



# GRANGE PARK PARISH COUNCIL

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16<sup>th</sup> September 2022

Dear Sir

## **Re: Northampton Gateway Rail Freight Interchange Project - Non-Material Change TR050006**

Grange Park Parish Council (GPPC) recommend refusal of the proposed Non-Material Change TR050006 to the Northampton Gateway Rail Freight Interchange project.

Grange Park Parish Council outline the reasons for refusal below:

### **1. There has not been any engagement with the Grange Park residents or the Parish Council ahead of the application submission**

Grange Park is a vibrant, family orientated community. Grange Park was created in the late 1990s, the population is approximately 4400 (4404 as of the 2011 Census). It is a large village just outside Northampton within West Northamptonshire. The village consists of a primary school, bowling green, numerous pocket parks with children's playgrounds and an amazing country park. There is a local retail area including a doctor's surgery and dentist. Grange Park has restaurants, a local pub, retirement home and an active community centre with community bars. The safety of residents and the protection of the local area are paramount to the work of GPPC and the residents that live here and call Grange Park their home.

Grange Park is currently surrounded by industry, including three major warehouses located at both entrances into Grange Park. The operations of the warehouses provide continuous issues and concerns to the local residents and the GPPC.

The introduction of the operation of the warehouses within the SEGRO site prior to the completion of the rail freight terminal will further negatively impact the residents of Grange Park and GPPC.

- **Are there adequate toilet and rest facilities for delivery drivers and staff using the warehouses?**

Imagine whilst completing a community litter pick, picking up numerous plastic bottles filled with urine, or sitting in your back garden and having to listen to delivery drivers urinating on your fence. Imagine witnessing individuals defecating in public spaces whilst walking your dog. Or imagine a HGV is parked along a residential road, unsuitable for these types of vehicles, for a long period of time causing a safety hazard, forcing pedestrians into the road.

These are just a few examples of issues Grange Park residents have encountered from delivery drivers from the local warehouses. The operation of more warehouses in close proximity to Grange Park, prior to the completion of the Rail Freight terminal, will only add more issues and concerns to the local residential area.

- **Are there adequate resources on site for delivery drivers when waiting for their slots?**

Imagine you are an elderly person with mobility issues, who can no longer walk to their doctor's surgery. Driving to a local car park facilities close to the doctor's surgery and finding a space is something we all take for granted. However, the car park on Grange Park is regularly overused by delivery drivers waiting for their delivery slot, taking away the facilities for the local residents.

Imagine not being able to allow your teenage daughter to visit their local shop unaccompanied by an adult because they have experienced inappropriate language directed at them from delivery drivers.

This is the impact the operations of warehouses within the parish of Grange Park is having on the local residents.

The situation at the local car park has got so bad that a parking charge has been implemented by the management company of the car park as a direct result of the car park being used by delivery drivers to park up for long periods of time. The introduction of a car parking charge is having a detrimental effect on the local businesses and organisations within the local centre in Grange Park.

The car parking issue has also impacted the local residents living close to the local centre. Vehicles are parking precariously on residential streets, forcing pedestrians into the road and presenting a hazard for other road users. Grass verges along Saxon Avenue have been churned up by drivers waiting for their delivery slots, destroying the local environment.

If no on-site provisions are provided for the warehouses operating prior to the completion of the rail freight terminal, these issues are only going to intensify in Grange Park and cause more damage and concern to the local environment and the place we call home.

- **Environmental Impact to the surrounding areas**

GPPC anticipate an increase in vehicles, particularly HGVs using Saxon Avenue as a cut through to get to the M1 roundabout and the warehouses at SEGRO site. Grange Park is currently experiencing issues with HGVs getting lost within the parish. A number of residents have informed GPPC about HGVs trying to reverse in residential streets. Recently an HGV went down a wrong road and crashed into a lamppost. As the site is not going to be fully operational, will drivers be provided with adequate navigational technology to avoid the residential area of Grange Park?

The change is material in that it will impact on traffic locally and it will impact residents and businesses. The proposal should be accompanied by an environmental statement and a transport assessment and be subject to a full application process.

It is disappointing that no communication or consultation with GPPC was considered by SEGRO before the submission of this application.

- 2. The proposal is to allow practically 50% of the warehousing to be occupied prior to delivery of the rail freight interchange. This is a significant move away from a rail freight-based proposal.**

A major proposed change like this should not be considered non-material and should not be subject to such a limited application process.

GPPC request that the Planning Inspectorate does not allow occupation of warehouses prior to the completion of the rail freight terminal for the reasons given in this letter.

We look forward to receiving acknowledgement of receipt of this letter.

Yours faithfully

**Julie Bainbridge**

**Grange Park Parish Councillor on behalf of  
Grange Park Parish Council**