

From: Bob Pyke [REDACTED]
Sent: 02 November 2018 11:33
To: Northampton Gateway
Subject: Strategic Railfreight Interchange Northampton

National Infrastructure Planning
Temple Quay House
2 The Square
Bristol BS16PN
Your Reference TR050006
Attention Mr. P. Asquith
Lead member Examining Authority
2.11.2018

Dear Sir,

I submit my **Written Presentation** as shown below. My Personal Reference No. is 20010396.

I OBJECT to the Application on the following grounds.

1. The movement of heavy goods vehicles on a 24/7 basis, particularly at night. The noise and light pollution in close proximity to rural village communities will cause intolerable sleep disturbance adversely affecting health, particularly of children and the elderly.
2. Air pollution by Nitric Oxide and Diesel Particulate lorry and machinery emissions will directly affect the health of village residents, who are already exposed to near maximum safe emission levels from M1 and Junction15. This will particularly affect Collingtree and Wooton/ Hunsbury estates in Northampton which are downwind of prevailing South West winds. The harm caused by Diesel Particulates is a national issue. There seems little prospect in the medium future of heavy lorries being powered by electricity.
3. There is no case for a SRFI at junction 15 of the M1. DIRFT at J. 18 of the M1 has planning permission for further terminal and logistic space and expansion up to 2031, well away from residential areas.
- 4.

The West Northants Joint Core Strategy was formulated in 2013/4 under an Inspector, appointed by the Planning Directorate and signed off as policy until 2029. It concluded that commercial development should take place at junctions 16 & 18 on the M1, and that Milton Malsor, Collingtree and Blisworth should remain as rural residential communities, without transgression from the M1 boundary.

Roxhill later submitted an application on the site in question on behalf of Howdens for a massive warehouse, before withdrawing it at a late stage, in the face of the difficulty of breaching the WNJCS .

They now return with an application for a SRFI , thereby bypassing local planning rules. When the WNJCS was being formulated, Roxhill expressed an interest in constructing a SRFI. This was rejected as being inappropriate so close to rural villages. **Nothing in this respect has changed.**

On the above grounds **I STRONGLY OBJECT** to the application.

Yours Sincerely

ROBERT PYKE MB. FRCS.

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