

From: [Nick Foale](#)
To: [Northampton Gateway](#)
Subject: Northampton gateway rail freight interchange project - non-material change TR05006
Date: 25 September 2022 21:20:52

Good evening

I am writing to lodge my strong opposition to the proposed amendment requested by SEGRO to the original DCO granted in 2019 for the Northampton Gateway.

The Proposal is clearly in breach of the national policy statement for national networks, the national SRFI interchange policy and the DCO granted for the Northampton gateway and it clearly stated that a rail terminal capable of handling at least 4 intermodal trains per day must be constructed and available for use before any warehouses are occupied and it specifically prohibited any sort of commercial activity until the rail connection was operational.

As a member of Stop Rail Central myself and others commented that we knew this would happen, 80 % of the site would be operational in advance of any rail connection thus making the site all road based traffic and surely not an SRFI as was agreed when planning was granted,

Surely SEGRO cannot be allowed to change the planning conditions to suit them, I am very concerned that the rail link will never be completed for various reasons which the action groups identified at the very beginning of their campaign and I believe Dame Andrea Leadsom came to this conclusion after talks with Network rail.

I strongly object to the proposal being treated as a non material amendment, this is clearly a material amendment and should be treated as such.

I fear this will just end up as another massive warehouse development with no rail link which will lead to increased road traffic levels through Blisworth and surrounding areas, especially HGV traffic, this will lead to road safety issues, noise and pollution, the roads around the developments are used by cyclists and walkers alike and the increased HGV traffic will make the roads very dangerous.

The traffic surveys completed by Stop Rail Central and others will now be out of date and incorrect as they were based upon the assumption there would be a rail terminal, I feel these would need to be updated and presented as part of the DCO amendment request before a decision can be fairly made.

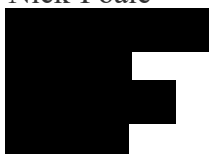
SEGRO are actively marketing these units from the start of 2022 with proposed occupation from Q4 2022 which is at odds with the original DCO which they were fully aware of when they undertook the project.

If this is allowed to go ahead it will open the floodgates for other unscrupulous developers to adopt the same policy and pull the wool over everyone's eyes with regards to their true intentions as SEGRO are clearly doing in this case, ignoring original commitments, bypassing local planning and flagrantly breaching national government policy.

If I requested to build an extension to my house and was granted planning permission to go ahead and then totally ignored it we all know what the end result would be, why should a large developer be allowed to in effect do the same thing as me and get away with it.

I hope by strongly opposing and seeking your support to oppose this amendment it will ensure that the original DCO is complied with in full which is only right and proper course of action.

Nick Foale

A large black rectangular redaction box covering the signature area.

Sent from my iPhone