Stage 2 - Blisworth Consultation Event - comments forms

Northampton Gateway SRFI Comments Tracker

Document No.	Name	Street	Town/Village	Overall Clear/Explicit Objection	Overall Clear Support	Yes/No Responses - Questions 1, 2 and 3						Reason for Objection or Comments																		Additional Comments	Changes made in response to issues raised?	Consultant Team Comment
						Q1 - Yes	Q1 - No	Q2 - Yes	Q2 - No	Q3 - Yes	Q3 - No	Commented previously - Document Number	Q1:Concerned increase in traffic & impact	Q2: Concerned increase in traffic & impact	Q3:Traffic / impact & suggestions	Q4: Do you have any comments about proposed landscaping & screening proposed to minimise impact on nearby community	Q5: What do you think of the on-site layout and design of the SRFI site? Is there anything	Increase amount / height of screening/ trees	Q6:Access/ egress / traffic concerns & suggestions	Support provision of Roade Bypass	Don't need/don't support a Roade Bypass	Pollution Concerns (light; noise; air)	Loss of amenity/quality of life	Scheme NOT necessary / Not needed (DIRFT) DO NOT support	Scheme IS required / Support the proposal	Safety / security for public & HGV drivers/ parking	Building too close to Village	Disagree with location	Passenger Station is required			
B01	Mr Michael Hawkins	Finney Drive				1			1		1			1	1	The Landscaping & screening would be welcome.										1				Q2: The junction will be difficult to navigate. I like the addition of 2 'Off' lanes from the motorway which will help but improvements to the motorway J14 -15 will be required in conjunction with the J15 work. Q3: without increasing the capacity of the A508 the increase traffic will be detrimental to travel times west - east. Q6: Overall the scheme seems to be detrimental to travel in the area, both with road and projected rail usage. GENERAL: Without work to the wider road and rail infrastructure the project will cause more travel disruption throughout the region. I would not support this without wider improvements to the M1, A508 and increased rail capacity alongside passenger rail and not at the expense of it.		Comments noted, but do not reflect the findings of the Transport Assessment which shows a range of benefits and improvements. A package of measures across the wider network is proposed, with local improvements along parts of the A508 corridor to aid improved efficiency and reliability, and improve the operation of several local junctions.
B02	Mr Peter Bull	Buttmead					1		1		1			1		You cannot screen 18m high warehouses!	Make it compulsory that development must use the railway.		1											Q1: The West Coast main line is one of the most heavily used in Europe so we think that main rationale is to create a lorry park. Q2: the M1 congestion caused grid lock now and your scheme will make it worse. Q3: Certainly NOT! Q6: Actually, come and use the access roads and experience our difficulties (especially Knock Lane).	Y15 - Knock Lane added to Highways mitigation	Comments noted, but do not reflect the findings of the Transport Assessment which shows a range of benefits and improvements. A package of measures across the wider network is proposed, with local improvements along parts of the A508 corridor to aid improved efficiency and reliability, and improve the operation of several local junctions. Knock Lane features as part of the proposals - this formed part of the further, focused consultation (Stage 3).
B03	Mr Brian Mayland	Westbrook				1									1	Glad you have increased the bunding height, would like high, fast growing vegetation mixed with maturing trees to reduce noise & light pollution.			1	1		1								Q1: But I'm not sure where the labour force will come from. Q2: Maybe, overhead Gantry Lane definition and destination, helps strangers to location of junction routes. Q3: Roade bypass yes, but Blisworth will suffer increased Rat-Run traffic. Q6: No right turn, southbound A508 to Courteenhall Rd, will cause local resentment. This is not immediately obvious in consultation, right turn onto A508 increased southbound traffic on A43 will make right turn into Blisworth, at St.Johns, from Towcester, more difficult. The original plans for Blisworth bypass included an underpass at this point. GENERAL: I have canvassed outside the village envelope, and there is an aversion to using j15, m1, travelling MK to Northampton, whether improvements are made. Knock Lane drainage would be welcome Blisworth will still be a rat-run. A relief road, from Courteenhall Rd, adjacent to the footpath down to the railway footbridge - to the old A43 by Station Rd Grafton Villas. This would alleviate the problems at Park Slope, Stoke Road, the Royal Oak junction and The Primary School. Congratulations on the superbly accurate model landscape.		Positive comments regarding the physical model noted and welcome. Support for increased height of some of the earthworks and planting bunding noted and welcome. Support for Bypass noted. The Transport Assessment shows a range of benefits and improvements. A package of measures across the wider network is proposed, with local improvements along parts of the A508 corridor to aid improved efficiency and reliability, and improve the operation of several local junctions, with reduced rat-running in general (including the nearest villages).
B04	Mrs Marian Paton	The Chantry, Church Lane					1		1						1	Is only artistic impression.			1			1		1						Q1: We already have DIFT. It is being expanded and is not fully used at this time anyway. Q2: Highly unlikely. Q3: Hopefully but all the traffic from the development will just make congestion. GENERAL: My main worry is the increase in traffic - cars for employers and lorries, Noise from 24hrs operation. Do we need yet more distribution in our area? Obviously, developers only interested in making money only paying lap services to locals. They don't live here.		Issues regarding need, including the need for an expanded network of SRFIs, and the relationship with DIRFT and other SRFIs are covered in the Market Analysis Report, and the Planning Statement. The presence of DIRFT at Junction 18 does not reduce the need for these proposals. The Transport Assessment shows a range of benefits and improvements. A package of measures across the wider network is proposed, with local improvements along parts of the A508 corridor to aid improved efficiency and reliability, and improve the operation of several local junctions, with reduced rat-running in general (including the nearest villages).
OVERALL TOTALS				0	0	2	2	0	3	0	2	0	0	2	3	0	0	0	3	1	2	0	1	0	1	0	0					