

From: Stephen Blyth [mailto:]
Sent: 04 January 2019 11:52
To: Northampton Gateway
Subject: Comments on additional information - Deadline 4

Your ref: TR 05006
My ref: 20010550

Dear Ms. Mignano,

I understand that the Panel will accept comments on any additional information lodged by Deadline 4, and should be glad if you would note the points below:

Cumulative effects of Northampton Gateway (NG) operating alongside Rail Central (RC)

Roxhill assert that RC would not be viable if run in parallel with NG. They have therefore done little study into the cumulative effects of combined operations. But RC claim that the region could accommodate itself and Northampton Gateway without causing cumulative oversupply of facilities or substantial environmental destruction. (It is unclear what would become of the area common to each applicant's scheme.) This would be on top of ongoing development of Daventry International Rail Freight Terminal (DIRFT) Phase III. In view of the fact that DIRFT is designed to meet all regional demand until at least 2031 it is patently obvious that **oversupply would occur**, with consequent cumulative adverse impacts on all three schemes, as well as starvation of resources available to other regions. Furthermore it beggars belief that creation of two huge industrial sites covering over 500 hectares of ex-rural land would not have severe adverse effects on road and rail traffic, landscape, agriculture, and ecology. Proposed mitigation measures would be insufficient to control magnified local pollution and congestion. **The cumulative effect of the combined developments would, in reality, be disastrous.**

Localism

Roxhill have made little reference to the Government's Localism Policy; but, if more than lip service is to be paid to it, due weight is owed to local opinion. *A Plain English Guide to the Localism Act 2011*, published by the Department for Communities and Local Government states : "Instead of local people being told what to do, the Government thinks that local communities should have genuine opportunities to influence the future of the places where they live (p. 12)...The Act places significantly more influence in the hands of local people over issues that make a big difference to their lives (p. 18)"

The Panel will be aware from relevant representations of almost unanimous opposition to both applications from individuals, Parish, Borough, District and County Councils. Stop Rail Central and Stop Roxhill Northampton Gateway Action Group between them have also collected over 20,000 written and online signatures in petitions opposing the applications.

In the absence of any compelling national imperative the conclusion should therefore be refusal of both applications.

Yours sincerely,

S.M. Blyth



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