

From: [Paul](#)
To: [REDACTED]
Subject: Northampton Gateway Rail Freight Interchange Project-Non-Material Change TR050006
Date: 23 September 2022 16:09:19

I am writing to express my strong objection to the proposed amendment requested by SEGRO to the original Development Consent Order (DCO) granted in October 2019 for the Northampton Gateway.

This proposal is clearly in breach of the National Policy Statement for national networks, the National Strategic Rail Freight interchange policy and the DCO granted for the Northampton Gateway. When this application was granted the apprehension felt by myself and local residents, commuters from local villages and indeed the town was overwhelming. It was felt that this was just a smoke screen to enable warehouses on our wonderful Northamptonshire countryside.

The application clearly stated that a rail terminal capable of handling at least four intermodal trains per day must be constructed and available for use BEFORE warehouses being occupied and it also specifically PROHIBITED any commercial activity until the rail connection was operational.

If this amendment is allowed I believe that 80% of this site would become operational before any rail connection.

I live in Blisworth and such is the impact of this atrocity at junction 15 that I actively drive an alternative route to travel north as the destruction to our countryside is unbearable to view as to memories of what it was just a few months ago. To now add that this is just another ploy to build warehouses is heartbreaking. I object to this proposal being treated as a non material amendment, the increase in traffic, noise, pollution which would further impact all surrounding villages if warehouses are built without the railway link. I live on the corner of High street, Northampton Road and Courteenhall Road and the traffic is horrific. The HGVs which travel through the village literally make my home vibrate. [REDACTED]

[REDACTED] yet these cars, wagons, HGVs, delivery trucks can travel through the village at whatever time and speed they wish. This is particularly dreadful when there are problems on the M1, A34 and surrounding roads whereby all traffic is diverted through our village. I would implore you to request updated traffic, noise, emissions, pollution data be provided as part of the DCO amendment before any decision is made. It appears that SEGRO is looking to move from a speculative build to a contract build operation which appears purely for financial gain. These warehouses units have been marketed since the beginning of the year, this is misleading as SEGRO were fully aware of the constraints when they took on the project.

I strongly seek your support in opposing this amendment and ensure that the original and agreed DCO is complied with in full.

I, along with fellow residents of Blisworth feel very strongly that if SEGRO is allowed this amendment it would send out the wrong message to other developers that it's a free for all, they can ignore original commitments, bypass local planning and openly, without consideration, breach national government policy.

Thanking you for your support.

Margaret Moss

Sent from my iPhone