



Email sent to planningcomments@stalbans.gov.uk

Proposed FoJL response to Oaklands College/ Taylor Wimpey application

Dear Sir/Madam,

Re: Planning Application Oaklands Blossom 5/2025/1875.

Friends of Jersey Lane (FoJL) is a formally constituted group recognised and working with Hertfordshire Highways, Countryside Management Service. Our aim is to support the Greenspace Action Plan prepared by Hertfordshire whilst also maintaining Jersey Lane as a pleasant green corridor available to cyclists, runners, dog walkers, families and general walkers.

On behalf of The Friends of Jersey Lane our comments are set out below. Please note as the FoJL we are neutral as to the planning merits of the application, other than its impact on Jersey Lane, its users and neighbours to the Lane.

1. Please note that Jersey Lane is not, as stated in the Transport Assessment para. 4.6.4, a cycleway but is an adopted highway, with mechanised transport prohibited. Consequently, it is a highway used by many pedestrians and dog walkers as well as cyclists. No one group should be favoured as to its use. It is a key green space and community facility, linking Marshalswick to Sandridge and the multiple facilities along its length and nearby. Any proposals which have a direct impact on the Lane would need to be sanctioned by Hertfordshire Highways as the owner of Jersey Lane.
2. A cycle link is proposed between the site and Jersey Lane via Barnfield Road and Ardens Way. Whilst the principle of the route is supported, the details of the proposed cycle route, particularly the junction alterations between Barnfield Road and Ardens Way would need very careful consideration. We are very concerned that, as drawn, the proposal would create a potential hazard for both vehicular traffic and pedestrians/cyclists due to the proposed raised platform crossing on the very point of this junction and the gradient of Barnfield Road leading from Sandpit Lane.
3. As an alternative to the proposed link or as an additional link between Jersey Lane and The Alban Way, The Sandridge Neighbourhood Plan, at Figure 7 page 40 and in Policies T3, D7 and Para. 6.56, proposes a cycleway route on the west side of House Lane from its junction with Sandpit Lane to a point where it can run westwards to join Jersey Lane at its junction with Briar Road along Bridleway 6. An improvement of the priority/signage arrangements where Bridleway 6 crosses Villiers Crescent would improve Active Travel access even further.
4. We note that para. 2.1.5 and Figure 3 of the Transport Assessment sets out



suggested LCWIP improvements to the Lane including the phrase “surfacing of existing Rights of Way...(such as Jersey Lane)”. We would suggest that funding for Lane improvements is needed given the projected increased usage. Proposals about the most appropriate type of surfacing (also drainage etc) for the Lane would best be reviewed in the light of the Jersey Lane Greenspace Action Plan, in consultation with HCC and local user groups such as Friends of Jersey Lane. (See also Sandridge Neighbourhood Plan para.5.74.)

Yours faithfully,

Jim Watson.

Friends of Jersey Lane
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