

2.36/37: A508 modelling as a bypass route for the M1 during closures.

We are very concerned that the severe hazards presented by the S-bends on the A508, in which Woodley's Farm Day Nursery is situated, have not been recognised and proposals made to eliminate them. SRN's WR Pt B para 7.8 and response to Applicant's Doc 8.9 Responses to Other Parties' Deadline 2 Submissions (PINS doc TR50006-000983) and matters raised at ISH2 and others refers. A further serious accident, requiring an air ambulance, has occurred on these bends since then, on 16th February 2019. The considerable volumes of traffic passing this point when M1 diversions are in operation heighten the dangers. The fact that 5 serious accidents have occurred in these S-bends since December 2017 (averaging 1 every 3 months) indicates that this needs revisiting. The potential for a serious accident to a child is significant.

NPSNN 4.66 requires the scheme to show that steps have been taken to minimise road casualty risks and to contribute to overall improvements in safety on the Strategic Road Network. This is clearly not the case on this section of the A508.

2.38: Inclusion of committed development and growth in traffic modelling.

This response is misleading. The level of detail included is greater for Northamptonshire than surrounding Counties. Detailed Committed and Planned development in Milton Keynes is not included, despite being only 15 miles away and uses the A508 as a feeder road. More detailed information can be found in SRNG WR Pt b, paras 8.2.2 – 8.2.6.

2.41: Validity of the modelling and effectiveness of the weight restrictions.

It is noted that the Applicant has not spelled out their justifications but merely pointed to two lengthy documents. Doc 5.2 - ES TR App 12.1 Transport Assessment (215 pages) and Doc 5.2 - ES Chp 12 – Transportation (56 pages). This is unhelpful as it is not clear which passages the Applicant is referring to.

2.53/54: Noise measurements taken by SRNG in WR for Deadline 1 (REP1-054).

The Applicant's Doc 5.2 - ES Noise Vib App 8.5 - Sum Assumptions SRFI Operation (PINS doc 0374) shows the noise assessment for the aggregates terminal is significant. The noise generated would be significantly higher than most of remainder of the site, especially when unloading and distributing at night, and to occur in spikes when a train comes in. Table H1 WHO definitions of health effects of different average night noise levels, on page 71 of SRNG WR Pt A, defines anything over 55dB to be dangerous as *Adverse health effects occur frequently, and There is evidence that the risk of cardiovascular disease increases*. Much of the Intermodal Freight Terminal and the Aggregates terminal, in particular, are forecast at over 100 dB. This is unacceptable as it would be severely disruptive and dangerous for residents of Milton Malsor and is contrary to NPSNN 3.2 as it does not *minimize social and environmental impacts and improve quality of life*.