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To: [Northampton Gateway](#); blisworthparishcouncil@gmail.com; transportsecretary@dft.gov.uk; andrea.leadson.mp@parliament.uk
Subject: Northampton Gateway Rail Freight Interchange Project -Non-Material Change TR050006
Date: 13 September 2022 15:26:34

With reference to the above,I find it inconceivable that such a cynical and contrived application for a non material change to the existing approval can even be considered. It is clearly NOT a non material change in that the approval granted states that " a rail terminal capable of handling at least four intermodal trains per day must be constructed and be available for use before the occupationof any of the warehousing" . In addition any " commercial activity" was specifically prohibited until the rail connection is operational.

Considering that this " Strategic Rail Freight Interchange" was granted approval on this basis it would appear that the proposed change is quite fundamental and nullifies the original approval.One presupposes that the original approval was granted on the basis of its strategic benefit as a rail freight interchange. This proposal relegates the scheme to another large warehouse development which presumeably would not have received approval?

This approach by SEGRO, apparently one of the Worlds largest owners of warehousing , is an admission that it is too difficult for the company to deal with a scheme that is outside its remit or a purely cynical attempt to increase its commercial viability at a difficult time financially for the company.

Furthermore , no consideration is given to the considerable increase in vehicular traffic occasioned by the revision with its inevitable repercussions upon the existing infrastructure systems and the immediate local environment and villages.

Ther is little or no value in imposing conditions upon development proposals if they are immediately overridden by rapacious and totally inconsiderate developers.

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