

## NORTHAMPTON GATEWAY

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I object strongly to Roxhill's proposed 'Northampton Gateway' SRFI and list my main reasons.

- 1) West Northants planning policy as developed over many years has aimed at maintaining the historic villages and open countryside West of the M1.
  - . This SRFI would overturn that sensible plan and industrialise the area.
  
- 2) 'Milton Malsor Parish Plan 2005' and 'Options for a Neighbourhood Plan' (refer parish Council web site) do not include any SRFI and call for a green field Parish to surround the village.
  - . Roxhill would occupy more than a third of the Parish area
  
- 3) The West Northants Joint Core Strategy underpins all planning in our area until 2029. It states that SRFI's will not be deliverable within that period.
  - . NG is targeted to be operational before 2029.
  
- 4) Ashfield Land proposed a similar SRFI on the other side of the Northampton Loop Line.
  - . The planning inspectorate rejected that SRFI for reasons that also apply to Roxhill.
  
- 5) I have lived in Milton Malsor since 1970 and am pleased that the local planning authority, South Northants District Council (SNC). have preserved village integrity by ensuring it does not coalesce with Northampton or other settlements.
  - . Is 'proven' national economic benefit sufficient to approve this SRFI which would change the character of our area and end the rural way of life in Milton and Blisworth villages?
  
- 6) Junction 15 affects our local roads, it has already been reconfigured but remains at overcapacity. Highways England doubt that their own plan for further reconfiguration would work in practice.
  - . It is hard to believe that Roxhill's rebuilding of Junction 15 will prove any better. It would also create dreadful traffic problems during 5 years of phased working which will harm the UK's economy.

7) Our village is in urgent need of affordable housing because the younger generation, who want to stay in a rural area, cannot afford to buy here. The need for 16 such homes has been proven by two SNC 'Housing Needs Surveys' and the Parish Council has designated a site - where the owners want to sell - and obtained interest from 3 separate building companies.

. Since the SRFI's were proposed none of the 3 builders have moved beyond producing housing layout plans.

8) Major development proposals by Howden's Joinery, Ikea and for a secondary school, were all located between Milton and Blisworth.

. None have obtained planning permission because of their excessive impact on our local infrastructure.

9) DIRFT, which is 18 miles north, is on record as having rail freight capacity until 2031.

There is an approved SRFI at East Midlands Airport, DB Symmetry have proposed an SRFI at Hinckley and Ashfield are proposing Rail Central directly opposite Roxhill, but the National Policy Statement calls for SRFI's to be distributed evenly between areas.

. Roxhill would lead to further concentration in an area where there is no proven demand for another SRFI.

10) The SRFI is huge and within a kilometre of Milton Malsor village

. Light, visual, air and noise pollution of our residential area is inevitable when taken cumulatively. The additional adverse environmental effect of Rail Central must be added which makes effective mitigation impossible. even if mitigation is achieved for some of the many individual effects.

11) The site is in designated 'open countryside' which becomes even more valuable when considering the 60,000 homes allocated to our area by central government.

. Northampton Gateway would use 200 hectares of valuable grade 1 agricultural land and eliminate the lovely footpath across the fields to Collingtree village

12) The WNJCS has balanced strategic employment sites with housing provision and the retention of leisure areas for all the new residents.

. Our area has very low unemployment which means that 15,000 Roxhill employees will need to travel into the area and add to congestion.

. With the encroachment of Roxhill, Milton Malsor village with its country pub, equestrian centre and popular Village Park will lose its value as a necessary 'green lung'

