

From: [REDACTED]
To: [Northampton Gateway](#)
Subject: Objection for Northampton Gateway Rail Freight Interchange Project – Non-Material Change TR050006
Date: 09 September 2022 22:29:33
Attachments: [OBJECTION TO NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE PROJECT AB.docx](#)

Please see attached my objection to the **Northampton Gateway Rail Freight Interchange Project – Non-Material Change TR050006**.

From: Angela Billing, [REDACTED]

I am writing to object to SEGRO's amendment to the original Development Consent Order (DCO) which was granted in 2019 for the Northampton Gateway Development with the specific restrictions that 'a rail terminal capable of handling at least four intermodal trains per day ... must be constructed and available for use before the occupation of any of the warehousing' and it specifically prohibited any commercial activity until the rail connection was operational.

This proposal should be considered as a material amendment. SEGRO state that it is a non-material amendment but this is not the case. The increase in traffic through the village each time there are issues with the M1 or the A43 will mean that all that traffic will be forced through the village and right past the local primary school. The main routes through Blisworth village go through the centre of Blisworth which is also a conservation area. Many of the old houses that line the main throughways do not have foundations and cannot cope with the increase of HGVs and vans that will inevitably pour through the village if this amendment is agreed ahead of the rail/freight terminal being in place.

Already the construction of the development itself has had a negative impact on the eco-sustainability of the area, but if this amendment is allowed the increase in noise and emissions pollution will have a significantly detrimental effect on the villagers living on the routes. It will also impact on the children in the local school which is again situated on the main route. The Planning Inspectorate should insist on impartial updated traffic, noise/emissions pollution data be provided as part of the DCO amendment request before any decision is made.

The constraints that form part of the original DCO should be adhered to as these constraints were applied to safeguard the local communities, and the Planning Inspectorate has a responsibility to make sure that developers adhere to rules in full, under which the development was permitted.

As local residents, we would not be allowed to circumvent planning restrictions. Therefore a large, wealthy company should not be allowed to circumvent planning restrictions.

My greatest concern is that should the Planning Inspectorate allow this amendment, then this will open the door for other developments to circumvent the local planning process and indeed circumvent the national planning process. In addition to this, the Planning Inspectorate should consider the impact of all this warehousing in Northamptonshire as it locks our local economy into minimum-wage employment, with often zero-contract hours. We need diverse employment opportunities to ensure a strong and robust local economy.

Additionally the Planning Inspectorate must consider how the local, narrows roads will cope with this increased volume of traffic? Highways already do not have the funding to maintain the roads and HGVs and vans cannot navigate the small local roads without causing damage to the roads, kerbs and even signage.

Will the Planning Inspectorate be ensuring the developers bear the full cost involved in providing barriers in the road on all the main routes into the village to stop HGVs using the village as a rat-run? Already there is significant subsidence in one of the main routes through the village and the installation of a weight-limit zone has had no impact, as it is not enforced due to the lack of police funds.

I am objecting in the strongest terms because I believe that to allow this amendment will only result in negative outcomes not only for the village but also for the wider countryside.

Yours faithfully

Angela Billing

A black rectangular redaction box covering the signature area, with a small white rectangular cutout at the bottom left corner.

OBJECTION TO NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE PROJECT – NON-MATERIAL CHANGE TR050006

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