

From: Nicola Strang Campion [REDACTED]
Sent: 26 September 2019 20:59
To: Northampton Gateway <NorthamptonGateway@planninginspectorate.gov.uk>
Subject: Dear Sir/ Madam Northampton Gateway Rail Freight Interchange (TR050006) My reference: 20011422

SCONFLICT WITH PLANNING POLICY
Sir/Madam

As an individual resident of Milton Malsor I continue to object to the Proposed Interchange on the following grounds.

The agreed Strategic Plan for the region, specifically excludes industrial development at this location.

A previous application by Roxhill for a 2.67m sq ft Distribution Centre was withdrawn after widespread opposition.

BY PASSING LOCAL DEMOCRACY

Roxhill argue that the inclusion of a rail link to the Northampton Loop line allows this proposal to be decided by central government as 'Nationally Significant Infrastructure' rather than by the locally accountable planning process.

HUGE ENVIRONMENTAL IMPACT

Residential areas surrounding the proposed site are already exposed to high levels of air, noise and light pollution that are already above legal limits. Some of this has been partly mitigated by dispersion over open countryside close by. Roxhill's proposal will destroy this 'green lung' as well as the wildlife habitat it provides. (see video clip on next page)

TRAFFIC OVERLOAD

The existing traffic congestion on the M1, A45 and A508, is self evident and increases 'rat running' through residential roads. The number of (diesel) HGV's needed to service 5 million sq ft of warehousing will be enormous. Roxhill claim that 6,000 people will work at the site. Because of low unemployment in this region, the workforce would be drawn from a wide area and are likely to travel by car. Roxhill have promised to fund improvements to Junction 15 but the changes proposed in their earlier (and smaller) planning application, were judged by planners as unlikely to add to overall capacity.

LACK OF STRATEGIC 'NEED'

Industry experts say that a Rail Interchange is not needed in this location because the DIRFT facility is only 18 miles further north and has expansion capacity for the next 20 years. In addition, The likely occupiers would be yet more road freight warehouse operators moving to be nearer to the M1. This would be completely against government objectives and an unintended consequence of an unclear policy on locating Rail Freight Interchanges.