

**From:** [REDACTED]  
**To:** [Northampton Gateway](#)  
**Subject:** OBJECTION TO Northampton Gateway Rail Freight Interchange Project – Non-Material Change TR050006  
**Date:** 09 September 2022 22:53:12  
**Attachments:** [objection\\_SEGRO\\_SB.docx](#)

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## OBJECTION TO Northampton Gateway Rail Freight Interchange Project – Non-Material Change TR050006

I am writing to object about the non-material amendment proposed by SEGRO at Junction 15 of the M1.

I thought from the outset of this development that the intention of the developers was to hood-wink the Secretary of State into allowing planning permission against the wishes of the local planning departments, the local parish councils and the residents. The rail element of this development plan was always a ruse to allow development on the south-west side of the M1 which was against local planning policy.

My concern now is that by allowing this amendment, the door will be opened for other unscrupulous developers to expand south; eating into the countryside and ruining villages with HGV traffic using the same excuse.

The SEGRO proposal is clearly in breach of the National Policy Statement for National Networks, the national Strategic Rail Freight Interchange policy and the DCO granted for the Northampton Gateway. When this application was granted, it clearly stated 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**.

SEGRO understood the conditions of the DCO at the time of their application and there is no reason for them not to be held to those conditions.

Although many people are objecting to this amendment, I expect that SEGRO will get their way as the rules that govern most private individuals, do not seem to apply to wealthy developers.

Assuming that this will be the case, the developers must be forced to pay the full costs of modifying the road network to prevent HGVs using small, unsuitable village roads (that go directly past the local primary school and through a conservation area including many listed buildings) as the HGVs we get already need to mount the pavements at several locations to navigate the village.

Highways do not have the funds to modify the road system, neither does West Northants Council or the local parish councils and indeed should not be expected to bear these additional costs to suit the financial wishes of a private company.

Yours sincerely  
Mr Stephen Billing

[REDACTED]  
[REDACTED]  
[REDACTED]



Mr Stephen Billing, 48 Pond Bank, Blisworth, NN7 3EL

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

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