

COLNEY HEATH PARISH COUNCIL

✉ **Address:** Highfield Park Visitor Centre, Hill End Lane AL4 0RA
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Colney Heath Parish Council (CHPC) objects to the application Land to the rear of Roundhouse Farm 5/2023/0405 for 110 dwellings on planning grounds.

Executive Summary

Green belt - the entire site is within the Green Belt and relates poorly to the existing village footprint. Due to the visual proximity of Hatfield, there would be considerable risk of coalescence of the two settlements. CHPC consider that no Very Special circumstances exist, or have been proved, so development would be contrary to NPPF and SADC saved policies 1 and 2.

Care home and centre building – the scale and height of the central building are a concern. The large number of single person dwellings away from social facilities would appear to be unsuitable and will result in high levels of car usage due to the lack of alternative modes of transport. CHPC also has concerns on the proposed retail facilities proposed as they could cause harm to the existing retail units which are more centrally located in the village.

Sustainability – Colney Heath village is not a sustainable location as its highly dependent upon car usage so the development would be contrary to the core NPPF sustainability objectives.

Buses – the village has more bus stops than buses, the few buses due to timetabling issues are basically school and shopper's services. The bus stops are mostly beyond the preferred walking distance and along sub-stand pavements.

Railway – Colney Heath has no railway station and all of the other railway stations are beyond the practical walking distance. Access by cycle is considered dangerous due to the roads leading out of the village or the need to use the unsuitable A1(M) subway.

Walking – most of the village services and facilities are beyond the preferred walking distance and, as demonstrated in the pavement assessment, along mostly poor substandard pavements.

Education - the access to schools for children from the village is challenging. The village primary school is at or near capacity and for secondary schools the situation is far worse. Children attend schools in Potters Bar, Hatfield and occasionally in St Albans following successful but stressful appeals. In many cases these children must be taken to school by car due to the lack of bus services, a non-sustainable mode of transport.

Retail – CHPC has a concern that the proposed onsite retail would have negative impact on the existing village shops which are in a more central location. All these shops are beyond the preferred walking distance.

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Healthcare – the village has no healthcare facilities, and the availability of doctors is grossly overstated by the applicant.

Flood risk – CHPC are very concerned about the risk of surface water flooding on the site, but also in Roestock Lane and Roestock Gardens, in the homes, gardens and on the roads. It is also very clear that the applicant has no idea what sustainable drainage system is possible or would in fact would work. Thames Water will not except surface water into the sewer network, so the impacts from flooding on the wider area is of considerable concern.

Traffic – the impact on the road network is of considerable concern, CHPC believes that trip generation forecast is low for all the proposed sites, so the impact will be significant on the village resulting in delays and the risk of more RTAs.

Road safety – CHPC are very concerned over the very limited area selected for the road safety assessment. The village has many rows of older cottages which have no off-street parking, this causes delays and risk taking by drivers. CHPC believe that Coursers Road must be included in any road safety assessment.

Affordability – CHPC has considerable concerns over the genuine affordability of the proposed homes, and they will be mostly unaffordable to local people therefore not meeting SADC housing needs, and especially for the key workers identified by the applicant.

Visual impact – the visual impact will be significant. This is also excepted by the applicant the proposed building heights are greater than those found locally. The village of Colney Heath is rural in character with groups of tow storey dwellings with green spaces between them.

CHPC objects to this application and believes it should be refused.

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CHPC believe the follow developments should be taken into account when determining this application.

Land at Bullens Green Land 5/2020/2464 & 1992 approved 100 homes.

Land rear of 90 to 106 High Street Colney Heath 5/2022/0599 45 homes still to be determined.

Land rear of Tollgate Road Colney Heath 5/2022/1988 155 new homes still to be determined.

Land off Roestock Lane Colney Heath 5/2022/2736 150 new homes still to be determined.

Land in Bullens Green Lane near junction with Roestock Lane for 6 homes still to be determined.

For traffic only impacts, the proposed sites at Welham Green in WHBC local plan should be taken into account when determining this application.

HS44/HS45 (WeG1 / WeG3a) Land at Welham Manor and west of Station Road 84 new homes.

HS46 (WeG10) Land at Dixons Hill Road 120 new homes.

As the Welwyn Hatfield Local Plan is well advanced in planning terms these carry some in weight when determining other applications.

Green Belt

The entire site is within the Green Belt and outside of the developed village envelope. Colney Heath is defined as Green Belt rural community.

NPPF Para 147. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

CHPC believe that the very special circumstances do not exist and have not been proved to justify this development so would be contrary to NPPF para 147.

SADC saved policy no.1 protects the Green Belt

Within the Green Belt, except for development in Green Belt settlements referred to in Policy 2 or in very special circumstances, permission will not be given for development for purposes other than that required for:

- a) mineral extraction;*
- b) agriculture;*

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- c) small scale facilities for participatory sport and recreation; other uses appropriate to a rural area;*
- d) conversion of existing buildings to appropriate new uses, where this can be achieved without substantial rebuilding works or harm to the character and appearance of the countryside.*

SADC saved policy no.2 Green Belt Settlements which lists Colney Heath in section 3 as a Green Belt Settlement (GBS2), then the policy states - *Apart from the exceptions in Policy 1, development will not normally be permitted except:*

- a) the local housing needs described in ~~Policy 6~~;*
- b) the local facilities and service needs of the settlement in which the development is proposed.*

Development must not detract from the character and setting of these settlements within the Green Belt.

CHPC therefore believe the proposed development would be contrary to SADC saved policies nos. 1 and 2.

Based on housing need calculated on the ONS 2014 data there is around a 2.2 year supply of land supply in the District.

As noted by the Leader of the Council

- a. the 2014 data reflected effectively a one off 'spike' in household projections for the District (637 per annum) and
- b. The housing need calculated on the ONS 2018 data is one third of the 2014 data (223 per annum).

This means the real current supply of land is more than 5 years and the calculated shortage of housing is significantly inflated. In the SKM Green Belt review of 2016 the site is within area 34 in which the assessment concluded area 34 contributed significantly to the purposes 3, safeguarding the countryside from encroachment, and 5 in maintaining the settlement pattern. The gap between Colney Heath and Hatfield is narrow both physically and visually.

The gap is currently only the width of the motorway A1(M) at the Hatfield end of the village and visually the gap is very narrow due the scale and height of the buildings of the University and at Hilltop Hatfield.

The area around Colney Heath already suffers from significant impacts on the Green Belt from the surrounding St Albans, Sleafshyde and Hatfield. The area is also very significantly impacted by mineral workings, which are allowed within NPPF, and have

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a considerable industrializing influence of the surrounding countryside. The applicants claim that only 1% of area 34 does not reflect the pressure on, and existing harm done, to the Green Belt around Colney Heath.

The application site is within area 30 of the Hertfordshire Landscape Assessment which is identified as an area to be conserved and improved. This proposed development if approved would be contrary to the landscape assessment objectives.

CHPC believe that good agricultural land should be protected and also has concerns over the long-term economic viability of the farm if this application, together with 5/2022/2736 for 150 new homes, were approved due to the loss of a large percentage of the farm's land.

CHPC welcomes Biodiversity net gains but has considerable concerns over the use of additional farmland proposed in this application to provide the net gain as this would be significant additional reduction in farmed area and is likely to impact on the longer economic viability of the farm.

The NPPF also protects better agricultural land and the land should be used for food production due to the world wide shortages.

The Proposed development

There is no evidence that the proposed concept of combining a care home and single bedroom 'affordable' homes would be viable. The only other known similar development has failed to gain planning consent. CHPC is concerned that the care home elements of the application will fail resulting in unsuitable development in an unsuitable location.

There is no evidence that the single bedroom apartments will be affordable for key workers as claimed given housing costs in the area. They are most likely to be unaffordable to key workers.

The anecdotal evidence shows that 1 bedroom homes need to be in or near town/city centres with better access to social activities without the high level of car dependency Colney Heath would require.

Given the evidence on the single bedroom dwellings CHPC believe that the non-care home element of the development should reflect the Southwest Herts Groups assessment houses need assessment ratios.

CHPC are very concerned on the proposed on-site retail facilities, and the possible impact they would have on the existing shops etc in the village. The need has not been demonstrated, nor has the possible harm to the existing shops been considered. CHPC consider it unlikely that the village could economically support

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two competing sets of near identical shops. The existing shops are near the centre of the village.

The need for the retail and community buildings has not been demonstrated as required to construct them in the Green Belt therefore CHPC believe that the VSC do not exist.

The number of proposed car parking spaces 150 appears low, due to the high car dependency required due limited alternative modes of transport available. The levels appear low as the larger 2, 3, and 4 bedrooms homes will require multi cars as it's likely that all working age member of each household will need to work due to the poor affordability of the proposed homes. The care home element of the proposal will require a number of staff who will require cars to access the site.

The proposed level of car parking provision is below SADC required standards by a considerable margin.

CHPC are concerned that parking will spill on the near by roads as the site has insufficient onsite parking. Roestock Lane already has significant parking problems in area of the site which has resulted in RTAs.

Sustainability

Sustainability is a core theme in the NFFP and government policies, Colney Heath is not a sustainable location.

CHPC believe this is not a sustainable site, due to the lack of facilities and sustainable modes of transport. The lack of buses and distance from the railway network would mean that residents would be highly dependent upon car usage.

As will be demonstrated below, the village area has significant restrictions on walking and cycling, two sustainable modes of transport, due to dangerous roads and the poor state of pavements.

It's impossible to agree or understand to the applicants claim that the site has good access to local amenities and services, as demonstrated below the site has poor services and very limited local amenities.

Transport

The Transport Assessment data is from MSOA St Albans 015 which is a considerably larger area the Colney Heath village and includes some of urban edge of St Albans including Hill End Highfield and the Hatfield Road areas which have much better access to more sustainable modes of transport and is a shorter distance from them. Therefore, does not reflect travel to and from the village.

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The ONS data for MSOA St Albans 015 identifies the following modes of travel

Underground Metro, Light Rail, Tram	1%
Train	16%
Bus, Minibus or Coach	3%
Taxi	0%
Motorcycle, Scooter or Moped	1%
Driving a Car or Van	68%
Passenger in a Car or Van	4%
Bicycle	1%
On Foot	7%

As demonstrated below the use of sustainable modes of transport is severely restricted from the village, in practical terms most journeys will be made or started by car.

Railways Stations

Hatfield - approximately 4.1km from the site via A1(M) subway which is frequently flooded. The stated 230 and 312 bus services are basically for shoppers and only operate on a Wednesday. Due to the direction of travel and timetabling return by bus would be 6 days 22 hours later.

St Albans City - 6.4km from the site with limited bus links at unsuitable times for most commuters, cycling is considered hazardous along Colney Heath Lane by most cyclists to reach Alban way cycle route which is unlit and unsuitable other for leisure cycling..

Bus times

Route 230 Wednesdays only arrive 11.31 depart 14.06 St Albans City station

Route 305 weekdays arrives 8.06 or 8.09 St Albans City station

Weekdays last bus departs 17.26 St Albans City station

Welham Green – 4.1km from the site. The quoted bus services are unsuitable for most, the 230 and 312 bus services are basically for shoppers and only operate on a Wednesday and, due to direction of travel and timetabling, return by bus would be 6 days 22 hours later.

The 305 and 355 services due to timetabling would only be suitable for night workers as the only bus from Colney runs late afternoon and the bus from Welham Green to Colney Heath runs in the early morning. The 355 is school day only service.

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The shortest route is via Tollgate Road, but is considered dangerous by most cyclists the alternative route via A1(M) subway is prone to flooding and antisocial behaviour, so many people will not use it.

Buses

The village has more bus stops than buses, in reality they are school and shopper services only, being totally unsuitable for most employment locations and hours (see the attached bus timetables).

Distance to bus stops from centre of the site

Roestock Lane north 225m Wednesday shopper bus only

Roestock Lane south near High Street 550m

High Street 750m

Hall Gardens 600m

It should be noted that most of the bus stops are beyond the preferred walking distance of 400m and, as the Colney Heath pavement assessment shows, the pavement along these routes are below a satisfactory standard.

In a news item undertaken by the BBC on 20 February 2023 it reported that Hertfordshire had seen a **56.5% drop** in mileage covered by bus services, so the evidence demonstrates that the bus services are continuing to deteriorate and are unlikely to see any rapid improvements.

Walking

Many of pavements within Colney Heath village are of low quality so the community have undertaken a series of assessment using walking route assessment tool prepared by Welsh Active Travel Design Guidance. The full assessment is attached to this objection in appendix 1. To be considered satisfactory a pavement would need to score 70%.

Bullens Green Lane at junction of Roestock Lane to Hilltop Hatfield **42.5%**

Bullens Green Lane at junction of Roestock Lane to Roehyde bus stops **57.5%**

Roestock Lane from High Street to Bullens Green Lane **52.5%**

High Street from Coursers Road to Colney Heath school **57.5%**

These routes are the key routes used to gain access to the limited village facilities, however they are significantly substandard. This is a particular concern due to the proposed use of the proposed development as a Care home with people who are likely to suffer from reduced mobility. The hazards identified include trip and slip, lack of tactile paving at key crossing points and the width of the pavement.

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The quoted preferred and maximum walking distances are from Chartered Institution of Highways and Transportation (CIHT) document, Providing for Journeys on Foot (2000). The Guidelines indicate that a walking distance of 400m is acceptable for trips to bus stops and local shops, with 800m being the preferred maximum. The corresponding walking distances for trips to work and school are given as 500m and 1000m respectively. A preferred general maximum walking distance of 2000m is identified by Chartered Institution of Highways & Transportation.

The HCC highways letter identified the poor connectivity of the pavement network within Colney Heath village. The HCC letter also states '*Without the provision of appropriate footway links the site would be poorly served in terms of any mode of travel except use of the private car, contrary to the Highway Authorities Local Transport Plan Policies 1 and 5.*' The proposed links to the current pavements do little to improve to change the situation and together with the poor current standard of the pavements would still fail to meet HCC policy objectives.

Infrastructure

Education

The application is understating the problem, while it accepts that a number of children will require school places - approximately 33 at primary level and 35 at secondary level. The number of places stated by the applicant does not match current data nor parent's experiences in obtaining school places for children from the village.

Primary

Colney Heath primary school - at 1.3km away so beyond the preferred walking distance of 1000m and along poor or subgrade pavements see Colney Heath Pavement Assessment in appendix 1.

The school is currently close to its maximum capacity and with the already approved Bullen Green Lane 100 homes so it's unlikely to be take additional students. On 25th April 2023 the school had the following places available

- 6 places in reception
- 1 place in year 1
- 1 place in year 5
- 1 place in year 6

Secondary

Obtaining schools places for children from Colney Heath village is very challenging, and in St Albans normally only following the stressful appeal process, however, not always successfully.

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Only schools in central St Albans have any form of bus service from the village. The Hatfield schools are just about within walking distance Bishops Hatfield Girls at 3.1km and Onslow St Audrey at 3.9km however both are beyond the preferred walking distance and accessed via A1(M) subway. The route through the subway suffers from flooding and antisocial behaviour and along poor or subgrade pavements see Colney Heath Pavement Assessment in appendix 1.

The result is that many parents have to take children to school by car, an unsustainable form of transport.

Retail

The application contained the following errors -
The Cook PH closed about 10 years ago.
BHG car sales do not offer MOTs or car servicing.

The convenience stores and hairdressers are 650m away so beyond the preferred walking distance of 400m and along poor or subgrade pavements see Colney Heath Pavement Assessment in appendix 1.

Crooked Billet PH 1.1km away so beyond the preferred walking distance of 400m and along poor or subgrade pavements see Colney Heath Pavement Assessment in appendix 1.

South Hatfield Shopping area – 1.3km so beyond the preferred walking distance of 400m and along poor or subgrade pavements see Colney Heath Pavement Assessment in appendix 1. The A1(M) subway is often flooded and on the 16th April 2023 many of the shops had closed down.

Healthcare

There are currently no doctors or dentist's surgeries in Colney Heath.

The stated Colney Heath Surgery closed down about 10 years ago.

The number of doctors and surgery data is misleading and grossly over states the availability of doctors.

Northdown Road Surgery is a satellite surgery to Wrafton House Surgery and share the same doctors, so the 8 doctors are double counted.

University of Herts Medical Centre is run by Potterall Medical Centre and share the same doctors, so the 12 doctors are counted twice, the University Medical Centre is for university students only.

The number of patients at the University Medical centre is unknown, but the indications are that doctor to patient ratio is broadly in line with the national data.

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Most of the surgeries are beyond the preferred walking distance or via unsatisfactory routes so would be accessed by car or taxi, unsustainable modes of transport.

Other

Colney Heath Parish Council moved its office about 5 years ago to Highfield Park.

Employment

There is very limited employment in Colney Heath. This limited to the shops, but these are mostly owner staffed and construction storage yards which have few if any staff on site during the working day.

Travel to other employment areas will be mostly by car due to the reasons stated above.

Sewers

The sewer capacity appears quite low and has already suffered from overflows - from residents' information, at the junction Roestock Gardens and Roestock Lane, and on Colney Heath Common.

Thames Water also stated problems with sewer capacity on the Tollgate Road application 5/2022/1988, and it could not accommodate that application due sewer capacity.

Given the history of overflows and the known size capacity of the sewers CHPC has considerable concerns if the current sewer network can cope with the already approved Bullens Green Lane site together with other sites still to be determined.

Flood risk

CHPC are very concerned over the flooding risk from surface water, the Environment Agency map shows the risk of flooding on the southern side of the site. Local knowledge has also indicated the risk of this flooding onto Roestock Lane and Roestock Gardens. Water is known to run through the gardens on the western side of Roestock Gardens from the fields to the to south and west of these homes.

The soil survey identifies the soil as slowly permeable and poorly drained (Planning Statement (PS) para 7.3) and Agricultural Land Classification Report para 3.1. The application then continues to state that a sustainable system (SuDS) will be used, and that additional work is required, and that no infiltration test has been undertaken (PS para 7.73).

The PS 6.8 when considering SuDS clearly concludes that water infiltration is possible, this is at odds with other conclusions elsewhere in the documents. The application site is also within the Roestock pumping station source protection zone 1 (250m from the extraction point). It appears that the applicant is unable to maintain a

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consistent story as to the suitability of the land for SuDS, therefore the proposed use of SuDS cannot be relied upon.

The area currently floods in winter, that is before any surface areas are capped by buildings or roads. The other Roestock Lane application 5/2022/2736 which is still to be determined also proposes to use the same area and ditch network for the management of its surface water without any detailed assessment.

Given the poor state of the drainage ditches in the area and that they are under many different ownerships CHPC this very concerned over the flood risk including flooding of the houses in the area including in Roestock Gardens due to restricted flows in the existing network and the loss of surface water absorbing area due to the proposed construction.

Given the number of unknown factors relating to surface water drainage CHPC believe this alone would be grounds for refusal.

Visual impact

The applicant does not appear to have studied the character of Colney Heath. Colney Heath is not a homogeneous area of development but a series of groups of dwellings with gaps of open areas or trees between them. This gives the village much of its character.

Because of the character of Colney Heath village it does not have an urban edge but is significantly rural in character.

The applicant acknowledges that the development would cause harm to both to the landscape and in visual terms. However, this conclusion is based a very out of date landscape assessment carried out nearly 10 years ago and things have changed since then. The gap is currently only the width of the A1(M) at the Hatfield end of the village and visually the gap is very narrow due the scale and height of buildings of the University and at Hilltop Hatfield.

The proposed height of many of the buildings at three stories 13m is significantly greater than that of other building locally so would have a significant visual impact.

SADC saved policy no.2 Green Belt Settlements which lists Colney Heath in section 3 as a Green Belt Settlement (GBS2), then the policy states (relevant text).

'Development must not detract from the character and setting of these settlements within the Green Belt.'

CHPC therefore believes that this proposed development would contrary to SADC saved policy no.2.

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Transport Assessment

CHPC are very concerned over the small area selected, Roestock Lane to the mini roundabout in the middle of the village in the Road Traffic Accident (RTA) analysis, this is considerably smaller than other applicants have been required to use within the village.

HCC the highways authority repeatedly agrees to the limited selection of roads and routes to be used in the transport assessment, this concern has been raised with HCC by CHPC. This CHPC believe is based on the usage of ONS MSOA St Albans 015 which includes a much larger area.

Given the high number of RTAs together with the appalling state of repair of Coursers Road, CHPC would hope that Coursers Road is also included in any additional RTA analysis.

See the attached Cashmap data for the village and key access road.

Road safety

The core areas of concern are –

- Roestock Lane
- Tollgate Road
- High Street
- Coursers Road
- Traffic within the village
- Parking in village roads
- The history of RTAs in the wider area.

Roestock Lane has high levels of on street parking due to the old cottages which have no off-street parking provision. Some of the residents living in the High Street also park in Roestock Lane. Due to the narrowness of the cottages, and the need for car usage due the lack of alternative modes of transport, the parking tends to spread along the road thus making the road a single width carriageway with limited passing places.

Due to on street parking in The High Street, Roestock Lane, Tollgate Road and Bullens Green Lane the village regularly suffers from traffic delays. Many of these homes have no alternative to on-street parking due to the age of the houses as stated above. The problem is also exacerbated by the frequent RTAs elsewhere on the road network (M25, A414) when drivers use alternative routes to avoid the major road network.

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Trip generation

The number of additional trips generated by the site appears low for a village which is highly dependent on car usage. The areas selected for the trip generation forecast CHPC believe do not fairly represent the area as they are all beyond the M25 zone. They also do not include sites within Greater London which was required by HCC highways.

From the analysis undertaken the affordability ratio for Colney Heath is considerably higher than those of the selected sites for the assessment of trip generation. The high affordability ratio for homes in the area will mean that most working age members in each household will have to work. This would mean that the number of trips would be significantly higher than those forecast.

Roestock Lane peak hour trips current and forecast			
Site	AM	PM	status
Current	122	95	current
Bullens Green Lane *	48	49	Approved
Roestock Lane 150 new homes	68	72	Still to be determined
This application	65	54	Still to be determined
Total trips	303	270	

- It is unknown which routes these homes will use, but it's considered likely most will travel to A414 or Coursers Road via Roestock Lane as it's the easier junction rather than the Fellows Lane - Tollgate Road junction.

Delays

CHPC are concerned over potential traffic delays within the village. The latest HCC Comet traffic modelling highlights the risks in the village at both AM and PM peak times. The Hertsmere Local Plan study highlights the High Street as being at risk, and HCC data shows Tollgate Road being at risk of delays. Both of these studies were undertaken prior to these current applications.

The High Street and Tollgate Road both currently suffer from peak time delays, these are worse in areas of on street parking near the older cottages and the approach to the long-about traffic lights.

Colney Heath village also regularly suffers from traffic delays if one of the major highways suffers from considerable delays e.g. RTA, this includes A414, M25 and A1(M).

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Affordability

The applicant goes into significant details on affordability within the area but does not give any indication what in real terms the house prices will be. CHPC understands the affordability issues in the area and supports the need for more affordable homes. But without any indication of the real cost of the homes the statements by the applicant can carry no weight as real cost or affordability in relation to key worker incomes as not been defined. A 25% discount of an unknown value does not demonstrate affordability as the true cost still unknown. Therefore, CHPC believes they may not be affordable to those groups identified by the applicant.

	Hour rate	Weekly	Annual	Mortgage @ 4.5 times annual income
Male	17.17	658.30	34231.60	154,042
Female	14.98	567.70	29520.40	132,840
All workers	16.00	613.70	31912.40	143,600
Care worker (2)	11.02	418.76	21775.52	87,100

Data sources

ONS unless stated

(2) Indeed.com 15th May 2023 hour rate, then based on 38 hour week.

Given the poor affordability to key workers the concern is that if developed this will not meet the local housing need but rather bring in new residents from outside of the district.

Biodiversity

The use of offsite land 3.2ha to provide Biodiversity net gain is a concern.

CHPC welcomes biodiversity net gains but has considerable concerns over the use of additional farmland proposed in this application to provide the net gain as this would be significant additional reduction in farmed area and is likely to impact on the longer economic viability of the farm.

COLNEY HEATH PARISH COUNCIL
22 May 2023

COLNEY HEATH PARISH COUNCIL

 Address: Highfield Park Visitor Centre, Hill End Lane AL4 0RA
 Telephone: (01727) 825 314
 Website: <https://colneyheathparishcouncil.gov.uk>
 E-mail: clerk@colneyheathparishcouncil.gov.uk



Appendix 1

Centrebus

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 Nth 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

OPERATOR: Centrebus Customer Care: 0116 410 5050

THIS SERVICE OPERATES AS HAIL & RIDE IN SCHOOL LANE, EAST VIEW AND GLEBE COTTAGES, BETWEEN THE WOODMAN AND THE FIRS AND BETWEEN DIXONS HILL ROAD AND HUGGINS LANE

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.



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Metroline

Potters Bar/Colney Heath – St Albans/Sandridge

305

MONDAYS TO FRIDAYS

from 27th March 2021

Notes:	Sch	NSch				
Potters Bar, High Street, Bus Garage	0714	0721				
Brookmans Pk, opp Bradmore Green	0721	0728				1632
Welham Green, Dixons Hill Rd, Stop D	0726	0733				1637
Colney Heath, Hall Gardens, Admirals Cl			1010	1235	1455	
Colney Heath, High St, opp Roestock Lane	0733	0740	1012	1237	1457	1644
Smallford, Station Rd, opp Wilkin's Grn Lane	0741	0747	1018	1243	1503	1650
Hill End, Hill End Lane, Russet Drive	0749	0754	1024	1249	1509	1656
Tytenhanger Green, The Plough PH			0851	1111	1336	
Fleetville, Hatfield Rd, Morrisons	0755	0759	0858	1028	1118	1253
St Albans City Railway Stn, Stop D	0806	0809	0903	1033	1123	1258
St Albans, St Peter's Street, Stop 13	0812	0814	0910	1039	1130	1304
St Albans, Sandridge Rd, opp Lancaster Rd			0915	1135	1400	
St Albans, Firbank Road, Beech Road				1138	1403	
New Greens, High Oaks Terminus	0820					
Sandridge, Langley Grove, Lyndon Mead		0923	1147	1412		

SATURDAYS

from 27th March 2021

Notes:						
Potters Bar, High Street, Bus Garage	0737					
Brookmans Pk, opp Bradmore Green	0744					
Welham Green, Dixons Hill Rd, Stop D	0749					
Colney Heath, Hall Gardens, Admirals Cl	0757	1010	1235	1500	1620	
Colney Heath, High St, opp Roestock Lane	0759	1012	1237	1502	1622	
Smallford, Station Rd, opp Wilkin's Grn Lane	0805	1018	1243	1508	1628	
Hill End, Hill End Lane, Russet Drive	0811	1024	1249	1514	1634	
Tytenhanger Green, The Plough PH		0851	1111	1336		
Fleetville, Hatfield Rd, Morrisons	0815	0858	1028	1118	1253	1343
St Albans City Railway Stn, Stop D	0820	0903	1033	1123	1258	1348
St Albans, St Peter's Street, Stop 13	0825	0910	1039	1130	1304	1355
St Albans, Sandridge Rd, opp Lancaster Rd	0915	1135	1400	1655		
St Albans, Firbank Road, Beech Road		1138	1403	1658		
Sandridge, Langley Grove, Lyndon Mead	0923	1147	1412	1707		

NOTES: = Near Railway Station Sch - Schooldays only NSch - Non Schooldays only

OPERATOR: Metroline Customer Care: 01707 347700

NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS

This service is operated with financial assistance from Hertfordshire County Council

www.intalink.org.uk



Further Information - traveline 0871 200 22 33

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



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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

OPERATOR: Centrebus Customer Care: 0116 410 5050

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Metrolink

Sandridge/St Albans – Colney Heath/Potters Bar **305**

MONDAYS TO FRIDAYS

from 27th March 2021

Notes:	Sch		NSch	
Sandridge, Langley Grove, Lyndon Mead	0923	1147	1412	
Sandridge, nr St Leonard's Church	0925	1149	1414	
New Greens Estate, Townsend School				1540
St Albans, Firbank Road, Beech Road	0930	1154		
St Albans, Sandridge Rd, Lancaster Rd	0934	1158	1419	
St Albans, St Peter's Street, Stop 1	0940	1045	1205	1310 1425 1550 1550 1720
St Albans City Railway Stn, Stop A	0946	1051	1211	1316 1431 1556 1556 1726
Fleetville, Hatfield Rd, opp Morrisons	0951	1056	1216	1321 1436 1601 1601 1731
Tytenhanger Green, The Plough PH		1104		1329
Hill End, Hill End Ln, opp Russet Drive	0955	1220	1440	1605 1605 1735
Smallford, Station Rd, Wilkin's Green Lane	1001	1226	1446	1612 1612 1742
Colney Heath, Hall Gardens, Admirals Cl	1008	1233	1455	
Colney Heath, High St, Roestock Lane				1617 1617 1747
Welham Green, Dixons Hill Rd, Stop E				1622 1622 1752
Brookmans Park, Bradmore Green				1626 1626 1756
Potters Bar, High Street, Bus Garage				1803

SATURDAYS

from 27th March 2021

Notes:	Sch		NSch	
Sandridge, Langley Grove, Lyndon Mead	0923	1147	1412	1707
Sandridge, nr St Leonard's Church	0925	1149	1414	1709
St Albans, Firbank Road, Beech Road	0930	1154	1419	
St Albans, Sandridge Rd, Lancaster Rd	0934	1158	1423	1714
St Albans, St Peter's Street, Stop 1	0830	0940	1045	1205 1310 1425 1550 1720
St Albans City Railway Stn, Stop A	0835	0946	1051	1211 1316 1431 1556 1726
Fleetville, Hatfield Rd, opp Morrisons	0840	0951	1056	1216 1321 1436 1601 1731
Tytenhanger Green, The Plough PH	0848		1104	1329
Hill End, Hill End Ln, opp Russet Drive	0955	1220	1440	1605 1735
Smallford, Station Rd, Wilkin's Green Lane	1001	1226	1446	1611 1742
Colney Heath, Hall Gardens, Admirals Cl	1008	1233	1455	1618
Colney Heath, High St, Roestock Lane				1747
Welham Green, Dixons Hill Rd, Stop E				1752
Brookmans Park, Bradmore Green				1756
Potters Bar, High Street, Bus Garage				1803

NOTES: ➡ - Near Railway Station Sch - Schooldays only NSch - Non Schooldays only

OPERATOR: Metrolink Customer Care: 01707 347700

NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS

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Further Information - traveline 0871 200 22 33

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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

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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

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Further Information - traveline 0871 200 22 33

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