

The Radlett Society and Green Belt Association

Registered Charity No. 280877

Chairman: Graham Taylor BSc MIET



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Date: 27th March 2014

Ms Christine Symes

Planning Casework Division

Department for Communities and Local Government

Zone 1/H1,

Eland House

Bressenden Place,

London,

SW1E 5DU

Dear Ms. Symes,

Thank you for your letter [via email] of 14th March 2014.

As the local amenity society for Radlett, we are grateful for the copies of the responses submitted so far and the opportunity to comment on the planning obligations that were previously circulated.

We fully support the views expressed on the matter by our MP, James Clappison & Anne Main MP and also by Howard Leighton & Ian LaRiviere.

We were surprised to read the very low sums mentioned in the planning obligations, given the substantial works needed if the proposals are to minimise their impact on the local infrastructure. In particular, the provisions for highway improvements seem well below expectations. Without direct access from the SRFI to the M25, major improvements, e.g. flyovers, would be desirable at the following interchanges: A414/A1081, M25 jn22, A414/A405. These costs would surely swamp Hertfordshire County Council's annual highways budget, at a time when the county has a considerable and ever-growing backlog of major repairs and maintenance.

Added to this, we learn that the Radlett site is not an 'economical' distance by rail from a deep-sea port. It is not surprising, therefore, that other solutions have been found in the form of the London Gateway.

The world has moved on since the original SRFI Radlett proposal was formulated and, arguably, the SRA's policy document of 2004 is becoming increasingly out-of-line with what can be delivered in today's planning environment. The basis for the SRFI application is increasingly being seen as being unsound. In the run-up to the 2015 General Election, these will be key factors that local voters will take into account when judging the performance of their MPs.

Considering all the potential negative impacts on the local infrastructure, we trust the Secretary of State for Communities and Local Government will *act in the best interests* of the Communities and Local Government of *this* area, i.e. St.Albans, Radlett, London Colney, and Park Street. It is our unanimous wish not to accept the SRFI under any circumstances. Despite all that we have heard to date, we maintain that the proposal is inappropriate development in *any* Green belt zone and the Secretary of State's first duty, we suggest, is to protect it and uphold the planning rules. We urge refusal, and a search for a suitable location, within the area to be served.

Yours sincerely

Graham Taylor, Chairman, Radlett Society & Green Belt Association

Website: www.radlettsociety.org

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MEMBER:

