

CD 9.11 (c)

COLNEY HEATH PARISH COUNCIL

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date	version	
19 March 2024	1	Issued to PINS

Land adjacent to Colney Heath Football Club, Colney Heath, St Albans

PROOF OF EVIDENCE

HIGHWAYS

Colney Heath Parish Council Rule 6 Party

Planning Inquiry

PINS Ref : APP/B1930/W/23/3333685

LPA REF: 5/2022/0599

Summary

The local roads carry high volumes of traffic and have a long history of road traffic accidents, these not only affect the individual roads but have impacts on all the road network in the area.

The roads in the village are narrow with high levels of on-street parking due to the age and design of many of the houses and need for residents to use a car, the delays often result in drivers taking dangerous risks.

More sustainable modes of travel are considered in the Colney Heath Parish Council's (CHPC) sustainability Proof of Evidence CD.9.11 (d). Our evidence is that many walking routes in the area are unsafe, and most of pavements within the village are below a satisfactory standard. The village has no dedicated cycling routes, and most routes are on the highway, most of which have been assessed as dangerous or unsuitable for most cyclists.

The impact from the Bowmans Cross development c5000 new homes will have a significant impact on traffic through the village and on the wider area, which causes a concern on reliability of traffic forecasts supplied by the appellant.

Due to the size of the catchment of the Colney Heath Primary school many parents drop children off and collect them from school by car. Many of the houses within the catchment area are beyond walking distance of children of the school age group. Many parents also need to work due to the high cost of housing in the area.

The applicant agrees that the main car parking area operates at capacity during morning and afternoon drop off and collection times. The CHPC agrees with this conclusion.

The proposed loss of seventeen parking spaces within the main parking area will cause significant problems and road safety issues for the dropping off and collection of children from school. The existing former tennis court car park near the football club does not have the spare capacity to accommodate the additional cars.

That is before the loss of any spaces due the proposed new development, and the demand when the additional new homes on Bullens Green Lane and Boissy Close which currently have planning consent are completed.

The traffic generated by the development also carries significant risks through a school car parking area.

Highways

Road safety

1. The CHPC has concerns on road safety on the following roads:
 - High Street Colney Heath
 - Coursers Road Colney Heath
 - Tollgate Road Colney Heath
 - Colney Heath Lane, St Albans
 - A4141 near Colney Heath
2. These concerns are supported by the crashmap.com data for these roads and from personal experience of the roads. The High Street and Tollgate Road have a high level of on-street parking which reduces the flow of traffic and causes some drivers to take risks.
3. Coursers Road, the main link from the village to M25 and Colney Fields retail park, is narrow and frequently substandard due potholes and broken edges to the road surface. Coursers Road serves two large scale waste processing facilities, landfill and bio-digester unit, a large builder's merchant, and several other large commercial yards. These result in the high number of heavy goods vehicles (HGVs) using the road. Coursers Road is also the proposed location of "Bowmans Cross", a major development along the southeast side of the road comprising c.5,000 new homes with the main access via Coursers Road and Bell Round-about.
4. The CHPC also has concerns over safety of car parking areas near the Colney Heath school and the junction from High Street. These concerns are about the sightline for traffic leaving the roadway from the site, from the car parking area on the access roadway, and on the former tennis court/football club parking areas. The sight line is particularly poor for vehicles turning right leaving the site. This is exacerbated at school dropping off and collection times with the number of children and parents in the parking area roadway and on the pavements. Additional information about this concern is the section that considers football match time parking (see paragraph 40 below).

Trips generated by the site.

5. The CHPC considers the forecasted trips generated from the appeal site is low, resulting in considerable road safety issues particularly with traffic through the car

parking area for the school and the junction with the High Street. The reasons for this are -

- The areas selected for the forecast are all well outside M25 zone and most have considerably better access to public transport than Colney Heath.
- The selected locations are not or are less affected by the London employment zone, being some distance from London.
- All the selected locations are more affordable than Colney Heath, therefore a lesser need for most family members to seek employment and therefore resulting in lower number of commuting journeys by car.

6. The appellants Transport Assessment (CD 4.18) table 7 Trip forecasts state :

<i>Trip Rate / Trips</i>	<i>AM Peak (08:00-09:00)</i>			<i>PM Peak (17:00 - 18:00)</i>		
	<i>Arrivals</i>	<i>Departures</i>	<i>Total</i>	<i>Arrivals</i>	<i>Departures</i>	<i>Total</i>
<i>Trips</i>	6	17	23	16	7	23

On Street Parking

7. Colney Heath has several groups of mainly Victorian cottages, these were built close to the highway with little or no off-street parking. The key characteristics of the cottages are they are narrow with only one on-street parking space per cottage : however many homes require additional parking spaces.
8. Due to layout and or legal reasons, they are unable to park at the rear of the dwellings. This impacts High Street, Bullens Green Lane, and Roestock Lane and Tollgate Road.
9. The on-street parking causes delays and people take unacceptable risks to pass through. This is worsened following the all too frequent RTAs on any of the neighbouring roads including A414, A1(M) and M25 resulting in traffic passing through the village to alternative routes.



10. Photo taken 19th January 2023 morning rush hour showing two vans taking *dangerous risks to get through* – the bus stop is opposite numbers 53-63 Tollgate Road.

See appendix 3 for CHPC parking study

Heavy Goods Vehicles (HGVs)

11. Despite the existence of the 7.5-ton weight limit in the village, a considerable number of HGVs come through the village as a short cut or avoiding delays elsewhere on the network. Delays elsewhere on the road network are common due to the village's proximity to the M25, A1(M) and A414. This is exacerbated by poor law enforcement of the weight limit. These HGVs regularly cause damage to street furniture. The CHPC fears it is only a matter of time before a serious RTA occurs involving an HGV.



12. RTA 31st October 2023 at the Crooked Billet public house, a grade 2 listed building. This resulted in the High Street being closed for about a week until the vehicle could be safely removed.

School Access and School Car Parking

13. The CHPC believes that HCC's withdrawal and changes to their objection (CD 17.5) on car parking grounds is based on the poorly presented information provided by the appellant and lack of detailed local knowledge of the site layout and schools catchment area.

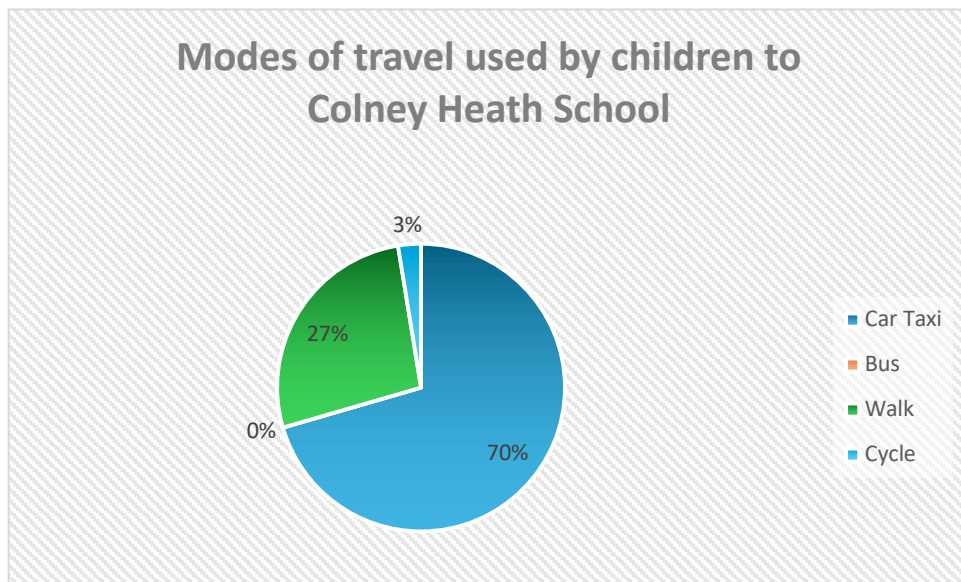
Need for parking for Colney Heath school

14. The Colney Heath School has nursery, infant, and primary classes with a wide catchment area, much of which is beyond the current national guidelines for acceptable walking distances for children within these age groups.

15. People currently dropping off and collecting children from the school use the access road and the land to the rear of the school for parking. All parties agree that the access road is fully utilised - currently for parking purposes during school drop off and collection times, so the capacity of the former tennis court - football club car parking area becomes critical.

Travelling to Colney Heath School	Mean	Min.	Max.
Distance from home to Colney Heath School all modes.	1.2km	0.25km	12.8km
Distance from home to school - walking only	1.0km	0.25km	1.8km
Distance from home to school – car/van only	1.1km	0.85km	12.8km

Source - 4Colney Heath Residents Association Travel Survey 2024 (CHRA-T2024) (CD 17.6)

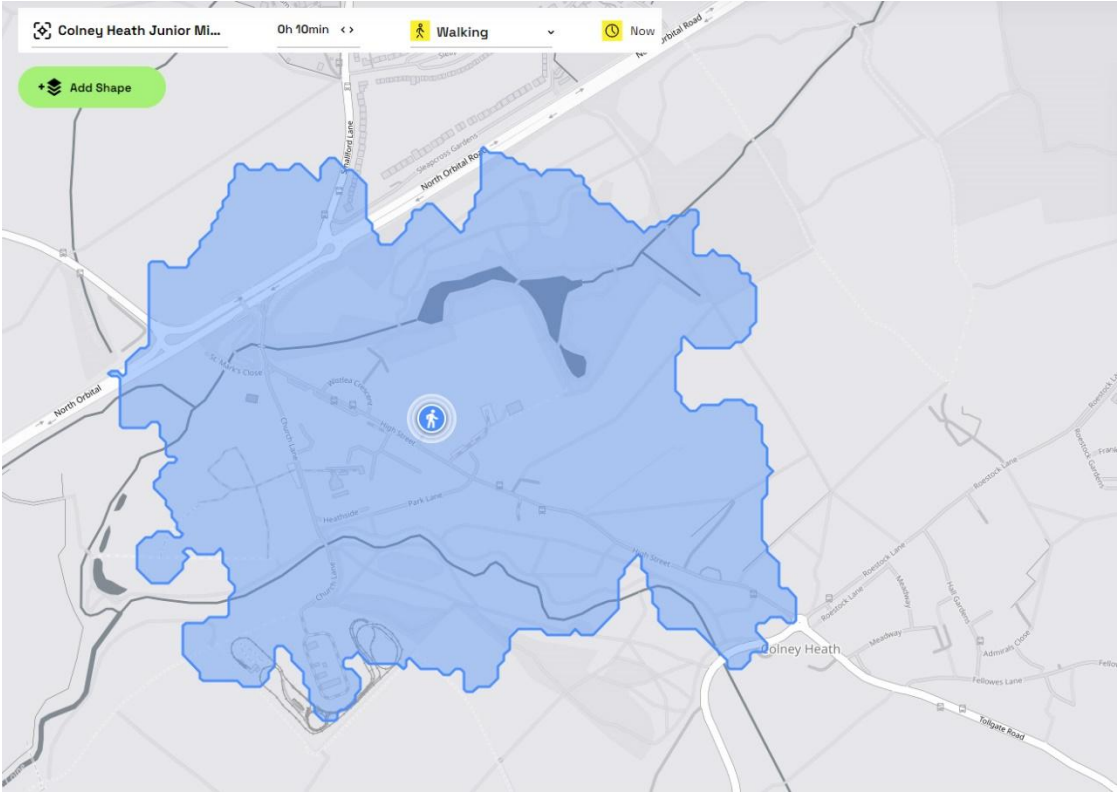


Source - CHRA-T2024

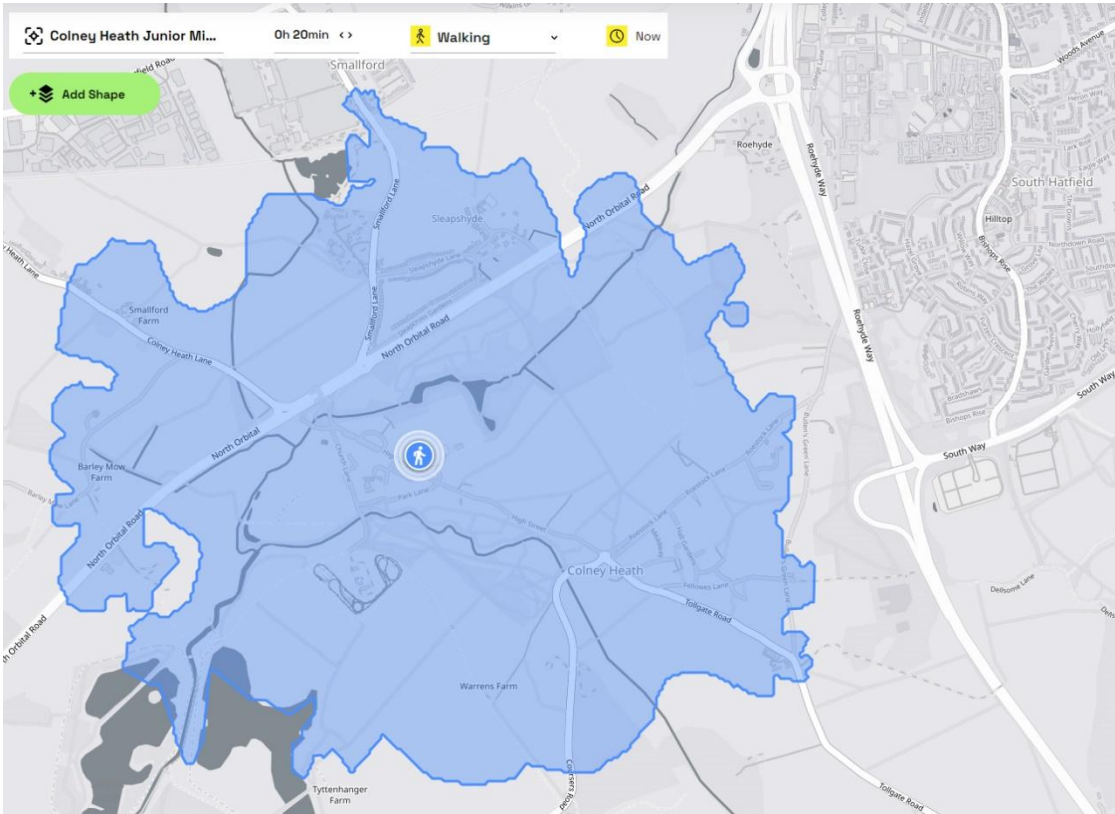
Catchment area

16. The School catchment covers a large area and includes both sides of A414, including the communities of Colney Heath Lane, Sleafshyde and Smallford on the far side of A414, Colney Heath village, Bullens Green, Welham Green and London Colney on the

school side of the A414. The CHRA-T2024 recorded the furthest distance travelled to the school was 12.8km.



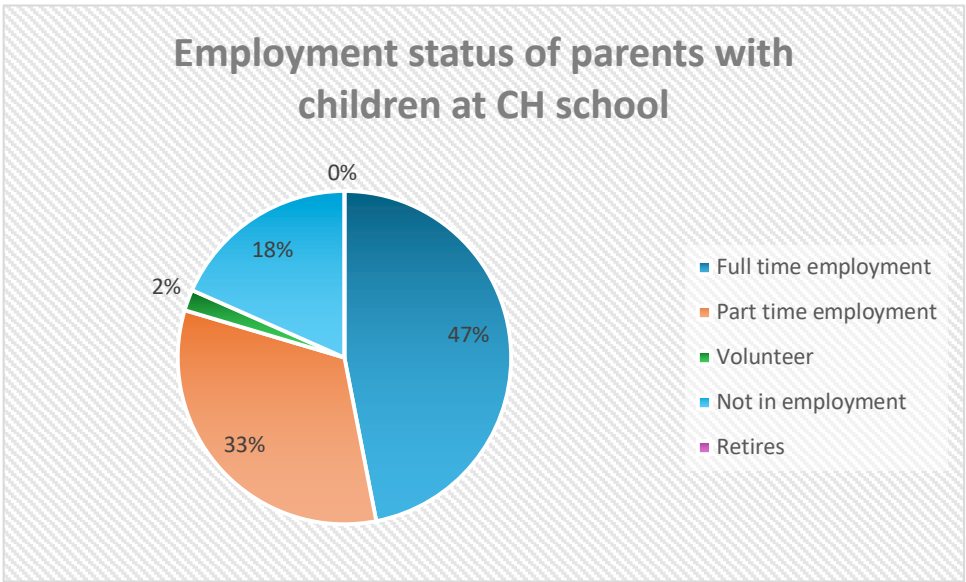
17. Above showing a 10 minute walking distance from Colney Heath school, approximately 800m being the desirable maximum walking distance.



18. Above showing a 20 minute walking distance from Colney Heath school approximately 1600m being the maximum walking distance. All of Smallford and part of Colney Heath Lane and the far end of Colney Heath village are beyond this distance.

Need for parents to work

19. The CHRA-T2024 survey recorded a high number of parents with children at the Colney Heath school working full or part time.



20. The poor affordability of homes in the area, with a ratio of about sixteen times the average income, means that in most households parents need to work. Due to normal work employment hours, and the lack of alternative modes of travel, dropping children off at school and then travelling on to work is common.

Number of homes

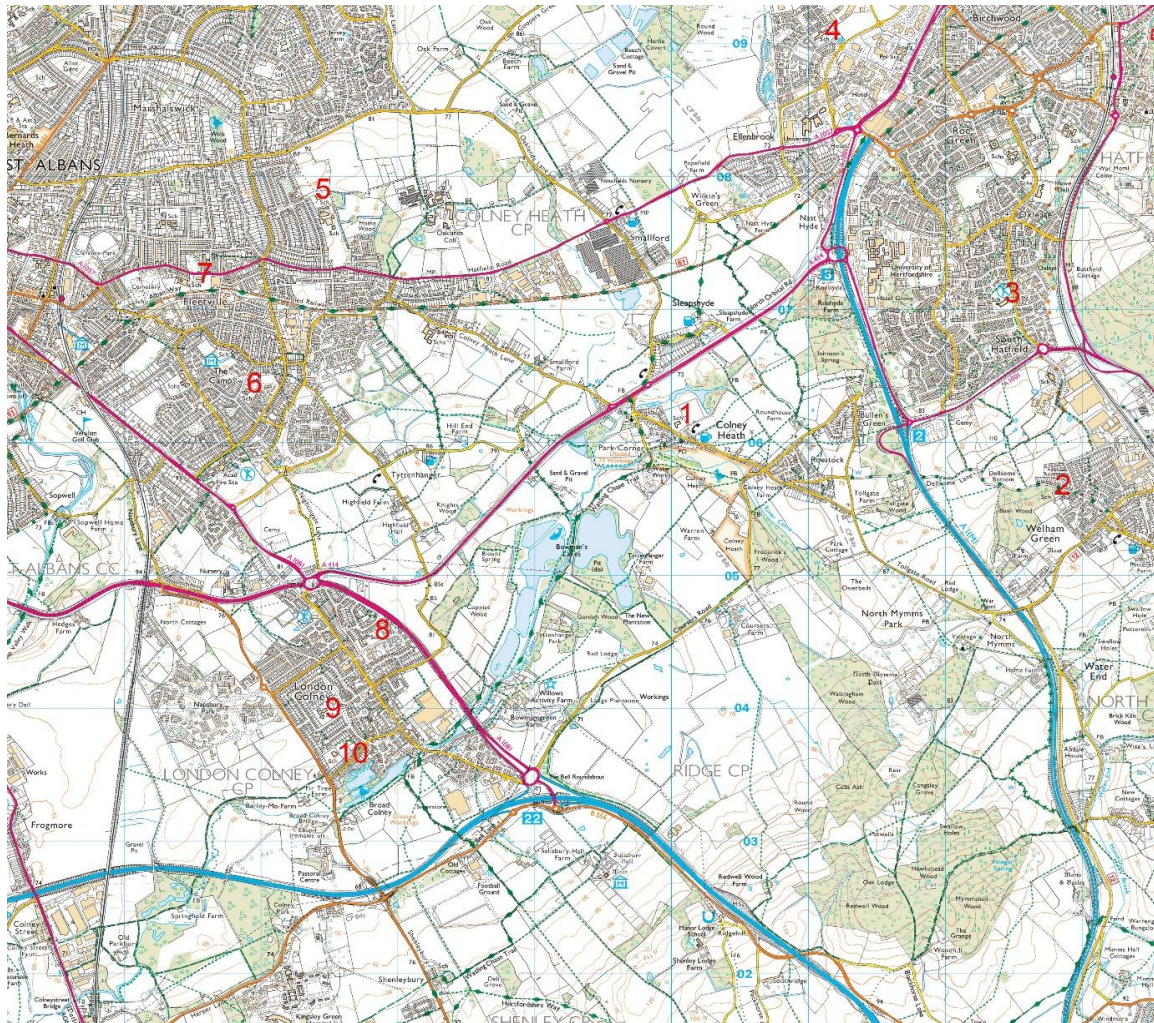
21. CHPC's studies show that current car parking areas are at or near capacity now, that is before the loss of the proposed seventeen spaces proposed in this development, and before the new homes already approved but still to be built within the village are included.

Applications already approved include :

- Bullens Green Lane, 100 homes, which in broad in planning terms equates to one-fifth form of entry to the school. This site is located furthest end of the village from the Colney Heath school.
 - Boissy Close 5/2022/2557, 40 dwellings off Colney Heath Lane, far side A414.
22. Applications still to be determined which are either beyond the acceptable or safe walking distance, however still all within the catchment area for Colney Heath School include :
- Roundhouse Farm 5/2022/2736, 155 dwellings on Roestock Lane
 - Roundhouse Farm 5/2023/0405, 110 dwellings and a community building on Roestock Lane
23. The Bullens Green Lane development of 100 new homes is approximately 1.6km walking distance; part of this route is along Fellows Lane which has no footpath for short section of the route. The alternative routes with continuous footpaths would be longer. The CHPC believes that most of the children will travel to school by car - all the evidence supports this conclusion.
24. The Boissy Close development of 40 new homes in Colney Heath Lane is on the other side of the A414 from the school. The CHPC pavement Assessment for Colney Heath Lane is contained in CHPC sustainability proof of evidence CD 9.11 (d). The route requires crossing Colney Heath Lane near the change of the speed limit from 30 to 40mph. The route then continues along a narrow roadside path in the 40mph section. The route then crosses Colney Heath Lane again near the "long-about" on a fast corner. The route crosses the A414 by footbridge the remainder is considered safer.

For safety, economic, and time reasons, the CHPC believes most children going to Colney Heath school from this development will travel by car.

25. Locations of Primary schools are numbered on the map below



1	Colney Heath	0.19km
2	St Mary church of England school Welham Green	4.4km
3	De Havilland school Hatfield	3.5km
4	Howe Dell school Hatfield	4.2km
5	Oakwood school St Albans	3.8km
6	Windermere school St Albans	4.0km
7	Camp school St Albans	3.9km
8	London Colney Primary London Colney	4.0km
9	Bowmans Green School London Colney	4.8km
10	ST Bernadette (RC) London Colney	4.3km

26. The distances are from the centre of application site to the school by walking the shortest route (derived from google maps). It should also be noted that many of these routes are considered unsafe for walking - see CHPC Sustainability Proof of Evidence, pavement assessments. Other than Colney Heath school all other schools are beyond the acceptable walking distance from the village for children of this age group, so would require travel by car : a non-sustainable mode of travel.

Landownership & access rights

27. The main access route to the site runs from the High Street to the site. We understand this is owned by the appellant. The CHPC owns a strip of land on the left-hand side between the access road and the school grounds. Colney Heath Football Club (CHFC) leased the area used by the football club from CHPC, outlined in red on the map below. The remainder of the site remains under the control of CHPC.



<p>Knight Frank Mapping 2 Lower Woodspen Court, Lambourne Road, Newbury RG20 8BL</p> <p>(t) 01488 688508 (e) mapping@knightfrank.com</p>			<p>Date: 06:07:21 Drawn By: MMcC Scale: 1:1250 @ A4 Plan Ref:</p>
			<p>Title Colney Heath Football Club & recreation ground</p> <p><small>This Plan is published for guidance only, and although it is believed to be correct its accuracy is not guaranteed, nor is it intended to form part of any contract. ©Crown copyright and database rights 2021. Licence No. 100021721</small></p>

28. The current CHFC lease has expired and the CHFC are in negotiations with the CHPC for a new lease. CHPC has seen the letter from CHFC to Tarmac agreeing the use of the car park for school short-term parking while children are dropped off or collected

from school. As the car parking area is outside the leased area it is unclear on what basis the letter was written and therefore its status.

29. The school hires coaches to take children to events; these currently park in the access roadway, there being no safe alternatives.

Capacity of the Football Club car park

30. None of the parking areas currently have parking bays marked, this includes the former tennis court car park, the area also known as the football club car park.
31. The CHPC has been unable to find any St. Albans District Council car parking area design standards. We have used that prepared by Rochford District Council to calculate the capacity. Due to the width of the site of 17.1m, the Rochford DC 90 degree layout would prove the most suitable standard.

Size of car park (using Google Earth) 72.8m X 17.1m.

32. Rochford DC Parking Standards Design and Good Practice Supplementary Planning Document Adopted December 2010 (CD 16.23)

3.2 Vehicles Parking Bay Size

3.2.1 Preferred Bay size for cars 5.5m x 2.9m (Parallel parking bay length)

Minimum bay size (only used in exceptional circumstances) 5.0m x 2.5m

33. Using the Rochford District Council data, the CHPC estimates that the northeast side would hold 25 cars, and the southwest side 23 due to the entrance being on this side, a total of 48 spaces.
34. While undertaking the CHPC survey we noted that many cars were parked with wider spacings between vehicles. We also noted several family groups with younger children, below school age. These groups tended to park at wider spacing to allow access to the younger children. The wider gaps broadly equated to the recommended width of parent and child parking spaces.
35. The need to cater for parents and child groups, and disabled parking, indicates that the 48 spaces in the football club car park is an overestimate. If one applies the wider parent and child spacing (3.2m) the capacity is reduced to forty-one spaces. This

would reflect that all people dropping off or collecting from the school would have a minimum of one child under twelve, therefore the wider spacing is required.

36. The increased walking distances from the former tennis court car park to the school may well increase parking space occupancy times. This has not been quantified, but this could also reduce overall parking capacity.
37. The CHPC is also very concerned that the proposed development might not provide sufficient parking spaces for its residents within the appeal site. The village is highly dependent upon car usage due to the lack of alternative modes of transport. This could result in the residents using the spaces currently used for school or football club purposes.

Loss of spaces

38. The loss of seventeen spaces from the main parking area shown on the DTA document as zones 7-10 would be well above any spare capacity of the football club car parking area. The only alternative parking is on the dangerous High Street or other roads which are already congested. Since the CHPC car parking survey was conducted, double yellow lines have been painted in Cutmore Drive. This will again reduce the number of car parking spaces available. Due to the size of the catchment area of the school, walking for many families is not an option.
39. Traffic from the proposed development of 45 homes, school traffic and young children in a car parking area are not considered a safe mix.

Football Club Car Parking

40. Colney Heath Football Club (CHFC) requires significant car parking capacity during matches and social events. The match time parking is unlikely to coincide with school times as they are mostly on evenings and weekends. However, it is common for both the parking in the car park beside the sports field, and the entrance roadway to the site, to be at or above capacity resulting on-road parking in the adjoining roads. The High Street has significant restrictions on parking due to a zebra crossing and junctions. This results in parking in nearby roads often in an unsafe manner. Much of Cutmore Drive now has double yellow line which restricts parking.
41. At several CHFC matches coaches have been observed to transport away team supporters. The coaches are unable to enter the former tennis court parking area due to the width of the gap. The former tennis court area is also normally reserved for

player and match officials during matches. This to also increases the need for parking in the access road and often beyond the site.



a) Above, car parking on 4th February 2024 on a match day, showing the area is at capacity.



b) Above, the car parking adjoining the sports field on Sunday 4th February 2024 on a match day, showing the area is at capacity.



c) Above, parking in the High Street dangerously close to school/football club roadway on double yellow lines photo taken on 22nd May 2021.



d) Above, parking in the High Street dangerously close to the junction with Park Lane on 22nd May 2021.



e) Above, unsafe roadside car parking on Sunday 4th February 2024 on a match day showing unfortunately all too common.

42. The evidence strongly indicates that the car parking capacity for the football club on match days is unable to meet the demand, resulting in unsafe and or illegal parking in the neighbouring streets. The loss of seventeen spaces proposed in this application will increase the problems of cars parking in the area together with the related road safety issues.

Alternative parking for the Football Club

43. The High Street in Colney Heath has some but limited parking, due to the need for residents to own a car. Many of the safer locations are regularly used by residents so are not available to football club users. The nearby village hall has some but limited parking; however this is restricted to village hall users only. The neighbouring roads also have severely limited parking due crossovers to access off road parking and on street parking by residents, again due high car dependency in the village.

Other users of Football Club

44. Other uses of the football club premises have been noticed to include both lunch time and afternoon events. These can easily coincide with the pickup times from the school, during such events, so much or most of the former tennis court site would not be

available for parents collecting or dropping off children from the school. This would clearly cause significant safety issues for the children and other road users due to the possible car parking in unsafe locations.

Car Parking Conclusions

- 45. There is a need for car parking for Colney Heath school due to the large catchment area of the school. This is exacerbated due to the poor affordability of housing in the area meaning that most parents needing to work. The area has a lack of alternative schools within reasonable or sustainable commuting distance.
- 46. The current car parking areas are currently operating at or near capacity, which is before the new dwellings at Bullens Green Lane and Boissy Close are completed. The loss of seventeen parking spaces would result in very serious parking and road safety issues, now that is before any of the already approved homes are completed.

Young children and vehicles are not a safe mix.

Access to land beyond the proposed housing site

- 47. The appellant owns the land beyond the application site. This land has already been promoted for development by them for 700 homes in St Albans call for sites as part of the Local Plan process. The CHPC’s concern is that the proposed new road could be used for access to the land beyond to enable additional development. This would have very significant road safety issues in the area near the school and the areas used for car parking. See appendix D for Tarmac’s land ownership in the area.
- 48. The A414 between A1(M) University roundabout and Colney Heath long-about has high traffic flows. Only a short section before the long-about has a 50mph speed limit.

A414 average daily traffic flow 2022 site number 91206						
Cycles	2 wheeled motor vehicles	Car and van	Buses and coaches	Light goods vehicles	Heavy goods vehicles	Total vehicles
35	215	32870	65	7297	2488	42935

- 49. The total length between the A1(M) roundabout and the long-about is about 1620m, however there is a works site near the A1(M) roundabout known a ‘Ryders’ with its entry and exit lane it reduces the length of A414 without any junctions to about 1320m. This would be significantly below the desirable length between junctions of 2km considered the minimum distance to ensure safe lane changes between junctions.

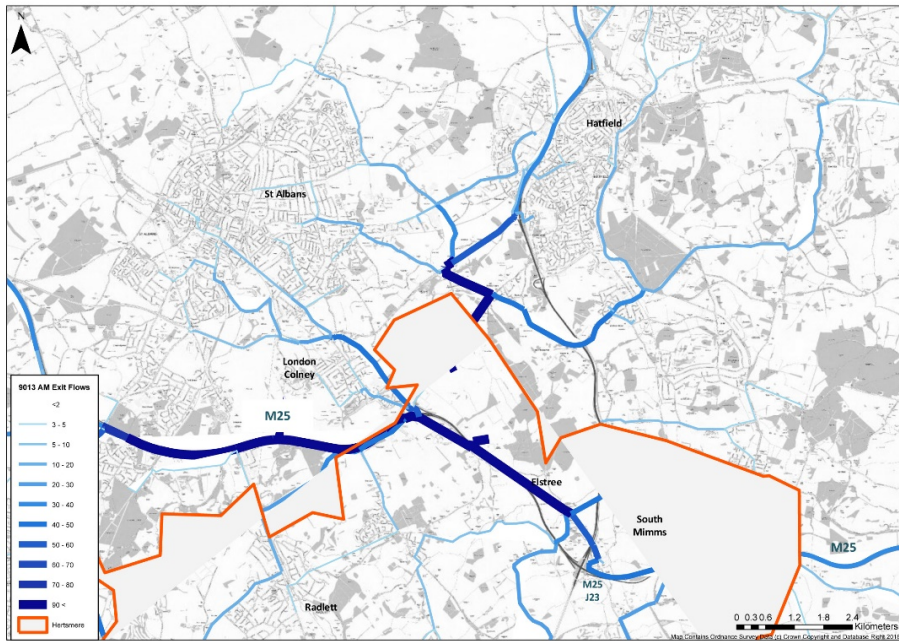
Hertsmere Local Plan

50. Hertsmere Borough Council has published additional information as part of its Local Plan. The new document relates principally to the proposed sites for development following the withdrawal of the previous document. This document forms part of the formal Reg18 consultation (CD 16.20), therefore in planning terms carries some weight in determining this appeal.
51. This is important for this appeal as the largest site proposed in Hertsmere Local Plan is just the other side of Colney Heath village approximately 1.5km from the site. The site is known as Bowmans Cross or the Tyttenhanger Estate, a new town of c.5,000 homes. The current proposal is for the development to be southeast of Coursers Road between Colney Heath and London Colney.
52. COMET Hertsmere 2036 Local Plan Scenarios September 2018 – (CD 16.22)
- COMET is Hertfordshire wide traffic and travel for forecasting model used by HCC and other LPA for traffic modelling however its county-district wide model primarily designed for inter urban traffic modelling.

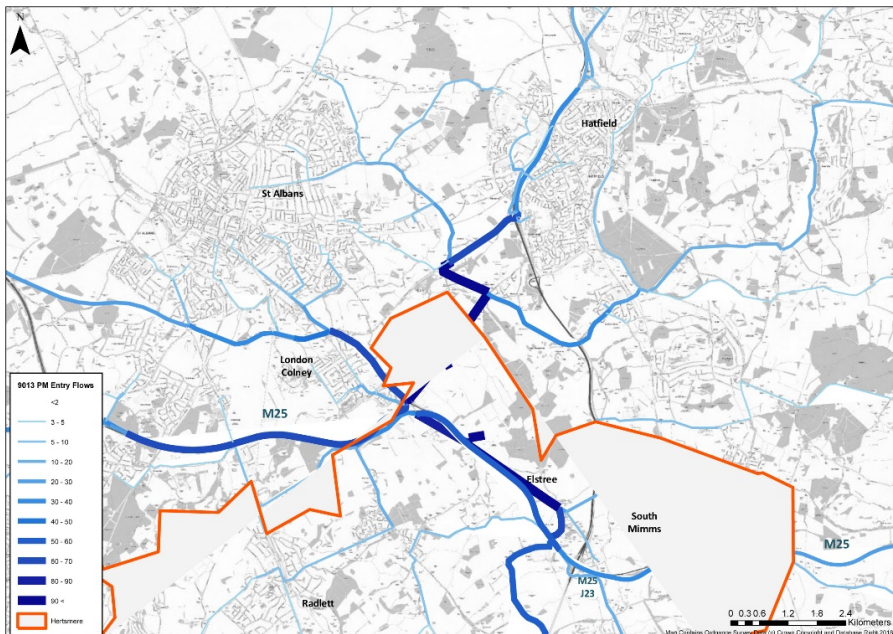
Development Flow Analysis

- This section identifies the routing of traffic from/to the two major development sites in Hertsmere District. These are:
 - Tyttenhanger Estate (COM01 and COMEMP1)
 - South Mimms (COM14 and COMEMP5)
- The full Variable Demand Model has been run in these scenarios which may impact the movements out of and into developments due to cost/time/demand changes during model assignment. Results reported are from the 2036 Hertsmere Baseline Local Plan scenario.

Development Flows Analysis – AM Outbound from Tyttenhanger Estate

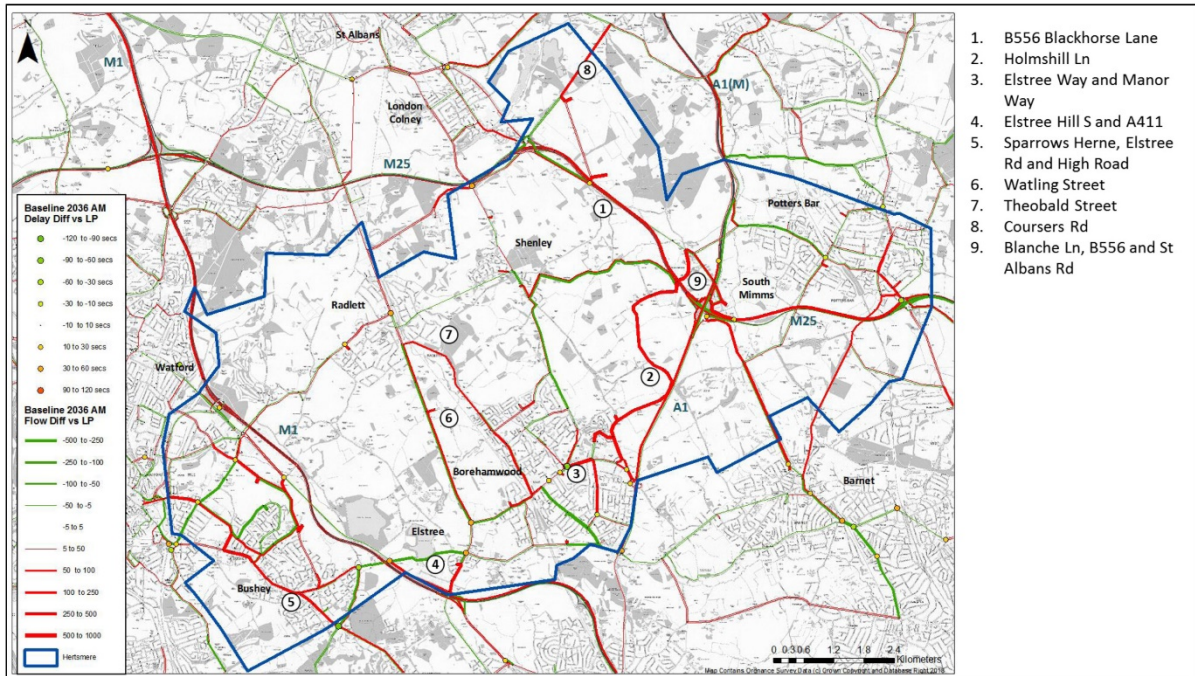


Development Flows Analysis – PM Inbound to Tyttenhanger Estate

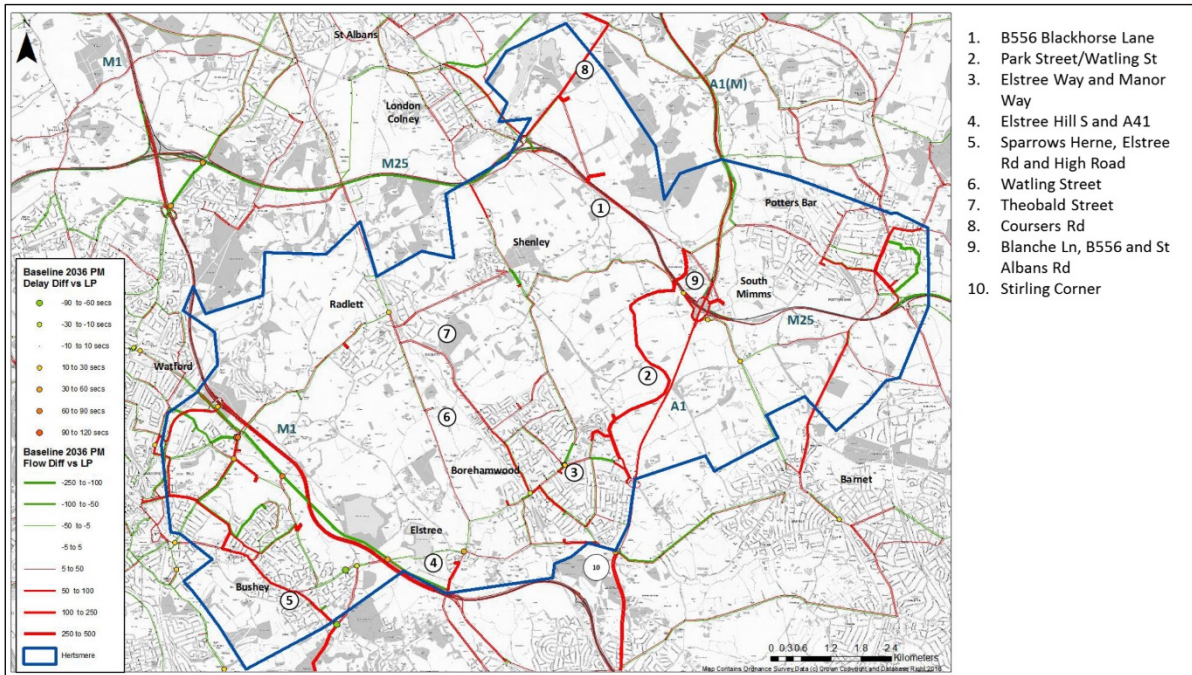


53. In broad terms the COMET modelling indicates similar flows of traffic from the site to M25 west bound, M25 east bound and along Coursers Road into the village. The data is for 2036 therefore the early stages of the development.

Difference in Delays and Flows – AM Peak 2031 HCC Local Plan V3 vs 2036 Hertsmere Baseline Local Plan



Difference in Delays and Flows – PM Peak 2031 HCC Local Plan V3 vs 2036 Hertsmere Baseline Local Plan



(CD 16.22)

54. The COMET modelling is for 2036, only partway through the early construction of the forecast 2,400 homes due by 2040 and the final estimated 5,000 homes (current Local Plan Reg18 CD 16.20).
55. The COMET modelling shows a significant traffic levels in all the roads in and round Colney Heath village with the highest number of vehicles in the High Street and Coursers Road during both the morning and evening peak times.
56. The CHPC can find no evidence that the impact of the traffic from Bowmans Cross/Tyttenhanger Estate proposal has been taken into account in the appellants traffic forecasting and modelling there the forecasts must be considered unreliable.
57. The Hertsmere Infrastructure Development Plan phase 2 (CD 12.21) also identifies the need for road improvements on Coursers Road, Tollage Road, and the A414 Colney Heath long-about, thereby the implications for the High Street in Colney Heath.
58. The evidence indicates that that Colney Heath village road network would suffer from very significant negative impacts from the proposed Bowmans Cross development.

This is likely to result in significantly higher traffic flows along the High Street and therefore the safety of the proposed site entrance and exit.

END.

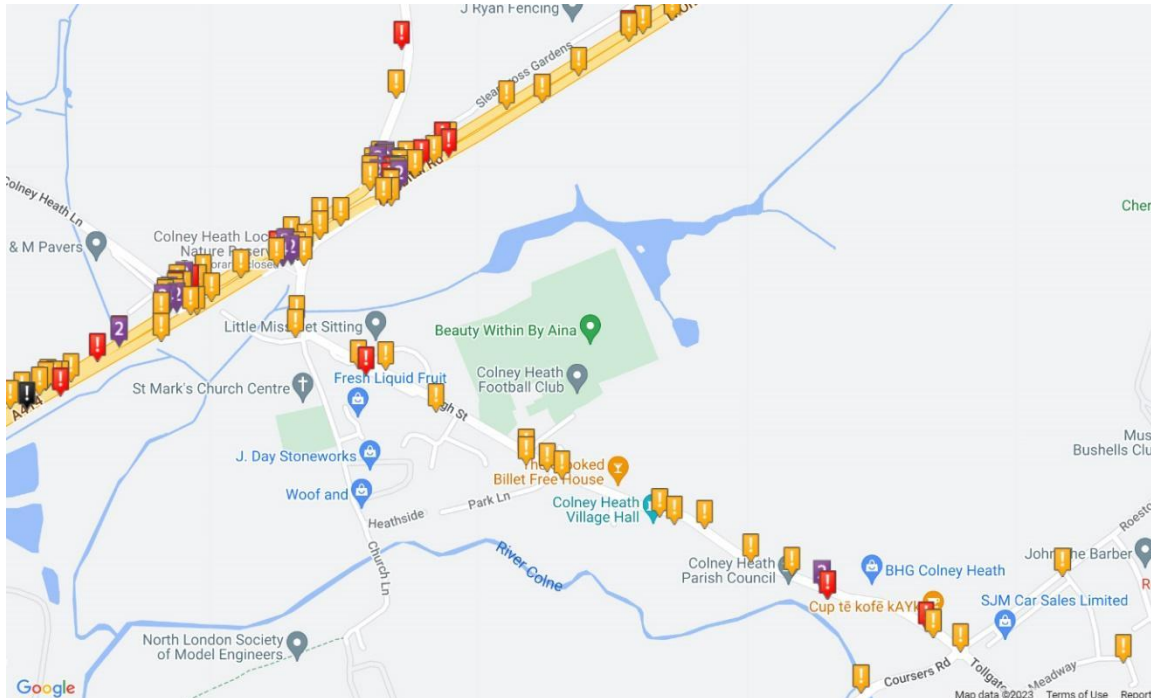
Appendix A Crashmaps

Crashmap.co.uk Road traffic accident data for the last 20 years in the area.

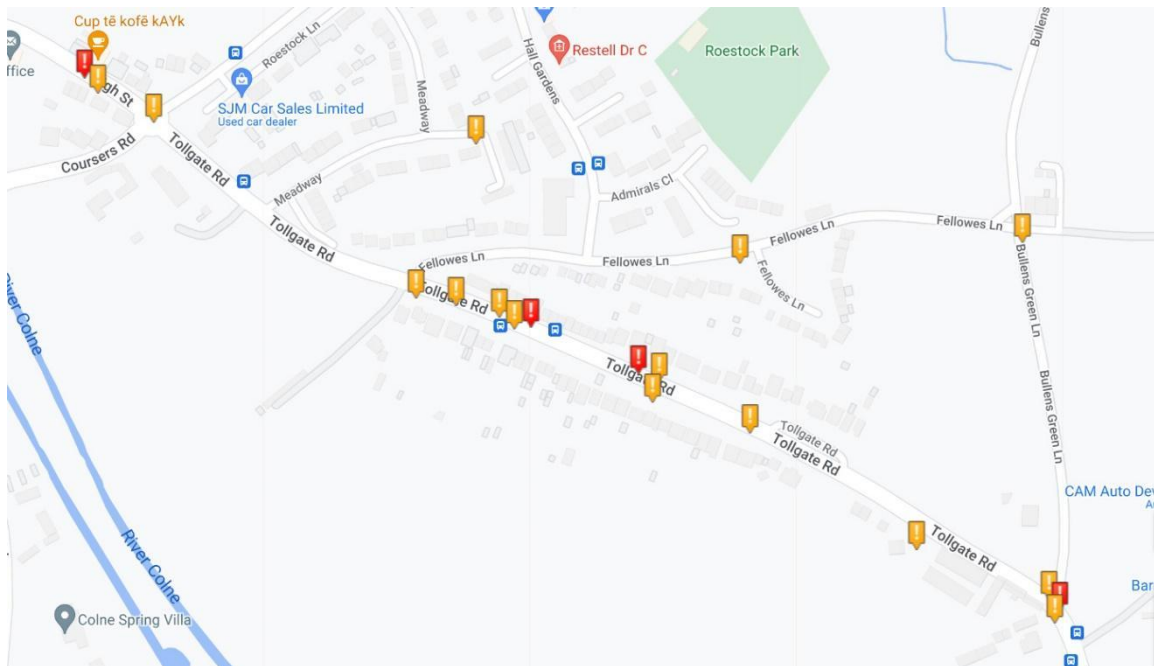
Amber – slight

Red - serious

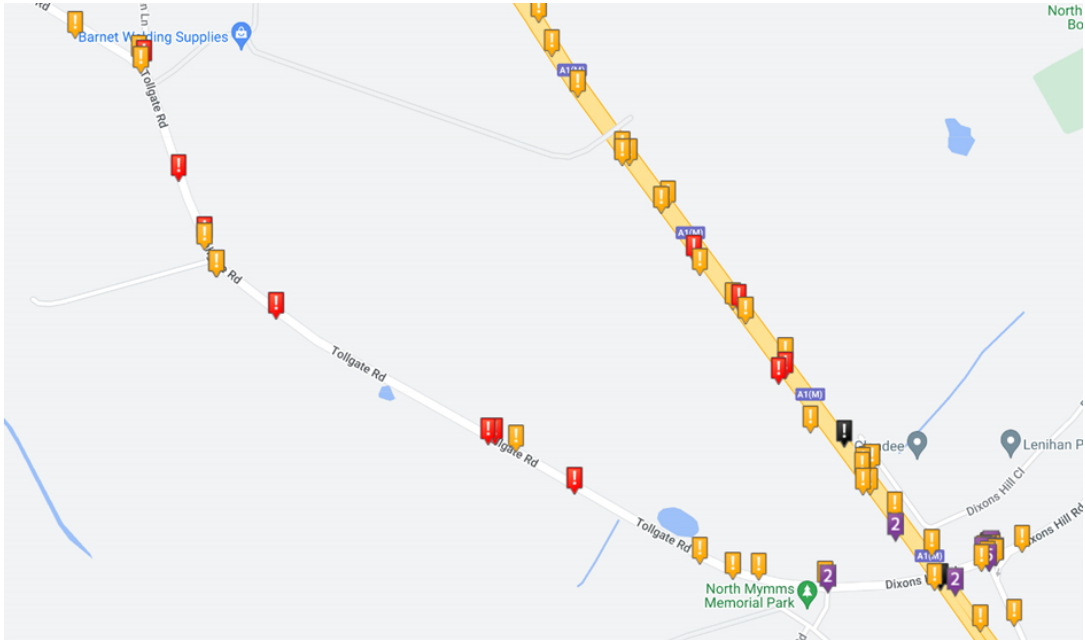
Black - fatal accidents



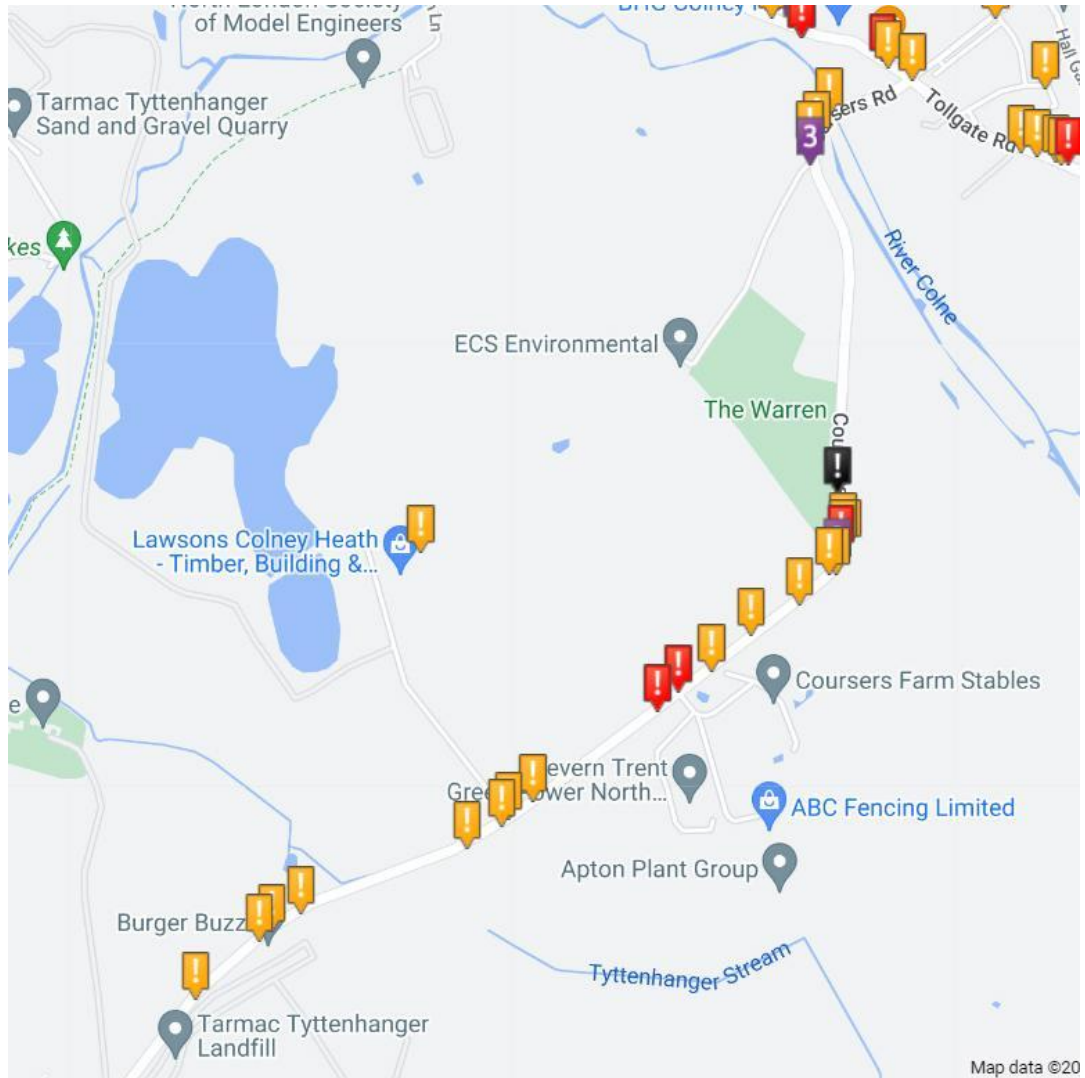
RTA map for High Street Colney Heath and the A414 long-about.



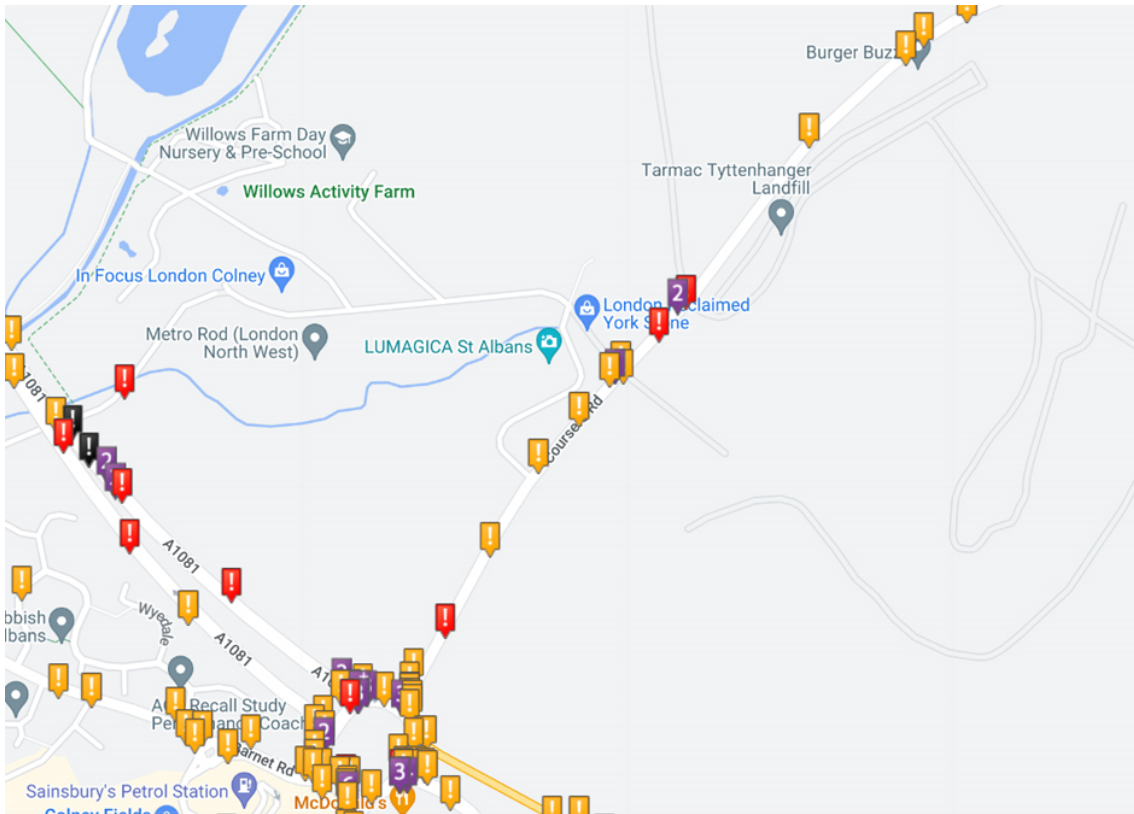
RTA map for Tollgate Road village end



RTA map for Tollgate Road edge of village to Dixon Hill Road



RTA map Coursers Road village end



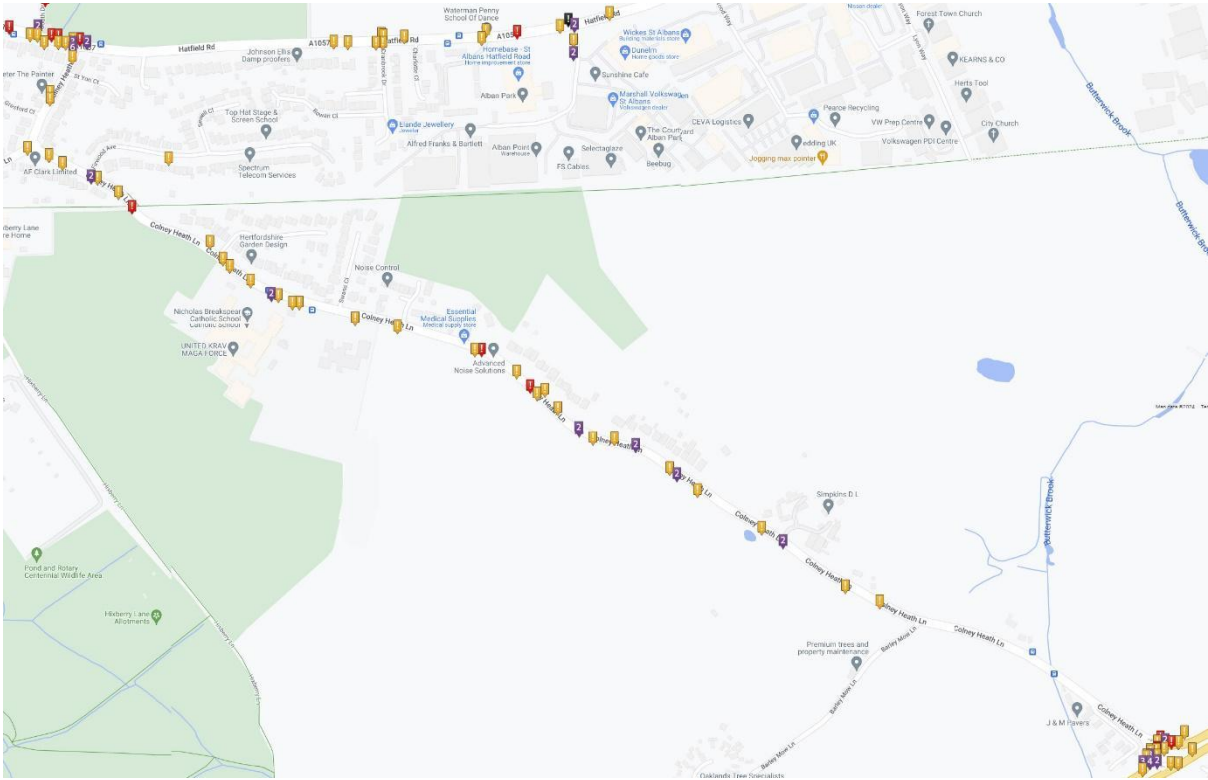
RTA map Coursers Road London Colney end - Bell roundabout.

The crashmap data demonstrates the level of risk along Coursers Road and the Bell roundabout. This is likely to be increasing due to the increased number of HGV vehicles entering and leaving the two waste processing sites accessed via Coursers Road, Tyttenhanger Landfill and Coursers Farm bio-digester.

The Coursers Farm bio-digester has recently (3rd February 2023 application PL/0275/22) had the number of vehicle movements increased by way of increasing the maximum tonnage through put by two thirds from 45,000 tons to 75,000 tons.



Crashmap data for Smallford Lane-Station Road Smallford.



Crashmap data for Colney Heath Lane

Appendix B Car Parking Studies

Parking on CHPC land adjoining Colney Heath Sports club (the area known as the former tennis court or sports/football club car park) shown in red only.

Time	28 th April	29 th November	30 th November	1 st December
8.40			5	4
8.50	22		27	21
Temperature @ Rothamsted 9.00hrs	N/R		6c	5c
9.00	19		22	26
9.10	5		7	3
9.20	0		5	
14.50	0	0	5	4
Temperature @ Rothamsted 15.00hrs	N/R	5c	8c	5c
15.00	0	10	7	6
15.10	22	35	29	23
15.20	30	29	27	29
15.30	8	1	6	4
15.40	0	0		
15.50	0			

Survey data

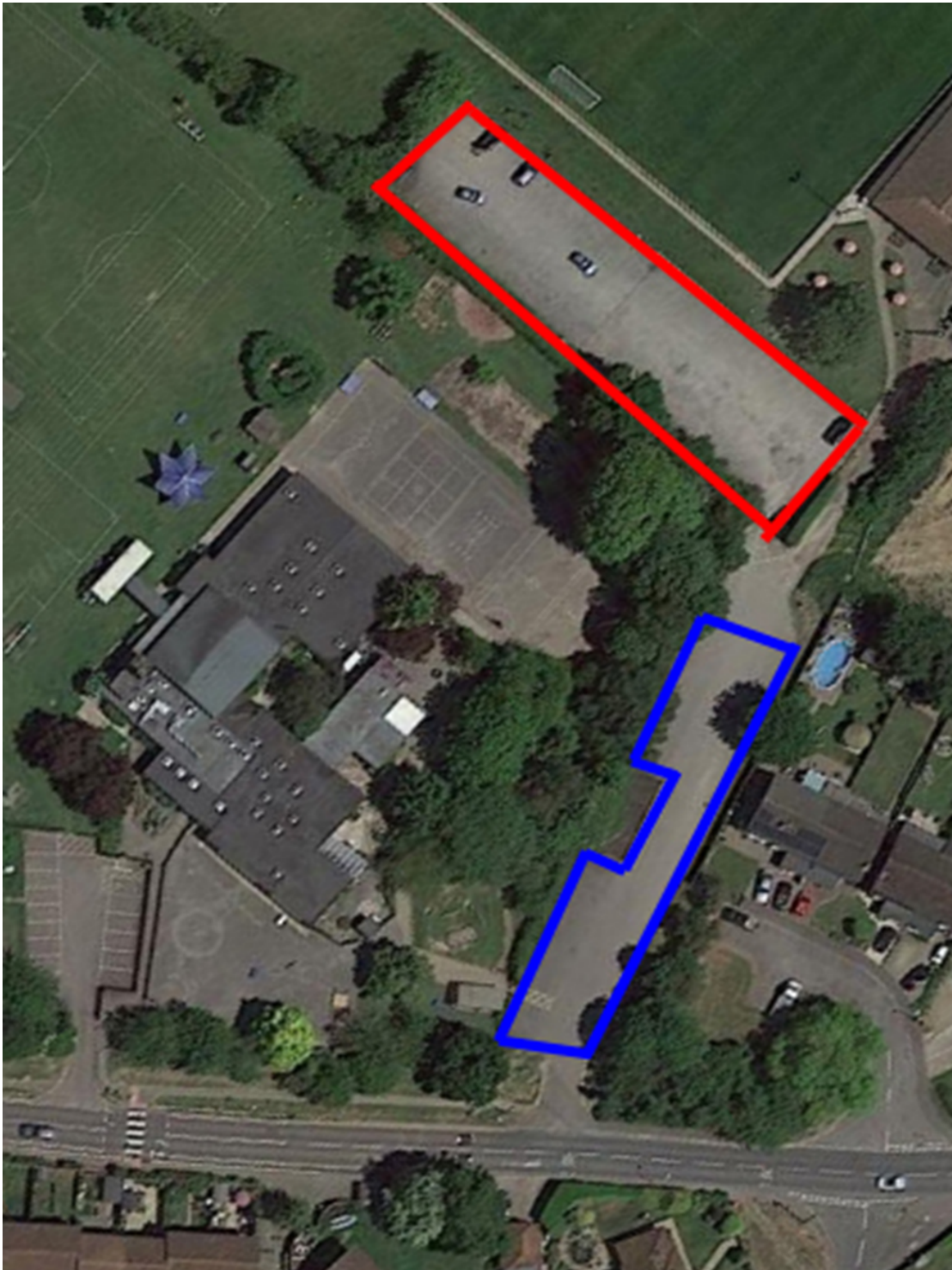
28th April undertaken by Auto Surveys for the applicant.

28th 29th November 1st December 2022 undertaken by CHPC.

Before the start and on the completion of all CHPC parking counts the main parking area had sufficient capacity, so the CHPC survey included only the times when additional capacity was required.

The CHPC has not repeated the parking count in the main parking area (blue area) as all parties agree at peak school times they are at effective capacity.

For clarification we highlight the different study areas



Area in red is CHPC land leased by Colney Heath Football Club

Area in blue covers zones 1-10 in ATD Planning Consultants parking survey (CD 4.18). This area also includes land owned by Colney Heath Parish Council along the western edge adjoining the school site.



Photo of Colney Heath Football Club car park looking southeast towards the entrance taken Friday 25th November 2022 at about 9.00.



Photo of Colney Heath Football Club car park looking northwest away from the entrance taken Friday 25th November 2022 at about 9.00

Appendix C

Study sheet layout

Colney Heath Parking study

This study is being undertaken to enable us to respond to future planning applications and residents' concerns on traffic within the village.

Instructions

We need to understand the current level of parking in key roads and locations within the village and its impact on traffic, please assist us by completing this survey as many times as possible.

The key times are morning rush hour 7.00 – 9.00, evening rush hour 4.00-6.00 and once mid to late evening. The aim should be to complete three studies during both of peak rush hours. The occasional daytime non-peak hour recording will also be helpful. There is no need to undertake all the studies on the same day, however it would be beneficial if either of the am or pm peak time studies were completed on the same day.

The more surveys undertaken the better including at weekends this will enable us to understand the issues better.

Please mark with a 'x' the location of each parked vehicle.

To assist you we have shown –

The vehicle pavement crossovers and/or entrances are shown in **yellow**.

Pedestrian crossing zone are shown in orange.

Lines drawn in **Red** at approximately 6 m apart to represent each parking space.

Selected house number shown in **blue**.

People and larger vehicles often park badly so some judgement will be required, in rows of parked vehicles the gaps or passing places are critical the so empty boxes should reflect this.

Thank you.

Road Name	High Street Roestock Lane end
Study undertaken by (initials only)	NR
Date	30/3/23
Starting time	16:20



Road Name	High Street Roestock Lane end
Study undertaken by (initials only)	MR
Date	30/5/23
Starting time	20.00



Road Name	High Street Roestock Lane end
Study undertaken by (initials only)	MR
Date	31/5/2023
Starting time	9.00



Road Name	High Street Roestock Lane end
Study undertaken by (initials only)	MR
Date	31/5/2023
Starting time	13.00



Road Name	High Street Roestock Lane end
Study undertaken by (initials only)	MR
Date	31/5/2023
Starting time	17.00



Road Name	High Street Roestock Lane end
Study undertaken by (initials only)	MR
Date	21/5/2023
Starting time	20.40



Appendix D

17 October 2023



The Occupier
100 High Street
Colney Heath
St Albans
AL4 0NP

Felix Jebb
E: felix.jebb@savills.com
DL: +44 (0) 1223 347 000

Unex House
132 - 134 Hills Road
Cambridge CB2 8PA
T: +44 (0) 1223 347 000
F: +44 (0) 1223 347 111
savills.com

Dear Sir / Madam

Tarmac Aggregates Limited - Colney Heath

I write on behalf of Tarmac Aggregates Ltd who own the land at the rear of your property, as shaded red on the enclosed plan.

On a recent inspection it was noted that there appears to be a gate in the boundary of your property giving access on to Tarmac's land. I am informed by Tarmac that they have not granted any right for you to have a gate in your boundary to provide access on to their adjoining land.

Notwithstanding the above, Tarmac would be willing to grant you a Licence giving you permission for the gate to remain in place. Please note that the proposed Licence will not grant you any rights to walk over any adjoining land where there are no public rights of way, it will simply authorise you to use the gate to maintain your rear boundary. The Licence agreement would be subject to annual peppercorn rent of £1, whether demanded or not.

On the basis the above terms are acceptable to you, please could I ask that you sign the enclosed duplicate copy of this letter where indicated below confirming your agreement to the above and return to me at the above address.

Should the above proposal not be acceptable to you, I respectfully request that this gate be kept locked and not used to access Tarmac's land in the future.

Should you have any queries regarding the above, please do not hesitate to contact me.

Yours sincerely

Felix Jebb
Graduate Rural Surveyor

Encs. Duplicate Letter
Plan showing Tarmac ownership

I confirm my agreement to the terms set out in this letter with regards to accessing Tarmac Aggregates Limited's land from the rear boundary of 100 High Street, Colney Heath

Signed..... Dated

Name(s)

Offices and associates throughout the Americas, Europe, Asia Pacific, Africa and the Middle East.
Registered Surveyors. Regulated by RICS





Tarmac's letter showing Tarmac's land ownership in locality.