

From: [REDACTED]
To: [Northampton Gateway](#)
Subject: TR050006
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I was very upset to hear that SEGRO have made application to be allowed to operate up to 80% of this scheme before having to deliver the rail interchange.

My understanding was that this project was able to avoid the normal planning process because it was a Strategic Rail Freight Interchange, a matter of national importance.

At the time I questioned why a rail freight interchange was needed less than 20 miles from DIRFT, itself underutilised by rail freight but being expanded by more than the amount of warehouse space being developed by this scheme. It seemed abundantly clear that there was no need for the freight interchange and it was merely a smoke screen to develop yet more high-bay warehousing close to the M1, a market Northampton seems to be attempting to dominate given recent developments at J15a and J16.

This request by SEGRO would surely be yet another smokescreen for a project whose premise was questionable at best, and whose consenting must have been known would never see a freight interchange developed. If allowed, how long before SEGRO come back asking to be allowed to drop the other “community” benefits of the scheme such as the open space and parkland areas in order to develop yet more warehousing, which will add more traffic to an already under pressure road network?

The impact locally of the works currently being undertaken by this scheme and the long running M1 “improvements” are a blot on our local landscape and I would implore you not to allow this request.

Yours faithfully

Tom Swords