

From: [REDACTED]
To: [Northampton Gateway](#)
Subject: Northampton Gateway Rail Freight Interchange Project - Non-material change TR050006
Date: 08 September 2022 11:50:18

To whom it may correspond.

National Infrastructure Planning, The Planning Inspectorate, Temple Quay House, 2 The Square Temple Quay, Bristol BS1 6PN

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 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. 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 of the 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, opening the door to the site operating in perpetuity without any rail connection.

We 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/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 and traffic is diverted from the M1 through the villages.

Due to the significant change to use and the additional warehouse recently constructed in the area, we consider the traffic surveys and information provided in 2019 to be out-of-date and incorrect as it was assumed there would be a rail head terminal.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.

Best regards

Ignacio M. Bas Soria

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