



Emotionally  
Intelligent  
Communications

# TARMAC TRADING LTD

LAND OFF HIGH STREET, COLNEY  
HEATH

STATEMENT OF COMMUNITY  
INVOLVEMENT

JANUARY 2022



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## INTRODUCTION

**This Statement of Community Involvement (SCI) sets out how Tarmac ('the Applicant') has engaged with stakeholders and the local community in relation to development proposals for the Land off High Street, Colney Heath ('the Site').**

Public consultation and community engagement are important aspects of the development process and Tarmac is committed to engaging widely and using feedback to help inform the emerging development proposals. Tarmac appointed EQ Communications (EQ), a specialist community and stakeholder engagement consultancy, to oversee the programme of engagement and consultation in relation to Land off High Street, Colney Heath and to prepare this SCI.

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## SECTION 1: EXECUTIVE SUMMARY

To engage with the community and its representatives on these proposals, Tarmac instructed a varied consultancy team to oversee its development proposal including transport, landscape, and heritage specialists.

Stakeholder engagement and public consultation commenced in November 2021. Stakeholder groups including Colney Heath Parish Council, Colney Heath School & Nursery and Colney Heath Football Club were written & invited to meet virtually to discuss initial proposal for the Site. The project team met with these key stakeholders to take note of any comments or questions they had. An unaccompanied site visit also took place with the two ward members representing Colney Heath ahead of the launch of a formal public exhibition.

Owing to circumstances arising from the high transmissibility of the Omicron coronavirus, the decision was made to proceed with the launch of a virtual public exhibition website, which went live with a holding page on Tuesday 30 November. The website was then populated with information boards and was open for feedback on Monday 6 December at 5pm. The consultation lasted for two weeks, closing on Monday 20 December at 5pm. 240 local residents and businesses were invited to participate in the public consultation, along with local stakeholders and local ward councillors for Colney Heath.

The virtual exhibition was promoted through posters, which were placed around the local area in well-used community facilities, including St Mark's Church Centre, Colney Heath School & Nursery, Colney Heath Village Hall, and The Cup coffee shop. The virtual exhibition was publicised via an advertisement placed in the Herts Advertiser on 9 December, which has a circulation of 29,000 copies weekly. Alongside the public exhibition, the Applicant offered to send those without internet access hard copies of the information materials alongside a feedback form & postage paid returns envelope. Feedback could also be made over phone or via email.

The virtual exhibition included nine display boards detailing the Site background and context an overview of the development proposal, an explanation of the need for housing; both market and affordable, masterplan, design principles, outputs of various technical studies, and next steps in terms of the consultation and how to submit feedback.

Requests for feedback were clearly positioned throughout the website: on the landing page, a 'Submit Feedback' tab and a 'submit feedback' box within the exhibition room.

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509 unique users visited the consultation website. 24 items of feedback were returned, with 22 feedback forms (21 via the website and one via post) and three emails. Please note that one person submitted both a feedback form and email feedback with the same feedback, so this has been counted as a single record. All comments provided have been broken into 11 themes, 54 sub-themes and 102 comments which have been captured within the body of this SCI. However individual verbatim comments have not been included to avoid duplication and protect unique characteristics such as names and addresses. Feedback forms sought quantitative and qualitative feedback, with quantitative feedback asked on a “Likert” scale where 5 represents the most positive sentiment, and 1 represents the least positive sentiment.

Feedback was mixed. Across the quantitative feedback, when asked about five different aspects of the proposals, respondents noted that they had greatest interest in the “Open space and biodiversity” (3.86/5) aspect of the proposal, followed closely by “Impacts on local services” (3.82/5). Conversely, people were least interested in “Affordable housing” (2.77/5). When asked to what extent they agreed with six statements relating to the proposals, only one of the six statements received neutral to positive sentiment, with respondents tending to agree on the importance of delivering a mix of homes that reflects the needs of first-time buyers, downsizers and young families scoring 3.05/5. Other statements were viewed negatively, ranging from the open space and play area (2.52/5), and the need for affordable housing locally (2.33/5). Across all statements put to respondents in the quantitative feedback, at least 10% chose the most negative response consistently which suggests a lack of good faith amongst some respondents that chose to submit feedback.

The most prominent theme that came up in qualitative feedback related to pressure on local infrastructure, either existing or arising pressure resulting from development proposals (both this proposal and other sites) – overall accounting for more than a quarter (25.5%) of all comments (26 comments). Within the infrastructure theme, respondents stated that the local roads would be unable to cope with the increase in car journeys that would come from the development. Other themes which also featured prominently were Safety (14 comments) and Traffic and transport (14 comments), and Green Belt (11 comments). Within the safety theme, respondents were most concerned about how the access road would interact with Colney Heath School & Nursery. Respondents were also concerned that public transport provision in the area was not sufficient to support the development, while other respondents stated that the land should not be developed as Green Belt.

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## SECTION 2: APPROACH TO CONSULTATION

The Applicant has applied best practice guidance in relation to pre-application consultation as set out in both National Planning Policy and St Albans City & District Council Statement of Community Involvement.

### National Planning Policy Framework

National Planning Policy and the National Planning Policy Framework (NPPF: July 2021), sets out the Government's planning policies for England and how these are to be applied. The policy framework takes a clear stance on early engagement with stakeholders and communities, stating that:

*“Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.” (paragraph 39)*

Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.” (paragraph 132)

### St Albans City & District Council: Statement of Community Involvement 2017 and Draft Statement of Community Involvement 2021

St Albans City & District Council's current Statement of Community Involvement (SCI) was published in September 2017. It notes that for 'Major' planning applications (which is defined as proposals for more than 10 dwellings), the Applicant should consult – as a minimum – via neighbour notification, a site notice and a public notice in the local newspaper, and should invite comments (as per the statutory consultation process) within 21 days (p. 20). This criteria relates to submitted planning applications.

However, in January 2021 the Council published an updated, draft Statement of Community of Involvement () which states that for “Major Proposals” (which applies to this proposal), the Applicant is invited to “Discuss [the] proposal with statutory bodies, neighbours and other nearby occupiers / owners of properties / land / local interest groups (e.g. residents associations and Town/Parish Councils) at [the] earliest possible stage in developing the proposal”. Moreover, it states that “Independent consultation may include public exhibition and

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drop in sessions in an accessible local venue, publicised through [a] website or virtual exhibition, local press, social media and flyers” (p. 15-16).

In response to both the current (2017), and emerging draft SCI (2021), and in consideration of the additional constraints on public gatherings arising from the Omicron coronavirus, the Applicant pursued an ‘online-first’ engagement strategy, supported by more traditional consultation methods where this did not conflict with government guidance.

Since March 2020, when lockdown measures were first implemented, EQ has gained considerable experience of advising clients across the development sector on how to adapt consultation exercises and conduct them in a digitally focused manner.

EQ has developed a suite of online tools that draws on more conventional and accepted practices of face-to-face public consultation. These measures reflect what EQ consider to be best practice and accord to Government guidance. We, and the Applicant are therefore satisfied that the consultation has remained effective in delivering its objectives.

It should also be recognised that online engagement can provide an opportunity to reach out to a broader coalition of people that may not have the time to attend conventional set-piece exhibitions, such as professional workers, young parents, and other people that may be time-poor. Holding consultations online, for a longer duration, also provides the community with the flexibility of responding to the consultation in their own time, and provides a longer timespan for people to review information before submitting feedback.

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## SECTION 3: CONSULTATION METHODOLOGY

The Applicant consulted formally with stakeholders and residents between November and December 2021. This included:

### **Stage One (pre-consultation engagement with stakeholders)**

- Writing to key stakeholders to introduce them to the proposals and invite them to attend the virtual public exhibition and two online webinars;
- Engagement, via means of a site visit, with the two ward members for Colney Heath,; and
- Virtual meetings with representatives of Colney Heath Parish Council & Neighbourhood Plan Group, Colney Heath School & Nursery and Colney Heath Football Club

### **Stage Two (public consultation engagement)**

- Sending letters to 240 residents in the vicinity of the development area, introducing them to the plans and inviting them to attend the virtual public exhibition and two online webinars;
- Creating and hosting a virtual interactive public exhibition website running from 6 December to Monday 20 December 2021;
- Writing to an additional two stakeholders to inform them of the virtual public exhibition;
- Placing posters in the local area, and an advertisement in the Herts Advertiser; and
- Organising and hosting two one-hour long webinars on Thursday 9 (19:00-20:00) and Tuesday 14 December 2021 (18:00-19:00).

Key dates in our programme of communications and engagement are shown below.

ACTIVITY	DATE (W/C)
<b>STAGE ONE (pre-consultation engagement with stakeholders)</b>	
Mailout of invitations to meet to discuss emerging proposals, sent to St Albans City & District ward councillors for Colney Heath (Cllr Jamie Day, Cllr Chris Brazier)	w/c 15 November
Mailout of invitation to meet to discuss emerging proposals, sent to Colney Heath Parish Council & Neighbourhood Plan Group	w/c 22 November



ACTIVITY	DATE (W/C)
Mailout of invitations to meet to discuss emerging proposals, sent to Colney Heath School & Nursery and Colney Heath Football Club	w/c 22 November
Site visit with ward councillors for Colney Heath (Cllr Jamie Day, Cllr Chris Brazier)	w/c 29 November
Virtual meeting with Colney Heath School & Nursery	w/c 29 November
Virtual meeting with Colney Heath Football Club	w/c 29 November
STAGE TWO (public consultation engagement)	
Mailout of invitations to 240 local residents and businesses within a 500m radius of the Site to promote the upcoming public consultation	w/c 29 November
Advert placed in Herts Advertiser	w/c 6 December
<b>Virtual public exhibition website opens for consultation</b>	<b>6 December</b>
Virtual meeting with representatives of Colney Heath Parish Council & Neighbourhood Plan Group	w/c 6 December
Mailout of invitation to meet with Daisy Cooper, Member of Parliament for St Albans	w/c 6 December
Virtual public exhibition webinar #1	9 December
Mailout of invitation to meet with Hertfordshire County Council electoral division member for Colney Heath and Marshalswick (Cllr John Hale)	w/c 13 December
Virtual public exhibition webinar #2	14 December
<b>Virtual public exhibition website closes for consultation</b>	<b>20 December</b>

## STAKEHOLDER ENGAGEMENT

A summary table detailing which local stakeholders were invited to meet with the Applicant, and which local stakeholders were met with, is shown below. Key political stakeholders were also informed of the virtual public exhibition by letter before information was uploaded to the website. Additionally, owing to the nature of the proposals, both the local MP for St Albans, Daisy Cooper, and the local county councillor, John Hale were notified of the virtual public exhibition as part of wider public consultation (Stage Two). An example of the letter sent to key stakeholders can be found in Appendix 3.

ORGANISATION	INVITED TO MEET	MET WITH
<b>STAGE ONE (pre-consultation engagement with stakeholders)</b>		
St Albans City & District Council ward members (Colney Heath) – Cllr Nigel Brazier, Cllr Jamie Day	✓	✓
Colney Heath Parish Council	✓	✓
Colney Heath School & Nursery	✓	✓
Colney Heath Football Club	✓	✓
<b>STAGE TWO (public consultation engagement)</b>		
Hertfordshire Country Council electoral division member (Colney Heath and Marshalswick) – Cllr John Hale	✓	
Daisy Cooper, Member of Parliament for St Albans	✓	

## PUBLICITY

Invitation letters to visit the virtual exhibition were sent to 240 local resident and business addresses six working days before the launch of the virtual public exhibition on 26 November 2021 (see Appendix 4). The exhibition was also advertised by placing posters in the local area, as well as via an advert in the local newspaper.

A map of the distribution area used to send invitations to resident and business addresses is shown below.



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The extent of the map drawn above reflects a distance of 500m from the boundary line of the development area and was enlarged to capture any addresses on the fringe of the initial 500m catchment drawn up. A 500m boundary line was decided upon as an appropriate geographical boundary based on the extent of the proposals consulted on.

To supplement this, posters advertising the event (see Appendix 5) were also displayed in well-used community facilities in the local area located within the catchment area shown above. These included St. Mark's Church Centre, Colney Heath School & Nursery, Colney Heath Village Hall, and The Cup coffee shop. Appendix 6 contains a map showing each poster location. Separately, the virtual public exhibition was also advertised via a quarter-page colour advert in the Herts Advertiser, which reaches an audience of 29,000 people each week (see Appendix 8).

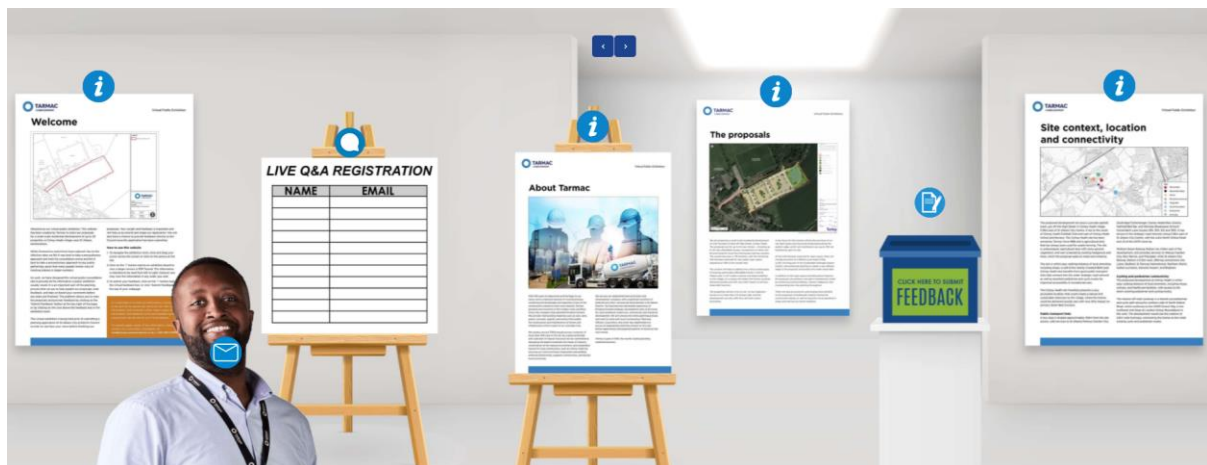
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## PUBLIC CONSULTATION

On Tuesday 30 November 2021, the Applicant notified local residents of its public consultation on proposals for Land off High Street, Colney Heath by launching a ‘virtual’ public exhibition, running for two weeks from 5 p.m. on Monday 6 December until 5 p.m. on Monday 20 December.

Owing to circumstances arising from the high transmissibility of the Omicron coronavirus variant, it was agreed that a ‘virtual’, online-led public consultation was necessary in order to reflect government guidance on public gatherings and social distancing measures.

The virtual public exhibition website <https://tarmac-colneyheath.virtualexhibition.info> (screenshot below) first launched on Tuesday 30 December 2021 and was open for consultation from 5 p.m. on Monday 6 December until 5 p.m. on Monday 20 December – a period of two weeks. Feedback forms were released for participants to complete online. Hard copies of the exhibition boards and feedback forms were also made available upon request.



A total of nine information boards were displayed on the virtual exhibition website, detailing the background and context of the development, an overview of the proposals, an explanation of the need for housing, illustrative masterplan & design principles, access arrangements, outcomes of technical studies, and consultation and next steps for the planning application.

Each information board could be downloaded individually, or downloaded as a complete set according to the interests of each visitor. These boards are included in full below (Appendix 1), along with an example of the feedback form (Appendix 2). In addition to being offered the feedback form, participants were also able to provide feedback by contacting the project team at [charlie@eqcommunications.co.uk](mailto:charlie@eqcommunications.co.uk) or on 020 3617 6359 There was also the option to register and attend two dedicated webinars, held across two evenings of the two-week

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consultation. A summary of this can be found below.

In addition to the public consultation website, the applicant hosted two dedicated webinars for local residents. This included a presentation from the project team, followed by a Q&A session. The webinars took place on Thursday 9 December 2021, 19:00-20:00, and Tuesday 14 December 2021, 18:00-19:00.

During the Q&A session, residents were offered the opportunity to submit their questions in writing to the project team, through Zoom's Q&A function. A total of 28 questions were asked across both evenings and all comments were responded to provided that they were questions rather than statements of opinion or expressions of frustration.

A summary of the questions asked included why Green Belt was being developed on and the planning justification for doing so, whether the site could be sustainable from a public transport perspective, whether self builds could be prioritised for local people, and whether any detail could be shared on developer contributions to the area by way of an s106 agreement. It should be noted that across the course of both evenings, the questions raised were notably less adversarial versus the written feedback submitted either online or via post, with some suggestions given on how the area could be improved materially. As each question was responded to via the webinar, this has not been treated as feedback and is not evaluated below.

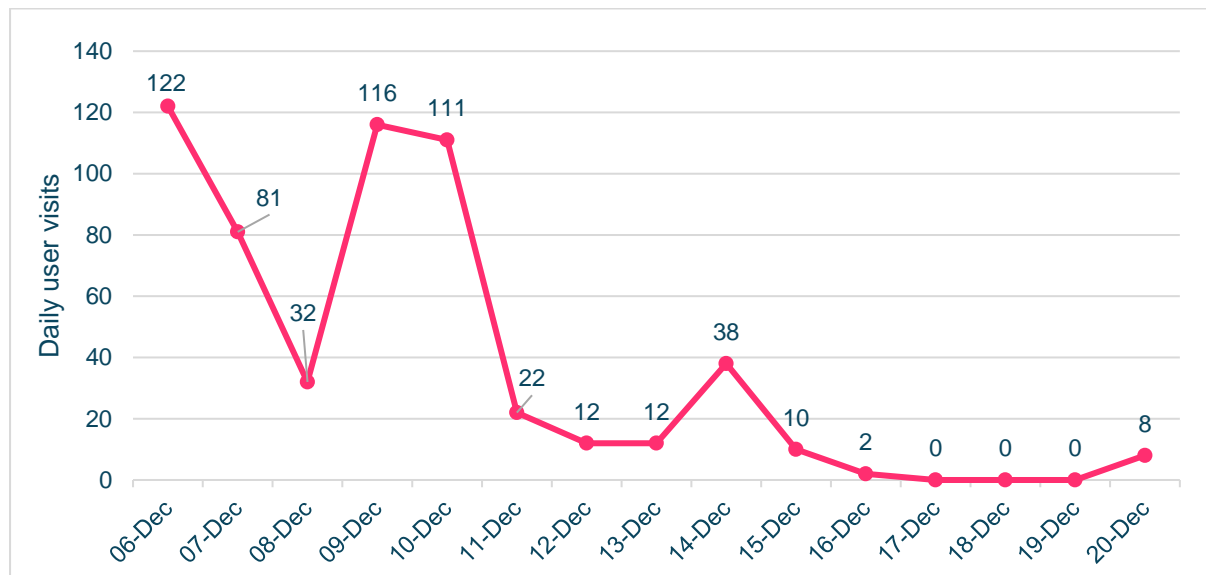
A screenshot of the webinar can be found in Appendix 9.

## SECTION 4: ANALYSIS OF ONLINE ENGAGEMENT

Between Monday 6 December, when the website opened for feedback, and Monday 20 December 2021, when the feedback window closed, 509 unique users visited the virtual public exhibition website, with 21 online feedback forms submitted in total.

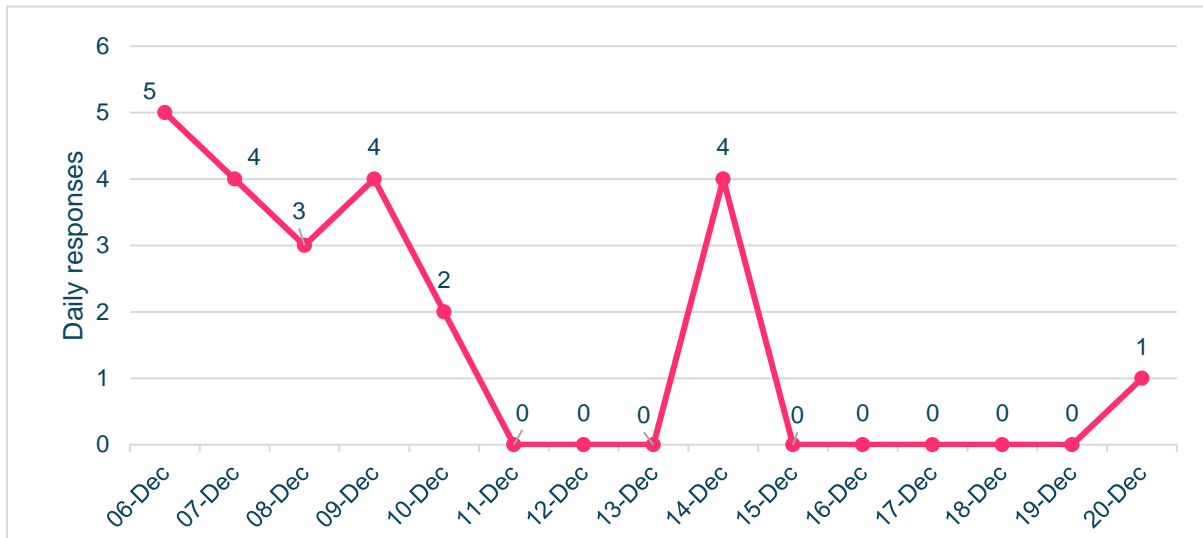
### Website

- Across the two weeks, users spent an average of 36 seconds on the website, although this accounts for the full range of those who accessed the website, from the highly engaged to those who were uninterested in the proposals.
- Of the 509 unique users, 79.4% (404 users) accessed the proposals on their mobile phone, which suggests that the QR code included in the publicity materials enabled people to access the proposals quickly and efficiently. In total, 13.4% (68 users) accessed the proposals via their desktop computer and the remaining 7.3% (37 users) accessed the information via a tablet device.
- On Monday 6 December, the day the exhibition boards were published, 122 users visited the website, making this the busiest day for the website over the two-week period. Over 88% of people viewed the website within the first week, with the remaining 12% viewing the website in the second week. This is shown below.



## Online feedback

- The trend of website visits broadly reflects the rate at which comments were left by residents. Of the 21 feedback forms submitted online, 76% were submitted within the first week, with the remaining 24% submitted in the second week. A graph showing feedback form submissions over time is included below.



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## SECTION 5: CONSULTATION FEEDBACK

After viewing the information boards on our virtual exhibition website, visitors were invited to submit feedback. A total of 22 feedback forms were submitted to the project team, with 21 of these completed online, and one submitted via post. All individual feedback has been logged for the purposes of the analysis below. Three people also provided feedback via email, and although this cannot be used as quantitative feedback, it has been fully considered in the analysis of the written feedback. In total, 24 individual items of feedback were received, which accounts for one instance in which an individual submitted feedback via both feedback form and email.

When filling out the feedback form, respondents were given a scale and asked to rate their interest in five aspects of the proposals (on a Likert scale from 1 to 5), including open space and biodiversity, impacts on local services, sustainability, transport and access, and affordable housing.

Using the same method, respondents were then asked whether they agreed with a series of six statements relating to facets of the proposals, covering, among other things, the importance of delivering a mix of homes that reflects the needs of first-time buyers, downsizers, and young families, achieving a net gain in biodiversity onsite, and the introduction of open space, and a play area.

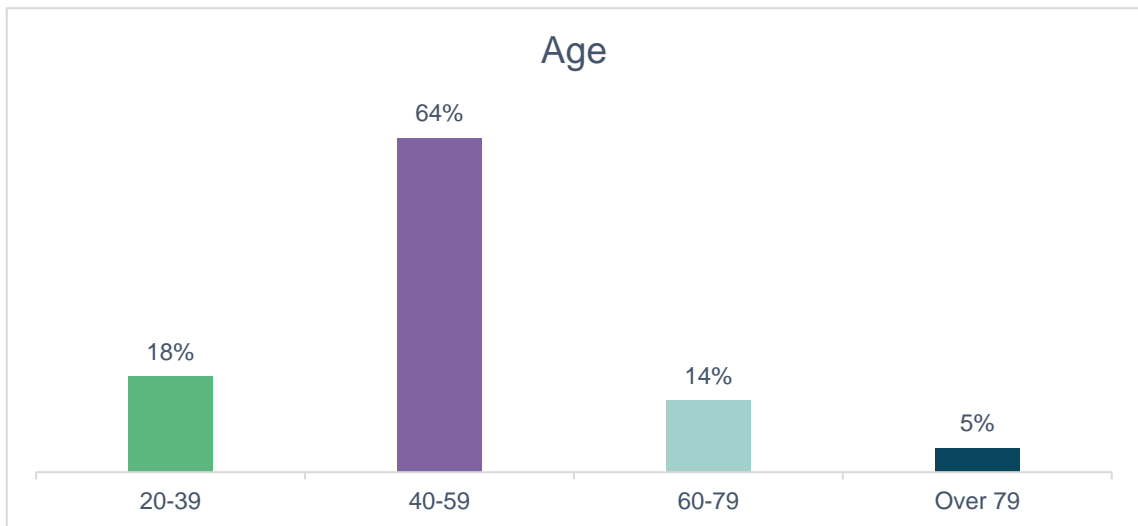
Participants were also given space to provide general comments and feedback on our proposals, which elicited a wide range of responses. Full summaries of the quantitative and written feedback are provided below.



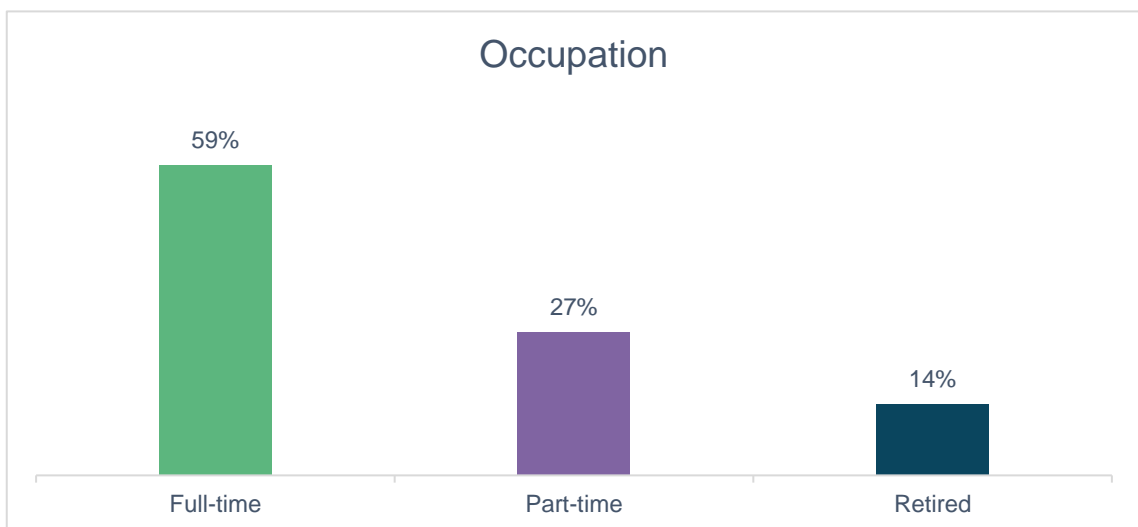
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## DEMOGRAPHICS AND OCCUPATION

- All of the 22 respondents chose to include their age when completing a feedback form. Of these, the largest proportion responded that they were 40-59 years of age (64%), with a smaller proportion responding that they were 20-39 years of age (18%), or 60-79 years of age (14%). A chart showing the age brackets of respondents is included below.



- When asked to state their occupation, 59% responded that they work full time, while 27% of respondents who submitted feedback noted that they worked part-time. A chart showing the employment status of commenters is included below.



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## QUANTITATIVE FEEDBACK

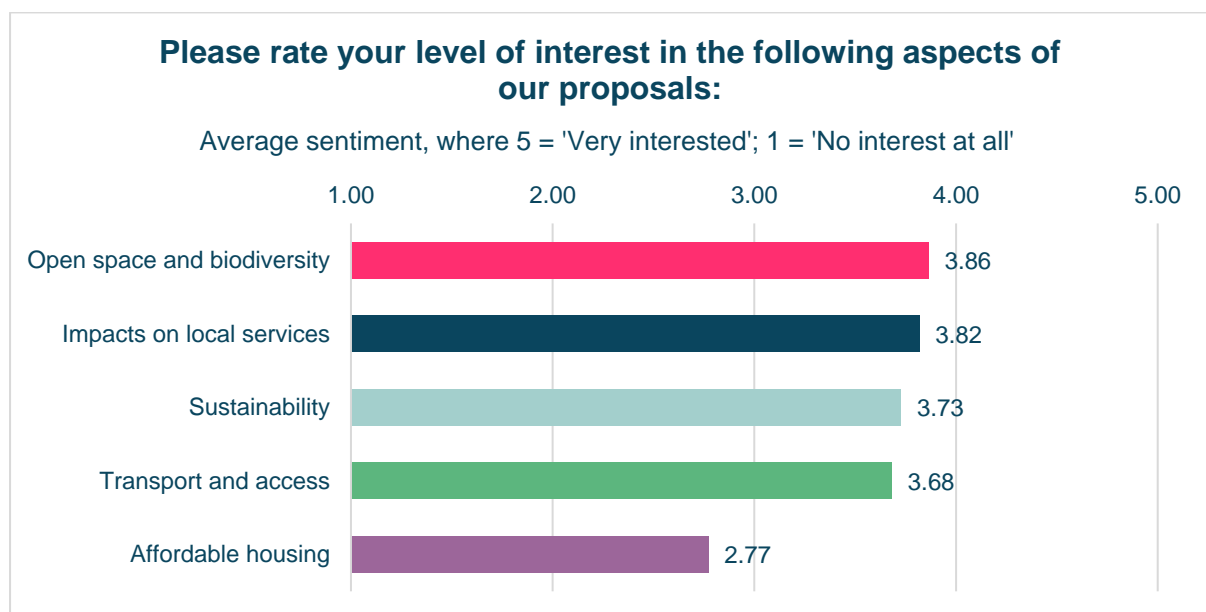
Respondents were first asked to leave quantitative feedback, based on a Likert scale, to gauge their sentiments regarding a series of proposals.

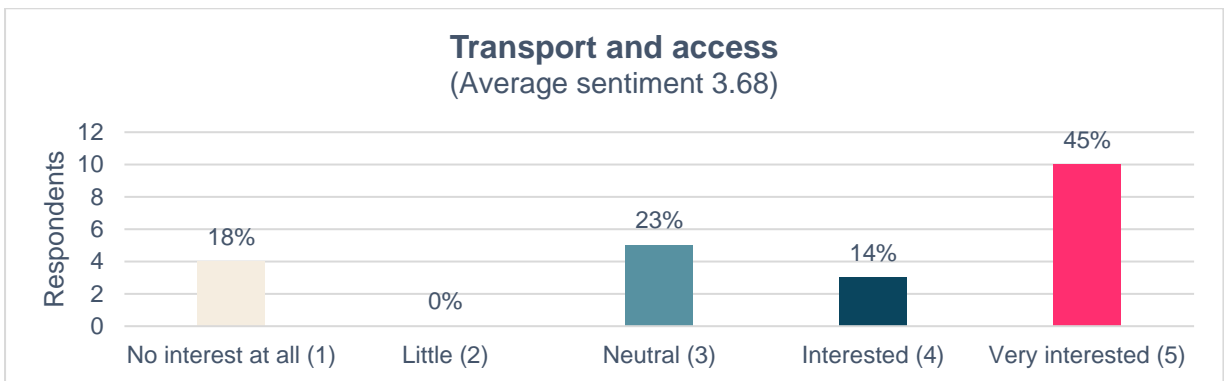
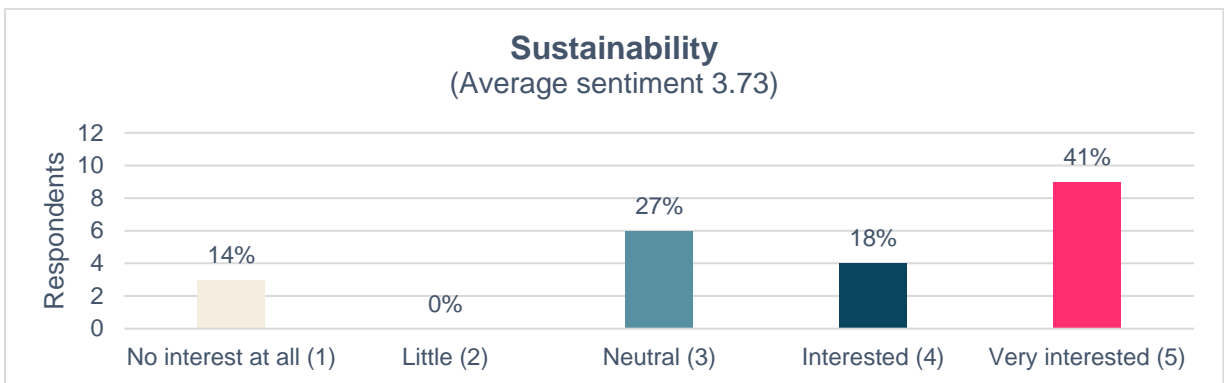
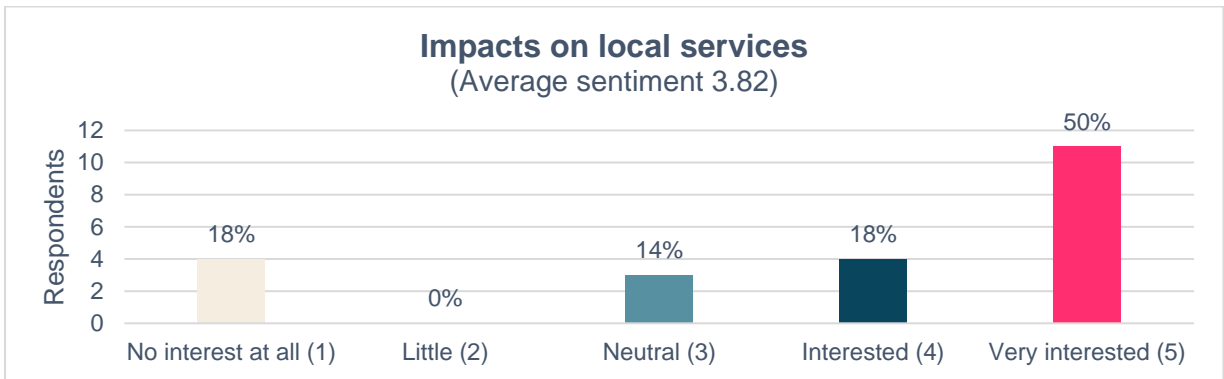
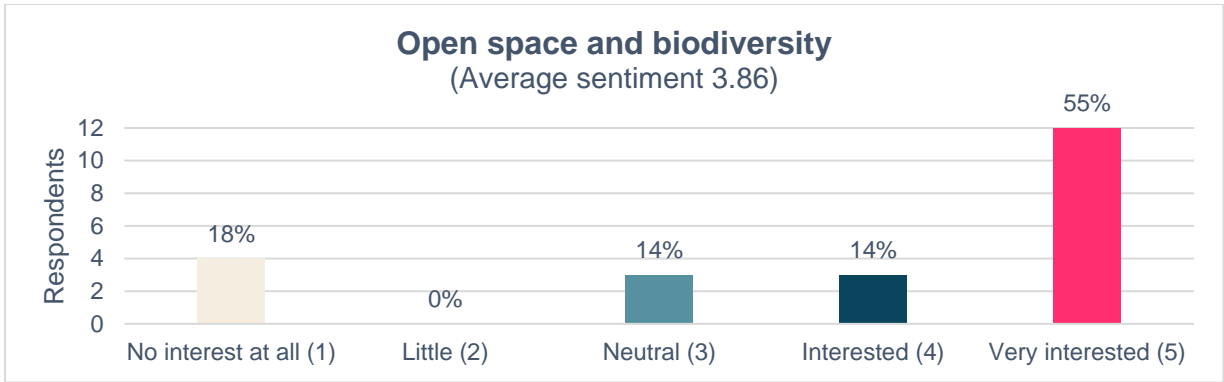
### Please rate your level of interest in the following aspects of the proposals:

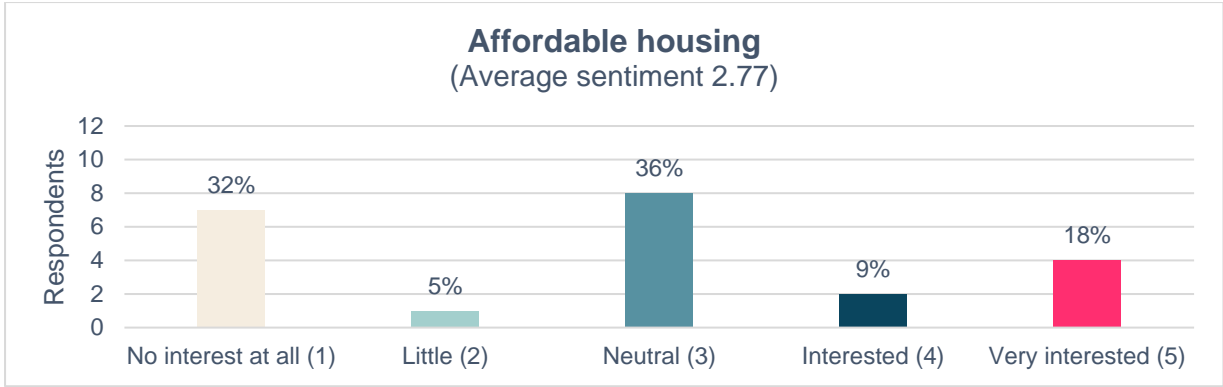
Respondents provided feedback on a series of aspects or topic areas, as shown below. These questions were structured using a Likert scale from 1 to 5, where 1 indicated 'No interest at all' and 5 indicated 'Very interested'.

Respondents were most interested in the implications of open space and biodiversity concerning the proposed development, with 12 people (55%) responding that they were 'very interested' in this aspect, and on average were generally interested, with this proposal scoring an average of 3.86. When asked to state their level of interest in the potential impacts on local services, sustainability, and transport and access, respondents gave similar feedback, with each of these areas having an average sentiment above 3, suggesting local interest.

However, respondents had less interest in affordable housing, with a larger proportion of respondents stating they had 'No interest at all' versus the other aspects the proposals, where feedback was sought, as shown below. 8 people (36%) noted that they had a neutral view of affordable housing, whilst 7 people (32%) noted that they had no interest at all in this aspect of the proposals. Average sentiment for this aspect of the proposal was 2.77, suggesting that respondents had less interest in it overall. However, it should also be noted that existing homeowners tend to have more negative views on the provision of affordable housing in the local area.







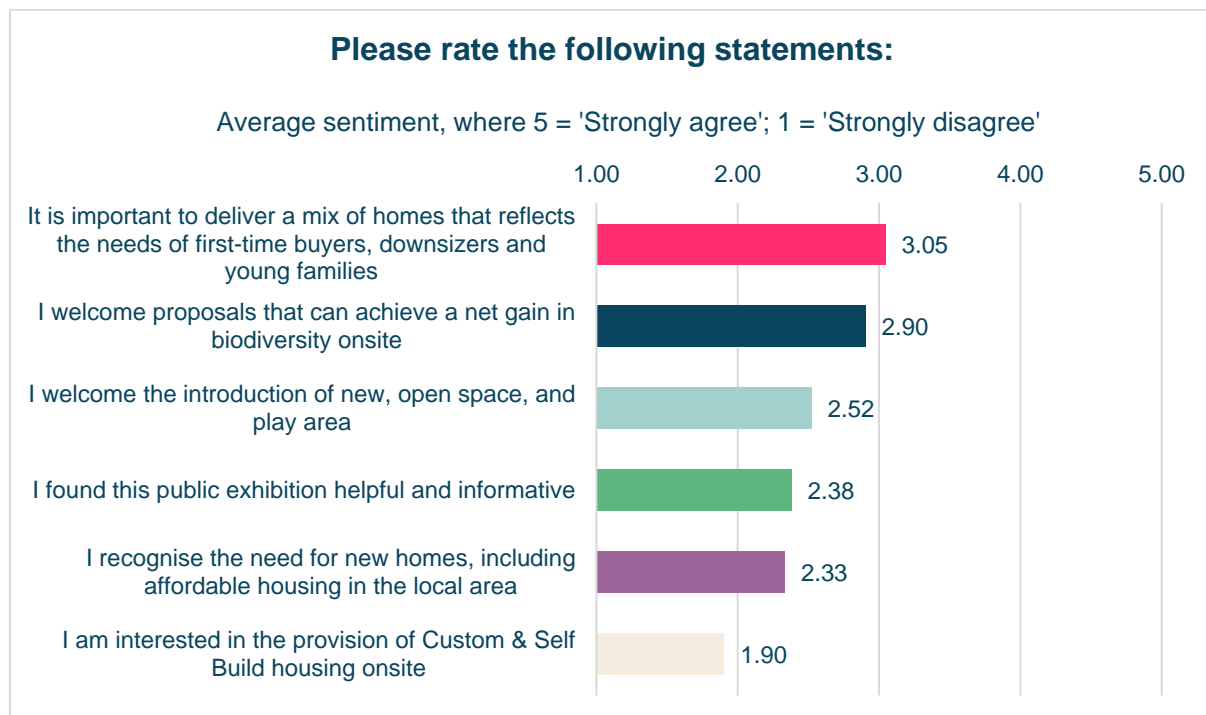
## Please rate the following statements:

Respondents gave feedback in response to a series of statements, and the results are shown below. Again, questions were asked on a Likert scale from 1 to 5. However in this instance 1 indicated 'Strongly disagree' while 5 indicated 'Strongly agree'.

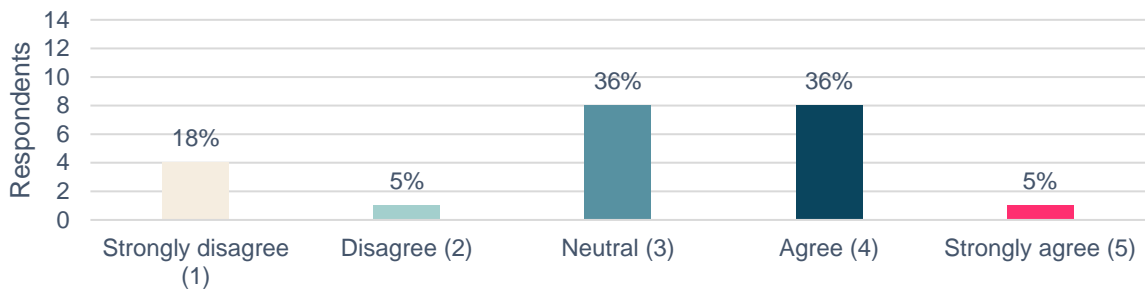
It is interesting to note that from this feedback, average sentiment ranged from neutral, to negative. However, respondents did tend to agree on the importance of delivering a mix of homes that reflects the needs of first-time buyers, downsizers, and young families (3.05). 9 people (41%) collectively 'agreed' or 'strongly agreed' with this, although 4 people (18%) "strongly disagreed".

For each of the remaining five statements, on average almost a third of respondents (32% or above) 'strongly disagreed' on aspects ranging from the importance of achieving a biodiversity net gain onsite, to the introduction of new play space, the potential for self-build provision, the need for affordable housing in the area, and the virtual exhibition itself. This suggests that there could be hostility toward the proposals from a proportion of respondents who have chosen to provide unconstructive feedback, and in turn could account for the lower average sentiment scores across the remaining statements asked, as shown below.

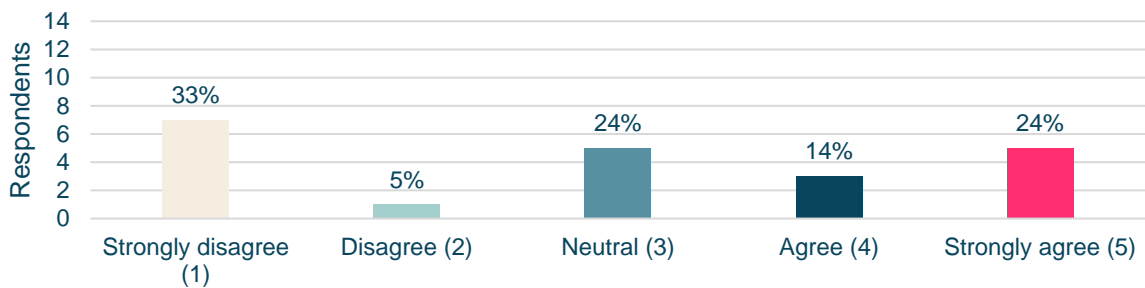
*Please note: One respondent did not respond to "I welcome proposals that can achieve a net gain in biodiversity on site", and "I welcome the introduction of new, open space, and play area".*



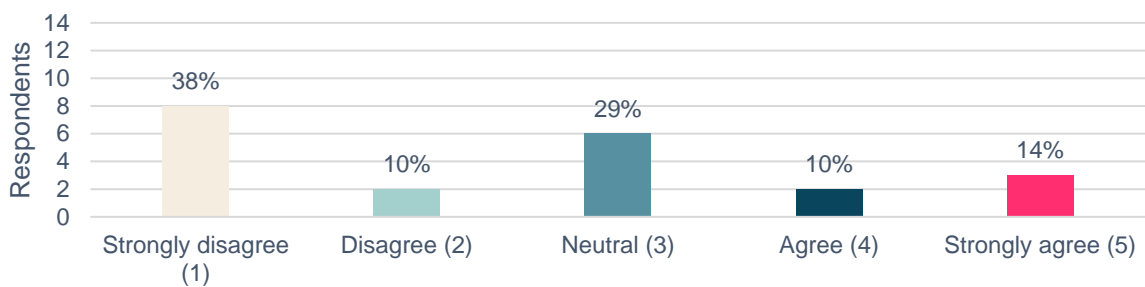
**It is important to deliver a mix of homes that reflects the needs of first-time buyers, downsizers and young families**  
(Average sentiment 3.05)



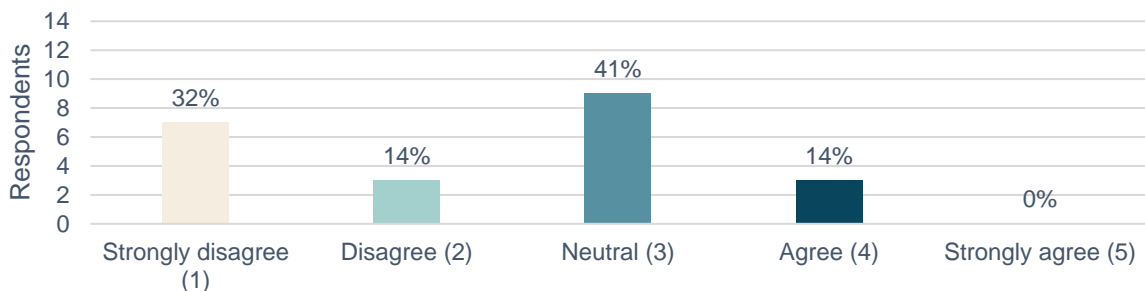
**I welcome proposals that can achieve a net gain in biodiversity onsite**  
(Average sentiment 2.90)



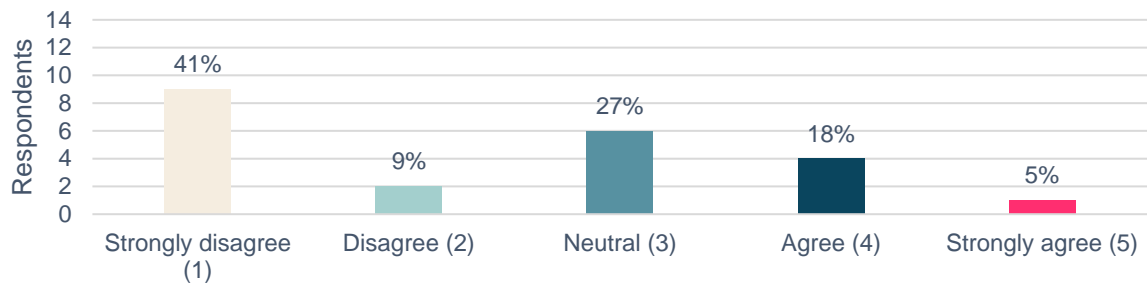
**I welcome the introduction of new, open space, and play area**  
(Average sentiment 2.52)



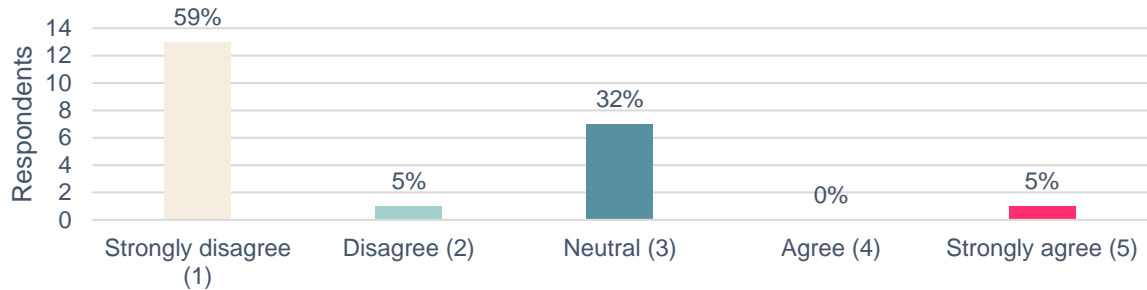
**I found this public exhibition helpful and informative**  
(Average sentiment 2.38)



**I recognise the need for new homes, including affordable housing in the local area**  
(Average sentiment 2.33)



**I am interested in the provision of Custom & Self Build housing onsite**  
(Average sentiment 1.90)



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## QUALITATIVE FEEDBACK

In addition to the quantitative feedback a free-form section was left for participants to provide other feedback comments, questions, or concerns. In total, 24 people submitted written feedback either via a feedback form or email, producing a total of 102 comments.

As many comments reflected similar views, these have been consolidated into 54 individual sub-themes to enable the Applicant to effectively provide responses to the feedback. A list of these themes can be found in this section. To further simplify the nature of the written feedback, these themes have been organised under topic areas, where the themes collectively raised refer to a specific aspect of the scheme. A total of 11 themes have been highlighted, with some remaining miscellaneous sub-themes treated underneath a general category. Every effort has been made to faithfully capture and interpret the range and nature of the written feedback.

### Do you have any other feedback on our proposals?

The 11 themes are listed below in order of prominence. General comments are treated separately below, as these do not relate to any individual theme.

Topic area	%	Comments
1) Impacts on local infrastructure	25.5%	26
2) Safety	13.7%	14
3) Traffic and transport	13.7%	14
4) Green Belt	10.8%	11
5) Cumulative development concerns	5.9%	6
6) Ecology and wildlife	4.9%	5
7) Character of area	4.9%	5
8) Environmental impacts	2.0%	2
9) Construction management	2.0%	2
10) Masterplan design	2.0%	2
11) Sustainability	2.0%	2
<i>General</i>		13
<b>TOTAL COMMENTS</b>		<b>102</b>



A full breakdown of sub-themes has also been provided below, from feedback submitted either through a feedback form or email – in order of prominence. In total, and the first mention of each topic area is **bold and underlined** for easy reference.

<b>Theme</b>	<b>Sub-theme</b>	<b>%</b>	<b>Comments</b>
<b><u>Impacts on local infrastructure</u></b>	Existing infrastructure unable to support the development	7.8%	8
<b><u>Safety</u></b>	The development and road access will impact children accessing Colney Heath School via the car park	6.9%	7
<b><u>Traffic and transport</u></b>	Inadequate existing public transport provision	6.9%	7
Impacts on local infrastructure	Roads unable to cope with development impact	4.9%	5
<b><u>Green Belt</u></b>	Land should not be developed	4.9%	5
<b><u>Cumulative development concerns</u></b>	Cumulative development concerns (General)	4.9%	5
Safety	Increase in vehicles along high street	3.9%	4
Impacts on local infrastructure	Primary school is at capacity	2.9%	3
Impacts on local infrastructure	General	2.9%	3
<b><u>Ecology and wildlife</u></b>	Proposals will impact wildlife habitat	2.9%	3
<b><u>General</u></b>	Object to the proposals	2.9%	3
Impacts on local infrastructure	Existing road network unable to cope	2.0%	2
Impacts on local infrastructure	Insufficient education provision	2.0%	2
Traffic and transport	Concerns over loss of car parking spaces	2.0%	2
Traffic and transport	References to public transport provision are incorrect	2.0%	2
Green Belt	Brownfield sites should be prioritised	2.0%	2
<b><u>Character of area</u></b>	Rural character of the area will be impacted by the development	2.0%	2
Impacts on local infrastructure	Insufficient healthcare provision	1.0%	1
Impacts on local infrastructure	Insufficient secondary school provision	1.0%	1
Impacts on local infrastructure	Loss of parking/access for school	1.0%	1

Theme	Sub-theme	%	Comments
Safety	Construction traffic and management	1.0%	1
Safety	Parents will be unable to drop off their children without parking spaces	1.0%	1
Safety	People accessing Colney Heath football club	1.0%	1
Traffic and transport	Local road network unsuitable for cyclists	1.0%	1
Traffic and transport	More information needed on transport impacts	1.0%	1
Traffic and transport	More information on parking provision needed	1.0%	1
Green Belt	Green Belt helps to reduce air pollution	1.0%	1
Green Belt	Land should only be developed when there is a proven need for essential workers	1.0%	1
Green Belt	Shortage of housing should not precipitate Green Belt development	1.0%	1
Green Belt	There are no special circumstances to justify development on Green Belt	1.0%	1
Cumulative development concerns	Recent permissions setting precedent for future development	1.0%	1
Ecology and wildlife	Dispute the suggestion of the development attaining a biodiversity net gain score	1.0%	1
Ecology and wildlife	More information needed on hedgerow retention	1.0%	1
Character of area	Colney Heath must remain a village	1.0%	1
Character of area	Character of area (General)	1.0%	1
Character of area	The development will impact the community	1.0%	1
<b><u>Environmental impacts</u></b>	Removing Green Belt will reduce local carbon capture and impact air quality	1.0%	1
Environmental impacts	The development will harm the environment	1.0%	1
<b><u>Construction management</u></b>	Noise impacts	1.0%	1
Construction management	Traffic impacts	1.0%	1
<b><u>Masterplan design</u></b>	Open space configuration does not consider residents	1.0%	1
Masterplan design	Overdevelopment of site	1.0%	1
<b><u>Sustainability</u></b>	Concerns that the development would not be carbon neutral	1.0%	1

Theme	Sub-theme	%	Comments
Sustainability	New homes should be built to Passivhaus standards	1.0%	1
General	Supportive of new housing	1.0%	1
General	The site is well located for the proposed Mass Rapid Transport system HERT	1.0%	1
General	Concerns about future of Colney Heath Football Club	1.0%	1
General	Concerns over extent of consultation undertaken	1.0%	1
General	Concerns regarding loss of access to adjacent agricultural fields	1.0%	1
General	Concerns that Tarmac will develop wider adjoining landholding	1.0%	1
General	Consultation does not mention other developments Tarmac is involved with	1.0%	1
General	Disagree with data used to justify housing and infrastructure requirements in the local plan	1.0%	1
General	Investment into play space should go towards the existing playground and not within the proposed development	1.0%	1
General	Recent planning applications adequately satisfy local housing requirements	1.0%	1
<b>TOTAL COMMENTS</b>			<b>102</b>

Each theme and its associated sub-themes have been analysed in order of the total number of comments attributed to them. Some examples of comments have been included within each theme.

### **1) Impacts on local infrastructure – 26 comments (25.5% of total comments raised)**

#### **Summary**

A total of 26 comments were raised regarding concerns that the development would impact local infrastructure, accounting for more than a quarter of total comments received from respondents. Respondents most commonly felt that there was already too much pressure on existing infrastructure (8 comments) citing that the village is not equipped for additional development and lacks amenities to support future development. It was also stated by some respondents that the roads would not be able to cope with additional development (5

comments), who noted that the High Street is already busy and could not manage a potential uplift in car usage that would arise from any proposed development.

Other respondents suggested that the proposals would impact local infrastructure in general terms (3 comments), while others (3 comments) suggested that Colney Heath School & Nursery was at capacity / oversubscribed and therefore would not support any young families that could end up moving to the area, should the proposals be granted consent. Other, individual comments are noted below.

Sub-theme	%	Comments
Existing infrastructure unable to support the development	7.8%	8
Roads unable to cope with development impact	4.9%	5
Primary school is at capacity	2.9%	3
Impacts on local infrastructure (General)	2.9%	3
Existing road network unable to cope	2.0%	2
Insufficient education provision	2.0%	2
Insufficient healthcare provision	1.0%	1
Insufficient secondary school provision	1.0%	1
Loss of parking/access for school	1.0%	1
<b>TOTAL COMMENTS</b>	<b>25.5%</b>	<b>26</b>

### **Examples of comments**

- “We have no infrastructure to support [the proposals]”
- “There is inadequate provision for infrastructure including schools, medical services and transport. Existing local facilities are at capacity and cannot accommodate additional requests for provision.”
- “Where will these people send their kids to school? Our local primary is at capacity and there are not enough secondary school places as it is.”
- “The village cannot support further through traffic, it is already dangerous as the pavements on the high street become very narrow on places and there is a high footfall of young children walking/scooting/cycling to school.”

- “This proposal would inevitably necessitate its residents commuting by car for employment, education, healthcare, and shopping as there is very little infrastructure locally, as I am sure you are aware.”

## **2) Safety – 14 comments (13.7% of total comments raised)**

### **Summary**

A total of 14 comments were raised regarding transport and traffic. Within this theme, respondents were primarily concerned with the proposed access to the development impacting use of the eastern entrance to Colney Heath Primary School, which backs on to car parking spaces frequently used by parents when dropping their children off (7 comments). Respondents also raised similar concerns regarding Colney Heath Football Club use of this current access at weekends, and felt that safety concerns would heighten during this time or other peak periods when children are dropped off at / picked up from school.

More general concerns were also raised about the safety impacts of having more vehicles on the High Street (4 comments), with some respondents suggesting that the High Street has cars parked along it at present, making it single lane in places, which the proposals could make worse. One respondent also suggested that the car parking spaces would be removed and would force parents onto the High Street to drop off children at Colney Heath School & Nursery.

<b>Sub-theme</b>	<b>%</b>	<b>Comments</b>
The development and road access will impact children accessing Colney Heath School via the car park	6.9%	7
Increase in vehicles along high street	3.9%	4
Construction traffic and management	1.0%	1
Parents will be unable to drop off their children without parking spaces	1.0%	1
People accessing Colney Heath football club	1.0%	1
<b>TOTAL COMMENTS</b>	<b>13.7%</b>	<b>14</b>

### **Examples of comments:**

- “Access to and from the site is in my opinion very dangerous as it is adjacent to the infant / nursery school and Colney heath football club which at peak times and weekends are very busy. The access road is off the High Street which is very busy all day, being a rat run to the A414 / M25 / A1.”

- “The impact that this will have on parking for the school is awful. That will make the whole development untenable and create gridlock at drop off and pick up.”
- “How will it be safe for the hundreds of infant school children? I have a toddler whom will be going to the school next year and how do I know with extra traffic and cars so close to the school that she will be safe?”
- “The high street is already very busy with cars parked , making it single lane in some places. The loss of this car park space will mean more people parking on the high street making it even harder to navigate at peak times.”
- “The Safety aspect to our children with a road running through where the car park is and the increase in cars to the high street and construction traffic.”

### **3) Traffic and transport – 14 comments (13.7% of total comments raised)**

#### **Summary**

A total of 14 comments were raised regarding traffic and transport. Primarily, respondents raised concerns about inadequate public transport provision, citing infrequent bus services which would be unable to support the development. Some respondents raised concerns that car parking spaces along the existing access would be removed (2 comments), while others suggested that the references made to public transport provision in exhibition materials was incorrect (2 comments). It was also commented by one respondent that the local road network was unsafe for local cyclists to use and therefore unsuitable (1 comment). Other, individual comments are noted below.

<b>Sub-theme</b>	<b>%</b>	<b>Comments</b>
Inadequate existing public transport provision	6.9%	7
Concerns over loss of car parking spaces	2.0%	2
References to public transport provision are incorrect	2.0%	2
Local road network unsuitable for cyclists	1.0%	1
More information needed on transport impacts	1.0%	1
More information on parking provision needed	1.0%	1
<b>TOTAL COMMENTS</b>	<b>13.7%</b>	<b>14</b>

#### **Examples of comments:**

- “There are no train stations in the immediate Area these must all be accessed by road transport. The bus service is non-existent in Colney Heath meaning access from the Village is by foot, bicycle or car only, of which the majority is car which is upwards on average of 2-3 vehicles per household currently.”
- “There are no busses into or out of the village in the evenings or on Sundays. Some services run only one bus a week ( on a Wednesday) and even the most frequent only has around 5 buses a day. The bus service is exceptionally poor and car use in the village is essential.”
- “There are not good public transport links.”
- “With developments already proposed 100 house in the next field and already agreed for another 100 homes at the other side of the village my concern is a this is now a flood of new homes. Where will these children go to school? Collectively with the other homes what is the impact on traffic?”

#### **4) Green Belt – 11 comments (10.8% of total comments raised)**

##### **Summary**

A total of 11 comments were raised with regard to Green Belt. The majority of these comments (5 comments) suggested that the land should categorically not be developed upon, with some respondents expanding on why this should be the case. Some cited that brownfield sites should be prioritised over Green Belt development (2 comments), while others suggested that it should be protected for air quality reasons, and that housing shortages should not necessitate its development. Other, individual comments are noted below.

<b>Sub-theme</b>	<b>%</b>	<b>Comments</b>
Land should not be developed	4.9%	5
Brownfield sites should be prioritised	2.0%	2
Green Belt helps to reduce air pollution	1.0%	1
Land should only be developed when there is a proven need for essential workers	1.0%	1
Shortage of housing should not precipitate Green Belt development	1.0%	1
There are no special circumstances to justify development on Green Belt	1.0%	1
<b>TOTAL COMMENTS</b>	<b>10.8%</b>	<b>11</b>

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### **Examples of comments:**

- “Colney Heath Village is under attack from developers from all sides. You should not be building on Green Belt land.”
- “Lastly the devastation of green belt is unacceptable.”
- “I believe development/ reuse of brownfield sites should be maximised before even considering desecration of green belt land.”
- “I believe only green belt land very close to existing sustainable infrastructure should be considered for development and then only in very exceptional circumstances.”

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### **5) Cumulative development concerns – 6 comments (5.9% of total comments raised)**

#### **Summary**

Several general comments were made by respondents concerning wider concerns about the extent of development in the area, citing proposals for Bowmans Cross nearby and other recent planning decisions as a reason for their concerns. One respondent said they were concerned that any future developments consented would open up the floodgates for future development in the area.

<b>Sub-theme</b>	<b>%</b>	<b>Comments</b>
Cumulative development concerns (General)	4.9%	5
Recent permissions setting precedent for future development	1.0%	1
<b>TOTAL COMMENTS</b>	<b>5.9%</b>	<b>6</b>

### **Examples of comments:**

- “If this was a ‘one off’ proposal we might be more favourably inclined towards it, but it is not. With 6,000 houses threatened by Hertsmere the other side of the Heath and 100 houses to be built in greenbelt agricultural land which has overruled both local opinion and refusal of planning permission from the local council.”
- “Our village already has a large new estate being built, let alone the Hertsmere town plan on Coursers road.”



- “With developments already proposed 100 house in the next field and already agreed for another 100 homes at the other side of the village my concern is a this is now a flood of new homes.”
- “Your proposal, if approved, will open the floodgates for more development that the village cannot sustain and will ruin our beautiful Green Belt Land.”

## 6) **Ecology and wildlife –5 comments (4.9% of total comments raised)**

### **Summary**

Comments raised under this theme noted that the proposals would affect local wildlife habitat (3 comments), with some respondents providing anecdotal evidence of wildlife they have seen at the site. One respondent took issue with the capacity for the site to attain a biodiversity net gain if the agricultural field was to turn into a housing development. Other, individual comments are noted below.

<b>Sub-theme</b>	<b>%</b>	<b>Comments</b>
Proposals will impact wildlife habitat	2.9%	3
Dispute the suggestion of the development attaining a biodiversity net gain score	1.0%	1
More information needed on hedgerow retention	1.0%	1
<b>TOTAL COMMENTS</b>	<b>4.9%</b>	<b>5</b>

### **Examples of comments:**

- “I haven't even started on the impact on wildlife I have seen snakes (adders) over there many times let alone the Newts and all the hedgehogs and field mice and voles and then we have the bird population to think about.”
- “The greenbelt is the natural habitat for many forms of wildlife and birds, including grey Herons, thrushes, gulls, peregrines, badgers, muntjac deer and rare tree sparrows. Owls, red kites, Kestrels, Buzzards, Spotted Woodpeckers, Green Necked Woodpeckers, bats, moles, snakes are amongst some of the species whose habitats would be destroyed.”
- “I would point out the suggestion of a net gain in biodiversity by concreting over a field is absurd.”

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## 7) Character of area – 5 comments (4.9% of total comments raised)

### Summary

Various comments from respondents under this theme have cited concerns about the potential impact the development would have on the setting and feel of Colney Heath as a village. It was mentioned that the introduction of new homes will impact the village feel of the development and that the rural nature of the village and surrounding area had been people's reason for moving to the area (2 comments). Other respondents noted more general concerns about the area's character changing in the future and felt that the proposals would have a negative community impact.

Sub-theme	%	Comments
Rural character of the area will be impacted by the development	2.0%	2
Colney Heath must remain a village	1.0%	1
Character of area (General)	1.0%	1
The development will impact the community	1.0%	1
<b>TOTAL COMMENTS</b>	<b>4.9%</b>	<b>5</b>

### Examples of comments:

- “We are exceptionally concerned that the rural and agricultural nature of our village is going to be destroyed. I, personally, moved to the village for its footpaths and rural walks much of it through agricultural greenbelt.”
- “Colney Heath is a village and must remain as such.”
- “People live in villages such as Colney Heath for its character and village feel. It is a countryside village with close links to London, however it has small streets, limited infrastructure and is identified by its rural and tranquil atmosphere.”

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## 8) Environmental impacts – 2 comments (2% of total comments raised)

### Summary

See comments below.

Sub-theme	%	Comments
Removing Green Belt will reduce local carbon capture and impact air quality	1.0%	1

The development will harm the environment	1.0%	1
<b>TOTAL COMMENTS</b>	<b>2.0%</b>	<b>2</b>

**Examples of comments:**

- “Clean air must be our priority in our battle against climate change we must not destroy the very greenbelt that is fundamental in sequestering carbon”
- “This is not sustainable, will negatively impact on local services, traffic, the environment, natural habitats, farming, people’s well-being, our community.”

**9) Construction management – 2 comments (2% of total comments raised)**

**Summary**

See comments below.

Sub-theme	%	Comments
Noise impacts	1.0%	1
Traffic impacts	1.0%	1
<b>TOTAL COMMENTS</b>	<b>2.0%</b>	<b>2</b>

**Examples of comments:**

- “The village school borders the site and local communities surrounding with be blighted by noise during the construction phase, the traffic during the building process and subsequently will cause major disruption and poses a risk of danger to the children attending the school and football club.”

**10) Masterplan design – 2 comments (2% of total comments raised)**

**Summary**

See comments below.

Sub-theme	%	Comments
Open space configuration does not consider residents	1.0%	1
Overdevelopment of site	1.0%	1

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Sub-theme	%	Comments
<b>TOTAL COMMENTS</b>	<b>2.0%</b>	<b>2</b>

**Examples of comments:**

- “Locating the "open space" at the north east end of the proposal where there is already plenty of open space in the form of the existing field shows lack of any consideration for existing residents”
  - “Overdevelopment of housing on greenbelt sites would fundamentally change its nature.”
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**11) Sustainability – 2 comments (2% of total comments raised)**

**Summary**

See comments below.

Sub-theme	%	Comments
Concerns that the development would not be carbon neutral	1.0%	1
New homes should be built to Passivhaus standards	1.0%	1
<b>TOTAL COMMENTS</b>	<b>2.0%</b>	<b>2</b>

**Examples of comments:**

- “The development would certainly not be Carbon Neutrally sustainable and would further increase air and noise pollution in the village, which is already at very high levels.”
  - “My one criticism is that the new homes should be net zero carbon and built to a Passivhaus standard in line with LETI to offset the impact of losing greenbelt land.”
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**General comments – 13 comments**

**Summary**

See comments below.

Sub-theme	%	Comments
Object to the proposals	2.9%	3
Supportive of new housing	1.0%	1
The site is well located for the proposed Mass Rapid Transport system HERT	1.0%	1
Concerns about future of Colney Heath Football Club	1.0%	1
Concerns over extent of consultation undertaken	1.0%	1
Concerns regarding loss of access to adjacent agricultural fields	1.0%	1
Concerns that Tarmac will develop wider adjoining landholding	1.0%	1
Consultation does not mention other developments Tarmac is involved with	1.0%	1
Disagree with data used to justify housing and infrastructure requirements in the local plan	1.0%	1
Investment into play space should go towards the existing playground and not within the proposed development	1.0%	1
Recent planning applications adequately satisfy local housing requirements	1.0%	1
<b>TOTAL COMMENTS</b>	<b>13</b>	

### **Examples of comments:**

- “I am very supportive of new housing in the area and the proposed location should tie in well with the new MRT scheme being proposed by Herts CC.”
- “What will become of the football club?”
- I am exceptionally concerned that information about this proposed development has not been sent to every home in the village. I have received nothing and only know about it due to being in a Facebook group that mentioned it. In order to consult properly you need to inform everyone in the village as this is a key site used by the majority of villagers being next to the school, football pitch, fishing lakes and at the end of a extensively used footpath.
- “Future housing and infrastructure requirements in Local Plans are very often assessed using out of date data.”
- “Failure to mention any of the other proposals that Tarmac are currently trying to push through in the same area - similar proposal for the eastern side of the same field off

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Roestock Lane and the local plan to build an entire new town just south of the village known as Bowmans Cross.”

- “Biggest concern is that Tarmac are testing the water with this one, pacify the villagers in the face of the enormous developments that are threatening the local area, with a small proposal but with their eyes on the very large prize of going on to develop the whole parcel of land attached to this one.”

## SECTION 6: RESPONDING TO FEEDBACK

Following the consultation, all comments received were analysed and fed back to the project team to inform the scheme. In addition, any questions asked via email were responded to by the team in a timely manner.

The following tables outline the key themes raised within each topic area along with the Applicant's response. The order reflects the hierarchy of themes within each topic area raised, as set out in Section 5, although comments concerning similar themes have been grouped together to avoid duplication in responses, where possible.

THEME	APPLICANT RESPONSE
<b>Impacts on local infrastructure</b>	
<b>Existing infrastructure unable to support the development</b>	<i>A development proposal can make appropriate Section 106 contributions to mitigate its impact on infrastructure.</i>
<b>Impacts on local infrastructure (General)</b>	<i>New development proposals are not expected nor required to correct existing infrastructure constraints.</i>
<b>Roads unable to cope with development impact</b>	<i>A transport assessment has been carried out for the proposal and it concludes the development will not have an unacceptable impact on the local highway network.</i>
<b>Existing road network unable to cope</b>	
<b>Primary school is at capacity</b>	<i>Publicly available evidence tells us there is capacity at the local school. A development proposal can make appropriate Section 106 contributions to mitigate its impact on infrastructure, including education.</i>
<b>Insufficient education provision</b>	
<b>Insufficient secondary school provision</b>	
<b>Insufficient healthcare provision</b>	<i>A development proposal can make appropriate Section 106 contributions to mitigate its impact on infrastructure, including healthcare.</i>
<b>Loss of parking/access for school</b>	<i>The proposal seeks to formalise the current access arrangements by providing betterment through the provision of an adoptable road with 2m wide footpaths. The area currently used for off-street parking will be outside the scope of this proposal.</i>
<b>Safety</b>	
<b>The development and road access will impact children accessing Colney Heath School via the car park</b>	<i>The proposal seeks to offer betterment by providing footpaths that will generate formal separation between pedestrians and vehicles from the site to High Street, passing the school pedestrian access gate.</i>

<b>THEME</b>	<b>APPLICANT RESPONSE</b>
<b>Increase in vehicles along high street</b>	<i>The transport assessment concludes that vehicle movements arising from the development will be insignificant. Given the proximity of the proposal to the local school this too will further reduce vehicle movements as those residents and their children will be able to walk to school.</i>
<b>Construction traffic and management</b>	<i>This will be managed by way of a construction management plan (CMP) which will be a condition of any consent granted on this site. The CMP can ensure deliveries &amp; movements to &amp; from the site avoid key hours (i.e. around school times).</i>
<b>Parents will be unable to drop off their children without parking spaces</b>	<i>The current off-street parking provision is outside the scope of this proposal.</i>
<b>People accessing Colney Heath football club</b>	<i>Access to the football club will remain.</i>
<b>Traffic and transport</b>	
<b>Inadequate existing public transport provision</b>	<i>Proximity to local facilities, including the school makes this a highly sustainable site. Colney Heath is served by a 6 day a week bus service, with a bus stop within 100m of the site access. Nearby Welham Green &amp; St Albans Railway stations offer frequent services.</i>
<b>Concerns over loss of car parking spaces</b>	<i>The current off-street parking provision is outside the scope of this proposal.</i>
<b>References to public transport provision are incorrect</b>	<i>The evidence base will be reviewed &amp; updated accordingly.</i>
<b>Local road network unsuitable for cyclists</b>	<i>The development will include 2.0m wide footways connecting the site to High Street, which has pedestrian pathways leading to the northern side of the A414 North Orbital Road and the Tollgate Road. There is an existing shared-use pedestrian and cycle path along the northern side of North Orbital Road which continues to the A1001 Comet Way and stops at London Colney Roundabout.</i>
<b>More information needed on transport impacts</b>	<i>The traffic report commissioned shows that the site will generate modest vehicle movements and would not result in a detrimental impact on the local highway network. The proposed development would be accessed via a single entrance and exit onto Colney Heath High Street. The</i>



THEME	APPLICANT RESPONSE
	<i>current 30mph speed limit along the High Steet would remain, and the new entrance/exit road for the development would have a 20mph limit, along with traffic lights to control the flow of traffic onto High Street.</i>
<b>More information on parking provision needed</b>	<i>Parking will be provided for the development proposal as per the policy requirements of Hertfordshire County Council. The current off-street parking provision is outside the scope of this proposal.</i>
<b>Green Belt</b>	
<b>Land should not be developed</b>	<i>The St Albans Green Belt is around 419 hectares (ha) in total, and the proposed development equates to less than 0.25% of this area. The proposed site lies within the St Albans Green Belt. Any development proposal in the green belt needs to demonstrate "very special circumstances", as required by the National Planning Policy Framework to warrant removal from the green belt. This proposal includes provision for much needed market &amp; affordable housing, including plots for self &amp; custom build housing - which have all been acknowledged by St Albans Council to be significant factors in favour of development proposals in the green belt.</i>  <i>The proposal also includes for a 10% gain in biodiversity, which again weighs in favour of development proposals. The lack of an up-to-date Local Plan &amp; no Five-Year Housing Land Supply is a significant factor in favour of development proposals such as this which can be quickly delivered and provide much needed housing.</i>
<b>Brownfield sites should be prioritised</b>	
<b>Green Belt helps to reduce air pollution</b>	
<b>Land should only be developed when there is a proven need for essential workers</b>	
<b>Shortage of housing should not precipitate Green Belt development</b>	
<b>There are no special circumstances to justify development on Green Belt</b>	
<b>Cumulative development concerns</b>	
<b>Cumulative development concerns (General)</b>	<i>Each development proposal is to be considered on its own merits &amp; is required by National Planning Policy to mitigate its own impacts (in terms of Section 106 provisions). This proposal will be considered by St Albans Council on its own merits &amp; as necessary, Section 106 contributions will be sought to ensure any arising impacts from the proposal are suitably mitigated.</i>
<b>Recent permissions setting precedent for future development</b>	
<b>Ecology and wildlife</b>	

THEME	APPLICANT RESPONSE
<b>Proposals will impact wildlife habitat</b>	<i>The proposal includes 0.67 hectares of new Open space, and the planting of new trees and hedgerows along the boundaries will enable the proposed development to contribute tangible, long term beneficial landscape and ecological enhancements, including an increase in net biodiversity (BNG).</i>
<b>Dispute the suggestion of the development attaining a biodiversity net gain score</b>	<i>Based on the ecology assessment the proposal can deliver a net gain in biodiversity onsite. There is potential for biodiversity and habitat enhancements via onsite open space provision &amp; hedgerow/boundary planting. The detail will be confirmed at the later, reserved matter planning stages, but the evidence shows a net gain is deliverable &amp; could be secured by way of a planning condition.</i>
<b>More information needed on hedgerow retention</b>	<i>Existing hedgerows will be retained &amp; enhanced where possible. There is a small section of hedgerow along the Northern boundary that will require removal to enable access. Full landscaping &amp; planting details will be confirmed in the later planning stages.</i>
<b>Character of area</b>	
<b>Rural character of the area will be impacted by the development</b>	<i>This development aims to sympathetically reflect the area's local character, architecture, and the existing patterns of residential development to ensure the new properties assimilate into the village. It is important to the applicant that this development becomes an extension of the existing community in Colney Heath.</i>
<b>Colney Heath must remain a village</b>	
<b>Character of area (General)</b>	<i>The final detailed design of the proposal is reserved for a later planning stage, but the illustrative masterplan shows how the site can be delivered sympathetically to the surrounding area &amp; character.</i>
<b>The development will impact the community</b>	<i>While we understand that any proposals have the potential to alter the character of an area, it is for this reason that developers are obliged to make contributions to local amenities, through discussions with the local authority to make sure any impacts are mitigated.</i>

THEME	APPLICANT RESPONSE
	<p>Moreover, there will be further opportunities for consultation via making comments directly to the local authority's own consultation on the application – and potentially in future when more detailed design is shared with the community if planning permission is granted for this site. This will help the Applicant better understand what the impacts are and how these can be best mitigated.</p>
<b>Environmental impacts</b>	
<p><b>Removing Green Belt will reduce local carbon capture and impact air quality</b></p>	<p>The proposal will be delivered to latest building regulations. The use of sustainable construction methods &amp; practices is detail reserved for a later planning stage, as this early outline stage the proposal commits to a net gain in biodiversity to offer betterment to the immediate environment.</p>
<p><b>The development will harm the environment</b></p>	
<b>Construction management</b>	
<p><b>Noise impacts</b></p>	<p>A construction management plan can put in place measures are put in place to ensure the proposal causes minimal disruption to neighbouring residents &amp; businesses. A construction management plan can be secured via planning condition.</p>
<p><b>Traffic impacts</b></p>	
<b>Masterplan design</b>	
<p><b>Open space configuration does not consider residents</b></p>	<p>The illustrative Open Space configuration reflects the topography &amp; setting of the site - in relation to drainage &amp; landscape. The Plan is however only illustrative &amp; detailed Open Space provision is reserved for a later planning stage.</p>
<p><b>Overdevelopment of site</b></p>	<p>The proposal is in outline &amp; seeks in principle consent for up to 45 homes. The site could be bought forward for less homes but at this scale the development proposal reflects the surrounding area &amp; accords with planning policies requiring the best use of land.</p>
<b>Sustainability</b>	
<p><b>Concerns that the development would not be carbon neutral</b></p>	<p>There is no policy requirement for developments to be carbon neutral. At the later, detailed planning stages, this is something that is in the applicant's gift to offer. The proposal will be delivered in line with the latest building regulations.</p>

<b>THEME</b>	<b>APPLICANT RESPONSE</b>
<b>New homes should be built to Passivhaus standards</b>	<i>The proposal is in outline and detail, such as this are reserved for later planning stages. The proposal will be delivered in line with the latest building regulations ensuring the proposal is compliant with access, water use and energy efficiency requirements</i>
<b>General</b>	
<b>Object to the proposals</b>	<i>The Applicant has noted these comments/</i>
<b>Supportive of new housing</b>	<i>The Applicant welcomes that the respondent is supportive of new housing in the area</i>
<b>The site is well located for the proposed Mass Rapid Transport system HERT</b>	<i>The applicant has noted these comments and is in agreement. The applicant as a major landowner is engaging with Hertfordshire County Council (&amp; St Albans) regarding proposals for HERT. The applicant is keen to work with parties to ensure a deliverable and sustainable solution for public transport area in Hertfordshire is found and delivered.</i>
<b>Concerns about future of Colney Heath Football Club</b>	<i>The applicant notes the respondent's comments. The development will not alter access to Colney Heath Football Club. The applicant has met with a representative of the Football club to discuss these proposals.</i>
<b>Concerns over extent of consultation undertaken</b>	<i>The catchment area was prepared so that residents within 500m of the boundary line would be notified and was extended in places to ensure residents on the fringe of this boundary were not missed out. This area encompassed 240 households, Moreover, the Applicant placed posters in shops, pubs and places of worship where permitted, and also placed an advert in the Herts Advertiser which has a total circulation of 29,000 copies per week, so that more residents could be informed about the proposals and have their say.</i>
<b>Concerns regarding loss of access to adjacent agricultural fields</b>	<i>The applicant has noted these comments. Plans are to be updated to show an indicative field access point.</i>
<b>Concerns that Tarmac will develop wider adjoining landholding</b>	<i>Tarmac has promoted its wider landholdings to St Albans as part of the new Local Plan process. This proposal does however only relate to this parcel of land &amp; currently there are no firm plans to develop wider landholdings in the area, but the Applicant welcomes an opportunity to</i>
<b>Consultation does not mention other developments Tarmac is involved with</b>	

THEME	APPLICANT RESPONSE
	<i>discuss its wider landholdings and the opportunities those can offer with the Parish Council &amp; Neighbourhood Plan Group, as well as local residents.</i>
<b>Disagree with data used to justify housing and infrastructure requirements in the local plan</b>	<i>The applicant has noted these comments. This data is compiled by a Government approved method "the Standard Method" &amp; all Local Authorities are required to apply this calculation when delivering Local Plans after 2012.</i>
<b>Recent planning applications adequately satisfy local housing requirements</b>	
<b>Investment into play space should go towards the existing playground and not within the proposed development</b>	<i>The Applicant has noted these comments. There is a policy requirement for on-site open space and the proposal meets this requirement in full. Should there be a need for contributions to play space in the immediate area of the site this can be reviewed through the application and appropriate Section 106 contributions made.</i>

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## SECTION 7: CONCLUSION

**This SCI sets out how the Applicant has engaged with the local community and sought its views on the proposals.**

The Applicant has undertaken a comprehensive programme of engagement with local residents, political stakeholders and community groups ahead of submitting this planning application. The public consultation, co-ordinated online as a response to the limitations on gatherings in light of the Omicron variant, aimed to fully explain the context for the proposal, present the indicative design for the Site and respond to comments and questions raised. This exercise has been supported through the use of hard copies of publicity materials and information to ensure everyone in the local area was able to access the information

The Applicant has demonstrated a willingness to engage with local communities and will continue to do so once the application has been submitted and throughout the planning process.

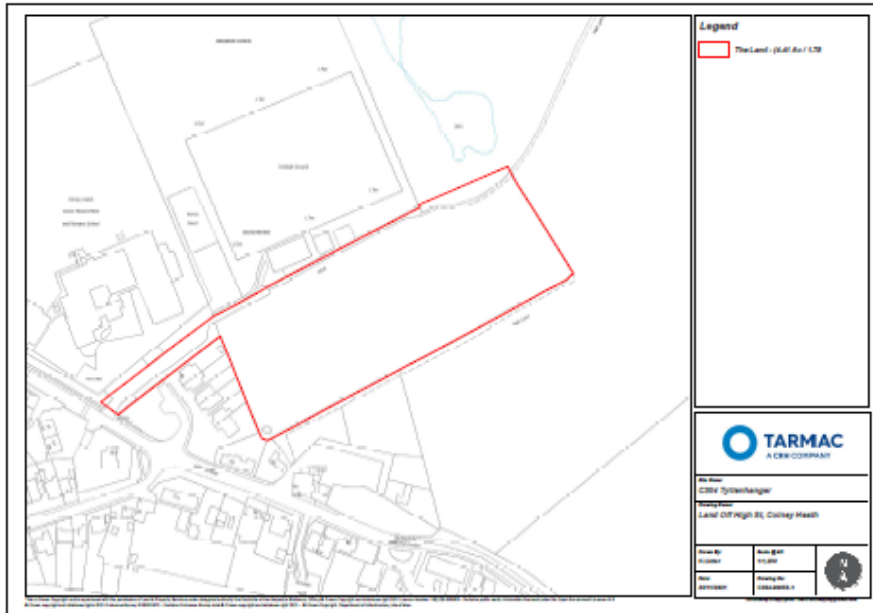
The Applicant would like to thank all members of the local community and others who have taken the time to participate in the consultation, ask questions and provide feedback to the project team.

# APPENDIX 1: VIRTUAL PUBLIC EXHIBITION – INFORMATION BOARDS



Virtual Public Exhibition

## Welcome



Site location map for Land off High Street, Colney Heath

Welcome to our virtual public exhibition. This website has been created by Tarmac to share our proposals for a small-scale residential development of up to 45 properties in Colney Heath village, near St Albans, Hertfordshire.

Due to the current pandemic restrictions, we felt it was best to take a precautionary approach to any public gatherings, given that many people remain wary of meeting indoors in larger numbers, and hold the consultation online.

As such, we have designed this virtual public consultation site to provide all the information a public exhibition usually would. It is an important part of the planning process that we use to help explain our proposals, seek feedback, and take on board your comments before any plans are finalised.

This virtual exhibition is being held prior to submitting a planning application to St Albans City & District Council so that we can hear and listen to your views before finalising our proposals.

Your insight and feedback is important and will help us to amend and shape our application. You will also have a chance to provide feedback directly to the Council once a planning application has been submitted.

### How to use this website

1. To navigate the exhibition room, click and drag your cursor across the screen or click on the arrows at the top.
2. Click on the "i" button next to an exhibition board to view a larger version in PDF format. The information is intended to be read from left to right, however you may view the information in any order you wish.
3. To submit your feedback, click on the "i" button next to the virtual feedback box, or click "Submit Feedback" at the top of your webpage.

It is important to us that our information is accessible to all, and we recognise not everyone can view our information and comment online. Paper copies of this information and feedback forms are available upon request and can be sent to your home address.

To request paper copies of any information, please contact our community consultants via [charlie@eqcommunications.co.uk](mailto:charlie@eqcommunications.co.uk) or 020 3617 6359.



# About Tarmac



With 150 years of experience and heritage to our name, we're a national network of local businesses, combining the knowledge and expertise of two of the construction industry's most iconic brands: Tarmac, pioneers and inventors of the modern road, and Blue Circle, the company that patented Portland Cement. We provide vital building materials such as rock, sand, gravel, concrete, asphalt, and mortar that enable the construction and maintenance of homes and infrastructure which is part of our everyday lives.

We employ around 7,000 people across a network of more than 400 sites in the UK. As a large landholder and custodian of natural resources we are committed to managing the balance between the needs of industry, conservation of the natural environment, and sustainable futures for local communities, such as Colney Heath, by ensuring our work prioritises responsible stewardship, enhances biodiversity, supports communities, and boosts local economies. Tarmac is part of CRH, the world's leading building materials business.

We are also an established land promoter and development company, with a significant portfolio of freehold and other commercial land interests in St Albans District. Our business has nationwide experience of bringing forward strategic development sites of all scales for new residential, mixed-use, commercial, and industrial development. We will oversee the entire planning process and want to work with local communities, Planning Officers, Councillors, and other key stakeholders to secure an appropriate planning consent on this site before appointing a development partner to build out the new homes.

We are aware that some residents may identify Tarmac with other local land interests such as Bowmans Cross. Whilst Tarmac does have an extensive portfolio of freehold interests in the area, the promoters of the proposed housing development at Bowmans Cross are Urban and Civic. Our association is limited to having a mineral lease from the Tyttenhanger Estate for the site.



# The proposals



Concept masterplan for proposed development at Colney Heath

We are proposing a small-scale residential development on 0.97 hectares of land off High Street, Colney Heath. The proposals are for up to 45 new homes – including up to 20 new affordable houses, a proportion of which can be prioritised for local first-time buyers and key workers. The overall site area is 1.78 hectares, with the remaining 0.81 hectares reserved for new public open space (equating to 45% of the overall site).

The scheme will help to address the critical undersupply of housing, particularly affordable homes, in the St Albans area. It will create a natural and logical addition to the village, on a unique site where the homes could be delivered quickly and with very little impact on primary Green Belt function.

The properties will be a mix of one- to four-bedroom homes of no more than 2.5 storeys high, and the development can also offer four self and custom build plots.

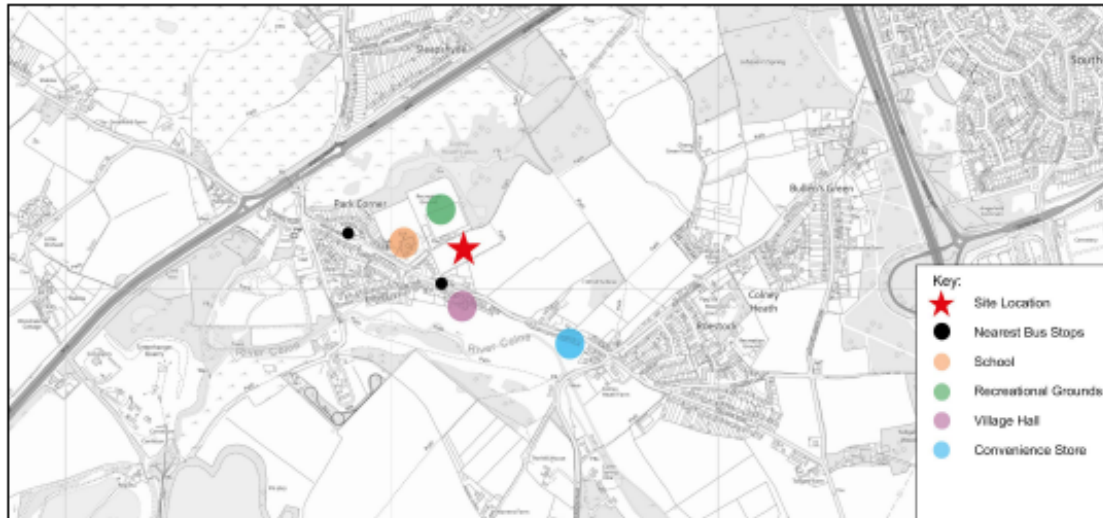
A key focus for the scheme will be the provision of on-site open space and structural landscaping along the eastern edge, which will contribute to an up-to 10% net biodiversity gain on site..

Of the 0.81 hectares reserved for open space, there will include provision of a 100m2 Local Area of Play (LAP), forming part of the Sustainable Drainage System (SuDS), and enhanced planting to create a new defined edge to the proposal, and protect the wider Green Belt.

In addition to the open space and attenuation features, the proposal can achieve a net gain in biodiversity onsite by enhancing existing habitats, namely hedgerows and incorporating new tree planting throughout.

There will also be economic and employment benefits to the proposals including job-creation during the construction phase, as well as long term local spending in shops and services by future residents.

# Site context, location and connectivity



Location of the site and amenities nearby

The proposed development sits down a private asphalt track, just off the High Street in Colney Heath village, 5.9km east of St Albans City Centre. It lies to the south of Colney Heath Football Club and east of Colney Heath School and Nursery. The Colney Heath site has been owned by Tarmac since 1988 and is agricultural land that has always been used for arable farming. The site is undeveloped, agricultural land with some general vegetation, and is well screened by existing hedgerows which the proposal seeks to retain and enhance.

The site is within easy walking distance of local amenities, including shops, a café & the nearby Crooked Billet pub. Colney Heath also benefits from good public transport links that connect into the wider strategic road network as well as excellent pedestrian and cycle routes for improved accessibility & recreational uses.

The site is in a very accessible location that could create a natural and logical addition to the village, where the homes could be delivered quickly and with very little impact on primary Green Belt function.

## Public transport links

A bus stop is located approximately 100m from the site access, with services to St Albans/Welwyn Garden City, Sandridge/Tythenhanger, Colney Heath/New Greens,

Hatfield/Bell Bar, and Nicholas Breakspear School/ Carterhatch Lane (routes 230, 305, 312 and 355). It has access to the strategic road network, with the A414 North Orbital Road and J3 of the A1(M) close by.

Welham Green Railway Station lies 4.5km east of the development, and provides services to Welwyn Garden City, New Barnet, and Moorgate, while St Albans City Railway Station is 5.1km west, offering connections into Luton, Bedford, St Pancras International, Rainham (Kent), Sutton (London), Gatwick Airport, and Brighton.

## Cycling and pedestrian connectivity

The proposed development at Colney Heath is within easy walking distance of local amenities, including shops and schools and with access to the area's existing pedestrian and cycling routes, providing connectivity to other services and facilities.

The nearest off-road cycleway is a shared-use pedestrian and cycle path along the northern side of North Orbital Road, which continues to the A1001 Comet Way in the northeast and stops at London Colney Roundabout in the west.

# The need for housing

The St Albans area has a critical undersupply of homes, particularly affordable homes.

The St Albans City & District Local Plan has not been renewed since 1994 and a new version is due to be completed by 2023. However, based on the Government's new standardised methodology for identifying local housing needs, St Albans needs around 900 new homes per year, and currently has a shortfall of 4,000 affordable homes (94%), which would require 1,185 affordable properties to be built each year over the next five years.

The proposal for Land off Colney Heath, High Street will therefore make an important contribution to delivering much-needed housing, and affordable housing.

## Planning context

A key Government planning priority is to significantly boost the delivery of new housing. It recognises the importance and benefits of small to medium scale developments, particularly those of around one hectare (exactly like this site at Colney Heath), which are unconstrained, do not require any significant upfront infrastructure, and can be built relatively quickly. The plans have been designed to work with the requirements of national planning policy by developing in a sustainable location close to local amenities, and provide a significant amount of affordable housing, open space, biodiversity net gain, and provision for self & custom build plots.

In the absence of an up-to-date Local Plan, there is also a presumption in favour of sustainable development, particularly in cases where the local authority cannot demonstrate a five-year supply of housing. In this context, the proposals meet national planning policy criteria, and would also make a positive early contribution to the delivery of housing.

## Managing the Green Belt sensitively

In November 2013, St Albans City & District Council commissioned a Green Belt Review to determine what areas could be taken into account when considering development within the Green Belt. The review concluded that sites that made limited, or no contribution towards the primary functions of Green Belt could be considered for development.

The review concluded that developing this site would not compromise the green belt function locally, its function being to prevent the merging of St Albans and Hatfield, and preserve the setting of London Colney, Sleepshyde and Tyttenhanger. The proposal will not affect this. 45% of the site will be reserved for open space, attenuation and structural landscaping meaning the development will not impact the character of the surrounding villages in physical terms, or the area's overall visual openness.





# Masterplan design principles



## Character and design

The design of the proposed homes will be agreed in detail via a subsequent Reserved Matters Application (RMA). However, in principle, the new homes will sympathetically reflect the area's local character, architecture, and existing patterns of residential development to ensure the new properties are well-integrated. The new homes will be built to latest building regulations and can include sustainability features that contribute towards a lower carbon footprint.

The development will also include high-quality green landscaping and open public space. The existing hedgerows and relevant existing trees around the site's boundary will be retained or supplemented by additional planting of new native and specimen trees. Overall, the proposal will make a net positive contribution to biodiversity on site.

A development partner (house builder) will be appointed once a decision is made on the planning application by the local planning authority.

## Community open spaces

Around 0.81 hectares (over 45% of the total site) of the proposed development will be new open space, including attenuation features for and an attenuation area for the site's Sustainable Drainage System (SuDS). In addition, there will be provision for a 100m<sup>2</sup> Local Area of Play (LAP).

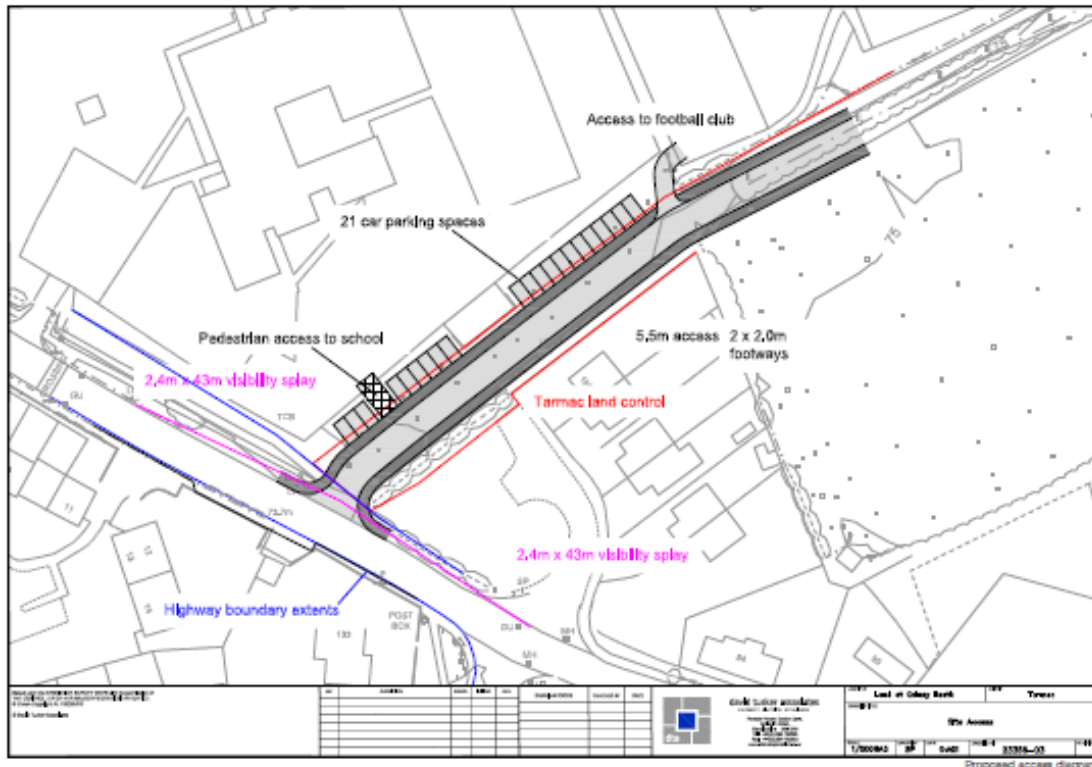
The open space will be complemented by high-quality green landscaping throughout, including structural landscaping to frame this space, particularly along the eastern edge to prevent views into the development from the surrounding landscape.

## Community and social infrastructure

The proposed homes are located next to a primary school - Colney Heath School and Nursery - with secondary education offered at the Nicholas Breakspear Catholic School. The University of Hertfordshire is within comfortable cycling distance of the site. Colney Medical Centre is the nearest medical practice, located in London Colney, with the nearest dental practice at Hilltop Dental Surgery to the north-east.

While St Albans does not have an adopted Community Infrastructure Levy Charging Schedule, it complies with its regulations to secure community benefits for a scheme. Where required, financial contributions towards education and health care provision will be agreed with Hertfordshire County Council and NHS England respectively.

# Traffic, access and parking



## Traffic

An independent Traffic Statement (TS) has been prepared to assess the impact of vehicle movements upon the adjacent highway network. The TS shows that the site will generate modest vehicle movements arising from the proposal and these additional movements would not result in a detrimental impact on the local highway network.

## Site access

The proposed development would use the existing access into the site off High Street, which also serves the football club and fishing lakes. The access (which had originally been laid by Tarmac) would be enhanced and improved to create a 'bellmouth' junction, with a 5.5m wide road, and 2.0m wide pedestrian footpaths on both sides. By making these improvements the access will become an adopted highway, meaning that the access will become a formalised route for all that currently use it.

## Parking

Parking at the development will be provided on-site in general accordance with parking standards set by the local authority. Most homes will have private parking on driveways, while some properties will have access to designated parking areas.

## Public rights of way

The existing right of way, which runs along the eastern boundary will be retained, as it sits outside the footprint of the site. The informal track/worn path that runs along the western boundary which follows onto the fishing lakes will also be retained, the majority of which extends outside the site boundary.



# Technical analysis



## Ecology

The Ecological Impact Assessment (EIA) carried out field studies to identify the potential for key plant varieties and habitat, as well as protected species surveys. Assessments included bat, badger, breeding bird, and Great Crested Newt (GCN) surveys. The studies concluded that the site (as arable farmland) provides limited ecological value for any wildlife that may be present, and any development can be suitably mitigated. Existing hedgerows will be retained where possible to preserve potential corridors for bats and nesting birds. It was found that the two water bodies northeast of the site, used as fishing lakes, were unsuitable for any Great Crested Newt population.

## Trees

Existing trees around the site's boundary will be retained where possible, or supplemented by planting of enchainning existing native and specimen trees, as well as new hedgerows to create landscaped boundaries.

## Designated sites

The proposed development area is not covered by any statutory or non-statutory landscape or environmental designations, with the nearest non-statutory designated site being Sleapshyde Gravel Pit Local Wildlife Site (LWS) located adjacent, northeast of the site.

## Biodiversity benefits

The 0.81 hectares of open space, and the planting of new trees and hedgerows will enable the proposed development to contribute tangible, long term beneficial landscape and ecological enhancements, including an increase in net biodiversity (BNG).

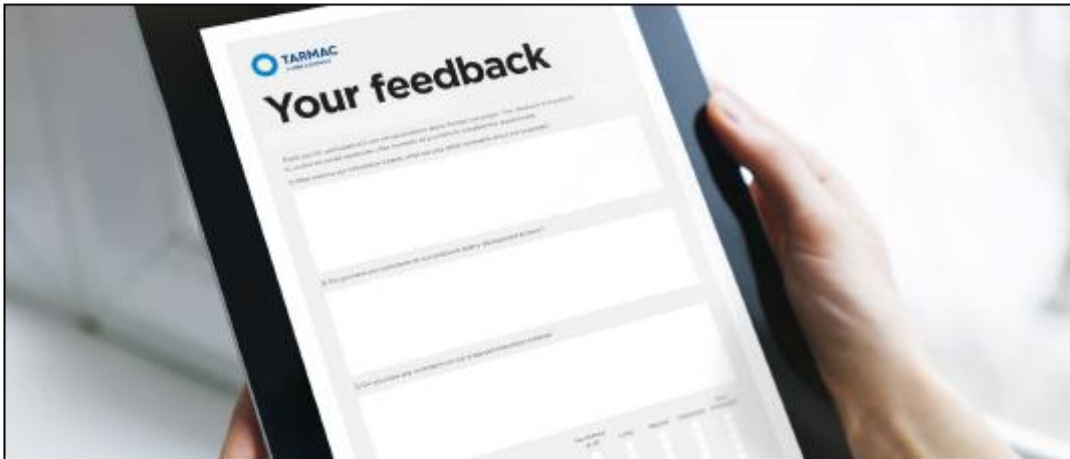
## Landscape and visual impacts

An independent Landscape and Visual Impact Assessment (LVIA) was commissioned to assess the site's suitability for development. The study looks at impacts to overall landscape and visual receptors within the local area and assess how the proposed development will impact them. New planting across the southern edge of the scheme will help to create a boundary to residential properties that adjoin the development site, and new landscaping and planting to the eastern boundary will both assist in softening views into the site from the west.

## Water and drainage

The proposed site is not within an area at risk of flooding (it is categorised as Flood Zone 1 – low risk) The River Colne is approximately 200m to the south of the site. Any surface water will be drained via a new Sustainable Drainable System (SuDS), with water attenuation areas proposed on site.

# Consultation and next steps



Thank you for attending our virtual public exhibition, which will run from Monday 6 December to Monday 20 December 2021. We hope you have found the information we have shared useful and that we have been able to answer your questions.

## Webinars

We are holding two virtual Q&A sessions on Thursday 9 December, 19:00-20:00 and Tuesday 14 December, 18:00-19:00. To register to join either of these Q&A sessions, please register via this website.

## Submit your feedback

Please do take a moment to fill out one of our online feedback forms, which you can access by clicking on the "Submit Feedback" tab along the top of this webpage. Alternatively, you can send your feedback to us via email – please send your comments to [charlie@eqcommunications.co.uk](mailto:charlie@eqcommunications.co.uk). We will consider any suggestions you may have on our proposals and will work to address any concerns.

## Next steps

Following the consultation period, our team will review your comments and produce a report based on feedback we received. This report will be submitted to the Planning Authority alongside the formal planning application.

We anticipate that the application will be submitted to St Albans City & District Council in early 2022, following which the Council will conduct its own statutory consultation – giving you another opportunity to share your views.

If approved, preparatory work on the development such as site clearance and laying foundations, could begin in mid-2023 with construction on the properties commencing around early 2024.

Please submit any feedback you have by Monday 20 December 2021 at 5pm when the formal consultation closes.

## APPENDIX 2: VIRTUAL PUBLIC EXHIBITION – FEEDBACK FORM



# Your feedback

## Colney Heath

Thank you for taking the time to view our virtual exhibition website or reading our materials in hard copy. Your feedback is important to us, and we would therefore appreciate a few moments of your time to complete this questionnaire.


1) Please rate your level of interest in the following aspects of the proposals	No interest at all	Little interest	Neutral	Interested	Very interested
Affordable housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transport and access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Open space and biodiversity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impacts on local services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sustainability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2) Please rate the following statements	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
I recognise the need for new homes, including affordable housing in the local area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It is important to deliver a mix of homes that reflects the needs of first-time buyers, downsizers and young families	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I welcome the introduction of new, open space, and play area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I welcome proposals that can achieve a net gain in biodiversity onsite	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I am interested in the provision of Custom & Self Build housing onsite	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I found this public exhibition helpful and informative	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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## APPENDIX 3: INVITATION TO STAKEHOLDERS

  
I am writing on behalf of Tarmac in relation to a proposed outline planning application for up to 45 homes at Land off High Street, Colney Heath – the site immediately adjacent to Colney Heath Football Club. A location plan of the site is attached for reference. My company, EQ Communications, is supporting with the community consultation on the proposals.

Tarmac is a major employer, both locally and nationally. Tarmac also has significant landholdings, of which 2,750 acres are in Hertfordshire. Tarmac has recently and historically promoted to St Albans City & District Council some of this land for allocation, for a range of sustainable uses, in locations suitable for development.

Developing this small parcel of land (1.1 hectares) will provide new homes for the community at Colney Heath (& St Albans) offering much needed family housing, including new affordable homes. The scheme will also provide new strategic landscaping and open space as well as a biodiversity net gain.

We are now starting the process of engaging with immediate neighbours and stakeholders ahead of undertaking a formal public consultation prior to submitting a planning application. As an immediate neighbour to the site, we recognise you will likely have questions and comments and are keen to talk to you from the outset, so you are closely involved in the process.

We would welcome the opportunity to meet with you (either in person or virtually) to present our proposals to you and hear your initial thoughts on our plans. If this is of interest, please let us know a suitable time for this meeting so we can make the arrangements.

I look forward to hearing from you.

Best wishes,



## APPENDIX 4: INVITATION TO RESIDENTS



26 November 2021

Dear resident

**Re: Invitation to attend a virtual consultation on proposals for a residential development on Land off High Street, Colney Heath**

I am writing to you on behalf of Tarmac to inform you about proposals for a new, 45-home residential development in Colney Heath and to invite you to participate in a virtual consultation we are holding to seek your feedback.

The proposed site, known as Land off High Street Colney Heath, is to the northeast of the village just off Colney Heath High Street adjacent to the school, nursery, and football club. A location plan of the site is overleaf.

We have identified the 1.77-hectare site as the proposed location for a development of around 45 homes, including family and affordable housing. If successful, the scheme would provide new homes for the community at Colney Heath (and St Albans), helping to address the critical undersupply of housing, particularly affordable homes, in the area.

The scheme will also provide new strategic landscaping and open space as well as a biodiversity net gain. It would create a natural and sustainable extension to the village, on a unique site where homes could be delivered quickly and with minimal impact on the function and character of the Green Belt.

As a resident of the village, it is extremely important that you are informed and involved in these plans from an early stage, and we would value your contribution and input in shaping our proposals ahead of submitting a planning application to St Albans City & District Council in early 2022.

Whilst Coronavirus restrictions have reduced, we want to prioritise people's safety and felt it best to take a precautionary approach to public gatherings at this time. We are therefore hosting a virtual consultation, including two live webinars for residents to hear about the proposed scheme and ask questions of the team. You can register for this via the website below. The details of the public consultation are as follows:

<b>Date:</b>	<b>Monday 6 to Monday 20 December 2021</b>
<b>Website:</b>	<b>tarmac-colneyheath.virtualexhibition.info</b>
<b>Online event 1:</b>	<b>Thursday 9 December 19:00 – 20:00</b>
<b>Online event 2:</b>	<b>Tuesday 14 December 18:00 – 19:00</b>

We are very happy to supply hard copies of any information if you do not have internet or computer access. If you have any questions or comments about the information above or would like to receive hard copies of the information, then please contact our community consultation consultants Charlie Gilmartin on [charlie@eqcommunications.co.uk](mailto:charlie@eqcommunications.co.uk) or call 020 3617 6359.

Yours sincerely

**Samantha Brooman**  
Development Manager

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Tarmac Cement and Lime Limited Registered in England and Wales. Company No. 66558  
Tarmac Services Limited Registered in England and Wales. Company No. 8197397  
Registered address for all companies: Portland House, Blakenhill Lane, Solihull, Birmingham B37 7BQ

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Building our future

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## APPENDIX 5: VIRTUAL PUBLIC EXHIBITION – POSTER



# Virtual public exhibition

## Displaying proposals for Land off High Street, Colney Heath

Tarmac are hosting a **virtual public exhibition** to get feedback from residents about proposals for an up-to-45-home residential development in Colney Heath. The site lies to the northeast of the village just off Colney Heath High Street, adjacent to the school, nursery, and football club.

Due to the current pandemic restrictions and infection rates, we felt it was best to take a precautionary approach and hold the consultation online. However, you will still be able to review our proposals, talk to the project team and have your say.

The consultation will include a virtual exhibition website, as well as two online events to give you the opportunity to be talked through the proposals and ask direct questions of the team. The details of the consultation are as follows:

Date: **Monday 6 to Monday 20 December 2021**  
Website: **[tarmac-colneyheath.virtualexhibition.info](https://tarmac-colneyheath.virtualexhibition.info)** [scan QR code below]  
Online event 1: **Thursday 9 December 19:00 - 20:00**  
Online event 2: **Tuesday 14 December 18:00 - 19:00**

You can register for the online events via the consultation website. The website will launch at the start of the consultation period.

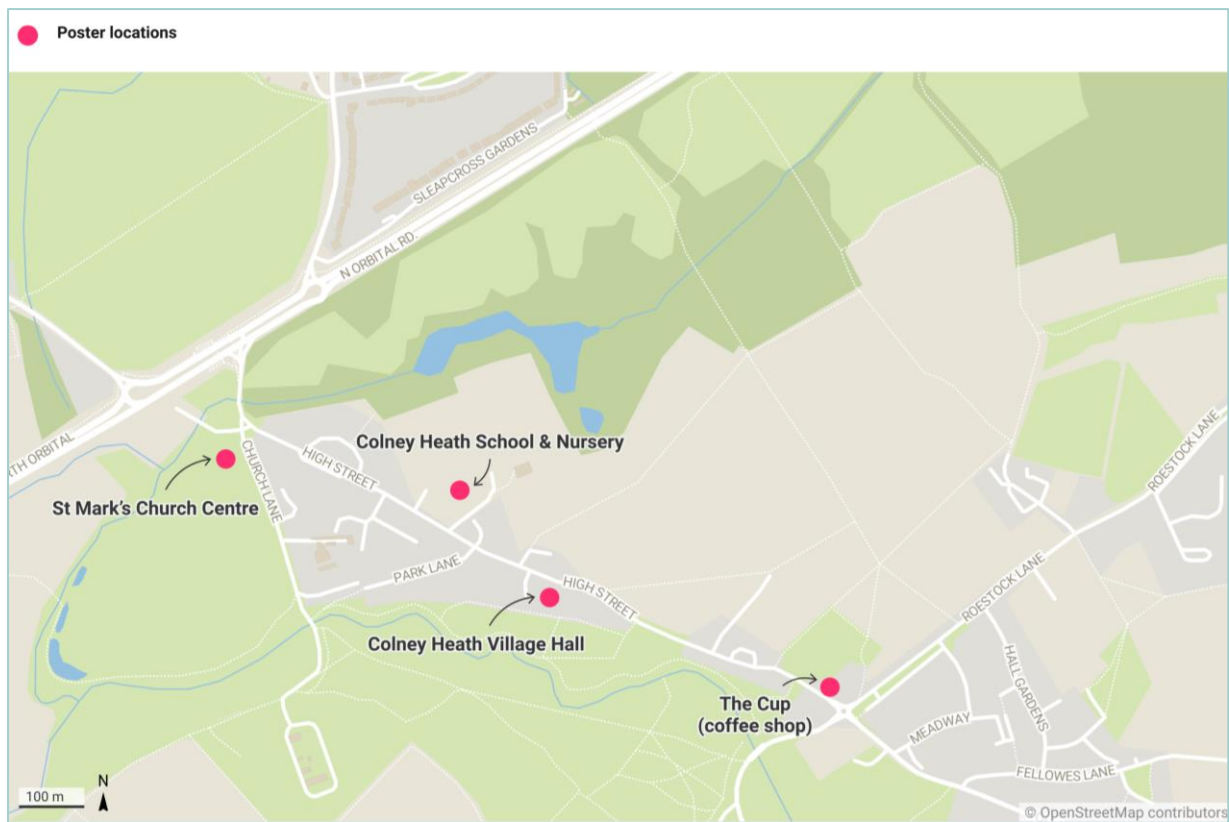
### Requesting paper copies

If you do not have access to the internet or a computer but would still like to view our plans and submit feedback, paper copies of the materials can be sent to your home address upon request. Please get in touch using the details below.

If you have any questions or for more information, please call **020 3617 6359** or email our community consultation team EQ Communications on **[charlie@eqcommunications.co.uk](mailto:charlie@eqcommunications.co.uk)**



## APPENDIX 6: VIRTUAL PUBLIC EXHIBITION – POSTER LOCATIONS





# APPENDIX 7: PHOTOS OF POSTERS IN THE LOCAL AREA



## APPENDIX 8: VIRTUAL PUBLIC EXHIBITION – LOCAL ADVERTISEMENT



# Virtual public exhibition

## Displaying proposals for Land off High Street, Colney Heath

Tarmac are currently hosting a **virtual public exhibition** to get feedback from residents about proposals for up to 45 homes in Colney Heath. The site lies to the northeast of the village just off Colney Heath High Street, adjacent to the school, nursery, and football club.

Date: **Monday 6 to Monday 20 December 2021**  
Website: **[tarmac-colneyheath.virtualexhibition.info](https://tarmac-colneyheath.virtualexhibition.info)**  
[scan QR code below]

Online event 1: **Thursday 9 December 19:00 - 20:00**

Online event 2: **Tuesday 14 December 18:00 - 19:00**

You can register for the online events via the consultation website.

**Requesting paper copies:** If you do not have access to the internet or a computer but would still like to view our plans and submit feedback, paper copies of the materials can be sent to your home address upon request. Please get in touch using the details below.

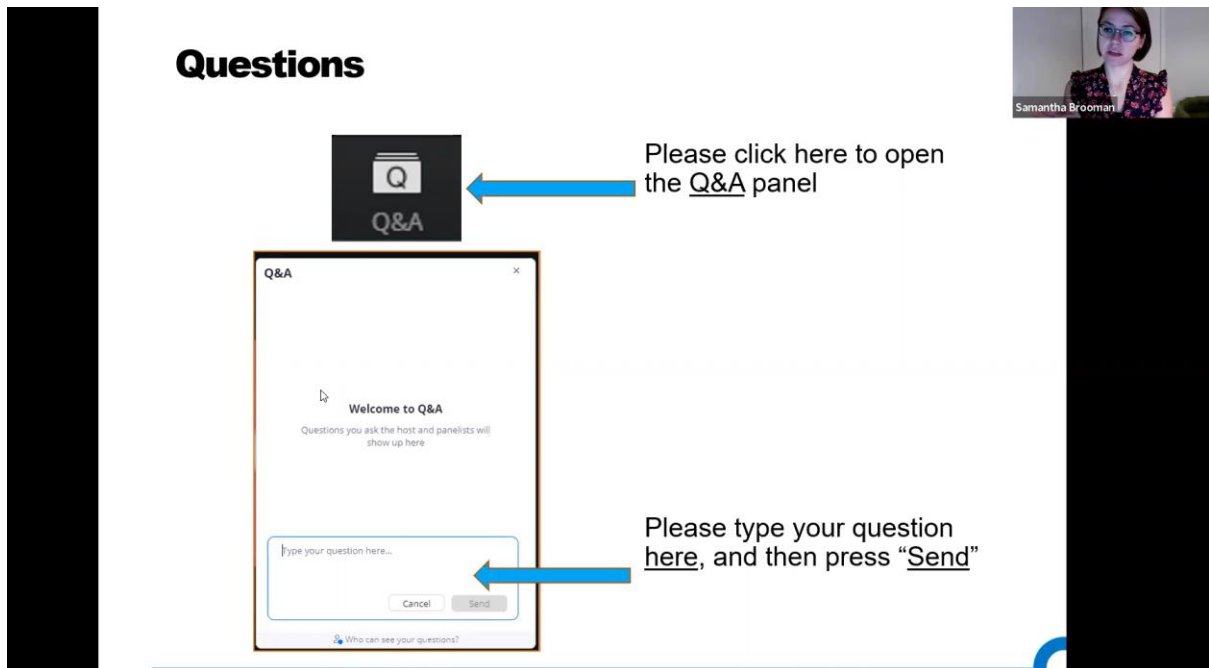
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## APPENDIX 9: SCREENSHOT OF WEBINAR EVENT

**Questions**



Please click here to open the Q&A panel

Please type your question here, and then press "Send"

Samantha Brooman



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