

As 2025 draws to a close, we take pride in the fact that we have held off the Furtho warehouse development for another year. At the Annual Meeting of the Parish of Cosgrove in March, Peter Frampton (representing Frampton's, the planners acting on behalf of Frontier) stated they had initially expected approval within just 16 weeks. It is now over three years since the original application was submitted, and thanks to your continued support, the campaign remains strong. We owe our thanks to everyone who has stood with us to keep this fight alive. Yet our work is far from finished: Framptons continue to push back, attempting to dismantle every obstacle we raise.

Last month we promised an overview of the latest consultant reviews commissioned by FDOG and by Cosgrove and Old Stratford Parish Councils. A summary of each review can be read below, and all full reports are available [here](#). A further report on flooding will be published shortly.

Ian McCord, Ward Councillor (Independent) has been a stalwart supporter since the start of our campaign. At the end of October, FDOG was pleased to meet with our newly elected Ward Councillor, Ivan Dabbs (Reform). We showed him the scale model of the proposed warehouses and visited the site together. We explained why this development is wholly inappropriate for its location and should be refused. Ivan described the proposal as "madness" and pledged to work on behalf of the voters who entrusted him with the role. We would like to thank both councillors for their steadfast support.

Parliament is currently in the process of finalising the Planning & Infrastructure Bill. Its aim is to streamline the planning process, accelerating approvals for developers. We have encouraged our supporters to write to their MP urging them to support Amendment 130 (now renamed amendment 40). This was introduced in response to overwhelming pressure from wildlife organisations to safeguard habitats and wild spaces, and was approved by the House of Lords. Unfortunately it was recently rejected in the Commons, a deeply disappointing outcome which could represent a serious setback for Britain's wildlife and nature and could have direct consequences for Furtho and our local countryside.

The Amendment will now go back to the Lords for potential amendments, and eventually back through the Commons. So we continue to urge people to write to their MPs in support of this bill. More information about doing this can be found [here](#).

In more encouraging news. West Northants Council's Strategic Planning Committee voted almost unanimously to reject a proposed logistics and business development near Silverstone and Whittlebury. The grounds for refusal mirror many of the objections we have raised against the Furtho development. The success of the local community and the Save Towcester Now campaign is proof that objections and determined voices can and do make a difference. Their victory strengthens our resolve to oppose this inappropriate development.

As we celebrate these achievements, we remain mindful of the challenges ahead. The campaign is ongoing, and your support is as vital as ever. We wish everyone a very Happy Christmas and a peaceful New Year.

### **Railton: Challenges Developer's Traffic Assessments**

An independent transport review assessment has raised major concerns about the sustainability of the proposed Furtho warehouse development. The review finds that:

**Traffic Impact is significantly underestimated:** Independent modelling suggests the site could generate up to 93% more HGVs and 47% more cars/vans during peak times than the developer claims, meaning the true traffic impact on local roads will be far worse.

**Poor Sustainable Transport Access:** The site is difficult to reach without a car. Walking and cycling options are limited; the proposed bus service running only to and from Milton Keynes will only be subsidised for two years and is unlikely to be viable long-term. This will increase reliance on car travel for staff.

**Unsafe Access Junction:** Despite initial planning policy requiring a roundabout, the developer proposes a ghost junction. Modelling shows vehicles, especially HGVs, could face delays of up to two minutes accessing and leaving the site, increasing the risk of unsafe manoeuvres and accidents. It will also of course cause traffic build up accessing and leaving the A5 Stony roundabout.

**Road Widening Environmental Concerns:** Proposed widening of the A508 by up to two metres may be impractical due to the steep embankment. It will damage trees and vegetation, harming the local landscape.

**Wider Network Congestion:** Modelling for the surrounding network indicates slower overall journey speeds. There is no detailed assessment of the Old Stratford roundabout.

**Location Conflicts with Guidance:** The South East Midlands Local Economic Partnership (SEMLEP) recommends placing major warehousing within 5 km of strategic routes and with rail access. The Furtho site meets neither criterion and depends solely on road transport.

### **Overall Conclusion:**

The review finds the Furtho development will impose a severe cumulative impact on the road network, worsen congestion, create safety risks, and lacks adequate sustainable transport options. This calls its compliance with planning policy into question.

The full review can be found [here](#).

## **Bioscan Challenges Developer's Ecological Assessments**

A fresh review by ecological consultancy Bioscan challenges the developer's latest environmental assessments, arguing that key habitats and species have been underestimated or overlooked. Although the developer's consultants, Aspect, now acknowledge the presence of Open Mosaic Habitat on Previously Developed Land (OMHPDL), Bioscan say they have downplayed its extent and produced unreliable habitat and biodiversity net gain (BNG) assessments.

Bioscan criticises proposed mitigation measures—such as relocating habitats and invertebrates—as inadequate and unlikely to succeed. Plans to move OMHPDL substrate to a new Country Park raise concerns about soil suitability, flooding risk, pollution, and the use of inappropriate seed mixes that cannot support specialist invertebrates, including rare spring-flying bees.

Rare species, notably the county-scarce plant *Aira praecox*, were missed due to poorly timed surveys, and Bioscan argues the site meets several Local Wildlife Site (LWS) criteria contrary to Aspect's conclusions.

Significant errors are also alleged in the revised BNG calculations, including misclassification of habitats and failure to properly consider invertebrate evidence. Overall, Bioscan concludes the development fails to follow the mitigation hierarchy, does not protect high-value ecological features, and remains non-compliant with national and local planning policy—warranting major redesign or refusal of the application.

Buglife, The Invertebrate Conservation Trust have since submitted another letter to WNC maintaining their objection to the proposals.

The full letter can be found [here](#).

## **Peter Radmall Associates Challenges Developer's Visual Impact Assessments**

An independent review by Peter Radmall Associates challenges the accuracy and reliability of the developer's Landscape and Visual Impact Assessment (LVIA) for the proposed Furtho warehouse development. The review argues that the LVIA downplays the rural nature of the site by misidentifying its landscape context, leading to an undervaluation of the site's sensitivity and an underestimation of the development's visual harm—particularly in areas close to heritage assets like the Grand Union Canal Conservation Area and the Tove Valley Special Landscape Area.

The proposed buildings are said to be excessively large —equivalent to six-storey blocks — and out of character with the surrounding countryside. Visual evidence submitted by the developer, including photographs and computer generated images are described as unreliable and possibly misleading, with key viewpoints of residents in Old Stratford, Stony Stratford, and Cosgrove inadequately represented.

Claims that landscaping would mitigate 95% of visual harm within ten years are dismissed as unrealistic, and the review notes that night-time lighting impacts are ignored. Overall, the scheme is considered to fail multiple local planning policies, risking significant harm to rural character, local heritage assets, and will erode the distinct identity of Old Stratford and Cosgrove by effectively merging the two.

The full review can be found [here](#).

For more information visit [Stop3000Trucks.org](http://Stop3000Trucks.org) or email us [info@stop3000trucks.org](mailto:info@stop3000trucks.org)