

From: [REDACTED]
To: [Northampton Gateway](#)
Cc: blisworthparishcouncil@gmail.com
Subject: Northampton Gateway Rail Freight Interchange Project - Non Material Change TR050006
Date: 09 September 2022 13:55:59

Dear Sir/Madam

My name: Lai Kwan Chue

My

address:

[REDACTED]

My email:

[REDACTED]

I refer to the **Northampton Gateway Rail Freight Interchange Project - Non Material Change TR050006**.

I wish to make the strongest objection possible against the above proposed amendment requested by SEGRO whereby they will be able to utilise the warehouses prior to the Rail Freight Interchange connection being finalised.

The original DCO 2019 No. 1358 requirement 3(3) - A rail terminal capable of handling at least four intermodal trains per day, including 775 metre length trains, **must be constructed and available for use prior to the occupation of any of the warehousing.**

- The requirement for the rail terminal to be constructed and available for use was a specific condition to the consent for the development which was agreed to by SEGRO.
- The approval explicitly prohibited any commercial activity until the rail connection was operational.

The Rail Freight Interchange aims to take traffic off the roads.

- The proposed amendment will compound traffic problems particularly that of HGV's in Blisworth and the surrounding villages – i.e. big vehicles in small country roads.
- A traffic survey should be conducted before any amendments are considered – the one in 2019 is now very much out of date and took into account an operational rail terminal facilitating some ease of traffic.

The amendment, if granted, would allow 80% of the site to become operational in advance of any rail connection and therefore road serviced only. This would make it into a road-based warehouse site rather than meet the planning intention of taking traffic off roads and onto rail.

The company has been marketing the units with proposed occupation from Q4 2022.

- Is that a realistic date to expect to have the site connected to the rail link? I quote from RailFreight.com website "The infrastructure improvements are being delivered in partnership with Highways England, Network Rail and local authorities and are anticipated to be complete by the end of 2023".

- If this amendment is allowed it will open the floodgates for other developers to use the Strategic Rail Freight Interchange policy as a means to bypass the local planning and to ignore agreed commitments.

Therefore, this should be treated as what it clearly is – a **MATERIAL** amendment.

SEGRO agreed to the original requirements and should abide by them.

The Planning Inspectorate has a duty to ensure that the requirements under which the development was permitted are fully observed.

Yours faithfully

Lai Chue

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