

From: [REDACTED]
To: [Northampton Gateway](#)
Date: 12 September 2022 20:18:26

Northampton Gateway rail Freight Interchange Project - Non Material Change TR050006"

I am writing to express my concern about the proposed amendment requested by Segro and I want to express my strongest opposition to changes to the DCO granted October 2019. I feel the Segro proposal is in breach of the National Policy Statement for National Networks, National Strategic Rail Freight Interchange policy and DCO granted for the Northampton Gateway.

I was led to believe that at least 4 intermodal trains per day would service the site. I was also led to believe that the rail link would be up and running before the site was operational.

This new amendment would allow 80% of the site to be operational before the rail link was connected. Hence the risk is of it never being rail linked resulting in it being HGV served putting pressure on our already over stretched road network. I believe Segro are sneaking a large HGV served warehouse complex on us with no intention to link it to the railway.

A non material amendment would put extra pressure on surrounding roads especially and local communities. My village of Blisworth suffers greatly when the M1 is closed with extra traffic coming through. This amendment would put extra pressure on this and would result in even more traffic movement resulting in poor air quality. I also request you re-do your traffic survey.

I am seeking your support to oppose this amendment to ensure that Segro stick to the original DCO. How can it be called a rail freight terminal if it's not linked to the railway? If this is allowed it will see other applications bypassing planning and breaches of national government policy.

Mrs R Warner

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Sent via BT Email App