



KINGS LANGLEY & DISTRICT RESIDENTS ASSOCIATION

CONTACT US:

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MOTO SERVICE STATION APPLICATION SUBMITTED

The proposal for a Motorway Service Area (MSA) on land south of Junction 20 and west of the A41 has been submitted to Three Rivers District Council (TRDC). At this stage, the application has not appeared on their website, although it will do so in the next few weeks and this will enable you to see the application documents and technical reports. The formal consultation period will then be open for **anyone** to respond.

PROVIDING MOTORWAY SERVICES

If additional services are required on the M25 they would arguably be better placed between Junctions 16 and 17 where a great deal of ground works have already been completed for HS2 which could be used for the service station site once the works are completed. The Junction 20 site is visually intrusive landfill from soil excavated during the M25 construction and widening. Department of Transport circular 2/2013 states "On-line (between junctions) service areas are considered to be more accessible to road users and as a result are more attractive and conducive to encouraging drivers to stop and take a break. They also avoid the creation of any increase in traffic demand at existing junctions. Therefore, in circumstances where competing sites are under consideration, on the assumption that all other factors are equal, the Highways Agency has a preference for new facilities at on-line locations."

PROTECTING THE GREEN BELT

The MOTO development would be visually intrusive and have "a greater impact on the openness of the Green Belt than the existing development" and therefore be contrary to National Planning

Policy Framework (NPPF) guidelines. The NPPF also states that substantial weight is given to any harm to the Green Belt unless there are 'very special circumstances,' but these will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. In this case this Green Belt land should be protected 'to assist in safeguarding the countryside from encroachment' and 'to check the unrestricted sprawl of large built-up areas'. In this respect, the Hunton Bridge Conservation Area is within the site's southern boundary.

ACCESS

The site comprises greenfield land located within the Green Belt. The western boundary is adjacent to the M25 and its eastern boundary adjacent to the A41; access to the site would be via a new junction on the A41 between Langleybury Church and the Junction 20 roundabout not directly to and from the motorway. The MSA proposed between Junctions 16 and 17 would only be accessible from the M25.

(continued overleaf)

POLLUTION

The site would generate high levels of poor air quality from diesel fumes and noise issues, especially for the church, the primary school on the southern edge of the site. There is a particular concern about the effect of increased exposure to diesel fumes on the health of children. Diesel fuel, like gasoline, is a hydrocarbon-based fuel. For adults, short-term exposure to diesel fumes can cause eye irritation, skin or respiratory tract problems, and/or cause dizziness, headache or nausea, but numerous studies have revealed that these issues can cause more serious, longer-term damage to school-age children.

TRAFFIC LEVELS

MOTO have suggested the service station will create only a small increase in traffic, but this takes no account of the significant increases in traffic that will be funnelled through the A41/M25 corridors as a result of the local housing and employment development plans for Dacorum, Three Rivers, St Albans and Watford. The current MOTO proposal, with no such developments, would require a major reconfiguration of the M25 roundabout and it is difficult to see how any such work could be contemplated until all these local authorities have finalised their plans and studies have been undertaken to *realistically* assess demand.

TRAFFIC CONGESTION

Even without these developments, the MOTO proposal has potential to cause massive traffic congestion through Kings Langley, Apsley, Hemel Hempstead, Hunton Bridge, Abbots Langley and villages to the west and east. Apart from the A41 and A4251, all the other local roads from villages to the east and west are single or two lanes, many only accessible through height and width restricted bridges, e.g. Hunton Bridge, Abbots Langley. There are already significant traffic queues every day through local villages and on main roads, with road closures on the A41 and M1 causing bumper-to-bumper traffic jams at least twice a month. The impact of additional traffic generated by a motorway service station only accessible by leaving the motorway, particularly heavy goods vehicles, would further exacerbate the existing traffic problems.

RESPONDING TO THE MOTO CONSULTATION

The TRDC planning search page is: <http://www3.threerivers.gov.uk/online-applications/>

Where it says 'Enter a keyword, reference number, postcode or single line of an address' enter '**land south of Junction 20 and west of the A41**' or **MOTO** (but make sure this references the MSA at Junction 20 not the proposed MSA between Junctions 16 and 17 for which no planning application has been submitted at this stage).

The Kings Langley and District Residents Association (KL&DRA) would urge **everyone** to respond as individuals opposing this development; we will 'flag up' on our Facebook page: **Kings Langley Matters**, our website: www.greenbeltmatters.com and village noticeboards once the application is online, but you can check the TRDC website at any time.

Alternatively write to The Development Management Department, Three Rivers District Council, Three Rivers House, Northway, Rickmansworth, Herts WD3 1RL quoting the planning application number or site address.