

COLNEY HEATH PARISH COUNCIL

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20th February 2025

CHPC OBJECTION TO S62 PLANNING APPLICATION

Ref: – S62A/2025/0076

***Town and Country Planning Act 1990 (Section 62A Applications)
Application for Planning Permission for Erection of eco-village comprising 9 dwellings and community hub with associated access, parking and landscaping At Land at Colne Spring Villa, Colney Heath, St Albans, AL4 0PB
St Albans District Council planning application 5/2025/0068***

Sent by email only to: section62anonmajor@planninginspectorate.gov.uk

1.0 Introduction

- 1.1 The application is for the erection of an eco-village comprising 9 dwellings and community hub with associated access, parking and landscaping. The application site is to the south of Colney Heath village, which is considered by the Local Planning Authority, St Albans District Council (SADC), to be a washed-over settlement within the Green Belt. Any proposed development on the site should therefore be considered in relation to the protections due to sites within the Green Belt.
- 1.2 Colney Heath Parish Council (CHPC) objects to the application on the grounds that it does not accord with the purposes of the Green Belt as set out in the National Planning Policy Framework (NPPF). Moreover, CHPC does not consider Colney Heath to be a sustainable location as public transport is poor and the infrastructure for active transport modes is lacking or inadequate. The village lacks most of the amenities required for day-to-day living, hence residents are obliged to use their cars for most journeys.
- 1.3 The following paragraphs set out the details which support these assertions.

2.0 Purposes of the Green Belt

- 2.1 The importance of maintaining the Green Belt is explicit in the NPPF. Paragraph 142 states: “The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence”.
- 2.2 Paragraph 143 sets out the purposes of the Green Belt; these are as follows:-
- a) to check the unrestricted sprawl of large built-up areas;
 - b) to prevent neighbouring towns merging into one another;
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to preserve the setting and special character of historic towns; and

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e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. CHPC believes that the present application is contrary to both the purposes of paragraph (b) and (c).

- 2.3 Colney Heath village is a Green Belt settlement which is close to the town of Hatfield and to other distinct settlements. The principal demarcation from Hatfield to the north is the A1(M) motorway and its associated verges; the motorway has a strong urbanising effect at the northern end of the village due to traffic noise. At the nearest point the distance between buildings in Colney Heath and Hatfield is only 200m.
- 2.4 The settlement of Sleapshyde lies to the west of Colney Heath. The two settlements are separated primarily by the A414, a very busy dual carriageway road which has an urbanising influence on the western part of the village due to the traffic noise on this road. At the nearest point the distance between buildings in the two settlements is 270m. A little to the west of Sleapshyde is Colney Heath Lane, which has a ribbon of housing on its eastern side, the nearest building of which is less than 100m from houses in Colney Heath.
- 2.5 If the proposed development were to be approved it would contribute to extending the ribbon of development along Coursers Road. The northern end of the road is at the centre of Colney Heath village. To the south of this point are cottages and a large house (The Firs) on the western side of the road and Colney Heath Farm on the eastern side; these are all clearly within the settlement of Colney Heath village, albeit on its southern edge. After a gap the eastern side has a travellers' site (Nuckie's Farm) and Colne Spring Villa; on the western side are Mill House and a second travellers' site, Mill Yard. Beyond these, and within Hertsmere, are 3 Coursers Road and some cottages set back about 10m from the road. To the rear of these are large farm buildings, some commercial premises and a large biodigester unit. The distance from this point to the northern end of Coursers Road, in the centre of Colney Heath village, is 1.3km.
- 2.6 The gaps between these buildings, as measured by Google Earth, are as follows:-

Planning application 5/2024/2007 (still to be determined):

- Land between White Barn and 42 Tollgate Road to Nuckie's Farm: 160m
- Colney Heath Farmhouse/The Firs to Nuckie's Farm: 280m by road
- Nuckie's Farm to Colne Spring Villa: 95m by road
- Colne Spring Villa to Mill House: 150m (building to building)
- Site edge to 3 Coursers Road (cottage in Hertsmere): 350m
- Mill House to Mill yard: 85m (building to building)
- Mill Yard to 3 Coursers Road: 375m (building to building)
- 3 Coursers Road to Coursers Farm cottages 150m (building to building)
- 3 Coursers Road to Coursers Farm buildings (barns) 150m.

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- 2.7 It can be seen from the list in 2.6 that, if the present application were to be approved, there would be harm to the Green Belt through ribbon development along Coursers Road. It is also the case that the application site is poorly screened from the road, hence the evening and night-time lighting would add significantly to the urbanisation of the road.
- 2.8 In its draft Local Plan, now at the post-Regulation 18 stage, Hertsmere Borough Council proposes the building of around 6,000 dwellings on land immediately to the south of the application site. (N.B. The border between SADC and Hertsmere passes 240m in a direct line or 340m by road from the application site). The proposed development is to be known as Bowmans Cross and the location and proposed footprint of this development are shown in Appendix 1. It is possible, however, that this number could be increased as, consequent to the recent revisions to the method of calculating housing need, Hertsmere is required to build substantially more new homes than envisaged in the draft Local Plan.
- 2.9 The extension of ribbon development along Coursers Road would increase the probability of the merging of Colney Heath and Bowmans Cross. At the present time the village is screened by woodland, so the impact in visual terms would be mitigated to some extent. However, any additional development between the village and Bowmans Cross would increase the impact, especially in times of darkness. In spatial terms the gap between Colney Heath village and the Bowmans Cross site is only around 1000m, and this would be further eroded by the proposed development.
- 2.10 The overall impact of these proposed developments would be to extend the ribbon along Coursers Road, thereby filling in part of the gap between Colney Heath and Bowmans Cross. This would in turn increase the likelihood of a merger of built form extending from London Colney to St Albans and Hatfield via Bowmans Cross, Colney Heath and Sleapshyde. This would clearly be contrary to purpose (b) of the Green Belt.
- 2.11 The application site is some 375m from the edge of the settlement of Colney Heath village. It is clear that any development on the site would represent an encroachment into the countryside and thus be contrary to purpose (c) of the Green Belt.

3.0 Status of the land

- 3.1 The applicant claims that the land on the application site should be considered as previously developed land (PDL); this is on the grounds that certain structures were previously on the site. However, this claim is a form of double counting as these structures were cited in the evidence to support the retrospective application to convert barns into residential use. This application, details of which are shown below, was approved.

5/2023/1032 'Colne Spring Villa Coursers Road Colney Heath St Albans Hertfordshire AL4 0PB. Demolition of existing container, shed, workshop shed and caravan, extension and conversion of existing barn to create two residential units with associated works (retrospective)'.

- 3.2 All the available images and details of the site show the area of barns and containers broadly relate to, or were in close proximity to, the existing barn conversions. At the present time there is a small temporary tractor shed on the site which would be permitted for forestry use in the Green Belt; however, CHPC has been unable to find any evidence of planning approval for this building. The use of the existing barn and containers to support previous applications and the unauthorised status of the one small building cannot justify the claim of PDL in this application.
- 3.3 The December 2024 edition of the NPPF introduced the concept of grey belt land. This is defined as follows: “Land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. ‘Grey belt’ excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development”. The intention of this concept is to increase the amount of Green Belt land available for development through the identification of land which performs poorly against the purposes of the Green Belt; these are set out in paragraph 143 of the NPPF.
- 3.4 CHPC believes that the application site cannot be considered to be grey belt land as it makes a significant contribution to the prevention of merger between Colney Heath and other settlements i.e. it aligns with purpose (b) of the Green Belt. Furthermore, as the land cannot be considered as PDL there is no basis for any claim that it meets the criteria for designation as grey belt land.
- 3.5 A further consideration is that it is clear from paragraph 155 of the NPPF that, where development is proposed for a grey belt site it should be “in a sustainable location, with particular reference to paragraphs 110 and 115”.
- 3.6 Paragraph 110 states that “significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes”, and paragraph 115 further states that it should be ensured that “sustainable transport modes are prioritised”. CHPC contends that Colney Heath is not a sustainable location and therefore cannot be designated as grey belt land, hence development on the site would be inappropriate. The evidence to support this assertion is presented below.

4.0 Sustainability of the site

- 4.1 Colney Heath has a small sub-Post Office and convenience store, a pub, an Indian takeaway, a ladies’ hairdresser, a Primary School and Nursery and a

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church. The convenience store is unquestionably useful but supplies only a limited range of products; it is not possible to buy a family dinner in the store. There are other small businesses, mostly supplying specific trades or providing specialist services e.g. engraving, stone masonry, bathroom equipment; none of these could be considered to be meeting everyday requirements. There is very little employment available in the village, the school being the biggest employer.

- 4.2 In its draft Local Plan, which is now at the examination stage, SADC did not allocate any sites in Colney Heath village for development, placing the village at Tier 6 of a 7-tier priority structure, thus implicitly recognising the unsuitability of the location. Tier 6 settlements are those with, *inter alia*, “some or few key services” and “some or limited availability of bus routes”, and having a “generally functional relationship to settlements in higher tiers which provide key services and higher order services”.
- 4.3 In paragraph 69 of his decision on the Tollgate Road appeal (APP/B1930/W/23/3323099), which relates to a site in Colney Heath village, Inspector Hayden stated:

“However, residents would need to travel to the surrounding settlements of St Albans, London Colney, Welham Green, Hatfield and Welwyn Garden City to access secondary schools, healthcare facilities, employment, larger supermarkets and railway stations. None of these services are within reasonable walking distance of the appeal site. Therefore, safe and reliable access to them by cycling and public transport would be necessary for the appeal site to be considered a sustainable location for the proposed development in terms of transport”.

- 4.4 CHPC does not believe that either the bus service or the infrastructure for cycling (and walking) can provide safe and reliable access to essential services.

4.5 Buses

- 4.5.1 A cursory look at the available bus services could suggest that a number of bus routes serve Colney Heath village but in practice this is wholly misleading. There are in fact 6 such services; however, only one, the 305, operates anything approaching a regular service. Of the others, the 200, 230 and 312 routes operate on one day each week only, with a single morning service in each direction; the routes and timings make clear that they are intended for shoppers. No doubt they have some value to those who use them but would be of no value for journeys for the purposes of education, employment etc.
- 4.5.2 The 355 and 356 services are school services to and from Nicholas Breakspear School in Colney Heath Lane. One service operates in each direction on school days only; the morning bus arrives at the school ahead of the start of the school day and the return journey leaves at the end of the

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school day. These services are available to the general public, but the timings and destinations are such that they would be of little value to residents of Colney Heath.

- 4.5.3 The 305 service notionally operates between Potters Bar and Sandridge, passing through Colney Heath and St Albans. However, there is only one service from Potters Bar each day, reaching Colney Heath at 7.33a.m; this is the only service which goes beyond St Albans city centre. Similarly, there is only one daily service to Potters Bar; this leaves Colney Heath at 5.47p.m.
- 4.5.4 There are 5 daily services in each direction between Colney Heath and St Albans; there are no services in the evenings or on Sundays, severely curtailing access to sport and leisure activities, weekend employment, shopping, places of worship, medical facilities etc.
- 4.5.5 The relevant bus timetables are provided in Appendix 2.
- 4.5.6 The early morning bus is suitable for children attending some, but not all, of the secondary schools in St Albans, and there is also a bus returning to Colney Heath at the end of the school day. The latter, however, cannot be used by children who stay for after-school activities e.g. sports and various cultural activities. The early bus can also be used by residents who commute to London and other destinations via St Albans City station and for whom the timing is appropriate. However, the last bus returning to the village leaves City station at 5.26p.m, which is too early for many workers returning from central London.
- 4.5.7 The early morning bus can be used by residents who work in St Albans city centre, although it may not be suitable for those who start work at 8a.m. As it arrives at 8.12a.m. it is unlikely to be convenient for those whose working hours begin at (or after) 9.00a.m. The last return bus, which leaves the city centre at 5.20p.m, may not be accessible to those such as shop workers who finish work after 5p.m. or for those who, in order to reach their places of employment, require a second bus journey or a significant walk from the city centre.
- 4.5.8 A further disincentive to the use of buses is the absence of choice of destinations available; in effect, St Albans is the only available destination on a single bus journey. There are numerous opportunities for making connections in St Albans, but a journey that requires two or more buses is likely to be both time-consuming and costly. For this reason residents eschew the use of buses, preferring their cars which offer far greater convenience and comfort.
- 4.5.9 It is the case that a number of bus routes serving a wide range of destinations is available on Roehyde Way. However, the nearest bus stops on these routes are beyond acceptable walking distances as set out by the Chartered Institute of Highways and Transport and other authorities. Moreover, in order

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to reach these stops walkers need to go through the A1(M) underpass with which there are a number of issues, primarily the long history of anti-social behaviour and also regular flooding which renders the route impassable.

4.5.10 There is also a good range of bus services on Hatfield Road, with destinations including Hatfield, St Albans and Welwyn Garden City, but these can be reached only after a 30 – 35 minute walk from the site.

4.5.11 The nearest bus stops to the application site are in Tollgate Road and High Street. In order to reach the former residents leaving the site would need to walk from the site entrance into Coursers Road. As shown in Figs. 1 and 2 below, at this point the road has no pavement or any form of roadside path, hence pedestrians are required to walk on the roadway. The road is narrow and busy, with a speed limit of 60mph; this unquestionably presents a very high safety risk.



Fig. 1: Coursers Road, looking south from a viewpoint just outside Colney Heath village



Fig.2: Coursers Road, looking south with the site entrance in view

4.5.12 CHPC has significant concerns regarding the safety of Coursers Road. The road has a long history of road traffic accidents (RTAs) and consequent closures. The applicant's road safety assessment includes a section of the road within only 500m of the site; however, the whole length of the road must also be considered as it is not possible to access the site without travelling on other sections. Appendix 3 includes Crashmap data for the whole length of the road; it can be seen that the areas close to and around the Bell Roundabout at the southern end are particularly dangerous. The long history of RTAs in Coursers Road has significance for all users of the road and pedestrians and cyclists in particular (see paragraph 5.1.3 and Appendix 4 below).

4.5.13 About 30m from the site entrance pedestrians could take footpath 033 which leads over the River Colne to Tollgate Road. This footpath has poor sightlines at the Coursers Road end and thus has limited surveillance; it is unlit along the whole of its length. The section of the path close to the river is in Flood Zone 3 and is prone to flooding. The overall distance from the site to the bus stops in Tollgate Road is around 450m. These issues would be likely to deter many residents from taking this route.

4.5.14 A further consideration is that only two buses serve the stop each day, one at 7.33a.m. and the other at 4.40p.m. The former service may well be of value to residents, but the latter would be less so, especially as there would be no return service.

4.5.15 All five daily services are available at the bus stop in the High Street. However, in order to reach this stop residents would be required either to use footpath 033 as described above, resulting in a journey of about 750m, or walk along Coursers Road and then High Street. This would provide a shorter journey of about 450m on foot but would necessitate walking along Coursers Road with all the attendant safety risks as described in paragraph 4.5.11 and 4.5.12 above.

4.6 Railway stations

4.6.1 The nearest railway station to Colney Heath is in Welham Green, a distance of 3.5km, which is on the line between Welwyn Garden City and central London. Hatfield station, at a distance of 5.0km, is on the same line; it is the next station to the north, and thus further from London, but has the advantage of providing fast services to London in the south, to Stevenage and beyond in the north and also Cambridge. St Albans City station is at a distance of 6.5km and provides fast services to central London and also to Luton, Harpenden and Bedford.

4.6.2 St Albans City is the only station which has a useful direct bus link from Colney Heath village. The early bus (see paragraph 4.5.6 above) can be used by residents who commute to London and other destinations via this

station and for whom the timing is appropriate. However, the last bus returning to the village leaves City station at 5.26p.m, which is too early for many commuters. There are two bus services each day to Welham Green station but these are at 4.17p.m. and 5.47p.m. and therefore of no value to most residents.

- 4.6.3 A journey to Hatfield station would require either 2 buses or a walk of 30 – 35 minutes to either Hatfield Road or Roehyde Way, both of which are well served by buses to Hatfield. Neither of these options is attractive, the former on the grounds of timings and cost, and the latter on the grounds of convenience; it may also be beyond the capability of some residents. It is also the case that access to Roehyde Way is via the A1(M) underpass, a major deterring factor for many residents see paragraph 4.5.9 above).
- 4.6.4 It is clear from the foregoing that Colney Heath village is poorly served by public transport. The minimal bus service and poor access to railway stations are such that residents prefer to use their cars for all journeys other than those which can be easily made on foot. This is contrary to the intentions of the NPPF and its stated aim of promoting sustainable development.
- 4.6.5 The position of CHPC with regard to the availability of public transport was largely endorsed by Inspector Hayden in his decision on the Tollgate Road appeal (see paragraph 4.3 above). In paragraph 71 of his decision he stated:

“The nearest railway stations serving Colney Heath are in Welham Green and St Albans, approximately 3.7 and 6.8 kilometres from the appeal site. The Parish Council’s evidence shows that the current timetable for the 305 bus is impractical for most commuters seeking to travel to work by train from St Albans, Welham Green or Potters Bar. Although the 305 route passes close to a number of secondary schools in St Albans, with only one bus in the morning peak period, it is also doubtful that the current service would provide a genuine travel choice for secondary school pupils living on the appeal site”.

- 4.6.6 In paragraph 73 he went on to state:

“The Highway Authority defines a minimum service provision level of 4 buses per hour peak and 2 buses per hour off peak (06:30 to 22:00) as appropriate for most developments to make public transport a sustainable travel option. It is clear that Colney Heath lacks this level of bus service provision. Therefore, without a railway station within reasonable walking distance of the village, public transport is not currently a genuine travel choice for future residents of the proposed development to access services not available in the village”.

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5.0 Active transport

5.1 Cycling

- 5.1.1 The encouragement of cycling is a key component of the policy aim of promoting active transport and reducing the use of private cars. CHPC supports this aim in principle but believes that it can be effective only where the infrastructure for cycling provides for safe but also direct and convenient journeys which can be accomplished by a wide range of people. While safety is the paramount consideration, the suitability of cycling as a transport mode of choice for particular journeys will be influenced by factors such as the distance to the desired destination, the physical demands of the journey and, in many instances, the availability of secure storage for cycles at the destination.
- 5.1.2 With regard to the present application site, it is clear that all cycling journeys must commence at the site entrance on Coursers Road. As detailed in paragraphs 4.5.11 and 4.5.12 above, this is a narrow road with a 60mph speed limit and presents a real safety risk for other than the most experienced cyclists.
- 5.1.3 CHPC has carried out assessments of a number of potential cycling routes that could be used by residents. These assessments have used the Department for Transport's design guidance for cycling infrastructure (LTN 1/20) as their reference and were conducted by a former police officer with extensive experience of road and traffic issues. Of particular significance to the present application is the route to the Colney Fields shopping centre, as a very large proportion of this journey is on Coursers Road. The key findings are listed below.

Dangerous due to:

- Differential in speed of vehicles and cycles
- Restricted vision corner
- High usage by HGVs
- Turning HGVs
- Standing water and mud on road
- High risk roundabout
- Unlit
- Poor road surface
- No room for evasion
- Isolated and without natural surveillance

Fuller details of this assessment are provided in Appendix 4. Assessments of other local routes carried out on behalf of CHPC have reached largely similar conclusions.

5.1.5 It is the view of CHPC that cycling on most routes in and around the village is not safe. This is because the three principal roads in the village – High Street, Tollgate Road and Coursers Road - are all narrow and busy. On-street parking on these roads renders them hazardous for both drivers and cyclists as the width of the roadway at these points necessitates alternate passage for cars but also provides little space between cyclists and oncoming cars. Other than journeys to Hatfield, which use Roestock Lane and the A1(M) underpass (see paragraph 4.5.9 above), cycle journeys from the village to all destinations must use at least one of these roads.

5.1.6 The possibility of cycling as an alternative to the use of cars was considered at length at the Tollgate Road appeal. This is reflected in Inspector Hayden's decision notice which discussed the issue in detail. In paragraphs 77 - 85 he wrote as follows:-

“Turning to cycling, a number of pieces of evidence were provided on the suitability of cycle routes from Colney Heath for regular journeys to facilities and services not available in the village. These include the cycle route audit contained within the Transport Assessment (TA) submitted with the appeal, the evidence of both the appellant's transport witness and the Highway Authority, the Cycle Route Assessments undertaken by the Parish Council, the Local Cycling and Walking Infrastructure Plan (the LCWIP), and Local Transport Note (LTN) 1/2051, which provides the Department for Transport's design guidance for cycling infrastructure. I have considered all of these carefully, as well as making my own observations on site of the different cycling routes.

“The two key cycling journeys that were identified by the parties are to the Samuel Ryder Academy, as the secondary school with increased capacity, and to Welham Green Station, as the nearest station for onward commuting journeys by public transport north and south. Starting with the route to Samuel Ryder Academy, it is possible to travel from the appeal site to the school by bicycle using a mixture of on-road and off-road/segregated cycle routes. The shortest route would be approximately 5.3 km and take around 20 minutes to cycle.

“The LCWIP identifies the first part of the route along Tollgate Road and the High Street, crossing over the A414 and continuing into St Albans via Colney Heath Lane, as a primary route, albeit not audited. However, access to Samuel Ryder Academy from this route would require cycling along Barley Mow Lane, which although identified in the LCWIP as a secondary cycling route, is a single track, unlit road with no road markings. Whilst it might be appropriate as a leisure cycling route during daylight hours, Barley Mow Lane would be unsafe and unsuitable for cycling home from school, particularly during the hours of twilight and darkness in the afternoons of the winter months.

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“An alternative route is available along the segregated cycle lane on the north side of the A414 from the junction with Colney Heath Lane to the London Colney roundabout, from where there is a shared pedestrian and cycle route along London Road and Drakes Drive to the school. However, this is not the most direct route to Samuel Ryder Academy, and is a longer journey than the secondary route along Barley Mow Lane. In addition, whilst the cycleway is segregated along most of its length, there are no traffic signals where it crosses the junction of the A414 with Colney Heath Lane. With the high vehicle speeds and traffic volumes along the A414, I noted the clear potential for conflict between cyclists and motorised vehicles turning into Colney Heath Lane at this point on the route.

“LTN 1/20 identifies five core principles, which comprise the key requirements for people wishing to travel by bicycle; these are that routes need to be coherent, direct, safe, comfortable and attractive. I recognise the main purpose of LTN 1/20 is to guide the design of new cycle infrastructure, and that the change in approach set out in the guide will take time to work through the cycle network. However, in the meantime, I am satisfied that it is reasonable to have regard to the same principles in assessing the suitability of cycle routes along existing highway infrastructure, where they are being promoted as part of a sustainable travel plan for new development.

“In this case, the two main cycle routes to the Samuel Ryder Academy are unsafe and/or indirect. As such I do not consider cycling to the local secondary school would be a genuine travel choice for pupils living on the proposed development. The evidence presented by the main parties demonstrates that cycling to other secondary schools in the area, both in St Albans and Hatfield, would be affected by similar drawbacks of unlit or unsegregated routes.

“Cycle access to Welham Green Station is possible by one of two routes. The most direct route is via Tollgate Road and Dixons Hill Road, a journey of around 3.5 km, taking around 12 minutes to cycle. However, the TA52 notes that the derestricted speed limit and speed of traffic along a large part of the route makes it suitable only for frequent and confident cyclists. The alternative cycle route is via the tunnel under the A1(M) at the end of Bullens Green Lane, then along a shared use pedestrian and cycle route to Pooleys Lane in Welham Green, and from there through a short section of on-road route to reach the station. Whilst the tunnel under the A1(M) is poorly lit and uninviting, measures are proposed to improve its environment, which could be secured by condition. Therefore, I do not regard this as a drawback”.

(N.B. As the Tollgate Road appeal failed, the proposed improvement measures have not been implemented, nor are they likely to be in the foreseeable future. CHPC continues to believe that the A1(M) underpass presents a safety concern which acts as a deterrent to its use by residents).

“However, this route via Hatfield is longer, at approximately 5.5 km, and the direction of the route is not clear in places. Whilst a section forms part of National Cycle Route 12, large parts of the route are not signed, including the shared path along Roehyde Way and South Way, where it runs adjacent to the carriageway, and the connection to this from the A1(M) underpass. The section of the route running from the bridge over South Way to Pooleys Lane is also isolated, lacks natural surveillance where it passes along the back of the industrial estate on Travellers Lane, and dense hedgerows also reduce the effectiveness of the lighting on this stretch. Due to these issues, I found that the route lacks safety, coherence and directness.

“Overall, therefore, the two alternative cycle routes from the appeal site to Welham Green Station have significant drawbacks. Consequently, I do not consider they would provide a genuine modal choice for journeys to the station for most residents of the proposed development”.

5.1.7 Together with his conclusion on public transport services (see paragraph 4.6.6 above), it is clear that Inspector Hayden recognised that the essential amenities not available in the village i.e. virtually all, are not within acceptable walking distances, nor accessible on safe cycling routes, and that they cannot be easily reached by public transport. The overall conclusion must be that there is no realistic alternative to the use of private cars; CHPC has long been aware that this is the case and fully expects it to remain so in the future.

5.2 Walking

5.2.1 The proposed entrance to the application site is around 420m from the centre of Colney Heath, hence some of the amenities that are available in the village e.g. the Post Office/convenience store, are within a reasonable walking distance. However, a major part of such a journey would entail walking on the roadway of Coursers Road, the safety implications of which are considered in paragraphs 4.5.11 and 4.5.12 above. The alternative via footpath 033 is longer and also has serious drawbacks (see paragraph 4.5.13 above). The school is about 1.1km from the site entrance, which with regard to distance alone might be considered excessive for very young children and also for parents with children’s buggies. More importantly, the notion of walking on Coursers Road with young children, and perhaps also an infant’s buggy, is simply unthinkable. It was accepted by all parties at the Tollgate Road appeal (see above) that Coursers Road is unsuitable for pedestrians.

5.2.2 Pavements in Colney Heath village, where they exist, are often narrow and are uneven in many places such that their use with children’s buggies or wheelchairs could be problematic. The village lacks a continuous pavement network, hence pedestrians have to cross the roads multiple times to access most of the limited facilities in the village. In the context of this application the most dangerous is the crossing point next to the former Queens Head pub at the junction of Coursers Road, Tollgate Road and the High Street. This crossing has a dropped curb and a traffic island, but the latter lacks a refuge

for pedestrians; this is considered to be dangerous due to the volumes of traffic and the poor sightlines on the crossing due to the close proximity of the former pub to the road.

- 5.2.3 For about half its length the High Street has pavement on one side only, necessitating crossing this busy road. This is facilitated by pedestrian crossings near the Post Office and by the school, but both require considerable care in crossing. For most of its length in the village Tollgate Road has pavement on both sides but there is no safe crossing point; there is no pavement beyond the edge of the village. Roestock Lane, which leads to the A1(M) underpass, has pavement on one side only and walkers need to cross at one point to continue on the pavement.
- 5.2.4 Although some amenities within the village are within reasonable walking distances of the application site, all would require walking on either Coursers Road or footpath 033, both of which have very significant concerns (see paragraphs 4.5.11 - 4.5.13 above). It is the case, however, that the lack of most of the amenities needed for day-to-day living means that they cannot be accessed on foot.
- 5.2.5 Similar considerations apply to walking distances on foot to all other amenities. There are no doctors' surgeries, dentists or pharmacies within acceptable distances. Nicholas Breakspear School can be accessed on foot, but as a faith school is not open to most children; all other secondary schools are beyond acceptable walking distances.

6.0 Access to amenities

6.1 Education

- 6.1.1 Colney Heath Primary School and Nursery is situated in the High Street and a large majority of local children in the age range attend the school. The school does currently have a small number of unfilled places, but the imminent completion of the 140 houses approved for Bullens Green Lane and Boissy Close makes it likely that the school will soon be full or even oversubscribed.
- 6.1.2 There are, however, no secondary schools in the village, hence all children of secondary school age are required to travel beyond the village to reach their school. There are numerous secondary schools in St Albans, and these tend to be preferred by parents in Colney Heath. The nearest school is Nicholas Breakspear School in Colney Heath Lane; this is about 2.5km from the application site and could be reached on foot. It is, however, a Catholic school and is therefore not open to a large majority of local children; many of its students are bussed in from a wide catchment area.
- 6.1.3 Most of the other schools in St Albans are oversubscribed and their entry criteria favour applicants who live closer to the school. As residents of an outlying village, Colney Heath children are disadvantaged in this respect and

many are not allocated places at their preferred schools. It is the case that in the 2024 round the 28 children leaving Colney Heath School were allocated to 13 different secondary schools.

- 6.1.4 Most, but not all, of the St Albans secondary schools are readily accessible by bus, and some local children take advantage of this (see paragraph 4.5.6 above). It is undoubtedly the case, however, that many children are taken to school and picked up by car.
- 6.1.5 There are two secondary schools in Hatfield, one of which is a girls-only school. The other school is not favoured by Colney Heath parents, but the difficulties in accessing places in St Albans schools is such that some children are allocated places in this school. As there is no direct bus service from Colney Heath to Hatfield, and the walking distances are beyond an acceptable limit, children attending these schools must either travel by cycle or by car. The cycle route to Hatfield passes through the A1(M) underpass which has significant safety concerns (see paragraph 4.5.9), and some children and/or their parents are reluctant for it to be used. In practice, children attending schools in Hatfield are highly likely to be taken by car.
- 6.1.6 A small number of Colney Heath children attend schools in Brookmans Park or Potters Bar. In both these cases there is no bus service and cycle routes are considered to be unsafe for children. Again, journeys to these schools would be by car.

6.2 Medical services

- 6.2.1 In his appeal decision on the earlier Tollgate Road application Inspector Hayden noted that “access to medical services is also problematic”. The GP surgery referred to by the applicant closed about 20 years ago. The practices which are identified as providing primary care services for Colney Heath are in Hatfield, and it is these which are used by a majority of Colney Heath residents. The nearest surgery is 2.4km from Colney Heath, which is beyond an acceptable walking distance, especially for the elderly and those in sub-optimal health; it also offers only limited services. There are several large practices in Hatfield, but as there is no direct bus service virtually all journeys to access them would be by car. Other practices used by residents are in Brookmans Park and St Albans; it is possible that the latter could be reached by bus, depending on appointment times, but that in Brookmans Park can only realistically be reached by car.
- 6.2.2 There is a broadly similar situation with regard to pharmacies. There is no such provision in Colney Heath, but there is a well-used pharmacy in Welham Green. Others are available in Hatfield and St Albans, but only the latter could be readily accessible by bus.
- 6.2.3 The nearest hospital is in St Albans; it has neither A & E nor in-patient facilities. At the nearest point to the 305 bus route this hospital is at a

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distance of about 750m. However, this point is reached only by the bus at 7.33a.m. which arrives at 8.20a.m, well before the vast majority of appointment or visiting times. The other daily buses from Colney Heath terminate in the city centre at a walking distance of over 1km from the hospital. This is surely too great a distance for those requiring hospital treatment. It is possible to reach the hospital by a second bus, but this has implications for convenience and cost; this journey takes 55 – 65 minutes.

6.2.4 Also relatively close to Colney Heath (approximately 9km) is QEII hospital in Welwyn Garden City. This hospital has no A & E or in-patient facilities. It can be reached from Colney Heath using two buses; the journey can be completed in a little less than an hour. Alternatively, a 30 – 35 minute walk to Hatfield Road or Roehyde Way via the A1(M) underpass (see paragraph 4.5.9 above) would permit the use of a single bus; however, this walking distance is likely to be beyond the capability of those requiring hospital treatment.

6.2.5 Lister Hospital, which is situated in the northern part of Stevenage and is the principal hospital serving much of central and northern Hertfordshire, is approximately 25km from Colney Heath. This is a general hospital, with a wide range of facilities, including A & E. It can be reached from Colney Heath using two buses, but the journey requires about 2 hours. An alternative journey requires a walk of 30 – 35 minutes and then a single bus to the hospital; the total time required for this journey is about 75 minutes. In addition to the problem arising from the walking time there are major issues with this part of this journey as it requires going through the A1(M) underpass (see paragraph 4.5.9 above). The only other accessible hospital with broadly comparable facilities is Watford General, which is about 15km from Colney Heath. This too can be reached using two buses, but again the journey is unreasonably long, requiring around 1 hour 45 minutes.

6.3 *Supermarkets and Shopping*

6.3.1 London Colney, which is 4.2km away, has a shopping centre (Colney Fields) which includes Sainsbury's, Marks and Spencer and Boots. There is a weekly bus service, on route 200, from Colney Heath; this is on Monday mornings, a time which is unlikely to be convenient to many residents. The 305 bus to St Albans goes directly to a large Morrison's supermarket. Hatfield town centre, which has a large Asda supermarket, a library and a reasonable range of other shops, is 4.2km away. The 312 bus service runs to Hatfield on Wednesday mornings only; the Tesco hypermarket in the north of Hatfield is 5.9km away and is served by the same bus.

6.3.2 None of these shops is within an acceptable walking distance and the cycling routes all involve long stretches of narrow busy roads; these are considered unsafe.

6.4 *Employment*

- 6.4.1 As referred to above, (paragraph 4.1), there are few opportunities for employment in Colney Heath village, and some of those that do exist e.g. bar work, are part-time and mainly evenings-only. The consequence of this is that nearly all working residents are required to travel to their places of work. As stated above (paragraphs 4.5.6 and 4.5.7), some will be able to take the early morning bus either to workplaces in St Albans, to St Albans City station for onward journeys to London or other destinations, or to a second bus.
- 6.4.2 There will be many, however, for whom the bus timetable for the morning and/or the afternoon is unsuitable, inevitably resulting in the use of cars. It is the case that many residents either drive to a local station and park their cars there or are given lifts to and/or from the station. It is also the case that the convenience and far shorter journey times lead many residents to prefer travelling to work by car than by public transport.
- 6.5 It is clear from the foregoing that the claim that Colney Heath is a sustainable location cannot be supported. The poor infrastructure to support active modes of transport is a significant deterrent to walking and cycling. The minimal bus service and poor access to railway stations are such that journeys other than those which can be easily made on foot are made in private cars. This is contrary to the intentions of the NPPF and its stated aim of promoting sustainable development.

7.0 Landscaping

- 7.1 CHPC is concerned over the high number of non-locally native trees and shrubs proposed for the landscape around the site. This is contrary to best practice and particularly important in semi-natural woodland areas away from an existing settlement. Furthermore, due to the number of retained trees and shrubs, and the resulting shade that they provide, growth of the newly planted trees and shrubs is likely to be slow; a consequence of this is that the development would remain visible from the road for a prolonged period (see Fig. 3). This would be particularly important along the boundary with Coursers Road to avoid a strong urbanising influence.



Fig. 3: Boundary with Coursers Road showing limited typical levels of current screening in the location of the proposed dwelling on southwest corner of the site

8.0 Conclusion

- 8.1 CHPC believes that development on the application site would be contrary to the purposes of the Green Belt, as set out in the NPPF, and would therefore be harmful. This is because it would contribute to ribbon development along Coursers Road and thereby fill in the gap between Colney Heath and the proposed Bowmans Cross development. This in turn would increase the likelihood of a merger of built form between London Colney and St Albans and Hatfield, contrary to purpose (b) of the NPPF. Furthermore, the development would represent an encroachment into the countryside, contrary to purpose (c) of the NPPF.
- 8.2 CHPC also believes that the application is not in a location which is or could be made to be sustainable. The available services do not encourage the use of public transport and the infrastructure for the active transport modes of walking and cycling is lacking or inadequate. Bus services close to the site are of little use to the general public, and more useful and regular services are beyond acceptable walking distances. These latter services do provide access to railway stations which are accessible by bus, but long walks to reach the bus stops are required. Access to stations by cycle is feasible, but requires journeys on busy roads which are considered to be unsafe. Shops, schools and other essential services are beyond reasonable walking distances and not easily accessed by bus. It is clear that residents of the application site would be heavily dependent on cars for most journeys, as are

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current local residents. This is contrary to the intentions of the NPPF, is harmful to the environment, and will exacerbate existing traffic problems.

8.3 This application should be rejected because

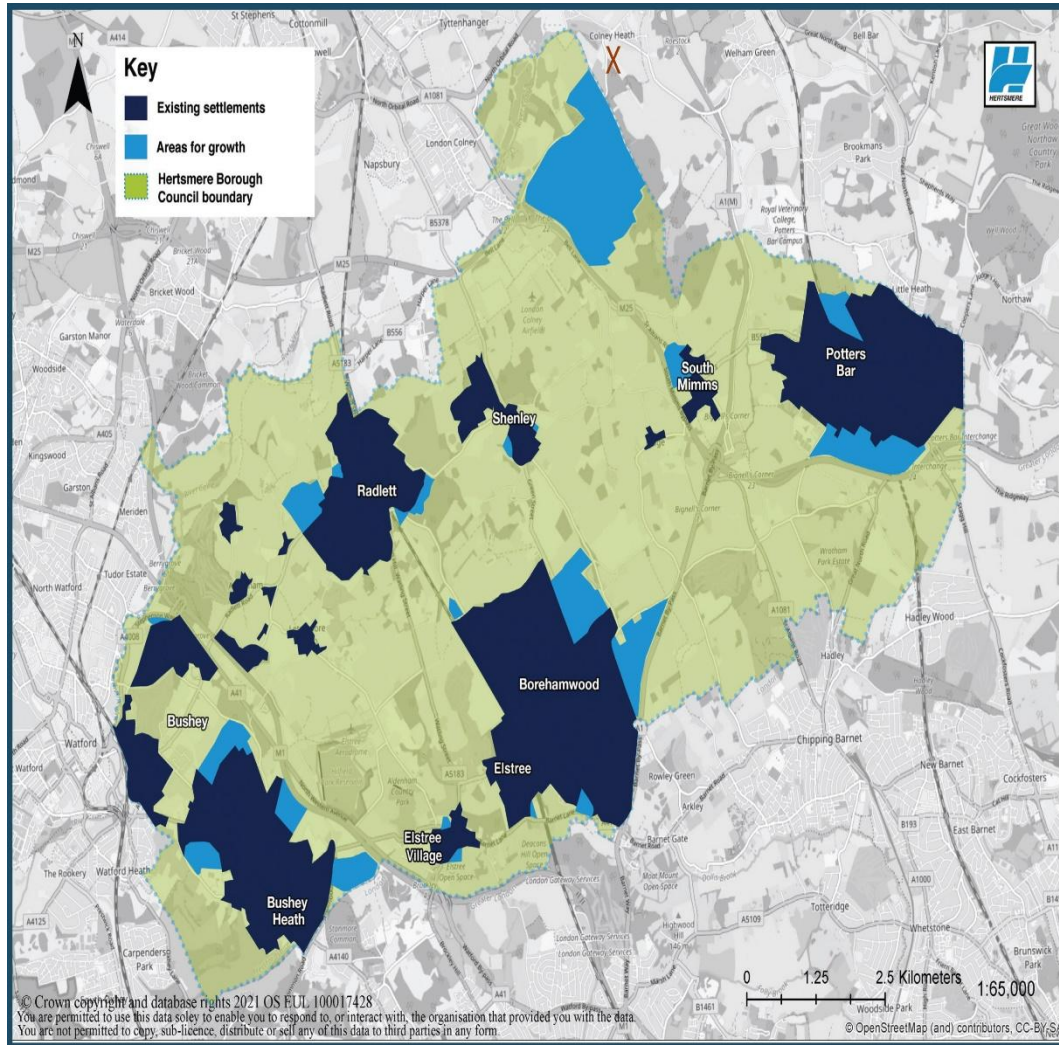
- The proposal fundamentally conflicts with the purposes of the Green Belt and would permanently harm the openness of the area.
- The location is not sustainable due to poor public transport, road safety risks, and lack of essential services.
- The increased traffic, pedestrian safety risks, and urbanising effects make this an inappropriate and harmful development.
- Precedent: Inspector Hayden's decision on Tollgate Road confirms that Colney Heath is not a sustainable location.
- The Parish Council strongly objects to this application and urges its refusal in line with NPPF policies and local planning frameworks.

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APPENDIX 1: BOWMANS CROSS



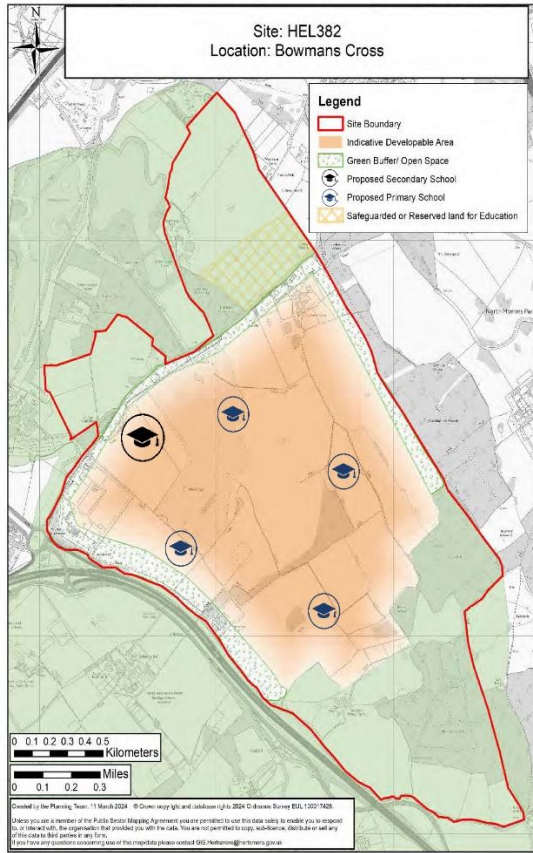
The proposed Bowmans Cross development is located at the top-center of the map.

The application site, marked by the X, is in close proximity.

(Source: Hertsmeare Local Plan, Regulation 18 stage)

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Site Description	Site The area identified for the new settlement of Bowmans Cross comprises a varied landscape with open fields, significant wooded areas, (including Redwell Wood SSSI) rolling hills and long views over the countryside. Tyttenhanger Stream also runs through the site. There are quarrying operations situated in the north-west of the site that are likely to continue for several years yet, with the phased restoration of the quarried areas taking place. There are several businesses and activities on the site including the Severn Trent Green Power site. The site is bounded by the M25 to the west and south-west and Coursers Road to the north, although there is potential for land for the second of two secondary schools to be reserved for future use, if required.				
	Surrounding Area The surrounding area is largely rural in nature, but relatively close to the site is the settlement of London Colney. Colney Heath is located to the north east of the site. Beyond Coursers Road and within the landowners' ownership are Willows Lakes, with the River Colne running through them, where there are plans for enhancement of the public open space, providing Biodiversity Net Gain to the area. To the south and east are predominantly agricultural fields, interspersed with farms and businesses and the smaller settlement of North Mymms to the north-east.				
Site Area (Hectares)	469	Gross Developable Area (Hectares)	245	Net Developable Area (Hectares)	146.06
Proposed Use (Use Class)	Mixed Use including C3, E class (both retail and office) and education facilities		Estimated Delivery Period	Years 6-15 of the Plan (6-25 years total)	
Estimated Density (dwellings per hectare)	34	Indicative number of homes	5000 approx. (2400 in plan period)	Site Matrix Score (out of 55)	N/A 83

Footprint of Bowmans Cross site.

The application site is behind the legend box, just to the right of the Green Buffer/Open Space symbol

(Source: Hertsmere Local Plan, Regulation 18 stage)





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APPENDIX 2: BUS TIMETABLES

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Essendon Mill – Colney Fields Retail Park

200

MONDAYS ONLY

from 3rd October 2022

Notes:		Notes:	
Essendon Mill , Low Rd, Millgreen Cottages	0951	Colney Fields Retail Park , Stop B	1235
Essendon , High Rd, opp War Memorial	0953	Colney Heath , High St, Roestock Lane	1240
Essendon , Glebe Cottages	0955	Colney Heath , Hall Gardens, opp Admirals Cl	1241
Wildhill , Woodside Place, The Woodman PH	0958	Welham Green , Huggins Lane	1249
Bell Bar , Woodside Lane, The Firs	1003	Welham Green , Dixons Hill Rd, Stop E	1253
Bell Bar , opp Cock o' The North PH	1004	Brookmans Park , Blue Bridge Rd, Bradmore Grn 	1257
Brookmans Park , Gt North Rd, Kentish Ln	1006	Brookmans Park , Moffats Lane	1259
Brookmans Park , Moffats Lane	1008	Brookmans Park , Gt Nith Rd, opp Kentish Ln	1301
Brookmans Pk , Blue Bridge Rd, opp Bradmore Grn 	1010	Bell Bar , Cock o' The North PH	1303
Welham Green , Huggins Lane	1015	Bell Bar , Woodside Lane, opp The Firs	1304
Welham Green , Dixons Hill Rd, Stop D	1019	Wildhill , Woodside Place, opp The Woodman PH	1309
Colney Heath , Hall Gdns, Admirals Cl	1023	Essendon , Glebe Cottages	1312
Colney Fields Retail Park	1030	Essendon , High Rd, War Memorial	1314
		Essendon Mill , Low Rd, opp Millgreen Cottages	1316

NOTES:  - Near Railway Station

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Centrebus

Welwyn Garden City – St Albans

230

WEDNESDAYS ONLY

from 3rd October 2022

Notes:		Notes:	
Welwyn Garden City , Bus Station, Stop F ≈	1032	St Albans , St Peter's Street, Stop 1	1400
W G City , Ludwick Way, Verulam Close	1036	St Albans Railway Station , Stop A ≈	1406
Welwyn Garden City , New QEII Hospital, Stop A	1044	Fleerville , Hatfield Rd, opp Morrisons	1411
Hatfield Railway Station , Stop 2 ≈	1052	Oaklands , opp Nicholas Breakspear School	1417
Hatfield , Town Centre, Stop W	1056	Colney Heath , High St, Roestock Lane	1423
Oxlease , Travellers Lane, Oxlease Drive	1058	Welham Green , Huggins Lane	1430
South Hatfield , Travellers Lane, Millwards	1100	Welham Green , Dixons Hill Rd, Stop C	1434
Welham Green Railway Station , Stop B ≈	1103	Welham Green Railway Station , Stop A ≈	1435
Welham Green , Huggins Lane	1105	South Hatfield , Travellers Ln, opp Millwards	1438
Welham Green , Dixons Hill Rd, Stop D	1109	Oxlease , Travellers Lane, opp Oxlease Drive	1440
Colney Heath , High St, opp Roestock Lane	1114	Hatfield , Town Centre, Stop V	1442
Oaklands , Nicholas Breakspear School	1120	Hatfield Railway Station , Stop 6 ≈	1446
Oaklands , Hatfield Rd, Colney Heath Lane	1122	Welwyn Garden City , New QEII Hospital, Stop B	1454
Fleerville , Hatfield Rd, Morrisons	1126	Welwyn G C , Ludwick Way, Knella Rd	1500
St Albans Railway Station , Stop D ≈	1131	W G City , Ludwick Way, opp Verulam Close	1501
St Albans , St Peter's Street	1137	Welwyn Garden City , Bus Station ≈	1505

NOTES: ≈ - Near Railway Station

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POTTERS BAR | Brookmans Park / Tyttenhanger Green | St Albans | SANDRIDGE

305

Mondays to Fridays (except Public Holidays)

	SDO	NSD						
Potters Bar, Bus Garage	0714	0721						
Brookmans Park, Blue Bridge Rd	0721	0728						1632
Welham Green, Dixons Hill Rd	0726	0733						1637
Colney Heath, Hall Gardens	▼	▼	1010	1235	1455	▼		
Colney Heath, High Street	0733	0740	1012	1237	1457	1644		
Smallford, Station Road	0741	0747	1018	1243	1503	1650		
Hill End, Hill End Lane	0749	0754	1024	1249	1509	1656		
Tyttenhanger Green	▼	▼	0851	1111	▼	1336	▼	▼
Fleetville, Morrisons	0755	0759	0858	1028	1118	1253	1343	1513
St Albans City Station	0806	0809	0903	1033	1123	1258	1348	1518
St Albans, St Peter's St (Arr)	0812	0814	0909	1039	1129	1304	1354	1524
St Albans, Firbank St (Dep)	0812		0910		1130		1355	
New Greens, High Oaks	0820		▼	▼	▼			
St Albans, Lancaster Road			0915		1135		1400	
St Albans, Firbank Road			▼		1138		1403	
Sandridge, Langley Grove			0923		1147		1412	
Sandridge, Church			0925		1149		1414	

	SDO	NSD						
Sandridge, Langley Grove	0923		1147		1412			
Sandridge, Church	0925		1149		1414			
St Albans, Firbank Road	0930		1154		▼			
St Albans, Lancaster Road	0934		1158		1419			
New Greens, Townsend Sch	▼	▼	▼		1540			
St Albans, St Peter's St (Arr)	0938		1202		1423	1550		
St Albans, St Peter's St (Dep)	0940	1045	1205	1310	1425	1550	1550	1720
St Albans City Station	0946	1051	1211	1316	1431	1556	1556	1726
Fleetville, Morrisons	0951	1056	1216	1321	1436	1601	1601	1731
Tyttenhanger Green	▼	1104	▼	1329	▼	▼	▼	▼
Hill End, Hill End Lane	0955		1220		1440	1605	1605	1735
Smallford, Station Road	1001		1226		1446	1612	1612	1742
Colney Heath, Hall Gardens	1008		1233		1453	▼	▼	▼
Colney Heath, High Street	1012		1237		1457	1617	1617	1747
Welham Green, Dixons Hill Rd						1622	1622	1752
Brookmans Park, Blue Bridge Rd						1626	1626	1756
Potters Bar, Bus Garage								1803

Codes:

SDO - schooldays only
NSD - school holidays only

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POTTERS BAR | Brookmans Park / Tyttenhanger Green

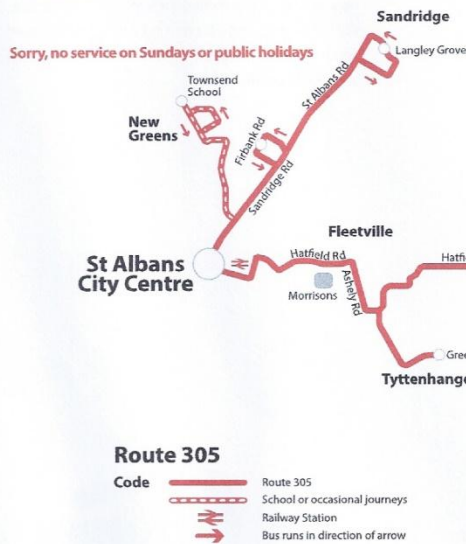
St Albans | **SANDRIDGE**

305

Saturdays

POTTERS BAR , Bus Garage	0737				
Brookmans Park, Blue Bridge Rd	0744				
Welham Green, Dixons Hill Rd	0749				
Colney Heath, Hall Gardens	0757	1010	1235	1500	1620
Colney Heath, High Street	0759	1012	1237	1502	1622
Smallford, Station Road	0805	1018	1243	1508	1628
Hill End, Hill End Lane	0811	1024	1249	1514	1634
Tyttenhanger Green	▼ 0851	▼ 1111	▼ 1336	▼	▼
Fleetville, Morrisons	0815	0858	1028	1118	1253
St Albans City Station	0820	0903	1033	1123	1258
ST ALBANS , St Peter's St (Arr)	0825	0909	1039	1129	1304
ST ALBANS , St Peter's St (Dep)	0910	1130	1355	1650	
St Albans, Lancaster Road	0915	1135	1400	1655	
St Albans, Firbank Road	▼	1138	1403	1658	
Sandridge, Langley Grove	0923	1147	1412	1707	
SANDRIDGE , Church	0925	1149	1414	1709	

SANDRIDGE , Langley Grove	0923	1147	1412	1707	
Sandridge, Church	0925	1149	1414	1709	
St Albans, Firbank Road	0930	1154	1419	▼	
St Albans, Lancaster Road	0934	1158	1423	1714	
ST ALBANS , St Peter's St (Arr)	0938	1202	1427	1718	
ST ALBANS , St Peter's St (Dep)	0830	0940	1045	1205	1310
St Albans City Station	0835	0946	1051	1211	1316
Fleetville, Morrisons	0840	0951	1056	1216	1321
Tyttenhanger Green	0848	▼ 1104	▼ 1329	▼	▼
Hill End, Hill End Lane	0955	1220	1445	1605	1735
Smallford, Station Road	1001	1226	1451	1611	1742
Colney Heath, Hall Gardens	1008	1233	1458	1618	▼
Colney Heath, High Street	1012	1237	1502	1622	1747
Welham Green, Dixons Hill Rd					1752
Brookmans Park, Blue Bridge Rd					1756
POTTERS BAR , Bus Garage					1803



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Centrebus

Bell Bar – Hatfield

312

WEDNESDAYS ONLY

from 3rd October 2022

Notes:	Notes:
Bell Bar , Woodside Lane, The Firs 0945	Hatfield , Great North Rd, Tesco 1205
Welham Green Railway Station , Stop B ≈ 0949	Hatfield , The Ryde, Fawn Court 1209
Welham Green , Huggins Lane 0951	Hatfield , Town Centre, Stop U 1212
Welham Green , Dixons Hill Rd, Stop D 0955	Hatfield , Hillcrest 1214
Colney Heath , Hall Gdns, opp Admirals Cl 1001	Hatfield , The Galleria, Stop B ↔ 1218
Colney Heath , High St, opp Roestock Lane 1003	Colney Heath , Roestock Ln, High St 1224
Hatfield , The Galleria, Stop C ↔ 1010	Colney Heath , Hall Gardens, Admirals Cl 1226
Hatfield , Hillcrest 1014	Welham Green , Huggins Lane 1233
Hatfield , Town Centre, Stop V 1016	Welham Green , Dixons Hill Rd, Stop C 1237
Hatfield , The Ryde, Fawn Court 1018	Welham Green Railway Station , Stop A ≈ 1238
Hatfield , Great North Rd, Tesco 1021	Bell Bar , Woodside Lane, opp The Firs 1242

NOTES: ≈ - Near Railway Station ↔ - Interchange with Express Coaches

OPERATOR: Centrebus Customer Care: 0116 410 5050

NO SERVICE ON OTHER DAYS OR PUBLIC HOLIDAYS

This service is operated under contract to Hertfordshire County Council

www.intalink.org.uk



Further Information - traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.



Issued and accepted throughout on this service

COLNEY HEATH PARISH COUNCIL

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School Service Open To Public

Enfield – Nicholas Breakspear School

355

SCHOOLDAYS ONLY

from 3rd September 2021

Notes:	Notes:
Enfield , David Lloyd Centre 0720	Oaklands , opp Nicholas Breakspear School 1520
Enfield , Forty Hill, Clay Hill, Stop F 0723	Smallford , Colney Heath Ln, opp Barley Mow Lane 1522
Forty Hill , The Hop Poles, Stop P 0727	Colney Heath , High Street, Wistle Cres 1524
Clay Hill , Chase Side, Stop R 0730	Colney Heath , Tollgate Rd, Fellowes Ln 1527
Gordon Hill Railway Station , Stop A ≈ 0732	Welham Green , Dixons Hill Rd, Stop E 1530
Enfield , The Ridgeway, Hadley Rd, Stop Q 0734	Welham Green , Station Road, Bulls Lane 1531
Botany Bay , The Ridgeway, The Robin Hood 0737	Brookmans Pk , Blue Bridge Rd, Bradmore Gn 1534
Potters Bar , Southgate Rd, opp Highview Gdns 0745	Swanley Bar , Hawkshead Rd, Swanley Cres 1537
Potters Bar , High Street, Bus Garage 0748	Little Heath , Hatfield Rd, opp Church Rd 1540
Little Heath , Hatfield Rd, Church Rd 0751	Potters Bar , High Street, opp Bus Garage 1544
Swanley Bar , Hawkshead Rd, opp Swanley Cres 0754	Potters Bar , Southgate Rd, Highview Gdns 1548
Brookmans Pk , Blue Bridge Rd, opp Bradmore Gn 0756	Botany Bay , The Ridgeway, The Robin Hood 1554
Welham Green , Station Road, opp Bulls Lane 0759	Enfield , Chase Farm Hospital, Stop B 1557
Welham Green , Dixons Hill Rd, Stop D 0800	Gordon Hill Railway Station , Stop B ≈ 1559
Colney Heath , Tollgate Rd, opp Fellowes Ln 0805	Clay Hill , Chase Side, Stop D 1601
Colney Heath , High Street, opp Roestock Lane 0807	Forty Hill , The Hop Poles, Stop G 1604
Colney Heath , High Street, opp Wistle Crescent 0808	Enfield , Forty Hill, Clay Hill, Stop J 1608
Oaklands , Nicholas Breakspear School 0815	Enfield , opp David Lloyd Centre 1610

NOTES: ≈ - Near Railway Station

OPERATOR: Sullivan Buses Customer Care: 01707 646803

NO SERVICE ON OTHER DAYS OR PUBLIC HOLIDAYS

www.intalink.org.uk



Further Information - traveline 0871 200 22 33

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Not issued or accepted throughout on this service

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School Service Open To Public

Potters Bar – Nicholas Breakspear School

356

SCHOOLDAYS ONLY

from 28th August 2022

Notes:		Notes:	
Potters Bar Railway Station, Stop B 🚶	0735	Oaklands, opp Nicholas Breakspear School	1520
Potters Bar, Mutton Ln, opp Cranborne Rd	0739	London Colney, High St, opp Leisure Centre	1527
Potters Bar, Mutton Ln, Wroxham Gardens	0741	London Colney, King's Rd, Shenley Ln	1529
South Mimms, St Albans Rd, White Hart PH	0743	London Colney, St Annes Rd, High St	1534
Ridgehill, B556, Packhorse Lane	0745	Ridgehill, B556, opp Salisbury Hall	1539
Ridgehill, B556, Salisbury Hall	0747	Ridgehill, B556, opp Packhorse Lane	1541
London Colney, St Annes Rd, High St	0752	South Mimms, St Albans Rd, opp White Hart PH	1543
London Colney, King's Rd, Shenley Ln	0757	Potters Bar, Mutton Ln, opp Wroxham Gdns	1545
London Colney, High Street, Kings Rd	0800	Potters Bar, Cranborne Road, Mutton Lane	1546
Oaklands, Nicholas Breakspear School	0815	Potters Bar Railway Station 🚶	1550

NOTES: 🚶 - Near Railway Station

OPERATOR: Sullivan Buses Customer Care: 01707 646803

NO SERVICE ON OTHER DAYS OR PUBLIC HOLIDAYS

www.intalink.org.uk







Further Information - traveline 0871 200 22 33

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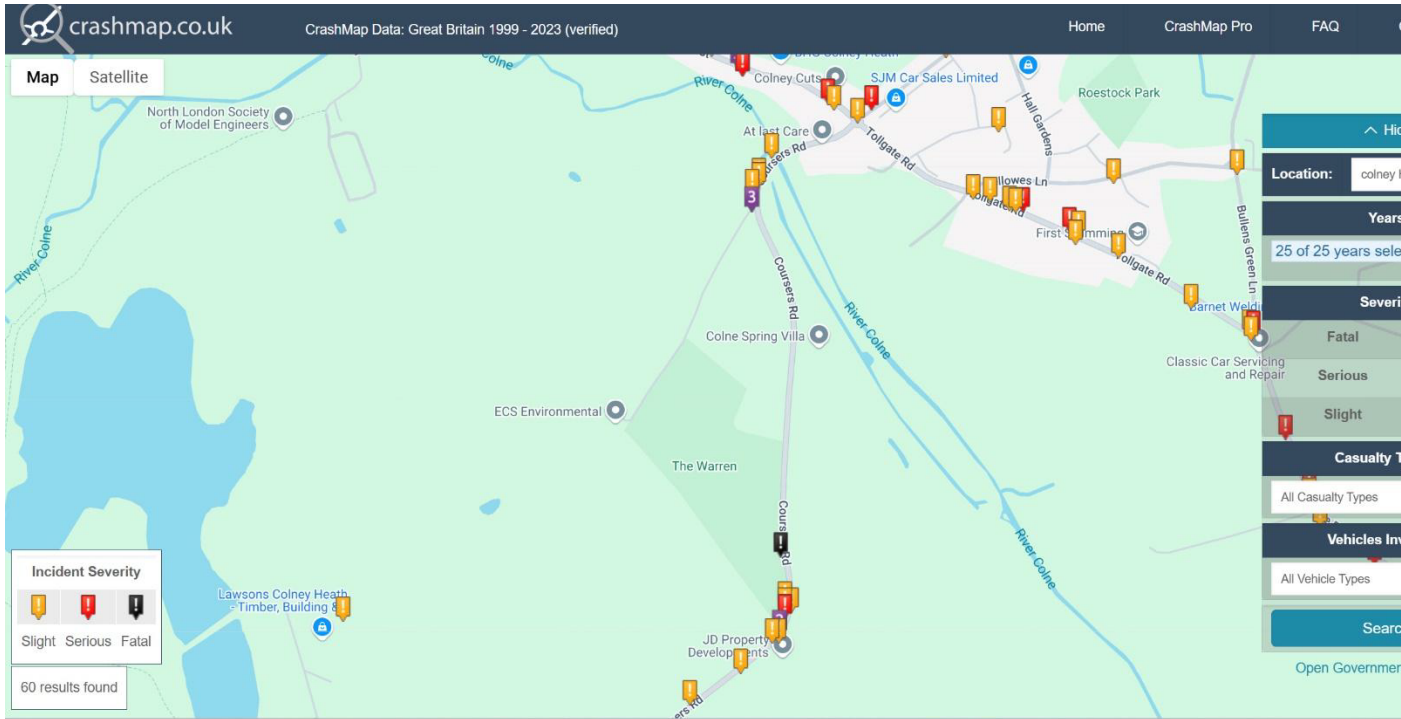
Not issued or accepted on this service

COLNEY HEATH PARISH COUNCIL

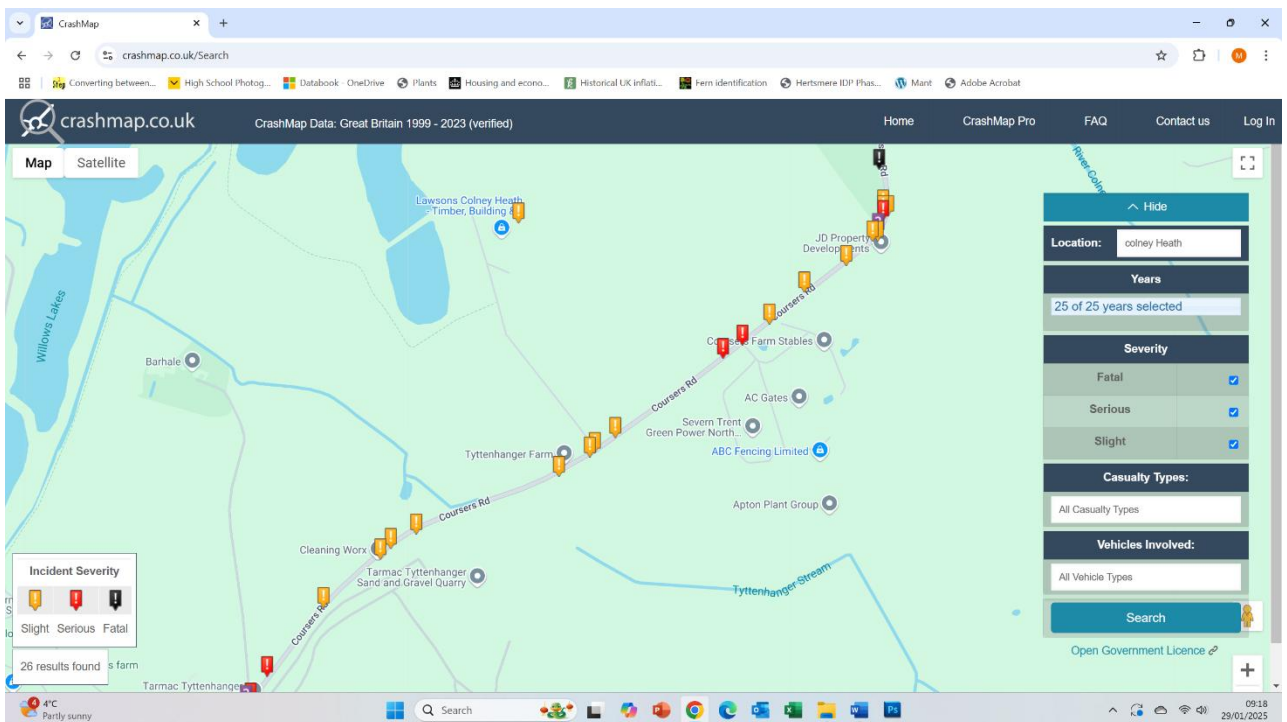
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APPENDIX 3: CRASHMAP DATA



Coursers Road – northern (Colney Heath village) end

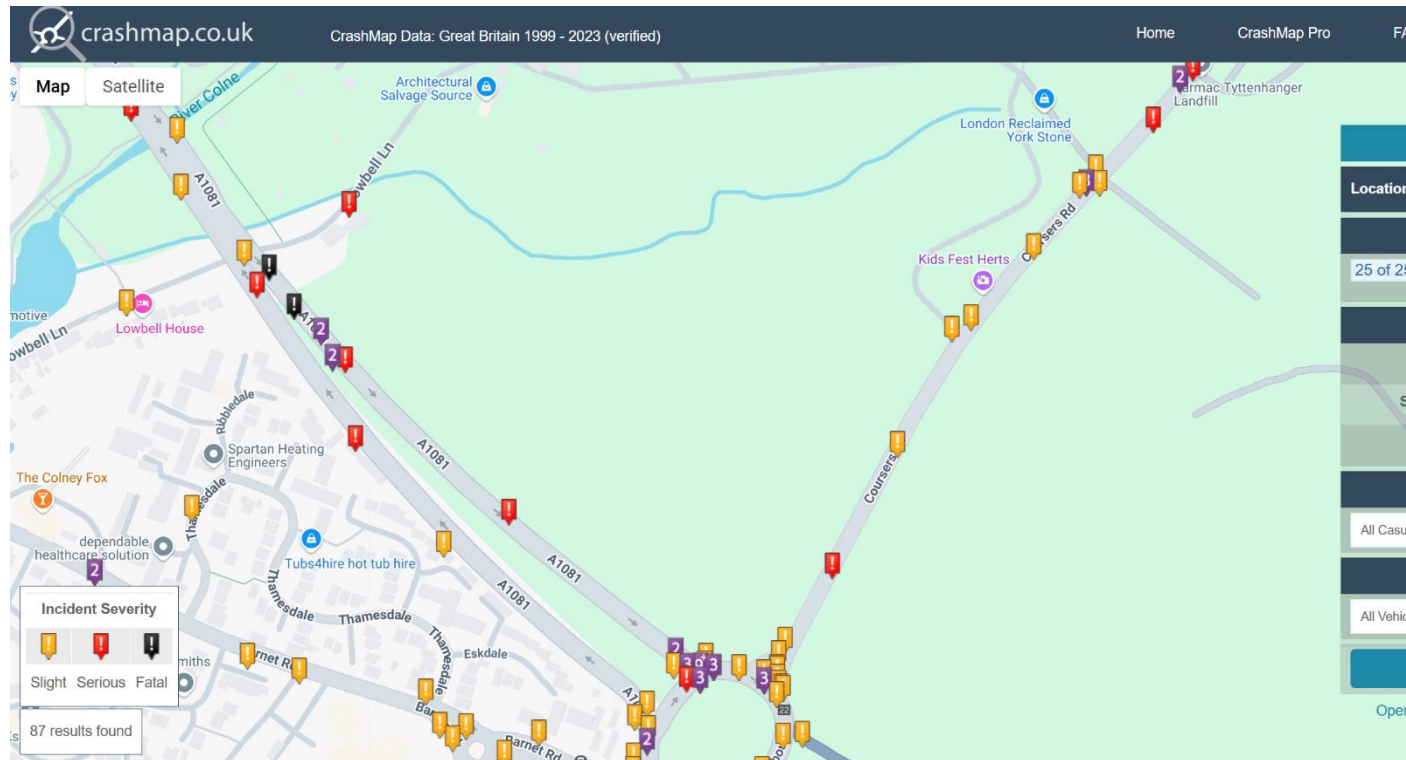


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Coursers Road – middle section



Coursers Road – southern (Bell Roundabout) end

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APPENDIX 4: ASSESSMENT OF CYCLE JOURNEY TO COLNEY FIELDS

Reference: Design Guidance for Cycle Infrastructure Design, LTN 1/20 (Department for Transport)

Factor	Indicator	Comment	Score	
Connections	1	No indications that it is a cycle route	0	
Continuity and way finding	2	There is not a continuous route or discrete sections. Cyclists are abandoned with no clear indication of route.	0	
Density of Network	3	No mesh or grid connection with the SADC LCWIP (route outside of the plan's area)	0	
Distance	4	Shortest and most direct route	2	
Frequency of stops to give way	5	Three Give Way signs on this route. Roundabout at junction with High Street, roundabout at A1081 Bell Roundabout junction (Hazardous) and roundabout at Barnet Road junction with entrance to Colney Fields.	2	
Time delay at junctions	6	Delay same as for motor vehicles except for increased risk for cyclists at Bell Roundabout where negotiating two traffic lanes and five entries/exits is dangerous	0	
Time delay on links	7	There are no links to other cycle paths	N/A	
Gradients	8	The route is generally flat.	2	CRITICAL
Reduce or remove speed difference where cyclists are sharing the carriageway	9	Tollgate Road: Speed of 85% traffic = 37.2 mph (ref: TPS 5.11). Coursers Road from High Street to Mill House has speed limit of 30mph Speed limit on shared carriageway Coursers Road to Barnet Road, including Bell Roundabout, national speed limit of 60 mph Speed Limit Barnet Road – 30 mph	0	CRITICAL
Avoid High Volume Traffic	10	Bell Roundabout, where risk of collisions is greatest, has very high volumes of traffic.	0	
Risk of Collision	11	High speed differential between cyclists and vehicles No segregation on Coursers Road No cycle lane on shared carriageway High risk of collisions from behind or alongside No cycle preference at junctions	0	CRITICAL
Risk of collision	12	Conflicting cycle and motor traffic not separated at Bell Roundabout, a major junction No separation of cyclists and motor vehicles	0	

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Factor	Indicator	Comment	Score	
Avoid complex design	13	There is no cycle lane design	N/A	
Consider and reduce risk from kerbside	14	Kerbside risk primarily is poorly defined; broken edges of road surface in Coursers Road Cyclists at risk of being “pushed “into kerb by passing vehicles particularly HGVs No buffer zone around parked cars	0	
Reduce severity of collisions	15	In Coursers Road there are places where hedges and ditches are close to the road that either reduce evasion area or increase risk.	0	
Surface quality	16	The surface of Coursers Road has longitudinal ruts and broken surface in vicinity of Fredericks Wood For the remainder of Coursers Road, the tarmac surface is broken on both sides with deep drain gullies Verge is being cut back away from road surface by passing vehicles leaving a loose surface Uneven surface where utility trench resurfaced Standing water frequently across road between entrances to Willows Farm and landfill site Numerous minor defects, some major Vehicles leaving landfill site deposit mud on the road that in wet weather is a slip hazard, and muddy spray affects vision.	0	
Smooth level surface	17	No special surface for cyclists exists. The road surface is bumpy with a loose surface in places	0	
Effective width without conflict	18	No cycle lane, therefore, no minimum separation for cyclist exists on the whole route Single carriageway road, just sufficient for two HGVs to pass with care Cyclists reliant on the skill, patience and visibility available for passing motorists.	0	
Way finding	19	No signs to assist cyclists along this route	0	
Social safety and perceived vulnerability for user	20	Most of the route is unlit Significant areas under trees reducing light	0	
Isolation	21	Major part of route is isolated. Activity is away from public surveillance.	0	
Disabilities	22	No footpath on this route Too dangerous for pedestrians	0	

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Factor	Indicator	Comment	Score	
Minimise street clutter	23	There are no signs	N/A	
Secure cycle parking	24	No cycle storage	0	

CRITICAL JUNCTIONS AND OTHER SIGNIFICANT HAZARDS	
Bell Round-about	Two lane national speed limit, six- arm RAB with 5 entries and six exits, including the A1081 major dual carriageway; M25 on and off slip roads, a single carriageway road and dual-carriageway Barnet Road Generally continuous flow of fast traffic with intermittent short breaks to allow safe access into RAB Requires crossing of both high-speed entries to and exits from RAB and changing lanes
Landfill entrance/exit	T-junction with side road Right turning HGVs across traffic lane or beside cyclists into site HGVs exiting site Mud on road in wet weather
Willows Farm entrance/exit	T-junction with side road Right-turning vehicles across traffic lane or beside cyclists Left-turning vehicles into farm
Lawsons entrance/exit	T-junction with side road Right turning HGVs across traffic lane or beside cyclists
Bio-digester entrance/exit	T-junction with side road Right turning HGV across traffic lane or beside cyclists into site HGVs exit site
Bend in vicinity of 3 Coursers Road	Limited visibility (blind) bend Partially under trees