

MILTON MALSOR PARISH COUNCIL

Northampton Gateway SRFI DCO Amendment May 2025

Milton Malsor Parish Council objects to the Application to amend the DCO (ref. 2019/No.1358) for the Northamptonshire Gateway Rail Freight Interchange for the following reasons:

- 1) The Application is to increase the permitted mezzanine floor area by 71% , from 155,000 sq.m. to 266,400 sq.m., which represents an increase in floor area for the whole site of 18%. (from 623,000 sq.m. to 734,000 sq.m.) This substantial change surely represents a significant and material change to the original permission, and in view of the claimed justifications for the Application, offers no reassurance that further similar increases in floor area will not be sought in order to meet market demands which appear to have been significantly misjudged up to this point.
- 2) From the Applicant's submission , industry data posits traffic generated by mezzanine area is at 50% of the level of ground floor floorspace. This would mean an increase of 9% in site traffic for this proposal alone, which the Applicant estimates is just over one vehicle per minute (1601 extra trips per 24 hours). The Applicant assesses that admission with the phrase “ the traffic changes have a minimal impact on the road network.” As the completed road infrastructure modifications adjacent to the site were designed to be at capacity on full occupation of the site as originally designed, there will clearly now be a deficit should the Application be granted. The prospect of any additional changes to floor area will further invalidate the submitted traffic estimates.

There are already grave concerns that the minor road network will be adversely affected by site traffic seeking short-cuts, to the detriment of safety and quality of life in neighbouring villages.

- 3) The only traffic modification proposed is for traffic signals to regulate south-bound flow from the entrance roundabout into the site, but this area is close to the Junction 15 roundabouts and may represent a risk of tail-backs hampering the flow at Junction 15, especially at times of peak traffic .
- 4) The changing nature of clients' requirements is understood, but with this and previously sought Amendments, the clear tendency is to note that the scale and size of the original proposals has underestimated market needs. Resulting from that, any objections could be regarded as jeopardising the commercial success of the site, or undermining its claimed benefits as an SRFI, factors which are at SEGRO's risk and should not be utilised to put pressure on the decision-making process.

In light of the Application's problems and inconsistencies identified above, we urge that the Amendment be rejected.