Stage 2 Pub	Public Consultation - Roade exhibition comments Northampton Gateway SRFI Comments Tracker Overall Overall Overall																													
Document No.	Name S	treet Town/Village	Overa Clear/Ex Object		r	,	Yes/No Respon	ses - Ques	tions 1, 2 and 3								Reason for	Objection or C	omments									Additional Comments	Changes made in response to issues raised?	Consultant Team Comment
					Q1 -	Yes Q1	- No Q2 - '	res Q2	- No Q3 - Yes	s Q3 - No	Commented previously - Document Number	Q1:Concerned increase in traffic & impact	Q2: Concerned increase in traffic & impact	impact &	Q4: Do you have any comments about proposed landscaping & screening proposed	Q5: What do you think of the on-site layout and design of the SRFI site? Is there anything further you think we should be considering?	Support principle of Bypass		Q6:Access/traff ic concerns	Pollution Concerns (light; noise; air)	Loss of amenity/qua lity of life	Scheme NOT necessary / Not needed (DIRFT) DO NOT support	Scheme IS required / Support the proposal	Safety / security for drivers	ciose to	Disagree with location	Passenger Terminal required			
R01		Ridings e Road		1	1	1	1		1					1		Looks good			1				1	1				23. Weight restriction throught village 10 mph speed limit. GENERAL: one of the few in favour, I suspect DE: ASOR Rockery Lame Ashton Road Junction proposal: To provide a ghost Island Junction here would prevent traffic mon Ashton and Rockery Lame being able to cross the junction safely. The current single lame enables can to block the coad for each other to cross safely, in rush hour this is an estremely basy junction and cars are not able to get out unless that the coad for each other to cross safely. In rush hour this is an estremely basy junction and cars are not able to get out unless that the coad for each other part across the junction of port out, and drivers will be all greater risk of making range decisions comingh higher inactions of collisions. Please use this junction from all directions in the morning and evening ush hour to see the issues for yoursel.	Ashton junction design	Support noted and welcome. Comments about the Rockery Lanei/Ashton Road junction noted -changes were abubequeeptly made to the proposed design and scale of this junction improvement (Stage 3 saw consultation on a revised layout).
R03		on Road	1	1	1		1		1	1		1	1	1	collaboration when spok	a station in later years? Needs to have another seconsultation would not in support at all from what			1			1?	1			1		I'm all for them. I can see in the future this will be how to transport goods around the country instread of road. It will a cheaper too and - moving big loads by road. 20: thought about the impact on A508, A5.5 & A45 being used as a Rat run if M1 315 closed. 02:move whole design to 155a and close this Junction to enable the build. Q3: no-one today was honest with impact of traffic from J15 down A508 or A5.0 Q3: access & egrees tom Ton Stoke No-one today was honest with name of traffic from Stoke No-one today was honest with inspect of traffic from J15 down A508 or A5.0 Q3: access & egrees from Stoke No-one today was honest with inspect of traffic from J15 down A508 or A5.0 Q3: access & egrees from Stoke No-one today was honest with inspect of traffic from J15 down A508 or A5.0 Q3: access & egrees from Stoke No-one today was honest with inspect of traffic from J15 down A508 or A5.0 Q3: access & egrees from Stoke No-one today was honest with inspect of the A508 or A508 in either direction, Q3) sale not accure enough from terroit attacks. A need assurance no readance from Interest statics A need assurance no readance from Interest statics A need assurance no readance from Interest statics.	B Ashton junction design	Support noted and welcome. Comments about the Rookery Lane/Ashton Road junction noted - changes were subsequently made to the proposed design and scale of this junction improvement (Stage 3 saw consultation on a revised layout).
R05		y Brooks ane	1						1	1											1	1						I think you are going to destroy the vilage. All the bypass is, is a sweetener to get what you want. The path you wish destroys Farms & countryside 21: Why have Sip Roads with traffic light as this will cause standing traffic not free flowing traffic. O3: you should link that XM XM 315/158 and Sight Roads to take away from Roads O6: House Prices GENERAL-why build the Road so		The proposed bypass is part of a wider Highways Mitigation Strategy to help mitigate the likely effects of the Proposed Development. The likely impact of the Sypass in terms of agricultural land, ecology and other impacts has been assessed. The non-technical summary may be of interest in gaining an overview of the finding Comments noted, but the Transport Assessment shows a range of benefits and monovements based on the advakes of measures procedure across the vider local
R06	Do	vecote toad	1				1		1	1			1	1	Don't Do it	Build it somewhere else. Build up Daventry				1	1	1			1			close to Dovecote Road. The price of our houses is going to go down, the sound od A Bird Whistling in the Garden will be Replaced by the sound of truck, the traffic will increase by Dovecote Road. the House Birck Way will be affected "The third will be considerably more traffic. Q2: More traffic ooes from 508 to Northamoton than isong the M1 & the road		network, with local improvements along parts of the ASSR conridor to aid improved efficiency and reliability, and improve the operation of several local junctions. Noise and other likely effects from the Bypass are assessed, and mitigated to minimise effects - residual noise effects will not be significant for the nearest properties. Comments noise, including benefits of the Bypass. Wider concerns do not reflect
R07	Brei	ts Lane	1				1		1 1			1	1	1	Unless considerably more very high screenin is put in, it will be visable which runis the countryside we see now			1			1	1				1		over the MY won't be widered Q3: the CNLY benefit will be to take throught traffic out of Roade Villige. GENERAL: Totally agained. Roade is not part of Northampton, we all Bissorth area villages in a rural setting and are popolar because of this. This is inappropriate development and should be build near other commercial developments.	e	the findings of the Transport Assessment which ahows a range of benefits and improvements. A package of measures across the wide network is proposed, with local improvements along parts of the ASB corridor to aid improved efficiency and calcability, and improve the operation of several local junctions. The non-sechnical summary may be of interest to view a more concise summary of the overall likely effects.
R08		shanger oad			1	ı	1		1				1						1									22. Yes in the J15 area, but it will add to the already chaptic congestion - at both rush hour times - which exists at the A5 countabout / old Starford. GENERAL: Fine 8 dainty for the improved flow through/round Roads and better flow of trails record J15. This said it will exacerbate the existing congestion on the A508, particularly at the A5 (Did Starford countabout). This clearly will not receive the A5 countabout flow.	c	Comments noted, but do not reflect the findings of the Transport Assessment which shows a range of benefits and improvements. A package of measures across the wider network is proposed, with local improvements along parts of the ASSE condidor to aid improved efficiency and reliability, and improve the operation of several local junctions. Issues regarding need, including the need for an expanded network of SRFIs, and
R09	Brei	ts Lane	1						1	1			1	1	Years of building,10 years for maturity of planting, years of an unsightely landscape.	Not buildingit at all.	1					1						21: Already exists in Crick & Daventry. Not near container terminals. Not required for Local Employment Q3: But as a Roade resident this will ease current Village traffic.		the relationship with DIRFT and other SRFIs are covered in the Market Analysis Report, and the Planning Statement. The presence of DIRFT at Junction 18 does not reduce the need for these proposals to help deliver a shift from road to rail freight. Support for the Bypass is noted.
R10	Brei	ts Lane	1		1				1	1			1	1		An alternative Sites			1							1		21: Concense regarding national needs us local limpact. Q2: access & egress from Grange Park will restrict traffic flow. Traffic lights on Sight roads will restrict fraffic flow. Concenser remain over the abilities of the J15 so cope with increased vraffics. Q3: Traffic through Roade can be very congested without the additional restrictions proposed. Scrap It. It a load of nubblish.		Traffic concerns noted - the TA provides a full assessment and shows that UTS would be more reliable and effective for all movements, will hele scongestion and more capacity. Local versus national issues are noted. Local benefits to traffic in Roade would be realised.
R11	?	?	1						1	1					Not enough. No noise reduction	Scrap it		1		1		1						. 21: Another SRPI is not required in this location due to the existance of DIRFT 20 miles away which is still expanding.		Noted. The non-technical summary may be of interest in gaining an overview of the findings of the Environmental Statement as a whole. Issues regarding need, including the need for an expanded network of SRFIs, and
R12	F Cr	riory sscent					1 1		1	1			1	1					1			1		1	1	1		22. YES -1 done without introducting the SRFI & Is traffe. NO-when you add the impact of traffe increases to J15 the mporovements won't regale this, the impact will still make the Junction worse than it is now. Q3: not when you add that evel of additional vehicles each day. Q6: there has been no provision make for people accessing Woodley's Farm & Nursery. Traft Junction is currently very unsafe (there have been a nurnber of accident already). It is only down to the hold up for more people using the Courteenhalt Road that makes out from that Junction possible. By making no right turns the Courteenhalt Ad Junction, this station would be made much worse as the SQ6 traffic would be fast & constant. QENERAL: It had to have this SRFI, I would be asking for the bypass to be moved further away from the Village & the ink back to the SQ8 north of the Village be at the Junction with the Courteen Hall Road.		the relationship with DIRFT and other SRFIs are covered in the Market Analysis Report, and the Planning Statement. The presence of DIRFT at Junction 16 does not reduce the need for these proposals to help deliver a shift from road to rail freight. Course-femal Road junction would be improved. A tokoway is to be provided along the A568, alding local access by foot between Roade and the Main Site.
R13	Norti	nampton toad			1	ı	1								would like more	more screening to Northampton Rd.		1		1					1			23. Not sure. GENERAL: Bypass is far to close to Village. Would like it to be further away even if it will cost more. Would you buy my house over market value?? 30% so I could move		The bypass route balances environmental issues as well as amently issues - misgation for noise and lighting will reall no significant effects for closest properties. Benefits n: traffic, air quality and noise in the village centre. The non- technical summary may be of interest in gaining an overview of the findings of the Environmental Statement as a whole.
R14	Th	a Leys	1				1		1	1			1	1						1	1			1				21: No rationale that local people would find effective, Q2: in the last few wels the motorway has had pronients due to accidents including complete dose for a day, causing complete chaos. I cannot imagine hose the effects would be from his development. Q3 The road to Bilsworth - Knock Lane cannot take extra traffic - dangerous using a small country road. The impact of pollution from a bypass.	Yes - Knock Lane widening added to mitigation	Air Quality impacts, including from the Bypass, are included in the ES. See the Non-Technical Summary for a summary of the ES.
R15	?	?	1				1		1	1			1		The landscape is fine as it is. Leave well alone. DIRFT	Yes Give up. Its an abomination. Pure opportunism for the sake of easy buck at the expenss of local people.						1						21. No need for £DIRFT. 02. No - the traffic problem will not be allivated at all -DIRFT.03. DIRFT.04. Landscape is line as it is. Leave yell allow. DIRFT.04. EXPERAL DIRFT.1 The idea is a braze exploitation of a government rotion to educe trucks on the roads. Its pure opportunism by a company willing to cover the UK in concrete and ugly building for the sale of a quick buck. It's a disgrace.		Issues regarding need, including the need for an expanded network of SFFIs, and the relationship bit DIRFT and other SFFIs are covered in the Manket Analysis Report, and the Planning Statement. The presence of DIRFT at Junction 18 does not reduce the need for these proposals to help deliver as hit from road to rail fleight. General comments and objections are noted.
R16	?	?	1				1		1	1			1		why have the colours used at John Lewis in MK not considered they blend in with the skyline				1									21: when Swan Valley & Rugby DIRFT are under utilised, Q2: as a Grange Park resident I emisage that we will still have rocklens getting on ASR/UTS DE: impact does not take into account impact on roads around the area, using short cuts and creating 'tat runs' in willages such as Ashton. DE: A508 road need dual carriageway to A5 - then improve A5. The proposals show no consideration for local residents.	S	issues regarding need, including the need for an expanded network of SRFIs, and the relationship with DRFF and other SRFIs are conered in the Market Analysis Report, and the Planning Statement. The presence of DIRFF at Junction 18 does not reduce the need for these proposals to help deliver a shift from road to rail freight. Local effects and impacts are fully assessed, and mitigation proceed to minimise
R17		?	1				1		1	1			1			Please do not build for health and mentality of all local residants.			1			1								the effect on local people and the environment. The NTS provides a summary of the ES.
R18 R19	Cr M	riory escent arlow hmond	1		1		1		1										1	1			1					24.1 live in Priory Cresent so my concern would be traffic noise and bright lighting at night. Both of these must be minimised. We do need this bypass! Sconest. Everone has been most helpful and informative thanyou for arranging such an interesting exhibition.		Support for the Bypass is noted and welcome. Positive comments about the exhibition noted and welcome.
R20		on Road	1				1		1	1		1		1	only a 1/10 of these	Remove the 3 that are not attached to the railway, if ar SRFI then should only be t for them!!!				1	1	1				1		21. See has to be a need, the idea is to induce former by using the subway, however with an increase of 4000 formic statishy this deteats the vehicle idea. C2. The anot relates into consideration any fund more development for Northampton tends the burnous consideration and the vehicle increase. The Junction needs to be improved before any development of its get a true accurate record of if if it can take a development of this size. C3. Roade Begans is a wasted of money & no benefit for the village, it is no common that is not become many contracts of the property of t		Issues regarding need, including the need for an expanded network of SPEIs, and the relationship with INETF and other SPEII are convent in the Market Analysis Report, and the Planning Statement. The presence of IDRET at Junction 16 does not reduce the need for these proposals to help deliver as with from road to rail freight. The Highways Miligation Works as a whole are shown to improve traffic conditions, and would deliver may be remedited to the local read-out of the conditions, and would deliver may be remedited to the local read-outsider. General comments and objections are noted. See the Non-Technical Summary for a summary of the ES.
R21	Do F	vecote load	1		1		1			1				1	what provisions during the building process regarding noise and air pollution? Also the prevailing wind will increase the pollution onto Roade from the west.	Dropping the whole idea. The increase in HGV traffic from the SRF site will have a huge negative impact on the character of this area				1	1				1	1		23: The roade bypass includes a roundabout on a section 2.5km long - why a roundabout? Knock Lane is, and will semain a small, narrow road. The roundabout will mean increasing noise and pollution levels due to changing of gears and solving downiepeding up. The roundabout is positioned does to existing bellerings. Code is straight, lowered and solving downiepedings, to code straight, lowered with the control of the code	widening added to mitigation ly	Comments noted, but do not reflect the findings of the Transport Assessment which shows a range of benefits and improvements. A package of measures across the wider network is proposed, with local improvements along parts of the AGGS contion and the proposed of the proposed of the proposed of the proposed of the junctions. Knock Lane features as part of the proposals - this formed part of the future, focused constitation (Slags 2). The Sphass note was consulted upon during Stage 1 - the preferred route balances environmental as well as technical assues.
R22	Do F	vecote load	1		1		1			1					1	I think you could scrap the bypass on enforce all entry & exit via M1 - A45 -A43.		1	1	1	1	1?			1	1		23: I do not see the need for a roundabout half way along the bypess, this will increase pollutionknoise level due to HOV gear changing on approach & depature. Also it will increase pollution levels at this part. Q4: I would prefer the anchooping to be more extensive & Reel it will not delete the noise levels on pollution levels. Q6! think a bridge linking funcix Lane & Bilsewith Round would be more subletic. GENERAL: Not happy, I feel it will have a hash impact on the evel of people in Hyde Round. Devected Round & Bilseworth Round side of the village, I really don't think the bypass should be that close to the houses.		

	_			1							1				1						1	1	Lane crito Knock Lane Junction of ASSB and Bilsworth Road should have a roundabout forcing traffic to turn left from Bilsworth Road crito ASSB. Will increase congestion up to M1.	Transport Assessment which shows a range of benefits and improvements. A package of measures across the wider network is proposed, with local improvements along parts of the ASIG conflot to said improved efficiency and stress of the ASIG conflot to said improved efficiency and the across the said of the ASIG conflot to said improved efficiency and the ASIG conflot in the ASIG conflot to said improved efficiency and takes the end acrossed with the Transport Working Conput, informed by the traffic modelling, as well as consideration of local accessibility and other wider likely effects.
R24 Mr Peter John Edwards	Lawfords - Bretts Lane	s - ne		1		1	1			1	1										1	1	O1: This proposal cannot be justified it is in the wrong place not near any major comercial centrie. O2: The increased level of strillad use to this proposal valic assess significant road problems due to the increased strill on our road. O3: It will take the pressure off the villages(ie) London Road and Stratford Road). GENERAL: The basic fault with this proposal is that it is not near any major commercial centre the location in my opion is not justified.	Issues regarding needand location are covered in the Market Analysis Report, and the Planning Statement. Transport comments noted, but don treflect the findings of the Transport Assessment which shows a range of benefits and improvements. A package of measures across the wider network is proposed, with local improvements along parts of the ASGS comisor to aid improved efficiency and resiability, and improve the operation of several local junctions.
R25 Mrs Kerry Dar	Northamptor Road	ton		1	1			1			1	north boundary of Roade.	There were no visuals to indicate screening between site and A508, there needs to be screening along this road also	1		1	1	1			1		O1 only if forecast Regist growth as claimed becomes fact as DIRFT is currently under capacity and is not far from this proposed development. Presently, I do not believe this is a need for the SRFI. Q3. Traffit will all use the old ASGS through the village and the by-pass will attract more vehicles around the village boundaries. Noise and light pollution will become an issue for residence on the outskint. O2. The bypass is externed close to the Vallage. It seems that outslying villages and commutes will benefit at the cost of Roade residents. CENERAL: As a resident of Roade, have seen a great deal of development in the area, most of which have been welcomed. The development of such a vast SRFI will have an enormous impact on our community, most notably noise and light pollution. We are already aware of traffic noise on the M1 and ASGS: the increase in traffic on the proposed by-pass and the junctions/roundabouts on the village boundaries will bring an increase to these levels for the residents on the outskirts of the village.	Issues regarding need, including the need for an expanded network of SRFIs, and the relationship with DIRFT and other SRFIs are covered in the Market Analysis Report, and the Planning Statement. The presence of DIRFT at Junction 18 does not reduce the need for these proposals to help deliver a shift form road to rail freight. The Highways Miligation Works as a whole are shown to improve traffic conditions, and would deliver major benefits to the local area, including local road-users. The Bypass, coupled with an HQV restruction, will deter through-traffic, including HQMVs, Noise and Lighting (and other) potential effects are assessed in the ES - see the Non-Technical Summany for a summany of the ES.
R26 Mr P Solmebury	ry Roade					1		1			1	No noise considerations.	Too Large			1							The Highways works will only move faults and hold ups further down local roads.	The Highways Mitigation Strategy will result in a range of transport benefits for village centres and other road-users. See the TA for full details.
R27 Mr Mark Webb	b St Marys Wa	Vay	1	1	1		1						very good idea						1				No comments given	Noted.
R28 Mr C D Hillyard	d The Leys	S	1	1	1		1												1				Q4: All seems adequate. GENERAL: I support the proposals.	Support noted and welcome.
R29 Miss Stewart	Stephenson Court	on		1				1				Are you proposing to plant dense, fast growing trees & bushes (I hope you are)			1	1	1	1			1		O1: Not both Roshill & Milton Malsor. O3: Roade bypass is far too close to the village. This will impact residents with noise & furnes. This will also impact on house prices.	Note comments regarding the Bypass - a mix of views were given to the Applicant about the route. The proposed route balances environmental and technical issues, and noise mitigation measures are propposed to prevent significant effects.
R30 Mark Smith											1				1								I am a resident of Roade, and I am currently looking at the proposed plans and have a couple of questions. 1. The Junction for Billsworth Roade, is being turned into an oright turn junction. While this appears to be a good idea, what will stop motorists heading south along the AG08 from junction 15 from attempting to turn right ront Dillsworth road? I'm concerned that care may afternet to turn right and cause an accident. I would have they have been added to the properties of the properties	The design of the junction improvements will prevent right-turns at the Courteenhal Junction as amended by the proposals. The Roade Bypass will be a more direct and quickerleaseir route, and the modelling suggests it will be attractive to drivers - a weight restriction will require HGVs to use that route.
FRALL TOTALS			15 4	- 11	12 1	1 15		47		12	15				- 12	- 11		- 11		- 2	-			