

From: [REDACTED]
To: [Northampton Gateway](#); [REDACTED]
Subject: Northampton Gateway Rail Freight Interchange Project -Non - Material Change TR050006
Date: 20 September 2022 19:46:04

I am writing to express my strong opposition to the proposed amendment requested by SEGRO to the original Development Consent Order (DCO) granted in October 2019 for the Northampton Gateway.

The SEGRO proposal appears to be in clear breach of the National Policy Statement for National Networks, the national Strategic Rail Freight Interchange policy and the DCO granted for the Northampton Gateway.

When this application was granted, it clearly stated that **‘a rail terminal capable of handling at least four intermodal trains per day ... must be constructed and available for use before the occupation of any warehousing’ and it specifically prohibited any commercial activity until the rail connection was operational.**

This amendment would allow up to 80% of the site to become operational in advance of any rail connection and therefore road serviced only, which could open the door to the site operating in perpetuity without any rail connection.

I strongly object to the proposal being treated as a non-material amendment. It is clearly a material amendment and should be treated as such, not as a non-material amendment as proposed by SEGRO: the ensuing increase in traffic and noise and pollution would have a severe impact on both the local environment and local communities such as Roade, which already suffers with high levels of HGV traffic, particularly when the strategic road network is congested and traffic is diverted from the M1 through the villages, which is a regular occurrence.

Due to the significant change to use and the additional warehouse recently constructed in the area, it is considered that the traffic surveys and information provided in 2019 to be out of date and incorrect as it was assumed there would be a rail head terminal. We further urge you to request updated traffic, noise/emissions pollution data be provided as part of the DCO amendment request before any decision is made.

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.

I am strongly opposing and seeking your support to oppose this amendment and 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 blatantly breaching national government policy.

Yours sincerely

Mr C Faulkner



Sent from my Galaxy