

26<sup>th</sup> September 2022

Dear Sir,

**Segro Northampton Gateway application for a DCO amendment: Concerned local residents**

My wife and I are residents in Stoke Bruerne, a village on the A508, about 3 miles south of the above development. It has belatedly come to our attention that Segro has made an application for a minor change to be made to the DCO that was approved in October 2019.

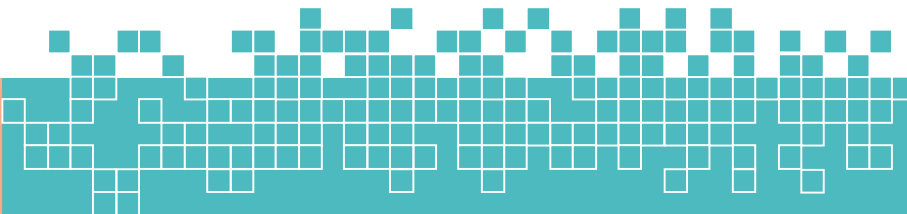
In our view, based on what we have been provided with, this is not a “minor” change as it has the potential to make our lives far more stressful than what was originally envisaged. Despite our objections to the original plan, we had, by and large, accepted that the project would go ahead and focussed on the fact that there were some positives that would be delivered as part of the project. These were:

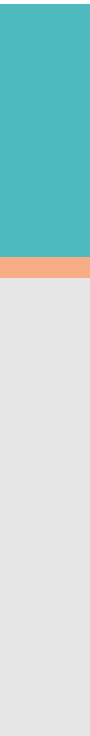
1. The Road relief road would ease the traffic through the village
2. The changes to the junctions on the A508, particularly the Stoke Bruerne one at Ashton Road and Rookery Lane. This is where we live and this junction has always been the bane of our lives, as it can take up to 10 minutes to access the A508.
3. The fact that the developers promised to force all HGVs to exit the site directly onto the M1, rather than taking the A508.

This major change has the potential to derail these positives as the traffic volumes would be far greater than originally planned for.

For the last 12 to 18 months, we have been living with the traffic issues caused by the construction of the site. This has highlighted why we objected in the first place and cannot see this changing in any way, if this amendment is to be approved.

We therefore strongly object to the granting of the approval of the changes to the original DCO on the following grounds:

1. 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. The DCO prohibited any commercial activity until the rail connection was operational: ‘a rail terminal capable of handling at least four intermodal trains per day ... must be constructed and available for use prior to the occupation of any of the warehousing’.
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2. This amendment would allow up to 80% of the site to become operational in advance of any rail connection, and therefore road serviced only, opening the door to the site operating in perpetuity without any rail connection.
  3. It is clearly a material amendment: the ensuing increase in traffic/noise and pollution would have a severe impact on both the local environment and local communities such as Blisworth which already suffers with high levels of HGV traffic, particularly when the strategic road network is congested.
  4. We believe that SEGRO is seeking to shift from a speculative build to a contract build operation and is seeking this change entirely for their own financial benefit. They have been actively marketing these units from the start of this year, with proposed occupation from Q4 2022 which is misleading and at odds with the original DCO. SEGRO were fully aware of the constraints to the build when they took on the project.

In addition, we seek your strong support to ensure that the original DCO is complied with in full. If SEGRO is allowed this amendment, this would open the floodgates to other developers to adopt the same approach: ignoring original commitments, bypassing local planning and flagrantly breaching national government policy.

Your sincerely,

Barry & Pauline Talbot  
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