

Written Submission.

I have kept this brief as most of the points I wish to raise are detailed at length in the Stop Roxill's Northampton Gateway action group representation and I wish to reduce the duplication.

Strategic need

There is an operational SRFI with ample capacity for years to come within 20 miles of the proposed Northampton Gateway site.

I understand from the policy governing SRFI's that they should be spread across the regions and close to the markets that they are to serve in order to reduce road miles on the last leg of their journey.

being so close to an existing SRFI surely can't save any road miles and they would compete with each other to serve the same markets (as well as for staff to work at the SRFI's).

By leaving the siting of these SRFI's up to developers we are beginning to see a clustering effect with most planning being submitted for central locations further adding to the golden triangle for logistics being in the midlands.

It is my opinion that SRFI's should be closer to the ports where the products enter the country and distributed from there rather than being transported into the middle of the county and then back out again. Surely this is what the Policy was introduced to reduce.

Labour pool

As hinted at above Northampton doesn't have a ready pool of labour, in fact we have a shortage of industrial and warehouse sector workers to serve the existing warehouses in the area. There is always logistics jobs available. In fact at the time of writing (06/11/18) there are currently 523 warehouse jobs advertised on indeed Jobs within Northamptonshire.

From previous experience I can vouch for the fact that during peak seasonal times (Christmas) Logistics and warehouse staff are bussed in from surrounding areas (Coventry & Nuneaton) in order to supply Northamptonshire warehouses with the required number of staff.

It is my opinion that we do not have the available labour for this proposed development. In order to supply the Northampton Gateway with the projected 7000 staff members required daily Northampton would have to see either;

1. The vast majority of these employees coming from surrounding areas rather than Northampton – leading to more pollution and congestion. Or/and
2. A boom in the requirement for additional housing to provide homes for some of these 7000 required employees.

Congestion

The proposed site and access to the site is proposed for one of the busiest motorway junctions in the midlands. There are regularly lengthy delays around Junction 15 of the M1 which in turn leads to the blocking of surrounding roads (the A45, A43, A5 & A508).

Whilst proposals have been put forward by the developer for improvements to J15, these improvements will not alleviate current issues and allow for an increase in capacity for the level of traffic projected.

The developers have made no mention of improvements required in increase road capacity on the A45 (leading from the junction into Northampton) or the remainder of the A508 (south of Roade village down to the A5 from Milton Keynes).

Another road of concern for me is Knock Lane. The proposed Roade bypass (to skim Roade to the West of the village) would have a roundabout junction with Knock Lane. The proposal is also to limit access (no right turn) into Courteenhall road which is the access road to Blisworth from J15 of the M1. This junction is used by lots of commuters who would not be able to use this turn and would continue on the bypass to the junction with Knock Lane and use that to get to Blisworth and beyond. No improvements have been put forward for Knock lane, it is currently a narrow lane with only just enough room for cars heading in opposite directions to each other to pass (with both slowing significantly). This road will not cope with the additional traffic.

It is my opinion that Improvements would be required to the A45 & Knock Lane to mention just a couple of affected roads. The developers have not put anything in their plans, therefore improvements would be left to the council or the Highways agency. Northampton Council is bankrupt so if it is them that must fund road improvements then it won't happen.

Nursery

The developers have not taken any notice to my concerns brought to their attention at both lots of consultations regarding the children's day nursery on the A508 (Woodleys Farm Day Nursery).

By making the Blisworth turn road (Courteenhall road) no right turn in or out will cause a relentless fast-moving stream of cars past the nursery entrance. making it even harder for nursery users to enter and exit the nursery.

This junction is very dangerous with parents having to pull out and speed up very quickly before a car flies around the corner and has no time to react to the fact that there is a car pulling out.

There are a number of accidents and near misses on this bit of road every year (one of which being fatal at end of last year 31/12/2017).

If the developers get the go ahead on this project I would like to see provision made for the nursery entrance to be made safer or moved.

The last time I raised this concern with a Roxhill representative at the last consultation event I was advised that to get around the issue those exiting the Nursery should turn left go up to the new roundabout at the Roxhill site and come back on ourselves in order to head south. – I don't feel that this is an appropriate solution as it would add to journey time, congestion and pollution exactly what the SRFI policy is aiming to reduce.

In addition to the traffic impact on the nursery is the impact of increased pollution. I don't feel that it is appropriate to put a dust producing aggregates terminal next to a facility that cares for pre School

children whilst their lungs are still developing. The USP of the Farm nursery is that it is in the open countryside on a site with farm animals. I am concerned that their USP would be diminished.

Life in Roade Village

We moved to Roade village 7 years ago, we chose the area because of its links to Northampton and Milton Keynes for work and its proximity to countryside walks.

Road links into both Milton Keynes and Northampton have become increasingly congested in this time with J15 taking about 20 minutes to cross every morning at rush hour at the moment. If the Northampton gateway goes ahead, the Road link into Northampton will become ridiculous. Let alone getting out of the village to the North (see Access in and Out below).

Access in and out

I am concerned that the planned Bypass for Roade Village will make getting out of the village North very difficult.

The Developers propose a roundabout junction North of Roade with the Bypass heading off to the West of the Village. With all the A508 traffic heading south then west on the roundabout there will be limited opportunities for those wanting to head North out of the village to pull out. There will be little to no traffic heading north & east on the bypass then turning south into Road village therefore stopping the south traffic so that the Roade traffic can exit.

Access to the countryside

Living in the West of the Village, I and others living around us are concerned about our access to the open countryside. Currently our access is up a Bridal path at the end of Hyde Road (past Dovecote Farm).

The Developers Propose to build the bypass at the top of this Bridal Track. It is unclear to us at the moment how we will be able to access the walks beyond this (if at all) once the bypass is built. If we will be able to get over or under the bypass, will the country walks still be country walks or will all we'll be able to hear and smell be the Bypass.

Conclusion.

Over all I am concerned that If the Northampton Gateway and Roade Bypass get given the go ahead that life in Roade Village will be affected to such an extent that we will have to consider relocating again in order to retain the country living that we desire and thought that we had found when we moved here.

It is my opinion that the village will become another Northampton Suburb surrounded by congestion. Getting out of the village in any direction will become increasingly difficult because of the volume of traffic skirting the village on the new bypass. Access into Northampton from the Village will become increasingly congested and journeys to work will become longer.

An SRFI is not needed in this location due to the existence of Dirft, we don't have a pool of labour that could serve the SRFI and there are much better locations for these things that would better meet the strategic purpose of the Policy.