

From: [POCorrespondence](#)
To: [REDACTED]
Subject: FW: Northampton Gateway Rail Freight Interchange Project - Non Material Change TR050006
Date: 08 September 2022 09:43:06

MC for SoS

Thanks

**Rosemary Apelogun | Private Office Correspondence, , Department for Transport
1st Floor | [REDACTED]**

From: Transport Secretary <transportsecretary@dft.gov.uk>
Sent: 07 September 2022 18:57
To: [REDACTED] POCorrespondence
<POCorrespondence@dft.gov.uk>
Subject: FW: Northampton Gateway Rail Freight Interchange Project - Non Material Change TR050006

From: Mary Lewis [REDACTED]
Sent: 07 September 2022 14:55
To: andrea.leadsom.mp@parliament.uk <andrea.leadsom.mp@parliament.uk>; Transport Secretary <transportsecretary@dft.gov.uk>
Cc: [REDACTED]
Subject: FW: Northampton Gateway Rail Freight Interchange Project - Non Material Change TR050006

Dear Dame Andrea Leadsom

Northampton Gateway Rail Freight Interchange Project - Non Material Change TR050006

I live at [REDACTED]

I wish to object in the strongest possible terms to the proposed amendment to the original Development Order requested by Segro under which they would be able to utilise the warehouses before the rail freight connection is finalised. The requirement for the rail terminal to be constructed and available for use was a specific condition to the consent to the development and Segro agreed it at the time. **The consent specifically prohibited any commercial activity until the rail connection was operational.**

The very point of the rail freight connection is to take traffic off the roads. The proposed amendment will compound the traffic problems particularly that of HGV's in my village and all the surrounding areas.

The traffic survey in 2019 is now very much out of date and a new one should be conducted before any amendment is even considered. The 2019 survey also assumed that there would be a rail head terminal.

The amendment would allow 80% of the site to become operational in advance of any rail

connection and therefore road serviced only. I would suggest that the amendment is a cynical attempt to change the site to a road based warehouse site rather than one which is there to meet the planning intention of taking traffic off roads and on to rail. The company has been marketing the units with proposed occupation from Q4 2022. There is no way that they could have expected to have the site connected to the rail link by that date. Allowing this amendment would open the floodgates to other developers to use the national Strategic Rail Freight Interchange policy to bypass the local planning and to ignore original commitments.

This is quite clearly a **MATERIAL** amendment to the DCO and should be treated as such. **SEGRO agreed to the original terms and should abide by them.**

The Planning Inspectorate has a duty to ensure that the terms under which the development was permitted are adhered to in full.

Yours faithfully

Mary Lewis

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