

Scott Schedule

**In Relation to the Inquiry on Land Off
Bullens Green Lane, Colney Heath**

April 2021

SADC appeal reference: 3265926

WHBC appeal reference: 3265925

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1 **Housing Land Supply: Matters Agreed**

Matter	The Agreed position
Base Date and Five Year Supply Period	<ul style="list-style-type: none">• The base date is 31st March 2020.• The relevant five year period is therefore 1st April 2020 to 31st March 2025.
Housing Land Supply	<ul style="list-style-type: none">• Neither Council can demonstrate a five year housing land supply.
Housing Delivery Test	<ul style="list-style-type: none">• The 2020 Housing Delivery Test (“HDT”) results were published on 19th January 2021 and confirm that the presumption in favour of sustainable development is engaged in both LPA areas, with WHBC’s result 63% and SADC’s also 63%.

2 Housing Land Supply & Provision: Matters Not Agreed

Matter	The Appellant's Case	The Councils' Case
Housing Land Supply	<ul style="list-style-type: none">The Emery Planning Housing Land Supply Report Appended to Russell Gray's Proof of Evidence sets out the Appellant's position that SADC has 1.64 years supply and WHBC 1.85 years respectively.	<ul style="list-style-type: none">The Councils consider their housing land supply position to be 2.4 years (SADC) and 2.58 years (WHDC).
Contribution of Market Housing	<ul style="list-style-type: none">To be given very significant weight in the planning balance.	<ul style="list-style-type: none">To be given significant weight in the planning balance.
Contribution of Affordable Housing	<ul style="list-style-type: none">To be given very significant weight in the planning balance.	<ul style="list-style-type: none">To be given substantial weight in the planning balance.

3 Locational Sustainability: Matters Not Agreed

Matter	The Appellant's Case	The Councils' Case
The location of the appeal site	<ul style="list-style-type: none"> • The plans at Appendix A of this document and in the Appellant's Rebuttal Proof on highways and accessibility matters demonstrate that there is a good range of services within reasonable walking distance of the appeal site. There are also a number of bus stops within walking distance of the site providing residents the opportunity to access a number of larger centres, such as Hatfield and St Albans, that are in close proximity, by means other than private car. • The whole of Colney Heath, along with the eastern extents of St Albans and the southern extents of Hatfield, are accessible within a 5km cycling distance, as are National Cycle Routes 12 and 61 and the railways stations at Welham Green, Hatfield and St Albans. • The site is therefore considered a sustainable location and appropriate for the proposed development. 	<ul style="list-style-type: none"> • The plan attached at Appendix A to this document sets out distances to the limited number of facilities within Colney Heath and the distance to neighbouring settlements. • Bus services serving Colney Heath are very limited • Pedestrian routes to various facilities involve crossing busy roads, walking stretches of road without pavements/ footpaths and travelling relatively long distances having regard to the nature of such journeys. • The nature of cycle journeys from the site to St Albans and Welham Green will not encourage the use of the cycle in preference to the private motor car for day-to-day travel. • The site is not considered to be a sustainable location for new residential development and is not a location that would offer a genuine choice of travel modes.

4 Green Belt: Matters Not Agreed

Matter	The Appellant's Case	The Councils' Case
The contribution of the Appeal Site to the Green Belt Purposes	<ul style="list-style-type: none"> • The site makes no contribution to purposes a), b) and d) • The sites contribution to purpose c) is relatively limited. • The site contributes to purposes e), but this is tempered by the lack of available previously developed sites in both LPA area and the dire housing supply situation. 	<ul style="list-style-type: none"> • The site makes a significant contribution to safeguarding the countryside from encroachment having regard to its location in the countryside, freedom from development, open countryside appearance and character. The quantum of development proposed will substantially encroach into the countryside. • Conflict with NPPF 134(e) is restricted to WHDC where the adopted and emerging spatial strategy identifies a number of previously developed sites as part of the housing land supply
The degree of harm to visual and spatial components of openness	<ul style="list-style-type: none"> • It is acknowledged that there would inevitably be a loss of openness in a visual sense from the proposed development, however, the impact is minimised to a very local area, thus limiting the extent of the harm involved. • It is also acknowledged that there would be a loss of openness spatially, but this is limited by the appeal site's relationship with the existing settlement and the way in which it is contained by Bullen's Green Lane and Fellowes Lane. 	<ul style="list-style-type: none"> • Visually the site is completely open and is perceived thus in all public and private views. Whilst the visual impact may be restricted in terms of the area over which it can immediately be perceived it comprises a stark and substantial change that is not mitigated by the area over which it can be perceived having regard to location relative to country lanes, public rights of way and private dwellings. • The loss of openness in any spatial assessment is not mitigated by the relationship of the site to the edge of settlement nor the existence of roads. The site is completely open in a spatial sense and the development will substantially erode that openness.

5 Effect on Designated Heritage Assets: Matters Agreed

Matter	The Agreed Position	
Appeal Site Status	<ul style="list-style-type: none">The appeal site does not contain any designated heritage assets. There are no previously recorded non-designated heritage assets within the boundary of the appeal site.	
Local Designated Heritage Assets	<ul style="list-style-type: none">68 Roestock Land is a Grade II listed building located immediately adjacent to the northern boundary of the appeal site. It is agreed that the proposed development would lead to “less than substantial harm” to the significance of No. 68. Roestock Lane.	
NPPF Para 196 Balance	<ul style="list-style-type: none">The public benefits of the scheme, including the provision of market and affordable housing outweigh the less than substantial harm to the significance of No. 68 Roestock Lane.	

6 Effect on Designated Heritage Asset: Matters Not Agreed

Matter	The Appellant's Case	The Councils' Case
Local Designated Heritage Assets	<ul style="list-style-type: none">The Appellant contends that there would only be a very small loss of significance from the listed building derived from the reduction in contribution made by a peripheral element of its setting and that this would constitute the very lowest end of the broad spectrum of 'less than substantial harm' proposed harm lies on the lowest end of this spectrum of less than substantial harm".	<ul style="list-style-type: none">The harm from loss of significance would be low - moderate. The Councils contend that the listed building has an association with the surrounding agricultural land as part of its historic context.The appeal site also allows views to and from the listed building with uninterrupted longer-range views towards the south-east. These aspects of the site are considered to contribute to the significance of the listed building and allow a greater appreciation of this significance as the last remnant of its historic context.

7 Landscape and Visual Impact: Matters Agreed

Matter	The Agreed position	
The landscape character areas in which the appeal site lies	<ul style="list-style-type: none">The parties agree the site is located within National Character Area 111: Northern Thames Basin; Hertfordshire Landscape Character Area 29: Mimmshall Valley; Watling Chase Community Forest and a Key Biodiversity Area	
Valued Landscape	<ul style="list-style-type: none">The parties agree that the site is not a valued landscape under the NPPF 170 and no other landscape designations relate to the appeal site.	
Viewpoints	<ul style="list-style-type: none">The viewpoint locations and listing of receptors are agreed to be a fair representation, though the Councils consider that views from Bullens Green Wood should be included and views into the site from Bullens Green Lane and Fellowes Lane are more frequent and open than suggested in the LVIA and note the experiences are kinetic and not stationary ones.	

8 Landscape and Visual Impact: Matters Not Agreed

Matter	The Appellant's Case	The Councils' Case
Visual baseline	<ul style="list-style-type: none"> The visibility of the site is very limited. Views are mainly restricted to those from the rights of way across the site, the two lanes that border it to the east and south and limited views from the houses that back onto it. 	<ul style="list-style-type: none"> In the local context this open site is readily visible especially from the public rights of way that cross the site itself, neighbouring rights of way, the country lanes that approach and bound the appeal site and neighbouring residential properties that both back onto and front onto the appeal site.
Landscape effects	<ul style="list-style-type: none"> Development of the site would have a negligible overall landscape effect on National Character Area 11 The North Thames Basin given the very extensive scale of the area and the modest addition of a new housing area largely wrapped around by existing settlement. There would be a low level of change to the Mimmshall Valley character area as a whole. The site and its immediate context has been assessed as having a medium sensitivity to change and the scheme would result in medium magnitude of landscape change on the area. Overall this would lead to a Moderate landscape effect at the year of completion. Once the green infrastructure is established, including strengthening tree belts along Bullens Green Lane and Fellowes Lane, this would further reduce the landscape effects, leading to a Moderate/Minor landscape effect on the site and its immediate context. 	<ul style="list-style-type: none"> It is agreed that at a national level the proposed development would have a negligible impact. However it is material to consider that the cumulative impact of any negligible impacts would lead to a significant impact even on such a wide-ranging area. The low level of change to the Mimmshall Valley Character area as a whole - the site is right on the edge of the character area of which the majority lies some way to the southeast. However, this field is one of four around the Bullens Green Lane/Fellowes Lane cross roads that read together as open countryside. If this field is developed, that sense of passing through a wider area of open countryside will be diminished. The existing site is an open arable field that has a positive impact on the local landscape character and provides a valuable landscape resource beyond the edge of an existing settlement

Visual Effects	<ul style="list-style-type: none"> The visual envelope of the proposed development is limited by the existing settlement to the north and west and by woodland to the east. 	<ul style="list-style-type: none"> Whilst the visual envelope is relatively limited in area, the effects of the development on this currently open arable site and the area within which it is experienced are substantial and the sensitivity of recreational users of the PROW network and users of the country lanes are high as is the sensitivity of the occupiers of numerous neighbouring dwellings with views across the appeal site.
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9 Planning Balance: Matters Agreed

Matter	The Appellant's Case	The Council's Case
NPPF Para 196 Balance	<ul style="list-style-type: none">The public benefits of the scheme, including the provision of much needed market and affordable housing and plots for self and custom build housing outweigh the less than substantial harm to the significance of No. 68 Roestock Lane.	<ul style="list-style-type: none">Agreed, in isolation this matter would not have resulted in the refusal of the applications

10 Planning Balance: Matters Not Agreed

Matter	The Appellant's Case	The Council's Case
NPPF para. 144 Very Special Circumstances Balance	<ul style="list-style-type: none"> The harm in this case, including the substantial harm to inappropriate development in the Green Belt is clearly outweighed by other considerations, including the fundamental failure in plan-making in this area and the consequential chronic shortfall in housing delivery and supply, including affordable housing. 	<ul style="list-style-type: none"> The harm by way of inappropriateness and any other harm (including harm to the openness of the Green Belt, the failure to safeguard the countryside from encroachment and harm to the character and appearance of the area and the setting of a designated heritage asset together with the unsustainable location for new residential development) is not clearly outweighed by other considerations.
NPPF Para. 11(d) tilted balance	<ul style="list-style-type: none"> It is common ground that neither LPA can demonstrate a 5YHLS even on their one figures. The Appellant considers the shortfalls to be greater. Both LPAs have also failed the latest HDT and the presumption in favour of sustainable development applies. Limb i of para. 11d) does not apply as neither heritage nor Green Belt provide a clear reason for refusing the development. It follows from the very special circumstances balance that the harm resulting from the scheme is clearly outweighed by other circumstances here and does not therefore significantly and demonstrably outweigh the benefits of the 	<ul style="list-style-type: none"> It is agreed that neither Council is able to demonstrate a five-year supply of deliverable housing land. Manifestly the application of NPPF para. 144 provides a clear reason for refusing the development thorough harm to the Green Belt by way of inappropriateness, openness and failure to safeguard the countryside. Given very special circumstances do not exist permission is to be refused and the tilted balance is not engaged.

	<p>scheme, meaning limb ii is not in play and the titled balance is engaged and planning permission should be granted.</p>	
Section 38(6) balance	<ul style="list-style-type: none"> • If the Appellants position that there are very special circumstances for development in Green Belt here is accepted, then the conclusion should also be that the appeal proposals comply with the development plans taken as a whole. There are no material considerations that warrant a decision other than in accordance with the development plans in these circumstances and planning permission should be granted. 	<ul style="list-style-type: none"> • The proposal conflicts with development plan policy on Green Belt, locational sustainability, landscape impact and heritage, and therefore conflicts with the development plan taken as a whole. Material considerations do not justify a departure from the development plan.

Appendix A

Facilities Plan

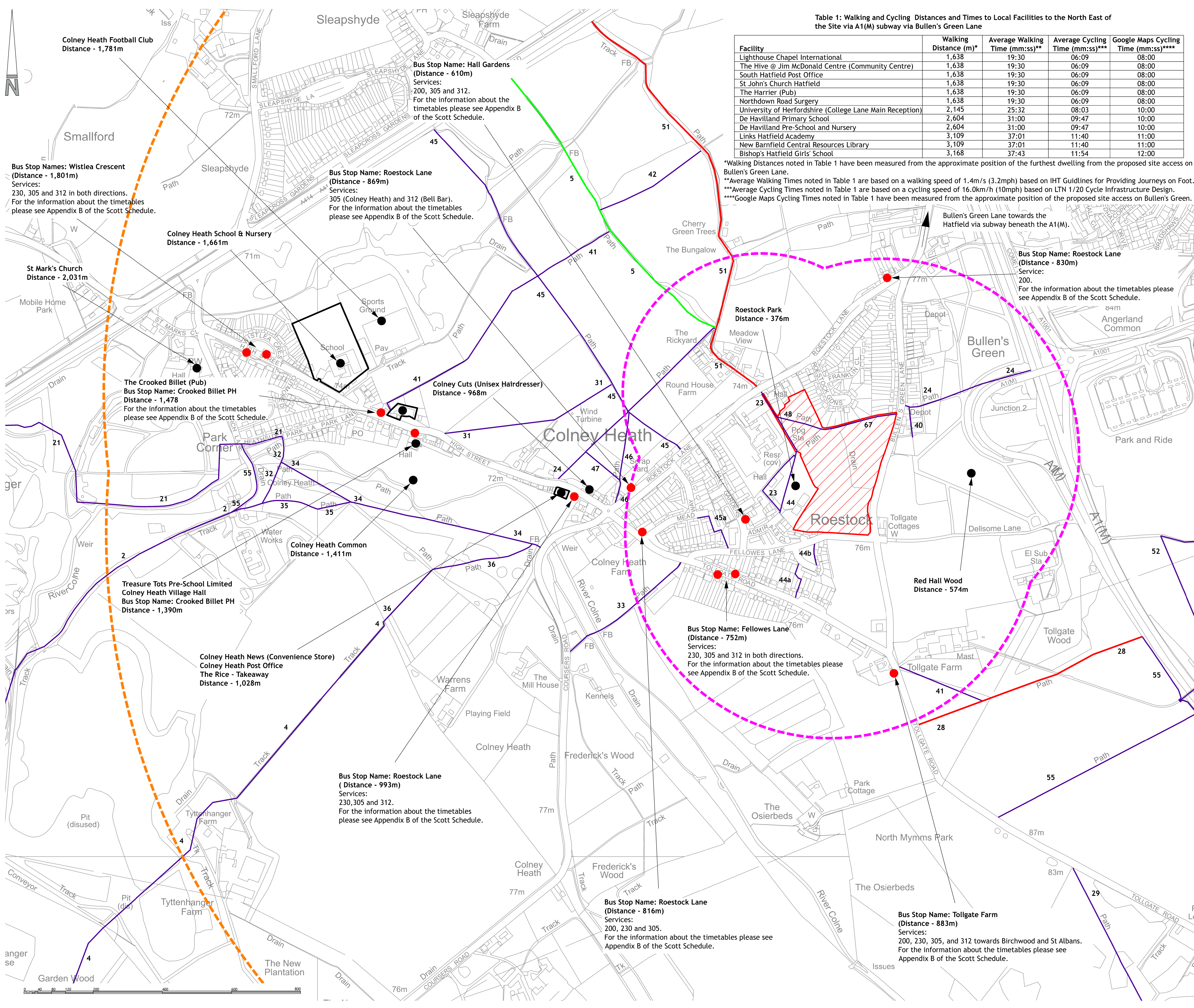


Table 1: Walking and Cycling Distances and Times to Local Facilities to the North East of the Site via A1(M) subway via Bullen's Green Lane

Facility	Walking Distance (m)*	Average Walking Time (mm:ss)**	Average Cycling Time (mm:ss)***	Google Maps Cycling Time (mm:ss)****
Lighthouse Chapel International	1,638	19:30	06:09	08:00
The Hive @ Jim McDonald Centre (Community Centre)	1,638	19:30	06:09	08:00
South Hatfield Post Office	1,638	19:30	06:09	08:00
St John's Church Hatfield	1,638	19:30	06:09	08:00
The Harrier (Pub)	1,638	19:30	06:09	08:00
Northdown Road Surgery	1,638	19:30	06:09	08:00
University of Herfordshire (College Lane Main Reception)	2,145	25:32	08:03	10:00
De Havilland Primary School	2,604	31:00	09:47	10:00
De Havilland Pre-School and Nursery	2,604	31:00	09:47	10:00
Links Hatfield Academy	3,109	37:01	11:40	11:00
New Barnfield Central Resources Library	3,109	37:01	11:40	11:00
Bishop's Hatfield Girls' School	3,168	37:43	11:54	12:00

*Walking Distances noted in Table 1 have been measured from the approximate position of the furthest dwelling from the proposed site access on Bullen's Green Lane.
**Average Walking Times noted in Table 1 are based on a walking speed of 1.4m/s (3.2mph) based on IHT Guidelines for Providing Journeys on Foot.
***Average Cycling Times noted in Table 1 are based on a cycling speed of 16.0km/h (10mph) based on LTN 1/20 Cycle Infrastructure Design.
****Google Maps Cycling Times noted in Table 1 have been measured from the approximate position of the proposed site access on Bullen's Green.

- NOTES**
- Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright.
 - Reproduced from OS Sitemap © by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright 2008. All rights reserved. Licence number 100007126.
 - Until technical approval has been obtained from the relevant authorities, all drawings are issued as preliminary and not for construction. Should the Contractor commence site work prior to approval being given it is entirely at his own risk.
 - All distances excluding those noted in Table 1 have been measured from the approximate position of the furthest dwelling.
 - All times excluding those noted in Table 1 are based on a walking speed of 1.4m/s (3.2mph). This speed is taken from the Chartered Institution of Highways & Transportation publication 'Providing for Journeys on Foot'.
 - Walking radii illustrated on this plan is based on the 3 pedestrian site access points taken from Bullen's Green Lane, Fellowes Lane and Roestock Lane. The radii take into account the approximate position of the furthest dwelling from each access point.

SAFETY, HEALTH AND ENVIRONMENTAL

There are no exceptional risks associated with these works. Refer to the designers risk assessment for the full assessment of risks.

- KEY**
- Application Site
 - Bus Stop
 - Public Right of Way - Foopath
 - Bridleway
 - Restricted Byway
 - 800m walking radius
 - 2km walking radius

D	Google Cycle times added.	IZ	GBR	20/04/2021
C	Average Cycling Times added.	IZ	GBR	19/04/2021
B	Revised to suit councils' comments.	IZ	GBR	19/04/2021
A	Notes amended.	IZ	GBR	15/04/2021
REV	DESCRIPTION	DRN	CHD	DATE
	<input checked="" type="checkbox"/> PRELIMINARY		<input type="checkbox"/> INFORMATION	<input type="checkbox"/> TENDER
	<input type="checkbox"/> CONSTRUCTION		<input type="checkbox"/> AS BUILT	

SCALE	1:4000 @ A1	DATE	APRIL 2021
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DRAWN	AN	CHK	GBR
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DRAWING NO.	18770-FELL-5-101	REV	D
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TITLE	LAND NORTH OF FELLOWES LANE COLNEY HEATH
DETAILS	FACILITIES PLAN OPTION 2

 **Woods Hardwick**
Architecture | Engineering | Planning | Surveying

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS DRAWING

Appendix B

Bus Timetable

CHILTERN AUTOMOTIVE

Bell Bar – Hatfield

312

WEDNESDAYS ONLY

from 12th April 2021

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 (S)	1209
Welham Green , Huggins Lane (NE)	0951	Hatfield , Town Centre, Stop U	1212
Welham Green , Dixons Hill Rd, Stop D	0955	Hatfield , Hillcrest (W)	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 (NE)	1224
Hatfield , The Galleria, Stop C ⬅	1010	Colney Heath , Hall Gardens, Admirals Cl	1226
Hatfield , Hillcrest (E)	1014	Welham Green , Huggins Lane (NE)	1233
Hatfield , Town Centre, Stop V	1016	Welham Green , Dixons Hill Rd, Stop C	1237
Hatfield , The Ryde, Fawn Court (N)	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

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Mondays to Fridays

Sparrowswick Ride in Townsend School Grounds, New Greens	dep					15:40		
Sandridge, Lyndon Mead (NW-bound)	dep	09:23		11:47		14:12		
Sandridge, nr St Leonard's Church		09:25		11:49		14:14		
St Albans, Firbank Road (S-bound)		09:30		11:54				
St Albans, adj Lancaster Road		09:34		11:58		14:19		
St Albans, St Peter's Street (Stop 1)	arr	09:38		12:02		14:23	15:50	
St Albans, St Peter's Street (Stop 1)	dep	09:40	10:45	12:05	13:10	14:25	15:50	17:20
St Albans, St Albans City Railway Station (Stop A)		09:46	10:51	12:11	13:16	14:31	15:56	17:26
Fleetville, opp Morrisons		09:51	10:56	12:16	13:21	14:36	16:01	17:31
Hill End, opp Russet Drive		09:55		12:20		14:40	16:05	17:35
Smallford, adj Wilkin's Green Lane		10:01		12:26		14:46	16:12	17:42
Colney Heath, nr Roestock Lane							16:17	17:47
Welham Green, Dixons Hill Road (Stop E)							16:22	17:52
Brookmans Park, nr Bradmore Green							16:26	17:56
Potters Bar, o/s Bus Garage	arr							18:03
Colney Heath, Hall Gardens (S-bound)	arr	10:08		12:33		14:55		
Tyttenhanger, nr The Plough PH	arr		11:04		13:29			

Compiled from data for the period Thu 15-Apr-2021 to Wed 21-Apr-2021

Saturdays

Sandridge, Lyndon Mead (NW-bound)	dep	09:23	11:47	14:12	17:07				
Sandridge, nr St Leonard's Church		09:25	11:49	14:14	17:09				
St Albans, Firbank Road (S-bound)		09:30	11:54	14:19					
St Albans, adj Lancaster Road		09:34	11:58	14:23	17:14				
St Albans, St Peter's Street (Stop 1)	arr	09:38	12:02	14:25	17:18				
St Albans, St Peter's Street (Stop 1)	dep	08:30	09:40	10:45	12:05	13:10	14:25	15:50	17:20
St Albans, St Albans City Railway Station (Stop A)		08:35	09:46	10:51	12:11	13:16	14:31	15:56	17:26
Fleetville, opp Morrisons		08:40	09:51	10:56	12:16	13:21	14:36	16:01	17:31
Hill End, opp Russet Drive			09:55	12:20			14:40	16:05	17:35
Smallford, adj Wilkin's Green Lane			10:01	12:26			14:46	16:11	17:42
Colney Heath, nr Roestock Lane									17:47
Welham Green, Dixons Hill Road (Stop E)									17:52
Brookmans Park, nr Bradmore Green									17:56
Potters Bar, o/s Bus Garage	arr								18:03
Colney Heath, Hall Gardens (S-bound)	arr		10:08	12:33		14:55	16:18		
Tyttenhanger, nr The Plough PH	arr	08:48	11:04	13:29					

Compiled from data for the period Thu 15-Apr-2021 to Wed 21-Apr-2021

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Colney Heath - New Greens

Metroline Travel

Mondays to Fridays

Colney Heath, Hall Gardens (S-bound)	dep	10:10	12:35	14:55	
Potters Bar, o/s Bus Garage	dep	07:14			
Brookmans Park, opp Bradmore Green		07:21			16:32
Welham Green, Dixons Hill Road (Stop D)		07:26			16:37
Colney Heath, opp Roestock Lane		07:33	10:12	12:37	14:57 16:44
Smallford, opp Wilkin's Green Lane		07:41	10:18	12:43	15:03 16:50
Hill End, nr Russet Drive		07:49	10:24	12:49	15:09 16:56
Fleetville, adj Morrisons		07:55	10:28	12:53	15:13 17:01
St Albans, St Albans City Railway Station (Stop D)		08:06	10:33	12:58	15:18 17:06
St Albans St Peter's Street (Stop 13)		08:12	10:39	13:04	15:24 17:12
New Greens, High Oaks Terminus (N-bound)	arr	08:20			

Compiled from data for the period Thu 15-Apr-2021 to Wed 21-Apr-2021

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Tyttenhanger - Sandridge

Metroline Travel

Mondays to Fridays

Tyttenhanger, nr The Plough PH	dep	08:51	11:11	13:36
Fleetville, adj Morrisons		08:58	11:18	13:43
St Albans, St Albans City Railway Station (Stop D)		09:03	11:23	13:48
St Albans St Peter's Street (Stop 13)	arr	09:09	11:29	13:54
St Albans St Peter's Street (Stop 13)	dep	09:10	11:30	13:55
St Albans opp Lancaster Road		09:15	11:35	14:00
St Albans, Firbank Road (S-bound)			11:38	14:03
Sandridge, Lyndon Mead (NW-bound)	arr	09:23	11:47	14:12

Compiled from data for the period Thu 15-Apr-2021 to Wed 21-Apr-2021

Saturdays

Tyttenhanger, nr The Plough PH	dep	08:51	11:11	13:36					
Potters Bar, o/s Bus Garage	dep	07:37							
Brookmans Park, opp Bradmore Green		07:44							
Welham Green, Dixons Hill Road (Stop D)		07:49							
Colney Heath, Hall Gardens (S-bound)		07:57	10:10	12:35	15:00	16:20			
Colney Heath, opp Roestock Lane		07:59	10:12	12:37	15:02	16:22			
Smallford, opp Wilkin's Green Lane		08:05	10:18	12:43	15:08	16:28			
Hill End, nr Russet Drive		08:11	10:24	12:49	15:14	16:34			
Fleetville, adj Morrisons		08:15	08:58	10:28	11:18	12:53	13:43	15:18	16:38
St Albans, St Albans City Railway Station (Stop D)		08:20	09:03	10:33	11:23	12:58	13:48	15:23	16:43
St Albans, St Peter's Street (Stop 13)	arr	08:25	09:09	10:39	11:29	13:04	13:54	15:29	16:49
St Albans, St Peter's Street (Stop 13)	dep		09:10	11:30	13:55	16:50			
St Albans, opp Lancaster Road			09:15	11:35	14:00	16:55			
St Albans, Firbank Road (S-bound)				11:38	14:03	16:58			
Sandridge, Lyndon Mead (NW-bound)	arr		09:23	11:47	14:12	17:07			

Compiled from data for the period Thu 15-Apr-2021 to Wed 21-Apr-2021

CHILTERN AUTOMOTIVE

Welwyn Garden City – St Albans

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WEDNESDAYS ONLY

from 12th April 2021

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	Fleetville , 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 (NE)	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 (NE)	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
Fleetville , Hatfield Rd, Morrisons	1126	Welwyn G C , Ludwick Way, Knella Rd (N)	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: Chiltern Automotive Customer Care: 01494 711 510

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

Mondays to Fridays [1]

Essendon, nr Millgreen Cottages	dep	09:51
Essendon, o/s Sunset View		09:51
Essendon, opp War Memorial		09:53
Essendon, opp Glebe Cottages Eastview		09:55
Wildhill, o/s The Woodman PH		09:58
Bell Bar, o/s The Firs		10:03
Bell Bar, opp Cock o' The North PH		10:04
Bell Bar, opp Bell Lane		10:04
Brookmans Park, nr Kentish Lane		10:06
Brookmans Park, opp Mymms Drive		10:06
Brookmans Park, Moffats Lane (W-bound)		10:08
Brookmans Park, opp Bradmore Green		10:10
Brookmans Park, Brookmans Park Railway Station (Stop B)		10:10
Brookmans Park, nr Potterells		10:11
Welham Green, opp Bulls Lane		10:13
Welham Green, Dellsome Lane (NW-bound)		10:14
Welham Green, Huggins Lane (NE-bound)		10:15
Welham Green, Pooleys Lane (W-bound)		10:15
Welham Green, Parsonage Lane (S-bound)		10:17
Welham Green, Dellsome Lane (SE-bound)		10:18
Welham Green, Dixons Hill Road (Stop D)		10:19
North Mymms, nr Swanland Road		10:19
North Mymms, nr War Memorial		10:20
Colney Heath, opp Tollgate Farm		10:21
Bullen's Green, adj Roestock Lane		10:22
Colney Heath, Hall Gardens (S-bound)		10:23
London Colney, The Bell Roundabout (W-bound)		10:29
London Colney, Colney Fields Retail Park (Stop B)	arr	10:30
Notes		[A9]

[1] Only runs on Monday (Mon 19-Apr-2021)

[A9] "Hail & Ride" operates on Dellsome Lane, Huggins Lane, Pooleys Lane, Par

Compiled from data for the period Wed 14-Apr-2021 to Tue 20-Apr-2021. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays [1]

London Colney, Colney Fields Retail Park (Stop B)	dep 12:35
London Colney, The Bell Roundabout (E-bound)	12:35
Colney Heath, nr Roestock Lane	12:40
Colney Heath, Hall Gardens (N-bound)	12:41
Bullen's Green, opp Roestock Lane	12:42
Colney Heath, nr Tollgate Farm	12:44
North Mymms opp War Memorial	12:46
North Mymms opp Swanland Road	12:46
Welham Green, adj Knolles Crescent	12:47
Welham Green, Dellsome Lane (NW-bound)	12:48
Welham Green, Huggins Lane (NE-bound)	12:49
Welham Green, Pooleys Lane (W-bound)	12:49
Welham Green, Parsonage Lane (S-bound)	12:51
Welham Green, Dellsome Lane (SE-bound)	12:52
Welham Green, Dixons Hill Road (Stop E)	12:53
Welham Green, adj Bulls Lane	12:53
Brookmans Park, opp Potterells	12:55
Brookmans Park, Brookmans Park Railway Station (Stop A)	12:56
Brookmans Park, nr Bradmore Green	12:57
Brookmans Park, Moffats Lane (E-bound)	12:59
Brookmans Park, opp Kentish Lane	13:01
Bell Bar, nr Bell Lane	13:02
Bell Bar, nr Cock o' The North PH	13:03
Bell Bar, opp The Firs	13:04
Wildhill, opp The Woodman PH	13:09
Essendon, opp Glebe Cottages Eastview	13:12
Essendon, nr War Memorial	13:14
Essendon, opp Sunset View	13:15
Essendon, opp Millgreen Cottages	arr 13:16
Notes	[A9]

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Compiled from data for the period Wed 14-Apr-2021 to Tue 20-Apr-2021. Times not in bold are estimated by using the distance between the stops.