

From: [george mason](#)
To: [REDACTED]
Subject: Northampton Gateway Rail Freight Interchange Project - Non Material Change TR050006
Date: 25 September 2022 19:30:19

Email to:

[REDACTED]

From:
Emma Mason

[REDACTED]

24th September 2022

Dear Sir/Madam

As a resident of [REDACTED] I feel I must write to register my strong objection to the proposed amendment requested by SEGRO to the original DCO granted in October 2019 for the Northampton Gateway.

At the time the application was granted to SEGRO, it was clearly stated that 'a rail terminal capable of handling at least 4 intermodal trains per day..... must be constructed before the occupation of any of the warehousing' and it specifically prohibited any commercial activity until this rail connection was operational.

If this amendment were to be permitted it would mean that up to 80% of the site becomes operational prior to any rail connection meaning that the warehousing would be serviced by road use. This would mean a vast increase in heavy goods vehicles and general traffic to an already over burdened road system. It is well known that at the time of any road closure or delay on the major roads in the area such as the M1 and A45, that the village is used as a 'cut through' to avoid these issues. Blisworth has an inadequate road for such use already. There are at least three points within the centre of the village where a 'swept path analysis' would immediately indicate that a HGV cannot safely turn or pass even a car, not to mention another HGV. One of the village streets has a serious subsidence issue and another approach from the A43 has a 60mph speed limit on a road where there are street facing houses and even a public bridleway joining. The village High Street is very narrow, there is a Primary School and village shop and post office meaning a great deal of foot traffic. Any increase in traffic would have disastrous and potentially life threatening consequences to our village. In addition to the village itself, the turning off the A43 north bound (towards Junction 15a of the M1) has to cross opposing dual carriage way traffic which is already quite an achievement to do so safely. any additional traffic would make this turn high risk.

I would also strongly oppose to this being treated as a non material amendment when it is clearly material and for all the reasons stated above which would have a severe impact on local communities including Blisworth.

As a result of the significant increase of warehousing and change of use it is highly likely that the traffic survey of 2019 is very out of date and would request that updated traffic, noise/emissions and pollution data be sought as part of the DCO a amendment before any decision is made.

SEGRO have been actively marketing the warehousing since early 2022 suggesting proposed occupation from q4 which is misleading. SEGRO were very aware of the constraints before they began the project.

If SEGRO are successful in their request for amendment then it will have a huge and very detrimental effect upon the area as it would permit and even encourage other developers to adopt the same approach. This is blatantly breaching national government policy and bypassing local planning which has a full understanding of the area and its ability to progress whilst being sympathetic to the environment and community.

I would therefore request your support in strongly opposing this amendment and ensuring that the original DCO is

complied with in full.

Many thanks for your consideration.

Yours faithfully

Emma Mason

Sent from my iPad