

**TUTUM** CONSULTING  
CHANGING TIMES, UNCHANGING PRINCIPLES



**PROJECT:** LAND OF CHURCH ROAD, WITHERLEY, LEICESTERSHIRE.

**PROPOSAL:** PROPOSED RESIDENTIAL DEVELOPMENT

**CLIENT:** MR M KETCHER

**REPORT REF:** 2025/075/0592-02

Produced by:



## TRANSPORT TECHNICAL NOTE

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## DOCUMENT CONTROL – REPORT REFERENCE: 2025/075/0592-02

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## 1.0 INTRODUCTION

### OVERVIEW

1.1 Tutum Consulting (TC) has been appointed by Mr M Ketcher to evaluate the matters arising with respect of transport and highways for a planning application that seeks to develop land off Church Road, in the village of Witherley to residential occupation. The application seeks construction of a single 3 bedroom detached dwelling with garage.

1.2 The site itself has not been the subject of any previous planning applications. However, a planning application was previously submitted and approved for the development of a cemetery and place of memorial on the adjoining parcel of land, with the proposed means of access, to be shared between both sites. That earlier application for the cemetery was granted planning permission in January 2021 under reference 21/00048/FUL. To date, there has been no physical implementation of that permission, and the associated consent is due to lapse in December 2025, if the development has not commenced beforehand.

1.3 Notwithstanding the status of the adjacent cemetery approval, the current proposal for residential occupation of the neighbouring land has been designed and assessed with full regard to the details and requirements of that of the existing permission. This approach ensures that both developments could operate safely and efficiently in parallel, sharing access arrangements where appropriate, and that each site would also be capable of functioning independently, in the event that only one of the planning permissions is implemented.

1.4 Comments from Leicestershire County Council, in their capacity as the Local Highway Authority, were submitted during the review of the cemetery planning application. These comments are now referenced again for this residential planning application. The Council's formal response, dated April 2024, can be summarised as follows:

- The use of the access from Church Road would be acceptable given the low vehicle activity generated by the cemetery use;
- Parking spaces should be 2.4m x 5.5m in dimension;
- It was acknowledged that parking in the village is limited. However, the burial site will, for the most part, be connected with residents of Witherley and therefore pressures on parking would be minimal;
- The application was accompanied by a proposed access arrangement / site layout plan which was accepted by Highways as appropriate, and;
- It was accepted that the field and site of the cemetery was previously used for ad-hoc parking.

1.5 This report and accompanying plan **2025\_0100\_HGA\_0592-02**, provides assurances that the development's access arrangements and anticipated traffic impacts can be safely and effectively accommodated on the adjacent highway network, in accordance with local design standards and with due consideration of the permitted cemetery/memorial use.

1.6 The location of the site is detailed in **Figure 1**.

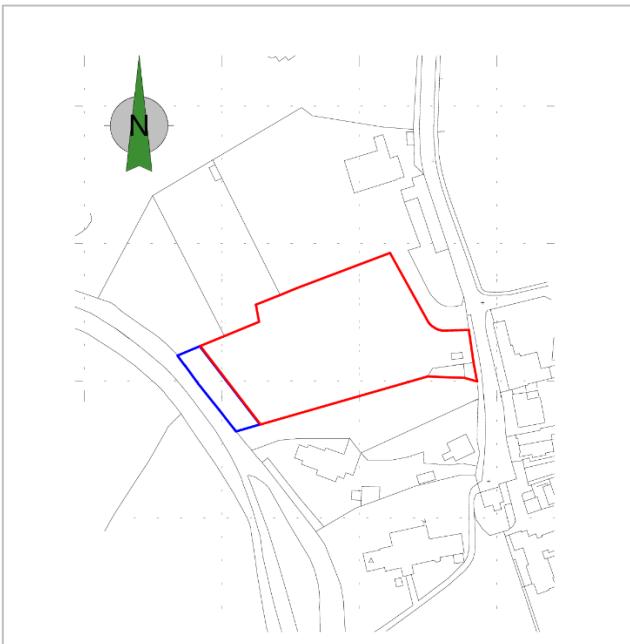


Figure 1: Site Location

1.7 A site layout plan is shown in **Figure 2** below and also at **Appendix A**.

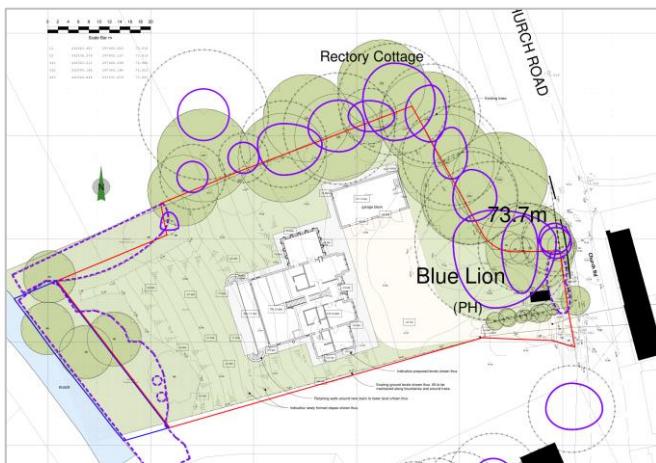


Figure 2: Site Layout Plan

1.8 A site visit relevant to the tasks we have been asked to undertake, was carried out on the afternoon of the 12<sup>th</sup> of August 2025. All images in this report were taken from this site visit. No online imagery has been used for purposes of assessment and evaluation purposes.

## 2.0 THE EFFECTS OF DEVELOPMENT

### BACKGROUND

2.1 The Applicants are promoting development of the land for a single detached dwelling via an existing single point of access off Church Road which is located on the eastern boundary of the site. Church Road is an unclassified, no through road subject to the national speed limit of 30mph by virtue of street lighting. It measures approximately 5.2m in width. A footway circa 1.5m in width forms the western side of Church Road. At the time of the site visit, on street parking was observed on the western side of Church Road close to the access. Plates 1a and 1b show the context of Church Road and the existing access which is to be used for purposes of this application.



(Plate 1a – Church Road looking south)



(Plate 1b – View looking towards access)

2.2 The application site comprises land that was previously used for pasture and grazing.

2.3 Witherley is situated in the far west of Leicestershire, with the Warwickshire-Leicestershire border running parallel to the parish boundary, along the River Anker to the west and the A5 to the south. The village centre lies less than 2 miles from the town of Atherstone and 1 mile from the village of Mancetter.

2.4 A review of the facilities and amenities within a 20-minute walk from the site is illustrated in **Figure 3**. Here the town of Atherstone provides a host of facilities and amenities. The closest accessible bus stop can be found on the A5 Watling Street again within a 20-minute walk of the application site.

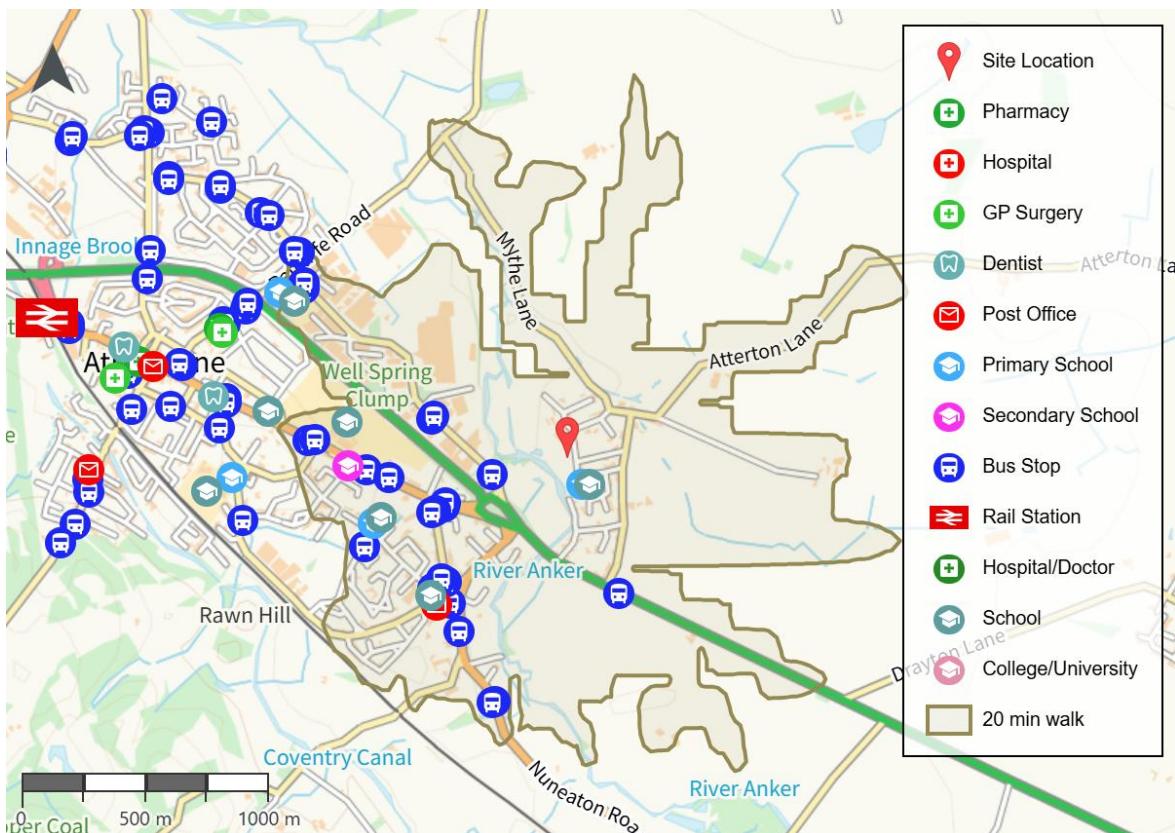


Figure 3: Site Layout Plan

2.5 The 2021 Census confirms that the village has a recorded population of 1,366 and is located in the civil parish of Hinckley and Bosworth district of Leicestershire. The parish also encompass the wider settlements of Atterton, Ratcliffe Culey and Fenny Drayton.

### ACCESS PROPOSALS

2.6 This application seeks to utilise the existing access off Church Road and if implemented the plans prepared and conditioned in connection with the application for the cemetery, with access to the dwelling off the exiting gate shown in **Figure 4**. In the event that the permission for the cemetery lapses, then the applicant will seek to implement the access arrangements secured as part of the planning application for the cemetery, but clearly excluding the parking proposed for the cemetery. For completeness the plans for the dwelling in isolation of the cemetery are shown in **Appendix A**. These plans also show adequate turning within the site whereby vehicles access / egress in a forward gear.

2.7 The details for the access to the cemetery are shown in **Figure 4**.

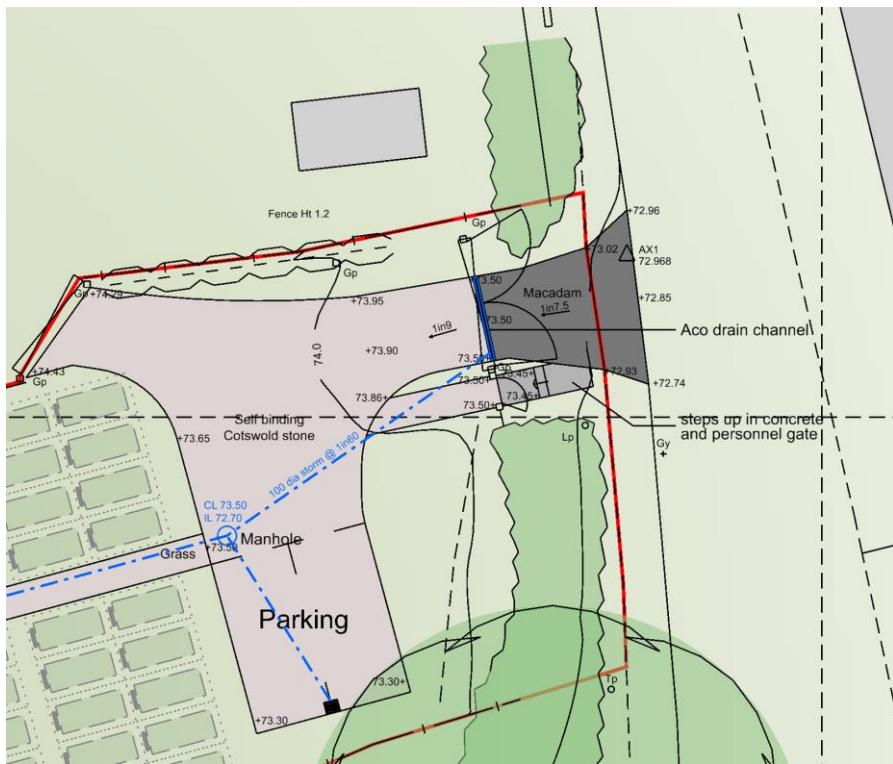


Figure 4 Cemetery Site Layout Plan

2.8 In the event the planning permission for the cemetery lapses on the 16<sup>th</sup> December, the access for the development, will comprise of the following key components.

- Access width to be retained (3.9m) and 3.1m at the entrance to curtilage of the site.
- The existing vehicle crossover arrangements is to be retained in its existing circumstances
- Visibility splays have been shown at 2.0m x 43m to the south and 2.0m x 39m to the north (non-critical direction)
- H bar marking across the access to protect manoeuvrability to/from Church Road
- Highway constructed with a bound flexible material for a distance of 7.5m as measured from the edge of highway footway.
- Localised maintenance of vegetation to either side of the access.
- Means of intercepting surface water to be provided
- All works to the highway will be carried out in accordance with LCC highways approval and under the relevant sections of the Highways Act 1980.

2.9 Also supporting this application, is drawing number **2025\_0100\_HGA\_0592-01**, attached hereto **at Appendix B**, which shows the geometry of the access, Visibility splays, surfacing requirements and, the swept path analysis of a 4x4 domestic vehicle.

2.10 Through the application of the Manual for Streets visibility criteria, appropriate sightline requirements have been provided based on the speed limit of Church Road, that of

30mph. The corresponding stopping sight distances have been applied to determine the visibility requirements for vehicles emerging from the proposed site access.

2.11 Visibility splay of 43 m to the south and 39m to the north can be attained. These distances represent the minimum clear 'y-distance' measured along the nearside channel line from a setback ('x-distance') of 2.0 metres as measured from the edge and centre of the carriageway. Bearing in mind the low speed and traffic environment of the site, the application of a 2.0m set back distance accords with MfS requirements.

2.12 It is acknowledged that on street -parking appears to occur to the south of the access in its existing circumstances. Whilst this may have occasional implications for visibility to observe approaching vehicle it is important to note the evidence base provided in Manual for Streets in terms of the impact of parked vehicles have on safety should be recognised. In this regard paragraph 7.8.5 of Manual for Streets and paragraph 10.7 states that parked cars in a low-speed environment do not create a significant problem with drivers adopting a 'peak and creep' approach when exiting an access. This scenario clearly applies in this instance and as a consequence there will be an imperceptible risk to road safety.

2.13 Vehicle swept paths analysis has been carried on a large 4x4 vehicle and shows manoeuvrability upon the access at Church Road and within the site ensuring that vehicles can access/egress in a forward gear.

2.14 No other means of access shall be retained, and any affected verge/hedgerow reinstated, as required.

2.15 It is reasonable to assume that the traffic projections for the site will have an imperceptible impact on Church Road. It is expected that the development will result in approximately 6-7 two-way movements per day. This traffic can be accommodated effectively and safely on Church Road and noting previous comments from the LHA, would be described as a low level of activity.

2.16 Noting the planning conditions imposed on the application for the cemetery, it is highly improbable that this application will meet the various pre commencement conditions imposed on it and will likely lapse on the 16<sup>th</sup> December 2025. In this likely event, the traffic from this application will replace, broadly, that associated with this cemetery application resulting in nil detriment in terms intensification of use by vehicles.

## COLLISION ANALYSIS

2.17 Personal Injury Accident (PIA) data is collected by the police, approved by the National Statistics Authority (NSA) and reported on by the Department for Transport (DfT) each year. The dataset used for this analysis considers accidents between January 2019 and December 2023.

2.18 Accidents have been categorised as slight, serious and fatal, with the three groups typically differentiated as:

- Slight:** where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.
- Serious:** records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
- Fatal:** any death that occurs within 30 days from causes arising from the accident.

2.19 The study area, which can be seen in **Figure 4** are based on an approximate radius of 200m, coupled with key junctions and routes likely to be taken by end users.

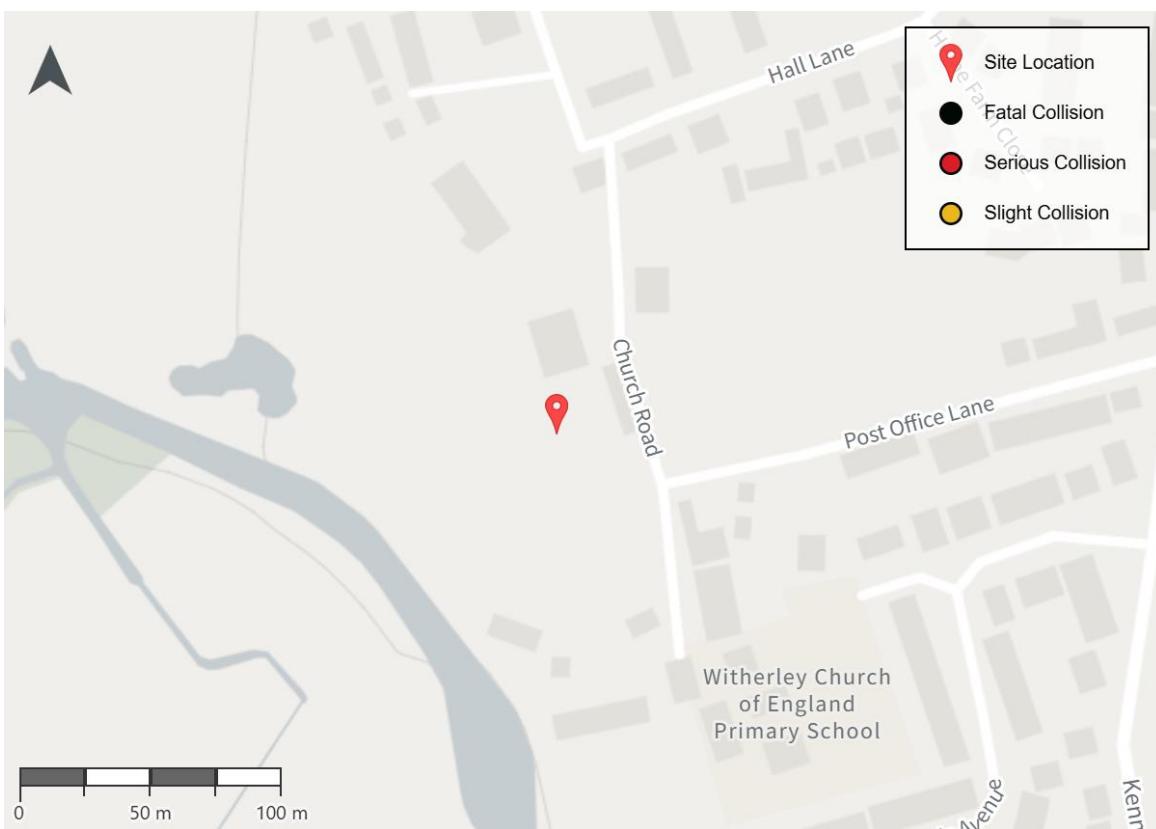


Figure 4: Collision History (Last 5 years)

2.20 The results show that there have been no recorded personal injury collisions within the vicinity of the access or in the village of Witherley. Accordingly, there is no defensible reason that would support that the development would be detrimental to road safety and exacerbate any existing issues or collision trends in the area.

## PARKING PROVISION

2.21 Leicestershire parking standards for new developments are set out in their Street Scapes Design Guide which provides detailed requirements regarding car and disabled parking provision, cycle storage, and layout expectations for both residential and non-residential uses. The standards require proposals to justify the quantity and arrangement of parking, taking into account sustainable travel and the needs of all road users, while also ensuring design and access principles are met.

2.22 The standards for off street residential parking can be found at Table 28 of the Highway design guide which for simplicity, is reproduced below.

2.23 The development will comprise of a single detached 4-bedroom dwellings and will therefore necessitate a total of 3 parking spaces to be provided.

Table 28: Residential Parking Standards

Use Class	Number of Bedrooms (Class C3) or Number of Residents (HMOs)	Minimum Required Number of Parking Spaces (excluding visitor parking)
C3 (a), (b), (c) dwelling	Up to 3 bedrooms	2 per dwelling
C3 (a), (b), (c) dwelling	4 or more bedrooms	3 per dwelling
C4 - Houses in Multiple Occupation (HMO)	Up to 6 residents	3 per dwelling minimum where planning permission is required, but up to 6 desired.
Suis Generis - HMO with more than six residents	More than 6 residents	1 per resident (E.g. 12 residents require 12 parking spaces)

Figure 5: Site Layout Plan

2.24 As detailed on the layout plan a total of 3 spaces will be provided in line with this overarching guidance, with a minimum parking allocated area whereby individual dimensions of 2.4m x 5.5m will be met.

2.25 It is understood and the layout has been progressed, on the basis that the triple garages are not included in the overall requirement for parking provision. Saying that, the internal parking dimensions (6.0m x 3.3m) and door widths (2.8m) will be sufficient, whereby a vehicle could park in the garages if desired.

2.26 As result of the above, the development will not give rise to any additional on street parking demand on Church Road.

## SERVICING PROVISION

2.27 A dedicated bin collection point has been incorporated within the site layout and will be located to the site entrance (near the shed) to ensure compliance with the guidance set out in Manual for Streets regarding acceptable waste collection distances. The siting of the facility ensures that residents are not required to carry refuse more than 30m from the furthest most point while the route for refuse collection operatives from the highway to the

bin store does not exceed 25m thereby meeting the recommended standards for efficient and safe waste management.

2.28 The design and positioning of the bin store allow for convenient access by both the residents and collection operatives. As the collection point is within the maximum recommended distance of the public highway, it is no longer necessary for a refuse collection vehicle to access and egress the site.

### 3.0 CONCLUSIONS

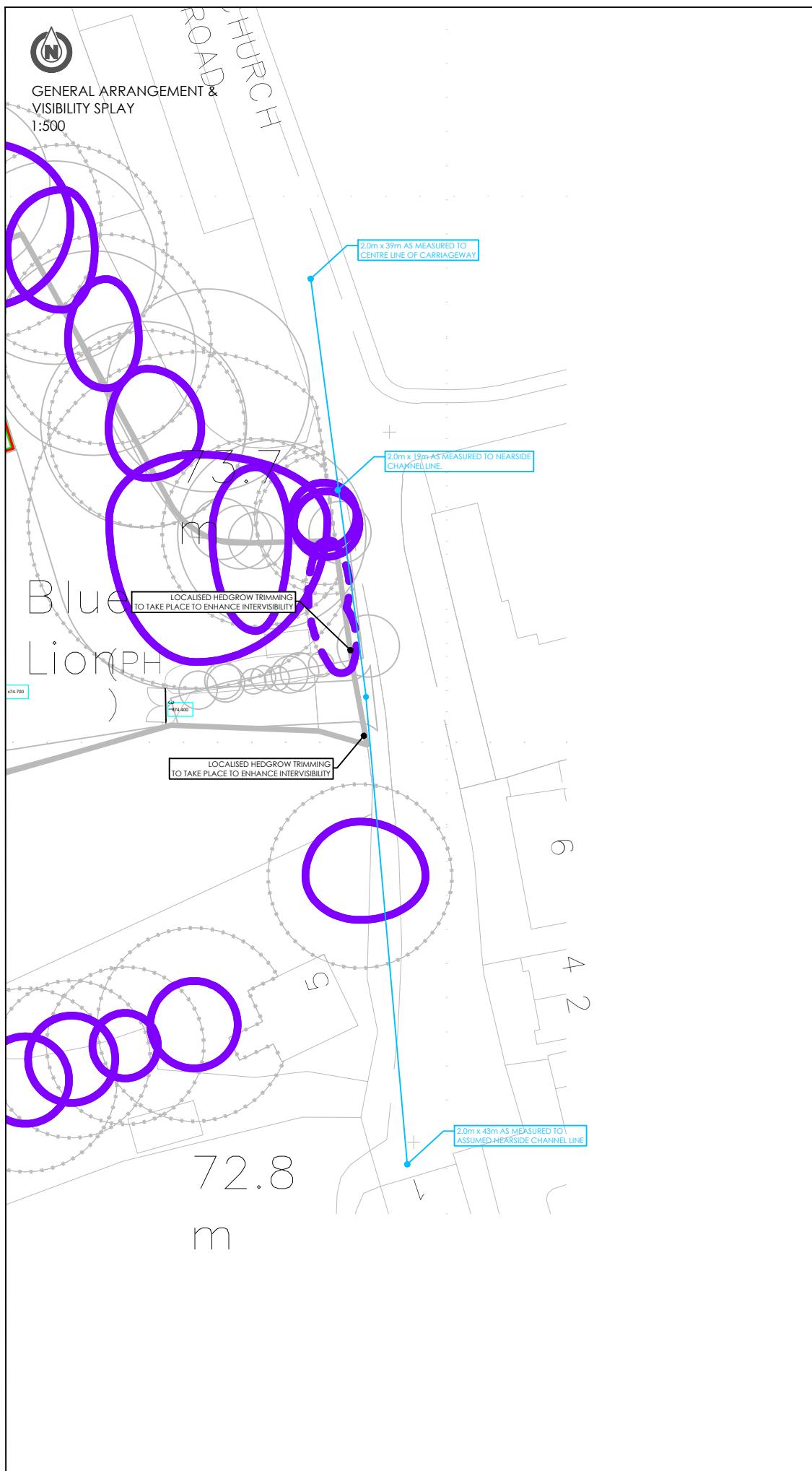
3.1 The proposed means of access is considered appropriate in terms of highway design and functionality. This access can be brought forward independently of the adjoining cemetery development and is not contingent upon or otherwise dependent on the construction or availability of access associated with the cemetery proposals. There are established and legally recognised access rights to the site, ensuring that the ability to implement suitable vehicular and pedestrian access arrangements is already secured. Consequently, the implementation of the access described within this report does not require reliance on any third-party land or future development. Furthermore, the applicant is prepared and committed to undertaking the full extent of the proposed access works, as detailed in this report, to ensure the safe and efficient operation of the site in both the short and long term, in accordance with relevant highway standards and planning conditions.

3.2 It is concluded from this report that access and highways impact for a development of a single dwelling with access served off Church would have a negligible impact.

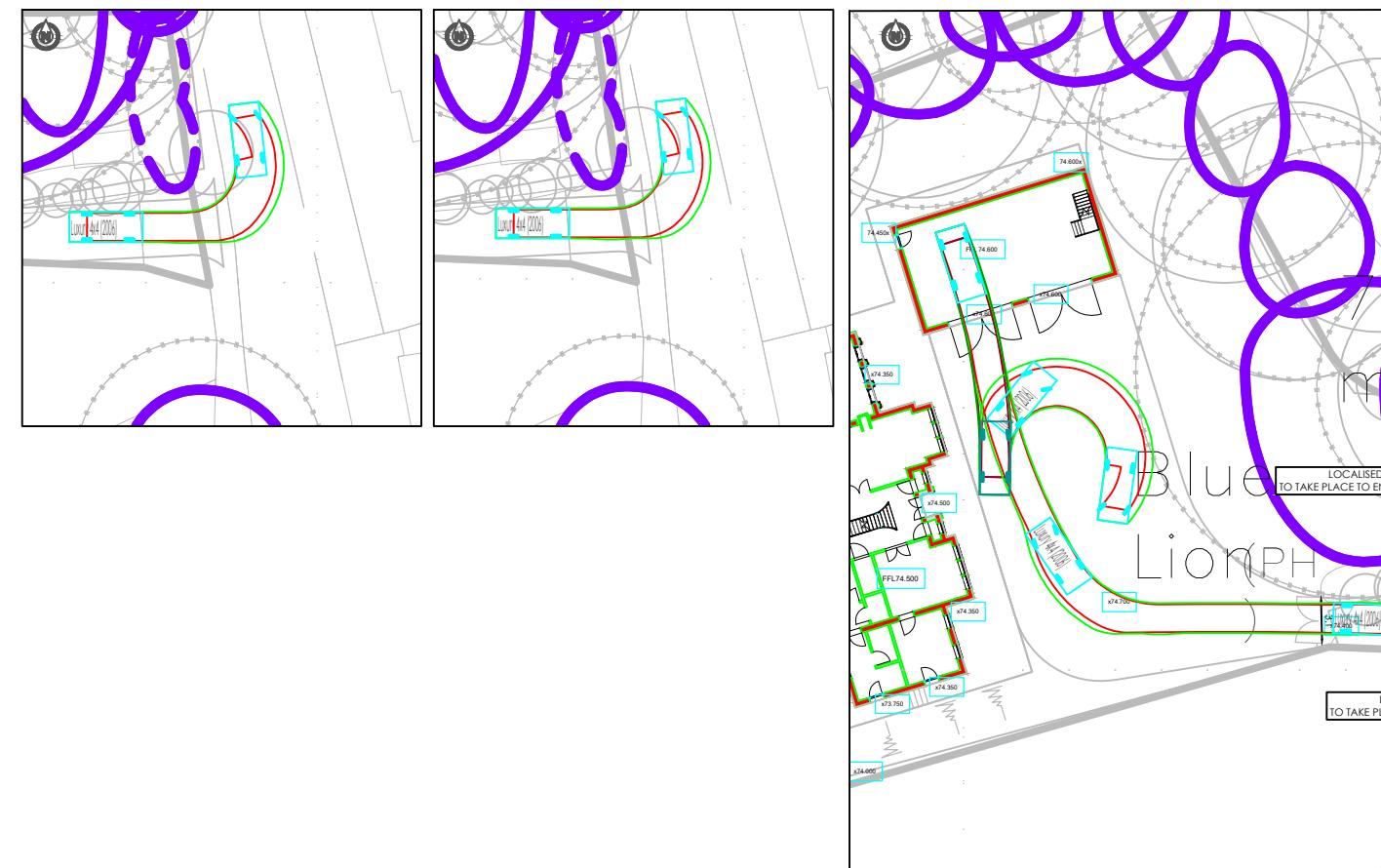
## APPENDIX A.



## APPENDIX B



VEHICLE TRACKING 4 X 4 VEHICLE (1:500)



Notes:

4.972m  
2.034m  
1.17m  
0.279m  
1.884m  
4.005  
5.800m

Luxury 4x4 (2006)  
Overall Length  
Overall Width  
Overall Height  
Min Body Ground Clearance  
Max Track Width  
Lock to lock time  
Kerb to Kerb Turning Radius

REV/DESCRIPTION: BY: DATE:  
STATUS: FOR INFORMATION

TUTUM CONSULTING  
CHANGING TIMES, UNCHANGING PRINCIPLES

CLIENT: MR M KETCHER

ARCHITECT: HAYWARD ARCHITECTS

SITE: CHURCH ROAD, WITHERLEY,  
WARWICKSHIRE

TITLE: ACCESS ARRANGEMENTS

SCALE AS SHOWN DATE: 14.11.25 DRAWN: SP CHECKED: SP  
PROJECT NO: 592 DRAWING NO: 2025 0100 HGA-0592-01 REVISION:

TRANSPORT PLANNING | TRAVEL PLANNING | ROAD SAFETY | HIGHWAYS DESIGN

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