterns.
9. It should be noted that there are two other ways to access this field which would avoid the use of Bridleway RT30.
 - a) An access from Astcote High Street closer to the A5
 - b) An access from the A5 at Yorke Farm.

Yours sincerely,

Ann Addison

Clerk to Pattishall Parish Council
On behalf of Council Members