

From: Brenda Jenks [REDACTED]
Sent: 05 November 2018 10:31
To: Northampton Gateway
Cc: andrea.leadsom.mp@parliament.uk; chris.heatonharris.mp@parliament.uk
Subject: Northampton Gateway Rail Freight Interchange - TR 050006

My ref: 20010908

BRENDA JENKS

F.A.O. Planning Inspectorate,

Dear Sirs,

I strongly object to the Northampton Gateway proposal at J15 of the M1 motorway.

The application by Roxhill Developments is against the West Northants Joint Core Strategy (WNJCS) which has been accepted by a Planning Inspector as the foundation of Planning Policy until 2029.

The proposed development site is situated within a few 100 metres of both Collingtree and Milton Malsor villages. Life for the residents of these communities will be blighted forever by noise, light and, most worryingly of all these factors, by air pollution.

It is of great concern to me that as the developers need to employ thousands of people to staff the warehouses, they are not taking into account, in their representations, that the Northampton area has a statistically low unemployment count. Staffing of a massive site such as this will entail people travelling in from some distance and creating even more air pollution and of course traffic on the already congested local roads. The Northampton area now has massive housing estates being built around its perimeters and on the major routes traffic is frequently at a standstill.

Whatever mitigation the developers propose for controlling traffic in and out of the site, they can't control the inevitable rat running which will occur through the small local villages.

The M1 is now being converted to 'smart' running, this the developers consider is the panacea to traffic congestion, even a lay person can work out that 16,000 vehicles (including 4,000 HGV'S) using the site per day will soon clog up the motorway once again.

There is no national policy to spread SRFI's across the country in a measured way, allowing them all to be centred in the so called 'Golden Triangle' is sheer madness. Daventry International Freight Terminal is around 18 miles away and served by J18 of the M1, it has capacity until at least the year 2030.

This area is being 'plastered' with warehouses, this SRFI application will add to these and I question the necessity for another Rail Freight Terminal so close to DIRFT. Other SRFI applications are coming on line ie Hinckley, the East Midlands SRFI has been approved and a need has been identified in the West Midlands.

We will be losing green space, which affords recreation and trees which create a healthier environment. The ancient footpaths will be lost and the planned re-routing of these alongside the motorway and other major road will deter people from using them.

The developer claims their mitigation measures will make this development more acceptable, nothing will do this, this project will destroy the area for commercial gain on the back of this Government initiative.

Nobody can argue against the need to reduce the number of lorries on the roads, this proposal will bring more to this area and totally defeat the Government's aim. Companies who are importing goods and transporting these by road are not going to transfer to rail unless it is economically viable for them to do so.

Milton Malsor Parish is also under threat from Rail Central who want to build an even larger development of warehousing under the guise of a SRFI. Should both proposals be consented then the implications are devastating.

Yours faithfully,

Brenda Jenks

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