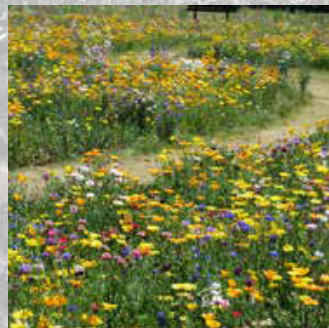


Radlett Strategic Rail Freight Interchange (SRFI) Information Leaflet

November 2022



Introduction

Radlett Strategic Rail Freight Interchange (SRFI) is located at the land in and around the Former Aerodrome, North Orbital Road, Upper Colne Valley, Hertfordshire.

The site forms a triangular shaped wedge of land that is broadly defined by St Albans to the north, London Colney to the east and How Wood to the west. The M25 runs generally east-west and forms the southern boundary of the site. The A414 runs generally east-west through the northern part of the site and the Midland Main Line Railway runs north-south.

The Development

The site covers eight separate parcels of land (Areas 1 to 8) with a total area of 419ha.

The SRFI development will comprise

- an intermodal terminal
- 331,655sqm of logistics floorspace (Class B8 use with ancillary Class B1/B2 uses) and associated car/HGV parking
- landscape setting with perimeter landscaped mounds
- provision of a Country Park for public access to open land and community forest
- Park Street/Frogmore Relief Road.

The Development Site for the SRFI (Areas 1 and 2) is located south of the A414 North Orbital Road.

Area 1 is a 146ha land parcel previously used for the runways of the Former (Radlett) Aerodrome and then later quarried for gravel until 1997.

Area 2 is a 26ha land parcel comprising a section of the Midland Mainline Railway and land to the east which will accommodate

a new rail link into the SRFI. This land has been used for mineral extraction and has been restored to low grade agricultural land. Save for the rail line and earth mounds, there will be no development.

More than 86ha, 50% of the Development Site will be for landscaping.

A new road will be provided through the SRFI from the A414 in the north to the A5183 to the south, the Park Street/Frogmore Relief Road. This will provide benefit to residential properties fronting the A5183 by diverting through traffic.

Areas 3 to 8 will be used to create 247ha of publicly accessible open Country Park and Community Forest with recreational uses and improved access to the countryside.

Planning Status

Outline planning permission was granted in July 2014 for the SRFI. Detailed applications for reserved matters (development areas, infrastructure and landscaping) were approved in May 2018. Thereafter a series of applications have been submitted and approved to discharge various conditions attached to the planning permission.

The SRFI planning permission has been implemented and this has been formally confirmed by St Albans City & District Council (SADC) with the grant of Certificate of Lawfulness on 6th July 2021.

The Benefits of Development

The Radlett SRFI is nationally significant infrastructure which will deliver major benefits on a national, regional and local scale in accordance with the planning and economic objectives.

SRFI

The SRFI will help facilitate modal shift from road to rail and enhance the national rail freight network with the provision of an

additional intermodal terminal to serve the north west quadrant of London and the wider South East.

Government policy towards freight is strongly supportive of encouraging a shift, wherever possible, from road to rail based distribution. Rail freight is far less harmful to the environment and produces significant economic benefits in the form of reduced road congestion.

The Radlett SRFI will contribute towards enhancing the resilience of the UK's freight and logistics infrastructure.

- ✓ Greener Future with rail freight – help to meet national decarbonisation targets and achieve net-zero. Each freight train removes 76 lorries from our roads, which could result in around 1 billion fewer HGV miles every year. Emissions from rail are 76% lower than those from road.
- ✓ Rail freight network is an integral part of the supply chains of some of Britain's most dynamic businesses, from big household names, online retailers, fast-moving start-ups, Airports and power stations.
- ✓ In the year ending Thursday 31 March 2022, 78 million tonnes of freight was carried on Britain's railway. This amounts to goods worth about £30bn.
- ✓ The total economic and social benefits of rail freight are valued at £2.45bn every year.
- ✓ Britain's rail freight industry is regarded as one of the safest in the world.

Every day millions of deliveries are made in the UK. Every parcel received at a front door, every good purchased in a shop and every component delivered to a factory was delivered by the UK's world-class freight and logistics sector. The sector enables UK prosperity, health, wellbeing and security by maintaining the smooth flow of goods into, out of, and across the country.

Freight contributes £127 billion to our economy each year, whilst supporting £400 billion in manufacturing sales. In fact, the number of freight and logistics jobs have grown by 26% since 2010, nearly double the rate of the wider economy.

Department of Transport, 'Future of Freight: a long term plan' June 2022

Site Areas

- 1 Area 1: SRFI Development Area
- 2 Area 2: SRFI Development Area
- 3 Area 3: Area North West of SRFI
- 4 Area 4: Sopwell Farm
- 5 Area 5: Moor Mill
- 6 Area 6: Smug Oak Lane
- 7 Area 7: Harper Lane North
- 8 Area 8: Bell Lane

Development Benefits

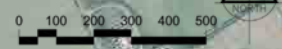
- 1 Ver Colne National Trail
- 2 New car parking area located next to footpath
- 3 Trim trail
- 4 Information point located close to car park and main access to green spaces
- 5 New picnic area located next to footpath
- 6 Existing habitats within green spaces protected and enhanced and new opportunities created for habitat creation and nature conservation
- 7 New circular walk that links with the wider footpath network
- 8 New cycle route linking communities and facilities and providing a safe route
- 9 Earthworks for noise, landscape and visual mitigation
- 10 New bridleway linking existing bridleways and green spaces
- 11 New car parking area located next to Visitor Interpretation Centre and play area.
- 12 Link to wider footpath network
- 13 Alternative route for Ver Colne Trail

S106 Transport Improvements

- 1 Traffic management and environmental improvements to A5183 within Park Street and Frogmore.
- 2 Off site footpath, bridleway and cycleway improvements.
- 3 Measures to insure that HGVs are restricted from using Watling Street and Harper Lane.
- 4 Improvement to facilities at Park Street Railway Station.
- 5 Improvements to the St Albans to Watford Junction branch line.



Country Park Landscape Plan



Socio/Economic Benefits

The new SRFI will represent a substantial private sector led and fully funded investment. It will deliver a significant construction stimulus to the economy in a period of weak economic growth. Once fully operational, the impact of the Radlett SRFI will be to:

- Create c.3,400 jobs on site and c.500 jobs off-site across the wider labour catchment areas.
- Generate c.500 construction sector jobs per year over five years.
- Deliver a wide range of jobs including warehousing staff, administrative staff, drivers and managerial staff.
- Generate funds which will ultimately benefit St Albans City & District Council and Hertfordshire County Council.

Transport

The Former Aerodrome site is strategically located. It is adjacent to the Midland Main Line, the M25 Motorway and the A414/M10, which provides direct access to the M1 and A1(M). It is ideally placed to become an important logistics hub to meet the requirements of businesses serving the UK's most active economic region, which is London and the South East.

Highways

- A new Park Street/Frogmore Bypass Relief Road between the A414 and A5183.
- A new signalised all movements roundabout serving the Relief Road and SRFI scheme.
- Improvements to the Park Street Roundabout.
- Enhancement to the MOVA traffic light signals at the London Colney Roundabout.
- Improvements to J21a and J22 of the M25.

Public Rights of Way

- Dedicated cycle/footways will be provided along the length of the Park Street Bypass connecting with a signed route into the south east of St. Albans and London Colney to the east.
- The provision of enhanced cycle routes to and within the site. This includes the provision of improved pedestrian and cycle links between Park Street Station and the site via Burydell Lane. It also encompasses improved links through the scheme to London Colney.

Section 106 Financial Obligations relating to Transport

Financial contributions will be made to deliver:

- Traffic management and environmental improvements to A5183 within Park Street and Frogmore.
- Off site footpath, bridleway and cycleway improvements.
- Measures to insure that HGVs are restricted from using Watling Street and Harper Lane.
- Improvement to facilities at Park Street Railway Station.
- Improvements to the St Albans to Watford Junction branch line.

Travel and Freight Monitoring and Management Plan

Plans will be put in place to:

- Encourage non-car use and ensure that employees reduce their reliance on the private car for journeys to work.
- Ensure that 5% of parking spaces are allocated as dedicated car-sharing spaces.
- Provide shuttle buses between the site, St Albans Stations and Park Street Station; along with works buses.

- Improve Bus Stop Facilities close to Park Street Station.
- Make available pool bikes at Park Street Station and on site.
- Provide cycle parking, shower facilities and lockers across all of the logistics buildings on the scheme.

Country Park

The Country Park will deliver:

- 247ha of woodland and managed countryside, including 80ha of new species rich mixed woodland planting and 160ha of conservation grazing. All of which will contribute significantly to the Watling Chase Community Forest Area.
- Provision of a Country Park Visitor Interpretation Centre, visitor car parking and picnic areas.
- A range of new footpaths, bridleways, nature trails and multi-use routes along with improvements to existing rights of way, totalling c.17km.
- New and improved facilities for bird watching, equestrian activities, and fishing.



Artists impression for illustrative purposes only

- Provision of informal recreation facilities including outdoor gym/ trim trail and play areas.

Landscape & Visual

- The development site will be enclosed by landscaped earth mounds and will be screened from most viewpoints by existing and proposed landscape features.
- For every hectare of SRFI site, there will be approximately one and a half hectares of landscape, nature conservation and countryside improvements.
- The Country Park with new areas of woodland and managed countryside will result in significant benefits to the landscape and visual amenities of the Green Belt.
- The entire Development and Country Park areas will be maintained at no expense to the public purse.

Ecology

- The main Development site (Areas 1 and 2) is not designated at any level as an area of nature conservation interest. The scheme provides for habitat ponds to be created for invertebrates and for acid grassland to be translocated to this area.
- New, protected, habitats will be created within the proposed Community Forest/Country Park to provide long term benefits for local biodiversity.
- Implementation of the agreed Countryside Management Plan will enhance biodiversity and improve natural habitats for the benefit of locally important wildlife sites including the Ver Valley Meadows.
- The scheme provides for improved ecological management of the Rivers Ver and Colne which are an integral part of this landscape.
- The management of the Country Park, particularly by conservation grazing geared specifically towards ecological enhancement, will bring positive impacts for nature conservation in the local area over the long term.

Environmental

- **Air Quality:** by transferring freight from road to rail, the scheme will bring about reductions in emissions of the most important greenhouse gas, carbon dioxide, across the wider transport network. Locally, as a result of the Relief Road, there will be

substantial improvements in air quality through Park Street and Frogmore.

- **Noise:** the early construction of the perimeter earth mounds will ensure that noise resulting from the development of the logistics accommodation and operation of the SRFI scheme will be mitigated to a high degree.

- **Light:** the lighting design and proposed landscaping will ensure that light leakage to adjacent properties will be negligible.
- **Flood Risk:** Drainage systems will be designed to restrict discharge rates to less than existing levels and safeguard local watercourses from pollution. There is no impact on the River Ver or the floodplain.



Artists impression for illustrative purposes only

Bibliography

- Environmental Impact Assessment Compliance Report, RPS CgMs, November 2017
- Network Rail website - <https://www.networkrail.co.uk/industry-and-commercial/rail-freight/>
- Deloitte (2021) "Assessing the Value of Rail Freight", a report for the Rail Delivery Group - <https://www.raildeliverygroup.com/about-us/publications/12839-2021-04-assessing-the-value-of-rail-freight/file.html>
- Department for Transport delivers more grant funding to transport freight by rail - <https://www.gov.uk/government/publications/department-for-transport-delivers-more-grant-funding-to-transport-freight-by-rail>
- Rail Freight Group: Why use rail freight? <https://rfg.org.uk/rail-freight/>