

South Northants Council Local Impact Report TR050006 – 000879
Comments by Stop Roxhill Northampton Gateway Action Group
I.P.No. 20011012

We have looked at the South Northamptonshire Local Impact Report, Doc TR050006-000879 and are concerned a number of local concerns have not been included. Please find attached the report our group submitted to South Northants Council. We would also suggest it is more relevant to look at South Northants Council's written representation than its local impact report. The former can be found here <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR050006/TR050006-000880-South%20Northamptonshire%20Council%20.pdf>

Extract from South Northants Council Local Impact Report for TR050006 - 000879
Comments by Stop Roxhill Northampton Gateway Action Group

75. There are a few sensitive receptors (dwellings) close to the RFI site within South Northamptonshire who may be likely to experience effects from noise or vibration during construction or when the site is operational and the M1 motorway, a significant noise generator, separates the site from receptors within Northampton.

Comment: Milton Malsor village would be experience considerable noise especially from the aggregates terminal and at night when background noise is low.

79. The Roade Bypass will deliver beneficial reductions in noise in the centre of the village but receptors close to the bypass will experience moderate to major adverse effects; these will noticeable (but not significant) increases in noise. Mitigation measures, including earthworks and acoustic fencing, are proposed to minimise these effects; however the resulting effect, with proposed mitigation in place, will still exceed the night-time noise criteria recommended in the World Health Organisation (WHO) Night Noise Guidelines for Europe at a number of receptors. close to the bypass It is acknowledged the WHO guidance has not been formally adopted in the UK

Comment: Affected housing will not have been noise-proofed like the ones on the A508

87. The overall impact of the proposed development in Roade in the absence of the bypass mitigation is considered to be **Negligible Adverse** in 2021, following the provision of the bypass mitigation the impact is predicted to be **Moderate Beneficial** in 2023.

Comment: the bypass will still make it difficult to access the A508 at both exits in peak AM hours with priority traffic coming from the right. It also cannot be considered to be mitigation for the remaining sections of the S508 corridor or traffic wishing to access J15 for the same reason.

88. The Roade bypass is considered overall to be a significant positive local impact in terms of risks for air quality.

Comment: only on the A508, but significant negative for residents close to the bypass.

Below are the points we submitted to the Planning Committee for their meeting on 6th November which resulted in the Committee not accepting the Officers report and requiring it be strengthened to more accurately reflect the local views.

1. Considerable emphasis is given to the benefits of the proposed Roade Bypass but little detail devoted to the disbenefits. The LIR largely omits the negative impacts: potential loss of the BP station and supermarket; moving of air, noise and light pollution into rural part of the village; encourages yet more housing in-fill along the bypass route, leading to even more traffic and pollution; fails to resolve the growing impact of traffic along Hartwell Rd into the centre of the old part of the village from significant developments around the northern edge of the village. Although residents would welcome a reduction in traffic through Roade, an Exit Poll conducted at the Roade Consultation Exhibition recorded 87% not in favour of the bypass if it meant having to accept the negative impacts of Northampton Gateway, and this included some living along the A508.

The developer appears to be pinning the success of his Application on the assumption that the bypass is the only solution to relieving Roade of much of the through traffic (although increasing traffic on the remainder of the A508 corridor between J15 to the A5 at Stony Strafford). However, there is sufficient information available to suggest that developing Newport Pagnell services into a J14A connected to the adjacent MK road infrastructure has the potential to offer a solution to this overloaded A508 corridor, especially at peak hours.

2. The bypass would do nothing to overcome the increased congestion caused by the design of the Northampton Gateway site entrance. Traffic entering from J15 would have priority over traffic travelling from Roade. At peak hours, despite the section from J15 to the entrance being dualled, the over 800 projected incoming vehicles would not be synchronised to allow J15-bound traffic a seamless pathway through, resulting in increased congestion, delays and potential for accidents.
3. Traffic would be diverted from the Left-only turns at the Courteenhall Rd junction to Blisworth to the narrower Knock Lane resulting in traffic into Blisworth being increased via the already overburdened access into the village via Stoke Rd. All this would have to pass via the pinch point by the entrance to the Doctors' Surgery.
4. No mention is made of the potential reduction in passenger rail traffic from Northampton predicted by NCC Highways Authority if either SRFI is approved. How would this affect existing residents and economic growth in South Northants?
5. Unemployment in South Northants is extremely low. The claimant rate in September 2018 was only 440 people and not much higher in surrounding areas. Do the residents you represent really want an increase in low paid, low skilled jobs, projected as 55% of the total = over 4,000? And where will they come from?
6. Checking the juxtaposition of Milton Malsor to the SRFIs on a map clearly shows the quality of life of residents would be severely damaged if either of these SRFIs were approved.

Please also see below the Local Impact Report our Action Group submitted to South Northants Council in June 2018:

**Local Impact Report input to South Northants Council
from Stop Roxhill Northampton Gateway Action Group (SRNG)
25.06.18**

THE STRATEGIC NEED

Strategic Rail Freight Interchanges (SRFIs) are intended to be limited in number and form a network dispersed across the Regions close to the larger business & industrial markets they serve.

Northampton Gateway (NG) is proposed at a site only 18 miles from the Daventry International Rail Freight Terminal (DIRFT) and will serve the same markets and conurbations. It will utilise the same rail lines and road systems. DIRFT, the largest SRFI in the UK, is planned to grow until at least 2031. The proposals for NG and Rail Central (RC), together with DIRFT, represent the potential for 3 national SRFIs co-located in a single area; a situation wholly contrary to the policy intention for SRFIs.

The communities adjacent to the site are unpersuaded that the proposals are in the National Interest but more in the interest of the developer who has recently failed to achieve approval of a development for a road-based distribution centre on the same site. The local community cannot understand how the Local Authority could, under any circumstances, support the NG proposal so soon after the withdrawal of Howden's development proposals on the grounds that it was likely to be recommended for refusal.

Furthermore, RC has stated that 90% of containers will be handled by road and only 10% by rail. This is apparently a common statistic for RFI's nationally and cannot be claimed to represent efficient modal shift.

The significant sizes of the proposed warehouses at NG emulate those recently constructed at Milton Keynes for road-based national distribution centres and would fill the vacuum for such in this area.

Based on the above alone the local communities believe the proposals fail the principle tests for recognition as a National Strategic Infrastructure Project (NSIP).

DISBENEFITS VERSUS BENEFITS

Should the proposal be deemed to qualify as a NSIP, the benefits have to be proven to outweigh the disbenefits (*NPPF Sec 11, para 109*). The communities adjacent to the site, as evidenced in surveys, local meetings and the consultation exit poll, (see Appendix 3, Tables 1 - 3) strongly believe the disbenefits far outweigh the benefits, particularly in the following aspects.

Development Creep

- The proposal is contrary to the adopted Local Plan, the overruling of which undermines confidence and trust in any local planning process.
- The M1 presents a natural barrier to urban expansion of Northampton to the south. The proposal breaches this barrier and the current protection afforded by the Local Plan Saved Policy EV8.
- The size of the development destroys the 'green lung' countryside benefits west of J15
- The proposed Road bypass destroys open and accessible countryside, impacting historic buildings and carries with it the potential of further unplanned housing and development creep exacerbating all the disbenefits.
- There is an insufficient local workforce for the existing local logistics industry thus the new workforce required by NG will have to travel and / or even more new housing be provided.
- The additional mainly low skilled and low paid employment is of limited, if any, benefit to the community, especially in an area of very low unemployment.
- Any future expansion of the site can only be towards Blisworth and Road extinguishing any natural gap between these villages and Northampton.

Traffic

- Traffic represents one of the most significant local concerns. Appendix 1 expands on some of the key concerns and evidences shortfalls in the figures and traffic models provided by NG
- J15 is already a highly congested intersection from commercial, commuter and local traffic. For comparison, DIRFT at J18 has not, and still does not, suffer the same pressures. It is considered that the proposed reconfiguration

of J15 and the single site access will be insufficient to cope with the increased HGV and commuter traffic the development will create, particularly at peak hours.

- It is proposed that the single site access (compared with 3 at DIRFT), located only 500 metres from J15, will have right-turning traffic with right of way across the A508. This can only cause congestion on the north-bound A508 and presents a risk of creating an accident black spot.
- The site access narrows immediately from dual to single carriageway creating the potential for blocking entry from the A508 thus creating more congestion. At peak hours this could impact on J15
- The impact of M1 congestion or closures, resulting in stress to the A508 and surrounding rural roads, has not been modelled and ignores the potential to add significant traffic to local roads when the site-exiting HGV right-turn restrictions are lifted in these circumstances. The M1 was closed in 2017 by 11 incidents affecting the A508/A45 for almost 56 hours (Highways England ref 18710249 Pt 2 30.04.18)
- The consequences of the Courteenhall Rd left-only turns will be to shift the current commuter traffic to use the narrow Knock Lane and Stoke Rd, made worse by the congestion outlined above. The robustness of traffic modelling in this area is suspect. See Appendix 2, Table 3
- The above will inescapably result in 'rat running' of private and unmonitored commercial vehicles adding to existing and projected increases of traffic through local villages and minor roads. For example, to avoid the dangerous A43/Blisworth Rd at-grade junction people already rat-run through Shutlanger and Stoke Bruerne. This will increase. Will the bridge over the Grand Union canal cope?
- The already significant A508 accident record, currently a Red Route in places, is likely to increase with faster traffic flows combined with access by unforeseen rat runners
- The Roade bypass would damage village shops and businesses endangering the very existence of the petrol station and supermarket.
- The Roade bypass would move and increase noise, light and air pollution to a currently quiet rural area of the village, added to which would be increased rail noise and diesel pollution through the village, especially at night.

- Northampton Gateway will adversely affect the setting of Courteenhall Garden which is a Registered Park. This SRFI, together with the Roade bypass, will also affect the historic setting of Hyde Farm House and Dovecote, Roade Aqueduct and Courteenhall war memorial, all of which are Grade II listed.
- Some employees may wish to avoid the congestion of J15 and the single entrance to Northampton Gateway and therefore choose to park in Collingtree and walk across the footbridge into their place of work. The additional parked cars would seriously clog up the village of Collingtree.
- Traffic effects of Northampton Gateway are likely to be experienced further afield as well, e.g. at the A5/A508 roundabout north of Milton Keynes and on the A43 roundabouts at Towcester, making journey times longer.
- The proposed weight limits on rural roads are unlikely to be adhered to, especially by drivers relying on their sat-navs. As there is no means of enforcing them this would result in inappropriate traffic overloading local roads.

Quality of Life

- The identities and communities of the adjacent villages will be severely compromised
- The loss of a sense of community represented by village life is known to have significant detrimental effects on wellbeing.
- Mental health of what are currently rural communities will be badly impacted by the intrusion of a 24/7 operation.
- Milton Malsor, Collingtree, Blisworth and Roade will no longer be village communities but satellites of Northampton (see WNJCPU SHLAA in 2009/12,ref S52 - SNC578 & S44 -SNC079 & 270)
- Relocating public footpaths & bridleways, in some instances to the very edge of an industrial site, does not compensate for the loss of access to walk in open countryside. The Midshires Way would be impacted.
- Increases in traffic rat-running will adversely affect the integrity of Stoke Bruerne and Blisworth as tourist destinations. In particular endangering pedestrians going to and from the field car parks.

- Two of the shift changeovers would occur when children are trying to sleep (06:00 and 22:00). For villages affected by likely “rat running”, especially Blisworth, this will be unwelcome.
- Loss of open countryside would have significant detrimental visual impact on local villages, contrary to the objectives of the West Northamptonshire Joint Core Strategy (WNJCS) (see also Appeal Decision 3138580 Milton Ham 3.02.17).
- Despite lowering the ground level of the Northampton Gateway site and creating bunds, it will still be a visual eyesore on what is currently largely unspoilt farmland. It will be particularly visible from the higher level along Courteenhall Road, with the crane gantries towering over the warehouses. People living in the country care about the loss of countryside.
- Residents live in local villages through choice to avoid urban & industrial sprawl, especially the elderly that retire to the area.
- Household & vehicle insurance premiums would increase.

Pollution

- The cumulative effects of near doubling commuter traffic, HGV traffic, HGV engine stop/starts & idling, and diesel rail engines can only result in existing AQMA corridors (M1 J15 towards 16 and A45 Shell Station to Queen Eleanor interchange) becoming unacceptably worse for local communities
- 24/7 working involving trains stopping, starting and shunting, HGVs and forklifts stop/starting & driving in a confined space, especially with audible reversing warnings and, especially, aggregates being moved are some of the sources of noise generated within the site that will impact on the rural community. This would be particularly disturbing at night.
- With no lighting currently on the M1, Milton Malsor and Collingtree will suffer significant light pollution which cannot be mitigated. For example, the lights at DIRFT, which is in a hollow, can be seen from 2 miles away.
- No information has been made available on the effects on natural watercourses and drainage. Considerable concerns exist for the potential for flooding and watercourse contamination from the nature and size of the development. These concerns extend to the consequences of building the proposed Road bypass.
- The size of the development will impact on the eco system of the land, disturbing and in some instances destroying habitats. These will be visually

evident whereas the disturbance of the aqua-eco system will not be visible but can, and will be, as destructive if not more so.

- Increased litter in surrounding roads attract vermin, as evidenced at DIRFT, particularly as HGV parking charges, if introduced for non-tenant owned vehicles, would encourage parking in surrounding areas.

Emergency Services & Crime

- More vehicle movements will result in more accidents and traffic incidents placing pressure on the police and emergency services leaving less resources for everything else
- Studies of experience at DIRFT would indicate a significant increase in crime in the local areas can be expected. Potentially resulting in our low crime area becoming a high crime area.
- The increase in traffic and congestion will impede access to local areas by the emergency services. Hampering the blue light access for ambulances to the villages and then back over J15 and along the A45 to Northampton General Hospital could be life threatening. The fire services could experience similar difficulties coming from Mere Way.

Rail Services

- Northamptonshire County Council (NCC) Highways Authority has reported that the development would potentially lead to a reduction in passenger rail services from Northampton. This would be unacceptable and damaging to the local community as well as Northampton.

Northampton Gateway plus Rail Central

- There is little or no discernible support for NG within the communities affected.
- There is equally little or no discernible support for Rail Central within the same communities.

- The disbenefits outlined above are in many ways as relevant to RC as they are to NG
- NCC Highways Authority has reported that their offer to facilitate the required combined impact assessment has been fruitless
- There is massive concern at the thought of both NG and RC being approved; a situation most would find intolerable.

Planning Proposal Coincidences

- It has not gone unnoticed by local residents that the withdrawn Howdens development planning proposal for the same site as NG is virtually identical to part of the current NG proposal. The developer behind NG is part of the same Roxhill Group who worked with Howdens.
- Howdens' press release at the time of withdrawing their proposal stated that they were seeking an extension to their current lease. However, the relatively short term nature of this extension would lead locals to believe that Howdens may well be an early occupier of NG. Howdens have stated that they have no need for, or interest in, rail freight access. Their projections of doubling the 5-600 daily HGV trips would significantly increase HGV traffic over NG projections.
- Local residents have well grounded fears that the NG proposals are an overt attempt to bypass any local democratic decision making and local planning policies

CONCLUSION

In conclusion, the local communities are expected to suffer significant increases in traffic, pollution, crime, loss of rural environment and community cohesion and quality of life for the "greater good" of the Nation to enable a so-called modal shift to rail freight. BUT Northampton Gateway need only provide for a derisory 4 trains per day. The impact on local communities would be enormous; NGs profits significant and modal shift illusory.

APPENDICES

Appendix 1

J15

The M1 J15 has a current design capacity of 5400 vehicles per hour (vph) at peak hours which it reached in 2012 (Roade Parish Council Minutes 28.11.16 item RPC/371 bullet & Roxhill consultant, Milton Malsor Village Hall exhibition 14.10.17). Roxhill's Ch12 para 12.4.6 states it is now (2016) 27% over capacity, giving a current volume of 6858 vph. The proposed J15 peak hour design capacity was also stated to be 9000 vph, projected to be reached in 15 years (2031). The 2012 - 2016 rate of increase has averaged 292 vph, or 5.4% compound per year. With all the committed developments in the county and surrounding areas, particularly Milton Keynes, one would imagine that it would not be unrealistic to project forward this rate of growth to establish the likely traffic flows without NG. However, this would result in capacity being reached in 6 years, well short of the 15-year requirement.

To look at this another way, Northamptonshire County Council Highways Authority (NCC HA) have advised that the 2031 D1 Reference case Northamptonshire Strategic Transport Model (NSTM) output projection is 21,832 (See Appendix 2, table 1). The Dept for Transport Average Annual Daily Traffic flow (AADT) traffic growth for the 5 years 2012 - 2016 on the A508 between Roade and J15 is 373.6 pa or 2.54% compound pa (www.dft.gov.uk/traffic-counts/cp.php?la=Northamptonshire#57251). If the above 2031 figure is used to re-calculate the annual growth rate, it reduces to 1.85% compound pa. This is a dramatic reduction considering it includes all committed and allocated developments. If this rate of growth is used for the peak hour calculations then capacity would be reached in 10 years - a shortfall of 5 years. Again, this projection does not include any site-generated traffic figures which would add substantially to the throughput. This indicates that the design is inadequate and suggests that it is not capable of coping safely with a near doubling of throughput and, we fear, would cause intolerable congestion.

A508 at J15

NGs App_12-7 - 8.4 projects 838 vehicles entering the site during the am peak hour, including 138 HGVs. This indicates there would be a virtually continuous stream of vehicles entering from J15 with right-of-way round the roundabout and across the A508 sufficient to impede traffic travelling from the direction of Roade. Despite a dual-lane roundabout it is highly unlikely that the two streams would synchronise to produce gaps sufficient for vehicles to pass through without stopping, especially HGVs which can be up to 5 times the length of a car and slow to start off from a standstill.

Site access

Access to the site presents additional problems, especially at peak hours. The roadway into the main site narrows to a single lane in each direction before the inner site roundabout is reached. The sheer volume in the morning peak hour at this point (1 vehicle every 4.3 seconds in the single lane) suggests that there would be difficulty accommodating such numbers at this concentration slowing down, especially HGVs, to arrive at a variety of site destinations.

There is a slip road to the largest warehouse and office complex just as the main entrance road narrows to single lane. This leads to a parking area for 1169 light vehicles of all types (LVAT) (eg cars, motorcycles and bicycles). The slip road is around 100 metres in length which gives it capacity for about 20 cars before they have to slow to make a sharp turn to find a parking space, thus slowing those behind and impacting the main the stream entering the site.

There are two further entrances to warehouse/office units in quick succession. The first is off the inner roundabout leading to parking for 699 LVAT. The second is immediately after the roundabout on the opposite side of the road necessitating crossing the pathway of the projected up-to-196 vehicles leaving the site (1 every 18 seconds). The capacity of this car park is 676 LVAT. The capacity of the car parks is an indication of the volume of vehicles expected to use them.

In addition to the above, there are an additional 400 HGVs planned to be manoeuvring within the site moving goods between trains and warehouses (App_12-9, Table 6). If the mix of in-coming traffic is divided equally between the planned 7 units, the first 3 closest to the entrance would each need to accommodate 1 vehicle every 10 seconds. This mixture of HGVs, vans, cars, motorcycles, cyclists and pedestrians in juxtaposition at a very busy period would appear to be a recipe for congestion and accidents. It would only need a problem with one vehicle stopped before the third entrance to bring traffic to a halt in both directions on the A508. This would have serious consequences for J15.

The above has not been modelled and is likely to result in serious congestion on the A508, J15 and the A45, probably impacting on the M1 as well.

Knock Lane

The left-turn-only restrictions at Courteenhall Rd will inevitably divert traffic travelling to, from and via Blisworth along Knock Lane/Stoke Rd, as confirmed in App_12-14, 4.2. The traffic modelling appears suspect for the following reasons:

- Much of Knock Lane is approximately one metre narrower than Courteenhall Road, which many drivers would have used previously (see Appendix 2, Table

2 below). This one metre reduction in road width makes the difference between whether cars can pass easily when travelling in opposite directions, as they can on Courteenhall Rd, or need to slow to pass safely. An additional hazard is the proposal to widen the dangerous blind bends which will encourage higher speeds at these points than currently. There is no proposal to rectify the half metre or so of the road edge on each side which is disintegrating, increasingly suffers from potholes and where grass verges are high in places, all of which reduces its usable width and encourages driving close to the centre of the road. Passing is doubly difficult during dark winter times and at night.

- ADC Infrastructure Ltd (ADC) project no HGVs will use Knock Lane due to the blanket restrictions on HGVs proposed on all rural roads around Road. This takes no account of the need for HGVs to access the industrial units at Plainwood Farm and Blaize Farm. Furthermore, there are no proposals to monitor these restrictions and thus there is nothing to prevent HGVs that currently use Courteenhall Rd from using Knock Lane and Stoke Rd, particularly as the left-only turn at Courteenhall Rd has not been designed to cope with HGVs doubling back (App_12-14 TN8 p24). HGVs will tend to follow redirections from sat-navs.
- There will be further issues with parked cars on Stoke Road in Blisworth. Some of these car owners have no access to garages and simply have nowhere else to park. There is a pinch point in Stoke Rd near the Doctors' surgery, a destination that attracts yet more traffic from locals.
- This proposed alternative to Courteenhall Road is quite simply unsuitable for a significant increase in traffic movements. The traffic increase may not show on the maps provided by Roxhill, but many of the local population have recognised the shortcomings of the traffic model put forward by the developer, which makes the unlikely assumption that traffic will divert up the M1 and A43 - a much longer route. Such assumptions are misleading. This is supported by local traffic counts taken on Stoke Rd in 2016 and on Knock Lane in October 2017 during the peak periods (see Appendix 2, table 3 below)
- Significantly higher figures were recorded on Knock Lane than the ADC Infrastructure predictions, which include natural growth but exclude the total forecast development traffic and A508 works, for 2031 - 16 years later (App_12-14, 4.2). The results would appear to show a decrease in traffic using Knock Lane between now and 2031 of between 163% and 293% without any development. The Stoke Rd figures indicated increases, but smaller divergences. The ADC figures appear to be a significant understatement of

current and thus future traffic. Any models using these figures will be grossly inaccurate. See Appendix 2, table 3.

Appendix 2

Table 1: NSTM 2031 D1 Reference case (without NG or associated road works)

Link	AADT flow (24 hr two-way traffic flows)
A508 between Courteenhall Road and Roade	18,359
A508 between Courteenhall Road and J15	21,832
A45 between J15 and Watering Lane	63,884
A45 between Wootton Interchange and Queen Eleanor Interchange	68,119

Source: Rob Sim-Jones, Principal Engineer - (Principal Lead) Development Management, NCC Highways email 28.04.18

Table 2:

Courteenhall Rd/A508 2-way traffic counts by Stop Rail Central (SRC):

- Tues 12.07.16 8 - 9 am: 351
- Weds 13.07.16 2-way 5 - 6pm: 369

Table 3:

Comparison of ADC projections without the proposed NG development or associated road works for 2031 and Local Traffic Counts in 2016/17

Source	Date	Time	Total 2-way	Time	Total 2-way
KNOCK LANE					
ADC	2031	AM Peak	58	PM Peak	30
SRNG	2017	AM Peak	153	PM Peak	118
STOKE RD					
ADC	2031	AM Peak	598	PM Peak	747
SRC	2016	AM Peak	487	PM Peak	554

In the absence of current figures from ADC, these are taken from actual counts on the dates stated

ADC: ADC Infrastructure Ltd App App_12-14, 4.2; 31.08.17.

Reference case D1 2031 with no development

SRNG: Average of 2 days traffic counts 10 & 14.11.2017

Appendix 3

Table 1

NG SRFI - October 2017 Exhibitions - Exit poll totals

Date	Location	For	Against	Not Decided	Total
11.10.17	Blisworth	1	53	8	62
13.10.17	Milton M	1	78	0	79
14.10.17	Road	2	76	9	87
20.10.17	Towcester	<u>0</u>	<u>14</u>	<u>4</u>	<u>18</u>
	Total	<u>4</u>	<u>221</u>	<u>21</u>	<u>246</u>

(SRNG e-22.05.18)

Table 2

NG Consultation 2 Exhibition Exit Poll at Road on 14.10.2017 carried out by local residents:

Proposed SRFI

For	2	2.3%
Against	76	87.4%
Undecided	<u>9</u>	10.3%
Total	<u>87</u>	

Table 3

A Local Survey taken in April 2018 asked the following:

“You are invited to respond to this request to rate how Northampton Gateway will affect you personally, socially or professionally.
The following potential impacts are not in any particular order. Please rate them by adding a number from 0 to 10 after each, with 0 being no impact to 10 being severe impact. EG: Traffic – 5. Please include any additional concerns you may have at the end by stating the concern and adding your rating number.”

The results, in order of average greatest impact, were:

Development creep	10.0
Quality of life	9.8
Traffic rat running	9.7
Loss of wild life habitat	9.3
Traffic Congestion	9.1
Air pollution	8.9
Health	8.8

Noise pollution	8.4
Light pollution	7.5
Flooding	6.1

Respondents included residents of Hartwell, Roade, Shutlanger and Stoke Bruerne.