

Mrs Anne Main M.P.
St Albans



HOUSE OF COMMONS
LONDON SW1A 0AA

Gareth Osborn
SEGRO
Cunard House,
15 Regent Street,
London
SW1Y 4LR

Our ref: SA24902/CM

20 October 2016

Dear Mr Osborn,

We are writing to you following your submission to St Albans City and District Council (SADC) on reserved matters pertaining to the Radlett railfreight development.

Referring to your interview with the *Herts Ad* in September, we understand that you will 'shortly' be bidding for the land from Hertfordshire county council. As you know, we have many deep misgivings about the development. However, one that has consistently been left unanswered is the sustainability of worker travel and capacity to accommodate the workforce.

As you will be aware, it has been recognised since the first inspector's report in 2008 that St Albans has a blue-collar deficit in its labour market. Indeed in 2008, Helioslough's transportation consultant told the inspector that the majority of workers would come from London (44%) and Luton (10%), whilst only 15% would come from St Albans district. The number of workers was estimated at 3000.

We notice from your application that the 'Environmental Impact Assessment Compliance Report' 2016 September (RPS Group), states:

'1,602 car parking spaces are provided throughout the Development Site at a ratio of 1 space per 207 square metres of floorspace. 617 lorry parking spaces are to be provided throughout the Development Site at a ratio of 1 space per 538 square metres of floorspace.' (p.8/9)

Moreover, in the inspector's 2010 report he stresses the importance of sustainability relating to workers' travel throughout, at one point noting:

'So far as travel to work is concerned, 'proximity to workforce' is one of the key factors listed by the former Strategic Rail Authority to be taken into account when selecting sites for an SRFI.' (8.67-8.69) (13.47, p.168)

Whilst we are of course aware that this was subsequently dropped as a key factor, many of our constituents are concerned about the huge increase in the number of movements of cars and HGVs, and the times of day when local residents will experience heavier traffic.

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We would be grateful if you could provide us with an estimate of the number of workers you believe would be employed, if you have done any further analysis of where the workforce will come from, and details of any analysis which considers movements around the site?

As required by condition 9 of the planning permission, a Travel and Freight Monitoring and Management Plan (TFMP) must be submitted for approval to the local planning authority prior to occupation of any unit. The objective, as you know, of TFMP is to set out measures to encourage travel by means other than the private car and regulate impact of HGV traffic on the surrounding network.

We note that in another of the reserved matters documents submitted on 6 October 2016, entitled 'Design Statement' (Sept 2016), footpaths and cycleway links between the site and the local community are said to be provided for all staff. However, the number of car parking spaces that will be provided would accommodate only half of the expected number of employees, not including visitors to the site.

One suggestion that was made previously by Helioslough and was noted by the inspector was the prospect of car-sharing. Has this matter been considered more closely by Segro?

As mentioned throughout the 2010 report, SADC stated that no trains would run 'in or out of the site between 0600 and 2200'. The inspector added to this that,

'Realistically, the only practical connection between the site and the public transport system would be by means of the shuttle bus. Helioslough say that a shuttle bus service would be provided, but no details have been given which would allow a proper analysis of the significance of this service to be undertaken.'

It was noted that there was a 'lack of realism' about Helioslough's case on the sustainability of the site. It is clear that there are vitally important questions that need addressing.

Bearing in mind the immediacy of your intention to purchase the land from the county council, and the fundamental importance of this issue, we should be grateful for the details of what provisions are in place for the site relating to workers' travel and sustainability. As I am sure you will agree, these are critically important questions for our constituents, whom the development of this site as a rail freight terminal will deeply affect.

We thank you in advance of your reply.

With best wishes,

Anne Main
Member of Parliament for St Albans

Oliver Dowden CBE
Member of Parliament for Hertsmere