

**From:** [Peter Morris](#)  
**To:** [Northampton Gateway](#)  
**Cc:** [REDACTED]  
**Subject:** Northampton Gateway Rail Freight Interchange Project - Non-Material Change TR050006  
**Date:** 23 September 2022 11:41:45

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Dear Sir/Madam

I am writing to express my strong opposition to this amendment.

The Development Consent Order specifically states that the rail terminal must be available for use before the occupation of any warehousing and prohibits any commercial activity until the rail connection is operational. Should this go through, it means that the site could function with road connectivity only, for an indefinite period. Segro appears to be marketing the units with no regard for the original constraint put on the order and so seems to expect that any amendment is a foregone conclusion.

There have been high numbers of warehouses and business premises constructed, or in the process of being constructed, in the area since 2019 when the original DCO was granted. Blisworth is suffering with high levels of traffic on a daily basis, increasing to ridiculous levels when the M1 is closed or congested, and any amendment to the order would add to this traffic and to the chemical and noise pollution we are already experiencing. New traffic/pollution data should be investigated before any decision is made.

If this amendment is allowed to go ahead other developers will assume they would get the same dispensation to change development orders. There is a lot of land around the village that has been bought up speculatively by offshore and other companies and this would open the flood gates to all development irrespective of the effects on the village.

The original submission, in my understanding, bypassed all local planning regulations because the project was defined as a rail freight terminal. If this amendment goes through it will make a mockery of planning criteria.

Regards

Mr Peter Morris

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