

From: [REDACTED]
To: [Northampton Gateway](#)
Subject: Northampton Gateway Rail Freight Interchange Project. Non-Material Change TR050006.
Date: 18 September 2022 14:04:16

For the attention of the Planning Inspectorate.

I am writing to strongly oppose SEGRO's recently proposed amendment to the Development Consent Order for the Northampton Gateway Rail Freight Interchange Project (October 2019). I am objecting on the following grounds:

- When the planning application was granted, it was clearly stated that a rail terminal must be constructed and available for use prior to the occupation of any warehousing. Any proposal to commence use of warehousing before a rail terminal is operational is therefore in breach of the National Policy Statement for National Networks, the Strategic Rail Freight Interchange Policy and the Development Consent Order for the Gateway development.
- The proposed amendment will allow up to 80% of the site to become operational based on a road freight service, which would materially affect the amount of traffic using the M1 Junction 15 interchange, surrounding road networks and quality of life in nearby villages. Levels of traffic, noise and air pollution are already unacceptable in local villages. Further traffic congestion and subsequent pollution are unsupportable, affecting not only people's wellbeing and safety but causing further damage to the existing road infrastructure.
- As such, this proposal must be considered as a material amendment, and not a non-material amendment, as proposed by SEGRO.
- In addition, traffic surveys completed in 2019 and reports on the impact of increased traffic levels in the area are now redundant, as they were originally based on the assumption that a rail terminal would be active. It is therefore essential that new traffic surveys be undertaken as part of the proposed amendment before any decision is taken.
- The Planning Inspectorate should be mindful that allowing an avoidable increase in road freight traffic is contrary to the government's commitment to net zero and a reduction in fossil fuel emissions. Currently a quarter of the UK's fossil fuel emissions are due to transportation (Climate Change Committee report to Parliament June 2022) and all steps should be taken to ensure that the direction of travel in transportation is towards net zero.

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