

Our Ref: L001VRP2117- RSA 2

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18th March 2026

Geoffrey McMahon

North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

Dear Geoffrey,

Re: Highway Authority Comments on Proposed Access Arrangements – Barns at Winch Hill Farm, Luton

We write in relation to the submitted Transport Statement for the above development and the proposed access and highway arrangements on Winch Hill Lane. Having reviewed the information provided, it is understood that the Highway Authority is unable to support the proposals in their current form for the reasons outlined below.

Access Arrangements

The Highway Authority does not consider that sufficient justification has been provided for the pair of left-in/left-out junction arrangement to serve the development. Any such alteration would be subject to a Section 278 Agreement and, as a matter of policy, the preferred approach is for a single point of access in order to minimise potential conflict points with other road users. Any departure from this standard would require clear and robust evidence demonstrating operational and safety benefits, which has not been presented.

We acknowledge the Highway Authority's position regarding the proposed access strategy and agree that a single point of access represents the most appropriate and safe solution for the development. In response to the concerns raised, the previously proposed left-in/left-out arrangement has been withdrawn. A revised design using the left in access as a single access junction has been used. This reduces potential conflict points and aligns with the Authority's established policy approach. Updated drawings and supporting technical information will be submitted accordingly to demonstrate full compliance with visibility, operational and safety requirements.

Furthermore, the amended access arrangements reinforce the requirement for HGVs travelling to and from the Cube Metals site on Pasture Lane to use the predominantly rural southern route in both directions. This approach avoids directing heavy vehicles through residential areas and supports the practicality of a single access point to the development.

Visibility Requirements

In response to the Highway Authority's comments on visibility, the previously proposed left-in/left-out access arrangement has been withdrawn and replaced with a single access point, as agreed. As set out in the Transport Statement, Winch Hill Lane is subject to the national speed limit (60mph); however,

observations undertaken during the site inspection indicate that actual vehicle speeds are significantly lower—typically below 30mph—due to the constrained carriageway width and the combined horizontal and vertical alignment of the Winch Hill Lane. Notwithstanding this, the updated access drawings demonstrate that visibility splays of 2.4m × 43m can be achieved to and from the new access. This level of visibility provides appropriate and safe sightlines in both directions in accordance with recognised design guidance.

We trust the above is helpful, and we would welcome further discussions upon receipt of revised details or alternative access proposals that address the concerns set out in this letter

Yours sincerely



Vimal Patel,
BEng (Hons), GMICE, FIHE, Reg RSA (IHE), NH Cert Comp

Enc.

Colneside Drawing Number: WinchHill/FP/2026/03 Rev A – Revised Site Access