

**From:** [REDACTED]  
**To:** [Northampton Gateway](#)  
**Cc:** [REDACTED]  
**Subject:** "Northampton Gateway Rail Freight Interchange Project - Non Material Change TR050006"  
**Date:** 25 September 2022 12:32:44

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Sir

The original application by SEGRO stated that an interchange rail terminal serving four trains per day should be constructed and in use before any warehousing, specifically commercial vehicle activity until the rail terminal was fully operational.

The proposed amendment would allow the site to be used for commercial vehicles before the rail terminal is completed, totally against their original proposal. It would appear SEGRO are proposing the changes purely for financial reasons and have been actively marketing these commercial units from the start of this year.....could this be due to the delay in the HS2 development ?

The villages around the site, Roade, Blisworth and Milton Malsor would be severely affected by both noise, light pollution, air pollution and possible using them as ' short cuts'. The A43 bypass was constructed to eliminate such traffic and as a former police officer in the area can confirm the dangers of allowing heavy traffic again would be both dangerous for locals (for primary schools located in the said villages) as well damaging the environment.

We already have numerous industrial warehousing in the area: Grange Park, Swan Valley and an enormous site, DRIFT, why on earth do we need more warehousing?

If this proposal be allowed it would open the floodgates for other speculative developers to do the same in the area. I strongly oppose this proposed amendment and ask you to support and save our rural villages and ensure the original DCO is complied with.

Yours sincerely

Mr Graham Juffs

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