

**From:** David and Heather [REDACTED]

**Sent:** 23 September 2019 07:39

**To:** Northampton Gateway <NorthamptonGateway@planninginspectorate.gov.uk>

**Subject:** Northampton Gateway Rail Freight Interchange -REQUEST FOR COMMENTS FROM INTERESTED PARTIES -Response - Application by Roxhill (Junction 15) Limited ("the Applicant") for an Order granting,Development Consent

In response to your letter of 12th September 2019 and given the short time needed for a response we wish to comment as follows -

**In respect of Question One and the "conclusion at Appendix 9.11 that the construction of the Proposed Development is expected to have an overall Negligible impact."**

The applicant's states that

*3.3 The study area for off-site construction traffic impacts was identified using the EPUK & IAQM guidance, which states that impacts on air quality can be deemed to be insignificant where a development will cause a change in average annual daily traffic/flows(AADT/AADF) of less than 500 Light Duty Vehicles (100 within an AQMA) and/or 100 Heavy Duty Vehicles (25 within an AQMA).*

*They then add:*

*3.4 These criteria were only exceeded on the M1 North (through Collingtree AQMA) and the A45 (through Wootton AQMA).*

So - what **they appear to be saying that is the impact is not negligible** in areas of high population and already heavy traffic usage and very heavy congestion. This is totally unacceptable regardless of the contents of paragraph 3.5 of their reply.

How can works of this magnitude have negligible effects on air quality and the environment? Impossible we would contend.

We are lay people and unfortunately have little understanding of the complex non plain English terminology used in much of this documentation, but applications of this type have to come to a stop in an age fighting a global disaster. If granted the Government will be doing nothing to promote its policy to act on pollution and global warming.

regards

David and Heather Major

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