

**From:** [Sharon Mackenzie](#)  
**To:** [Northampton Gateway](#)  
**Subject:** Northampton Gateway Rail Freight Interchange Project - Non-Material Change TR050006  
**Date:** 24 September 2022 20:51:58

---

Dear Sir/ Madam,

I am writing to you to inform you of my extreme opposition to the proposed amendment requested by SEGRO to the original Development Consent Order (DCO). granted in October 2019 for the Northampton Gateway.

\* The SEGRO proposal is definitely in breach of the National Policy Statement for National Networks, the National Strategic Rail Freight Interchange Policy, and the DCO granted for the original Northampton Gateway. When this application was granted, it clearly stated that ‘ A rail terminal capable of handling at least four intermodal trains per day, must be constructed and available to be used before the occupation of any of the warehousing, and it specifically prohibits any commercial activity, until the actual rail connection was operational.’

\* We, the surrounding villagers , whose lives would be blighted by this increased traffic, pollution, noise and danger to our local people, strongly object to the proposal being treated as a non material amendment. It is definitely a material amendment, and should be treated as such. NOT as a non material amendment by SEGRO. The ensuing increase in traffic, noise and pollution would have a severely detrimental effect on both the local environment, and local rural communities such as Blisworth, which already suffers with unacceptably high levels of HGV traffic, in particular when the strategic road network is congested, and traffic is diverted from the M1 through our villages.

Due to the significant change of use, and the additional warehousing recently constructed in the local area, it is considered that the traffic surveys and information given back in 2019 to be out of date, and completely incorrect, as it was originally assumed that there would be a rail head terminal.

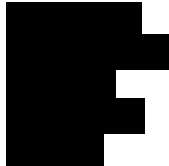
We further urge you to request additional and updated information re traffic, noise/emissions, and pollution to be provided, as an essential part of the DCO amendment request before any decision is made.

It clearly appears that SEGRO is seeking to change from a speculative build to a contract build operation, and this change is entirely for their own financial benefit, and no one else's. We know that travel already been actively marketing these units from the start of 2022, with proposed occupation from late 2022, which is completely misleading, also completely at odds with the original DCO. SEGRO we're fully aware of the constraints of the build, when they first took on the project, but appear to be doing their very best to ignore them!

I strongly oppose this amendment, and also seek your support to oppose this amendment. Also to ensure the DCO is complied with in full. If SEGRO is allowed this amendment it would definitely open the floodgates to other developers to adopt an identical approach, ignoring original commitments, bypassing local planning, and flagrantly breaching National Government Policy.

We await your reply,

Sharon Mackenzie,



Email address - 

Sent from my iPad