

From: Christopher Mair [REDACTED]
Sent: 01 November 2018 16:56
To: Northampton Gateway
Subject: Proposed Northampton Gateway Rail Freight Interchange

National Infrastructure Planning
Temple Quay House
2 The Square
Bristol
BS1 6PN

Your Ref: TR050006

For the attention of Philip Asquith Esq - Lead Member of the Examining Authority

Dear Sir,

I refer to your letter of 17th October 2018 relating to the proposed Northampton Gateway Rail Freight Interchange.

My registration identification number is **20010164**, and I am now submitting my "Written Representation", as shown below, in my capacity as an interested party.

1) I strongly object to the Northampton Gateway Rail Freight Interchange (NGRFI).

*This will have a dreadful impact on everyone living in the locality, due to the thousands of additional HGV movements every day (generated by the NGRFI), using the most congested section of the M1 and surrounding roads, in what is already, a heavily congested and **highly polluted area**.*

*2) I am very concerned that my health, and also, my wife`s, will be compromised by the **increase in air pollution**. We have lived in Milton Malsor for 33 years, enjoying the beauty and tranquillity of this lovely rural village. Thus the reason why we chose to live here. We are in our seventies and have now retired, and are looking forward to spending the remainder of our days here, without the fear of our lives being curtailed by respiratory related problems etc, due to the **increase in air pollution** which the NGRFI will generate, with the thousands of additional daily HGV movements. This would be our worst nightmare imaginable!*

*3) Collingtree village, adjacent to the M1, is already at **maximum nitrogen dioxide air quality levels**. With more HGV`s travelling in 24/7 from all directions using the motorway will compound the issue of **air pollution even further**, due to the diesel pollution etc. The same applies to more HGV`s travelling in 24/7 from the south, as Towcester is also identified with high levels of **nitrogen dioxide air quality levels**.*

4) Under no circumstances should the health and general wellbeing of residents in the locality, be compromised due to the proposed NGRFI on junction 15 on the M1. Besides any Strategic Rail Freight Interchange (SRFI) development, should take place at the existing International Rail Freight Terminal (DIRFT) on junction 18 on the M1, in accordance with the West Northants Joint Core Strategy (WNJCS).

5) I also strongly object to the proposed NGRFI as it's contrary to the WNJCS formally adopted in December 2014. The WNJCS is the foundation for all planning policy in the area until 2029. There is no policy or evidence in the WNJCS to suggest the need for an SRFI on land in open countryside off junction 15 on the M1. Albeit it may have been suggested, that an SRFI should be sited here, **it failed to get through the Examination in Public Hearings** held in April/May 2013 and in March 2014, thus the reason why **it is not included in the WNJCS**.

6) However, the need for an SRFI is shown in the WNJCS, as the Daventry International Rail Freight Terminal (DIRFT). This is a 7.86 million sq ft site of junction 18 on the M1, (approximately 18 miles from junction 15) where planning permission, has been granted for **logistics space** and for a **new rail terminal**.

7) The WNJCS requires that any further SRFI development should take place at the DIRFT site and nowhere else within its three districts. (Daventry, South Northants & Northampton Borough areas) DIRFT is set to double in size in the next ten years, and has gained planning approval for its third phase of development allowing it to expand until 2031. Furthermore, DIRFT is the largest, and is expected to remain the largest SRFI in the country. **So there is no need** for the Northampton Gateway SRFI or for the proposed Aggregates Terminal, to be located nearby on junction 15.

8) The WNJCS was examined by an independent planning inspector **appointed by the Planning Inspectorate**, as part of the Examination in Public hearings held in April/May 2013 and in March 2014. The inspector's report issued in October 2014 concludes there is no need for any new strategic commercial/employment sites in open countryside, as there is enough land allocated in the WNJCS for this purpose, on junctions 16 & 18 on the M1. Roxhill Developments are fully aware of this, as in 2014/15, they submitted a planning application for a large warehousing development on behalf of Howdens on the same site. This they subsequently withdrew prior to being determined by the local planning authority (South Northants Council), in the knowledge it would have been refused, on the grounds, it is contrary to the WNJCS.

In conclusion, I consider permission for the proposed Northampton Gateway Rail Freight Interchange (including the proposed Aggregates Terminal), should be refused on the grounds as stated above.

Yours sincerely

Christopher Mair

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