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FOR THE ATTENTION OF CHRISTINE SYMES

Our Ref: RGEN 17 / 65 / 4

31 March 2014

Dear Madam,

**APPEAL BY HELIOSLOUGH LTD - LAND IN AND AROUND FORMER AERODROME,
NORTH ORBITAL ROAD, UPPER COLNE VALLEY, HERTFORDSHIRE (RADLETT) -
APPLICATION REF: 5/09/0708**

I refer to your letter of 14 March, enclosing representations in relation to the above Application.

Included among these was a letter from Wayne Leighton Solicitors drawing attention to what it described as material changes in circumstances that undermine the case for a Strategic Rail Freight Interchange on the site in question.

It is not for the department to comment on Helioslough's specific application. However, the Department does not place the same interpretation as Wayne Leighton on the particular changes in circumstances, and has therefore sought the advice of Network Rail on the issues raised. Network Rail, as both the owner and operator of the rail infrastructure and the author of a very recent Freight Market Study that seeks to identify the market demand and the infrastructure needs for rail freight over the coming thirty years, may be regarded as authoritative on these matters. I enclose a copy of our exchange of correspondence, including their advice, for your information.

In summary, Network Rail confirm that:

- The recent report that the junction speed should be 45mph rather than the 25 mph originally proposed by Helioslough represents modern good practice and is a point of detail for the construction, not a material change;
- Network Rail is working with the developers of the Sundon site which is significantly smaller and therefore is not of a nature to be able to substitute for the proposed development at Radlett. The opening of the Sundon Loop has no bearing on the proposals for Radlett;

- There is no reason to assume that the development of London Gateway will in any way reduce the amount of traffic anticipated from Felixstowe and Southampton. Network Rail's most recent Freight Market Study predicts significant growth in intermodal freight over the coming years. This growth is sufficient to generate the train numbers aspired to by Radlett, London Gateway and other SRFIs around London – these are not alternative developments.

I confirm that it is the Department's policy to support the development of efficient rail freight distribution logistics, a key element of which is private sector development of a network of Strategic Rail Freight Interchanges. As you will know, the Department is in the process of developing a National Networks National Policy Statement including our policy on SRFIs which, once designated, will confirm the policy that our two Departments announced by joint Written Ministerial Statement in 2011.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Deborah Shelton". The signature is written in a cursive, flowing style.

pp

Paul Collins