Mrs Anne Main M.P.
St Albans

HOUSE OF COMMONS
LONDON SW1A 0AA

Our ref: SA24902/CM

05 March 2014

Dear Ms Symes,

Thank you for the invitation to comment on the appeal by Helioslough Ltd for application ref 5/09/07/08.

Please find attached my letter to the Planning Minister which outlines the very critical and substantial material changes since the Secretary of State's 'minded to' decision in December 2012. I will not restate the changes here as I trust these will be taken into consideration when the Secretary of State makes his final decision.

I do, however, have some comments on the planning obligation. As this is largely the same as what was submitted in 2009 when there were no sightings of figures from Network Rail (NR), I fear that the sums quoted will contribute little to the improvements needed to service the Strategic Rail Freight Interchange (SRFI) and to mitigate the harm inflicted upon my constituents.

Firstly, I do not believe £150,000 will be a big enough sum to improve Park Street Railway Station which will see a significant increase in traffic, both on road and rail. Initially it was said that workers from Luton would be bussed into the site, however, there seems to be little regarding the substantial changes that would need to be undertaken should SRFI go ahead.

In a recent meeting with NR, they confirmed the cost of connecting the terminal into the Midland Mainline is 'circa £6m' and that was a 'very narrow comment' as these are the 'works on Network Rail's infrastructures and the equipment'. I am concerned the sums in the Rail Subsidy Fund will do little to support the development when one junction will cost at least £6m.

In regards to clause 5.2, the lack of detail coupled with the small numbers stated in the Lorry Routing Contribution is worrying. I have had many representations from many constituents worried about the impact of HGVs on their roads, and the sum of £75,000 for Lorry Routing Contribution seems pitiful. Enforcement needs to be clear and robust, and I believe it will be very difficult to police this. With the increase of traffic on these routes I am not satisfied 'appropriate measures' and 'penalties' will be sufficient to police the site and the routes around it, especially as there was previously a campaign against HGVs in the area, which sought to deal with the problem.

To ameliorate the potential harm this would cause to local roads, you may have seen that I have been seeking answers as to why there was not a junction included off the motorway which would service this site.

There is £300,000 set aside for environmental improvements at Park Street/Frogmore. I was surprised to see in the application that there has never been any mention of 'grey water', or sustainable green energy solutions, such as solar panels, which would seem to be at odds with the Government's environmental pledges. I am worried about the lack of detail concerning how best to utilise the surrounding environment.

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The site is not viable in the context of recent material changes. There are other sites, particularly Sundon, for which there is a better economic case. There are staggeringly few provisions for an environmentally friendly and sustainable SRFI site, which is contrary to Government policy. And the figures quoted in the planning obligation are woefully inadequate. These are just some of the reasons why I will continue to oppose SRFI at Radlett.

With best wishes,

Anne Main MP

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