

Pattishall PC has previously objected to this proposed Planning Application and we remain deeply concerned about its detrimental impact on our local highway network, our parishioners, our beautiful rural area, and the historic town of Towcester and its local communities.

We have reviewed the latest version (v5) of the AIMSUN Traffic Modelling Report and raise the following points to underline our continued objection to this Application:

- This new version of the DHL traffic modelling report continues to give strong and clear assurances that with minor changes to the Tove roundabout and its approach roads this proposed development (AL1) will have no adverse impact on the local road network. We note the detailed and challenging comments of National Highways about DHL's proposed changes to the Tove roundabout and in our view these clearly indicate that they may well not be safe, practical, nor effective. Their 8 key points are stated on p6 of the NH Response (NHPR 21-09) from Andrew Jinks to Daniel Callis (Case Officer) dated 18th November 2022 and these points are central to their recommendation to NOT approve this Planning Application at this time. We strongly support the points NH have tabled and await the applicants response to them, but in the meantime reiterate that these seriously question the validity and safety of the proposed changes to the Tove roundabout.
- We note that in section 2.3 and specifically Table 2.1 they list 8 Committed Developments (CD1 to CD8) that have been "explicitly included within the modelling assessments". This is very important given the scale of the other local employment allocation developments around Towcester (AL1 Bell Plantation, AL2, AL3 and AL4), along with Towcester Vale homes and the 3 Silverstone developments. Their modelling outputs in the "Do Minimum 2025" and "Do Minimum 2031" scenarios clearly demonstrate the huge adverse impacts of all the extra traffic in terms of multi-fold increases in Delay Time, Stop Time, and Queue Length. This can only be rectified through effective mitigation and other than the minor changes to the Tove roundabout (covered in the above bullet point) none is proposed by DHL, so on that basis we believe that the total impact of the DHL proposal and CD1 to 8 on Towcester's local road network will be horrendous.
- In their Summary and Conclusion (section 4) in the key para 4.1.11 they only refer to the "proposed development" as opposed to the "proposed development and other committed developments as listed in Table 2.1". We request an assurance that all of section 4 and specifically 4.1.11 includes the traffic impacts of all the 8 Committed Developments.
- The report says that "detailed traffic demand matrixes are available on request" but only to "statutory consultees". We reiterate that this is a hugely sensitive issue to all local residents and note that this was recently highlighted by Dame Andrea Leadsom in her comments of 14th November 2022. Failure to be open with the data is therefore a major concern and we propose that the only way to fully address this is for National Highways and WNC to complete a fully independent and comprehensive design review and modelling exercise which correctly evaluates the traffic impacts of the DHL application and the Consented Developments along with the safety, practicality and efficacy of the proposed Tove roundabout mitigation scheme.
- The report does not address the issue of accessing the Tove roundabout from Greens Norton via the Towcester Road. There are no traffic lights here and it is already a dangerous entry point even before the addition of extra traffic and the other changes to the roundabout. We also note that the Consented Development on Towcester Road (CD3) will result in even more traffic (including vans and lorries) DHL at this point.
- The latest version of the Traffic Modelling Report still does not address local concerns about frequent and dangerous "rat running" through several surrounding local rural villages with narrow roads, schools and play parks.
- Finally we note that v5 is another very lengthy and complex document (136 pages) and provides no insight into the changes made from v4. We believe that this a deliberate attempt to make it difficult for local communities to comment on this document.

Overall we remain very concerned that the combination of the significant additional traffic associated with this proposed DHL AL1 development, along with the other Committed Developments listed in the report, will have a catastrophic impact on the already overloaded A5 and A43 around Towcester and therefore on Towcester town itself and all the surrounding villages. We share the challenging comments of National Highways about the proposed changes to the Tove roundabout which are central to DHLs claim of achieving a full offset of the additional traffic, and we believe that these clearly indicate that this mitigation may well be neither practical nor safe, and so will not be effective. We therefore strongly urge WNC to reject this application.