

**From:** [REDACTED]  
**To:** [Northampton Gateway](#)  
**Subject:** Northampton Gateway Rail Freight Interchange Project – Non-Material Change TR050006  
**Date:** 10 September 2022 15:27:02

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10/9/22

Apologies for omitting date and address in my previous email; herewith corrected version.

Dear Sirs,

Like other residents of Roade and nearby areas I am affected by the development of Northampton Gateway at M1 Junction 15. The impact of groundworks following grant of the DCO is already very serious in terms of environmental degradation, but permitting so-called *non-material changes* to the DCO would make it much worse.

It is no surprise that Segro seek to wriggle out of their rail freight obligations under the DCO: an overt reason for the application was that the site is in a “golden triangle” - for road haulage, not rail freight – and focused on the former, not the latter. Hence objectors claimed inclusion of a rail terminal in the plan was merely a disingenuous stratagem to ensure it would be treated as a national rather than local planning matter.

It was understood at the Inquiry that negotiations between Network Rail and Segro had only reached GRIP Stage 2 (of 8 Stages), with many unresolved issues, but it was accepted as sufficient. The result, radical uncertainty in date of completion of a rail terminal, is now clear to all, as it must then have been to the applicants.

If the changes are permitted in the absence of a rail terminal, tenants occupying up to 80% of the site would be entirely dependent on HGVs for goods transport, and most unlikely to use any onsite rail terminal, if ever completed. The consequent increase in road traffic volumes would be severe. It would constitute a material change to the DCO, not a non-material one, and should accordingly be rejected.

I conclude that Segro’s application for non-material amendments to the DCO should be refused on the basis of these points, and, in addition, because the proposal to allow up to 80% occupancy of the site before completion of the rail terminal would have results contrary to Government policy under which the DCO was issued: *to foster rail freight in preference to road haulage*.

I hope that you will concur with the above and look forward to seeing your decision.

Please acknowledge receipt.

Yours faithfully,

S.M. Blyth