

From: [ann](#)
To: [Northampton Gateway](#)
Subject: NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE PROJECT - NON-MATERIAL CHANGE TR050006
Date: 25 September 2022 19:06:00
Attachments: [Planning Inspectorate letter re SEGRO.docx](#)

Dear Sirs

I attach my letter of extreme opposition to the above VERY MATERIAL change to the original DCO. This was a totally speculative project and SEGRO would fully aware that a rail freight interchange would not be possible for some time if ever. It is impossible for those affected by this incredibly disruptive and destructive project to understand how it could possibly be approved.

I trust that the strength of feeling from all those having to live with the results of this approval will mean that SEGRO will be stopped from further subverting the approval system.

Yours faithfully

Ann North
Mrs Felicity Ann North

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



23rd September 2022

Dear Sirs

**NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE PROJECT – NON-MATERIAL CHANGE
TR050006**

I wish to oppose, in the strongest of terms, the proposed amendment requested by SEGRO to the original Development Consent Order granted in October 2019 for the Northampton Gateway.

- This proposal is clearly in breach of the National Policy Statement for National Networks, the national Strategic Rail Freight Interchange policy and the DCO granted to Northampton Gateway. It was obvious from the start of the process that there was no capacity on the West Coast Mainline for handling at least four intermodal trains per day and that until HS2 is built such capacity would not be available. The DCO clearly stated that “a rail terminal must be constructed and available for use before the occupation of any of the warehousing” and it was very clear that any commercial activity prior to the rail connection being operational was prohibited.
- The amendment is in no way a non-material amendment. The resulting increase in traffic, noise and pollution from the proposed 80% use is very material and would have a great impact on the surrounding area which is already impacted whenever there is a problem on the M1 motorway. Local roads cannot take the additional traffic.
- The site has already devastated the surrounding area and caused great disruption to road users in the area with resulting pollution. When the proposal was put to local communities they were assured that the visual impact would be mitigated. However with the height of the warehouses already increased since the original proposal there is no way that the mitigation will be sufficient. Now they propose a mezzanine floor to some of the buildings and the additional space created will mean more road traffic particularly of those working at site together with additional road transfers at the hub.
- The information provided for the original proposal is already out of date and does not take into account the additional HGV movements which would result from the amendment. It is essential that SEGRO provide an update on all the data before any decision is made on the obviously material amendment.
- I feel that SEGRO is using this amendment to materially change the original proposal which was agreed on the understanding that there was a need and requirement for such a rail freight interchange. They were aware of the constraints when they started the project and this is an attempt to subvert the system.
- Those affected locally by this horrendous damaging and disruptive project cannot understand how it was ever approved.
- The current devastation is totally different from the plans shown to residents before approval.
- I seek your support to oppose this very material amendment and ensure that the terms of the original DCO are complied with in full. Should this amendment be agreed other speculative proposals will use the system to bypass local planning and make a mockery of National Government Policy.

Yours faithfully
Ann North

Felicity North (Mrs FA North)