

From: [Stephen Blyth](#)
To: [Northampton Gateway](#)
Subject: Re application for a "non-material" change to the TR050006: Northampton Gateway Rail Freight Interchange Development Consent Order by SEGRO (Junction 15) Limited
Date: 25 September 2022 19:51:10

Dear Sirs,

Re application for a "non-material" change to the TR050006: Northampton Gateway Rail Freight Interchange Development Consent Order by SEGRO (Junction 15) Limited
(previously Roxhill (Junction 15) Limited).

I strongly object to Segro's application for what is surely not a "non-material" change as it seeks to alter a key condition of the DCO.

The DCO 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 of the warehousing' and prohibited any commercial activity until the rail connection was operational. At the Inquiry it was understood that negotiations between Network Rail and Roxhill had only reached GRIP Stage 2, with many unresolved issues, but the application was approved. It is now clear that the date of completion of the rail terminal is still uncertain.

Local communities are already suffering from increasing traffic resulting in more congestion and pollution, particularly when there are diversions from the MI. It is considered that the original traffic, noise and pollution projections are now incorrect because of the delay of the rail terminal and that new surveys should be carried out.

If the proposal is approved and tenants are allowed to occupy up to 80% of the site in the absence of a rail connection, the occupiers would be dependent on road transport and unlikely to use the rail terminal when completed. Also, if most of the warehouses were occupied by tenants using HGVs there would be fewer available for any wishing to use the rail terminal.

The excuse for overriding local planning policy was the Government's intention to reduce road traffic by enabling the transport of more goods by rail. The application is contrary to Government policy. Approval would set a precedent for other developers and result in increased road traffic - the very thing to be avoided.

Please would you acknowledge receipt.

Yours sincerely,

Vivian Blyth (Mrs)

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