Proof of Evidence Appendices

Sustainability issues

From

Greenbelt (Rule 6 Party)
Presented by Terrie Smith



In the appeal: APP/B1930/W/24/3343986

Planning Application Reference: 22/0267

Land between caravan site and Watling Street, Park Street, St Albans, AL2 2PZ

$\underline{Appendix\ A-Public\ transport\ options\ do\ not\ conform\ to\ Highways\ Standards}$

Method of Transport	Peak Frequency 7.00am – 9am	Off Peak Frequency	Saturdays/ Sundays
Bus – 601 Borehamwood – Welwyn Garden City Bus – 601 Welwyn Garden City - Borehamwood Bus – 635	Two services at 07.17& 08.17 Two services at 07.57 & 08.50 Two services at	Approx. hourly to 20.20 One bus approx. hourly to 20.03 One bus just	Hourly service 07.54 to 19.08 on Saturdays. No Sunday service Hourly service 07.50 to 18.50 on Saturdays. No Sunday service No service at
Watford - Hitchin	07.15 & 08.30	over every hour to 20.30	weekends
Bus – 635 Hitchin - Watford	One service at 07.38	am: One bus every 2 hours pm: One bus approx. hourly to 19.27	No service at weekends
Train (Abbey Flyer) – St Albans to Watford	Every 45 in peak times	Every 60 mins 06.12 to 23.11	Hourly on Saturdays to 23.11. Hourly on Sundays to 23.17
Train (Abbey Flyer) – Watford to St Albans	Every 45 in peak times	Every 60 mins 06.45 to 22.59	Hourly on Saturdays to 22.59. Hourly on Sundays to 23.29

Appendix B1 – Distances to the station via the three crossing points

Starting Point	Crossing Point A	Crossing Point B	Crossing Point C	
(Distances in metres)	<u>Pedestrian</u>	<u>Direct</u>	Hawfield Gardens	
	Crossing (safe)	(dangerous)	(dangerous)	
Furthest House	890	615	760	
Closest House	610	335	480	
Mid development	780	505	650	
Edge of development	550	275	420	

Appendix B2 – The routes taken to the station

 $A-Pedestrian\ Crossing\ 780m,\ B-Direct\ 505m,\ C-Hawfield\ Gardens\ 650m$



Appendix C – The various crossing points to the station





C1 - Safe pedestrian crossing point A

C2 - Stairs to the direct crossing point B





C3 - Looking South - Stepping out from the station - C4 - Looking North The most direct crossing point B (Unsafe)





C5 - Walking out on a blind corner C6 - A busy road with a junction Hawfield Gardens Crossing point C (unsafe)

Appendix D1 &D2 – The narrow track outside the site is very narrow and dangerous





Appendix D3 & D4 –When cut back the track is 40cm wide and is 80cm from the kerb





Appendix D5 & D6 - In parts it is hard to see a track and HGVs mirrors pose a danger





Appendix E – The tunnel under the A414

The appellant is promoting this tunnel as a key part of an Active Travel route, before they walk/cycle the two miles to the City Centre. Few of the existing local residents use this tunnel, especially after dark, considering it unsafe.









Appendix F – Distances (in metres) on foot to key facilities from the middle of the site

Read in conjunction with Appendix G.

(Distances in black, relate to facilities that are off the maps).

Facility	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6	Leg 7	Total
Northern Map								
Filling Station	485							485
Secondary School	485	380	320	425				1,610
Midway Surgery	485	380	320	1155				2,340
Killigrew Nursery School	485	380	320	1155	480			2,820
Large Supermarket	485	380	320	1070				2,255
St Albans City Station	485	380	320	2845				4,030
Southern Map								
Park Street Station	230	400	150					780
Takeaway	230	400	245					875
Convenience Store	230	400	245	20				895
Recreation Ground	230	400	245	20	80	40		1,015
Branch Road School	230	400	245	20	385			1,280
How Wood School	230	400	245	20	80	400		1,375
Park Street Surgery	230	400	245	20	80	220	910	2,105
How Wood Chemist	230	400	245	20	80	220	760	1,955
Small Supermarket	230	400	245	20	80	220	780	1,975
Radlett Station	230	400	245	15	4450			5,340

Appendix G – The routes to key facilities, distances shown in Appendix F

Southern, Central and Northern Aerial Photos





