Document No.	lame co	Also onsulted nder S44 (S42)?	Street	Town/Village	Overall Clear Objection	Overall Clear Support		Responses - Consultation F											Reason	n for Objection	or Comments	Norti	ampton Gateway	y SRFI Comment	s Tracker							Additional Comments
		(\$42)?					Q1 - Yes Q1	- No Q2 - Yes	Q2 - Q3 No Yi	3 - 95 Q3 - No	Commented previously Document Number	d Prefer this over Rail Central	Increase amount / heigh of screening/tree	General Traffic Concerns: Access/egress / impact & suggestions	Concerns (light; noise;	Loss of amenity/quality o life for village residents / not beneficial	f Scheme NOT necessary / Not needed (DIRFT) DO NOT support	Scheme IS required / Support the proposal	Safety / security for public & HGV drivers/ parking	Building/ Devn't too close to Village	Disagree with location	Concern over Capacity/Proposal (incl rail capacity)	Support for Roade Bypass green route	Support for Roade Bypass blue route	Object to Roade Bypass	Drainage concerns / Floor Risk	Passenger Terminal required	Lack of final Info/misleading info	Too much information - too technical to be understood	House price wil Depreciate	Consultation queries or concerns	
CR2 01					1									1		1					1	1										Jut 15 is a rightmare at the best of times and I will probably lose my job I you start work here the VES looked great on paper but it just caused chaos. The bypass works are most - it's just aboutainy nothing a deviate stratic. A the point of meeting the AS0 we have 22 lares into delays - it doesn't make sense. The minute you have a road joining another road in such that the he VES at Herathrow - 3 lares had delays but with 5 lares into the delay. Every time you lare it doubles the delay. Regards PSI the bypass goes alwest will waiters be able to cross on this au AI or 1677 Why can you out here?
CR2 02														1	1					1	1		1									Surely the Bypass lurther away from the village is better. Would the green route entail less no the properties closest to the bypass? Were routes the other side of the village considered? - Notas, light & air pollution already exists due to the proximity of the Mi and with all the new to side of the village a bypass there would help with the extra domestic traffic generated from the side of the village a bypass there would help with the extra domestic traffic generated from the side of the village a bypass there would help with the extra domestic traffic generated from the side of the village a bypass there would help with the extra domestic traffic generated from the side of the village a bypass there would help with the extra domestic traffic generated from the side of the village a bypass there would help with the extra domestic traffic generated from the side of the village a bypass there would help with the extra domestic traffic generated from the side of the village a bypass there would help with the extra domestic traffic generated from the side of the village a bypass there would help with the extra domestic traffic generated from the side of the village a bypass there would help with the extra domestic traffic generated from the side of the village a bypass there would help with the extra domestic traffic generated from the side of the village a bypass the side of
CR2 03														1	1	1				1	1		1									Having seen the newsteller) have concerns about the proposed "fate road" for the bypass, coices to the houses on the edge on the village and cound dave as environmental impact on the stat this end of the village and courselity do not suffer from road noise, unlike properties on a difficult to tell but feel that the "green roads" may be better as it is further avery from the hor reasoning behind the difference is environmental impacts of the roads would be useful.
CR2 04						1								1									1									Re traffic coming through roade. It might be worth contemplating putting in traffic slowing mea which would discourage traffic from using Roade as a quicker route Ptans on web and posted newsletter are too small to be read property , and cannot be sized u
CR2 06				Roade											1	1					1		1									better cogres produced piesas. I am pro scheme San & SNC District Councillor, but willing as Reade resident. The July Newsletter gives a v information as to your proposed application. As I mentioned at the annual Roade Planh but the potential Roade by paide does not there on the internet mention and an entropy of the provide the "Clean Insule" is considered to have a getaler environmental impact Dul Understand free apport in Roade" in port charter and construction and environmental english and the schema and apport in Roade in port charter and construction and environmental english and the loss node work option() considerable harm to be deter thouse in the village of Roade registrices as to what and option() considerable harm to be deter thouse in the village of Roade registrice meeting.
CR2 07				Roade	1																1		1									If the Blue Route is 'preferred', who says so? Would obviously be cheaper than the Green ro cost less. Other than that it is only fields being crossed anyway.
CR2 08			Dovecote Road	Roade		1								1	1			1		1	1											For many years my husband and I have discussed the idea of a bypass, Although we both ap village we can't help be think it is too dote to the edge of Roads. On your map both options fram, Baiter Fame to one small buberess and home. How would be bypass than difficult through the turnstand or via a bidget? We are concented about the noise here ddrug be com diversed the turnstand or via a bidget? We are concented about the noise here ddrug be com diversed that are started and an area of the started through the map and the started through the understand that have all a feat unling it to contaction cause many incrementions but our bage here and of our road.
CR2 09 CR2 10			Deans Lodge	Grange Park		1												1														As a long term resident of Grange Park I full support this development - it will not only bronk medod provide an improved Junction 15 that is much needed On the update newsitether it is a great play that the Master plan, Route Bypass and the Mapo with such small letters that the much/neight is independent of the maphifying glass.
CR2 11		4 542 B	4 Deans Row	Gayton	1												1								1							I wish to lodge objections to the proposed planning intention as outlined on the notice placed the possible use of the lane and possible compulsory purchase a section of the lane for North
CR2 13			Lane											1						1												purcharging of that land cultimed in the notice. Having attended the public computing and the Nition have preserving the Sth of October, Lam and them this proposed also that connects with the ACI will not use the notat through Bismort that we have a present. The tattime must be tatoped from doing so, even to the point of cubic read to the ACS. While this will inconvenience many, Lee tat as a mail price to pay to return when it is proposed and not the necessaria it has become. It would be table point of cubic match is the ACS. While this will inconvenience many. Lee tat as a mail price to pay to return when it is should be and not the necessaria it has become. The your that there is present from the
CR2 14								_																								crossover junctions dosed along the A43 anyhow. I will keve the technical argument to the p this but the traffic situation is a major concern to me. Having alteroidd what was a very erigitatering exhibition, I was advised by one of your people current and proposed Traffic Figures and Air Polution and noise levels for the area within 300 liste. Unfortunately I have been unable to locate them, so could you please forward these to n
CR2 15				Collingtree	1									1			1			1		1										would like to add my dejection to this proposal. As a long term villager in Collingtee L under d such a development on my doartest, however my real dejection is low anyone can think it matic onlo he lift by such a lange amount could possible bas good data. The lift has been and long delays on all the sumonding my and more routed. No name how much improve the resulting "significantly improved capacity" will only add to the sumounding congestion, so and "the long delays".
CR2 16			Dovecote Road	Roade	1									1	1	1	1			1					1							I would like to make it deer that the plans for the typess are too close to be willso. At politic bounds to break the betteen ASB and stayly spaces. Watering of ASB for more straffic and puts will in on the be glidocket with staffic as it is now with just with ASD. It is that demough to staffic origin through and a bypass with role any easier as ason a acodet or one them Road vehicles will use other read and nove chaos. AnnoUncer's, plota, fins triggeds will rid get ended there and plans and readers. Use all difficuence's police, fins triggeds will not get view policition, noise be taken into account? Moves here for my young ton to breather dean at
CR2 17					1									1			1					1			1							1. Proposals are contrary to local plan. 2. There is already sufficient local BB unit also capase bles. 3 no unempositemi issues is Solub Northarits, workers would have to commute. 4. Increasing automation in distribution industry. 5. Inegrity via rall is unsustainable in UK and V and and the sufficient and the sufficient of the sufficient south the local is capacity shopping distribution is killing radiational relati and bom centres. 8. growth in home shopping commuters. 6. storenthered ettern policies et lo. 3 distribution and business ratios and caused on hold communities. 10. very significant opposition from the public in all local villag and from all local policians and fairs.
CR2 18					1											1												1				Identing your recent public shallows I with to registered my continued depletion. You gave the enhaltions - submits do not mere hold people are completent. You have a negative with poor signage of venues, lack of publicity and intract, incomerient operating times. Miles and on the enhaltions based with sectors released to the sector and tables. Vas information were referenced, but whole sectors released to numerous load communities summarized portical area to shall be defined to be of the sec- community or national benefits, while defineing a demanting impact on the whole of this Sc
CR2 19						1						1		1				1														Long email containing several technical questions about the emerging Transport Assessment summary. I. Takes tangled to find Takes. As bara here to class starter the lake) ievels the site, particularly regarding optential takes around with changes. It esem this will be em- al shall time within the goad and should examp vou cests?. At the emerginery crossing over the controlled gates to mate I classific to use. 3. Considerations of grads separated fylores shou 105 forgoverneems. 4. Broad containing theory Royal Carlos and 2 may table.
CR2 20				Grangewood	1									1	1	1			1						1							Due to health problem I make the series of exhibitions – 1 do however have the delivered is small out-de-active of History Roud, and just above Roverse Roud Law hording at the sche and provide the History Roud, and provide the schematic structure of the every in the alteriation to the mouth where all M1 and/or 15. To roug out to be fitted head to be grant schematic from a schematic and the schematic structure of the schematic schematic to be grant schematic schematic and the schematic schematic schematic beautified the motionary and then por ound the Junction 15 mountabout to reach the opposite calcula to the History M1. With the proposed charges to that junction, to look as at this manowers encough being to rough and the schematic schematic schematic heads to the History and the schematic schematic and the schematic schematic schematic and the schematic schematic schematic heads the schematic schematic schematic heads the schematic schematic heads the head heads the schematic heads the head heads the head thead the head the head thead the head thead thead thead thead thea
CR2 21											59a						1				1							1				Betches and missioaling references to planning policias, national policy statement networks concerna as follows 1. Issally invergences the local planning policy. 2. Your reference to Future Potential for Modal shift in the UK Rail Pregit Marke 2016 has failed to make referen that need to come allowed to a state the local planning of all connected waterboars facilitation is a complicated accouncil environment. You simplification of the current transition in the state of the state hashed to all the state of the state of the state of the state of the state evolution. If the state of the state of the state of the state of the state evolution of SRFN: 6. Rengraph 3.2 Connects all successful all height terminals already the West Midands and despite some overlap of one cachinest areas hey continue to increa- nnelled by all agree or pair. The companying in all states the state of the state of the state and the state of the object does to be allowed that it is not of the evolvement allow. No adheres that be beauting allowed the state of does not state allowed the state and the state state of the evolvement allow. No adheres that be beauting allowed the state of does not state allowed the state and the state and state and of comments, at the state of does notes, have been restricted to the net-staded goal makes they of comments. The state of does notes the state of the net state of does not state of the state
CR2 22														1		1						1										You propose to make Couttenhal Road a left hand turn only going towards Junr. 15. It issue concerturner digitor Mion Keynes would be have to travel fruong the village to go effect (which is very narrow and not 16 tor more staffic) or go thoogh. Stoke Buenes again over a tar again not 16 from error staffic). Star not servinging al traffic would be toxed through the cent Stoke Road. Stoke Road a already a rat run and externely bury, it is make ugo freidentia totage even appears in the Doomady Book. It also that the odd Docton, object propel alread. In this your proposal would increase the traffic in an already very sensitive areas ten fold. I the inkit your notice.
CR2 23				NN7		1												1	1								1	1				Then in the local area (NNT) postcode) and therk this proposal is a good deep provided: a) Roo necessives to hyposen on the AddB and monitorplant(b), b) Approximation (b) and b) and Northampton line and Weekdon line of the WCML, linked by oracle to the proposed dualled AddS attain should have palations no to the binanced of the aniley calculate to level issues being would provide momitous benefit to the local community as well as providing a station which are and approximate momitous benefit to the local community as well as providing a station which are as a whole by enabling it to be seen as providing a facility for the local community, and no Tyu

Stage 2 Consultation

	response to	Consultant Team Comment
	issues raised?	
obably lose my job if you start work here.It's like the Heathrow jct or os. The bypass worries me most - it's just an extra road and will do t meeting the A508 we have 2 lanes into 1 which always causes		The issues raised about potential local highways effects are noted - the potential impacts at local junctions were an important consideration in the Transport Assessmen and a full Highways Mitigation Strategy formed part of the Stage 2 (and Further Stage
a road joining another road in such short distance it will be a mess h 5 lanes twice the delay. Every time you add and then take away a goes ahead will walkers be able to cross this road? Can you not just	i đ	 consultation processes. It shows that traffic conditions and queing are much improved, with benefits for a large number of local routes and communities. The Bypass includes retained and diverted bridleway and footpath links, including an underpass.
tter. Would the green route entail less noise, air & light pollution to e other side of the village considered? - they may be more logical. roximity of the M1 and with all the new housing development on that		Bypass routes to the east of Roade were not favoured due to additional environmental constraints, including more sensitive landscape and local views identified in the Neioghbourhood Plan, and due to highways considerations in dialogue with NCC. The
extra domestic traffic generated from these developments.		air, noise and lighting effects of the Bypass are assessed in the ES, and all potential significant effects can be addressed and mitigated
e proposed "blue route" for the bypass. I feel this route is far too suid have an environmental impact on my quality of life - i.e. noise. er from road noise, unlike properties on the other side of the A508.	1	The Transport Assessment includes a Bypass Route Options Report - the preferred route would have lesser effects on an area of grassland habitats, and slightly reduced visual and landscape effects.
be better as it is further away from the houses. An explanation of the lacts of the routes would be useful. Intemplating putting in traffic slowing measures through the village		C
a quicker route be read properly, and cannot be sized up at all can we get some		Suggestion noted. Traffic calming measures are often not popular with local residents. In any event, the traffic modelling shows that the bypass would attract through-traffic or of the village carter (with air quality and noise benefits). Dialogue was entered into with Mr Dudman by email and telephone.
e resident. The July Newsletter gives a very clear view and		The Transport Assessment includes a Bypass Route Options Report - the preferred
tioned at the annual Roade Parish Meeting, your route options for e that residents would rather be provided. Your Newsletter states th ironmental impact but I understand the economics of a longer by-	8	route would have lesser effects on an area of grassiand habitats, and slightly reduced visual and landscape effects. The local effects of the Bypass on local properties have been fully considered, and mitigation measures (planting, mounding and fencing) are
ple rather than economic returns. You would have more local However i fear the inner Blue route would cause (in my personal village of Roade regardless as to what ever other landowners have om you at your Autumn public meeting.		proposed to minimise the effects. Part of the bypass is in cutting (the southern section The benefits to Roade in terms of reduced congestion, reduced noise and air quality improvements in the centre of the village are significant. Residual effects on properties on the edge of the village are not significant.
om you at your Autumn public meeting. obviously be cheaper than the Green route as it is shorter and will		on the edge of the village are not significant. The Transport Assessment includes a Bypass Route Options Report - the preferred
ed anyway.		route would have lesser effects on an area of grassland habitats, and slightly reduced visual and landscape effects. The benefits to Roade in terms of reduced congestion, reduced noise and air quality improvements in the centre of the village are significant. Residual effects on properties on the edge of the village are not significant.
e idea of a bypass. Although we both agree it is a good thing for the e of Roade. On your map both options seem to split either Hyde	•	Support for the SRFI is noted and welcomed. The benefits from the bypass to Roade i terms of reduced congestion, reduced noise and air quality improvements in the centre
e of Roade. On your map both options seem to spit either Hyde mes. How would the bypass travel through these? Would it cut end about the noise level during the construction and from the heave rail freight interchange as it will bring jobs to Northampton. We full use many inconveniences but our biggest fear is having a bypass	y 1	of the village are significant. Residual effects on properties on the edge of the village are not significant.
day at Gray's Coffee Shop & Dell. It would be helpful to know where this is. velopment - it will not only bring much needed job opportunities but will also		These comments submitted in error to the Northampton Gateway address. Support noted and welcomed.
ster plan, Route Bypass and the Map on Page 3 (layout) is printed able even with a magnifying glass.		The newsletter/leaflets are intended to raise awareness, but the scale does need to reflect the realities of distributing information by post to around 6000 addresses.
tention as outlined on the notice placed on the lamp post regarding		However, all of the Plans and Maps included on the leaflet/newsletters are also on-line and can be viewed at large-scale. Mr Anley was added to the Section 42 plus' list to receive future updates direct by
purchase a section of the lane for Northampton Gate Way and the		letter. His comments relate to land purchase issues. Objection also noted.
hotel yesterday the 9th of October, I am still not happy that traffic to 33 will not use the route through Blisworth as an even greater rat run from doing so, even to the point of closing the junction at Towceste		The issues raised about potential local highways effects are noted - the potential impacts at local junctions were an important consideration in the Transport Assessmer and a full Highways Miligation Strategy formed part of the Statge 2 (and Further Stage
I see it as a small price to pay to return the village to the quiet back e. I know that there is pressure from the local council to get the vill leave the technical argument to the people that have knowledge) consultation processes. It shows that traffic conditions and queing are much improved, with benefits for a large number of local routes and communities. Rat- running in Bisworth and elsewhere is expected to reduce as a result of the Histohways
tion, I was advised by one of your people to visit your website for and noise levels for the area within 300 Metres of the Proposed		Mitigation measures and infrastructure improvements. A response was sent to Ms Glass direct from the Air Quality consultant.
, so could you please forward these to me. I ong term villager in Collingtree, I understandably hate the thought real objection is how anyone can think that increasing the volume o sibly be a good idea. The M1 has been at a standstill for lengthy		The issues raised about potential local highways effects are noted - the potential impacts at local junctions were an important consideration in the Transport Assessmer
sibly be a good idea. The M1 has been at a standstill for lengthy ng shut, many times a week for months now. This adds to congestic or routes. No matter how much improvement is made to Junction 11 ally add to the surrounding congestion, so I fail to see how this will and to the surrounding congestion.	5	and a full Highways Mitigation Strategy formed part of the Statge 2 (and Further Stage) consultation processes. It shows that traffic conditions and queing are much improved, with benefits for a large number of local routes and communities.
ass are too close to the village. Air pollution will be "Sandwiched" fo ening of A508 for more traffic and putting in a single lane bypass this set with A508. It is bard excurb to get out of this village with more		The Transport Assessment includes a Bypass Route Options Report. The local effect of the Bypass on local properties have been fully considered, and mitigation measures (planting, mounding and fencing) are proposed to minimise the effects. Part of the
th just with ASOB. It is hard enough to get out of this village with movier as soon as accident on either Road (even if not lorries) more noce's, police, fire brigade will not get to our village. Roshill is not so Dovecote Road Roade will be compensated for my see for my young son to breakt clean air.		bypass is in cutting (the southern section). The benefits to Roade in terms of reduced congestion, reduced noise and air quality improvements in the centre of the vilage are significant. Residual effects on properties on the edge of the vilage will not be significant, including air quality, and localised changes to noise levés will remain below
Iready sufficient local B8 unit site capacity at DIRFT and other near	6	significant levels. These detailed and varied points are noted, and all relate to the information provided a
a, workers would have to commute. 4. low skilled jobs created, with ght via rail is unsustainable in UK and WCML is 'at capacity' for / movements onto the local 'at capacity' road network. 7. home		part of the application. Planning and other policy issues are included in the Planning Statement (point 1). Market and economy issues are covered in the ES, and the Mark Analysis Report, including regarding skills and employment (points 2 - 4), and includes
⁷ movements onto the local 'at capacity' road network. 7. home wn centres. 8. growth in home shopping distribution increases HGV distribution shed business rates are not in line with the impact position from the public in all local villages, towns and communities,		consideration of issues relating to DIRFT and the wider network of SRFIs needed to meet national policy. The Transport Assessment shows the significant transport benefits which would be delivered locally by the proposals (point 6). Rail and capacity issues are additable to the Benetix (relate 5). Least leaster are proposale in full but by the second sec
		issues are dealt with in Rail Reports (point 5). Local impacts are assessed in full by th Environmental Statement (point 9). Point 8 is noted as an observation or comment about larger economic and societal trends. Comments received by the Applicant are presented in this Consultation Report (point 10).
tered my continued objection. You gave very short advance notice of le are complacent. You have a negative public awareness campaig ted, inconvenient opening times. Misleading information has been	P	Comments regarding the consultation process are noted, including criticisms both for providing too much information, and for providing summaries to help reduce the need to review large amounts of information. The exhibition material reflected the emerging
teo, inconvenienci opering unes, waseaang inconvator has been ising of policies and market studies. Vast volumes of technical vant to numerous local communities were missing, and any be of any use. Fundamentally, these proposals provide NO		ES and other information, with work ongoing, and this was made clear. The information was not final, or complete, with views sought on the emerging information t aid ongoing work, and the consultation process served useful in reinforcing key local
vastating impact on the whole of this South Northants area.		issues, concerns, and questions. The final application provides a full ES, including a non-technical summary, with a final Planning Statement, and Market Analysis Report, all of which will be available for further comments through the Examination process.
out the emerging Transport Assessment (TA) findings and data - in keen to discuss further the likely levels of in and outward traffic to d shift changes. it seems this will be managed through management	YES - Highways mitigation includes Knock	Responses were sent to Mr Marsh with responses to his technical queries from the Transport consultant in October, and a series of emails with quistions and responses were sent over several weeks into November. These included the Table 8 data, and
iit. 2. The emergency crossing over the M1 could be used with radii ration of grade separated flyovers should be considered at the M1 ck Lane to aid 2 way traffic.	Lane widening	directed him to Technical Note 2 re: trip generation which was part of the draft ES. Th response confirmed that the worst-case peak hour traffic had been assessed to ensure a robust assessment was produced - this does not coincide with shift changes which a robust assessment was produced.
tions - I do however have the delivered leaflet. I live on Grangewood Rowtree Road. I am horrified at the scheme for reasons of air	1	are usually outside of this peak. The improvements to Junction 15 will improve the experience for residents from Grang Park as a result of signalisation, and additional capacity within the Junction, including
ffloutly leaving our road. My additional (and for me catastrophic ion 15. To negotiate to he Hilton Hotel where I (and many others) g (with difficulty by crossing 3 lanes of fast traffic) join the A45 in 15 roundabout to reach the opposite A45 carriageway, and thence	¢	the movement described heading north on the A45.
t junction, it looks as if this manoeuvre would be impossible. It is bac otorway roundabout when you do not need the motorway, but to us	6	
langerously foolhardy. Has no thought been given to the many local ses, national policy statement network/logistics studies. Main		The alternative interpretation and summary of the NPS is noted, but there was no
al planning policy; 2. Your reference to the AECOM and Arup Study Market 2016 has failed to make reference to the other nine factors the building of rail connected warehouses is but one of the necessa		intention to mislead - the Applicants Planning Statement provides an assessment of th policy context for the proposals, including an NPS Compliance Assessment. The Application sets out how the proposals relate to the wider Market (see the Market
'our simplification of the current transitionary state of the rail freight March 2017. Paragraph 3.4 refers to a study commissioned by Soul quotes NPS NN paragraph 2.53 which refers to "improving the		Analysis Report), including in the context of a national network envisaged by the NPS. An alternative sites assessment forms part of the application material. The NPS relies upon the private sector taking a lead in the delivery of SRFIs, and the Applicant brings
quotes only part of NPS NN 2.56 'a compelling need for an expande successful rail freight terminals already exist close to each other in catchment areas they continue to increase the volume of goods ot valid. 7. I believe a major omission in the literature is a failure to	5	substantial experience of the logistics and distribution market, and now submits the application for Examination as a positive, sustainable response to the need for an expanded network of SRFIs. Also see comments in response to Stage 1 ref 59a which
more SRFIs must be located where the demand is greatest, in logistics space, particularly NDCs'. The NPS NN makes no reference		respond to many of the same issues.
ates 'near to the business markets they will serve. The NPS is being re possible, developments should be on previously developed rmental value'. No attempt has been made to identify brownfield	•	
n restricted to the mis-leading nature of the promotional material an turn only going towards Junc 15. this would mean that all traffic that	c t	The issues raised about potential local highways effects are noted - the potential
o travel through the village to go either down the Knock Lane route through Stoke Brueme again over a small humped back bridge, traffic would be forced through the centre of the village and through emely busy, it is made up of residential properties, mostly listed, on		impacts at local junctions were an important consideration in the Transport Assessme and a full Highways Mitigation Strategy formed part of the Statge 2 (and Further Stage) consultation processes. It shows that traffic conditions and queing are much
emely busy, it is made up of residential properties, mostly listed, on has the local Doctors, older people already find it difficult to cross the already very sensitive area ten fold. I think you seriously need to re	e	improved, with benefits for a large number of local routes and communities.
proposal is a good idea provided: a) Roade village definitely	YES -	The comments of support subject to commitments regarding delivery and phasing of highways infrastructure are noted, and welcomed. The final application confirms the
v, b) A passenger station should be constructed between the ed by road to the proposed dualled AS08 leading to J15. Such a e railway (subject to levels issues being overcome). This Parkway in several sectors that setting which can be the canabiant and the providence of setting which can be the canabiant the canabiant.	clarification re: infrastructure	Applicant's commitment to delivering the highways infrastructure, including the Bypass early in the construction programme, and clear triggers for delivery are now proposed
ity as well as providing a station which can better serve the southen villages. This would also provide a greater PR benefit for the projec icility for the local community, and not "just another warehouse park	commitments	and secured in the proposed DCO (and have been subject to discussion with SNC). The proposed inclusion of a passenger Parkway Station do not form part of the proposals.

CR2 24	544	Bailey Brool Lane	^{KS} Roade	1						1	1	1	1		1	1		1				Here the type is begrease inty concerns, as a redeat changed domination, only on the the test. This dow the additional tartific for workers A. Regist at life- environmental analy, will handly compressite for the comparisod regularity. It seems having the tartice over hadrows to be contriputed, without creating users hadrows to be contriputed, without creating users and the state of the state of the test of the destribution of the state of the test of the state of the state of the state of the state of the state travel landly to increased local tarilie. Further hadrows the effect on water tests in Balay Borok test at the South via at the ord of the local years with the South via Balay Boroks Lane. None of this and is stated to the state at and to adv noted to balay vanceduptie to its with Balay Boroks Lane. None of this made stated to the stated with Balay Boroks Lane. None of this made stated to the stated with Balay Boroks Lane. None of this made stated to the stated with Balay Boroks Lane. None of this made stated to the stated state and to adv noted to balay vancedupties to its made and to adv noted to balay vancedupties to its made and to adv notedupties to the stated to the stated statedupties to the stated to the statedupties to the state of the statedupties to the statedupties to the statedupties to the state of the statedupties to the state of the stat
CR2 25				1									1					1				Overall, I do not believe that these proposals will governments own guidelines for SRFIs. The effer area.
CR2 26	544			1					1	1		1										I am witting in megorate to the latest plant of the im- meming lamity with land or obtain-lates of the prop- 3). Revision P3). The plan shows the order limits a distance to well excluding the latest statest and the plant latest plant latest
CR2 27										1												Following my visit to your recent exhibition and m right into Bisworth from the A508 at the Courteen tell me how much extra traffic you expect on Stok rush hours?
CR2 28		Davecote Road	Roade												1				1			I am very concerned regarding the building of the umming along the back of the gatedens of Dovecot properties and was last dug out in 1993. It then I flooded into the houses in the past and has come logged. With the vast amount of building a road w
CR2 29										1		1										I have studied some of the documentation product proposed charges to Public right of www (PReVM and F2 gives a table impression of the maphude considered high and the overall effect as major are countryiske. Under your proposals the paths would be either trailway or roads. The general we would be either trailway or roads. The general we have backets at a guade new Junc 15A of the MH paths obsides". Jam unable to the low proposed crosses the A43 at guade new Junc 15A of the MH path is chosed as the outloan of speed or fulled at the provide a longer distance walk to Rothersthorpe via
CR2 30			Grange Park							1	1	1				1						Sirs, I am very concerned over your plans to build 15 which is a notoriously congested junction, how does not combat the issue of queuing traffic. This or diverted through junction 15a. Access to grang grange park that struggle to get in and out of our inadequate junction redesign. I can understand the of grange park with a penny pinching junction rede mana eign addition for local assisters. What is average
CR2 31	S42	Bailey Brool Lane	ks Roade																1			I would like to raise concerns about the new bypa lane will be used as access to one side of the byp traffic and heavy farm machinery. Can you also o in any way regards to flooding during heavy rainfa As a resident of Bisworth I fail to understand how
CR2 32			Blisworth	1									1									,16miles away. Surely strategic means in areas w
CR2 33			Blisworth																	1		I would like it noted regarding the Statutory public 1. The signage to the venues was extremely small seems inadequate compared to the size of the pu- 2. The period of the consultations only covered 12 3. There was a distinct lack of any benefit to the or Having attended a local meeting and having view
CR2 34																						thoughts on the proposed development. There can promise to built a physics for the physical physical approved unless there is an unbreakable classe is before work stars on the rail regist terminal. Has bypass would not be built until part of the rail site of any there were approximately approximately approximate able to show that the project is fully funded. I wo Having lived by the M1 since 1976 (near the bridge
CR2 35		The High Street	Collingtree							1	1			1								motoway affects noise levels and air pollution, an has been built, Grange Park has been built, not to and warehousing built opposite. The buildings an expect to have around them. I understand that mo to expand Northamption, but that does not mean countryside. You are not coming up with answers from the M1 will be reflected from these huge war warehouses? Do we know there will never be now
CR2 36				1						1	1	1						1			1	I strongly oppose the Northansenin Caleway/SPC1 My reasons ben't Synthann's normadouts. Fund- design with girt radii on the roundbouts. Fund- agalant' poestes are lover its capacity, resulting 21 Naise Countrily, we altada properties a with end of the software software and registration. The 21 Naise Countrily, we altada properties a with the software software and the software and 21 A 40 Caulty. The size gaship in the area is altendy of there were there allow adverse effects on the local re- flective and the software and the software and the software values adverse diffects on the local re- landicage and value diffect. Where we moves counderably larger of the area. Now, further warehouses the proposed the will in no way benefit local level the proposed take will in the sup-software adverse the proposed take will in the software adverse the software the proposed take will in the software adverse the software the proposed take will in the software adverse the software the proposed take will in the software adverse the software the proposed take will not software adverse the software the software the proposed take will not software adverse the software the software the proposed take will not software adverse the software the software the proposed take will not software adverse the software the softwa
CR2 37		Westbrook	Blisworth					39	1	1				1								The easier access to Knock Lane from Roade By the wider aspect, not opposed. A: why not join th at a roundabour? This would alleviate the prohib the bend to the public footpath to the railway foot bridge, ref 728541, opposite Station Rd, would all Primary School. Q1: have you really considered the case with resp
CR2 38		Towcester Rd	Blisworth	1				12	1	1	1	1	1									networks? Local structure Plan? Q2: consider the interchange. ASOB congestion will just be moved? Bisworth Village have yet to be considered. G8: v the S.Northan Green Bet buffer of the M should whereby the developer is jumping' on a bandwag environment. the totad if an intervark, distribution of life in the villages affected
CR2 39			Milton Malsor								1											I wish to commert on the section Noise & Vibrait operational is stated as ongoing and predictions a levels currently exclude noise from the gantry cra is still ongoing for these sources". Operational nois in the Environmental Statement that predictions a serious omission at this stage in the process.
CR2 40				1					1		1											I am underwhethed by both the proposals and the appropriate for the exhibition to trigramp to accee fact which does not many up with equivalent dat include all ageots of the proposal. Concerned the and may actually be detimental to the village of strategic' within servers to suggest that there we already have too much land committed to this
CR2 41				1								1	1							1		Objection - insideguate consultation Three was in dates for the consultation only spanned 11 days Insideguate/misleading/missing information on we The need for this scheme has not been fully scop Land boundary and mapping queries raised havin

	M Brann was also consulted under Sector 4 The issues raised doub potential local lightway effects an endeet - the potential impacts at body junctions were an important consideration in the Transport Assessment and a full Highways Mitigation Stankey Jonnel part of the Salage 2 (and rulers Salage 3) consultation processes. In mother of local noise and communities. The ES contains assessment of all capable and glights effects, as well as noise effects - here are shown to include a range of beneficial effects and motify minor or neglighte advent effects. Pixod-tek sauses have been fully assessed, including regarding the Bytops with discuss strategies up proposed to manage and an origin minor or neglighte advent effects. Theories the sauses have been fully assessed, including regarding the Bytops with discuss share effects. Brood et kit souses proposed to manage and all for construction halfs - spricialized access is proposed.
5	Objection noted. Accordance with Government policy is set out in the Planning Statement, as is assessment in the context of DIRFT and other SRFIs (in the Market Analysis Report). The presence of DIRFT does not reduce the need and demand for further SRFI capacity.
YES - changes to the Rookery Lane/Ahston Rd junction improvements.	The Applicant was an regular context with the Ham funding, as ad-Saction 44 consulted fundament, and in the context of dominist and purportiss. These connects was to considered alongside others regarding the datal proposed junction changes at the Rockey Land-Rothen Roda Junction – a humber of local resident resided quastions at the exhibitions in addition to in writing. Changes were made to the design which would assist local radio-weight would be added to the standard state of the Funder Bage 2 consultation which located on this alongside a small number of other Funder Bage 2 consultation which located on the alongside as mail number of other the wide concerns about traffic are address through the Tamport Assessment which shows improvements for many local routes and communities, added by significan additional capacity created by the improvements at Junction 15.
	The issues raised about potential local highways effects are noted - the potential impacts at local junctions were an important consideration in the Transport Assessment are shall highways Migglion Distancy time part of the Stage 2 (and Turther Stage are shall highways the share the share the share the share the share the share the share the share the share the share the share reproved, with benefits for a large number of local routes and communities.
	The Transpot Assessment includes a Spass Route Options Report. The boad effects of the Spass on load propriets have been held yconsidered, and imigation measures (planting, mounding and fencing) are proposed to minimise the effects. Part of the Spass is in outling the southern section. The benefits Ro Roads in terms of reduced congestion, reduced noise and air qualty improvements in the centre of the slage are significant. Residue effects on propriets on the days of the light will be also significant, including air qualty, and localised changes to noise levels will remain within acceptable levels. The change strategy are the Spass will no increase local flood- risk, with hew attenuation features delivered to store and manage surface water from the road.
	A response was send drect to CIIS Sumpton regarding the looptah adjacent to Junction FSA C2ard November 2017), and a store point of dialogue environment. Details of that the FSA C2ard November effect to the dial Landonce A Usual assessment al Saga 2 - the fail version as submitted identifies a range of likely visual effects on different reseptors including PROVI in the answ, with likely effects at Vers 15 range (from Neighbor to Moderate Adverse - Appendia 4.2 contains the full assessment of visual effects, and the methodology and resoning is explained. This includes an assessment at the opening year, when some greater effects are likely shead of the landscpang maturing.
	The issues raised about potential local highways effects are noted - the potential impacts at local junctions were an importance consideration in the Tramport Assessment and a full highways Mitigation Strategy formed part of the Statge 2 (and Fullert Stage) consultation processes. It shows that the listic conditions and quering are much improved, with benefits for a large number of local nucles and communities. M Philips also forms part of the S42/544 comultation Isit. A response was provided to
	were a resident of Dailey Brooks Lane to confirm that construction (or the bypass) traffic would not use the lane. The national need for an expanded network of SRFIs across the UK is clearly identified
	by national policy (the National Policy Statement for National Networks). The application is supported by a range of material, including the Market Analysis Report, it provide a market context for the proposale. However, emerging information about the need and justification for the proposals was shared at the exhibitions, in pair in the context of the especially attorng distribution and logistics sector in and around Comments or concerns about signary even on chasted at the exhibitions, with events and the state of the sector of the sec
100	held in locally well known veruse is a number of villages, and information abared by post and online well hadvance. The Stage 2 (bitatury) (concursition was undertaken over the period from 9th October until 24th November 2017 (approx 6 weeks). These comments and suggestions regarding the commitments and phasing of
clarification re: infrastructure phasing and commitments	infrastrutume are noted, and velocimed, as a condition on which fload support could be provided. The first application continue the Applicant's committee to delivering the highways infrastructure, including the Bypass, early in the construction programme, and clarer troppers to delivery are now proposed and secured in the proposed DCO (and have been subject to discussion with SNC).
	These concerns about local environmental and tartic change are noted. The Environmental Impact Assessment has considered all of these issues - air quality, notes, tartific, etc. Air quality is shown to be good now. Used on data from the local megatas on California. The proposed devicement will have requipile impacts on local air quality, but will contribute to improvements nationally by enabling the removal d'HCV mills from the national race devicement. Any storage of goodsafe removal demination, but is contribute to improvement nationally by enabling the removal demination by future occupiers would require relevant environmental or other permissions. Bud or to thim part of the proposite.
	The issues raised about potential local highways effects are noted - the potential impacts all local junctions were an important consideration in the Stage 2 (and Finisher Stage and a full highways hilligation Stategy tomed part of the Stage 2 (and Finisher Stage microsoft and the stage of the stage and the stage and the stage and proved, with benefits for a large number of local notes and controlly a a result of analog 14/07 mitsiges to be renoved from the todal network. The landscape and making 14/07 mitsiges to be renoved from the todal network. The landscape and making 14/07 mitsiges to be renoved from the todal network. The landscape and making 14/07 mitsiges to be renoved from the todal network. The landscape and the visual effects from the built development are substantially screened by earthworks and planting.
	These local cohernations and suggestions regarding the proposed Highways Milliguidos Statesy were noted. The Strategy control and to evolve althe Stage 2, and some changes were made (and included) in the Stage 3 consultation). The proposed amendments to some of the detailed proposed works were noted but not takk nonvari - the proposals would meet the main likely effects of the proposed development.
8	The application includes is full assessment of the market context for the proposals Market Analysis Record, and conduct the need for the expanded network of SFRT envisaged by Government parkin, including with DIRFT at Junction 16 of the MT. The UI Highways Mitgains Orsteering includes and the proposed improvements including at Knock LaneBisawoft Road. There is no Green Belt in Northampton, nor affected by the proposals. The ES considers the local labour and economic benefits of the scheme.
	The Noise Assessment was organing at the Stage 2 consultation, atthough much of the assessment was well eropressed. The find assessment induces hull consideration of the operational noise, with assumptions made to ensure a robust assessment of effects holds effects are shown to benegligible or mixino for almost all exceptors closest to the Main SRFT Sile, and negligible for receptors further away.
	The Stage 2 varuuses in the villages even in village halfs, stockio or public where there is signappe to divert values to a grandright limits charter der transce. However, advance lampson yang maker data data a grandright limits and the divert signappe to advance of the signappe of the transce signappe to advance of the main signappe of the signappe of the main site, and advance of the signappe of the site of the signappe of the size site advance. The site of the size site signappe site of the size of the size site of the main site, and site of interest. It is an extentive and to the consultation process, but did for include for Reade for the size site of the size site signappe site of the size site of the size site of the size size site of the size site of the size site of the size site to the Applicants understanding of the togetics and distribution maker.
	Dejection, and commente regarding consultation, noted. Answerses are interd through a range of means direct by the Applicant, but also unculting in at the Parath Councils who were active in making local people aware, as were the local objection organs. The consultation period extended over 6 weeks approximately - well in excess of the minimum of 28 days. Responses provided via the legal team to clarity.
	to the facility of the second se

CR2 43	NOT USED																												h	Not used
CR2 44					1					55		1	1	1	1					1									ន ២ ០ ០ ៤ ៤ ៤ ៥ ៥ ៥ ៥ ៥ ៥ ៥ ៥ ៥ ៥ ៥ ០ ០ ០ ០	In basish of the Joint Core Strategy which seeks to balance employment and housing with the environ. The JCS seeks of that DIRT is the preferent option and that a second (or thind) Regin this proposal goes shared along with Rail Central there is no evidence that all as a value to this proposal goes in the all second second. Subsets need to be during the term of the cumulative impact contrasts to provide device and read capacity. Subsets need to be during the term of the cumulative impact contrasts to provide device employment capacity. Instanting wheat runn communities and contrasts to provide device employment capacity. Instanting wheat runn communities and contrasts to provide device employment capacity. The JCS considered that no the subset of the sub
CR2 45					1							1			1					1			1						s d c	with to object to your proposal for what is essentially watehousing and is contrary to the loca harment abuse of the planning process by positioning this as strategic all regreph project na watehousing facility for which he local community and Councils have no appetite this goes to decide. The read network cannot cope with the extits AIC homements and here is no conting closed and the proposed Roads bypass will not resolve this.
CR2 46				Gayton	1										1										1				1 d fr fr fr	am expressing a storing objection to any application being submitted. For the development a fill and 15 on the MT. The plans, though disclobulent widely all, to not provide clear enough strugetion by a development such as this or realistic, impact on the summaring area with the normal structure of the summarized structure of the summaring and with the summarized structure of the summarized structure of the summarized structure in the well planned IDBFT complex shows a lack of any National strategic planning in the signification of the fact that the most network of the summarized structure of the planning of the submitted structures. In Other In the alternoom on other and a half days only. The is shown and i for one was unable to attend any of the sessions due to prior engagements.
CR2 47				Collingtree	1							1	1	1									1						Fe h tr C S S S S S S S S S S S S S S S S S S	storing attended the constitution it was clear that no evidence was available with regard to Try proves, should be development go alread, compared to the current levels. We would like to even more contripside from our locality. We have level in Collingtree for jard over 40 years and as been considerable, we can only assume Air Pollution has also utilited. Also bere was no the amount of staffs traveling through Collingtee, in lact Collingtree was not mentioned must assume the intervent of staffs traveling through Collingtee, in lact Collingtree was not mentioned must must be a constant of staffs traveling through Collingtee, in lact Collingtree was not mentioned must compared to the procession of the staff of the collingtee of the procession Corgestion, the previous attempts at remodeling Jancion 15 to reduce It, have laid miserer on any larther development. Needless to party larther development.
CR2 48		Hai	artwell Rd	Roade	1																				1				ir voewwww. www. www. www. www. www. www. ww	attende four of the exhibitors in October and was surgrised at the inaccuracy and miseda formation displayed here were a number of instances of Consultatis's reports not having be exteriors may not apport dust statements. There were also claims made of noreast growth samples of demy playing out-of-context and also misedanting. There is the playing the containing and demy playing out-of-context and also misedanting. There is the playing the containing which gave multications the to issue the model and advanting the second and which gave multications. These issues and advanting and and the gave multications the to issue the model and advanting the second advanting and an advanting of the advanting of the second advanting and the second second advanting and advanting and the second second advanting and advanting and the second advanting advant
CR2 49			iley Brook Lane	Roade	1							1	1		1		,	1	1				1				1	,	b -	community, environment and nutrits of tile your, consultation has been table yoursatificatory, community, environment and nutrits of tile your, consultation has been table yoursatificatory. There is and Treight interchange at Rudy's 14 miles why is that not being expanded? Why is Grange Park at junction 15 not the proposed side of the SRTP? If the build was to go abread why can an additional junction not be added to the roundat time the SGTP? If the build was to go abread why can an additional junction not be added to the roundat time the SGTP? If the build was to go abread why can an additional junction not be added to the roundat time the SGTP? If the build was to go abread why can an additional junction not be added to the roundat time the SGTP? If the build was to go abread why can an additional junction not be added to the roundat time the SGTP? If the build was to go abread why can be received by those you deen affected by the SGTP and the add the roundat is a specific that our label showing proposed pluin including maps. The receiptopes the solution is the solution was addited by the SGTP. The proposed bypass is that one round why was going could in the vilgae why is the solution put in the solution of your latest at an other addited by the SGTP. The proposed bypass is that one who was that current reade here – when a the constraint of your latest at the round has village? The proposed bypass was that and the round has village? The proposed bypass will demage the wald lite and plants that current reade here – when and that ere you projents is the your solution through the village? Why house price will deprecision by soppose bypass will now shatter my people that are you projents by a sing source. 2025/k this SGTP goes abread – what are of the proposed bypass is the bypass at labels notes and at rounds have on the externed the set on ad that ere you projents by an source by approce bypass will now shatter my people the to solve the bypass is all searce by approce bypass will now shatter my people to there
CR2 50			iley Brook Lane	Roade	1							1	1	1	1			1						1			1		P 9 8 9 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	using on the statest allows, using these facilities, making the small on a subtable factor statest and subtable factor in the strand of the stratest of the time of the stratest of the strate
CR2 51		As	shton Rd	Stoke Bruerne			1	1	1			1			1														l W Bi	21: encogit traffic proteim on the AG68 as it, is. Diffi spart 16 maxey, so couldn's see the no iddo' beleve this has be har case. If there as a proteim on the hit in either direction, we will what you do at JS. QS. Changes to the Rockey LandAtton RARA68 (ancion will just make the roads and encogit heapth has goen the enclosing the traffic fiber. QA6 not affected by the antecase. Constituting the project would be a good false. GS/RRA64. Id on't belive that sufficient to the scale of the encoder of the traffic fiber with sufficient of the agood false. GS/RRA64. Id on't belive that sufficient of the scale of the encoder of the traffic fiber with sufficient of the AG60 with fiber. Ad60 with fiber. Ad60 with fiber.
CR2 52		YES											1	T			,	1			1			1	1	1	1		s h b b t t s s s c c c c c c q g	Concerned over loss of lond, house la Grade III Statul. Detailed and specific quarters tasked to spart of the Spisson order. Our comments and questions are software. We articipate in trigotilicarity reduced II your proposals are approved. We have unique circumstances. For ex- ample, the unique (Hyde Ferm Nouse - Honestrue, Grade III and Leu, which is of hostion: Inter- ange). We are disappointed that fis fact, coupled with the circumstances that we have plann planners in the village (Hyde Ferm Nouse - Honestrue, Grade III and Leu, which is of hostion: Inter- ange). We are disappointed that fis fact, coupled with the circumstances that we have planner planners and walks on a character papers with an extra source data such the consideration by Rochil with have a number of concerns directly related to your proposals. Laramof that anxess to co- tors your data levely report or within the tripropased Roade Byeass. To urindenstanding is number of other critical points that we must discuss upperly, including but number of hostical that is the tripropase Roade Byeass. To urindenstanding is number of other critical points that we must discuss upperly, including but number of hostical intraffer of other critical points that we must discuss upperly. Including but number of hostical intraffer of hostical covers in the presence Roade Byeass. To urindenstanding is number of other critical points that we must discuss of covers and and which are presen- base what Routhil Intend to do to protect the presence of GC Nexts. Given that we have table intractically intercoling and mary other surveys in hait year (if Rowlins request); we are high uninecs of grade II listed. While is and Nicker and Nicker to are Norther of a significant vitation caused by statting and points the integrition the bypass into or we palified RCS surveyor would be able to answer these questions but as you have defined to a significant vitation caused by statting and points by a number of demage house.
CR2 52A		YES																											B V N T L V V	Tollowing on from the email that is set you yearetday, I would like to add the following in rego- ly-bars note: To assess that and the set of the other of the like the set of t
CR2 53		c	Chestnut Close	Milton Malsor	1							1	1	1	1				1	1									с с с р ц с с т ร я п झ ร е	In number of issues concern mer. The apparent discourting of Pail Central from any modelling of other mayor developmentse.g. housing in Bitackiey, Tourcester, and development all Stee of colors and the second state of the second state of the second state of colors of advectory. Development here are not apported locally. As the exidence of demand undersared existing paths, but his suggests no demand for rail height. There is no certainty of their mayor developments are used to the second state of the second state of training erds, but here any confinancian has to the NXOV and RL Central could be come convinced that earthworks (just a large hill) will mitigate noise and [jult polition-you must all after will most as a proper hard work of the AST 1 and concerned about murring. You will add traffic to an already competiend with 6. The area is already well saved by a here markets and traffic to an already competiend with 6. The area is already well saved by a here the set markets. A sub-form for the information is not already well and the advectory and the display state for the information is not the set of the set of the set markets and the origin in the fibre will be about the advectory and the advectory of the set of the set of the advectory the set of the set o
CR2 54			iley Brook Lane	Roade	1							1	1	1	1			1											fr te T U n	Thate not heard one positive comment. Hundreds of acres of wildfle habitat and geres helv there: The increased at [bit and noise publickinwi into the solved by any of your ideas. We emmind all Doverty. The thousands of new jobs are not for our area as there are not local pe employment and existing companies are sublicking in [bit distat]. Note traffic, more pollution and The people ining in Roade have always wanted a hypass, but at what cost. Thousands of exist on the people ining is a the three new provides functional that many will still use the exist runs". Your preferred by pass noise is not the one preferred by the resident of Roade, as it of means and exist one is not the one preferred by the resident of Roade, as it with a still and the solution of the preferred by the resident of Roade, as it of the people inter as it of excess water which cannot be taken by the Bailey Brock, as and the solution of the solution
CR2 55			omestead Drive	Bugbrooke	1					CR1 54					1										1			1	E S A	strme, and would create a lot of excess water which cannot be taken by the Balley Brook, as a balleyhorok. Line for tevelrity five years and thew maintained the time and kepit the book free locopt a dompany coming in and brying to ether _purchase, or lease the lane of their own and number of missionic statements were made on your display housds and by members of you attendance levels were low. There is no need for Northampton Gateway when the Daventry in Terminal is just 20 miles away.

h seeks to balance employment and housing with the provision of public		Not used Concerns over the potential cumulative effects are noted - cumulative effects are
a seeks to balance employment and nousing with the provision of public the preferred option and that a second (or third) freight terminal is un-viable. If Central there is no evidence that all 3 are viable as there is a limit to the numbe		Concerns over the potential cumulative effects are noted - cumulative effects are considered in the application, including with Rail Central. The Application also considers the market context and the presence of DIRFT - the demand and need for
ty. Studies need to be done on the cumulative impact. It fails to meet a number is suring the area does not become over-reliant on one employment sector and		additional SRFI capacity means the presence of DIRFT does not reduce the viability of these proposals, and their core catchment areas would be different (see the Market
opportunities; retaining vibrant rural communities and villages retaining their ing new development promotes the use of sustainable travel modes [6,0000 iat congestion in our main towns and town centres, reduce carbon emissions.		Analysis Report for detailed analysis). Rail capacity has been assessed and Reports submitted - dialogue with Network Rail has been over an extended period, and us
emissions, thus it fails]. The JCS considered that new rail freight interchanges		ongoing. The concerns raised about potential highways effects are noted - this was ar important consideration in the Transport Assessment and a full Highways Mitigation
DIRFT, would not be deliverable within the plan period. Northampton has a es needing to import labour. What evidence is thare that a workforce is available	e.	Strategy formed part of the Stage 2 (and Further Stage 3) consultation processes. It shows that traffic conditions and queing are much improved, with benefits for a large
s lead to people travelling long distances to work and cause massive quired? The plan also sets out that there should be no development beyond the		number of local routes and communities.
blatant attempt to bypass the local planning system. The A508/A45 is already ween the Wootton interchange and Barnes meadow. This leads to congestion		
It is noted than you are not looking at particulates as NOX is seen as the great tot measure both? You mention that walking and cycling routes will be enhanced and cycling routes will be enhanced and cycling routes will be enhanced and the second secon	đ	
cycles.		
is essentially warehousing and is contrary to the local government plan. It is a by positioning this as a strategic rail freight project rather than a massive mmunity and Councils have no appetite this goes to the Secretary of State to thit the extra HGV movements and there is no contingency for when the M1 is will not resolve this.	YES - clarification re: infrastructure phasing and commitments	The Applicant is committed to delivering the rail terminal prior to occupation of any warehousing, and is also proposing clear, early triggers for the key highways infrastructure. This was in part a response to local concerns about the potential for warehousing but no infrastructure. The local highways infrastructure will be more realient and have more capacity to deal with traffic when there are Mr to dosures, but the
application being submitted for the development a of SRFI between junctions distributed widely still do not provide clear enough details of the extent of the	1	is not something under the control of the Applicant. Objection noted. The comments about not being able to attend any of the exhibitions
or realistic impact on the surrounding area with the potential for escalation of	e d	are also noted, and regrettable. The construction effects of the proposals are assesse in the ES, and to be mitigated by a range of measures including via the submitted
nature. The idea of a rail freight interchange of this magnitude only a few miles shows a lack of any National strategic planning in this area. I am also	s	Construction Environmental Management Plan (CEMP). The context of the proposed SRFI with DIRFT and other SRFIs forming part of the network envisaged by
Consultation meetings that did take place were publicized by the delivery of n the afternoons on four and a half days only. The information arrived at rather attend any of the sessions due to prior engagements.		Government policy is set out in the Market Analysis Report.
lear that no evidence was available with regard to Traffic, Noise and Air Pollutio ad, compared to the current levels. We would like to know the benefits of losing	e	The exhibition material reflected the emerging ES and other information, with work ongoing, and this was made clear. The information was not final, or complete, with
We have lived in Collingtree for just over 40 years and in that time the changes me Air Pollution has also suffered. Also there was nothing to show the impact o		views sought on the emerging information to aid ongoing work, and the consultation process served useful in reinforcing key local issues, concerns, and questions. The
Ilingtree, in fact Collingtree was not mentioned much at all (the closest). We reviewed the very large model of the proposals, but were confused as to		final application provides a full ES, including a full assessment of Air Quality - this includes a comprehensive set of data regarding existing (baseline) conditions, as well
ngtree were in a corner and the rest was mostly countryside. With regard to odelling Junction 15 to reduce it, have failed miserably (hence your proposals)		as an assessment of the likely effects of the proposals. All of which will be available fo further comments and dialogue through the Examination process. The data shows the existing a graphic leading in Cellington in another during the used seen in surplus of the state of the second se
ed to show this time will be any different. Needless to say we are Totally oppose		existing air quality, including in Collingtree, is good with only a very small number of individual properties experiencing currently poor air quality. The effects of the proposed or air quality are shown to be participle unrently
er and was surprised at the inaccuracy and misleading nature of much of the er of instances of Consultants' reports not basing been finalised and the final		proposals on air quality are shown to be negligible overall. Comments noted. The exhibition material reflected the emerging ES and other information with work oncoring, and this was made clear. There was no attempt to
er of instances of Consultants' reports not having been finalised and the final s. There were also claims made of forecast growth quoting from unconstrained		information, with work ongoing, and this was made clear. There was no attempt to mislead. The information was not final, or complete, with views sought on the emergin information to aid ongoing work, and the consultation process served useful in
e of the headline quotes from reports infer that local bodies are supportive are and also misleading. The 15 large files containing several thousand pages 85 pages. The files were delivered to our local library prior to the first exhibition		information to aid ongoing work, and the consultation process served useful in reinforcing key local issues, concerns, and questions. We note the criticisms both of providing lots of draft information, and for attempting to provide an overview summary.
m adequately within the 6 week consultation period. Many of them are still draft: The 35 page summary document was woefully inadequate and contained many	s	The issues of proximity to, and the relationship with DIRFT, is contained in the Market Analysis Report, as well as in the context of the NPS in the Planning Statement, all of
ontained information which was presented in such a way as to suspect deliberat ald over only 6 days, some people were unable to attend any of them - there		which will be available in final form once submitted and accepted. Similarly, the final ES can inform further dialogue about the overall local impacts, and benefits, of the
them over the consultation period. The above observations reflect on your		proposals.
proposals when there is an existing SRFI within 20 miles which has approved I can see no overall long-term benefit to our community, in fact the complete cal documents and resulting lack of detailed information on mitigation proposals		
environmental damage. For a proposal with such huge implications for our your consultation has been totally unsatisfactory. SRFI proposed just off junction 15 of the M1 motorway. My main questions are		Objection noted. Mrs Hawkins was consulted under Section 44 reaarding interest in
t Rugby 18 miles why is that not being expanded?		Ubjection noted. With hawkins was consulted under Section 44 regarding interest in land. The Application has considered the market context and the presence of DIRFT : the demand and need for additional SRFI capacity means the presence of DIRFT doe
In rodger to times winy is unat into being expanded in not the proposed site of the SRFI? an an additional junction not be added to the roundabout at junction 15 to feed		not reduce the viability of these proposals, and their core catchment areas would be different (see the Market Analysis Report for detailed analysis). The access and
I from junction 15 and out via the A43 at junction 15a? or vice versa therefore n		highways strategy has been developed with input from Highways England and others, and a direct motorway access would not be supported. Consultation leaflets were
only sent correspondence to a few residents in the village of Roade why? en received by those you deem affected by the SRFI why? I have only received		delivered across a wide area, in addition to the letters received by local landowners ar relevant interested parties, in addition to local newspaper notices. The Highways
ut leaflet showing proposed plan including maps.		strategy includes HGV weight restrictions to help reduce such through-traffic in Roade and elsewhere. The noise and other effects of the Bypass have been assessed in full
letter are not free so why was your notifications published in them and not in o isllw was point south of the village why is that not an onligh?	u la	and mitigation measures proposed to minimise the effects. Bailey Brooks Lane will no be used for construction traffic, but will be used, as it is now, for agricultural access
ially was going south of the village why is that not an option? the village and will not alleviate traffic through the village at all, how are you e through the village?		when required.
e through the vilage? the wild life and plants that current reside there – what are you proposing to do		
sed my house on the grounds it was on the edge of the village with no planned ids - the proposed bypass will now shatter my peace, quiet and tranquility.		
and – the proposed bypass with how shaker my peace, quiet and hanquiny, approx. 20/25% if this SRFI goes ahead – what are you proposing to do about		
viate noise and air pollution through the center of Roade, but the bypass will		
you proposing to do about this? propose to purchase the side road (straight on not bearing left into the rest of th		
private means access for what purpose? And why? hat with the village hall, playing fields and tennis located off of it - many people		
ties making the mach not suitable for any types of construction traffic location and surrounding countryside. Impact on the house as its closest to the liution and noise, additional water being fed into the brook that runs around our		Mr & Mrs Howell also consulted under \$44. Issues regarding the potential effects of th Bypass are assessed in the ES, including air quality and noise, and drainage/flood-risi
Include and house, additional water being led into the block that runs alcoling out to that leads to our house and neighbouring properties has been maintained by now understand that the proposed road would cut off access to the Wakes estat	6	by pass are assessed in the ES, including an quarky and holes, and transgemotion the The assessments show that with mitigation, noise will be minimised through earthwork and additional fence screening, and air quality effects will be negligible on the nearest
efore Roxhill will need to gain access to the track to allow the agricultural ear and tear from the large amount of mud being dragged over the track from		homes (and beneficial to homes nearer the centre of the village). Bailey Brooks Laneis used for access to farmland, and this will continue. The Market Analysis Report
ed we require a contribution towards the up keep of the track. Reduce our y which has far better link roads being adjacent to the M1, M6 and A14 trunk stifbution space available and can't fill the vacancies that they have? Therefore bill		explains the market context and need for more SRFI capacity, and explains that the proposals would serve a different core market to DIRFT.
is it is. Dirft is just 18 m away, so couldn't see the necessity for this dev. Q2: No re is a problem on the M1 in either direction, we will have an issue, no matter	YES - changes	Concerns regarding traffic impacts are noted - the Transport Assessment deals with these issues in full, and shows that by attracting traffic back onto the ASOB the
re is a problem on the M1 in either direction, we will have an issue, no matter Rookery Lane/Ashton Rd/A508 junction will just make it worse for us to get acro: into reducing the traffic flow. Q4: not affected by them. Q5: It's a blight on the	to the Rookery Lane/Ahston Rd junction	proposals will help reduce pressure in the villages. The A508 itself will operate more
into reducing the traffic flow. Q4: not affected by them. Q5: It's a blight on the e a good idea. GENERAL: I don't believe that sufficient research has gone into % of the expected additional traffic to the A508 will make it unusable.	Rd junction	efficiently, aided by the Bypass, and also by improvements at J15. The comments regarding the Rookery Lane/Ashton Road junction were noted - further changes to this junction were proposed (and subject to further consultation, Stace 3).
		· · · · · · · · · · · · · · · · · · ·
ade II listed. Detailed and specific queries raised about land purchase by Roxhi nents and questions are as follows: We anticipate that our property value will be		Mrs Nola was also consulted under Section 44 - correspondence and dialogue was he direct with Mrs Nola by Roxhill regarding a range of issues regarding potential land workness income and clines concerne mixed. As workness of motions were head with M
approved. We have unique circumstances - for example, we own the oldest 14th century, Grade II listed, which is of historic interest to the community at , coupled with the circumstances that we have planning applications to	avoids Mr & Mrs Nola's	purchase issues, and other concerns raised. A number of meetings were held with Mr Mrs Nola. As referred to in the comments, the consultation information and draft ES was shored funct with Mrs Nola. The effect of the Brusse promotes the property
y have not been taken into consideration by Roxhill with regards to a) valuation	land.	was shared direct with Mrs Nola. The effects of the Bypass proposals on the property as a listed building has been fully considered in the ES, as have the implications on hindiversity, with numerums supress undertaken on and off-site where access was
(s). elated to your proposals. I cannot find answers to our questions quickly or easily e vast amount of data on the disc that Roxhill sent to me, or within the 13 + leve		biodiversity, with numerous surveys undertaken on and off-site where access was permitted. A full range of mitigation measures for bats, GCN and other species is proposed, with tree and hedgerow loss minimised, and replacements added to the
In from the attached plan that Roxhill intend to use our large pond (c. quarter of the proposed Roade Bypass. If our understanding is correct then there are a st discuss urgently, including but not limited to flood risk. Also, what consents		bypass corridor. The drainage strategy does not increase flood-risk at this or any othe property, and the discharge is not direct into the Nola's pond, but is into the network of
aters which will drain into our large pond? The draft Ecology report is of no		which that pond forms a part. The Built Heritage assessment within the ES considers any effects on this and other listed buildings, andidentifies no significant effects.
In of bats, adders or swans – all of which are present on our land and it's not the presence of GC Newts. Given that we have allowed Roxhill open access to		
surveys in last year (at Roxhills request) we are highly disappointed that, despit been made available to us. I am specifically referring to Topographical, at Walkways and Noise Monitorion. On a related hours we are actumely		
al Walkover and Noise Monitoring. On a related point, we are extremely s of a bypass being so close to our historic home, which as stated above is 14th kely impact to our property in terms of damage/movement/flood risks as a result		
ely impact to our property in terms of damage-movement/lood reks as a result and b) water drainage from the bypass into our very large pond. No doubt a answer these questions but as you have declined to fund such a survey we		
answer these questions but as you have declined to fund such a survey we u yesterday, I would like to add the following in respect of the proposed Roade		Also see response to CR252.
out by local residents at your recent Phase 2 consultation events. Mr Blyth (a		
e exit polls has kindly shared the following information with us: 79% of people ute or blue route within the exit poll questionnaire preferred the green route.		
has no bearing on how local residents have reacted to your broader proposal s. It only relates to the By Pass. into account in an appropriately and timely manner and we look forward to		
rse with respect to how local residents have reacted to your broader proposals.		
oparent discounting of Rail Central from any modelling is not appropriate - it too lered. To pretend it may not happen is misleading. You also don't take account	clarification re:	 Rail Central has not been dismissed or discounted, although is considered a less suitable alternative to Northampton Gateway - the cumulative effects with Rail Central have been assess and form part of the final ES. The Transport Assessment considers all major committed
ing in Brackley, Towcester, and development at Silverstone.2. This site is are an attempt to get permission for warehouses without due regard to local	infrastructure phasing and	developments as part of the County Council's transport model 2. The Applicant has committed to delivery of the rail terminal prior to occupation of any warehousing, and clear trippers for birthway
e is not supported locally. 3. No evidence of demand, or rail paths - you refer to as no demand for rail freight. There is no certainty you can secure the minimum into that heat horizon and Real Control evide the concerted to the anthrot(2). Not	commitments	infrastructure are identified - this is in part in response to such local concerns as those raised her 3. The Rail Reports provide analysis of the evidence which provides confidence regarding the
tion that both NGW and Rail Central could be connected to the network34. Not II) will mitigate noise and light pollution - you must also model rail noise. 5. Inserte further down the Ad32. I am concerned about the protential effects of		availability of the required paths. 4. The Landscape & Visual Effects chapter of the ES contains a full assessment of how effective the proposed mitigation would be, and details were consulted on Local highways effects have been fully modelled - the Highways. Mitigation Strategy will deliver
ppens further down the A43? I am concerned about the potential effects of ularly the left turn only out of Courtenhall Road. This could encourage rat- connected M1.6 The strais a interactive well served by an SREI - the Quidance is		significant benefits with reduced rat-running, and improved traffic conditions, with improvements t many local routes and communities. The Market Analysis Report provides a full assessment of
congested M1.6. The area is already well served by an SRFI - the Guidance is nother one in the Midlands is contrary to a 'network'. Work by Lord Adonis istics operations. Electric vehicles and local delivery networks are likely to		the market need and context - DIRFT serves a different core market to that served by the propos SRFI. More SRFI capacity is required, and the network across the Midlands is expanding.
jundreds of acres of wildlife babitat and green belt will be under concrete		Concerns and objections noted. The local environmental concerns raised are all
e pollution will not be solved by any of your ideas. We have an underused freight	1	addressed by the ES which confirms that the Bypass will not result in significant noise air quality, or lighting effects - in fact, central areas of Roade will see benefits as a res
struggling to find staff. More traffic, more pollution and more grid locked roads. vanted a bypass, but at what cost. Thousands of extra cars and lorries will back	<	of reuced through-traffic. The Bypass will also not create new or exacerbate any existing flooding or drainage risks. Rat-running will be reduced in the future by the
posed roundabouts and many will still use the existing roads and create "Rat		proposed highways mitigation strategy as shown in detail in the Transport Assessment
the one preferred by the residents of Roade, as it comes too close to homes an		
the one preferred by the residents of Roade, as it comes too close to homes ar rater which cannot be taken by the Bailey Brook, as proposed. We have lived in d have maintained the lane and kept the brook free from debris. We do not	1	
the one preferred by the residents of Roade, as it comes too close to homes an rater which cannot be taken by the Bailey Brook, as proposed. We have lived in	•	Comments noted. A response to wider issues also provided for the Stage 1 process (response CR1 54). Issues of market need are dealt with in the context of the Nationa

CR2 56		Covert	t Drive	Roade	1									1	1		1					1										I have framed my other concerns in the context of the four histercharges. Foot : Government piloty objective to include read congestions7.—Peilog 2. Government piloty objective to carbon missioner. JNeidy 3. Government piloty objective distribution logitics - to ensuine a network of SRPT in a proposal in an appropriate location" to meet this objection? The recently adopted Stateger Plan for the region specifica the complianger piloty objective piloty of the state the complianger piloty objective piloty objective piloty objective piloty objective piloty objective piloty objective the complianger piloty objective piloty objective piloty objective piloty objective piloty objective piloty objective piloty objective piloty objective piloty objective piloty objective piloty objective piloty objective piloty pil
CR2 57		Wate La	ering C	Collingtree										1	1	1	1				1	1										You have that failed to prove that your proposed develop the vallage, have 3 young children and a South Vest factor winds. I understand that the proposed site will result in up innovements analyon. Prease provide evidence that this wo device that the source of the source of the source existing the source of the source of the source of the would you sain it. The prevailing W, Solv and an it strapy of Your proposed to this development should not more the evidence that its unnecessary apposition on the local area to work that the source of the local area to the local area to the local area.
CR2 58					1									1	1	1	1			1	1	1								1		I test this is the wrong place for a Rail Preight Interchange, should on the placetime Rivothampkin Sation valling for a delayed 2 different height trains have charged solwy through that you have calcumen asking for a deged solwy through possibility of instage to the Bietcher and the new liter possibility of instage to the Bietcher and the delayed the or the set in the M and the prevailing work which carries enhance the new M and the prevailing work which carries enhance the in addition to be delayed the work hours a work hours a work of the delayers have new related to sub- port state of regain and work be unable to sately sike the increase. Freque (1) can have on confidence in a staffic toop to changing at a point where the minor road from Million Make connection beneals the minor road from Million Make
CR2 59		S44 Bailey	r Brook ine	Roade	1									1	1	1	1			1	1									1		We have a number of objections in particular the proposals understand why area KSF1 necessid at all when here is them the new proposed allow. Why can the Rugby site on (a particular sector) is the sector of the Rugby site on (a particular sector) is the proposed by particular sector (a number of the sector) is the proposed bypass so close to the Northem ed an pollution in the Village, however the relaxient of Balaby 50 to as a site of the Village. Invester the relaxient of Balaby 50 to as a site of the Village is the view of the the bypass is not how do you intend to ensure through tatific uses the bypass 4. The bypass will damage the submonding country idea more impact of this? Villa are keen available and as at the benefits to be a site of this? Villa are keen available and as at the benefits to constiction vehicle. It is the site information is concert them the in the top construction vehicles.
CR2 60		Church	ch End	Roade								71																1	1		1	The exercise in October 2017 comprised five exhibitions in streer juic Towester, and todgement of supporting document terterion of this statutory exercise is to inform the public of EXHRITIONS theore of the exhibition was well extended exhibition, which had not been publicated in Towesterior 2016. This may be due to the limited must here the abilition and the statutory and the statutory and the statutory displayed on main village strets. Exit polls found very fee public (and gamging support), the exercise failed. DOCUMENTATION IN LIBRARIES/FARISH COUNCIL OF appendice, crasment with technical period, saming there value-judgement magazerating as late. The effect of the SHART EXERANTORY DOCUMENT: This contains a set packations from proposition.
CR2 61					1									1	1	1	1															It an storage opposed to a SPFI at this location. While there he Middlands of the North and these reads to be greated on organized a DCO whichwill provide future capacity for 20 yea submittioning. The Advanced Integration and the SPFI is the sub- struction of the SPFI at the SPFI at the SPFI at the SPFI per day and Lunderstand Heaviorit. All the stated that the NSPNN guidance. In addition the NSPSNN guidance stat per day and Lunderstand Heaviorit. All too seas suffic more understand heaviorit. The SPFI at the SPFI at the SPFI is minimum can be activated. NCCI is all Stratege any is understand heaviers that for each the SPFI at the SPFI at the SPFI at the SPFI at the SPFI at the SPFI at the SPFI with thing queues in either direction, and compounded when proposed house building and other development locally all been given to the cumulative impacts in terms of capacity, is builded with the need to provide inka with easting and new transport modes at it is abutemic to the future list of the SPF environment minigation measures with be sufficient for each environment minigation measures with be sufficient for all space invironment minigation measures with be sufficient for all the sufficient for the sufficient for sufficient of the SPFI at the sufficient for the sufficient for the sufficient for sufficient of the SPFI at the sufficient for the SPFI at the sufficient of the SPFI at the sufficient for the SPFI at the sufficient of the SPFI at the sufficient for the SPFI at the sufficient of the SPFI at the sufficient of the SPFI at the sufficient of the SPFI at the sufficient of the SPFI at the sufficient of the SPFI at the SPFI a
CR2 62		Londo	on Rd																													Concerned about the proposed traffic signals at the Collingt provided into properties on London Road, close to the gall of the signal signal signal signal signal signal signal signal signal signal ver nave recorved a letter regarding involvamptor coateway letter as we do not have any activities in the area the North Vie would the kindly ask you to provide us with a short dat
CR2 63		S42																														letter? Concerned about increase in lorries and trucks using corner
CR2 64	TOTALS				30	5	0	1	0	1	0 1		1	4	34	25	24	24	4 4	14	12		2	6	0	10	4	1 1	0 ::	2	6	ASG (arap: vehicles currently prohibited, Request for claff) footpain. Concern in respect of recent accidents on both sis stratighten and widen the road on either end outside the village The is a Concentration area - thirden the as a determent affect when torrine past as it is a building of some age and release. Other comments from residents and Rotabin Regis: Coussing volume and speed of traffic: access to footpaths adjacent to a

context of the four main dejective of Government picity for Strategic Tail Frequity cylicitytice interdence read competitors: Will your proposed RFT i sellar reduce net picity objective to méxico cataton – will this proposed development reduce to picity objective to support fonger-met development of efficient all field th eff SFT i and the support of the setter development of efficient all field th eff SFT i and the setter development of the setter and the setter and the setter development of the setter and the setter development of the setter eff of the setter development of the setter development of the setter setter development of the setter development of the setter development of the setter setter development of the setter development of the Setter development of the setter setter development of the setter development of th	The Application provides full details of how the Application accords with and meets the requirements of Government Policy, including with regard to stiff and congestion, carbon and emissions. See the Planning Statement for fuller details. The Environment's Statement presents the findings of the ELV process, regarding local effects – i dentifies a range of benefits, including major improvements to local transpo- conditions and capacity. The site is
or proposed development will not worsen air quality levels in Collingtree. It live in Soodh West lacing a periodical skie, the direction of prevailing leve will reach in up to 20,000 additional HGV movements daily - 1,000,000 direction bit this emotions addition of hgNp Jouting vehicles will not have a gree? I don't are that your consultation process has addressed the. By direction addition d hgNp will be impacted, otherwise why hands will sensity depositions are in Collingtree village and surrounding areast. J don't more forward to eagle unity approximation and surrounding areast. I don't more forward to eagle unity approximation and surrounding areast.	Concerns regarding local air quality are noted, and were discussed with numerous attendees at the exhibition. The final <i>Ar Could</i> Assessment provides a detailed and robust assessment of the likely effects of the Proposed Development.
regist itserbarge. The Northampto Loop is already ar capacity at times. These trans variatio for a comment train to London and while it is being announced as sugged alony through. Lundenstand from talking to your staff at open meetings of between Northampton and Miton Keynes, given the prosimity of DIRT to move the new terminal much closer to Miton Keynes this also gives the diso line or the Bertsfrifty Risester line opening on perv potential calculat. The many planted Townol Cliefs in U.K. mainly because of the volume of trainfor and blocks are with Bertsfrifty Risester line opening on perv potential calculat. The many planted Townol Cliefs in U.K. mainly because of the volume of trainfor and thorus a week) Mitos are seried and a accordent puting hypotagnatifies of and remodeling of the ASSIC counsershall Road practice looks good on paper, but to talking the set counters train (Tow tan Counse hard Risk hand hands is talknes a to to sale with the set of the two that Counse hard Risk hand hands is talknes are a trainfic two prediction model which thores the trainfor two the AA3 d from Miton Masor to Rohenshorp passes over the A43 but there is no	Comments regarding the site are noted, and are covered by the analysis provided in the application documents. The Market Analysis Report perfars the market context and need for more SRPT capacity, and explains that the proposals would serve a different core market to DIST. That concreditivity and capacity sites are assessed in the Rail Reports submitted, and are based on analysis of existing rail freight capacity. The potential highways and competion impacts were an important conditionation in the Transport Assessment, and a full Highways Mitigation Strategy lormed part of the Sau quelle and the much improvement, including Knock LarveBilsworth Road, have been discussed with the Transport Working Group (of NCC Highways and others) following the transport modeling.
cult the proposals for the typesa sourch the village of Roude. Finally we do not an at when there is alway a height interbange at Rudgy, which is not very far 8 Rudgy always and part of the typesa of Rudgy. Which is not very far 9 Rudgy always and part of the sequence of the typesa of the rouge to the Adda. Use the Northern edge of the Village? You state the typesas will reduce noise and the Adda the typesa of the Village? You state the typesas will reduce noise and the Adda the Village and the Village? You state the typesas will reduce noise and the Adda the Village and the Village? You state the typesas will reduce noise and the Adda the typesas? I would be the Village of the Village? The type of the Village of the Village is not be typesas? I would be the Village with the two the Village is the typesas? The cue to the typesas? I would be the type of the Village of the Village of the Village and extends the type of the Village of the Village of the Village of the Village and the typesas?	 The Highways proposals, including tails access, have been devised in dialogue and the Transport Working Gorg, mudding Highways England - a direct link onto the MI would not be adherable. 2: The Transport Assessment includes a Bypass Option Region: The chosen route balances a any of conditionation, includes a Bypass Option and the adherable and the second second second second second second assessed, and mitigation measures proposed to minimes them - no significant result, effects on these propenses are likely - 4. The Conditional effect (and all other potential effects) of the bypass are considered in the ES - the loss of hedgerow and other habitism will be mitigated, mere habitism conditional. Existing boffwares and there habitism will be mitigated, mere habitism conditional. Existing boffwares and other babitism will be mitigated in the table has been approximated by the Babity Brooks Lane and other local tracks are not being bought or used for highways construction halfic.
5 lie exhibitions in less ten half he villages and communities in the 'constrution supporting document in local transites and one pairist cound ifest. The form the public of the proposal, (and, il possible persuade them of its berefit), and the sense of 26 individual at each verse (excluding the tast and earlier the constructions in the variable constraints) and the sense of the individual at each verse (excluding the tast is either the variable constraints) and the sense of the sense of the variable constraints of the variable constraint of the variable constraints and variable constraints of the variable constraints and the variable constraints of the variable constraints and the variable constraints and the variabl	The exhibitions are one part of the overall consultation strategy, along with notices in to local resurgance, and people often prefer to access the information on-time. The Stage 2 consultation was undertaken in accordance with the SoCC, agreed with the Local Authorities – the approach to consultation was annehold after Stage 1 in response to stagestions about venues in the closest villages to the proposals, and were held at venues familiar to the local community. Exhibitions were in unit the venering on allow people to come after work. We venciment the exhipol which provided a useful check for our on informal recording of valor numbers. The exhibitions are informed an exoting of valor numbers and the time of the strategy of the time of the strategy of the strateg
location: While there is a need, all the existing SRF1s are predominately sited in to be spead more wide). The Deventy SRF1, only if miles away has been subject to 20 years. The set at the other dots of the site is a set of the standard set of the set of the other set of the set is in oper contractive set way the set of the set of the set of the set of the set of the set is a low contractive set way the set of the set of the set of the set of the set is a low contractive set way the set of the set of the set of the set of the set	Recognition of the need for, and importance of, SRFIs is noted and welcome. The NRSNN policycontext is presented in detail in the Planning Statement, but the NRSNN does not deterify the locations or extent of the expanded network is invariage and including in terms of the minimum 4 trains per day (with Rai Reports submitted to explain this). The issues material doub orderation can be trained by the state of the minimum 4 trains per day (with Rai Reports submitted to explain this). The issues material doub orderation can largely and the Report Assessment and a full implement well and the state of the state or conditions and genergy are nuclein improved, with being for state per nuclei or local incluse and communities and parties State 30 consultation processes. It shows that trained conditions and genergy are nuclein improved, with being for a target matter of local incluse and communities the trained State 31 control inclusions and genergy and the state of the application, and refer to the measures taken to minimise the effects.
graits at the Collingtree junction - suggested that a deceleration lane should be d, does to the galf course. 	The Highways mitigation proposals have considered a strape of issues regarding capacity, but alias safety, conjunction with the transport Norking (Char, The works to the A45 are recensary to balance there issues, and to exourt efficient operation of the road network. Signals at the Watering Lane junction will ad access to the A45, an all assist local taffati. This conclude via S42, and a response provided to explain the purpose of the consultation.
I trucks using corner on Church Lane to turn around as a result of widening of f). Request for clarification on impact on existing street lights, bus stop and	Response apparently sent in response to a Sile Notice nearby. A brief response was sent at the time via WSP (who lead regarding sile notices). Comments and issues regarding local traffic are noted. The existing concerns regarding rorssing points are addressed by the works proposed as part of the Highways Mitganion Strategy. A point