



Land East of Oxhey Lane, Carpenders Park  
Transport Statement of Common Ground  
Client: Burlington Developments London Ltd

i-Transport Ref: PH/RW/ITL200107-011C R

Date: 28 May 2026

Land East of Oxhey Lane, Carpenders Park  
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Client: Burlington Developments London Ltd

i-Transport Ref: PH/RW/ITL200107-011C R

Planning Application Ref: LPA Reference 25/1020/OUT

PINS reference: APP/P1940/V/26/3378268

Date: 28 May 2026

**i-Transport LLP**

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## Quality Management

Report No.	Comments	Date	Author	Authorised
ITL200107-011 R	Draft	20/05/2026	RW / PH	PH
ITL200107-011A R	Draft	22/05/2026	RW / PH	PH
ITL200107-011B R	Final	28/05/2026	RW / PH	PH
ITL200107-011C R	Final	28/05/2026	RW / PH	PH

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Notes\ITL200107-011C R Carpenders Park TSoCG (FINAL) - CLEAN.docx

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## SECTION 1 Introduction & Background

### 1.1 Introduction

1.1.1 This Transport Statement of Common Ground (TSoCG) sets out the matters that are agreed between the Applicant (Burlington Developments London Limited) and Hertfordshire County Council (HCC) the local highway authority in relation to a development at Land East of Oxhey Lane, Carpenders Park.

1.1.2 The planning application (*LPA planning reference: 25/1020/OUT*) was submitted to Three Rivers District Council (TRDC) for the following:

***'Outline planning application for up to 256 homes (C3 use class) (including affordable and self/custom build housing), housing with care (C2 use class), a children's home (for looked after children) (C2 use class) together with associated access (including off-site highway works), parking, open space and landscaping (appearance, layout, landscaping and scale as reserved matters.'***

1.1.3 The application was recommended for approval by officers, as set out in the officers report to Committee.

1.1.4 The application was presented to the Council's Planning Committee on 19th March 2026. Despite the positive recommendation, members resolved to refuse planning permission. Prior to a decision being issued the application was called-in by the Secretary of State and therefore a decision was not formally made by TRDC. Notwithstanding this, the published minutes of the 19 March Planning Committee indicate that the proposed reasons for refusal would have been:

***"1) It would constitute inappropriate development in the Green Belt, harm openness, and conflict with purpose (a) and (c) of the Green Belt. Very special circumstances would not exist to outweigh the harm to the Green Belt and any other harm identified; and***

***2) In the absence of a S106 agreement, failure to secure infrastructure contributions."***

### 1.2 Background

1.2.1 The Appeal site is located on land to the east of Oxhey Lane, Carpenders Park. The site is bordered to the north, east and south by grassland, scrub and woodland, and to the west by A4008 Oxhey Lane and Carpenders Park Care Home. A public right of way (Footpath 013) routes east-west across the northern part of the site.

1.2.2 A Transport Assessment (*report reference: ITL200107-002*) and Framework Travel Plan (*report reference: ITL200107-003*) were submitted as part of the planning application.

1.2.3 The Applicant has been involved with detailed discussions with TRDC and HCC, involving several detailed responses to queries and meetings to discuss the proposals. A summary of the engagement following the initial submission of the application is provided below:

- HCC provided a response to the application dated 6 August 2025. i-Transport LLP subsequently provided a technical note (*report reference: ITL200107-006 TN*) addressing the matters raised which was submitted on 9 September 2025.
- HCC provided a further response (to the technical note) dated 1 October 2025. Subsequently, a second technical note (report reference: ITL200107-008 TN) was produced by i-Transport LLP and a meeting was held between the Applicant, HCC and TRDC to discuss sustainable transport improvements on 20 October 2025. Subsequently, HCC provided a further response on 4 November 2025.
- A further technical note was submitted to HCC by i-Transport LLP (report reference: ITL200107-009 TN) on 7 November 2025 setting out a package of proposed sustainable transport improvements, covering off-site active travel improvements and public transport improvements, to aid further discussion with HCC including its public transport officers.
- A meeting was held between TRDC, HCC highways officers and public transport officers, and the Applicant team on 10 December 2025 to discuss the package of improvements but more specifically the public transport contributions. HCC public transport officers subsequently provided further information on the requested contribution towards bus services.
- A final technical note (report reference: ITL200107-010 TN) further clarified the package of sustainable transport improvements that are proposed as part of the planning application, including elements that are proposed to be delivered by the Applicant (secured by Condition) and proposed contributions (secured through a s106 agreement).

1.2.4 The Local Highway Authority subsequently issued a final response dated 3 February 2026 which confirmed all technical matters had been resolved although maintained an objection on policy grounds with the proposed access considered contrary to Policy 5(f) of the Local Transport Plan.

1.2.5 With reference to Policy 5(f) was clarified in the committee report which states at paragraph 7.7.11:

***Whilst recognising the requirements of Policy 5(f) which seeks to steer new accesses away from primary and main distributor roads, there are no valid planning reasons to refuse the new access onto Oxhey Lane as proposed which has been considered by the HCCHA to be acceptable.***

1.2.6 The remainder of this Transport Statement of Common Ground sets out the agreed position in respect of the key highway and transport matters relating to the Appeal scheme, and is structured as follows:

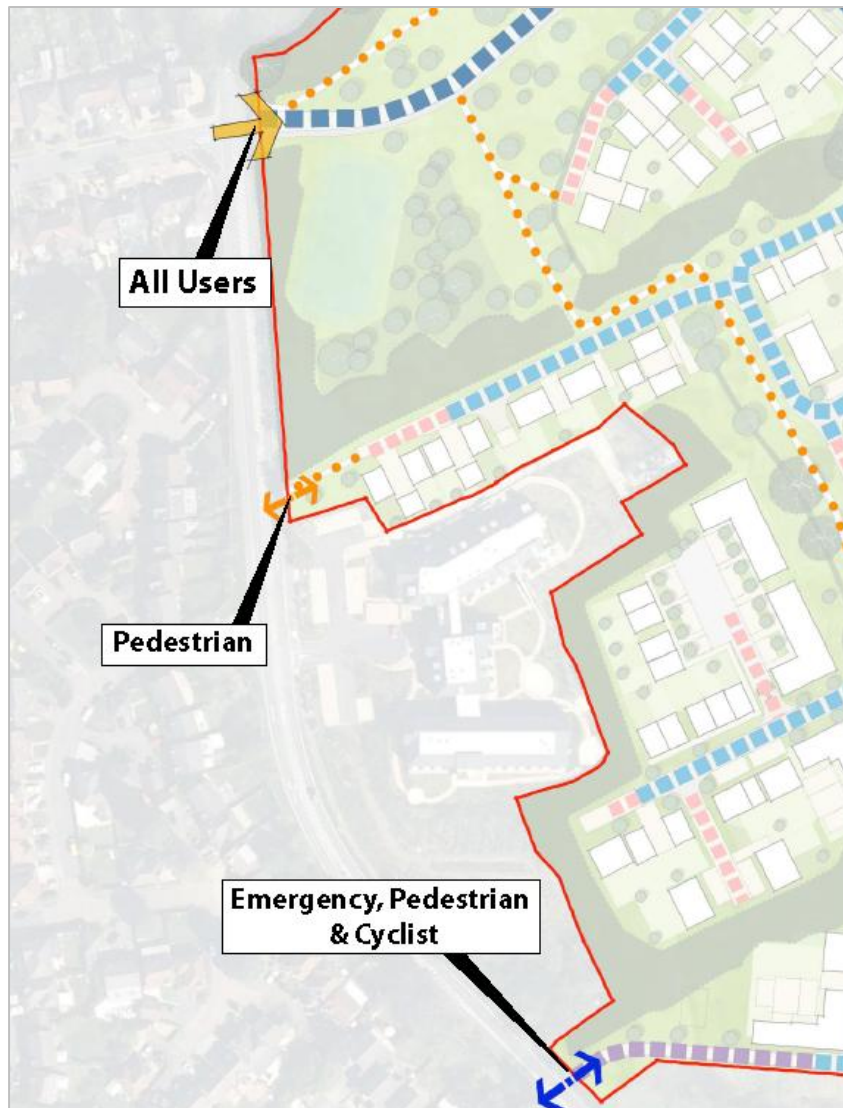
- Section 2 – Access Arrangements;
- Section 3 – Sustainable Location and Proposed Improvements;
- Section 4 – Traffic Impacts;
- Section 5 – Agreement

1.2.7 All matters are agreed. There are no matters not agreed.

## SECTION 2 Access Arrangements

- 2.1.1 In total there would be three access locations, including an all modes access, a pedestrian only access, and an emergency, pedestrian and cyclists access, which are shown in Image 2.1.

**Image 2.1: Access Locations**

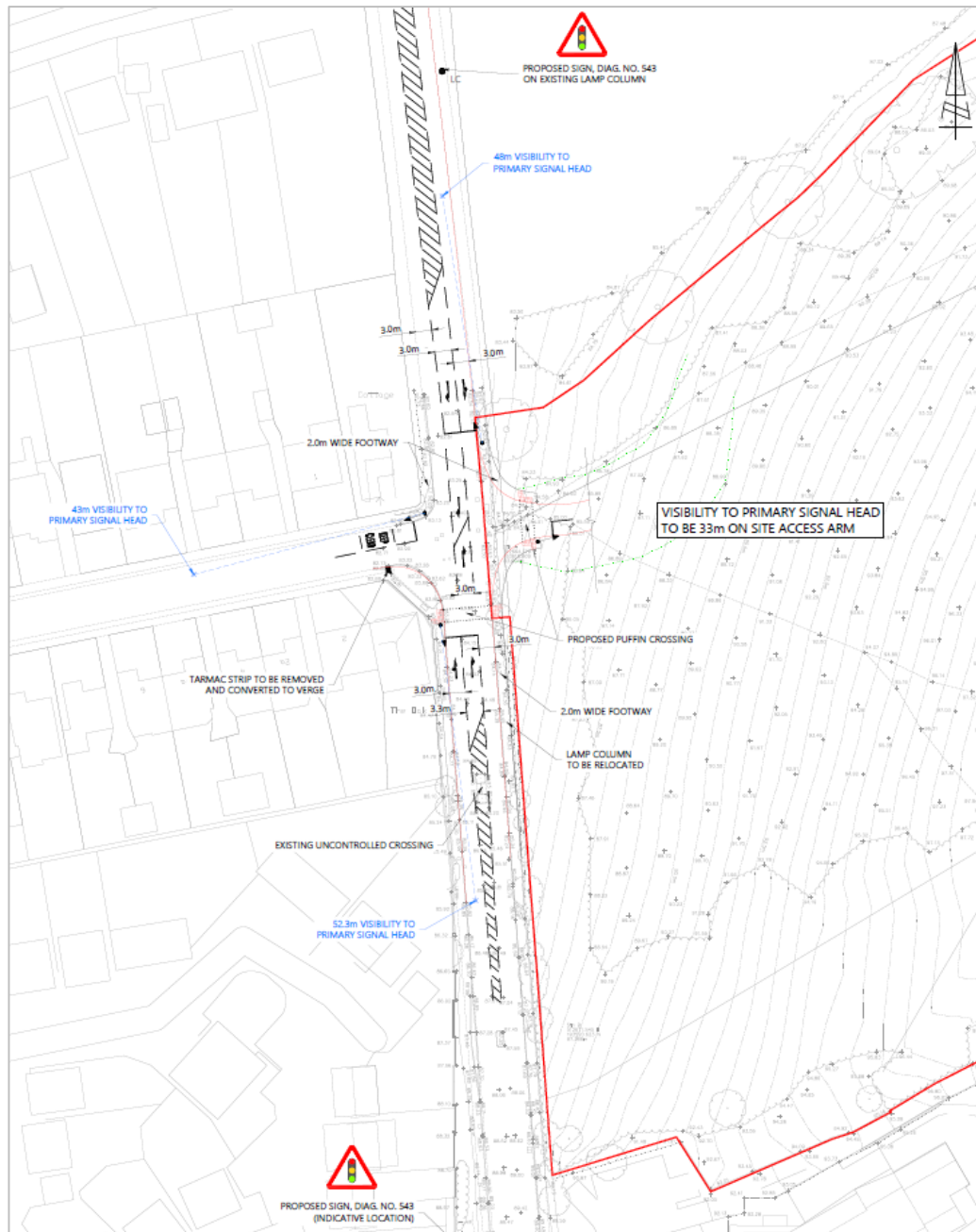


Source: Extract of Access and Movement Plan, Pegasus and Consultant

### Primary Access

- 2.1.2 The main vehicular access proposed into the development site is a signalised crossroad junction from A4008 Oxhey Lane, with a new access located opposite Carpenders Avenue. The agreed site access design is shown on i-Transport Drawing ITL200107-002 Rev E. An extract is provided at Image 2.2, with the full drawing provided **Appendix A**.

Image 2.2: Proposed Signalised Crossroads junction

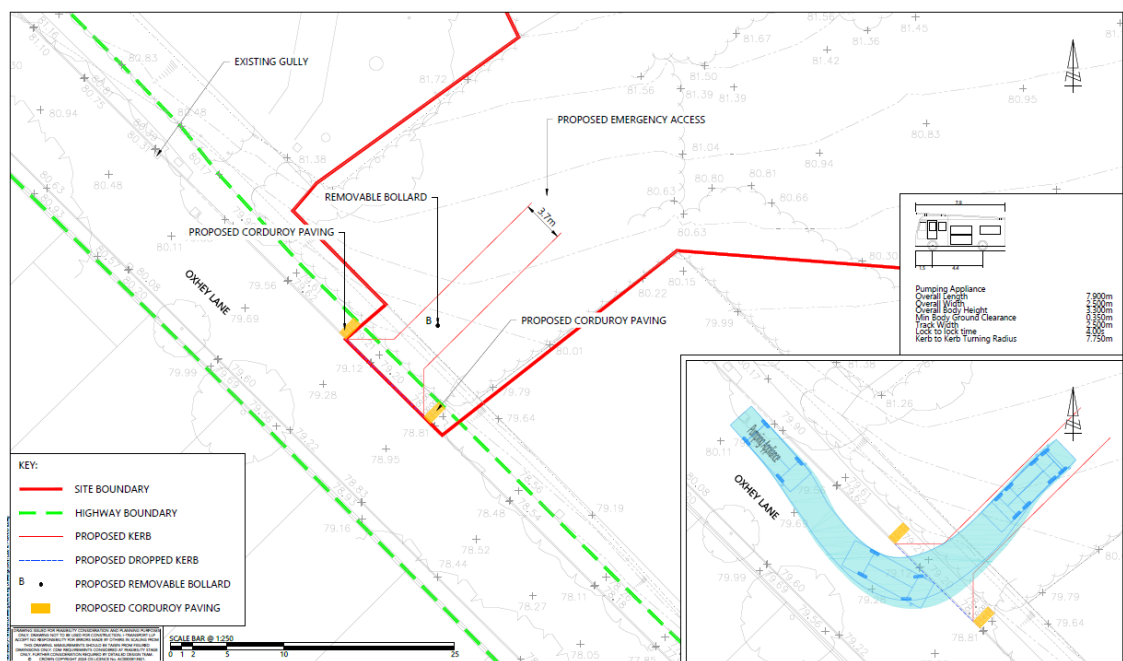


2.1.3 It is agreed that the design correctly followed HCC Highways Place and Movement Planning and Design Guide with reference to Manual for Streets 2 as was explained in the Access Option Appraisal report (Appendix A of the Transport Assessment).

### Emergency Vehicle / Pedestrian / Cycle Access

- 2.1.4 Emergency vehicle access from Oxhey Lane is proposed south of the existing Care Home. This will be 3.7m wide with a 1.0m buffer on both sides, with dropped kerb, corduroy paving, and a bollard structure to prevent unauthorised vehicular access but to ensure emergency access is achievable and pedestrian and cycle access is provided at all times. This is provided at drawing ITL200107-GA-007 Rev B at **Appendix A** with an extract in Image 2.3 below

**Image 2.3: Emergency Vehicle / Pedestrian / Cycle Access**



### Road Safety Audit

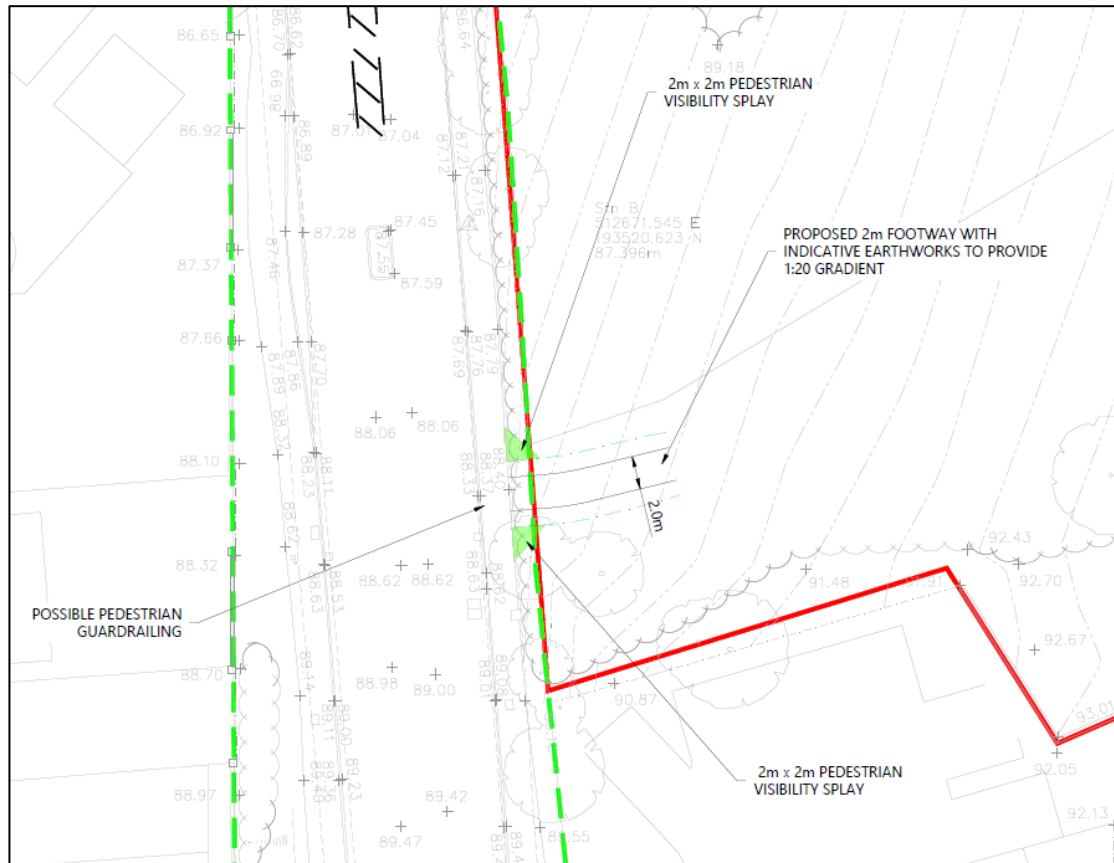
- 2.1.5 A Stage 1 Road Safety Audit of the primary and emergency/pedestrian/cycle site access arrangements was produced by an independent road safety auditor. The audit confirmed subject to design changes at the detailed stage (accepted by HCC) there were no safety concerns with the accesses as proposed.
- 2.1.6 A Road Safety Review was undertaken by HCC Road Safety Review team. The review confirmed subject to design changes at the detailed stage there were no safety concerns with the access designs as proposed.

### Pedestrian Access

- 2.1.7 A further pedestrian access is proposed north of the Care Home onto Oxhey Lane.

- 2.1.8 No design drawing was prepared for the planning application. It was proposed that the principle would be established through the Access and Movement parameters plan with the detail secured by an appropriate condition.
- 2.1.9 However, a design drawing (ITL200107-GA-008) of the pedestrian access has been prepared and is provided at **Appendix A** with an extract provided in Image 2.4 below.

**Image 2.4: Pedestrian access**



**LTP Policy 5(f)**

- 2.1.10 LTP 4 Policy 5(f) (Development Management) states that ***'the County Council will work with development promoters and the district and borough councils to only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.'***
- 2.1.11 HCC confirms that the granting of planning permission has been accepted as meeting the tests of 'special circumstances' in other cases of primary road accesses within the County, and therefore are satisfied to accept such an approach in this instance.
- 2.1.12 As noted in the committee report (12 March 2026):

***Whilst recognising the requirements of Policy 5(f) which seeks to steer new accesses away from primary and main distributor roads, there are no valid planning reasons to refuse the new access onto Oxhey Lane as proposed which has been considered by the HCCHA to be acceptable.***

#### **Agreed Matters**

- 2.1.13 It is agreed that the signalised site access junction from Oxhey Lane (drawing ITL200107-GA-002 Rev E), the emergency vehicle/pedestrian/cycle access from Oxhey Lane (drawing ITL200107-GA-007 Rev B) ) provides for safe and suitable access to the site for all users.
- 2.1.14 It is agreed subject to a future road safety audit the pedestrian access to Oxhey Lane (drawing ITL200107-GA-008) should provide for safe and suitable pedestrian access to the site.
- 2.1.15 HCC confirms that the granting of planning permission has been accepted as meeting the tests of 'special circumstances' of LTP 4 Policy 5(f) in other cases of primary road accesses within the County, and therefore are satisfied to accept such an approach in this instance.

---

## SECTION 3 Sustainable Location and Proposed Improvements

### 3.1 Existing Situation

3.1.1 The site is located on land to the east of Oxhey Lane, Carpenders Park. The site is bordered to the north, east and south by grassland, scrub and woodland, and to the west by A4008 Oxhey Lane and Carpenders Park Care Home.

#### Walking

3.1.2 Oxhey Lane routes north-south along the western site frontage. Oxhey Lane has continuous footway provision on the eastern side of the carriageway and a continuous footway on the western side of the carriageway south of the junction with Carpenders Avenue. An uncontrolled pedestrian crossing on Oxhey Lane is situated 40m south of Carpenders Avenue and includes a refuge island, dropped kerbs and tactile paving.

3.1.3 There are currently no other pedestrian crossing facilities of Oxhey Lane in the vicinity of the site.

3.1.4 Carpenders Park local centre can be accessed from the site via Carpenders Avenue. Footways are provided on both sides of the road, which are separated from the kerb by intermittent grassed verges and vehicle crossovers.

3.1.5 All crossing points along Carpenders Avenue have dropped kerbs but are not equipped with tactile paving. Street lighting is provided along Carpenders Avenue.

3.1.6 The network of pedestrian routes spread throughout the residential area of Carpenders Park, providing pedestrian routes to primary schools, green space, local shops, Carpenders Park station and through to South Oxhey.

#### Cycling

3.1.7 Carpenders Avenue has a speed limit of 30mph and low traffic volumes making it suitable for safely cycling on carriageway.

3.1.8 Carpenders Avenue connects to the wider cycle network on Prestwick Road through an underpass under Carpenders Park Overground Station. An off-carriageway shared footway/cycleway is provided on the eastern side of the Prestwick Road and routes north to Bushey and Watford. This route is identified in HCCs LCWIP as a route suitable for walking and cycling. It is agreed this is a suitable route for cyclists between the site and Watford.

## **Public Transport**

### **London Overground**

3.1.9 The nearest overground station is Carpenders Park located circa 1,200m (equivalent to a 15-minute walk) from the centre of the residential plots on site. London Overground Lioness line serves the station with regular and reliable services every 15 minutes to destinations between London Euston and Watford Junction. A summary of the journey times to key destinations is provided in Table 3.1.

**Table 3.1: Local Rail Destinations**

<b>Destination</b>	<b>Average Journey Duration</b>
Euston	45 mins
Wembley Central	18 mins
Watford Junction	10 mins
Bushey	3 mins
Harrow & Wealdstone	9 mins
Willesden Junction	25 mins

Source: TfL

### **Bus Services**

3.1.10 The closest existing bus stop 'Upper Hitch' (on By the Wood Road) is located 800m walking distance from the centre of the residential plots on site. The bus stop infrastructure at the stops consists of a bus stop flag, timetable information and seating. Table 3.2 summarises the destination and frequency of the bus routes served by these bus stops. Table 3.2 also includes the 328 service which currently routes via Carpenders Park station.

**Table 3.2: Local Bus Services**

Service No.	Route	Typical Frequency		
		Mon-Fri	Sat	Sun
346	Watford – Carpenders Park	Hourly 07:46 – 18:12	Hourly 08:14 – 18:14	-
R17	Carpender Park Railway – Hatch End Harrow Arts Centre	One bus on Wednesday at 10:14	-	-
R16	Bushey Railway Station – North Watford Sainsburys	Two buses on Monday and Friday only	-	-
328	Watford – Carpenders Park – Northwood	Hourly 05:55 – 20:05	Hourly 07:25 – 18:25	Hourly 09:40 – 17:40

Source: Bustimes.org (accessed May 2026)

### Local Facilities and Services

3.1.11 Local facilities and services are listed in Table 3.3. The distances are taken from the site.

**Table 3.1: Summary of Local Facilities**

Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Leisure	Roots Hairdresser	800	10	3
	Absolute health & beauty	800	10	3
	Pizza Delight	800	10	3
	The Partridge Pub	950	12	3
	Carpenders Park Community Hall	1,000	11	4
	Carpenders Park Garden Centre	1,150	16	5
	Green Park Play Area	1,250	17	5
	Carpenders Park Skate & BMX Park	1,350	19	6
	Oxhey Library	1,350	18	7
	South Oxhey Leisure Centre	1,550	21	7
	Grims Dyke Golf Club	1,750	25	7
	South Oxhey Choir	1,850	25	8
	South Oxhey Family Centre	1,850	25	8
Education	Little hearts pre-school	550	7	2
	St. Meryl Primary School	550	7	2
	Warren Dell Primary School	1,650	22	7
	Colbrook School	1,650	22	7
	Oxhey Wood Primary School	1,850	25	8
	St. Joseph's Primary School	2,050	28	9

Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Retail	Carpenders Park Sub Post Office	800	10	3
	L Cook Florist	800	10	3
	Co-op Food	800	10	3
	Nisa Local	1,050	16	6
	Tesco Express	1,150	16	6
	Lidl	1,250	18	7
Healthcare	DB Jones Pharmacy	800	10	3
	Viks Pharmacy	1,100	15	5
	Esom's Pharmacy	1,250	17	6
	Manor View Practice	1,650	22	7
	Dale Pharmacy	1,750	24	7

## 3.2 Transport Improvements

### Off-Site Walking and Cycling improvements

3.2.1 The Applicant has agreed to deliver a package of improvements to the walking and cycling network, summarised below and shown in Image 3.1:

- Resurfacing and footway widening on Oxhey Lane south of the existing care home.
- Installation of a controlled signalised crossing (to be delivered as part of the site access works) at Oxhey Lane / Carpenders Avenue.
- Resurfacing of footway on south side of Carpenders Avenue up to the junction with Foxleys.
- Installation of tactile paving at:
  - Carpenders Avenue / Foxleys junction.
  - Foxleys / The Mead junction.
  - Delta Gain / Gibbs Couch junction.
  - Gibbs Couch near Carpenders Park Overground station.

3.2.2 These improvements would be secured by planning condition.

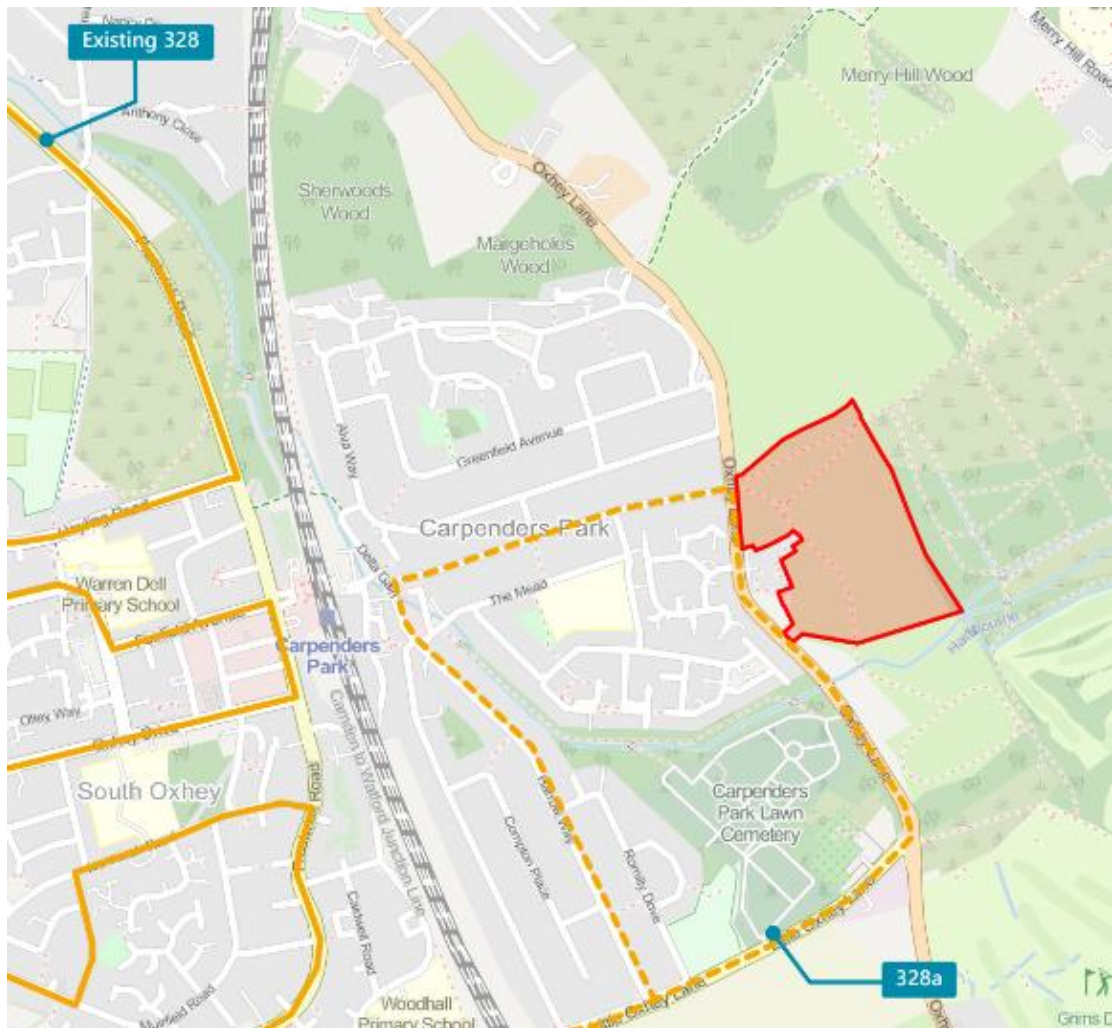
**Image 3.1: Walking and Cycling Improvements**



### **Bus Contributions**

- 3.2.3 The Applicant has agreed to a bus service contribution identified by HCC public transport officers, secured by planning obligation.
- 3.2.4 The contribution would provide funding for a bus to route along Carpenders Avenue and Oxhey Lane alongside the site as shown indicatively in Image 3.2 below.

**Image 3.2 – Expected Route of proposed bus service**



3.2.5 The contribution has been based on an extension/enhancement to the existing 328 service with an expected hourly service as follows:

- Monday to Saturday      First Bus: 05:53    Last Bus: 22:53
- Sunday                      First Bus: 08:53    Last Bus: 18:53

3.2.6 The existing 328 service is an established and viable service which would benefit from an increased frequency along its primary route.

3.2.7 A total contribution of **£613,558.69** over a five year period is agreed. The contribution has been calculated by HCC public transport officers based on forecast revenues and costs. It is agreed the contribution will support the operation of a bus service during a five year period as the development proceeds enabling it to become self-sustaining beyond the funding period.

### **Bus stop location & contribution**

- 3.2.8 A new bus stop for the new bus service along Oxhey Lane will be located to ensure that the majority of the development will be within a 400m walk distance (thus there is no need for the bus service to route into development site). A financial contribution of £38,000 is agreed to secure the bus stop infrastructure including Shelter, Kassel Kerbing and RTI screen.

### **Beryl Bike Contribution**

- 3.2.9 The applicant has agreed to contribute £20,000 towards the provision of three bikes at a Beryl Bike parklet in Carpenders Park and the provision of a dedicated Beryl Bike parklet on site. This has been discussed and agreed with TRDC Sustainable Transport Officer.

### **Travel Plan**

- 3.2.10 A detailed Travel Plan for each of the residential and Care Home will be secured by condition, with two support and evaluation payments of £6,000 secured by planning obligation. A Framework Travel Plan for the residential element of the scheme was submitted with the application with the 10% target mode shift agreed as appropriate.

## **3.3 Agreed Matters**

### **3.3.1 It is agreed that:**

- Improvements to local infrastructure to provide improved walking and cycle routes to local facilities, amenities and public transport will be provided, specifically:
  - The proposed bus service and new bus stop will improve the accessibility of the site by public transport; and
  - The proposed walking and cycling improvements will improve accessibility by active travel modes to local facilities
- Contributions towards local bus services to provide a new bus route along Carpenders Avenue and Oxhey Lane will improve the accessibility of the site location;
- The public transport and local infrastructure improvements will maximise the sustainable transport solutions of the site location and encourage movement by sustainable transport modes; and
- Sustainable transport modes have been prioritised taking account of the vision for the site, the type of development and its location.

## SECTION 4 Traffic Impact

- 4.1 The traffic modelling methodology and results provided within the Transport Assessment and subsequent technical notes have been audited and reviewed by the Local Highway Authority. It is agreed that the methodology used to assess the impacts of development related traffic follow best practice and use the appropriate traffic modelling software.
- 4.2 The modelling results are considered acceptable by the Local Highway Authority. In particular, it is agreed that the introduction of a signalised junction will not result in unacceptable delay to traffic flow on the A4008 Oxhey Lane.

### Agreed Matters

- 4.3 Thus, it is agreed that the impacts from the development on the transport network are not significant in terms of capacity, congestion and highway safety and fall well below 'severe'.

## SECTION 5 Agreement

Signed by



On behalf of Hertfordshire County Council

Name: Alan Story

Dated: 28/05/2026

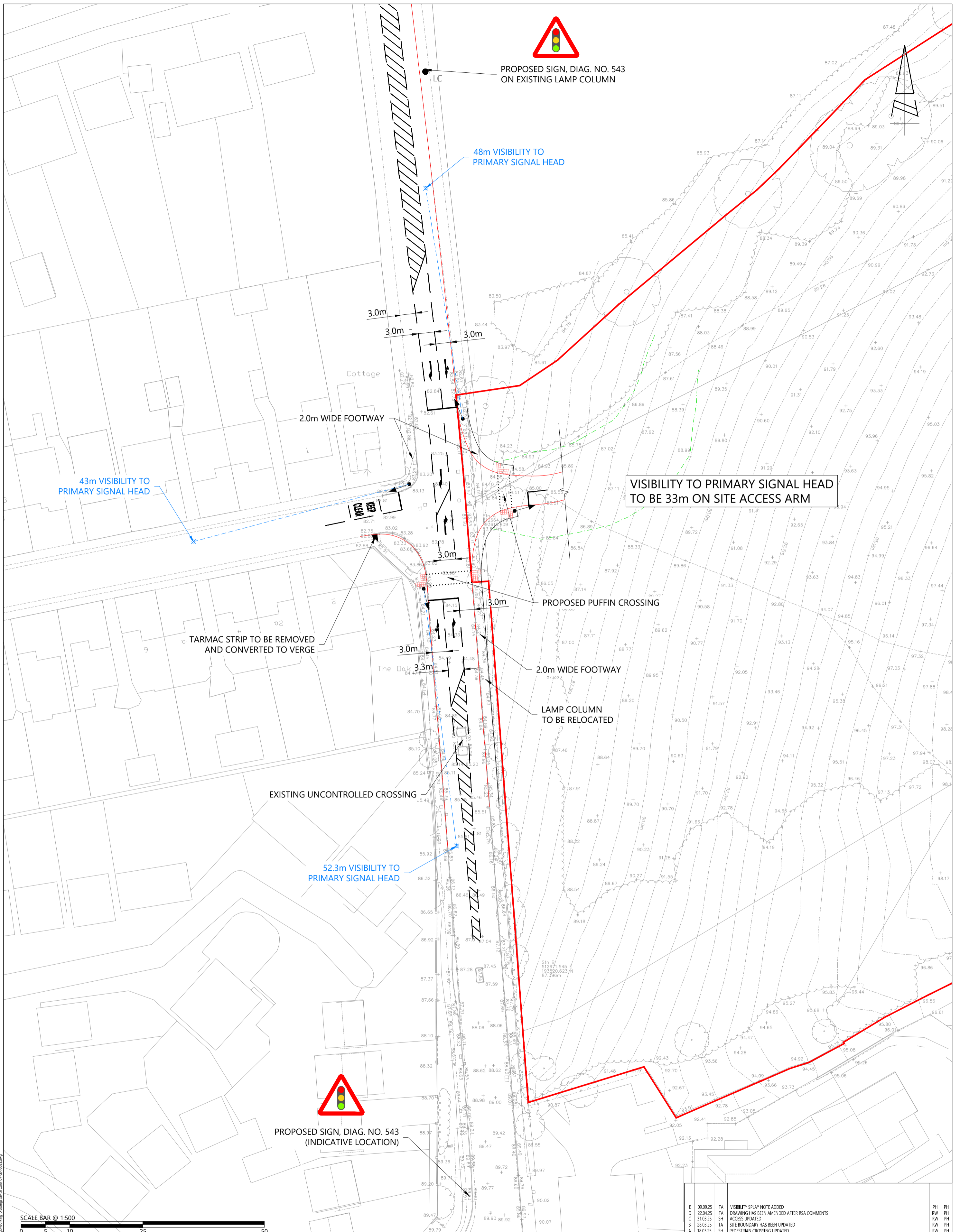


..... On behalf of i-Transport LLP

Name: Phil Hamshaw

Dated: 28 May 2026

## **APPENDIX A.** Access Drawings



DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURES DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024. OS LICENCE No. A000081392.1

CLIENT: BURLINGTON PROPERTY GROUP

TITLE: PROPOSED SITE ACCESS ARRANGEMENT - SIGNALISED JUNCTION

PROJECT: LAND AT CARPENDERS PARK

REV	DATE	BY	DESCRIPTION	CHK	APD
E	09.09.25	TA	VISIBILITY SPLAY NOTE ADDED	PH	PH
D	22.04.25	TA	DRAWING HAS BEEN AMENDED AFTER RSA COMMENTS	RW	PH
C	31.03.25	SH	ACCESS UPDATED	RW	PH
B	28.03.25	TA	SITE BOUNDARY HAS BEEN UPDATED	RW	PH
A	18.02.25	SH	PEDESTRIAN CROSSING UPDATED	RW	PH

STATUS: FOR INFORMATION

DRAWN:	CHECKED:	APPROVED:
SH	PH	PH

PROJECT No:	SCALE @ A2:	DATE:
ITL200107	1:500	12.11.24

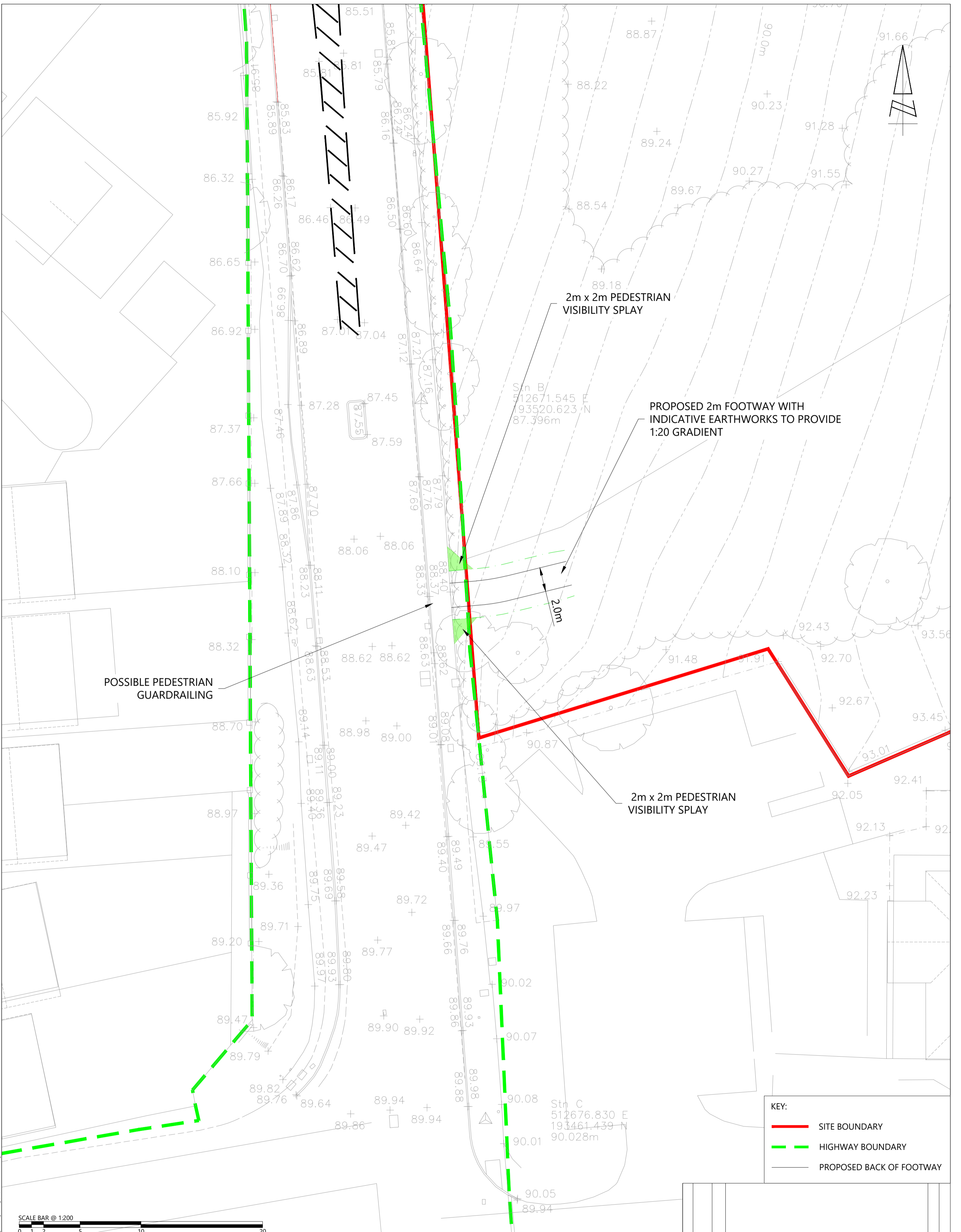
DRAWING No:	REV:
ITL200107-GA-002	E



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POSSIBLE PEDESTRIAN GUARDRAILING

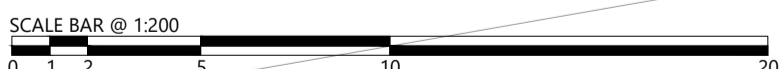
2m x 2m PEDESTRIAN VISIBILITY SPLAY

PROPOSED 2m FOOTWAY WITH INDICATIVE EARTHWORKS TO PROVIDE 1:20 GRADIENT

2m x 2m PEDESTRIAN VISIBILITY SPLAY

KEY:

<span style="color: red;">—</span>	SITE BOUNDARY
<span style="color: green;">- - -</span>	HIGHWAY BOUNDARY
<span style="color: black;">- - -</span>	PROPOSED BACK OF FOOTWAY



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CLIENT:	BURLINGTON PROPERTY GROUP					
TITLE:	PROPOSED PEDESTRIAN ACCESS ONTO OXHEY LANE					
PROJECT:	LAND AT CARPENDERS PARK					
REV	DATE	BY	DESCRIPTION	CHK	APP	
STATUS: FOR INFORMATION						
DRAWN:	TA	CHECKED:	RW	APPROVED:	PH	
PROJECT No:	ITL200107	SCALE @ A2:	1:200	DATE:	18.05.26	
DRAWING No:	ITL200107-GA-008				REV:	-

