

From: [REDACTED]
To: [Northampton Gateway](#)
Subject: Northampton Gateway Rail Freight Interchange Project – Non Material Change TR050006
Date: 13 September 2022 21:03:14

Dear Sir / Madam

Please consider my objection to the proposed Non Material Change TR050006 amendment as asked by SEGRO to the 2019 Development Consent Order (DCO). This is clearly a material amendment to the consent. The proposal breaches the national Strategic Rail Freight Interchange policy and the DCO that was granted. The granted application 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 furthermore it prohibited any commercial activity until the rail connection was operational.

If the amendment were permitted it would allow the vast majority of the site to be operational without any of the aforementioned rail connections being operational and serviced by road, with the likelihood that the rail connection would never be delivered in practice. This would entail all the consequent congestion, HGV movements, local air pollution impacts to the residents of Blisworth and surrounding trunk roads – aspects that were not considered at this level during the application process. This is a significant change, and on top of an additional warehouse being constructed in the area would render the previous traffic and pollution studies invalid (not least because they were based on an active rail head). I also would request that you please ask for all traffic, emissions and noise studies be updated prior to any consideration of this amendment, and based on full road usage.

I am very concerned that this amendment represents an attempt to develop the warehouse units (which are already being marketed), without the financial burdens of developing the rail terminal (without which the original application would have been unlikely to succeed).

I am very concerned about this situation and oppose the change to the original DCO and that the applicant should deliver the original DCO in its entirety for it to be a fair and valid proposal.

Yours sincerely

James Frith

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