

Janet Steeper, [REDACTED]

By email to: Northamptongateway@planninginspectorate.gov.uk

Dear Sir/Madam

Ref: **Objection to Northampton Gateway Rail Freight Interchange Project – Non-Material Change TR050006**

I would like to **OBJECT** in the most strongest terms to the proposed application by SEGRO to amend the original Development Consent Order (DCO) which was granted in October 2019 for the Northampton Gateway.

This amendment should be considered as a material amendment and not as a non-material amendment as proposed by SEGRO, for the following reasons:

1. The increase in road traffic will have a significant impact on Blisworth village, which already suffers with high levels of HGV traffic, particularly when the strategic road network is congested and traffic is diverted from the M1 through the villages as do the surrounding villages.
2. The increased noise and pollution would have a severe impact on both the local environment and local communities.
3. The village roads and buildings within the conservation area in the village are not suited to this level of traffic and this type of traffic. Every time there are issues on the M1 or A43, the village is swamped with HGVs and vans using the village roads as a rat-run. We have seen many times, HGVs and vans mounting the pavements and knocking down signs in attempt to negotiate the narrow roads. This is in addition to the subsidence in one of the main roads into the village. I personally live just outside the village in Station Road and find it very difficult to get into the village at certain times already, so the increased HGVs and vans will make it very difficult and definitely constitute a material change which needs to be addressed.
4. The information provided in the original planning application in 2019 is now clearly out of date. The current increase in warehousing and planned warehouses are a substantial change to use in the area and there needs to be a request for updated traffic, noise/emissions pollution data to be provided as part of the DCO amendment request before any decision is made.

If this amendment is passed and SEGRO is allowed to breach the National Policy Statement for National Networks, the national Strategic Rail Freight Interchange policy and the DCO granted for the Northampton Gateway, this would open the floodgates to other developers to adopt the same approach: ignoring original commitments, bypassing local planning and flagrantly breaching national government policy.

SEGRO were fully aware of the DCO requirements when they started this project despite local residents' concerns. Their application would not have been passed by the then Northamptonshire County Council. Their application was passed because they went straight to the department for transport and applied on the basis that it would provide a rail/freight terminal. The DCO clearly stated that: 'a rail terminal capable of handling at least four intermodal trains per day ... must be constructed and available for use **before the occupation of any of the warehousing**' and it **specifically prohibited any commercial activity until the rail connection was operational**.

They should not be allowed to contravene that very important restriction, particularly as it their own fault that they did not begin negotiations with Network rail until well into 2021, instead of pursuing that important aspect of the original DCO and their project right from the start.

Your faithfully

Janet Steeper

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