

**From:** [Fiona Newitt](#)  
**To:** [Northampton Gateway](#)  
**Cc:** [REDACTED]  
**Subject:** "Northampton Gateway Rail Freight Interchange Project – Non-Material Change TR050006"  
**Date:** 26 September 2022 20:01:23

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Dear Sir/Madam

I would like to submit my objection to the proposed amendment request by SEGRO to the original Development order of the Northampton Gateway, granted in October 2019.

The proposal by SEGRO is I believe, in breach of the National Policy Statement policy and the DCO granted for the Northampton Gateway. 'A rail terminal capable of handling at least 4 intermodal trains a day must be constructed and available to be used before occupation of any of the warehousing' was stated when the application was granted. It specifically prohibited any commercial activity until this rail connection was operational.

It is my understanding that if the amendment request was granted it would allow 80% of the site to be operational ahead of any rail connection, causing a massive increase in HGV lorries in the local area. This would have a huge impact on the nearby road infrastructure and that of the surrounding villages. In addition, SEGRO could the suggest the rail connection would not be necessary at all.

I strongly object to the proposal being treated as a non-material amendment, as SEGRO have proposed. It is a material amendment as the impact of this amount of additional traffic would cause congestion and have serious impact on the air quality, environment, noise levels and safety of the local communities. The roads in these villages are already impacted heavily when there are incidents on the M1 and traffic diverts through villages.

I believe the traffic surveys completed in 2019 are out of date due to recently constructed warehouses in the area and changes of use of other local warehouses. I would like to ask you to request a new traffic, noise, and emissions air pollution survey before any decisions on this matter are made, so the full impact can be carefully considered.

There would be a massive financial beneficial to SEGRO if the warehousing could be operational ahead of the rail terminal being operational and a further huge financial benefit if the construct the rail terminal was not required at all, however the finances of a successful company should not be prioritised ahead of the health, safety, and well-being of local communities. SEGRO agreed the project with the conditions of the rail terminal completion.

Thank you for taking the time to read this

Fiona Newitt

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