

Katie Redding

Reference 20011192

Objection to Northampton Gateway (TR050006)

Written Representation Deadline 6th November 2018

I strongly object to this development for many reasons, including the following:

1. Our village roads are already used as an alternative route for traffic which is avoiding the M1. Blisworth Primary School is on the junction of three roads which come to a standstill when there is any kind of incident on the motorway which is happening with more and more frequency. This development would certainly increase the volume of traffic on our small roads and compromise safety.
2. The proposed restriction on turning right onto the Courteenhall Road will divert traffic heading to Blisworth onto Knock Lane and thence onto Stoke Road. Knock Lane is a sub-standard narrow country lane with un-made verges making passing on-coming traffic very difficult. Stoke Road is similarly unsuitable for increased traffic with residents (and patients visiting the Doctor's surgery) parking on the road side making passing dangerous. Both of these roads are routinely used by horse riders from local equestrian facilities. The increased traffic along this route, which is already a rat-run from the south, presents an unacceptable safety risk along narrow rural lanes and village streets.
3. The junction of Stoke Road and the High Street in Blisworth is an obvious bottleneck and will become dangerous to pedestrians if traffic increases. At times when the M1 is inaccessible this route will be used to gain access to the A43 (via Blisworth) to reach the A5 and alternative access to the M1 (both north and south).
4. Traffic travelling to the application site from the west along the A43 is highly likely to cut through Blisworth to avoid travelling to junction 15a and down to junction 15 along the M1 (shorter by 2.5 miles). The likelihood of this is increased at times when the M1 is congested and also at early morning and evening shift changeovers when local roads are clear. Residents living on Towcester Road, Blisworth High Street and Courteenhall Rd will be subject to increased traffic and noise just before 6.00am and just before 10.00pm when currently the roads are used very little. The same will apply to vehicles exiting the Northampton Gateway returning West. This has an unacceptable social and health impact on local residents. There will also be an increased use of the at-grade cross-over A43/Towcester Road junction which has been identified by the Highways Agency as presenting a very high risk to safety.
5. The proposed weight restrictions on country lanes through Stoke Bruerne, Blisworth, and Shutlanger are not enforceable, as has been demonstrated in the villages around DIRFT. Northampton CC do not operate cameras and width restrictions are not viable as the roads are used by commercial and agricultural vehicles. When questioned, Roxhill's consultant stated that enforcement would be reliant on local residents complaining to the Council who might then take action. This is unacceptable. The same concerns exist over the policing of any scheme involving ANPR cameras.
6. Within a short distance there are developments of this kind which are not at full capacity. There are also industrial estates with buildings standing empty. I don't believe the rail element of this proposal will be fully utilised and it will become just another warehouse park which has snuck through the planning system. We don't have an unemployment problem in this area so workers (until they are replaced by robots) will be travelling from further afield, adding to the congestion and pollution.

7. Our beautiful countryside is being covered with warehouses and housing developments. Once covered in concrete it is gone forever.