

## Town and Country Planning Act 1990 (As Amended) Local Highway Authority (LHA) Response

<b>Application Reference</b>	2025/1867/DCO		
<b>Proposal</b>	Consultation on Notice of Application to make a Non Material Change to the Development Consent Order: The Northampton Gateway Rail Freight Interchange Order 2019 S.I 2019 No. 1358 Proposed Amendments – increase in mezzanine floorspace and associated minor amendments to site access roundabout and DCO Requirements.		
<b>Location</b>	Northampton Gateway Rail Freight Interchange Collingtree Road Milton Malsor		
<b>Case Officer</b>	[REDACTED]		
<b>Date Consulted</b>	23/07/2025	<b>Date Sent</b>	06/08/2025

In respect of the above planning application, the Local Highway Authority (LHA) sets out the following observations and recommendations.

West Northamptonshire Council (WNC) has commissioned Pell Frischmann to undertake a technical review of the applicant's response, dated 3rd July 2025, to WNC's earlier comments (6th June 2025) concerning the submitted Transport Assessment Addendum (TAA) for the above DCO application. This response should be read in conjunction with the LHA's previously issued comments.

The technical review note, appended to this consultation response, concludes as follows:

- *'...it is considered that the Scenario (c) sensitivity test assessment, which uses the DCO trip rates without any reduction factors applied to the additional mezzanine floor space, does not predict a significant adverse impact to the A508 site access roundabout. For Scenario (c) capacity is predicted to decrease from an RFC of 0.80 in the 2031 AM peak, to 0.87, i.e. still below and RFC of 1.0 and not demonstrating a significant adverse impact on the operational performance of the junction. In conclusion, in lieu of the recommendations made above, WNC may wish to determine that the predicted impact to site access roundabout is acceptable when assessed using Scenario (c) sensitivity assessment.'*

The findings of the technical review suggest that the application of a 50% trip rate reduction factor to the mezzanine expansion has not yet been suitably justified. Accordingly, the scenario test with no reduction factors applied (i.e. Scenario C) is considered to be the most robust and should therefore form the primary basis of assessment.

In reference to the review note's conclusion regarding the predicted impact on the site access roundabout, the level of impact forecast under Scenario C would not be considered severe in National Planning Policy Framework (NPPF, December 2024) terms.

Therefore, with reference to Paragraph 116 of NPPF, the proposed development expansion is not considered likely to result in:

- *'An unacceptable impact on highway safety,'* or
- A *'residual cumulative impact'* on the operation of the local highway network that would be considered *'severe.'*

It is considered that updated versions of the following documents should be secured to reflect the revised development proposals:

- Travel Plan (TP)
- Service and Delivery Management Plan (SDMP)
- Car Parking Design and Management Plan (CPDMP)
- Construction Traffic Management Plan (CTMP)

### Recommendation:

Subject to the above and taking into consideration the latest submission and the findings of the technical review undertaken, the Local Highway Authority raises no objection to this application.

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*Planning Permission does not give or imply permission for adoption of new highway or to implement any works within the highway and / or a Public Right of Way*

*The views, observations, comments and recommendations contained in this response represent those of West Northamptonshire Council as Local Highway Authority and in no other function or authority.*