
**Barns at Winch Hill,
Wandon End,
North Hertfordshire**

**Conversion of Barns to Storage
& Distribution Units**

Updated Transport Statement

April 2026



RKS
Associates

Project: Barns at Winch Hill, Wandon End, North Hertfordshire
Conversion of Barns to Storage and Distribution Units

Client: CORA Investments Ltd

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1 INTRODUCTION

- 1.1 RKS Associates has been commissioned on behalf of Cora Investments Limited to prepare an updated Transport Statement associated with the redevelopment proposals of existing barns located on land east of Winch Hill, Wandon End in Hertfordshire.
- 1.2 This Transport Statement deals with the highways and transport matters relating to the redevelopment proposals. It considers the suitability of the site in transport terms, national and local policy, accessibility of the site and the level of traffic anticipated and impact on the local road network.
- 1.3 The site is located on land east of Winch Hill, Wandon Hill in North Hertfordshire. The existing access comprises of wide vehicle crossover on the eastern side of Winch Hill that has been stopped up to prevent access to the site as shown in **Figure 1.1**.

Figure 1.1: Site Location



- 1.4 The existing buildings on the site comprise two agricultural barns which are now redundant and no longer in active use. Both structures have experienced significant deterioration over time and are presently in a poor state of repair. Building A has a Gross External Area (GEA) of approximately 366m² and historically functioned as a grain store. Building B, measuring approximately 351m² (GEA), was formerly used as a cattle shed.
- 1.5 The proposed planning application seeks consent for the change of use of the site from its existing Agricultural designation to General Industrial (Use Class B2) and Storage and Distribution (Use Class B8). The proposals include improvements to the existing vehicular access to ensure it meets the operational and safety requirements. In addition, the scheme includes the installation of new security fencing. The existing and proposed site layouts is contained in **Appendix A**.
- 1.6 This Transport Statement considers the highway and transportation issues associated with the proposals. It has been prepared in the context of National Planning Policy Framework (NPPF). This Transport Statement demonstrates that the proposed redevelopment will when compare to the existing use of the site will have minimal or no impact on the surrounding highways and accords with key planning policies.



2 THE SITE AND ITS LOCAL ENVIRONMENT

- 2.1 The proposed development site is located to east of Winch Hill approximately 2 miles southeast of Breachwood Green village centre. The site is bordered by agricultural fields to the north and west and a residential property further south.
- 2.2 The existing site comprises two detached, disused agricultural barns with a combined Gross External Area (GEA) of approximately 717m². Both structures are currently vacant, having previously been used for agricultural purposes. Vehicular access to the site is provided via an elongated crossover along the site frontage; however, this access has been temporarily obstructed by an earth bund to prevent unauthorized entry and mitigate incidents of fly-tipping.

Local Highway Network

- 2.3 Winch Hill is a single-lane carriageway accommodating two-way vehicle movements, with carriageway widths varying along its length and incorporating a number of passing places. The road is generally aligned in a north–south orientation and is flanked by continuous grass verges on both sides. The carriageway is rural in character, unlit, and, although subject to the national speed limit, its alignment and physical characteristics naturally encourage low vehicle speeds.

Existing Accident Record

- 2.4 In order to examine the existing accident record, publicly available Personal Injury Collision (PIC) information has been obtained from the *Crashmap* UK website (www.crashmap.co.uk). The PIC data for the local highway network identifies that no collisions have occurred along Winch Hill in the immediate vicinity of the proposed redevelopment or on the local wider highway network along Chapel Road and Oxford Road during the 5-year period up to December 2024.

Figure 2.1: Extract from *Crashmap*.



Source: Crashmap



3 RELEVANT TRANSPORT POLICY

- 3.1** Transport policies at a national level are set out in revised National Planning Policy Framework (NPPF) which sets out the government's planning policies for England and how these can be applied and the National Planning Practice Guidance (NPPG) which describes Central Government policy concerning transport and its relationship with land use planning. At a local level, transport policies are set out in North Hertfordshire District Local Plan 2011 – 2031.

National Planning Policy Framework (NPPF)

- 3.2** The December 2024 update to the National Planning Policy Framework (NPPF) places a strong emphasis on facilitating modern economic needs, specifically mentioning storage and distribution operations.
- 3.3** With reference to rural economy, paragraph 88 states that planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed, new buildings. Furthermore, under paragraph 89 planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads.
- 3.4** The NPPF states specifically at paragraph 116 that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development are severe.'
- 3.5** NPPF under paragraph 118 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored. However, it does provide guidance on what local authorities should consider when setting their local parking standards.

North Hertfordshire District Local Plan 2011–2031 (Adopted November 2022)

- 3.6** At a local level North Hertfordshire District Local Plan 2011 - 2031 (Adopted in November 2022) outlines a strategy for ensuring that growth is delivered in the right place and is of the right character and quality, and means we have a proactive plan in place for the needs of our residents. More specifically Transport Policy T1 states: Development would not lead to highway safety problems or cause unacceptable impacts upon the highway network and policy T2 states clearly identify how they provide for all likely types of parking demand and demonstrate that parking will be safe and of a design and layout that will function satisfactorily.



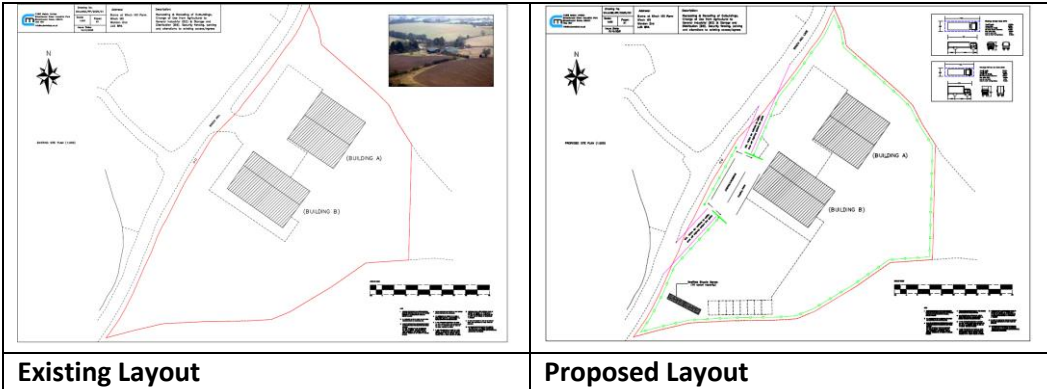
**North Hertfordshire District Council (NHDC) Local Development Framework:
Vehicle Parking at New Development Supplementary Planning Document**

- 3.7** The Supplementary Planning Document (SPD), Vehicle Parking at New Developments, was adopted by NHDC in November 2011. The SPD provides guidance on parking provision at new developments. For a B8 wholesale distribution, builder's merchants, storage guidance suggests a maximum of 1 car parking space per 75m² GFA with lorry provision to be checked against benchmark standards.
- 3.8** It is concluded that the proposed redevelopment complies with the National and Local policies. The policies also confirm that a Transport Statement to support redevelopment proposals should be provided.

4 DEVELOPEMENT PROPOSALS & TRAFFIC IMPACT

- 4.1 The redevelopment proposals involve the refurbishment of the existing barns to establish a safe and functional facility for the storage and distribution of materials. The scheme proposes to retain the barns in their current locations, thereby preserving the existing site layout. Following consultation with the local highway authority the proposals now include two accesses serving the development, the layout and operation of the accesses will allow vehicles to enter and exit the site in a forward gear, enhancing operational safety and reducing potential conflicts with other highway users.
- 4.2 The proposed development is intended to facilitate the storage of materials associated with the operations of Cube Metals, a local business situated nearby on Pastures Lane in Breachwood. As such, the majority of vehicular movements and types of vehicles to and from the site are anticipated to be linked directly to operations at Pastures Lane. The proposals aims to accommodate these movements safely by providing improvements to the existing access serving the site. The existing and proposed site layout is shown below and enclosed in **Appendix A**.

Figure 4.1 Existing & Proposed Layout



- 4.3 The existing site access in the form of an elongated vehicle crossover is located on the eastern side of Winch Hill, the access is currently stopped up to prevent unauthorised access and fly tipping. The proposed layout provides two separate accesses separated to allow vehicles to enter via the northern access and egress via the southern access thereby ensuring that vehicles can enter and exit in a forward gear. The internal layout fronting the barns provides a hardstanding area to allow vehicles to safely pass a stationary vehicle that may be loading/unloading.
- 4.4 Winch Hill is subject to a national speed limit, however given the local environment and the alignment of Winch Hill on the approaches to the proposed access vehicle speeds are considered not to exceed 30mph. At the request of the Local Highway Authority, Automated Traffic Count (ATC) surveys were carried out on Winch Hill to assess vehicle speeds. The ATC surveys were conducted between 3rd and 9th April 2026, the results of the survey confirm that the 85th percentile speeds recorded in the northbound direction was 26.9mph and 28.2mph in the southbound direction. The ATC survey results are contained in **Appendix B**.



- 4.5 In accordance with NHDC Supplementary Planning Document (SPD), the proposed development provides a total area of 717m² (GIA), in accordance with the car parking standards of 1 space per 70m² would relate to 10 car parking spaces, however a total of 8 car parking spaces have been provided with the car parking arranged such that all vehicles can enter and exit the site in a forward gear. The proposed layout, vehicle swept path assessments and visibility splays to and from the proposed development access are provided in **Appendix C**

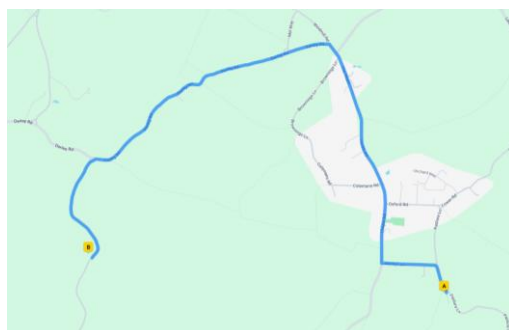
Traffic Generation

- 4.6 The traffic impact of the redevelopment proposals would ordinarily be assessed using the industry-standard TRICS database to derive trip generation for comparable land-use types. However, given the specific location of the site and the bespoke operational nature of the proposals, it is considered more pragmatic to determine traffic generation based on information provided directly by the intended occupier, Cube Metals.
- 4.7 Details supplied by the occupier indicate that the proposed storage and distribution facility is expected to generate only low levels of traffic, with approximately four two-way vehicle trips anticipated over the course of a typical day. On this basis, the development is expected to have a negligible impact on the operation and capacity of the local highway network, with no material effect on existing traffic flows or junction performance in the surrounding area.

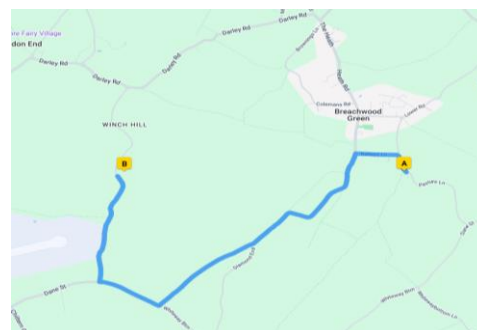
Traffic Routing

- 4.8 Furthermore, in consideration of the layout and constraints of the local highway network, and to minimise the potential for traffic congestion or unnecessary vehicle conflict, it is proposed to adopt a defined routeing strategy for vehicles travelling between the storage facility and the Cube Metals site on Pastures Lane. This approach will help to ensure that vehicle movements are directed along the most appropriate sections of the network, thereby reducing the likelihood of vehicles traversing unsuitable routes and supporting the safe and efficient operation of both the development and the surrounding highway environment. **Figure 4.2** provides the proposed routing of vehicles.

Figure 4.2: Proposed Routeing of Vehicles to and from Barns at Winch Farm



Proposed Route to Barns at Winch Farm
from Cube Metals



Proposed Route from Barns at Winch
Farm to Cube Metals





5 SUMMARY AND CONCLUSION

- 5.1** This Transport Statement has been prepared to support the proposed redevelopment of two redundant agricultural barns located at Winch Hill, Wandon End in Hertfordshire. The proposals seek to convert the existing buildings into a small-scale storage and distribution facility associated with Cube Metals, a locally based business operating from Pastures Lane in Breachwood Green.
- 5.2** The site is situated within a rural setting and is accessed from Winch Hill, a lightly trafficked local road. The surrounding highway network operates effectively, and a review of five years of Personal Injury Collision data confirms that there is no recorded accident history in the vicinity of the site.
- 5.3** The development proposals include refurbishment and reuse of the existing barns, improvements to the vehicular access, and the introduction of a two-point access/egress arrangement enabling vehicles to enter and leave the site in a forward gear. Visibility splays of 4.5m by 43m that commensurate with the 85th percentile traffic speeds recorded during the traffic surveys conducted on Winch Hill in April 2026, the internal circulation has been designed to allow safe vehicle manoeuvring and loading/unloading operations.
- 5.4** Parking provision has been designed in accordance with the North Hertfordshire District Council Supplementary Planning Document (SPD) requirements, with appropriate car parking spaces and sufficient turning space provided within the site.
- 5.5** Traffic generation associated with the proposed development is expected to be low, with information supplied by the occupier indicating approximately four two-way movements per day. As such, the proposals will have a negligible impact on the operation, safety, and capacity of the local highway network.
- 5.6** To ensure that vehicle movements between the site and Cube Metals on Pastures Lane take place along the most suitable sections of the local road network, a defined routeing strategy will be adopted. This will minimise the potential for vehicles to use inappropriate routes and will support the safe operation of the surrounding highway environment.
- 5.7** The proposals therefore fully accord with national and local transport planning policy, including the National Planning Policy Framework (NPPF) and the North Hertfordshire District Local Plan. On this basis, there are no transport or highway grounds to prevent the approval of the planning application.

Appendix A: Proposed Layout

Appendix: B

Traffic Surveys

															18065 / Winch Hill	
															April 2026	
															Automatic Traffic Count	
Site No.	Location.	Direction.	Speed Limit (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Unnamed Road, 51.882940, -0.348228	North	60	03 April 2026	09 April 2026	1934	292	276	0	0.0	0	0.0	0	0.0	24.9	29.6
		South	60	03 April 2026	09 April 2026	2058	319	294	0	0.0	0	0.0	0	0.0	24.4	28.2
		Two way	60	03 April 2026	09 April 2026	3992	611	570	0	0.0	0	0.0	0	0.0	24.7	28.7

Survey Results Atchaced as Excel File

Appendix: C
Proposed Access
Visibilty Splays &
Vehicle Track Plots

