

National Infrastructure
The Planning Inspectorate
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Sent by email to: NorthamptonGateway@planninginspectorate.gov.uk

Date: 26 September 2022
Our ref: 02984/43/JG/KH/
Your ref:

Dear Sir/Madam

Application for a non-material change to the Northampton Gateway Rail Freight Interchange Development Consent Order by SEGRO (Junction 15) Limited

On behalf of our client, Prologis UK Ltd, we write to raise some observations relating to the application for a non-material change to the Northampton Gateway Rail Freight Interchange Development Consent Order 2019 (S.I. 2019 No. 1358) (as amended by the Northampton Gateway Rail Freight Interchange (Correction) Order 2020). The amendment seeks to change Requirement 3(3) in Schedule 2 to enable the occupation of up to 232,260 sq. m of warehousing prior to the rail terminal coming into operation.

The 'Northampton Gateway SFRI DCO Amendment Application Statement (August 2022)' [Application Statement] sets out at paragraph 3.3 that *"There are now a number of SRFI which have been approved through the DCO process. Whilst these vary in approach, only the Northampton Gateway DCO currently prevents any occupations before the rail terminal is operational"*.

The Daventry International Rail Freight Interchange Alteration Order 2014 (S.I. 2014 No. 1796) is referenced in the Application Statement at paragraph 3.4 as an example of a SFRI where a percentage of authorised floorspace is allowed to be occupied before the rail terminal is operational.

The Application Statement appears to misrepresent the position at the Daventry International Rail Freight Terminal [DIRFT]. The Daventry International Rail Freight Interchange Alteration Order 2014 (hereafter referred to as the DIRFT III DCO) is an alteration of an existing rail freight interchange. The main development proposed is the relocation and redevelopment of the current rail freight interchange to a new site to the north of DIRFT I and II, together with new rail served warehousing. At the time of submission of the DIRFT III DCO, one main terminal was already in operation at DIRFT, along with the two terminals at DIRFT II that serve the warehouse buildings occupied by Tesco and Sainsbury's.

The statement at paragraph 5.8 of the Application Statement which sets out that *"For additional context, as referred to above, several other approved Rail Freight Interchanges have pre-rail or pre-terminal floorspace allowances. Daventry*

International Rail Freight Interchange (DIRFT) saw its rail terminal come later than the earliest buildings...” is therefore incorrect, as is the assertion that the “*proposed amendment to the Northampton Gateway would represent a consistent approach to that taken elsewhere*”. The Northampton Gateway proposal does not benefit from the presence of an existing terminal.

We would also request that we are updated on the progress of the application because we are interested in the precedent it would set, particularly given that the ability and capability of the rail-connection has already been tested at the examination of the SEGRO DCO and the requested flexibility was considered and dismissed by the Examining Authority and Secretary of State.

We trust the above is helpful, primarily in clarifying the position in respect of DIRFT and the DIRFT III DCO. However, should you have any queries or require any further information, please do not hesitate to contact me.

Y



Justin Gartland
Chairman

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