

**From:** [REDACTED]  
**To:** [Northampton Gateway](#)  
**Cc:** [andrea.leadson.mp@parliament.uk](mailto:andrea.leadson.mp@parliament.uk)  
**Subject:** Northampton Gateway Rail Freight Interchange project- non material change TR050006- objection  
**Date:** 12 September 2022 18:43:46

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Dear Sir/Madam

I'm writing to strongly object to the proposed amendment requested by SEGRO to the original Development Consent Order granted in 2019.

SEGRO's proposal is strongly in breach of the National Policy Statement for National Networks, the Strategic Rail Freight Interchange policy and the DCO granted for the Northampton Gateway. It was granted stating that the rail terminal must be constructed and available for use before the occupation of any of the warehousing, and specifically prohibited any commercial activity until the rail connection was operational.

It is clearly not a non-material amendment and should be treated as a material amendment.

As a resident of Blisworth on the main High street, we already see a large volume of HGV traffic cutting through our village and this amendment will increase this traffic significantly, and also increase the noise and pollution in the Grand Union Canal Conservation area. At rush hour the village becomes congested and even more so when there is a problem on the M1.

The traffic surveys and information provided in 2019 is now out of date as it was assumed there would be a rail head terminal. This should be updated and provided as part of the DCO amendment request before a decision is made.

It seems that SEGRO is trying to move to a contract build operation for their own financial benefit and are actively marketing the units for occupation in Q4 2022.

I'm strongly opposing this amendment and wish to ensure the original DCO is complied with in full. If not, it will mean that other developers could adopt the same approach in the future to change their project after approval with no consequences.

Regards, Karla

Karla Brown  
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Sent from [Mail](#) for Windows