



Beryl Andrews



To the Planning Inspectorate,

**Re Northampton Gateway Rail Freight Interchange Project – Non Material Change
TRO50006**

I object strongly to the proposed amendment requested by SEGRO to the Development Consent Order (DCO) granted in October 2019 for the Northampton Gateway Rail Freight Interchange project.

The original consent order was granted in accordance with the Department for Transport's (DfT) Strategic Rail Freight Interchange (SRFI) policy and the National Policy Statement for National Networks (NPSNN) which state that:-

“As a minimum a SRFI should be capable of handling at least 4 intermodal trains per day and where possible capable of increasing the number of trains handled..... The initial stages of the development should provide an operational rail connection and areas for intermodal handling and container storage..... It is not essential for all buildings on the site to be rail connected from the outset but a significant element should be.”

If the amendment is allowed much of the site would become operational without any rail connection and therefore road-served only, opening the door to this situation continuing indefinitely. SEGRO has been actively marketing its warehousing for several months for occupation later this year, from which one can only conclude that this change of condition has been anticipated. SEGRO was fully aware of the constraints to the build before taking on the project.

This situation would be a significant change of purpose which completely negates the expressed aim of the government's SRFI policy to “facilitate the transfer of freight from road to rail to reduce road congestion and carbon emissions”. It is claimed that a container train can remove 43 HGVs from our roads.

Due to the significant change of use and also other recent additional warehouses constructed in the area, the Traffic Assessment provided by SEGRO in 2019 will be out-of-date and incorrect as it was assumed there would be a rail head terminal. The ensuing increase in traffic and pollution would have a severe impact on the local environment and local communities which already suffer from high levels of HGV traffic, particularly when the strategic road network is congested and traffic is redirected from the M1 through the villages. A new Traffic Assessment is essential before a decision is made on any DCO amendment.

We hope that this amendment will be opposed and trust that it will be considered necessary that the original DCO of 2019 is fully complied with. If it is allowed it would give the green light to other developers to follow this example, ignoring original commitments, bypassing local planning and flagrantly breaching national government policy guidelines.

cc Dame Andrea Leadsom MP
Marie Anne Trevelyan (Transport Secretary)
Angela Billing (Blisworth Parish Clerk)