

From: Stephen Blyth [REDACTED]
Sent: 25 September 2019 09:07
To: Northampton Gateway <NorthamptonGateway@planninginspectorate.gov.uk>
Subject: Response from applicants re air quality

Your ref: Northampton Gateway Rail Freight Interchange (TR050006)

Thank you for forwarding the link to Roxhill's response regarding air quality.

Though the contents are too technical for lay comment I would draw attention to the following:

Appendix A

P. 4 "Note: NO_x and HC. It has been assumed that all PM emits in the PM₁₀ fraction (i.e. 0% PM_{2.5})"

It is questionable whether this assumption is legitimate, as hydrocarbon-powered machines, particularly diesel engines, emit particle plumes of all sizes including PM_{2.5}s and less. It is considered by experts that PM_{2.5}s and less are high-risk, due to their capacity to enter bloodstreams and lodge in internal organs where damage may ensue.

I therefore challenge the validity of this assumption.

I also question the 'qualitative' method used by the applicants in producing chart data. It seems to involve desktop calculations from reference guides rather than real-time field readings, and could be considered both unrealistic and inadequate. For example, NO₂ concentrations stated for Blisworth Road/A508 junction are far below those taken by SRNG, which found illegal levels in its sample – see our original submission to the Inquiry for details. Comparable actual SRFI emissions data for the main site and approach roads, including the proposed Roade Bypass, should be

available from DIRFT, whose main sites and approach roads must be continually monitored, and accessible under freedom of information rules.

I hope the above points are of assistance.

Yours faithfully, SM Blyth



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