

**From:** [REDACTED]  
**To:** [Northampton Gateway](#)  
**Cc:** [REDACTED]  
**Subject:** Northampton Gateway Rail Freight Interchange Project - Non-Material Change TR050006  
**Date:** 15 September 2022 08:55:02

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## **Northampton Gateway Rail Freight Interchange Project – Non-Material Change TR050006**

We object most strongly to this application being treated as a ‘non-material change’. It is called a **Rail Freight** Interchange but there seems very little indication from Network Rail that the link will be established. DCO Amendment Appendix 6 N.R. Statement indicates that Network Rail is not able to confirm an actual date of commissioning. This strongly suggests that it will continue in perpetuity as a **Road Freight** distribution hub only.

The proposal will breach the National Policy for National Networks, The National Strategic Rail Freight Interchange Policy and the Development Consent Order for the Northampton Gateway which specifically prohibited any commercial activity until the rail connection was operational. Therefore this proposed amendment is very much MATERIAL.

If this amendment is approved the increased traffic and noise would have a significant impact on local communities such as Blisworth, not to mention the destruction to the environment.

The information regarding traffic surveys provided in 2019 are now considerably out of date as anyone living in Blisworth – and surrounding villages – can attest to. The roads in Blisworth village are already extremely busy and can be hazardous for residents as footpaths are narrow and sometimes non-existent. Older people and children in particular experience frightening draughts from the larger vehicles causing stumbling and even falls. This application will potentially increase the traffic on all roads through the village including going past the primary school. The High Street is already extremely difficult to cross and this can take over 15 minutes waiting for a safe break in the traffic. At times of M1 closures – which seem to happen with increasing frequency – the situation is even more hazardous.

We are strongly opposing this amendment which would allow SEGRO to ignore their commitments and bypass local planning thus flagrantly breaching National Government Policy.

Mr & Mrs Masterman

[REDACTED]  
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