

**From:** Rod Sellers [REDACTED]  
**Sent:** 07 February 2023 15:25  
**To:** Northampton Gateway <NorthamptonGateway@planninginspectorate.gov.uk>  
**Subject:** Comments on Roxhill/Segro responses to objection to DCO change

**Attention Kevin O'Hanlon**

**Application For a Non-Material Change to the Northampton Gateway Rail Freight Interchange Development Consent Order 2019**

As an Interested party, I thank you for the opportunity to comment on the responses from Roxhill/Segro to the objections that have been raised to their application to alter the DOC conditions.

The applicant argues that most of these objections are based on a misunderstanding. This is not the case and the I continue to object for the reasons previously given. Without repeating those objections, I would highlight the following:

In relation to the percentage of floor space to be occupied prior to connection to the WCML, the applicant has based its calculations on an increased floor space obtained by additional mezzanine levels in excess of what was agreed.

The applicant's frequent comparison with East Midlands Gateway as a justification is not appropriate for a totally different location adjoining Junction 15 of the M1.

The reason given for making the DCO conditional on completion of the West Coast Mainline link was the high level of public scepticism over the genuine intention of encouraging rail based freight occupiers for the warehouse units. In the early stages of the planning application my MP Andrea Leadsom met with Network Rail to ask whether a rail link was likely. She was told verbally and then in writing that there was no firm commitment to a rail link.

Finally, it beggars belief that a proposed change that allows even part of a 'Strategic rail freight interchange' to operate without a mainline connection can be described as 'non material'.

Thank you for the opportunity to comment.

Rod Sellers