

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Growth, Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 26/00451/FUL

Highway Reference Number: 2026/0451/04/H

Application Address: Sheepy House Farm Main Road Sheepy Magna Atherstone Leicestershire CV9 3QU

Application Type: Full

Description of Application: Retrospective application for the regularisation of the use of the existing building and associated yard area as a sui generis forestry and arboricultural depot

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr and Mrs Garland

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Sheepy

Road Classification: Class B

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by Hinckley and Bosworth Borough Council as the Local Planning Authority (LPA) on a full, retrospective application for the regularisation of the use of the existing building and associated yard area as a sui generis forestry and arboricultural depot. The site is located at Sheepy House Farm, Main Road, Sheepy Magna, Atherstone, Leicestershire.

The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Application form;
- Transport Statement (TS) report reference 2026/0179/0684/02, dated 12th May 2026 and authored by Tutum Consulting;
- Planning Statement (dated 26th May 2026 and authored by LB Planning); and

- Hayward Architects drawing number 02 (Site Plans).

Note – The LHA have included hyperlinks to relevant sections of the [Leicestershire Highway Design Guide](#) (LHDG) within this report. These are identified in bold, underlined and in blue text.

Based on the submitted application form, the change of use was completed on 1st June 2025. The lawfully permitted use of the building is an agricultural barn.

The LHA visited the site on Thursday 18th June 2026.

Site Access

Details of the proposed access arrangements are shown on Tutum Consulting drawing number 2026_0XX_101_0684-01 included within Appendix B of the TS. It should be noted that Hayward Architects drawing number 02 states ‘access subject to separate application’. It is unclear to the LHA why this drawing states access would be applied for separately, particularly when the submitted application form states that a new or altered access to the public highway is being proposed.

Access to the site is proposed via the existing point of access on to Main Road, a B classified road (B4116) subject to a 40mph speed limit. Main Road forms part of Leicestershire County Council’s Resilient Network¹

The Applicant has stated that the existing access would be amended to provide a kerbed radii to either side, which reduces to a width of 7.3m. Based on [Table 4](#) of the LHDG this would be of suitable width for a major industrial access road. Existing security gates are set back approximately 48m from the highway. It is noted that the existing access road has recently been surfaced in tarmac.

Swept path analysis of a 16.5m HGV turning right into and left out of the site has been shown on the drawing. However, the LHA require the use of a 18.55m HGV for swept path analysis, with a minimum modelling speed of 15 kph going forwards and 2.5 kph going backwards when analysing swept paths and the design speed should be detailed on the drawing. The Applicant should also detail vehicles entering and exiting the site in all directions. Further information is available within the [swept path analysis](#) section of the LHDG.

It is noted the Applicant has not demonstrated that an HGV ingressing or egressing the site could safely pass another vehicle waiting in the access. This detail should therefore be provided. The LHA advise that the access width should also be a minimum of 7.3m wide for at least the first 20m behind the highway boundary.

It is noted that the Applicant states that a Stage 1 Road Safety Audit (RSA1) along with a Stage 2 RSA would be undertaken following the granting of planning permission. Given the Applicant is proposing amendments to the existing site access, the LHA advise as per the [road safety audit policy](#) section of the LHDG, that the RSA1 should be undertaken as part of the planning application.

Vehicular visibility splays of 4.5 x 120m have been shown on the drawing in each direction at the site access. Whilst this is in accordance with Table 6 of the LHDG for a road where measured speeds are between 41-44mph, the Applicant has not submitted a speed survey as part of the

¹ <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/the-resilient-network>

application to demonstrate the 85th percentile speeds of traffic passing the site. An automatic (not handheld radar) speed survey is therefore requested by the LHA. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

Highway Safety

Based on available records to the LHA, there have been no recorded Personal Injury collisions within 500m either side of the site access within the last five years.

Whilst the LHA do not consider the proposals would exacerbate an existing highway safety concern, whether or not the proposals could represent an increased risk to highway safety is dependent on delivery of a safe and suitable access.

Trip Generation

It is stated within the TS that other buildings on the wider site accommodate a range of uses not included within the scope of this application. As such, establishing a clear baseline of traffic movements using an access counter would not provide an accurate representation of the specific premises subject to this application. Accordingly, the assessment has relied on information provided by the operators and the Applicant. It is also stated that these figures used relate solely to the forestry operation and do not include vehicle activity associated with other uses on the site, which are the subject of separate planning applications. The LHA advises it has not currently been consulted by the LPA on any other live planning applications served off the access road.

The Applicant states an average of 40 two-way staff and delivery movements occur per day and 200 two-way movements per week. Existing operations comprise a fleet of 20 LGVs, two HGVs and three tractor units. The site also accommodates approximately 20 staff, although these do not all attend or work concurrently. Staffing patterns are variable and reflect the operational requirements of the forestry and land maintenance business, with personnel attending the site on a mix of weekly, daily and occasional basis depending on the nature of the task being undertaken.

Some staff work on a weekly basis, typically arriving on a Monday to collect materials, plant and equipment from the building before returning later in the week as required. Other staff undertake regular daily shifts, generally between 08:00 and 17:00, to carry out routine operational activities. In addition, a further night-time shift commences at 19:00 where required, to undertake time-sensitive works.

It is stated this staggered pattern of attendance means that staffing demand is spread across the week and across different times of day, rather than generating a consistent peak in vehicle movements. It is also highlighted staff may arrive by private car or in the LGVs noted above, depending on the task, vehicle availability and operational need.

The Applicant also states that the buildings agricultural association would have generated vehicle movements in isolation along the access track and with seasonal activities meaning vehicle using the access track throughout the night and early morning would have been a common occurrence. Therefore, some comparisons can be made in terms of the previous operational of the buildings for agricultural storage and the predominately forestry use for which permission is now being sought.

The LHA advise that given all the above, it is satisfied that the proposals are unlikely to generate approximately 30 two way trips at either the AM or PM network peaks (08:00 – 09:00 and 17:00 –

18:00 respectively) and therefore a capacity assessment of the site access would not be required. In the absence of detailed evidence in respect of daily trips the lawful agricultural use of the building could generate, the LHA believe the proposals could represent an intensification in use of the site access.

It is noted reference is made to vehicle trips which occur in the early hours of the morning and the Applicant has stated that they would be amenable to the imposition of operational controls to address residential amenity concerns, while safeguarding the ongoing viability of the business and the wider farm enterprise. The LHA would have no reason to impose conditions or restrictions on the use of the access during particular times. Nevertheless, should the LPA wish to impose restrictions or conditions on the use of the access, on the grounds of residential amenity or otherwise, the LHA acknowledge it is within their gift to do so.

Internal Layout

The site is located approximately 900m from the public highway and accessed via a single-track private road. Hayward Architects drawing number 02 details that passing places would be provided along the route, which is welcomed by the LHA.

It is stated within the TS that all staff and vehicle parking is contained within the site boundary, with no overspill onto Main Road or the access track. Whilst a drawing detailing parking provision has not been provided, given the considerable distance between the site and the public highway, it is accepted that it is unlikely vehicles for the site would need to park within the highway. It is also considered there would be sufficient turning space within the site so that vehicle ingress/ egress the highway in a forward gear.

Transport Sustainability

The site is in a rural location, without a regular bus service and not close to local amenities such as a convenience store, however Demand Responsive Transport (Fox Connect) operates in the area. The LHA consider it is likely that employees would rely on the private car for journeys to/ from the site. The Applicant has also stated cycling to/ from the site is likely to be undertaken by more confident riders given the location. The LHA consider the site is not in a particularly sustainable location in transport terms. Nevertheless, the LHA is satisfied for the LPA to include this transport context in its wider sustainability considerations for the site.

Closing

The LHA advise that following provision of a speed survey, RSA1 and updated swept path analysis, it should be able to give further consideration to the proposals.

Date Received
2 June 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
30 June 2026