

From: [REDACTED]
To: [Northampton Gateway](#)
Cc: blisworthparishcouncil@gmail.com
Subject: Northampton Gateway Rail Freight Interchange Project - Non Material Change TR050006
Date: 12 September 2022 09:40:58

Dear Sir/Madam

My name: Gavin Lewis

My

address: [REDACTED]

Subject: Northampton Gateway Rail Freight Interchange Project - Non Material Change TR050006.

I refer to the subject above and wish to make the strongest possible objection against it.

The above proposed amendment to the original Development Order by SERGO will enable them to utilise the warehouses prior to the Rail Freight Interchange (SRFI) connection being operational.

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.**

1. The requirement explicitly forbade any commercial activity until the rail connection was available for use.
2. This was a specific condition for the consent, SERGO agreed to it and was approved.

One purpose of the SRFI is to reduce congestion and take traffic off the roads. If the proposed amendment is granted, traffic problems will heighten. In particular there will be more HGV's in Blisworth and the villages around which means increased big vehicles in small country roads.

The traffic survey from 2019 is considerably out of date. Another one should be carried out before even considering any amendments, especially when the old one assumes a functional rail terminal to aid traffic.

The amendment allows for 80% of the site to be usable before any rail connection. Therefore it will be road serviced only, making it into a road-based warehouse site rather than fulfilling the planning objective of taking traffic off roads and onto rail.

SERGO has been actively marketing the warehouse units from the beginning of this year with proposed occupation from Q4 2022. I quote from NorthantsLive website "The infrastructure improvements are being delivered by SERGO in partnership with Highways England, Network Rail and local authorities, and are anticipated to be complete by the end of 2023" – this begs

questions and motive.

Allowing this amendment will permit other developers to do the same and use SRFI policy to disregard original agreements and to go round local planning.

Therefore, this is a **MATERIAL** amendment and should be treated as such.

SEGRO agreed to the original DCO terms and should honour them.

The Planning Inspectorate has a duty to ascertain that the conditions under which the development was approved are fully adhered to.

Yours faithfully

Gavin Lewis

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