

Appendix B – HCC Highways Pre-Application Consultation Correspondence

Oaklands College - HCC Highways			
Item	HCC comment	Applicant response	Document / further information
Key Corridors			
1	East-West cycling corridor along Sandpit Lane (could use a shared use path along the northern edge of the development therefore crucial that this is direct) a. Will also need contributions towards this LCWIP scheme b. Could be put forward for PV if more detail needed	A 3m shared cycle footway active travel link is shown along the site frontage mirroring the arrangement at Oaklands Grange which is direct to the local centre and then continues on to North Drive where the North / South Active travel route is also provided.	As shown on current illustrative masterplan shown at Appendix A .
2	East-West cycling corridor towards schools and towards the city centre through Oaklands Grange, through the Verulam school playing fields and onto Oakwood Drive a. Site must therefore provide direct (not wiggly!!) On the masterplan it doesn't look very straight) access onto the shared use path through the centre of Oaklands Grange b. Funding required to complete the path through the playing fields – project validation in progress	A direct connection is provided to Oaklands Grange along the site frontage and within the centre of the site. Route to Oakwood primary school is being investigated, with feasibility of providing this route subject to HCC securing this connection. All Active Travel Routes are direct.	As shown on current illustrative masterplan shown at Appendix A .
3	East-West cycling and bus corridor along Hatfield Road a. Particular concerns about the Beechwood Drive double mini roundabouts – contributions towards this junction would be welcomed as it is a key barrier to sustainable transport b. We have PV proposals for this at a high level c. Other bus priority measures TBC	This junction has never been raised by HCC in discussions, with no requirement to include modelling of this junction in the agreed assessments with HCC. Have previously asked HCC to share any current proposals/designs for off site mitigation, so that we can review and consider as part of our overall mitigation package for the site. To date no plans have been shared with Evoke. Once received we can review and consider if it is a priority scheme for funding as part of HCC Highways Sustainable Transport S106 pot	HCC to share proposed designs, indicative costs of the proposals and proportion of costs expected from the scheme.
4	Links onto the Alban Way will be essential ie. overcoming the severance of Hatfield Road	Appreciate this is a key point in the policy for the site and we have always maintained that we would look at options. Within the recent pre-app meeting, we raised that we wished to discuss offsite mitigation, including this route, outlining that we have reviewed what can be done and there is limited road space to deliver anything significant other than limited widening of the footway on the first section of Colney Heath Lane but after that there are constraints on Hill End lane. HCC stated that their team has looked at options and we are awaiting any indicative proposals for further perusal	HCC to share proposed designs, indicative costs of the proposals and proportion of costs expected from the scheme.
Desire Lines			
5	High demand for both walking cycling on a core East-West desire line (connecting through the site from Sandpit Lane and joining with the Oaklands grange development and (in future) connecting onwards to Oakwood Drive - There is an existing planning condition from the Oaklands Grange site to provide a 2m walking/cycling route from BR 51 to the Oaklands Grange site – but we would like to see this built to a minimum of 3m shared use path with buffer, in line with standards	All part of the site Active Travel Routes strategy. Also proposing a crossing on Oaklands Lane.	As outlined in the pre-app scoping note (Appendix B) and the most recent non-motorised users plan shared
6	High demand for both walking and cycling on a core North-South desire line (connecting from Sandpit Lane to Hatfield Road through the Oaklands site)	Active Travel Route proposed and secured through Condition / S106	As outlined in the pre-app scoping note (Appendix B) and the most recent non-motorised users plan shared
7	We would seek to see an upgraded walking and cycling infrastructure on both alignments, ideally with a high-standard segregated provision (people walking and cycling should have their own space, and in the case of bridleways, people cycling should have a hard surface separate from equestrian users).	Active Travel Route proposed and secured through Condition / S106	As outlined in the pre-app scoping note (Appendix B) and the most recent non-motorised users plan shared
8	Provision of these traffic-free routes should follow HCC's guidance as set out in the Place & Movement Design Guide, for example Part 3 Chapter 8.	Noted and have with 6m corridors	As outlined in the pre-app scoping note (Appendix B), PROW strategy document (Appendix C) and the most recent non-motorised users plan shared
Existing schemes for off-site works			
S106			
9	A section 106 contribution has been agreed through the Oaklands Grange development "towards a cycle/pedestrian facility between the Development and Oakwood Drive mentioned in Para. 6.56 of the Sandridge Parish neighbourhood Plan 2019-2036... and/or the Fleetville Low Traffic Neighbourhood". -The s106 contribution currently secured is unlikely to cover the full cost of works and therefore it is recommended that this site – which will benefit from and need this link to make short sustainable journeys to local schools – should also contribute	Will have to be considered as part of the HCC Highways Sustainable Transport S106 pot and the scheme would need to meet the NPPF / PPG Tests of being necessary, proportionate etc.	
LCWIP			
10	We have identified the need for segregated cycling, new/improved crossings and traffic calming on Sandpit Lane (where widths allow). However, this does not provide a continuous LTN 1/20 cycle route into the city centre. Provision of a high quality parallel route through the site would mitigate this.	Active Travel Route proposed along site frontage, with new toucan crossing proposed on Sandpit Lane. These will be secured through Condition / S106	As outlined in the pre-app scoping note (Appendix B) and the most recent non-motorised users plan shared
11	Similarly, a direct, high quality shared use path along the northern edge of the development site (parallel to Sandpit Lane) would help to deliver the LCWIP aspirations.	Active Travel Route proposed along site frontage, with new toucan crossing proposed on Sandpit Lane. These will be secured through Condition / S106	As outlined in the pre-app scoping note (Appendix B) and the most recent non-motorised users plan shared
12	Traffic calming and new/improved crossings are needed over Hatfield Road. The focus is on improving connections to the Alban Way, which provides an additional east-west traffic-free route further to the south.	Proposed a new toucan crossing near Rycroft Court and potential upgrade of existing ped crossing near South Drive to Toucan. Awaiting plans from HCC on the proposed improvements to Alban Way connection as our investigations have shown limited options to enhance route significantly due to land constraints	As outlined in the pre-app scoping note (Appendix B) and the most recent non-motorised users plan shared
13	Major junction improvement at the Beechwood Avenue / Hatfield Road double mini roundabouts. This would involve a shared use path over part of the junction and potential signalisation to allow bus priority.	See comment 3	

GTP			
14	PR171: Hatfield Road Urban Realm Improvements. PV work has already been carried out on Hatfield Road and should be part of discussions about s278 work that could be delivered along here. This will include walking and cycling improvements and parking rationalisation.	These PV proposals have not been shared with us, as such we request sight of these proposals for review. The applicant could then consider whether some of the HCC Highways Sustainable Transport S106 pot. is allocated towards these works.	
15	SM207: Sandpit Lane cycle improvements: New and improved cycle route provision along Sandpit Lane, off-road where feasible utilising footways which are widened and converted to shared use. Provide a link between Coopers Green Lane, the new Oaklands development, Verulam School and onwards towards St Albans city centre and the St Albans Green Ring.	Connection provided along site frontage and to North Drive. Nothing proposed between North Drive and Coopers Green Lane but limited value to the site without any infrastructure on Coopers Green Lane.	As outlined in the pre-app scoping note (Appendix B) and the most recent non-motorised users plan shared
16	SM67: St Albans to Hatfield active travel corridor - New off-road cycling and footway infrastructure along Sandpit Lane and Coopers Green Lane, including links to Hatfield Business Park. Investigate the possibility of linking the active travel corridor to the existing cycling route along Jennings Road via Clarence Rd, which will encourage sustainable travel to St Alban rail station.	Routes to Oakwood Primary School will connect with Oakwood Drive / Elm Drive and could offer quiet road routes via Beechwood Avenue route and Route 69. Potential signage strategy could be considered. However, as aforementioned route to Oakwood primary school is being investigated, with feasibility of providing this route subject to HCC securing this connection	
17	Due to width restraints on Sandpit Lane, the westernmost part of this corridor (SM207 and SM67) and onward links to the Green Ring could benefit from an alternative east-west traffic-free link through the development site – though the feasibility of segregated facilities between the site and Woodstock Road along Sandpit Lane should also be investigated.	Extension of route on Sandpit Lane into site and also North South route proposed through site, also hopefully securing connection to Oakwood Primary School which offers a quieter roads route and connection to Beechwood Avenue cycle route and Route 69.	Outlined in the pre-app scoping note and the most recent non-motorised users plan shared
BSP			
18	A concept scheme for bus priority was identified at the Hatfield Road / Beechwood Avenue double mini roundabouts. Note that this junction is sensitive and will need to consider improvements for all sustainable modes. See the completed PV for walking/cycling improvements and a suggested scheme.	Have previously asked HCC to share any current proposals/designs for off site mitigation, so that we can review and consider as part of our overall mitigation package for the site. To date no plans have been shared with Evoke.	
Rights of Way			
19	A long-held aspiration for the upgrade of Bridleway 51 between Sandpit Lane and Oaklands College. This could include a 6m all-use path with 3m space for equestrian use and a 3m shared use walking and cycling path. More information can be found with the Rights of Way team.	Active Travel Route proposed to the east of the proposed Taylor Wimpey site	As outlined in the pre-app scoping note (Appendix B) and the most recent non-motorised users plan shared
Walking and cycling demand			
20	The LCWIP GIS model found high levels of cycling demand through the site along the existing bridleway, from Hatfield Road to Sandpit Lane, as well as high demand on both the parallel East-West routes on Hatfield Road and Sandpit Lane. Particularly high demand was identified on Hatfield Road and along Bridleway 51 through the Oaklands site.	Active Travel Route proposed and secured through Condition / S106	As outlined in the pre-app scoping note (Appendix B) and the most recent non-motorised users plan shared
HCC Highways Email dated 16th June 2025			
1	Your question regarding the status of paths shown dotted blue to the NE of the site adjacent to Coopers Green Lane/Sandpit Lane/Oaklands Lane. It should be noted that these are permissive paths and we attach no weight to their existence as they could be removed without notice.	Noted and as such no connection is therefore proposed to these routes. We then expect there will be no conditions/obligations linked to their delivery, and the additional accessibility they would provide would have limited benefit to accessibility/permeability	
2	Bus/Passenger Transport – to develop the issue further discussions would be needed on the housing masterplan and proximity of the bus stops which need to be as close to the college as possible – if not this will be a missed opportunity to capture bus patronage from the college. The formal position of the Highways Authority in any planning application is likely to remain us expressing a strong preference for the bus to be routed through the site given the existing infrastructure on site (recognising the tension with the college's incompatible desire to shut off the centre of the site).	As flagged throughout the process, the applicants do not, and cannot, support the bus route coming through the site, connecting Sandpit Lane and Hatfield Road. The route is not practical, feasible or viable - it would result in the loss of residential units in the TW site and would require significant infrastructure between the ancient woodland and the back of the college - it would therefore be hugely excessive and it is not considered that it would meet the NPPF / PPG Tests of being necessary, proportionate etc. Alternative schemes have been presented to HCC, including a new bus interchange/loop within the College, as well as a bus service loop within the residential site. The new bus route within the residential site will be provided with bus stops within the site within a 400m distance of all dwellings, and with a clear legible path to the college, to serve pupils. As such, this new bus route within the residential development will provide a new, excellent opportunity to encourage bus patronage for future residents, existing residents of Oaklands Grange and surrounding areas, as well as providing an alternative, shorter route to bus services for Oaklands College users	As outlined in the pre-app scoping note (Appendix B)
3	Rights of Way/Active Travel Routes- Further evidence is required to justify that "betterment" is being achieved in terms of the college's expressed desire to divert existing Rights of Way. Further evidence would appear to be needed regarding the need to "safeguard" pupils and this may need to distinguish between pupil safeguarding and a desire to safeguard the site and enhance security as this has not been presented coherently to us at present	A suitably worded condition regarding the new routes can hopefully be put in place to secure the new routes and then the diversion orders can follow.	
4	We have responded to your scoping note, and you have talked us through your thoughts on our response. However, we have not received these in writing. This may be an opportunity to further identify areas requiring discussion in the future – whether that be by additional pre-app/PPA or within planning applications.	Happy to provide our thoughts in writing	Evoke response to initial scoping comments from HCC

5	<p>Prior to the submission of any planning application, details of enhancements of off-site proposals/works to enhance connectivity need to be provided. Please find attached our St Albans Strategy and Programme managers view of likely schemes including those from the LCWIP and GTP. It is likely that these off-site works will be required to be delivered by a combination of planning conditions and/or the HOTS of any future S106 – either or both of these will require a S278 for any future developers to mitigate their own impacts on the highways and deliver those works and not the county council</p>	<p>Have provided comments on aspects individually above, and look forward to received the current proposed plans for these works so we can considered in detail. Notably these are HCC initiatives, and not all are reasonable for the proposals to contribute towards. Likewise we will need to consider with HCC the priority initiatives so that the S106 pot can be prioritised on these schemes. It is likely that a number of these routes will have different funding streams and therefore it would be most efficient to be delivered by the council with S106 funding rather than through a S278, however we can discuss with HCC once in receipt of proposals and costings. As a starting point, if HCCs proposals can be shared with Evoke we can consider and review.</p>	<p>HCC to share proposed designs, indicative costs of the proposals and proportion of costs expected from the scheme.</p>
6	<p>In connection with 5 above we have provided a list of LCWIP/GTP schemes but it will be up to you to take this forward develop your proposals. If a planning application is submitted without the development of those schemes in proportionate detail such that we are able to support those schemes is likely that the Highways Authority will recommend that the planning application are refused due to lack of information. The county council should not be relied upon to resource the negotiation of such schemes within planning applications as it is neither cost effective nor does it allow applications to be determined within required deadlines due to the lengthy time requirements and the technical work that is required</p>	<p>As identified above, we have developed ideas/included improvements for a number of these items/schemes flagged (with each point responded to individually above. We had hoped to liaise with HCC regarding the development of these schemes as part of the PPA process, having provided initial schemes/ideas within the pre-app scoping notes and non-motorised users routes plan, however no further liaison /collaboration has been provided with HCC. Evoke have asked previously for HCC to share design ideas for schemes, however this has not been provided</p>	<p>As outlined in the pre-app scoping note (Appendix B) and the most recent non-motorised users plan shared</p>
7	<p>Regarding committed developments to be accounted for within the development, we receive information from the LPAs on local plan sites (in part to run the COMET model). We aren't aware of any substantial windfall sites at the time of writing.</p>	<p>Noted and understood that HCC have confirmed that no committed developments are required to be included within modelling.</p>	
8	<p>Compared with other strategic sites both in St Albans and the many that we have dealt with elsewhere the approach to "master planning" has been disappointing. The layout and design of most other strategic sites in the county are informed by stakeholders in a collaborative way as set out in the St Albans Strategic Site Design Guide (as required by emerging local plan policy). In this case the masterplan appears to be designed in the background where we are consulted only on specific aspects. This often results in tensions between the respective stakeholders both in transport (ROW and buses) but also in education, flooding and ecology etc. We question the resulting quality and cost effectiveness of this approach as it leaves such issues to be resolved within subsequent planning applications</p>	<p>It is unclear what aspect of the masterplanning HCC has found disappointing. To date the project team have taken a comprehensive and collaborative masterplan exercise both internally as a project team but also with St Albans District and HCC. To date nearly £40k of PPA spend to HCC would imply we have tried to engage with you at every stage of the process, including discussions on the masterplan when we were at concept and as it has evolved. It is very typical that masterplans are worked on in the background, then presented to the Council for feedback. We have also engaged intensively with other stakeholders and have sought to channel this exercise for example by encouraging public transport operators to attend meetings with regards to the public transport strategy. We have requested plans for any off-site improvements so that we can review and develop sustainable travel improvements on a collaborative basis but are still awaiting receipt of these.</p>	<p>HCC to share proposed designs, indicative costs of the proposals and proportion of costs expected from the scheme.</p>
9	<p>Given all the above it is not appropriate to discuss trip generation at this stage. -</p>	<p>At the last meeting, HCC confirmed that the only outstanding matter was the primary school and local centre trip generation, which we have now clarified and provided further justification / evidence for. Agreeing trip generation is a key part of the PPA process and is a necessity to agree to undertake modelling and meet submission timescales. We have provided evidence on all the above comments previously and therefore the reluctance to agree trip rates is not acceptable. Furthermore the agreement of trip rates is a fundamental exercise as it enables us to undertake the modelling and establish the likely impact of the proposed development and then establish what mitigation can be undertaken with a clear focus on sustainable modes.</p>	<p>Updated trip gen note provided (Appendix D) to respond to initial HCC scoping comments</p>

**Oaklands HCC Highways Outstanding Issues Log
response 270525**

Issue	Confirmation required from....	Confirmation required on...	Status	Evoke
Hatfield Road Buses	Uno	Feasibility of looping buses into Oaklands College	Response received from operators / HCC Public transport team	As previously advised, a route through the 2 sites is not possible
	Uno	Adapting 653/X10 services to serve residential development - costs required	Uno would consider diverting the 653/X10 service through the site on a North South Link.	
Sandpit Lane Buses	HCC Public Transport Team	Possibility of extending S6 / alternatively providing a new service - costings required	<p>The strong preferred option from HCC ITU remains the N-S bus link via the residential and College site and South Drive to serve the whole Applicant site as it will enable the site to be serviced by bus efficiently in line with HCC Policy.</p> <p>HCC could be prepared to look into extending the S6 further, but it is highly unlikely to be fully commercially efficient. Funding of an extended S6 service would be required for a 30 minutes service throughout the day for a minimum of five years and the long term success of the service is unlikely</p>	<p>Not feasible</p> <p>Costs now received and will be reviewed – would query why the service is not considered to be successful in the long term given the proposals involve 472 homes, a care home, primary school and increased number of staff and pupils at OC</p>

Sustainable and Active Travel routes/PROW	HCC Strat Site Team/HCC PROW Team	Proposed active travel routes / PROW strategy	<p>The PPA discussions have led to agreement to look at the sustainable and active travel routes as a distinct layer – to make clear the existing and proposed active travel network. Then to look at the impact of those proposed routes on the Definitive Map as a further “layer”.</p> <p>Evoke to produce updated plan and HCC to provide comments.</p>	Plan produced and has been shared previously
PROW	HCC PROW	PROW strategy	Evoke to produce updated plan and HCC PROW to provide comments re impact on the Definitive Map as per comments above.	As above
TA Policy Review	HCC Highways	Any emerging local or regional policy that needs to be assessed as part of the TA	<p>In addition to St Alban’s own policy documents any future submitted application(s) should comply with the relevant policies and guidance set out in the following documents.:</p> <ul style="list-style-type: none"> • National Planning Policy Framework (NPPF), Dec 2023 • Hertfordshire County Council: Local Transport Plan 4 (LTP4), 2018 • Hertfordshire Place & Movement Planning and Design Guidance (P&MPDG) (https://www.hertfordshire.gov.uk/media-library/documents/highways/development-management/), 2024 in particular the Place 	Noted

			<ul style="list-style-type: none"> and Movement Framework (part 3), and the Design Cards • Hertfordshire County Council: Travel Plan Guidance, 2020 (travel-plan-guidance.pdf) • Cycle Infrastructure Design: Local Transport Note 1/20 (LTN1/20), 2020 • LCWIP (St Albans Local Cycling and Walking Infrastructure Plan Hertfordshire County Council) • South Central Hertfordshire GTP AECOM Report South Central Hertfordshire Growth and Transport Plan 2017-03-30 • CMP (construction-management-plan-template.docx) • LTP4 compliance tool (ltp4complianceapr22.xlsm) • Healthy Streets indicators (Tools & Resources — Healthy Streets) • Manual for Streets (MfS), 2007 & Manual for Streets 2 (MfS2), 2010 • Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (IM), 2021 • CIHT Planning for Walking (PfW), 2015 	
PIC Scope	HCC Highways	Scope of PIC assessment	<p>The proposed area/radius should be extended to cover the most critical junctions from the college site accesses along Hatfield Road, in addition to the proposed study area on Sandpit Lane.</p> <p>The applicant should obtain the most up to date data (most recent five-year period) which can be obtained by contacting TPData@hertfordshire.gov.uk. The collisions should be grouped by contributory factors and should be</p>	<p>Noted and happy to extend.</p> <p>As queried previously, unsure why we need HCC data when we obtain data directly from the DfT which is up to date and provide all the requested information.</p>

			scrutinised in a tabular form by the type/contributory factor for the collision, day/night, road conditions rather than casualty.	
TA Existing Situation	HCC Highways	Any proposed local facilities / amenities coming forward or any walking, cycling or public transport improvements proposed in the area	Awaiting response	Any update on this given this was the same as the last update from 27 th May?
Access Arrangements	HCC Highways	Proposed pedestrian and cycle access arrangements	Potential proposed pedestrian and cycle infrastructure is set out with ambiguous commitment. The proposed improvements to walking and cycling do not necessarily cover the main pedestrian and cycling routes from the site to key local destinations. These should be identified as part of an audit. See also the " Transport Impact Assessment " produced by SACDC.	This has been discussed at detail within recent meetings, including provision of plans showing improvement schemes. Considered that these improvements do cover key pedestrian and cycle routes, as per the LCWIP and draft site allocation plan.
	HCC Highways	Proposed vehicular arrangements, including number, design, location and form	There is a general presumption that not more than 300 dwellings (or equivalent size of development) should be served from a single point of access to the wider road network. Whilst an additional access could be considered along Sandpit Lane to use as an emergency access, the requested North/South bus link would also function as an emergency access.	Secondary access has been provided to serve the local centre aspect and provide an emergency access to serve the development. N/s link not feasible, as advised

		<p>Careful consideration should also be given to the routing of utilities into the site to avoid closing the highway access for utility maintenance.</p> <p>However, there is an opportunity to forego this additional access with the provision of a North/South bus link which could be temporarily used as an emergency access in the event that the main access became unusable/blocked for any reason.</p> <p>Sandpit Lane is classified as a P2/M2 (e.g. Multi Function Road) and a main/secondary traffic distributor road in Herts whilst Hatfield Road (A1057) is classified as P1/M2 (e.g. Inter-urban Road).</p> <p>Provision of a ghost right turn lane in a scenario where the daily traffic levels are already at circa 16,000 would not accommodate an increase to future traffic. A different type of junction should be considered (eg single lane dualling).</p> <p>It would not be advisable to reduce the width of the access link as bus access will be required.</p> <p>HCC does not remove trees that are considered to be healthy. Highways will only remove trees on the advice of our own arboriculturalists if a set of criteria are met. HCC will need to recover costs and compensation using a CAVAT assessment.</p>	<p>Noted</p> <p>As above, N/S link not feasible, as such secondary access has been provided onto Sandpit Lane as emergency access.</p> <p>Single lane dualling not favourable for active modes and often encourages speeds. Have designed ghost right turn lane to prioritise active modes and in accordance with Oaklands Grange site. Single lane dualling out of kilter with remainder of Sandpit Lane, no other junctions have this. Given roundabout either side, having 3 roundabouts within 500m isn't considered suitable. We have undertaken junction modelling of this junction, which demonstrates it will operate within capacity in the future year.</p> <p>Noted – this has been widened to accommodate bus access and a 2lane exit.</p> <p>Noted. Visibility splays look to remove as minimal trees as possible. Appointed arboricultural</p>
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			<p>Speed limits are only one element of speed management and should be implemented with a package of other measures. A 30 miles per hour speed limit in isolation is inappropriate on a road where 85th percentile vehicle speeds are already in excess of the 30mph target. It is likely that Sandpit Lane will need to be modified over a considerable length to enable an effective speed reduction to 30mph.</p> <p>See also the "Transport Impact Assessment" produced by SACDC.</p>	<p>consultant will produce a report to support the applicant.</p> <p>We feel 30mph is more appropriate for the type of road. Urbanising area, providing new Toucan crossing, considered to act as natural traffic calming measures, along with existing two roundabouts circa 500m apart. Have designed based on current speed limits, therefore if not favourable to reduce speed limit, can keep as is.</p>
Parking Provision	HCC Highways	Proposed application of parking standards across the residential site and resulting parking provision	<p>Draft car parking standards are appropriate to use, subject to agreement with SAC&DC.</p> <p>HCC would expect electric car parking spaces for the development to meet the Local Transport Plan 4 Policy 5h where parking is not within residential curtilage.</p> <p>All cabling and charging points for non-residential parking spaces must be capable of supplying a rapid charging service. Any "passive spaces" should have the infrastructure installed but electricity supply not activated. Sites providing passive EVCPs need a sufficient electricity supply to cope with future demand. A management, maintenance and repair plan will be required to be submitted as part of any future application.</p> <p>The provision of well-located, safe and secure cycle parking for residents and visitors is a key factor in encouraging people to cycle as an alternative to using the private car. According to Table 11-1 of the DfT's LTN 1/20</p>	<p>Noted.</p> <p>Noted</p> <p>Will outline the EV strategy for part of application in full. Remainder will be as part of future RM application.</p> <p>Mixture of garages and sheds will be provided for houses and communal stores for flats, likely</p>

		<p>Cycle Infrastructure Design (July 2020) residential properties should provide 1 cycle parking space per bedroom. In line with the same Government guidance (LTN1 /20 Cycle Infrastructure Design) cycle parking should offer an option for storage of non-standard bicycles like tricycles, cargo bikes, handcycles (normally 5% of the total cycle parking provision) and offer the highest level of security to encourage cycling in line with the NPPF and the LTP4. The applicant should clearly show on the plans the details of the proposed cycle parking spaces and how they are accessed.</p> <p>The details of the dimensions, location and access to cycle stores would be expected to be provided as part of the future application. Long stay cycle parking would need to be in lockable and weather resistant cycle lockers or stores. In addition, some cycle parking in the form of ‘Sheffield’ style parking loops conveniently located with natural surveillance would be expected for visitors.</p>	<p>can accommodate more than 1 per unit, which is SACDC’s standards.</p> <p>Noted</p>
HCC Highways	Proposed parking strategy for Oaklands College, including car, coach and cycle parking	<p>The proposal set out in the Transport Scoping report is to re-provide an additional 153 car parking spaces for the college to increase car parking provision for Oaklands College to match the previous levels. This is excessive as the total forecast net increase in car driver movements generated by the college is estimated to be 51 in Table 14. Any changes to parking provision would need to be reviewed in line with the adopted SADC’s parking standards for this land use.</p> <p>The provision of enhanced bus services provides an opportunity to reduce the need for additional car parking.</p>	As advised within the meeting, parking is not increasing, with new spaces proposed to replace spaces lost – as such parking is not increasing across the campus, despite student and staff increases.

<p>Trip Generation</p>	<p>HCC Highways</p>	<p>Proposed elements of the development to be included within the trip generation assessment</p>	<p>The Transport Scoping report states that no trip generation is proposed to be undertaken for the Primary School, given that it is not part of the application, but generous calculations have been made regarding the proportion of internal education trips. These should be reviewed.</p> <p>Similarly, no trip generation is proposed to be undertaken for the local centre. Any future TA would be expected to undertake a full trip generation assessment for all uses proposed within the Local Centre.</p>	<p>Further information on this provided within trip gen note issued in June. As outlined within the note, we have undertaken a primary school trip gen as this is now included within the outline app. 2FE school with 420 pupils. Education consultant on scheme has advised that 210 would come from our site. as outlined within the trip gen note, this trip gen has therefore been pro rata'ed for 210 external pupils.</p> <p>As discussed in the meeting, the local centre is c 600sq.m of retail, likely to be Nisa, barbers, café . Beyond site access likely to be pass-by trips only. As agreed within meeting, we have modelled the trip gen of the local centre at the secondary access only with no impact on the local highway network. The local centre would reduce residential trip gen, which we aren't accounting for in our scenarios. National policy involves moving away from predict and provide approach</p>
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	HCC Highways	Proposed scenarios for the trip generation	<p>It is unclear why Scenario 1 is being considered, given the rural location of the site with no viable options for sustainable travel to the nearest key destinations without further interventions. This scenario is therefore rejected as it is contrary to the adopted national and local transport policies which look to maximise sustainable travel.</p>	<p>Further information on this provided within trip gen note issued in June.</p>
	HCC Highways	Proposed trip rates	<p>The site selection size range for the residential trip rates needs to be more robust and changed from 100 - 700 to 350-650 units. The “suburban” sites should not be used. The date range spanning 14 years should also be changed to the last 5-7 years. It is recommended that TRICS sites are agreed with HCC Highways before re-examining traffic impact further.</p> <p>There should be more discussion regarding the residential mode share assumptions, rather than just adjusting the Census 2021 mode shares. Consideration/ comparison should be made with the 2011 mode shares. The 5% rail mode share needs to be justified, given the residential site is at least 3km from from St Albans City rail station. The Oaklands Grange survey is useful as a vehicle trip rate comparator. Could the survey be used to determine East West trip distribution along Sandpit Lane? Is there a residential travel plan available to derive residential mode share information which would inform the mode share of the adjacent application residential site.</p> <p>There are typo errors in Table 10 – Residential Internal/External Person trips.</p> <p>The assumption that 63% of education trips will be internal to the application site is unrealistically high, given</p>	<p>Further information on this provided within trip gen note issued in June.</p>

			there is no Primary and Secondary school assumed within the application.	
Development Impact	HCC Highways	Committed developments to be accounted for within the assessment	Awaiting response	Any update on this given this was the same as the last update from 27 th May?
	HCC Highways	Assessment years for modelling and growth rates to be used	The preference would be to use TEMPRO for any traffic growth	Noted and will use
Mitigation	HCC Highways	Proposed sustainable transport mitigation measures	<p>The sustainable transport measures set out in para 5.11 are welcomed but further detail is required on proposed sustainable transport measures along routes and linkages, particularly to identified key destinations, via the surrounding pedestrian and cycle network.</p> <p>The proposed bus strategy is not currently resolved. The bus operators are reluctant to divert buses into the college from Hatfield Road.</p> <p>The generous car parking assumptions will be a barrier to sustainable transport modes.</p>	This has been discussed at detail within recent meetings, including provision of plans showing improvement schemes.
Accompanying Documents	HCC Highways	Residential Travel Plan required	Framework Travel Plan is required for the site as part of any future submission.	Noted
	HCC Highways	No other Travel Plans required for other elements	It is expected that the existing Travel Plan for the college is submitted and updated, where necessary. It should form a basis of any future TA and provide insight into the existing travel patterns and any identified limitations to promoting sustainable travel for the current Oaklands College users.	Noted

			Travel Plan Guidance	
	HCC Highways	Construction Traffic Management Plan not required at application stage and can be conditioned	<p>Given the location of the development within a semi-rural area there are concerns regarding construction traffic/activities on this site and how this will be managed.</p> <p>It would be useful to provide a high level summary of expected maximum daily construction vehicles, by vehicle type, throughout construction programme, how the traffic would be managed and proposed construction traffic routes</p> <p>A detailed CMP should be provided by Condition.</p> <p>CMP (construction-management-plan-template.docx)</p>	Noted and can provide section in TA. Full CMP would be conditioned
Contributions	HCC Highways	Guidance on likely level of contributions for the development	<p>Needs further discussion.</p> <p>Contributions would be sought via the S106 agreement using the HCC Guide to Developer Infrastructure Contributions (2024). The Guide implements a two-strand approach to planning obligations in order to address the immediate impacts of the new development (first strand), and the cumulative impacts of all development (second strand). Such contributions are pooled together and will be used towards highway measures or sustainable transport schemes identified in HCC LTP4, its supporting documents, Growth and Transport Plans.</p> <p>The Highway Authority will seek, wherever possible, to secure highway improvement and accessibility improvement works via planning conditions and s278 agreement.</p>	

Second Strand (s106): works necessary in a cumulative context, the Highway Authority has developed Growth and Transport Plans which consider area key problems and identifies what type of interventions are needed to improve the transport network in that area. Strand 2 contributions will be pooled towards these identified area measures in the South-Central Hertfordshire GTP.

In accordance with HCC Guide to Developer Infrastructure Contributions (2024), contributions will be sought per dwelling (£6,826 per dwelling) Indexed to March 2024:

472x £9,861= £4,654,392.

In accordance with HCC Guide to Developer Infrastructure Contributions (2024), contributions will be sought per job (£610) Indexed to March 2024.

The contribution is payable before first occupation of the development and subject to indexation described in the Guide to Developer Infrastructure Contributions (2024).

Initially it is envisaged the S106 funds will be associated to the travel plan and the SCGTP Package 34 (St Albans-Hatfield Local Connectivity), Package 9 – (St Albans-Welwyn Garden City Connectivity), PK28 - Hatfield Road Corridor - St Albans.

A £1,200 per annum Evaluation and Support Fee will be secured by section 106 agreement in accordance with Hertfordshire County Council's Travel Plan Guidance. For

			more guidance please contact: travelplan@hertfordshire.gov.uk.	
Further Information	HCC Highways	Site Layout Appendix A	<p>The layout is heavily car parking/ motor vehicle dominated, which goes against para 117 a/ of the NPPF that states that development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas. A more pedestrian/cycle friendly layout would be expected to include for example a 3m wide new off-road cycle route (green corridor) across the site connecting the site with the public highway.</p> <p>Any proposed perpendicular parking spaces would be expected to be converted to parallel parking in support of cyclists' safety.</p> <p>The layout does not appear to be wheelchair friendly for users to be able to conveniently and safely move across the site and to and from the site.</p> <p>Any pedestrian or cycle routes should not be positioned behind parking bays but in between the parking spaces and building elevations.</p> <p>A key traffic management tool used in locations that achieve lower levels of car use is the designing in of filtered permeability. This involves reducing the ability for motorised vehicles to travel through the centre of an area by closing sections of streets to general traffic while maintaining access for pedestrians and cyclists, passenger transport, servicing and deliveries.</p>	<p>3m wide route provided along Sandpit Lane (to west of secondary access) and route along whole site frontage parallel to Sandpit Lane</p> <p>Please clarify what/where specifically</p> <p>Have designed local centre off separate access, where parking is located</p>

Further information		Site accessibility by sustainable modes	<p>While the isochrones in Figure 3 and 4 can be useful, the actual routes and distances (not crow-fly routes) pedestrian and cyclists will take to from the site to key local destinations will need to be tabulated and assessed (inclusive of public transport).The TA must undertake a detailed review of the site’s accessibility by sustainable means to determine its compliance with HCC’s Local Transport Plan 4 2018.</p> <p>It would need to be confirmed, via a walking and cycling survey, that safe and “appropriate routes” are available not only for the Oaklands College users but also for the proposed residential units to the nearest leisure, retail, education, employment, and public transport facilities, rail and bus station/bus stops, bike hire locations, etc) and town centre. The survey would also need to assess the existing provision of dropped kerbs, pedestrian/cycle safety, lighting provision, tactile paving, etc (Active Travel England Toolkit or LTP4 compliance tool).</p>	<p>Noted</p> <p>Noted and will be done</p>
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Para 3.1.3 Please also include car passengers (5%), as it can include drop offs or car share.

Para 4.3.1 states: "The appointed education consultant on the scheme has confirmed that 210 pupils (50%) are expected to come from the proposed residential development. We seek HCC's acceptance of the trip rates outlined below". Please could more evidence be provided to support this figure.

Para 4.1.4 Use Class E also permits GP surgeries, Health clinics, nurseries and other similar which have wider catchment areas. A worst case scenario of a 550sqm gp surgery or similar high traffic attractor use should be undertaken.

Para 4.2.4 The St Albans City rail station is located over a distance of circa 3.0km (40 mins) walk or 15 mins cycle from the site. This is too far to encourage walking to the station, stressing the need to provide a safe cycling corridor from the site, as the site is potentially within convenient cycling distance of the station.

Para 4.3.8 We would require a copy of the Manual Classified Count (MCC) surveys for Oaklands Grange before agreeing.

Para 4.3.10 As mentioned above it is premature to agree that the site will be occupied by the proposed uses as planning allows for it to also be used as a 550sqm gp surgery.

In addition, whilst the internalisation factor for the pm peak at 5% is reasonable, the 25% internalisation factor for the am is very high and the method of its calculation unclear, particularly if the Travel to Work Census data for the MSOA St Albans 008 indicates only 3% of journeys are internal.

One of sentences states there will be 240 primary pupils while another (based on census data) indicates no more than 84 primary pupils (excluding nursery and preschool as both are not included in the description of the development). It is unreasonable to expect that 45 (which is the proposed total staff uplift) of residents will be employed at the college, if the College's travel survey indicates that 75% (car passenger/driver) of staff commute by car. How many staff from the Oaklands Grange development are employed at the College- the Travel Plan for the College should hold the date of home postcodes of staff.

Para 4.3.20 The College must hold the data on when most students and staff depart from and arrive to the site. The College's peak time data should then applied to the network peak time.

Table 9- the total increase in the number of pupils and staff should be 593, not 590.

Para 4.3.21 53 trips by private car (inclusive of car passenger).

Appendix C – National Highways Pre-Application Consultation Correspondence

Olivia Hennessy

From: Nigel Walkden <[REDACTED]>
Sent: 09 June 2025 14:36
To: Olivia Hennessy
Cc: Planning SE; Diana Ngobi; Janice Burgess; SE_HESPA
Subject: #25107 RE: #24861 Re: NH/25/10339 Pre Application from Evoke Land south of Sandpit Lane, St Albans AL4 0BS

Good afternoon Olivia,

Thank you for your email received 20 May 2025 addressing our additional comments made on the pre-app submission.

In the case of this proposed development, National Highways is interested in the potential impact that the development might have upon the A1(M), in particular Junctions 3 and 4, which can become congested in peak hours. We are interested as to whether there would be any adverse safety implications or material increase in queues and delays on the SRN as a result of the development.

Our comments on your responses to our initial comments are as follows:

Local Centre

We appreciate the additional information provided on the proposed uses at the local centre and how this will affect trip generation at the site, and we are happy that the proposals demonstrate the small-scale nature of the local centre that will likely be used by local residents producing low external trip attraction.

Trip Assignment / Distribution

We have reviewed the updated traffic flow diagrams and are satisfied at this stage that the anticipated vehicle movements and unlikely to cause any adverse safety implications or material increase in queues and delays at J3 and J4 of the A1(M).

We do not require any further assessment of impacts at these junctions at this stage.

We look forward to continuing to participate in future discussions as these proposals develop and reviewing the future Transport Assessment and Travel Plan as part of a planning submission in due course. In the meantime, if you have any questions with regards to the comments made in this response, please do not hesitate to contact us at planningse@nationalhighways.co.uk.

Kind Regards,

Nigel Walkden, Assistant Spatial Planner

Spatial Planning South East

National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Web: nationalhighways.co.uk

From: Olivia Hennessy <[REDACTED]>
Sent: 20 May 2025 16:54
To: Nigel Walkden <[REDACTED]>
Cc: Planning SE <[REDACTED]>; Janice Burgess <[REDACTED]>;

Diana Ngobi <[REDACTED]>; SE_HESPA <[REDACTED]>

Subject: #25107 RE: #24861 Re: NH/25/10339 Pre Application from Evoke Land south of Sandpit Lane, St Albans AL4 OBS

Hi Nigel

Thanks for your further response. Please see additional commentary below.

Local Centre

The 3 local centre units will operate as flexible Use Class E and therefore their future uses are not known. We will be delivering 550sq.m of retail across three units, with the largest unit being in the 300-350sq.m range, with one unit anticipated to be a small convenience store and the other 2 likely to be cafes/ co-working space/hair dresser, etc. The current local centre plans show c 20 spaces for the local centre and therefore this demonstrates the small scale nature of the local centre.

Trip Assignment / Distribution

I attach updated traffic flow diagrams following receipt of turning count surveys at junctions across our the study area, which demonstrates base flows and turning proportions, which have then been applied to the proposed development flows. As shown in the attached, at the nearest junctions to the SRN which are within our scope (A414 North Orbital Road junction, A1057 Hatfield Road/Oaklands Lane junction and Coopers Green Lane / Oaklands Lane junction), the following vehicle movements are anticipated to route towards/from the SRN (However note not all these vehicles may use the SRN as there are various other junctions between the surveyed junction and the SRN):

- Coopers Green Lane:
 - AM Peak: 70
 - PM Peak: 59
- Hatfield Road:
 - AM: 21
 - PM: 17
- A414
 - AM: 25
 - PM: 20

As such, this level of increase in traffic travelling towards/from the SRN is not considered material and therefore it is not considered necessary for modelling assessments of the SRN junctions. We seek your confirmation of this.

Kind regards,

Olivia



Olivia Hennessy

PRINCIPAL Consultant

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Mobile: + 44 795 142 5452

Email: o.hennessy@evoketransport.co.uk

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From: Nigel Walkden <[redacted]>
Sent: 24 April 2025 14:22
To: Olivia Hennessy <[redacted]>
Cc: Planning SE <[redacted]>; Janice Burgess <[redacted]>; Diana Ngobi <[redacted]>; SE_HESPA <[redacted]>
Subject: #24861 Re: NH/25/10339 Pre Application from Evoke Land south of Sandpit Lane, St Albans AL4 0BS

Good afternoon Olivia,

Thank you for your email received 4 April 2025 addressing our initial comments made on the pre-app submission.

In the case of this proposed development, National Highways is interested in the potential impact that the development might have upon the A1(M), in particular Junctions 3 and 4, which can become congested in peak hours. We are interested as to whether there would be any adverse safety implications or material increase in queues and delays on the SRN as a result of the development.

Our comments on your responses to our initial comments are as follows:

Local Centre

We appreciate the additional information provided on the proposed uses at the local centre and how this will affect trip generation at the site. **However, we will still require final confirmation of land uses (including use classes) of the units on site to determine whether they will be significant trip attractors. We will then be able to determine whether further assessment is needed.**

Oaklands College

The applicant has now had confirmation from the College that the development is anticipated to result in an additional 548 students and 45 staff, resulting in a total of 495 staff and 4,198 students across the college.

An updated trip generation for the College has been undertaken, based on the mode share for pupils taken from the TP and assuming that all students will arrive between 08:00-09:00. Whilst the majority of pupils are anticipated to have departed by 17:00, for a robust worst case assessment it has been assumed that all would depart 17:00-18:00.

In addition, to calculate the trip generation for the staff increases, a travel survey was distributed to existing staff in March 2025, which provided a realistic mode share – demonstrating that 78% of staff currently travel to and from the site by car. A similar assumption for timings has been applied as for students.

The proposed net impact of the Oaklands College proposals are anticipated to produce a total of 51 two-way vehicle trips during the AM and PM peak hour periods.

Trip distribution calculations show that 20 vehicles will access the site via the A1(M), which would be distributed across the 3 junctions closest to the site, resulting in 5-10 two-way movements at each junction.

Trip Assignment / Distribution

Net total vehicle trips with all on site development included in the assessment would be an AM peak of 373 and a PM peak of 322 with the new figures from Oaklands College.

Traffic flow diagrams demonstrating the residential and extra care units distribution onto the highway network, including the A1(M) junctions have been provided. However, at present, this does not include the college movements, **National Highways would expect updated turning movement diagrams with the additional college movements to be added once the baseline travel survey data is received to calculate turning movements.**

We look forward to continuing to participate in future discussions as these proposals develop. In the meantime, if you have any questions with regards to the comments made in this response, please do not hesitate to contact us at planningse@nationalhighways.co.uk.

Kind Regards,

Nigel Walkden, Assistant Spatial Planner
Spatial Planning South East
National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ
Web: nationalhighways.co.uk

From: Olivia Hennessy <[REDACTED]>
Sent: 04 April 2025 16:14
To: Nigel Walkden <[REDACTED]>
Cc: Planning SE <[REDACTED]>; Janice Burgess <[REDACTED]>;
Diana Ngobi <[REDACTED]>; SE_HESPA <[REDACTED]>
Subject: RE: NH/25/10339 Pre Application from Evoke Land south of Sandpit Lane, St Albans AL4 OBS

Hi Nigel

Thank you for your comprehensive response to our pre-app submission. Following this, I have provided further details below and attached in response to your queries.

Local Centre

The local centre size/uses are not yet fixed, however it is our current understanding that we will be delivering 550sq.m of retail across three units, with the largest unit being in the 300-350sq.m range. All units will likely be flexible Use Class E, however one is anticipated to be a small convenience store, with the other 2 likely to be cafes/ co-working space/hair dresser, etc. Evidently, they are unlikely to be trip attractors primarily servicing the development and neighbouring schemes. Notably there are already local centres at Sandringham Crescent and The Ridgeway serving other neighbouring residential areas. The current sketches show in the region of 20 parking spaces for the local centre and therefore the uses are not anticipated to be significant trip generators with the majority of trips to and from the units undertaken by sustainable modes from future users of the development and nearby residents. Any vehicular traffic is likely to be pass-by trips or linked trips and therefore would only have an impact on the site access itself. Furthermore, the provision of an on-site local centre will help to reduce the number of external trips on the network by residents and therefore the residential trip generation is considered already to be a robust assessment, as no reduction to resident trips is proposed as part of our assessment. It is therefore considered that no assessment of the trip generation is required for the local centre as it will predominantly generate local trips.

Oaklands College

Apologies for the confusion with regards to the college trip generation – the proposals were changing and being finalised as we were producing the scoping note. We have now had confirmation from the College that the development is anticipated to result in increase of 548 students and 45 staff, resulting in a total of 495 staff and 4,198 students across the college.

An updated trip generation for the College has been undertaken below, based on the mode share for pupils taken from the TP and assuming that all students will arrive between 08:00-09:00. Whilst the majority of pupils are anticipated to have departed by 17:00, for a robust worst case assessment it has been assumed that all would depart 17:00-18:00.

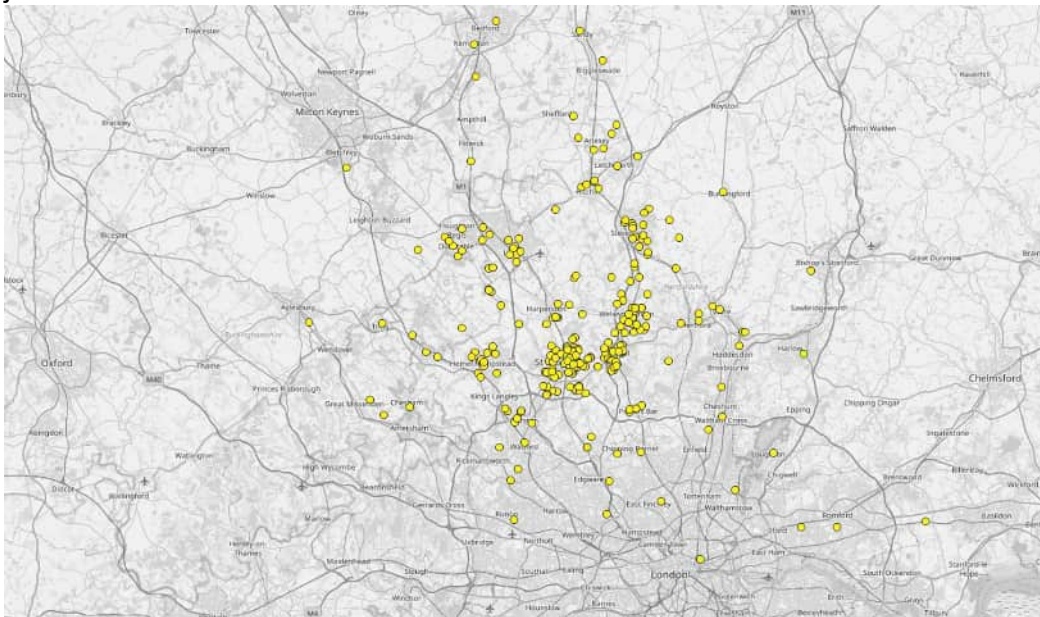
In addition, to calculate the trip generation for the staff increases, a travel survey was distributed to existing staff in March 2025, which provided a realistic mode share – demonstrating that 78% of staff currently travel to and from the site by car. A similar assumption for timings has been applied as for students. The updated trip generation for the uplift in staff and students has been provided below.

Mode	Daily One-Way Movements			AM Peak (0900-1000)			PM Peak (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Public Transport	331	331	662	331	0	331	0	331	331
Car Driver	51	51	102	51	0	51	0	51	51
Car Passenger	2	2	4	2	0	2	0	2	2
Bicycle	11	11	22	11	0	11	0	11	11
On Foot	195	195	390	195	0	195	0	195	195
Other	0	0	0	0	0	0	0	0	0
TOTAL	590	590	1180	590	0	590	0	590	590

As demonstrated, the proposed net impact of the Oaklands College proposals are anticipated to produce a total of 51 two-way vehicle trips during the AM and PM peak hour periods, which is considered a robust assessment.

It is proposed that the Oaklands College additional vehicle movements will be distributed onto the local network utilising turning movements obtained from the traffic surveys to be undertaken. Based on the distribution of parking spaces across the campus and the two access points, 71% of movements are anticipated to be via the South Drive access, with the remaining 29% via East Drive.

As part of the staff travel survey undertaken in March 2025, existing staff postcodes were obtained, which have been used to calculate the percentage of staff currently accessing the college by the A1(M) – calculated as c. 40%. Applying this to the worst case 51 vehicle movements in each peak hour period, would result in c. 20 vehicles accessing the site via the A1(M), which would be distributed across the 3 junctions closest to the site, resulting in 5-10 two-way movements at each junction. This level of increase/impact on the A1(M) junctions is considered minimal.



Trip Distribution/Assignment

Attached is the residential distribution based on Census data, demonstrating the full workings for this. In addition, attached are traffic flow diagrams demonstrating the residential and extra care units distribution onto the highway network, including the A1(M) junctions. At present, this does not include the college movements, however the movements will be added once the baseline travel survey data is received to calculate turning movements.

The two-way vehicle impact on each junction has been summarised below for the peak hour periods:

- Junction 2
 - AM Peak: 15
 - PM Peak: 7
- Junction 3
 - AM Peak: 6
 - PM Peak: 11
- Junction 4
 - AM Peak: 0

- PM Peak: 0
- Junction 5
 - AM Peak: 20
 - PM Peak: 16

As demonstrated, the maximum impact anticipated is on Junction 5 in the AM peak where a total of 20 two-way vehicle movements on and off the A1(M) are anticipated (of which 14 are travelling northbound onto the A1(M) and 6 are exiting southbound from the A1(M)). This level of impact is not considered to be severe compared to existing movements, even when accounting for the potential Oaklands College increase in movements.

We are awaiting a formal response from HCC Highways with regards to committed developments, however from initial discussions there are no significant developments that need to be accounted for within the assessment.

It is therefore considered that the above further demonstrates the minimal impact the development is anticipated to have on the A1(M) junctions and therefore we request confirmation from NH whether any further modelling or assessment work is required to support the forthcoming application.

Kind regards,

Olivia



Olivia Hennessy

PRINCIPAL Consultant

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From: Nigel Walkden <[REDACTED]>
Sent: 31 March 2025 12:05
To: Olivia Hennessy <[REDACTED]>
Cc: Planning SE <[REDACTED]>; Janice Burgess <[REDACTED]>;
Diana Ngobi <[REDACTED]>; SE_HESPA <[REDACTED]>
Subject: RE: NH/25/10339 Pre Application from Evoke Land south of Sandpit Lane, St Albans AL4 0BS

Good morning Olivia,

Thank you for your email received on 10 March 2025 regarding a request for advice on the above pre-application.

National Highways was appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In the case of this proposed development, National Highways is interested in the potential impact that the development might have upon the A1(M), in particular Junctions 3 and 4, and potentially M25 which can become congested in peak hours. We are interested as to whether there would be any adverse safety implications or material increase in queues and delays on the SRN as a result of the development.

The site is located in north-east St Albans, directly south of Sandpit Lane. It is bordered by Sandpit Lane to the north, North Drive (an existing Public Right of Way) to the east, Oaklands College and Hatfield Road to the south and by a recently constructed residential development to the west (also delivered by Taylor Wimpey). It is approximately 4km to the west of the A1(M) and St Albans City Centre is some 2 km to the south west. The site is currently occupied largely by agricultural land in the north, and Oaklands College, a further education college, in the south.

As you have stated below, the proposals consist of up to 472 residential units; up to 80 extra care units; a new local centre, provision of land for a new primary school (including early years provision); and renovation and construction of new education facilities at Oaklands College, following demolition of existing structures.

We have examined your Transport Scoping Report and have the following comments.

Existing Trip Generation

A Travel Plan was produced by AECOM in December 2024 to support a BREEAM Assessment at Oaklands College, which recorded existing pupil and staff numbers and mode share information. This will form the basis of the existing sites trip generation. The agricultural land has been assumed to generate no regular trips for the purposes of any future assessment.

Proposed Trip Generation

A proposed trip generation assessment has been produced solely for the new residential units and extra care units.

From your report we understand that no trip generation assessment is proposed to be undertaken for the primary school land, as the land is only being safeguarded as part of this application, and any future school provision would need to be subject to a separate planning application.

No assessment is proposed for the local centre, as you expect this to primarily serve new local residents and considers it unlikely to attract strategic highway trips. **Are you able to provide further information on the proposed uses and quantum of development to substantiate this assertion?**

Finally, the scoping report states that no assessment has been included of proposed changes to Oakland College, as the applicant has advised they are not expected to lead to any change in pupil or staffing numbers. Despite this statement, it appears that later in the scoping note, an assessment of the trip impact of these changes has been produced. **Therefore, can further information be provided about these proposals to rule out the need for further assessment?**

For the remaining land uses, the TRICS database has been interrogated to obtain person trip rates and Census 2021 method of travel to work data for the LSOA in which the site lies has been applied to calculate the multi-modal trip generation of the development proposals. National Highways has not fully reviewed all TRICS information at this stage, however it appears broadly sensible. As a result of this assessment, the proposed residential development is anticipated to produce a total of 303 two-way vehicle trips during the AM peak period and 255 in the PM peak. The proposed extra care units are anticipated to produce a total of 19 two-way vehicle trips during the AM peak and 16 during the PM peak period.

Overall, the proposed development is anticipated to produce a total of 322 two-way vehicle trips during the AM Peak period and 271 during the PM peak period.

As noted, the scoping report also includes an assessment of net impact of the Oaklands College proposals, despite stating earlier that the proposals would not result in a change to pupil or staff numbers. This assessment anticipates a total of 13 two-way vehicle trips during the AM peak period as a result of an uplift of ~358 pupils. The applicant states that during the PM peak period, no additional pupil trips are anticipated, although the results table to support this appears to repeat the AM peak figures by mistake and so we cannot confirm this.

Net total vehicle trips with all on site development included in the assessment are stated to be 335 in the AM peak and 271 in the PM peak.

Trip Distribution/Assignment

Trip distribution has been calculated by utilising Census data and first principles. **We would need to be provided with the full workings for this assessment to be satisfied it is acceptable.** In conclusion the proposed development is anticipated to result in a maximum increase of 13 and 11 two-way vehicle movements at A1(M) junctions.

Assuming that we are content with the trip distribution methodology ordinarily we would expect to see vehicle turning volumes and movements at Junctions 3 and 4 of the A1(M) for the sensitive weekday morning and evening peak hours. This should also include consideration of the cumulative impacts of traffic with any other proposed developments in the area. This will enable us to determine the severity of this developments traffic on the operation and safety of the SRN.

We draw your attention to Paragraph 51 of the updated DfT Circular 01/2022, which states that where development proposals would have an unacceptable safety impact, or the residual cumulative impacts on the SRN would be severe, suitable mitigation should be identified and agreed to future-proof the network. National Highways considers that any development trips adding to a grade separated junction off-slip, which then results in mainline queuing, extends a mainline queue, and/or increases the frequency at which a mainline queuing occurs, may be an unacceptable safety impact. In such circumstances, we would seek mitigation

measures for any severe / significant impacts generated, also taking into consideration any improvements schemes identified as part of the emerging Local Plan.

Subject to the numbers of development trips that travel through J3 and J4 of the A1(M) or elsewhere, National Highways will advise if junction capacity assessments are required. If so, we would require validated / calibrated modelling to be provided. It is also important that these models are signed off by National Highways before any 'reference case' and 'with development' traffic scenarios are tested, to prevent any abortive work being undertaken.

Other Matters

A Transport Assessment and Travel Plan are proposed to be submitted alongside the planning application. The TA will additionally comment on the delivery, servicing and refuse collection and storage elements for each element of the development. The TA will also provide details of construction for the proposed development (number of staff, length of works, operational hours etc).

We understand that you are awaiting confirmation from the planning authority as to whether a Construction Traffic Management Plan could be conditioned as part of any planning consent, rather than a requirement at application stage. We are satisfied with this approach.

We welcome the comment stating that a Travel Plan will be provided with any emerging planning application, which should outline ways that single-occupancy vehicle trips will be reduced and sustainable transport will be encouraged within the development proposals.

We hope that you find these comments useful and look forward to future discussions as these proposals develop. In the meantime, if you have any questions with regards to the comments made in this response, please do not hesitate to contact us at planningse@nationalhighways.co.uk.

Kind Regards,

Nigel Walkden, Assistant Spatial Planner
Spatial Planning South East
National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ
Web: nationalhighways.co.uk

From: Olivia Hennessy <[REDACTED]>
Sent: 10 March 2025 15:27
To: Planning SE <[REDACTED]>
Cc: David Fletcher <[REDACTED]>
Subject: Land south of Sandpit Lane, St Albans

Good afternoon

Evoke is supporting Taylor Wimpey North Thames in respect of a proposed mixed-use residential led development on land south of Sandpit Lane and at Oaklands College in St Albans.

The indicative development proposals comprise up to 472 residential units, up to 80 extra care units, local centre, provision of land for a new primary school (including early years provision) and secondary school and renovation and construction of new education facilities at Oaklands College, following demolition of existing structures.

We have prepared the attached Transport Scoping Note. Please could we request for this to be reviewed and for National Highways to issue pre-application advice on the proposals?

Please could you confirm receipt of this request for pre-application advice?

Looking forward to hearing from you.

Please get in touch if you have any questions or queries.

Kind regards,

Olivia



Olivia Hennessy

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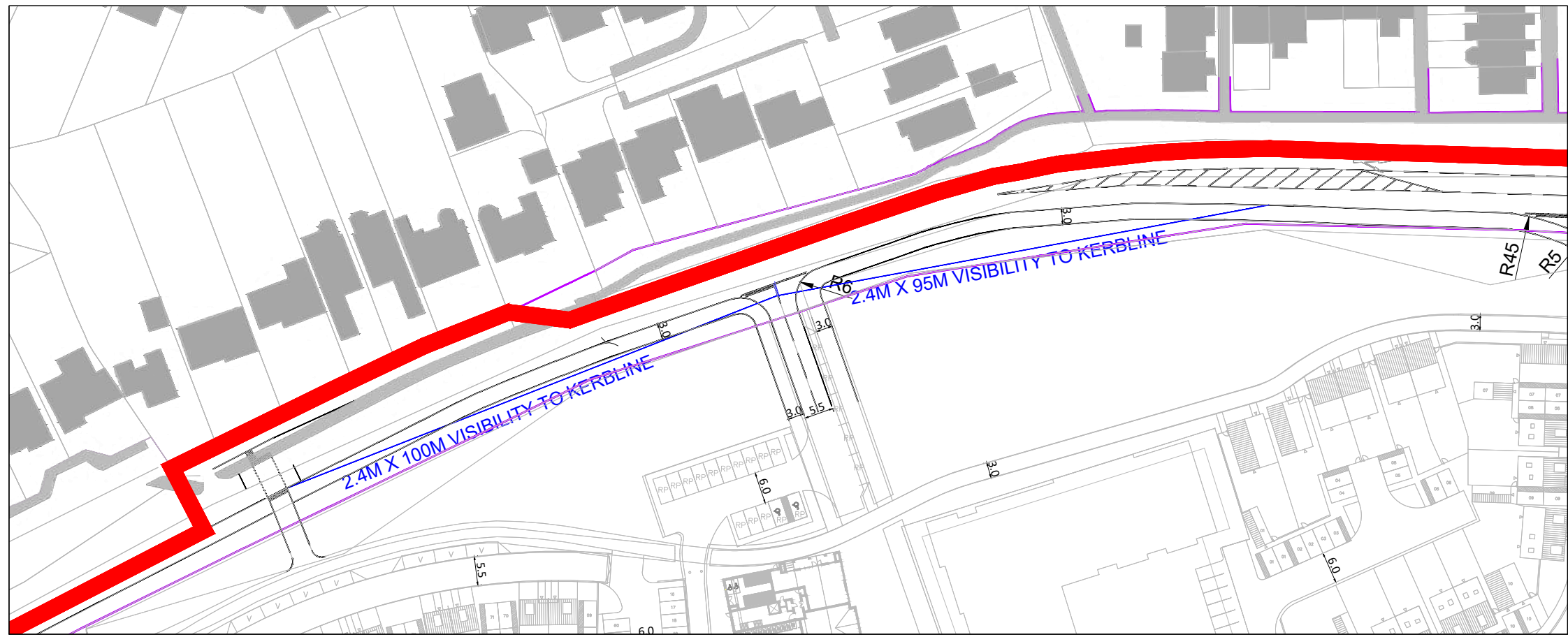
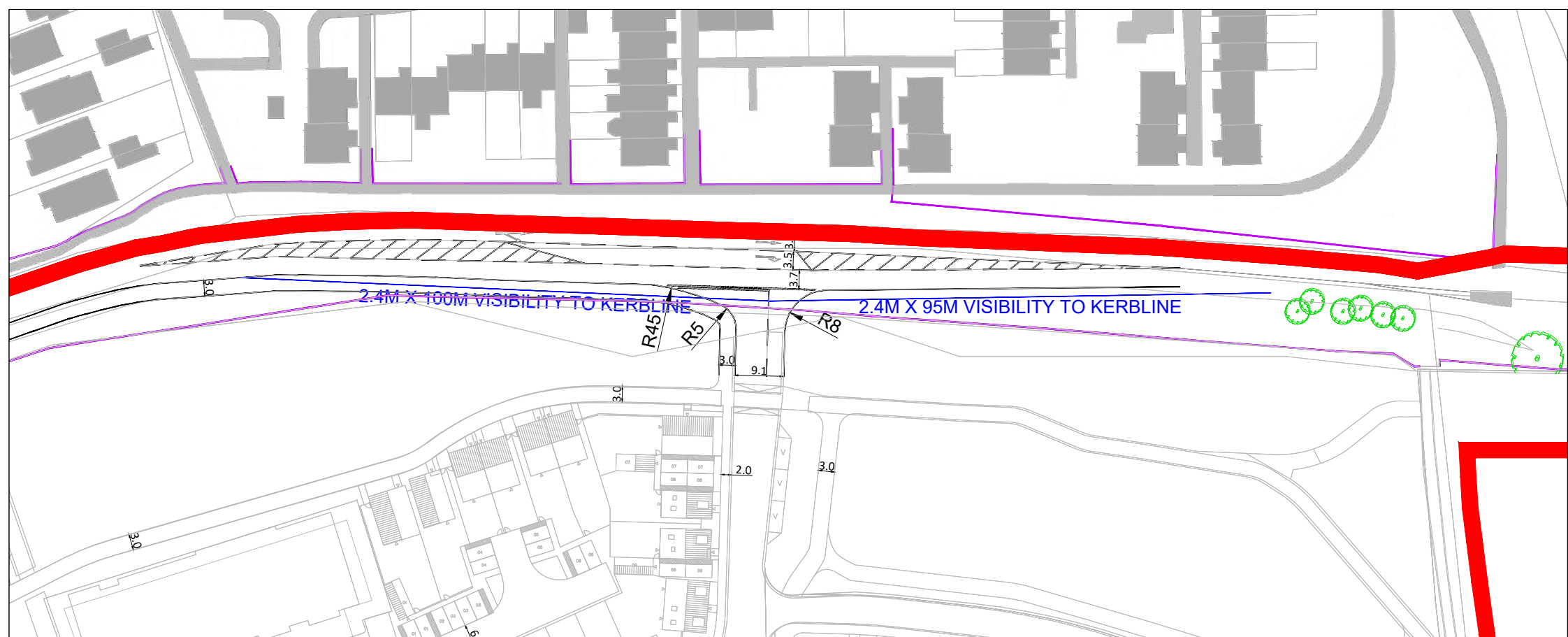
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Appendix D – Access Arrangement Drawings

C:\Users\AndrewNock\Documents\Evoke Transport\Evoke Projects - Documents\2024\R-24-0187 Land of Sandpit Lane, St Albans\50 Drawings\51 AutoCAD\Final Drawings\R-24-0187-HY01B.dwg



NOTES

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- VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85TH PERCENTILE SPEEDS OF 38-MPH WESTBOUND AND 39MPH EASTBOUND.

KEY

- VISIBILITY SPLAYS
- HIGHWAY BOUNDARY
- PROPOSED ACCESS DESIGN



C	UPDATED LAYOUT PLANS	OH	OH	01.10.25
B	UPDATED LAYOUT PLANS	OH	DF	05.09.25
A	UPDATED ACCESS ARRANGEMENTS	OH	DF	25.04.25
-	FIRST ISSUE	OH	DF	14.01.25
Rev	Amendment	Drn	App	Date

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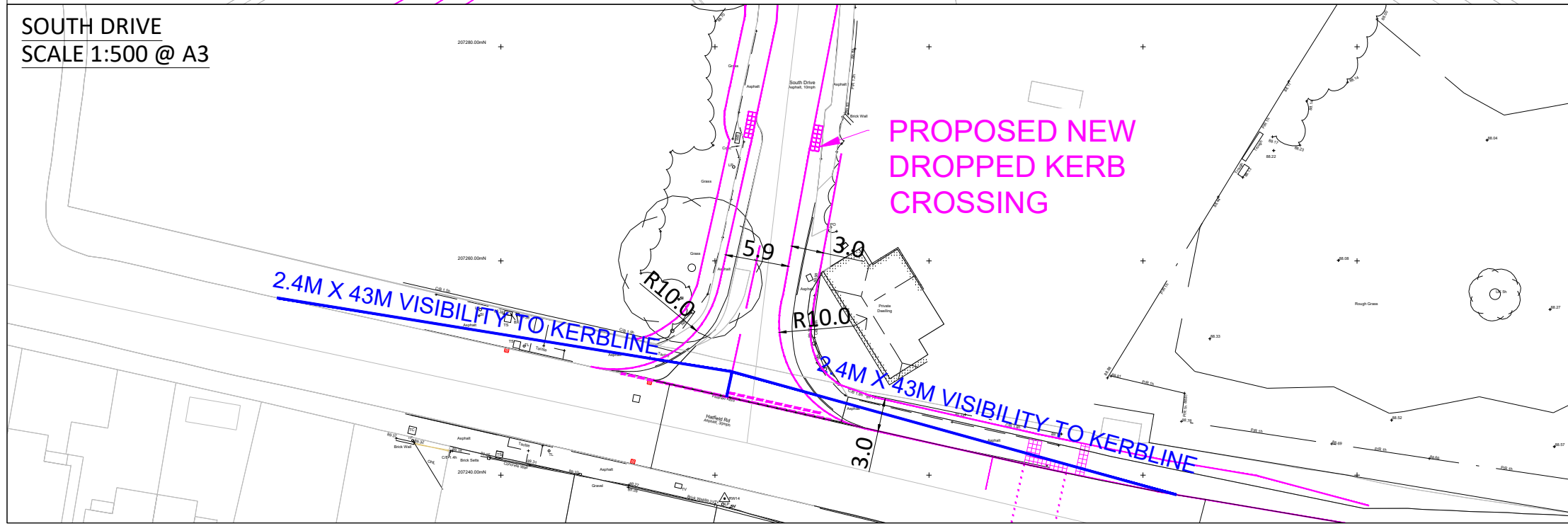
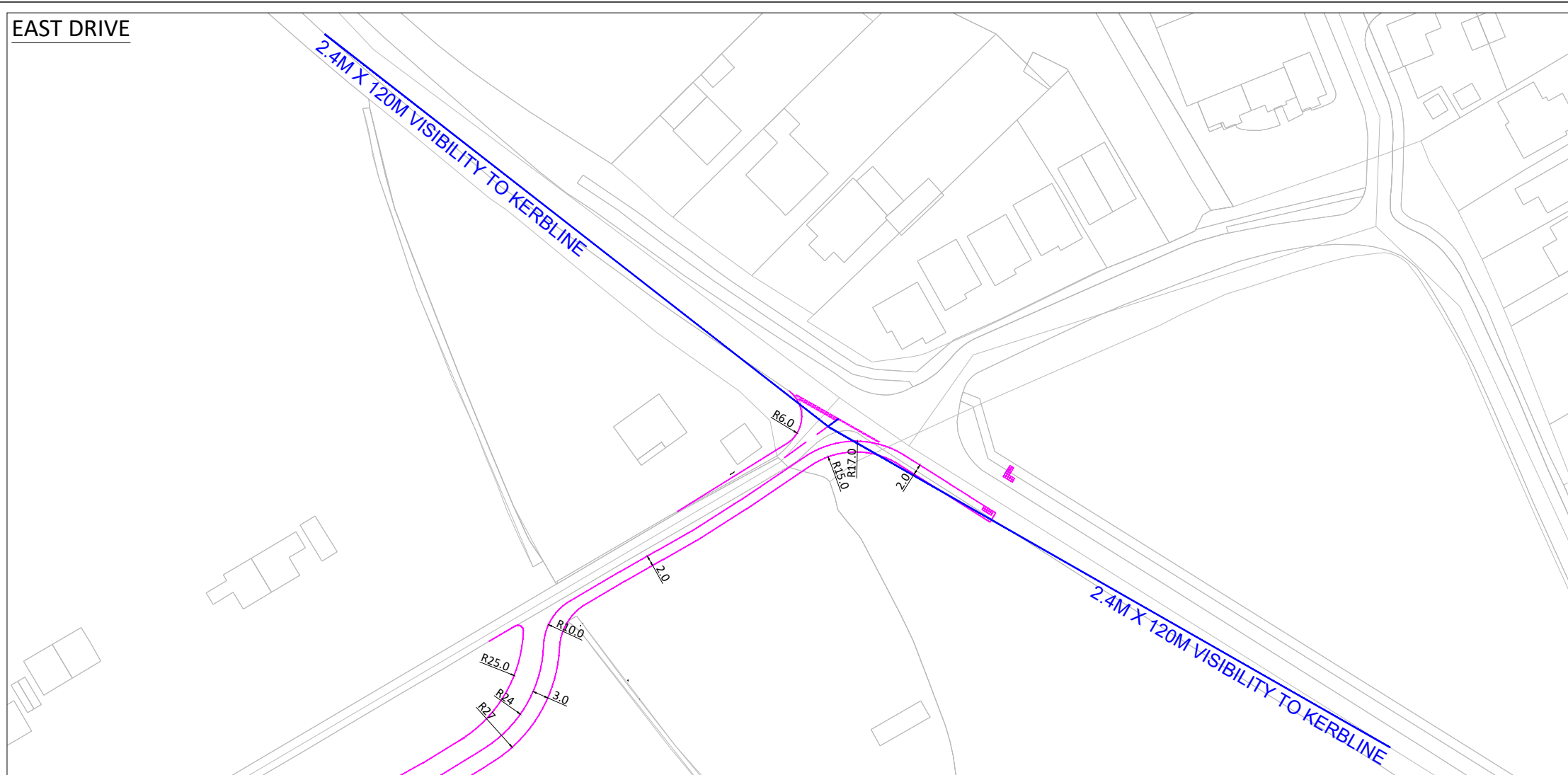
Project Name
OAKLANDS BLOSSOM & OAKLANDS COLLEGE, ST ALBANS

Drawing Title
OAKLANDS BLOSSOM PROPOSED SITE ACCESS ARRANGEMENT

Client
TAYLOR WIMPEY & OAKLANDS COLLEGE

Drawn by OH	Approved by DF	Date 01.10.25
Scale 1:1,000 @ A3	Job No R-24-0187	
Drawing No R-24-0187/HY01	Rev C	

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 - VISIBILITY SPLAYS ARE BASED ON THE POSTED 40MPH SPEED LIMIT ON OAKLANDS LANE AND POSTED 30MPH SPEED LIMIT ON HATFIELD ROAD.
- KEY**
- VISIBILITY SPLAYS
 - HIGHWAY BOUNDARY
 - PROPOSED ACCESS AMENDMENTS



-	FIRST ISSUE	OH	DF	05.09.25
Rev	Amendment	Drn	App	Date

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Project Name
OAKLANDS BLOSSOM & OAKLANDS COLLEGE, ST ALBANS

Drawing Title
OAKLANDS COLLEGE PROPOSED SITE ACCESS ARRANGEMENT

Client
TAYLOR WIMPEY & OAKLANDS COLLEGE

Appendix E – PROW Strategy Technical Note

OAKLANDS BLOSSOM AND OAKLANDS COLLEGE, ST ALBANS

EVOKE

Client:	Taylor Wimpey and Oaklands College
Document Type:	Technical Note – Proposed Public Rights of Way Strategy
Document Reference:	R-24-0187-10A-TN
Date:	03 October 2025

1. Introduction

1.1.1. Evoke Transport Planning Consultants (Evoke) has been commissioned by Taylor Wimpey North Thames and Oaklands College (herein referred to as the ‘Applicants’) to provide transport consultancy services to support a hybrid planning application for a mixed-use residential-led development on land south of Sandpit Lane and the renovation and construction of new education facilities at Oaklands College in St Albans. The local planning authority (LPA) are St Albans City and District Council (SACDC), and the local highway authority (LHA) are Hertfordshire County Council (HCC).

1.1.2. This Technical Note has been prepared to outline the Public Rights of Way (PRoW) strategy that is proposed to be implemented as part of the development proposals at Oaklands Blossom and Oaklands College.

1.2. Existing Public Rights of Way Network

1.2.1. Within and surrounding the site there is an extensive PRoW network, as shown in Figure 1, which are shown within the planning application as retained.

Figure 1 – Existing PRoW Network



Source: Google Maps

*Note: East Drive to be upgraded to a bridleway and Boggymead Spring upgraded to a footpath under the Oaklands Grange S106

EVOKE

- 1.2.2. Bridleway Sandridge 051, known as North Drive, borders Oaklands Blossom to the east and connects into the northern part of Oaklands College. North Drive provides a key connection through Oaklands College to Sandpit Lane and takes the form of gravel route measuring 2.2-3m wide, with grass verges on either side. This section of the route has no lighting.
- 1.2.3. North Drive once within Oaklands College becomes Bridleway Colney Heath 003, known as South Drive. Within the centre of the college campus, the route is a shared surface road measuring approximately 4.9-6.7m wide. Further south of the college campus centre, the route becomes Colney Heath 061 and takes the form of a 1.4m wide footway, with a 5m wide carriageway and grass verges on either side. South Drive is one of two vehicular access points for Oaklands College and experiences between 184-384 two-way vehicle movements during the traditional peak hour periods. This section of the route is lit.
- 1.2.4. Finally, Footpath Colney Heath 004, known as East Drive, routes from the centre of Oaklands College campus east to Oaklands Lane. East Drive is the second vehicular access point for Oaklands College and experiences between 104-173 two-way vehicle movements during the traditional peak hour periods. This route takes the form of a shared surface arrangement, measuring between 3.6-3.8m wide, with passing places recently installed along the route. This route is also lit. It is noted that this route is to be upgraded to a Bridleway in accordance with the S106 for the Oaklands Grange development.
- 1.2.5. Route A to B (Sandpit Lane to Hatfield Lane) via North Drive and South Drive is considered to be a key 'utility' route, providing the existing community with routes to/from Oaklands College from key residential areas to the north and south, as well as a through link. The route is approximately 1.4km long.
- 1.2.6. East Drive is considered to be more of a leisure route, with Smallford not likely to be a significant origin/destination area.
- 1.2.7. Currently there is no dedicated route to Oakwood Primary School, with the current route via Sandpit Lane and residential dwellings to the west, meaning the route is over 2km long.
- 1.2.8. Photos of the existing routes are shown below in Figure 2.

Figure 2 – Existing PRow



1.3. Existing Usage

1.3.1. Surveys were undertaken by HCC recording the existing PRoW usage within the site. The surveys were undertaken between Thursday 3rd and Sunday 6th July 2026 with surveys recording pedestrians, cyclists and equestrians accessing and egressing the three PROW survey points between 06:00-21:00. The weekday average daily flows are summarised in Figure 3. Of note, no horses were recorded during the survey period and therefore have not been shown below.

Figure 3 – PROW Weekday Average Daily Flows



Source: Google Maps

1.3.2. As demonstrated above, the South Drive Bridleway has the highest level of usage during the weekday, with an average of 830 two-way pedestrian movements and 71 cycle movements. The North Drive Bridleway experienced an average of 121 pedestrian movements and 66 cycle movements. East Drive experienced the lowest level of usage with only 33 pedestrian movements daily and 32 cycle movements.

1.3.3. In addition, an analysis of the pedestrian and cycle entry and exit movements averaged across the two weekday surveys has been undertaken for the peak hour periods in Table 1.

Table 1 – Existing Weekday Average PROW Usage

Mode	Hour	North Drive		East Drive		South Drive		Total	
		In	Out	In	Out	In	Out	In	Out
Pedestrians	08:00-09:00	8	1	0	1	52	4	60	5
	09:00-10:00	6	4	1	2	90	8	96	13
	15:00-16:00	3	5	0	0	10	68	13	72
	16:00-17:00	1	4	1	2	8	61	9	66
	17:00-18:00	2	2	2	2	5	32	8	35

Mode	Hour	North Drive		East Drive		South Drive		Total	
		In	Out	In	Out	In	Out	In	Out
Cyclists	08:00-09:00	3	3	2	1	1	1	6	5
	09:00-10:00	1	2	2	0	1	1	3	3
	15:00-16:00	2	4	0	1	1	5	3	9
	16:00-17:00	0	2	0	0	2	5	2	7
	17:00-18:00	5	2	2	2	1	1	7	4

1.3.4. As demonstrated in Table 1, the pedestrian movements during the peak hours are tidal, with the majority of movements during the AM peak hour periods, being entry movements and the majority of movements during the PM peak hour periods being exit movements. As such, it is evident that the majority of pedestrians utilising the existing PROW routes are associated with the College and only a small percentage of users are likely using the routes as through routes. The average two-way hourly flow across the daily surveyed period (06:00-21:00) for each route is summarised below:

- North Drive: 4 in and 4 out movements;
- East Drive: 1 in and 1 out movement;
- South Drive: 24 in and 28 out movements.

1.3.5. As such, it is evident that South Drive experiences the highest pedestrian demand during the weekday.

1.3.6. With regards to cycle flows, the movements during the AM peak hour periods appear to be more equal with a similar number of entry and exit movements, predominantly using North Drive. During the PM peak hours, the movements are again more tidal with a higher proportion of cyclists exiting the routes than entering. The recorded cycle flows during each hour period are relatively minimal, demonstrating that the routes are not used by a high number of cyclists. The average two-way hourly flow across the daily surveyed period (06:00-21:00) for each route is summarised below:

- North Drive: 2 in and 2 out movements;
- East Drive: 1 in and 1 out movement;
- South Drive: 2 in and 3 out movements.

1.3.7. As such, it is evident that the average hourly cycle demand on all routes is relatively minimal.

1.3.8. Figure 4 below shows the weekend daily average flows across the PROW routes.

Figure 4 – PROW Weekend Average Daily Flows



Source: Google Maps

- 1.3.9. As demonstrated above, the South Drive Bridleway has the highest level of usage during the weekend, with an average of 162 two-way pedestrian movements and 75 cycle movements, however it is evident that this is a significant reduction compared to the weekday movements, particularly for pedestrians demonstrating that South Drive primarily accommodates college and commuter movements.
- 1.3.10. The North Drive Bridleway experienced an average of 95 pedestrian movements and 75 cycle movements. East Drive experienced the lowest level of usage with only 26 pedestrian movements daily and 22 cycle movements.
- 1.3.11. It can therefore be concluded from the PROW usage surveys that South Drive has the highest usage of all the PROW routes within the site, with 92% of weekday movements undertaken on-foot. North Drive and East Drive experience a more even split between pedestrian and cycle movements, with 65% and 51% of weekday movements undertaken by pedestrians, respectively. The flows on East Drive confirm that East Drive is more of a leisure route and is not considered a key 'utility route'.
- 1.3.12. No equestrian movements were recorded during the surveys and therefore it is evident there is limited use and demand for horses on all routes.

1.4. Existing Concerns

- 1.4.1. The applicant (Oaklands College) are mindful that these public paths permit the public unfettered access through the campus which, as the planning application proposes, is to be enlarged and improved to provide for an increase future number of pupils, including SEND students. The Applicant has a legal duty to protect pupils and staff whilst on College property and considers the increased numbers of pupils and staff consequently increases the need for enhanced measures to safeguard all from inappropriate and unwanted attentions.

- 1.4.2. The applicant has concerns with providing/maintaining unrestricted public access within the campus as this poses significant risks, including security threats, disruption to learning, and safeguarding concerns. Further information on the applicants concerns and justification for the proposed public rights of strategy amendments is provided within the document attached at **Appendix A**.
- 1.4.3. Furthermore, the development proposals will likely increase the PROW network usage due to the Oaklands Blossom development, as well as increased use from existing local residents as a result of the proposed improved connections to the PROW network.
- 1.4.4. This application for planning permission is, therefore, submitted without prejudice to the College seeking to mitigate the safeguarding hazard by means of formal diversion(s) of PROW to the new active travel routes and, given the procedure for PROW diversion is separate to that of planning permission, a separate application(s) may be made in due course.
- 1.4.5. This Technical Note outlines the proposed PROW Strategy to address and overcome the unrestricted public access issues.

1.5. Proposed Public Rights of Way Strategy

- 1.5.1. The proposals involve improvements to the PROW network within the site. The proposals involve:
 - Upgrading the northern section of North Drive to provide a 6m wide route, with 3m of hardstanding and 3m of soft verge to accommodate equestrian use, in accordance with HCC's Place and Movement Planning and Design Guidance (PMPDG) requirements for a bridleway;
 - New active travel route provided to the west of the College that will provide an alternative section of North Drive/South Drive. This route will be provided as a 6m wide route, with 3m of hardstanding and 3m of verge to accommodate equestrian use, and will be lit;
 - Provision of new cycle route along western side of South Drive to upgrade and improve existing Bridleway for cyclists;
 - New active travel route provided to the east of the College that will provide an alternative section of North Drive/East Drive. This route will be provided as a 6m wide route, with 3m of hardstanding and 3m of verge to accommodate equestrian use;
 - New section of East Drive providing a segregated shared cycle/footway from existing carriageway to upgrade and improve existing Bridleway for pedestrian and cycle use;
 - A new footpath is proposed to run parallel along Hatfield Road within the College land; and
 - Two new permissive routes, one running parallel with Sandpit lane and one providing a southern route connecting to the new active travel route to East Drive.
- 1.5.2. The infrastructure improvement and enhancement schemes identified above have been demonstrated on the non-motorised users route map below, which shows the existing and proposed walking and cycling networks, demonstrating the proposals will have significant improvements to permeability and connectivity within the site, as required by the national and local policy, in particular the draft Local Plan allocation for the site and the HCC Local Cycling and Walking Infrastructure Plan (LCWIP) .

Figure 5 – Proposed Active Travel Routes



Source: Google Earth

- 1.5.3. It is proposed that two new active travel routes are provided from North Drive skirting around Oaklands College campus perimeter, which will provide alternative routes to South Drive and East Drive, removing the requirement to travel through Oaklands College campus. This will allow the public to continue to benefit from routes connecting Sandpit Lane, Hatfield Road and Oaklands Lane, whilst allowing the College to introduce control measures at the main access routes into the main campus area during normal college hours.
- 1.5.4. In addition, as outlined below three new permissive routes are proposed, including a new route parallel to Hatfield Road, as well as two new routes to the north, with one running parallel to Sandpit Lane and one running south to East Drive. These routes will take the form of ‘rambler’ routes. It is of note that the route running parallel to Sandpit Lane is offset within the site and would not prejudice the future delivery of a potential shared cycle/footway directly adjacent to Sandpit Lane.
- 1.5.5. The existing routes through the campus will remain in place as a key route of access to College facilities, however the proposal is to re-designate these as Permissive Routes which the College are willing to provide, but retain the right to close during college opening hours. Typically, these routes will be closed during the following times:
 - 10pm – 5pm the following day, during college term time (weekdays).
 - During any such time where the College may be holding an event on site, outside of normal college hours, at which young people may be in attendance.
- 1.5.6. The permissive routes through the centre of the college will be open to use by the public during the evenings and weekends. The active travel routes which divert around the central campus will remain open to the public at all times, so the connectivity between Hatfield Road, Sandpit Lane and Oaklands Lane will remain and will be enhanced. The applicant is happy to offer these permissive routes as a formal agreement.
- 1.5.7. In situations where a member of the public has a booking to use college facilities during normal opening hours, the visitor will have provided their details via the booking process and can confirm their details

when they arrive at the security checkpoint. They will then be granted access into the campus via the main access routes on South, North or East Drive. Barriers/gates will be installed at appropriate locations along the three access routes. Security will be based near to the barriers and will control access into the College campus. The nature of how these access points will be managed are yet to be finalised. More information on the proposed management from the College is provided in **Appendix B**.

- 1.5.8. Of note, the new active travel route to the west of the College will run adjacent to the Homewood Ancient Woodland, with the new route offset a minimum of 15m from the ancient woodland, as shown on the figure.
- 1.5.9. The above figure also demonstrates a potential link to Oakwood Primary School. It is understood that there is a parcel of land outside of Taylor Wimpey’s ownership, believed to be owned by HCC. We consider this potential route to be a key link that would provide significant benefits for existing and future residents and therefore the applicants have been assisting discussions with HCC on how this link can be enabled.
- 1.5.10. A comparison of the existing and proposed PRow routes to the key destinations has been undertaken in Table 2, demonstrating the proposed routes are having predominantly a positive impact on journey time and distance.

Table 2 – Existing and New PRow routes comparisons

Route	Existing			Proposed Route			Net Difference		
	Distance	Walk Time	Cycle Time	Distance	Walk Time	Cycle Time	Distance	Walk Time	Cycle Time
A-B	1.4km	18 mins	5 mins	1.45km	18 mins	5 mins	+50m	+40 secs	+10 secs
A-C	1.8km	23 mins	7 mins	1.6km	20 mins	6 mins	-200m	-3 mins	-1 min
A-D*	2.2km	28 mins	10 mins	2.0km	25 mins	10 mins	-200m	-3 mins	0 mins
	2.6km			2.6km			0m		
A-E	2.1km	26 mins	8 mins	1.3km	16 mins	5 mins	-800m	- 16 mins	-5 mins
B-C	1.6km	20 mins	6 mins	1.8km	23 mins	-	+200m	+3 mins	-
				2.1km	-	8 mins	+500m	-	+2 mins
B-D	No changes								
B-E*	1.2km	15 mins	5 mins	1.25km	16 mins	5 mins	+50m	+40 secs	+10 secs
C-D	No changes								
C-E	2.8km	35 mins	11 mins	1.8km	23 mins	7 mins	-300m	-3 mins	-2 mins
D-E	2.4km	30 mins	9 mins	2.45km	31 mins	9 mins	+50m	+40 secs	+10 secs

** A-D measured for pedestrians via East Drive and Boggymead Spring footpath and for cyclists measured for South Drive and along Hatfield Road carriageway. Existing route B-E measured using Hatfield Road and Oakwood Drive local residential roads. Existing route C-E measured using internal PRowS to access Hatfield Road followed by local residential roads. Proposed B-C route for pedestrians measured using Hatfield Road footpath, for cyclists measured using internal bridleways*

- 1.5.11. The alternative routes will not significantly increase the journey time for users – as shown route A to B is 50m longer than existing and route A to C is shorter by 200m. Route B to C is marginally longer for pedestrians at 200m, whereas for cyclists, the route is c. 500m longer, however this equates to an increased cycle journey time of 2 minutes, which is not considered to be a significant increase, especially when factoring in the increased user experience and enhanced surface treatment. As such in reality the route will be more enjoyable to cycle on compared to the existing shared road, and therefore cyclists will likely be able to cycle quicker on the new route than the current routes, ensuring the journey time difference is negligible.
- 1.5.12. Furthermore, the PRow usage data outlined in Section 1.3 demonstrates that East Drive experienced a low level of cycle use, with an average of two cycle movements per hour across the weekday survey

period. Therefore, the proposed slight extension to the cycle distance is not considered to have a severe impact on existing users.

- 1.5.13. The proposed new active travel routes from Point A to B and A to C will be designed with a 6m width, comprising of a shared cycle/footway measuring 3m wide and a 3m amenity margin for horses, in accordance with PMPDG, adopted in 2024, Sustrans space requirements guidance and the British Horse Society advice.
- 1.5.14. In addition, the proposals involve improvements to upgrade the existing internal routes. A new section of East Drive is proposed on the southern side of the existing route to provide a segregated shared cycle/footway from the existing carriageway to upgrade and improve the existing Bridleway for pedestrian and cycle use. In addition, a new 3m wide cycle route is proposed along the western side of South Drive to upgrade and improve the existing Bridleway for cyclist use. A new dropped kerb crossing is proposed on South Drive for cyclists to continue on the eastern side on Hatfield Road, with the southern section of footway on South Drive widened to 3m wide. Further information and drawings of these schemes are included within the Transport Assessment.
- 1.5.15. HCC's guidance states that routes should have part night lighting and in urban areas surfacing should be bituminous, or in semi-urban areas it can be a mix of bituminous and unbound material. Normally for the bridleway section this would not be provided as bituminous and a solution to this may be to provide an adjacent trotting strip, which does not need to be finished with a sealed surface. The proposed route form for the north, south and east routes are shown below. The Hatfield Road parallel route and 'rambler' routes will be provided as a 2m wide soft route, with no hardstanding. Proposed views of the route are also included below and in **Appendix B**.

Figure 6 – Proposed Active Travel Route Form and Indicative Views



1.5.16. The proposed PRoW strategy is considered to have significant benefits to existing and future users through providing;

- A more suitable route form for horses through providing the designated amenity margin;
- A more suitable route for cyclists with a separate shared cycle/footway.
- New traffic free routes that avoid conflicting with college traffic;
- Enhanced lighting on the north / south route for improved evening and winter use;
- Enhanced permeability both east to west and north to south.

1.5.17. The alternative routes will not significantly increase the journey time for users – as shown route A to B is 60m longer than existing and route A to C is shorter by 10m. In addition, the new routes will be improved through providing lighting and suitable hardstanding to ensure the quality of the route is the same, if not better, than the existing provision.

APPROVAL					
Number:	Name:		Position:	Date:	Modifications:
010	Author:	Olivia Hennessy	Principal Consultant	01/10/2025	
	Checked:	David Fletcher	Director	01/10/2025	
	Approved:	David Fletcher	Director	01/10/2025	
010A	Author:	Olivia Hennessy	Principal Consultant	03/10/2025	Finalised for submission
	Checked:	Olivia Hennessy	Principal Consultant	03/10/2025	
	Approved:	Olivia Hennessy	Principal Consultant	03/10/2025	

Appendix A – Oaklands College Safeguarding document



Safeguarding of College Students

Background

Oaklands college serves as an essential institution for young people and adult learners, providing valuable training, qualifications, and opportunities for personal growth. While the college aims to be community-oriented, there are strong arguments for restricting public access to their grounds. Allowing unrestricted public access to the college poses significant risks, including security threats, disruption to learning, and safeguarding concerns. For the avoidance of doubt, Oaklands are not seeking to close the campus off to the public altogether, but are seeking to regain control of public access into the middle of the campus by amending the current Public Rights of Way (PROW) and introducing permissive routes. The safety and wellbeing of the College's students – many of which are young, vulnerable children with special education needs (approx. 40% of the total student cohort) – is the number one priority.

It should be noted that it is highly unusual for a college to have a site that is so penetrable. The very nature of the site, having originated as a land-based college, means that it is hard to enclose the campus and the College do not want the site to feel like a fortress, but rather need the ability to introduce control measures at the main access points into the campus and check that anyone entering the site has a justified need to be there, as would be typical for any school or college in the country that has children below the age of 18 on site. As a reminder, students under the age of 18 are legally defined as children, therefore the same safeguarding requirements apply as they would for school pupils. Also, the College have 16-18 year olds who reside on site permanently during term periods and some holidays, therefore the opening times of permissive routes will need to take this into account.

Security and Health & Safety Risks

One of the most pressing reasons to restrict public access to Oaklands college grounds is security. The college is responsible for the safety and well-being of students and staff. If members of the public can freely walk through the campus, the risk of crime, theft, or antisocial behaviour increases. Unauthorised individuals may take advantage of the open access to commit acts such as vandalism or harassment. The College have also experienced several incidents where cyclists have been travelling through the site at high speed and have collided with students/staff and the current PROW status prevents the College from taking measures to prevent this. Another issue that the College has experienced is with members of the public walking their dog through the campus and in some instances, letting them off the leash, which presents further risks to students and staff health and safety, who have been threatened by animals in some instances.

Furthermore, in an era where institutions must remain vigilant against potential terror threats or violent incidents, having unregulated foot traffic on campus presents an unnecessary security risk. Without control over who enters and exits the grounds, the ability to respond swiftly to security incidents is compromised. The College has invested in CCTV, on-site security, and visitor registration systems precisely to mitigate such risks, all of which are undermined by allowing unrestricted public access.



Safeguarding Students

The college cater to a diverse student population, including minors and vulnerable individuals with special educational needs. Many students aged 16-18 are legally considered children, and as such, colleges have a duty of care to protect them. It should be noted that this is very different to a university campus where students are 18+ years old and are therefore classed as adults, therefore there is a greater responsibility on the College and its staff for ensuring students safety.

Allowing the public to move freely through college grounds increases the risk of safeguarding breaches, as unknown individuals could interact with students without oversight.

This concern is especially relevant in cases where students with special educational needs or disabilities require additional supervision and protection. A controlled campus environment ensures that staff can effectively monitor interactions, preventing potential child exploitation, grooming, county line activity, gang-related activity or bullying by outsiders.

Disruption to Learning

A controlled and peaceful learning environment is essential for student success. If the public were allowed to walk through the college grounds, the potential for disruption increases. Passersby could cause noise disturbances, engage in inappropriate behaviour, or distract students from their studies. The presence of unfamiliar individuals may also lead to feelings of discomfort and anxiety among students, affecting their ability to concentrate and engage with lessons.

Colleges operate as professional learning environments, and maintaining a focused atmosphere is critical to delivering high-quality education. Unrestricted public access could compromise this atmosphere, leading to diminished academic performance and reduced overall student satisfaction.

College Facilities and Resources

The college provides a range of facilities, such as Learning Resource Centre, Refectory open computer access, which are intended for student use. If the general public were permitted to walk through college grounds, they might take advantage of these resources without authorisation, which leads to disturbances. Many of these areas are large space with high volumes of students, therefore a site with such high permeability as it is currently, makes this very difficult to police.

Many colleges have limited budgets and must ensure their resources are used efficiently. Allowing unrestricted access to non-students could divert funding and staff attention away from students' needs, ultimately impacting the quality of education provided.

Legal and Liability Issues

If the college allows public access and an incident occurs—such as a member of the public getting injured or causing harm—issues of liability and legal responsibility arise. The college must adhere to health and safety regulations, and controlling access helps mitigate potential risks. Unauthorised individuals walking through campus could lead to insurance complications, lawsuits, and financial burdens for the institution.



Proposal

The College's proposal is to convert parts of the existing PROWs that run along North, South and East Drive to permissive routes and introduce additional enhancements via alternative routes through the outskirts of the College site. This will allow the public to continue to benefit from routes connecting, Sandpit Lane, Hatfield Road and Oaklands Lane, whilst allowing the College to introduce control measures at the main access routes into the main campus area during normal college hours.

The existing routes through the campus will remain in place as a key route of access to college facilities, however the proposal is to re-designate these as Permissive Routes which the College are willing to provide, but retain the right to close during college opening hours.

The College will provide permissive routes through the campus, through which the public can pass during certain times/periods. Typically, these routes will be closed during the following times:

- 10pm – 5pm the following day, during college term time (weekdays).
- During any such time where the College may be holding an event on site, outside of normal college hours, at which young people may be in attendance.
- The alternative proposed bridleways/PROWs that divert around the central campus will remain open to the public at all times, so the connectivity between Hatfield Road, Sandpit Lane and Oaklands Lane will remain and will be enhanced.

The College will erect signage at key points along the permissive routes to make the public aware of the times at which the routes are open.

Figure one shows the indicative PROW diversions and permissive routes. In situations where a member of the public has a booking to use college facilities during normal opening hours, the visitor will have provided their details via the booking process and can confirm their details when they arrive at the security checkpoint. They will then be granted access into the campus via the main access routes on South, North or East Drive. Barriers/gates will be installed at appropriate locations along the three access routes. Security will be based near to the barriers and will control access into the College campus.

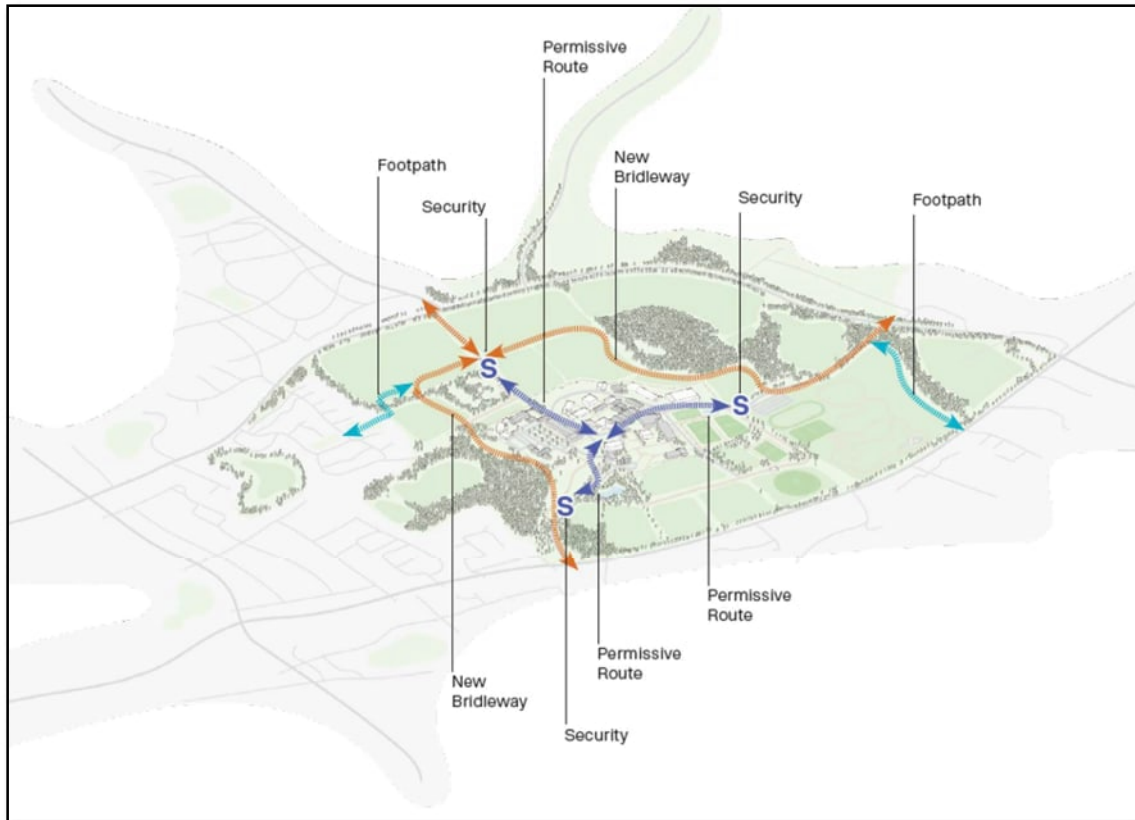


Figure 1 – Proposed PROW/Access Strategy

Conclusion

While Oaklands college play a vital role in their community, unrestricted public access to their grounds presents significant security, safeguarding, and operational challenges. To ensure student safety, maintain a productive learning environment, and protect college resources, it is essential to limit access to authorised individuals only. An authorised individual may still be a member of the public, however the College need to reserve the rights to allow access to those that need it and need to divert the PROWs (which can be accessed at all times) around the outskirts of the main campus area. Implementing controlled entry measures, such as ID checks and visitor sign-ins, helps strike a balance between community engagement and institutional security. Ultimately, prioritising student welfare and academic success should remain the primary focus of Oaklands college, however we fully recognise the importance of the routes through the site and are seeking to amend these routes to protect our learners.

Appendix B – Oaklands College Site Management Document

**Oaklands
College**

**Site
Management**



Oakland's College Site Management

A Planning 03.10.25 SV OW

Rev Notes Date Issued By Reviewed By

JOB NO. 2021-155

College's Key Themes

DLA is committed to integrating Oakland's College's key themes of safety, sustainability, sector scrutiny, stakeholder scrutiny, smart design, strategic planning, and social responsibility into all aspects of our design process. From master planning to detailed design elements, these values are considered at every scale to ensure that the campus not only meets functional requirements but also contributes to a safe, sustainable, and socially responsible learning environment.

- • Safety
- • Sustainability
- • Sector Scrutiny
- • Stakeholder Scrutiny
- • Smart
- • Strategy
- • Social Responsibility





Site wide framework plan including movement routes



- ### Key Legend
- Scheme Application Boundary
 - Ownership Boundary
 - Existing Bus Stops
 - Proposed Bus Stops
 - Existing Bridleways
 - Existing PRoW (outwith Site)
 - Existing Footpaths
 - Proposed Bridleways including upgrading North Drive Bridleway and East Drive PRoW to HCC Bridleway Standards
 - Existing Bridleways that will become permissive access routes
 - Security Points
 - Proposed Foot & Cycle Paths
 - Proposed Foot Path
 - Proposed links to existing footpath network
 - Proposed Structural Tree planting
 - Proposed Hedgerows to restore landscape condition
 - Proposed Residential Development
 - Proposed Local Centre & Extra Care Home
 - Proposed Primary School
 - Proposed Central Open Space with Local Equipped Area for Play and Community Growing Space
 - Blue Green Infrastructure and Habitat Corridors incorporating landscape and visual mitigation planting

Project
OAKLANDS BLOSSOM & OAKLANDS COLLEGE
 Project Title
Landscape Framework

Date	Scale	By
03/04/25	NTS	JG

Project No	Drawing No
100199	Ind01L

Julia Goodwin Landscape Architects

2.1. Site Management



Existing view of fields and North Drive



Existing view of fields and woodland

The landscape proposals include new bridleways looping around the college grounds

During college opening hours the public will be directed onto these new routes.

At the junctions the college will use clear signage highlighting the location on the site and the bridleways routes, these signs will direct college visitors, staff and students into the campus and direct members of the public onto the new bridleways.

Barriers will be installed on South Drive and East drive to direct vehicles into the college car parks.

Pedestrian gates will be installed at the locations marked 'S' on the framework plan, along the three access routes. Security will be based near to the barriers and will control access into the College campus

The College's Security Department has a dedicated team that provides a 24/7 comprehensive security service, whose primary mission is to safeguard College property and ensure the safety and wellbeing of all staff, students and visitors.

The Security Control Centre in House 19 operates continuously and acts as the central hub and control room for security operations with a member of the security team carrying out both physical and digital patrols between 8am – 8pm 7 days a week.

Further details are included in the planning Transport document by Evoke Transport



Example of a pedestrian gate



Example of booth

3.1. Proposed views



VIEW OF NEW BRIDLEWAY LOOPING AROUND THE CRICKET PITCH ON THE NORTH EAST EDGE

3.2. Proposed views



VIEW OF NORTH DRIVE LOOKING SOUTH

3.3. Sketch aerial view NE



3.4. Sketch aerial view NW



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Appendix F – Car Club Proposal



Car Club proposal for Land to the east of St Albans.

July 2025



Land to the east of St Albans Car Club - Introduction

Who are we?

Enterprise Car Club is an hourly, self-service car rental company, available to members 24/7/365. Vehicles can be picked up in and around a city or region and booked in advance or at the last minute. Located in over 180 UK cities and communities our 100,000+ members have access to over 2,500 cars and vans.

Enterprise Mobility is the parent company of Enterprise Car Club. A car club is a natural extension of the local car-rental service that Enterprise Rent-A-Car has pioneered in the UK over the last 20 years.



Why Enterprise Car Club?

Enterprise Car Club will be able to provide new communities with a wider variety of vehicles backed by the Enterprise Rent-A-Car neighbourhood network and award-winning customer service.

Enterprise Car Club already hosts over 200 vehicles at developments across the UK. These range from City Centre residential developments in London and major regional cities (e.g., Manchester, Leeds, Bristol, Edinburgh, Glasgow, and Newcastle), to mixed use developments, business parks and non-city centre locations on the fringes of cities or outside major conurbations.

What role does shared mobility play in developments?

The mobility decisions and behaviour of residents of new developments/communities (business or private) are influenced by their mobility needs in and around their new location, but also across the region and country. A good range of mobility solutions in one and not the other risks travel behaviours remaining focussed on vehicle ownership and far lower adoption of more sustainable and multi-modal options.

Enterprise has an already established and rapidly expanding national car club and car rental network providing shared mobility from Inverness to the Isle of Wight, Northern Ireland to East Anglia. Large urban centres are covered but towns and smaller communities are also now served by Enterprise Car Club and Enterprise Rent-A-Car. By the time this new development starts to be occupied mobility solutions from Enterprise will be available across the UK integrated physically and digitally alongside other sustainable modes such as public transport, active travel, and shared mobility options. Enterprise Car Club already has vehicles within 500 metres of 181 UK train station. These stations represent 34% of UK national rail journeys.

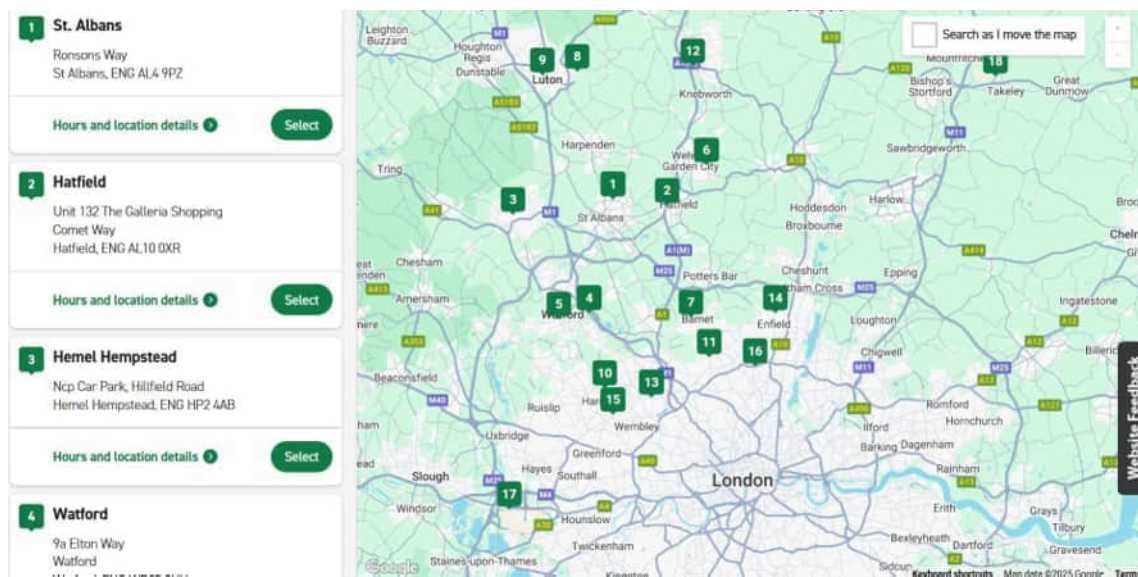
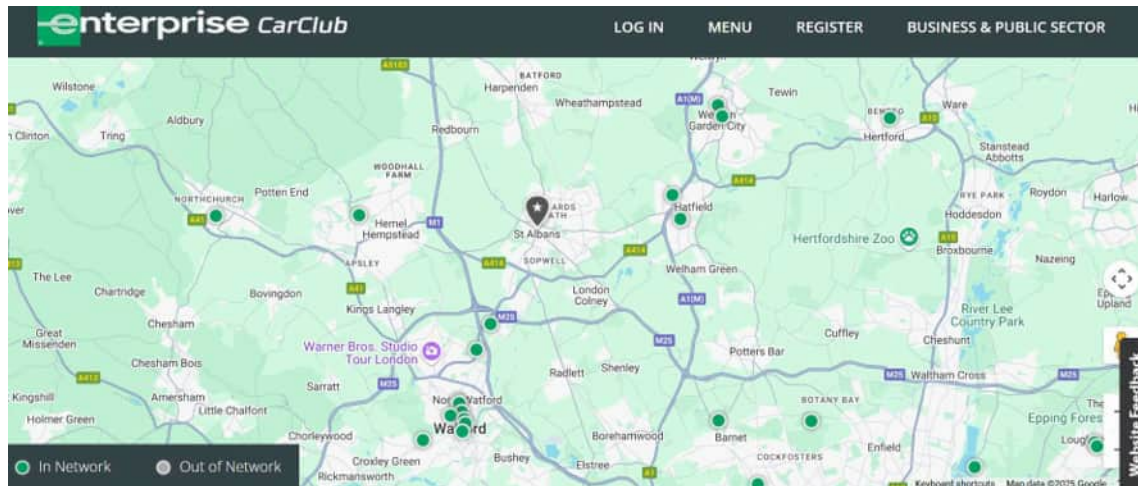
How does Enterprise provide an alternative to car ownership?

Enterprise Car Club is integrated with Enterprise Rent-A-Car as a brand, business, and proposition for residents of the development. This means that personal members of Enterprise Car Club will receive a discount with Enterprise Rent-A-Car and can access all its services in the immediate area around the development and across the UK. Together this integrated approach provides the most powerful alternative to car ownership for individuals and businesses.

Enterprise in the area around Land to the east of St Albans.

Enterprise Car Club does have a presence in St Albans, closest vehicles are at the Civic Centre (see first map). Discussions are ongoing to expand this in partnerships with councils, train operators and developers. This car club presence is supported by a strong branch presence (see second map below) and Enterprise also has “[month or more](#)” and commercial vehicles options in the region via [Enterprise Flex-E-Rent](#).

Combined, these options make Enterprise the best possible mobility partner for the Land to the east of St Albans community whether residents need a car for a few hours, days or months.



The National Car Club

Land to the east of St Albans residents will also have access via their Car Club membership to over 2,500 vehicles across the UK.



The map below shows the current Enterprise Car Club network which is expanding rapidly. Residents who join Enterprise Car Club can use any of these vehicles and if bookings are cancelled more than 5 hours in advance there are no charges. Enterprise locates car club vehicles with public transport in mind enabling members to travel in combination with public transport and only driving for the smallest possible portion of the journey. One example of this is Enterprise Car Club's presence along the LNER network connecting York to Darlington, Durham, Newcastle, Berwick-upon-Tweed, and Edinburgh to the north and Wakefield, Doncaster, Newark, Peterborough, and London Kings Cross to the south.



Car Club Proposal for Land to the east of St Albans.

- Given the scale of the development (Up to 472 residential units, up to 80 extra care units, local centre comprising 3 small units with a floor area up to c 600sqm, 2 form entry primary school and renovation and construction of new buildings at Oaklands College, resulting in a 10-15% increase in staff and student numbers) we advise the following:

Proposal	Proposal Details
Minimum Car Club	Up to 4 vehicles, on a 3-Year Rolling Contract, starting with 2. Additional vehicles to be added based on demand.
Vehicles provided	Petrol/hybrid/EV - EV's will be supplied provided correct charging infrastructure with minimum 7kw charging/RFID card/fob access in place. Zero vehicle maintenance and cleaning responsibilities.
Total cost	£72,000 ex VAT for Non-EV and £90,000 ex VAT for EV.
Additional vehicles	Will be provided when commercially viable to do so at no additional cost. Enterprise and the client will develop a utilisation model which will trigger additional vehicles in response to demand. This model will consider utilisation levels above 40% and the distribution of demand across the week and working week. If you wish for a larger car club fleet on site when the above model does not deem it commercially viable, additional vehicles can be provided at £12,000 ex VAT for non-EV or £15,000 ex VAT for EV.
Incentive for site only residents	3 year's free membership of Enterprise Car Club and £50 drive time credit.
Offer qualification	Will be provided to multiple residents at the same address and throughout the contracted period.
Additional benefits	All residents joining would also be able to get a discount with Enterprise Rent-A-Car. The combination of car club and car rental is very attractive to people as an alternative to car ownership. This would be promoted via a leaflet customised to the offer (see below example), via digital/social media marketing and events. Car Club members holding both a corporate and personal membership can link their accounts, so they can have a single sign on to the car club booking system.
Corporate membership	Any Businesses located at the development site will be provided with free Enterprise Car Club membership for themselves and their employees.
Promotion	Attendance at sales and promotional events

Data	Creation of reports and statistics for the developer and council.
-------------	---

One Enterprise and Future Mobility

Car Club usage can be supported and supplemented day traditional car rental (typically for longer journeys) via a local branch and the free “We’ll pick you up service” or a delivery service to the business park. One-way hires are available via the traditional Enterprise Rent-A-Car network.

Enterprise has developed “Enterprise Travel Direct” ETD to assist businesses wishing employees to have access to both car club and daily rental mobility options alongside the use of employee’s own cars for business mobility (grey fleet). ETD allows businesses to load the parameters of their travel policy/hierarchy into the system to manage and direct their employees to the travel option most suitable to their needs in terms of cost, carbon savings etc.

Globally, Enterprise is at the forefront of new mobility solutions and over \$2 billion has been invested in a variety of businesses and technologies that will be critical in solving many of the current and future mobility challenges.

Everything we do, we do with our Standard of Care. We promise to put you first, with exceptional customer service and vehicles that are maintained to our high-quality standards. We’re continuously innovating to help move the world forward—including new ways to go the extra mile for you, so you can get on the road with confidence, no matter where life takes you. To make this promise a reality, our service is guided by our Standard of Care. See below for more details.



No-Touch Transactions

We want your rental process to be as intuitive and easy as possible. So, we’re increasing our efforts to provide no-touch digital tools that provide less contact without sacrificing service.



Exceptional Customer Service

Great customer service starts with listening. We take the time to understand your needs, so we can offer the best solution. This attention to our customers is what has made us a global leader in mobility. Customers come to us—and stay with us—because we always strive to deliver an exceptional digital experience.



Vehicle Maintenance & Safety

Nothing is more important than the safety of our customers. We follow or exceed manufacturer guidelines for tire replacement and oil changes to help ensure your experience is safe and uninterrupted.



Visual Inspection of Every Vehicle

As part of our Standard of Care, we provide members with guidance and tools to perform a visual inspection before each trip. This extra step includes documentation of the vehicle condition before each rental, offering you peace of

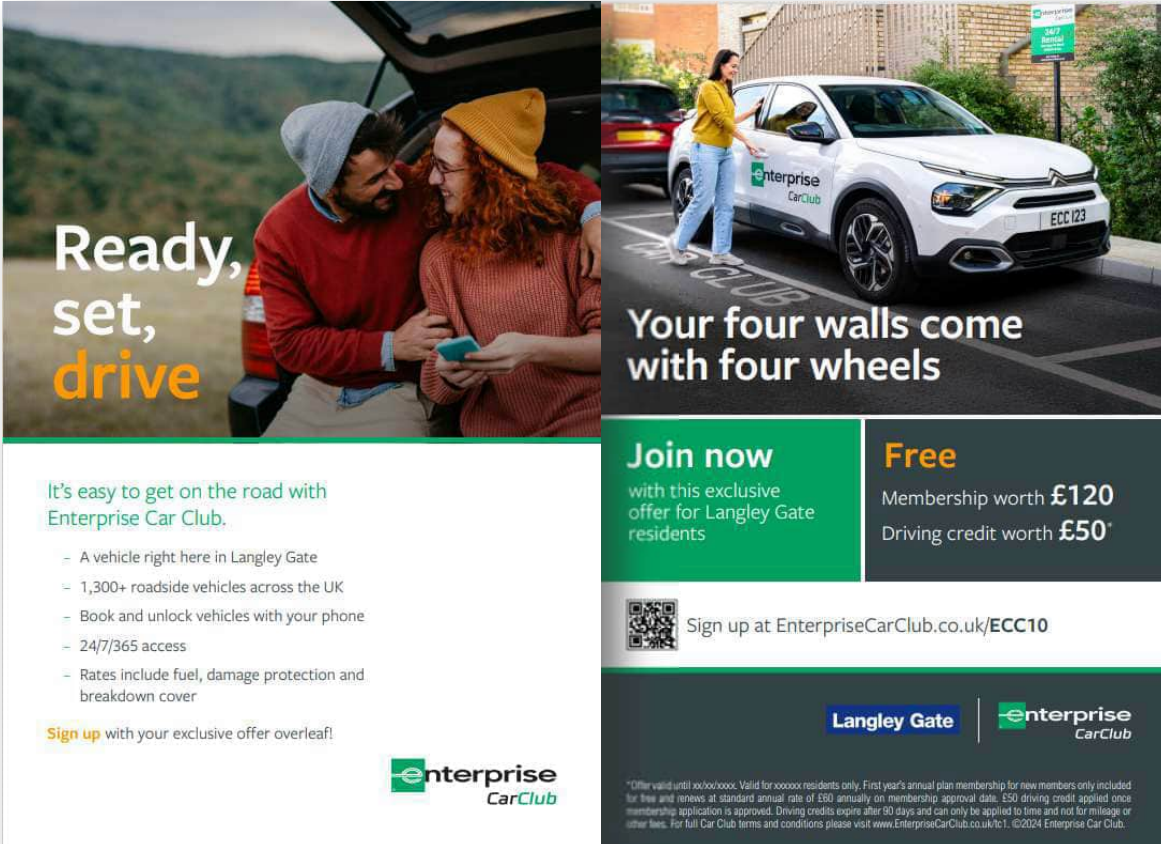


Member Compliance with Car Club Code

Car Club requires members to be community-minded as they make use of our shared vehicles in line with the **Car Club Code**.

Example Marketing Collateral

A range of comms can be shared with developers once onboarded. Including print/digital flyers (example below), emails, social posts & intranet copy.



**Ready,
set,
drive**

It's easy to get on the road with Enterprise Car Club.

- A vehicle right here in Langley Gate
- 1,300+ roadside vehicles across the UK
- Book and unlock vehicles with your phone
- 24/7/365 access
- Rates include fuel, damage protection and breakdown cover

Sign up with your exclusive offer overleaf!

Join now
with this exclusive offer for Langley Gate residents

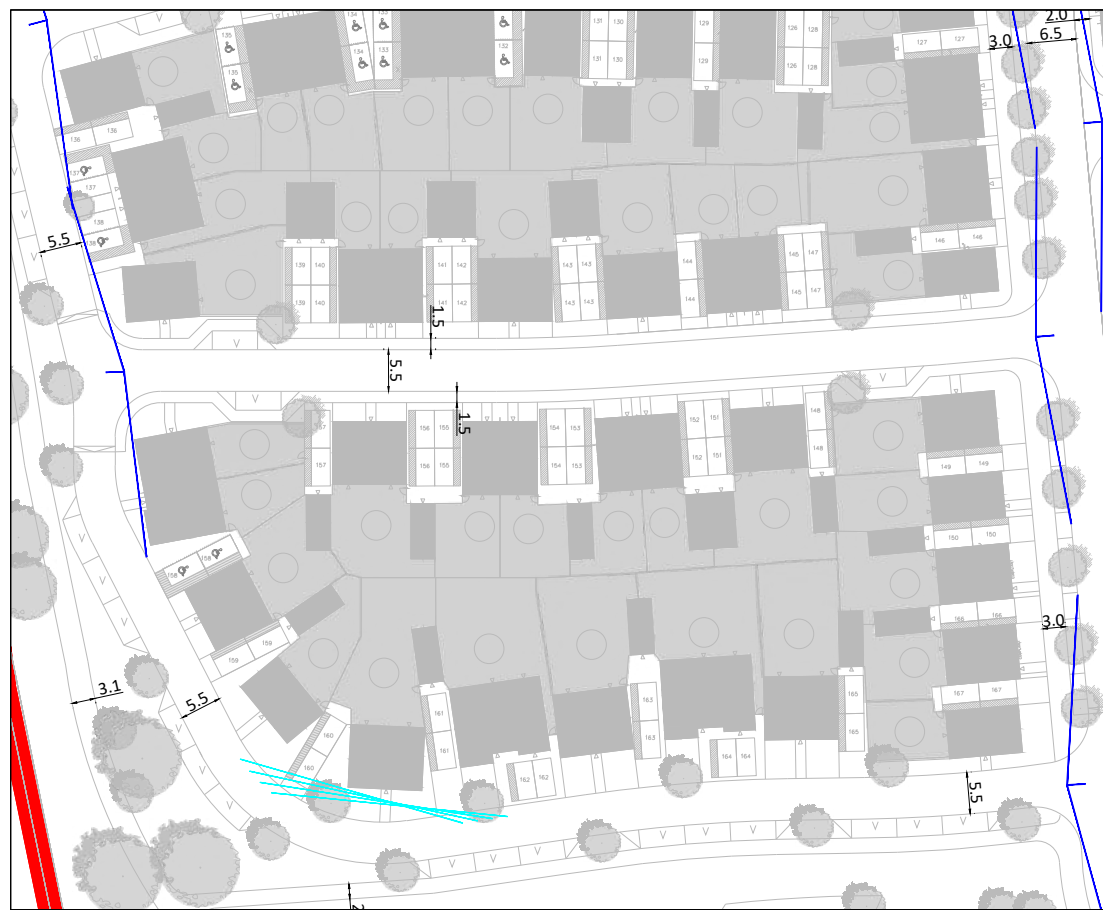
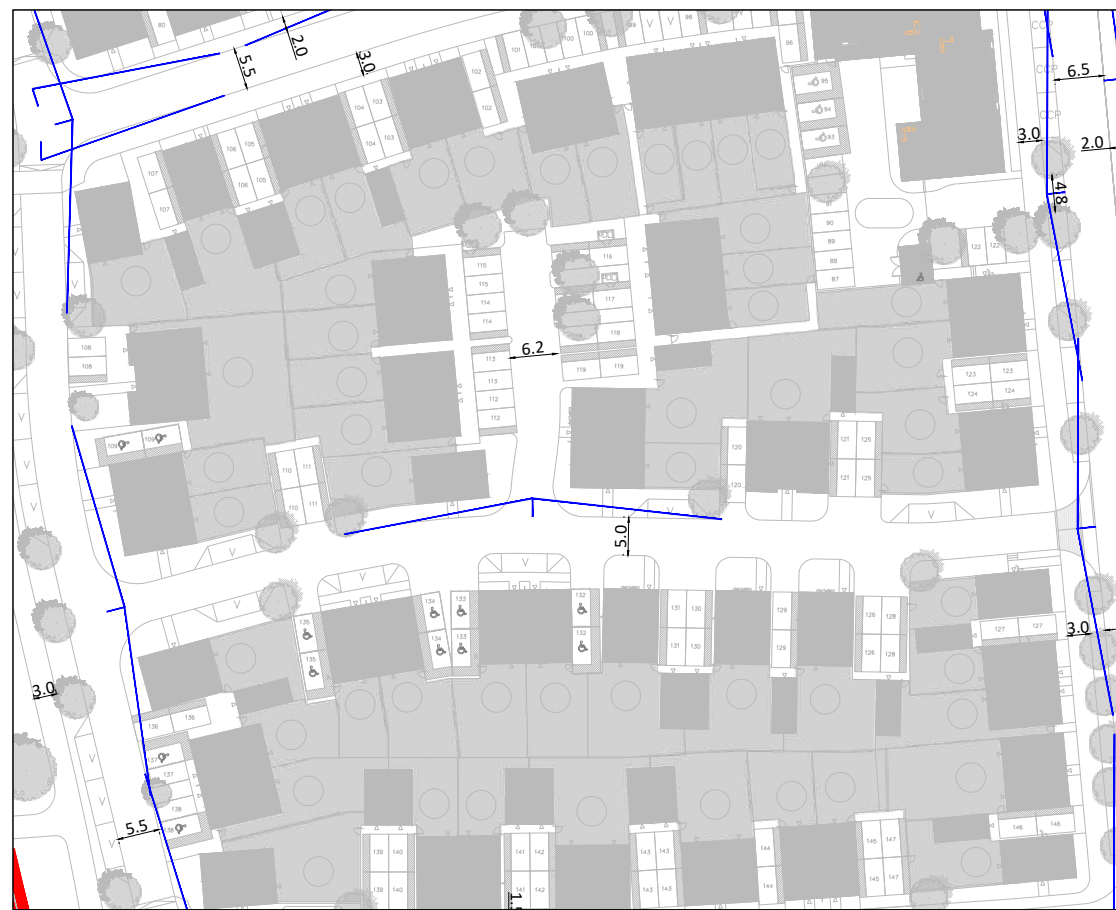
Free
Membership worth **£120**
Driving credit worth **£50***

Sign up at [EnterpriseCarClub.co.uk/ECC10](https://www.EnterpriseCarClub.co.uk/ECC10)

Langley Gate | Enterprise Car Club

*Offer valid until xx/xx/xxxx. Valid for xxxxxx residents only. First year's annual plan membership for new members only included for free and renews at standard annual rate of £60 annually on membership approval date. £50 driving credit applied once membership application is approved. Driving credits expire after 90 days and can only be applied to time and not for mileage or other fees. For full Car Club terms and conditions please visit www.EnterpriseCarClub.co.uk/tc1. ©2024 Enterprise Car Club.



Appendix G – Oaklands Blossom Internal Visibility and Road Geometries



NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.

KEY

-  2.4M X 25M VISIBILITY SPLAYS TO KERBLINE
-  FORWARD VISIBILITY SPLAYS OF 33M



A	UPDATED LAYOUT PLANS	OH	OH	01.10.25
-	FIRST ISSUE	OH	DF	05.09.25
Rev	Amendment	Drn	App	Date

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Drawing No	R-24-0187/HY03				Rev	A



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Project Name
OAKLANDS BLOSSOM & OAKLANDS COLLEGE, ST ALBANS

Drawing Title
OAKLANDS BLOSSOM INTERNAL GEOMETRIES & VISIBILITY SPLAYS

Client
TAYLOR WIMPEY & OAKLANDS COLLEGE