

Colney Heath Parish Council



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Christine Symes
Planning Casework
Department for Communities & Local Govt
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Town & Country Planning Act 1990 –Section 78

Appeal by Helioslough Ltd

Land in and around former Aerodrome, North Orbital Road Upper Colne Valley Hertfordshire (Radlett) Application Refs 5/09/07/08- Secretary of State Decision Pending.

Dear Ms Symes

We request views are noted regarding this application by the Secretary of State.

In Colney Heath the Parish Council's opinion is if a joint inquiry is agreed it leaves the tax payers and residents of Colney Heath and other surrounding villages in St Albans District being forced to suffer a further wait. While the final decision on the Radlett site which is really situated in the areas of Park Street-Frogmore & Colney Street becomes even further delayed by this proposal to join a new inquiry with Colnbrook.

The Radlett Inquiry has already taken place and some considerable time and money has been spent in opposing this development in the greenbelt for various reasons. Following the Inquiry that took place in 2011, the Inspector recommended approval but Rt Hon Eric Pickles found reason to reject the inspector's conclusions and refused planning permission. The developer subsequently lodged a successful appeal and the matter was sent back to the Sec of State for redetermination.

Normally at this stage of an appeal process both Sec of State and the developer would be invited to submit further representations, or sometimes it is necessary to re-open the inquiry. In our view the Radlett matter is nearing its conclusion and should be dealt with expeditiously by just any additional information being considered by the Inspector. There is no real justification for the decision on this Inquiry to be further delayed by being joined into the Colnbrook (Slough) appeal which is likely to take very much longer to conclude. Also in Slough the employment issues are greater.

Our council consider if the two appeals are joined this would result in further unnecessary costs being incurred by all parties STRIFE, STADC, St Stephens Parish, London Colney Parish, Colney Heath Parish, Radlett all of whom were involved in the issues against Radlett site. Also the District Council in St Albans are supporting these villages, offering their conclusions against Radlett being chosen.

A need for a rail freight terminal in the S/East has been identified by the government wrongly in our opinion. It appears that both sites are now in the running as alternative sites. If the Colnbrook site is rejected there may be an inclination on the Inspector's part to grant permission on the Radlett site. But Colnbrook should be a separate inquiry of its own, not linked to Radlett. If the Radlett appeal is joined with Colnbrook it appears that it will need to be fought with the same vigour as before, the question is are the resources to do this again and more importantly would any lack of robustness the second time round see Radlett accepted as a suitable alternative to Colnbrook.

Each case should be considered on its merits despite similarities between the two and not be "a stand up fight" in a public inquiry. The issues relating to the Radlett site have been considered at great length and is nearing conclusion. The Sec of State needs to make a stand-alone decision on Radlett. If the inquiry is reopened the outstanding issues or additional issues should be thrashed out without the planning merits having to be reconsidered afresh not being overshadowed by Colnbrook. There appears to be no justification for delaying the outcome of the Radlett Inquiry or the Council's and other parties having to incur the costs of another prolonged Inquiry.

Equally there is of course the possibility that the Sec of State could decide to reject both sites, but this seems to be unlikely if there is an established need and no other sites are being considered. Perhaps wrongly, should an alternative be near to a port?

If at this point we can add a very important final comment. What this parish council and our other nearby authorities as well as the public require is a decision based on the past inquiry statements presumed firmly against the Radlett-Park Street site.

Such a decision will relive a huge number of Hertfordshire residents currently aware of the many other emerging plans and schemes such as new waste sites, new plants adding to the literally thousands of extra HGV vehicles accessing the local roads. Leading to a level unprecedented HGV traffic increase which before long will result in saturation point. If not already very nearly achieved in this part of Hertfordshire.

Yours Sincerely,



John Dean

Clerk to the Council