

From: Trevor Pinfold [REDACTED]
Sent: 03 November 2018 16:44
To: Northampton Gateway
Subject: Roxhill Proposal - Trevor Pinfold

Dear Sir or Madam,

I yesterday submitted the following objection as an interested party but failed to include my reference number.

My reference number is **20010419**

Northampton Gateway SRFI -TR050006

I object to this development for the following reasons.

1 There will be a vast increase in traffic on all roads in the area. The M1 is already overloaded at this point. It is obviously expected that traffic on the A508 will be significantly increased as evidenced by the proposed alterations between M1 junction 15 and the A5. The “left turn only” proposal for the Courteenhall to Blisworth road junction will cause great inconvenience to Blisworth residents and will put an unacceptable amount of traffic on Knock Lane, which is a very minor road, and also on Stoke Road.

The A45 is regularly at a standstill between J15 and the A43 roundabouts with the present volume of traffic. With the increase that this proposed development will generate, grid lock is bound to ensue, spreading to both directions of the M1 as well as the A508 which is often at a standstill at peak times now.

2 There has been no strategic proof that a Rail Freight Interchange is needed at this location as DIRFT is only 18 miles away on the same railway line and is far from operating at full capacity. This implies that this is a speculative warehouse development thinly disguised as a strategic requirement, since there is no compulsion for operators to actually use the rail access.

3 As there is no major unemployment problem in the area and there are allegedly 7500 potential jobs on the site, the workforce will need to travel from some distance by whatever route suits them. This has the makings of an unacceptable amount of traffic throughout the area.

Alternatively, this could lead to a demand for more housing in the area.

4 Should the development be used to the full, with rail access, it has the possibility of causing a reduction of passenger services to and from Northampton on the Northampton loop. There is also little space available on the West Coat Main Line which must be used for access to the Northampton loop.

5 With a proposed 24/7 operation both light and noise pollution is unavoidable. Similarly, air pollution is unavoidable. There is already a problem with pollution in two areas along the A45 and the M1. This pollution will not be confined to the immediate locality but

all along the length of the Northampton loop if we are to believe the amount of freight that will travel along it.

6 This is an unacceptable loss of good productive farmland and will also have an impact on the wild life.

7 The whole development is contrary to the West Northamptonshire Joint Plan whose whole object was to determine the best way forward for the area. This is not the best way forward.

Trevor Pinfold
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