

John Exley

Northampton Gateway TR050006

Written Representation (deadline 6th November 2018)

I strongly object to the Northampton Gateway application:

1. I believe it to be an abuse of policy; namely the National Policy Statement for National Networks (NPS NN).

The Application is non-compliant with planning legislation including the Planning Act 2008 (as enacted by the NPS NN and Environmental Impact Assessment Directive) and The Town and Country Planning Act 2011.

2. As a resident of Blisworth for 48 years and a frequent user of the A508 / A45 we have major traffic concerns with the road infrastructure design and traffic modelling as they:

- produce forecasts that appear to be incorrect.
- do not resolve a basic design flaw in the proposed J15 re-design.
- omit stress testing for major road closures/blockages, a particular problem on the M1 locally
- ignore the disadvantages of the proposed Road bypass
- ignore 13,000 students/teachers from Northampton University joining the A45
- ignore the scale of the cumulative impacts with Rail Central
- do not demonstrate that the SRFI site has the capacity to effectively handle traffic into and out of it at peak hours and periods of stress.

3. The proposed alterations to the Courteenhall Rd junction with the A508 will ease one problem by creating another: rat-running through Blisworth will get worse. Traffic from J15 to Blisworth will inevitably continue onto the bypass and turn right along Knock Lane and then Stoke Rd into Blisworth. Much of Knock Lane is one meter narrower than Courteenhall Road. There will be further issues with the parked cars on Stoke Road in Blisworth, some of these car owners do not have access to garages and have nowhere else to park. There is also a Doctors' surgery, a destination that attracts much local traffic, on Stoke Road. Over many years this road has had problems with subsidence and slippage due to the high banking leading to the Grand Union Canal, more traffic can only complicate this existing problem. This proposed alternative to Courteenhall Road is quite simply unsuitable for a significant increase in traffic movements.

4. Legislation is clear about development in areas that fail to meet Air Quality minimum targets. **WNJCS [10.64]** *Air quality is a pressing concern for many places. 2 of the 8 designated Air Quality Management Areas are along the M1 corridor between J15 & 15A and another in Towcester. NPS [5.13]* 'Planning consent should be refused if it affects the ability of a non-compliant area to achieve compliance with the AQD'

The Applicant will double the daily vehicle movements in an area that already has over the permitted levels of air pollution, no mitigation can change this.

5. Residents in Blisworth were made aware of Rail Central's proposed SRFI three years ago and Northampton Gateway two years ago, with DIRFT 15 miles to the north we are learning a new meaning to the word 'strategic' No one should have to endure the on going stress of these proposals yet alone two at the same time!

