



TUTUM CONSULTING

CHANGING TIMES, UNCHANGING PRINCIPLES

PROJECT: TRANSPORT STATEMENT
SUI GENERIS – AGRICULTURAL FORESTRY USE

LOCATION: SHEEPY HOUSE FARM, SHEEPY MAGNA, LEICESTERSHIRE

CLIENT: MR AND MRS GARLAND
REPORT REF: 2026/0179/0684/02

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1.0 INTRODUCTION

OVERVIEW

- 1.1 Tutum Consulting (TC) has been appointed by Mr and Mrs Garland to prepare a Transport Statement (TS) in support of a planning application at Sheepy House Farm, Sheepy Magna. The application seeks the change of use of an existing agricultural building, together with associated modifications to the current site access. The building is presently occupied by tenants engaged in forestry and land maintenance activities. The proposed development will regularise and repurpose the building for a Sui Generis Agricultural use, with access arrangements upgraded to accommodate the operational requirements of the use and other activities on the site which are subject to separate planning applications. The location of the application site is illustrated in **Figure 1**.

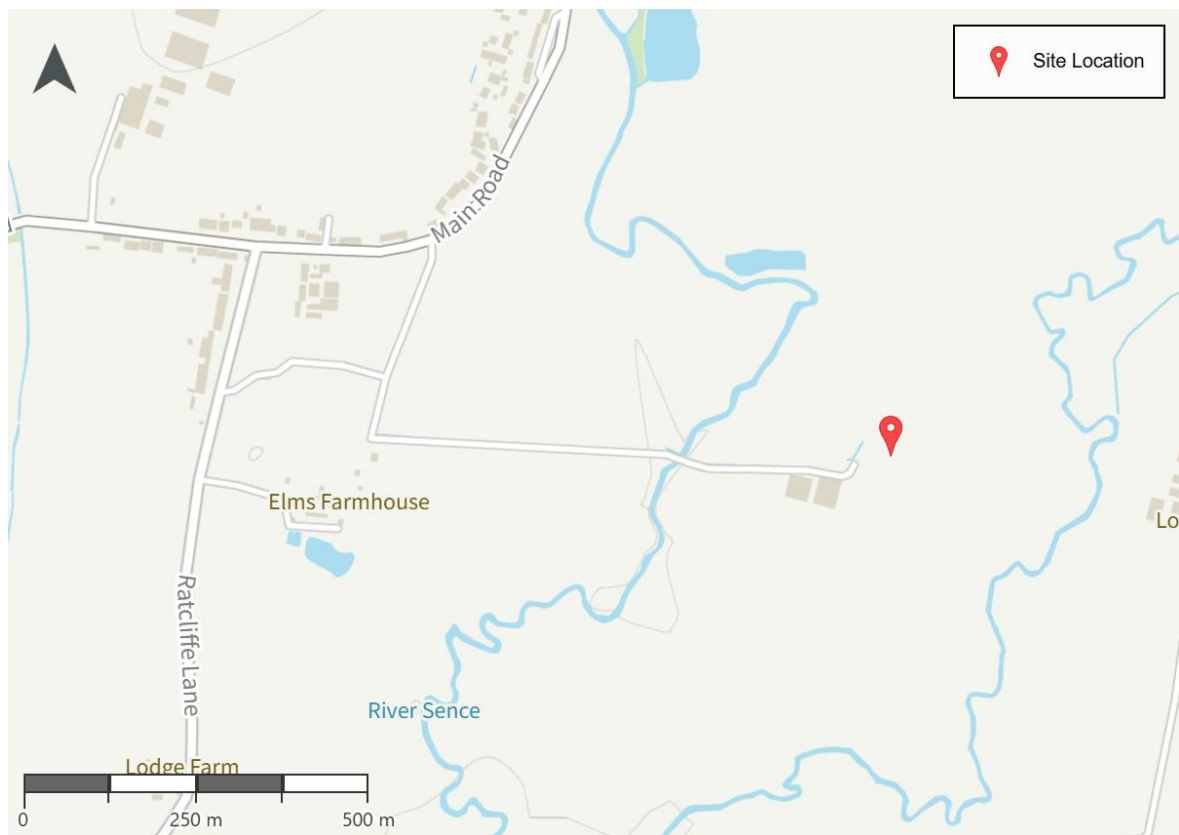


Figure 1: Site Location
[Source: Ordnance Survey]

- 1.2 The application relates to the westernmost standalone building within the site, proposed for Sui Generis Agricultural use. The proposals include upgraded access arrangements to accommodate the operational requirements and vehicle types associated with operations relating to Forestry and general land maintenance. The building has been occupied for several years by the existing tenants engaged in Forestry operations. It comprises approximately 1,000 sqm and forms part of a complex of outbuildings, each

accommodating a range of uses. An image of the site and building subject to this application is provided in **Figure 2**.



Figure 2: Site Overview and Layout

- 1.3 Vehicular access to the site is provided via a single point of entry connecting to Main Road to the northwest. The access comprises an unmade rural track, historically serving the former agricultural operations and associated outbuildings. Main Road is equipped with street lighting and is subject to a 40mph speed limit. Main Road measures approximately 6.0 metres in width and is flanked by dwellings and a footway to the north and grassed verges and a culverted drainage ditch to the south. Security gates are installed at the site entrance, set back approximately 48.0m metres from the edge of the carriageway, thereby allowing vehicles to wait clear of the highway while accessing the site.
- 1.4 Hinckley and Bosworth Borough Council will be the Local Planning Authority (LPA) for the application whilst the Local Highway Authority (LHA) will be Leicestershire County Council.
- 1.5 This report assesses the transport implications and influences of the use and current operations against relevant national and local policies to include, but not limited to, the accessibility of the site, layout, access arrangements, parking and service provision. It will also include any existing road safety issues that could be exacerbated by the development proposals.

REPORT STRUCTURE

1.6 The reporting of the assessment has been purposely split into a series of discreet sections to allow any potential impacts and influences of the development to be clearly set out and understood. The remainder of this report is structured as follows:

- **Section 2:** provides a summary of relevant national and local planning policy;
- **Section 3:** provides an overview of the existing baseline site conditions, including a review of the available walking and cycling routes and facilities, public transport options, as well as the highway characteristics of the site, adjacent highway network and road safety collisions;
- **Section 4:** describes the transport features of the proposed development scheme;
- **Section 5:** provides an analysis of the proposed sites vehicular trips, on the local highway network,
- **Section 6:** provides a summary and conclusion of the key points in the Transport Statement.

2.0 TRANSPORT PLANNING POLICY CONTEXT

INTRODUCTION TO SECTION

- 2.1 This section sets out the National Planning background against which the merits of the development which should be assessed against.

NATIONAL PLANNING POLICY FRAMEWORK (DECEMBER 2024)

- 2.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied.
- 2.3 The NPPF recognises the importance of supporting rural businesses, including through the diversification of farm enterprises. It encourages the re-use of existing rural buildings for economic purposes, provided that proposals are sustainable, accessible, and do not result in unacceptable impacts on the local highway network or rural character. The framework seeks to balance economic growth with the need to protect the countryside and promote sustainable transport choices, acknowledging that flexibility is required in rural areas.
- 2.4 **Paragraph 90 of the NPPF** details the support for farming diversification has 3 main themes, which are as follows:

The sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;

The development and diversification of agricultural and other land-based rural businesses;

Sustainable rural tourism and leisure developments which respect the character of the countryside.

- 2.5 **Paragraph 109 of the NPPF** considers the promotion of sustainable transport, specifying that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains

Paragraph 115 of the NPPF confirms that in assessing development in context with plans and applications it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.6 **Paragraph 116 of the NPPF** outlines when an application for development should be refused with the following noted:

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 on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

2.7 Within the context of the above, five primary requirements that should be incorporated by prospective developments are specified, are noted in **paragraph 117 of the NPPF** namely;

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

- 2.8 The NPPF recognises the importance of supporting rural businesses, including through the diversification of farm enterprises. It encourages the re-use of existing rural buildings for economic purposes, provided that proposals are sustainable, accessible, and do not result in unacceptable impacts on the local highway network or rural character. The framework seeks to balance economic growth with the need to protect the countryside and promote sustainable transport choices, acknowledging that flexibility is required in rural areas.

PLANNING PRACTICE GUIDANCE ON TRAVEL PLANS, TRANSPORT ASSESSMENTS AND TRANSPORT STATEMENTS (MARCH 2014)

- 2.9 Updated guidance on Travel Plans, Transport Assessments and Transport Statements published by the government in March 2014, stated that these reports are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development.
- 2.10 Whilst this Planning Practice Guidance document supersedes the DfT Guidance on Transport Assessment 2007 (GTA), this previous document contains significantly more detailed guidance and has therefore been used, with caution, as a framework to guide the content of this report.

DfT GUIDANCE ON TRANSPORT ASSESSMENTS (2007)

- 2.11 DfT Guidance on Transport Assessments provides guidance on whether a full Transport Assessment was required under the then Planning Policy and Guidance 13 on Transport or whether a simplified Transport Statement (TS) is acceptable. It assists in determining whether an assessment may be required and if so, what the level and scope of that assessment should be. It sets out detailed guidance on the content and structure of Transport Assessments.
- 2.12 Despite the introduction of the NPPF, the guidance remains valuable in setting the scope of transport assessments anticipated by the NPPF. It applies to England only, and not Scotland, Wales or Northern Ireland and indicates that developers should also have regard to any specific current guidance issued by local authorities, which are included in the following paragraphs.

MANUAL FOR STREETS (MFS)

- 2.13 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets and Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.
- 2.14 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage and utilities.

LOCAL POLICY

2.15 The following policy document guidance notes are considered relevant to the development site and have been considered in connection with this report. A brief appraisal of each policy follows alongside identification of each key policy.

HINCKLEY AND BOSWORTH LOCAL PLAN

- 2.16 **Core Strategy Policy 3 (Rural Areas):** Supports rural diversification and the re-use of existing rural buildings for employment uses, subject to criteria including highway safety and accessibility.
- 2.17 **Core Strategy Policy 16 (Transport Infrastructure):** Seeks to ensure that new development is accessible by sustainable modes of transport, minimises the need to travel, and does not have a severe impact on the local highway network.
- 2.18 **Site Allocations and Development Management Policies DPD Policy DM17 (Transport and Access):** Requires safe and suitable access for all users, adequate parking and servicing, and the promotion of sustainable travel.
- 2.19 **Site Allocations and Development Management Policies DPD Policy DM4 (Safeguarding the Countryside and Settlement Separation):** Supports appropriate rural diversification where it does not harm the character of the countryside or highway safety.
- 2.20 LEICESTERSHIRE LOCAL TRANSPORT PLAN 3 (LTP3)
- 2.21 **LTP3 Policy 3.1 (Accessibility):** Promotes improved access to jobs and services by sustainable modes, particularly in rural areas.
- 2.22 **LTP3 Policy 3.2 (Road Safety):** Seeks to reduce road casualties and improve safety for all road users, including those in rural locations.

3.0 EXISTING SITE CHARACTERISTICS

INTRODUCTION TO SECTION

- 3.1 This section of the report provides the backdrop in terms of the existing local network for all modes of travel, together with detailing matters pertaining to the existing site usage, so as to appraise and evaluate the existing circumstances and any opportunities or constraints that may influence the proposals for development.

LOCAL ROAD NETWORK

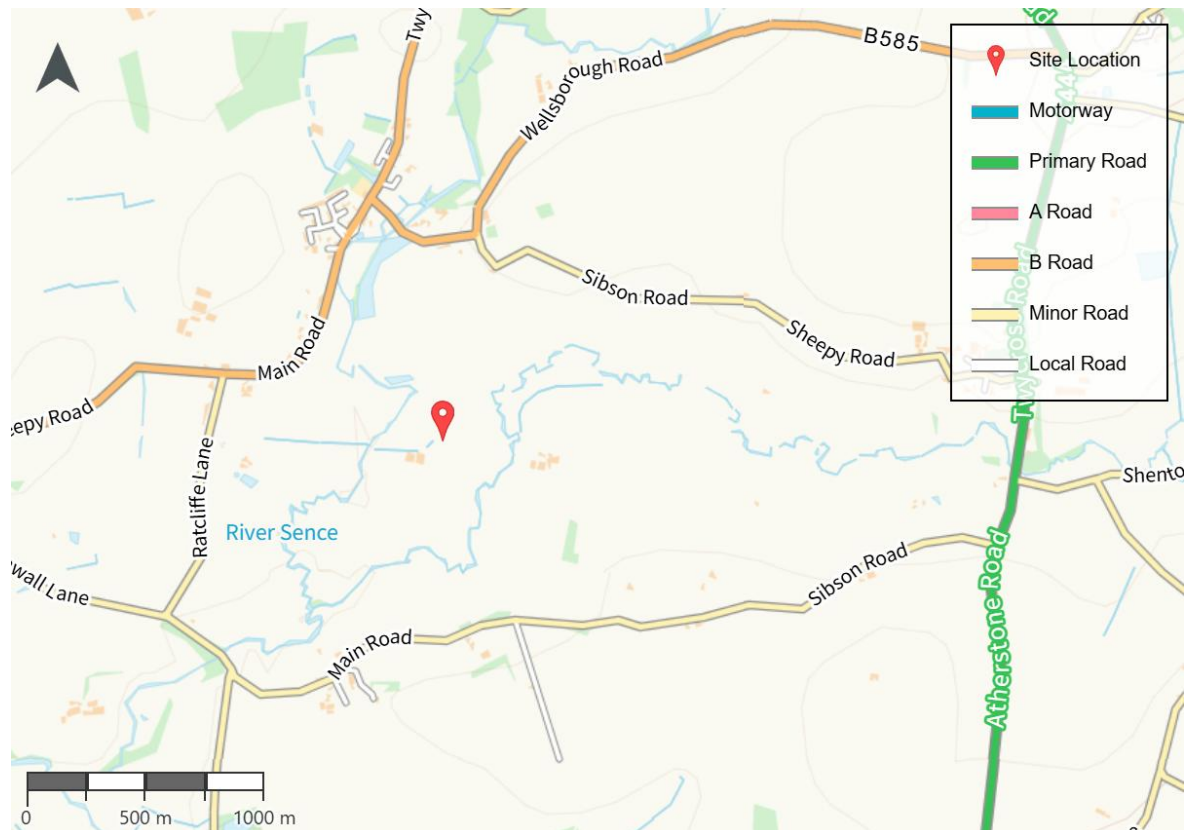


Figure 3: Local Road Network

[Source: Ordnance Survey]

- 3.2 Main Road is the principal route serving the site and is subject to a 40mph speed limit. The carriageway is approximately 6.0 metres in width and benefits from street lighting along its length. A footway of limited and variable width is provided on the northern side of the carriageway, adjacent to residential properties with private accesses. The southern side of Main Road is characterised by grassed verges, beyond which lies the agricultural land associated with Sheepy House Farm.

ROAD SAFETY ASSESSMENT

3.3 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 2020 and December 2024.

3.4 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.

3.5 The study area, which can be seen in **Figure 4** are based on an approximate radius of 500m, coupled with key junctions and routes likely to be taken by end users.

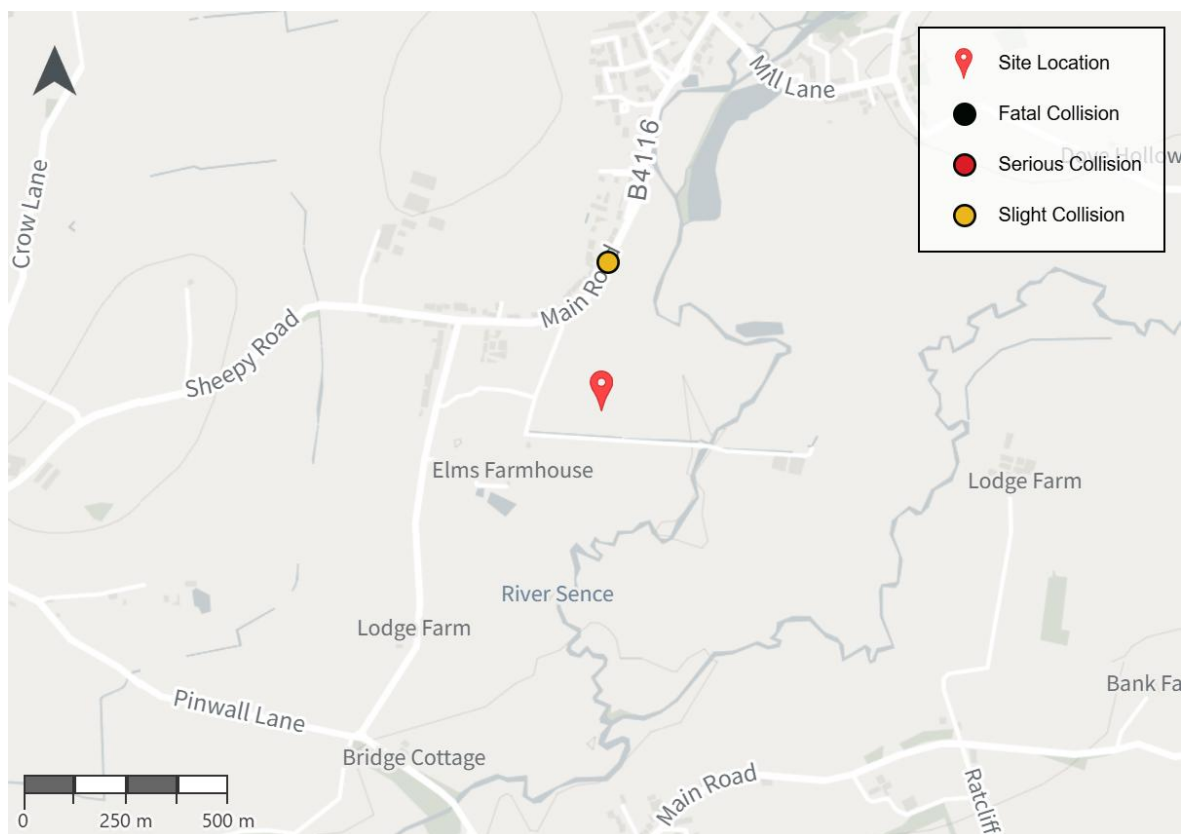


Figure 4: Collision Map

[Source: DfT]

3.6 The assessment covered the last 5 years of complete data from 2019 to 2024 **Tables 1** and **2** summarises the results of this exercise. **Table 3** which precedes them details factors relating to the collision/s.

Table 1: Collisions by Year and Severity

Year of Collision	Severity of Injury			Total Collisions
	Slight	Serious	Fatal	
Totals	1	0	0	1

Table 2: Collisions by Year Involving Pedestrians and Cyclists

Year of Collision	Pedestrians			Cyclists		
	Slight	Serious	Fatal	Slight	Serious	Fatal
Year 1 – 2020	0	0	0	0	0	0
Year 2 – 2021	0	0	0	0	0	0
Year 3 – 2022	0	0	0	0	0	0
Year 4 – 2023	0	0	0	0	0	0
Year 5 – 2024	0	0	0	0	0	0
Totals	0	0	0	0	0	0

Table 3: Collision Details and Factors

Reference/ Severity	Date / time	Location	Weather & Road conditions	Lighting conditions	Main Causation Factor
332001227	23.11.2020 @ 19:40	Main Road / Park View	Fine & Dry	Darkness Street Lighting Present	Vehicles (3 in total) collided with a parked LGV vehicle

- 3.7 **Table 1** documents collision statistics categorised by year and severity for the five-year study period. The data identifies one slight injury collision, with zero serious or fatal incidents recorded. Total personal injury collisions within the assessment area for the duration of the analysis are confirmed as one.
- 3.8 **Table 2** summarises collisions involving pedestrians and cyclists by year and severity. The recorded data indicates zero incidents involving these vulnerable road users within the study area. No slight, serious, or fatal injuries were reported for pedestrians or cyclists during the five-year period from 2020 to 2024.
- 3.9 **Table 3** details a specific collision occurring on 23 November 2020 at the Main Road / Park View junction. The incident involved three vehicles colliding with a parked LGV during darkness without street lighting. Environmental conditions at the time of the collision were reported as fine and dry.

SUMMARY

- 3.10 A review of Personal Injury Collision (PIC) records for the five-year period (2020–2024) indicates a high standard of highway safety. Data identifies a single 'slight' injury incident in November 2020, with no recorded collisions involving pedestrians or cyclists. No recurring patterns or geometric safety deficiencies were observed. The local highway network operates safely, and the development proposals do not raise any safety-related planning concerns.

LOCAL AMENITIES AND FACILITIES

- 3.11 A review of sustainable transport has been undertaken considering the proximity of key amenities and facilities such as Education, Health, Leisure, Transport and Retail from the application site. The results of this exercise can be seen further in Error! Reference source not found..

SUSTAINABLE OVERVIEW

- 3.12 The application site is situated in a rural location, resulting in limited availability of local amenities and facilities for users and employees. However, given the specific operational nature of the business focused on forestry and the small-scale scope of activities it is not realistic to expect significant reliance on alternative transport modes. Accordingly, transport planning considerations and decisions should be based on the operational requirements of the site, rather than the availability of sustainable transport options, which are inherently constrained by the rural context.

PUBLIC TRANSPORT ACCESSIBILITY

- 3.13 A review of local bus services and operators has been carried out so as to assess the developments likely accessibility by bus. The locations adjacent bus stops can be seen in **Figure 5** overleaf.

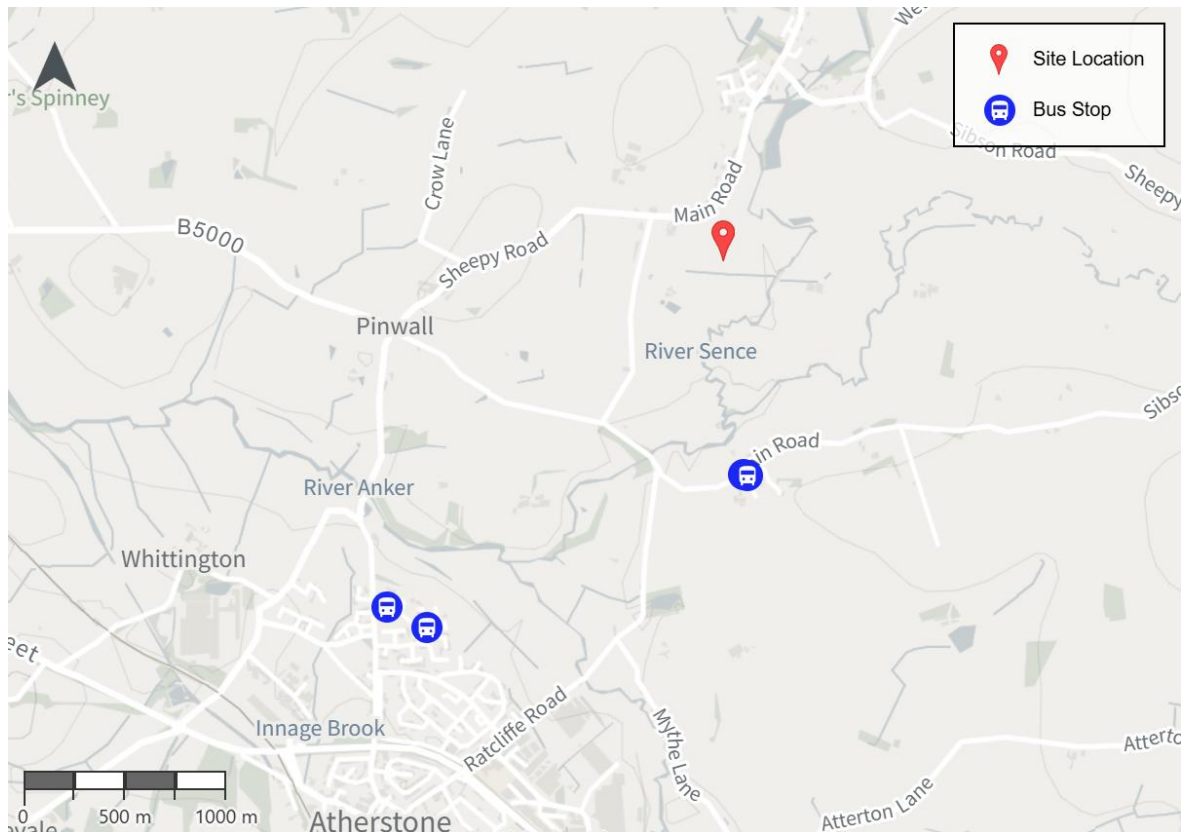


Figure 5: Local Bus Stops Map

[Source: DfT]

- 3.14 The closest bus stops to the site can be found on Church Lane, a distance of approximately 1059m from the application site. The site is considered inaccessible by bus.

PEDESTRIAN AND CYCLING ACCESSIBILITY

- 3.15 Local and national policies and guidance emphasise the importance and contribution, cycling and walking has in reducing congestion and delays to our road networks. The public health and wellbeing these Active modes of transport will sustain and should be considered essential if reliance on the private car, particularly for short journeys is to be abridged.

PEDESTRIAN ACCESSIBILITY

- 3.16 Manual for Streets (MfS) provides context as to what is deemed to be a walkable neighbourhood and a sustainable location for development based on a range of facilities and the distances and appropriateness of the infrastructure required in reaching those destinations. The relevant extract from MfS is replicated below.

'...Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot. However, this is not an upper limit and PPS 13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km...'

- 3.17 DfT National Survey (2023) factsheet found that walking constituted 29% and 4% of all trips made by foot, a decrease of 2% from the previous year's figures but a 5% increase since

2019 (pre-pandemic). On average, people are willing to travel 18 minutes per walking trip. It should be noted that the number of walking trips of a mile (1,600m) or more increased by 21% when compared against the 2019 baseline. Education and commuting trips accounted for 23% of all walking trips.

- 3.18 Guidelines for “Providing for Journeys on Foot” commissioned by the Chartered Institute of Highways Engineers (CIHT) suggest that for pedestrians without a mobility impairment that the following Average distances shown in **Table 4**, are considered acceptable and should be used for planning and evaluation purposes.

Table 4: CIHT's Walking Distances

Suggested Acceptable Walking Distances			
	Town Centres	Commuting and School	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Maximum	800	2000	1200

- 3.19 It is notable that these distances are only “suggested”. The NTS data quoted in CIHT (2000), the average walking distance is 1km, meaning that an equivalent number of walking trips are in excess of the “suggested acceptable” walking distance for commuting and school purposes. There is further evidence on the National travel survey of an increase in walking journeys over a mile.
- 3.20 The Guidelines for Providing for Journeys on Foot (IHT, 2000, para 3.30) includes some evidence on walking distances taken from the NTS's summary findings.

‘...Approximately 80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76. However, this varies according to location. Average walking distances are longest in Inner London...

- 3.21 It is generally accepted that for purposes of planning and evaluation, and in the absence of any other anecdotal evidence, that the ‘suggested’ distances highlighted in **Table 4** are used. To understand how these distances, relate to the proposed development site and the surrounding infrastructure available to accommodate journeys by foot, an iso-distance map indicating up to 2km iso-distances on streets has been produced as presented in **Figure 6**.

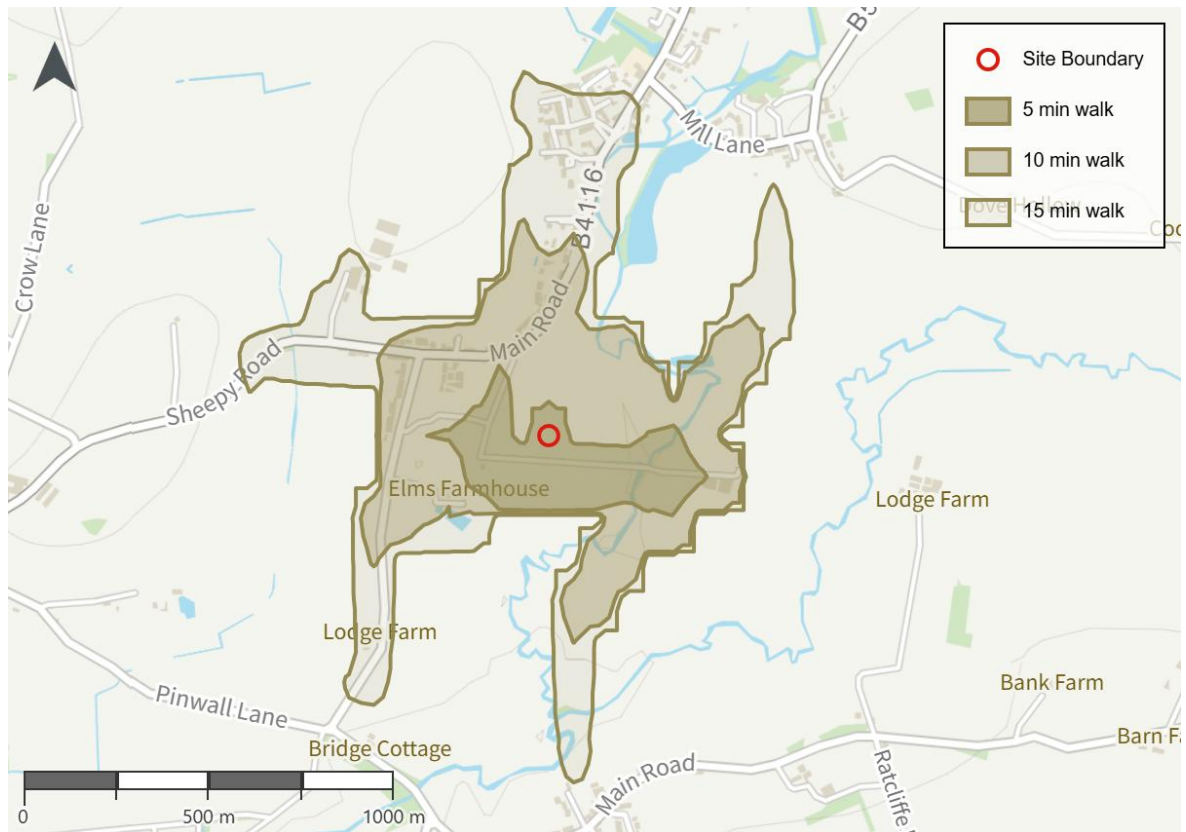


Figure 6: Walking Route Iso-Distance Map (2Km)
[Source: Ordnance Survey, with OSM data]

3.22 **Figure 6** demonstrates that the southern end of Sheepy Magna is accessible within a 2km walking distance, equating to approximately a 20-minute walk. The site therefore falls within a 20-minute neighbourhood, with established footway connections available. While it is feasible for employees to walk to the site, it is recognised that the nature of the proposed B2/B8 use is likely to result in the majority of trips being made by car or van. This should be taken into account when assessing the sustainability of the site, as the operational requirements of the end use may limit the practical uptake of walking for commuting purposes.

PUBLIC FOOTPATH.

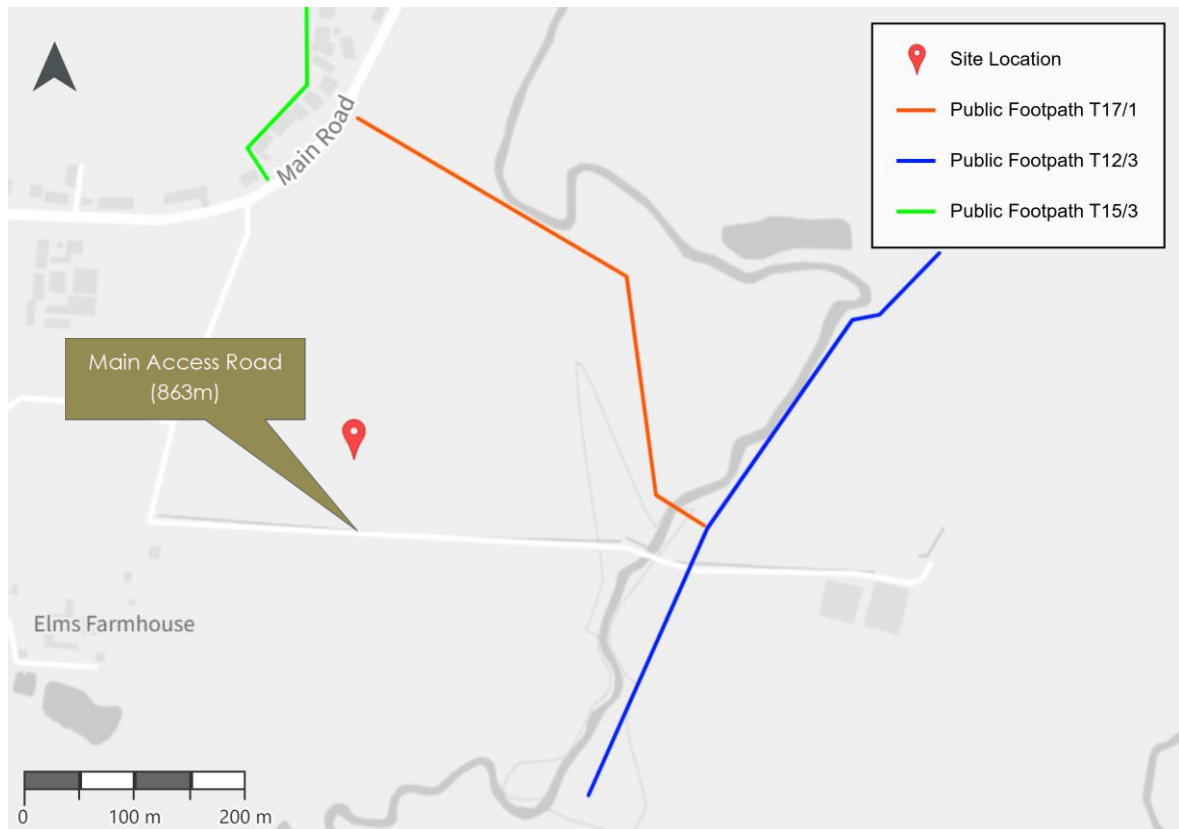


Figure 7: Public Right of Way Map
[Source: Ordnance Survey and Open Street Map]

- 3.23 Having regard to the above, it is considered that the proposed development, including associated buildings and vehicle operations, will not have a direct impact on the public footpaths identified in the vicinity of the site, as shown indicatively on the accompanying plans. For definitive information regarding the alignment and status of public rights of way, reference should be made to the Leicestershire County Council Definitive Map.¹

CYCLING ACCESSIBILITY

- 3.24 Cycling provides a healthy and carbon friendly mode of transport to that of the private car. A National Survey (2022) carried out by the Department of Transport identified that cycling accounted for 2% of all trips made in a year, with 9% of respondents stating that they cycle at least once a week. As a percentage of all trips made by cycle, 32% were made for purposes of a daily commute.
- 3.25 It is recognised that cycling can be a substitute for car journeys under 5km, which is equivalent to a 15 to 20 min journey depending on rider ability. An iso-distance map indicating a 5km iso-distance, has been produced and is presented in **Figure 8**.

¹ <https://www.leicestershire.gov.uk/roads-and-travel/cycling-and-walking/where-to-walk-and-ride-in-leicestershire>

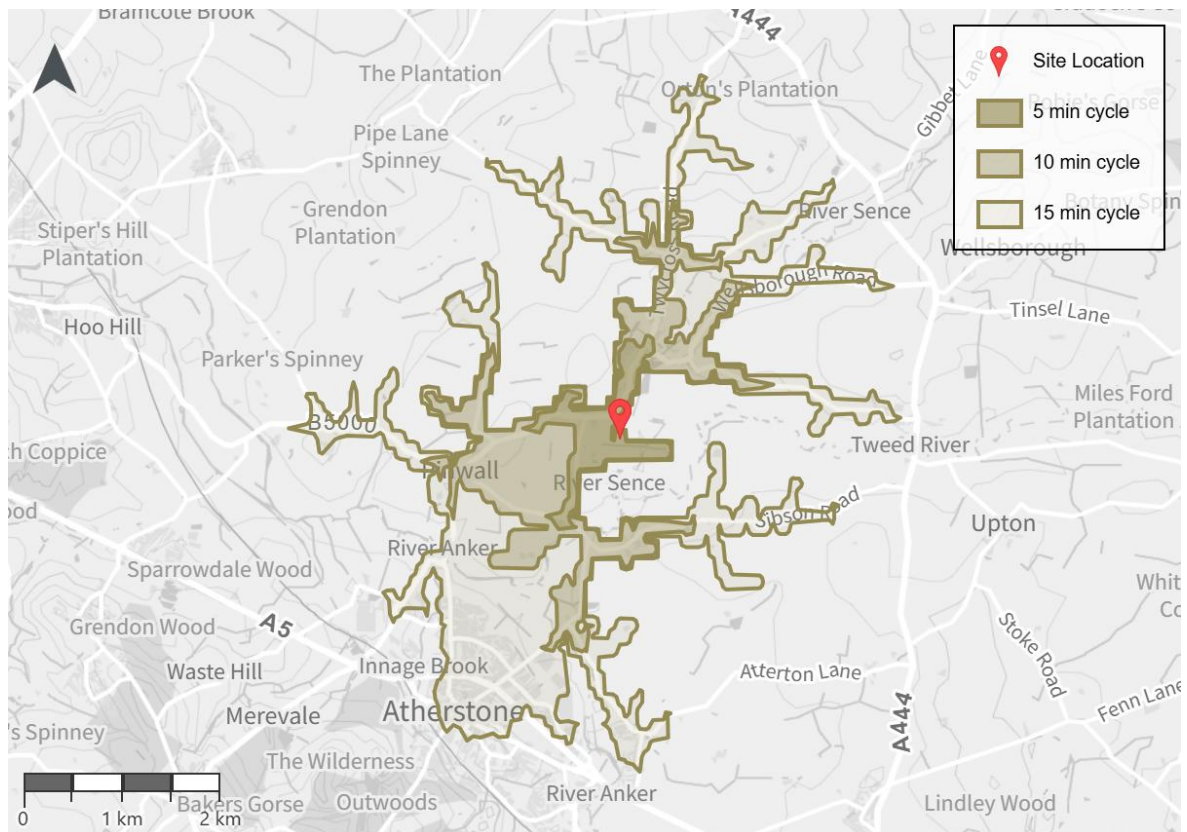


Figure 8: Cycling Iso-Distance (5Km)

[Source: Ordnance Survey and Open Street Map]

- 3.26 **Figure 8** illustrates that journeys by cycling will take in the entirety of Sheepy Magna to the north and outer limits of Atherstone to the south alongside isolated settlements. Dedicated cycling facilities are limited and therefore cycling would be constrained to the road network which limits opportunities to the more experienced and confident riders.

SUMMARY

- 3.27 Section 3 evaluates the local highway network, safety records, and multi-modal accessibility. A review of personal injury accident data (2020–2024) identified a single 'slight' injury collision with no incidents involving vulnerable road users. Although the rural setting limits immediate proximity to amenities, the site is situated within 1,059m of bus services on Church Lane and 2km of Sheepy Magna. While pedestrian and cycling routes exist, the document notes that the operational requirements of the B2/B8 use and limited dedicated infrastructure may constrain the practical uptake of sustainable transport modes. No committed developments were identified that would influence the baseline assessment.

4.0 DEVELOPMENT PROPOSALS

INTRODUCTION TO SECTION

- 4.1 This section of the report provides a description and details of the development proposals to include matters pertaining, but not limited to the development composition, layout, access arrangements for all modes, and parking and servicing provision.

DEVELOPMENT MIX AND LAYOUT

- 4.2 The proposals seek to regularise the use of an existing building for purposes directly related to Forestry activities. The building is currently occupied by tenants who have been present for several years. It is noted 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.
- 4.3 As detailed in subsequent sections of this report, the applicants / operators will be subject to several operational measures. These measures will include improvements to the access and track, which has already been undertaken, but more generally aimed at enhancing operational efficiency and reducing noise generated by vehicles entering and leaving the premises.

VEHICULAR ACCESS

- 4.4 Access to the site will continue to be taken from the existing junction with Main Road. The access will be upgraded and designed in general accordance with the standards set out by Leicestershire County Council for industrial uses, while remaining sensitive to the rural character of the area. Full details of the access arrangements are provided in [Appendix B](#). Please note the access track has recently been levelled and tarmacked and now offers a smooth road surface towards the site lessening noise impacts from vehicles associated with the previous unmade track.
- 4.5 Visibility splays commensurate with the posted limit of 40mph have been provided of 4.5m x 120m in either direction.
- 4.6 The access will be amended to provide kerbed radii to either side which reduces to a width of 7.3m
- 4.7 As the principle of access has been established, it is considered appropriate that the proposed improvements be subject to a Stage 1 and Stage 2 Road Safety Audit (RSA) in accordance with GG119, to be undertaken following the granting of planning permission.
- 4.8 All works will be delivered under the required Highways Agreement.

PEDESTRIAN AND CYCLING ACCESS

- 4.9 As outlined previously, pedestrian and cyclist access to the site will be limited, reflecting the rural context and operational nature of the proposed use. Access for these modes will be via the existing entrance from Main Road, utilising the established access track in its current form. No additional or alternative pedestrian or cycle access routes are proposed or required as part of the development.

PARKING PROVISION

- 4.10 The building is currently occupied by tenants operating a fleet of 20 LGV and 2 HGV vehicles which operate infrequently from the site and are typically parked within the hardstanding areas located around the building and adjacent curtilages. This area is of sufficient size to accommodate the entire fleet. In addition to the operational vehicles, the operators employ around 20 staff on a rolling schedule to meet the operational needs of the business.
- 4.11 All staff and vehicle parking is contained within the site boundary, with no overspill onto Main Road or the access track. This arrangement ensures that all parking demand associated with the proposed use is managed on site.

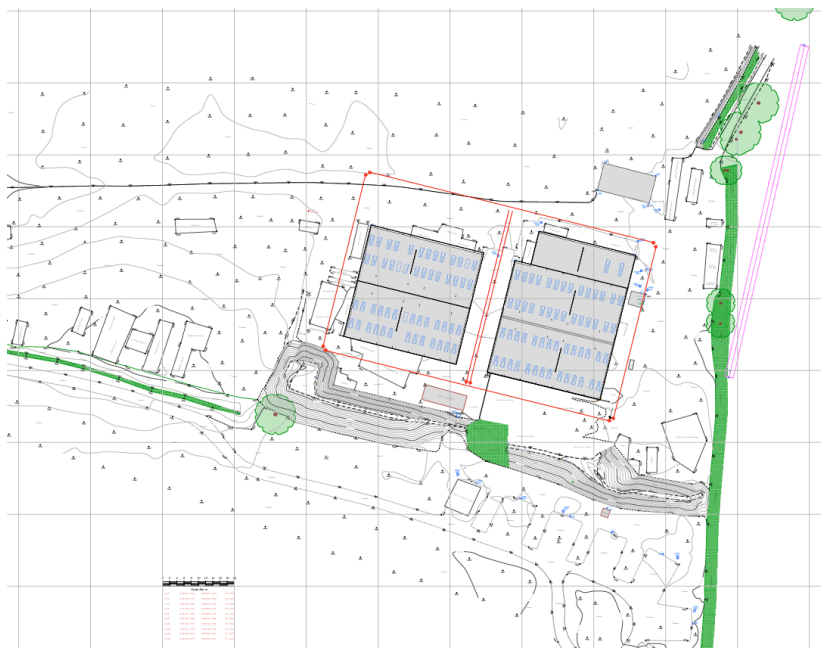


Figure 9: Extract from Site Layout Drawing
[Source: Castle Surveys]

5.0 INFLUENCE OF DEVELOPMENT

INTRODUCTION TO SECTION

- 5.1 This section of the report considers and evaluates the number of vehicles, and in turn likely influences on the local road network.

VEHICLE TRIP GENERATION

- 5.2 Following discussions with the applicant, it has been confirmed that the existing operations comprise a fleet of 20 LGVs, 2 HGVs and 3 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.
- 5.3 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, such as verge cutting and other activities that are better undertaken outside of peak daytime periods. 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 should also be noted that staff may arrive by private car or in the LGVs noted above, depending on the task, vehicle availability and operational need.
- 5.4 It is acknowledged that there is local concern regarding the number of vehicle departures occurring during the early hours of the morning from the site. In response, the applicant is 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. It should be noted that the figures below relate solely to the forestry operation and do not include any other uses subject to separate applications.
- 5.5 The table below presents the vehicle trips associated with the existing operations of the use/building based on an average daily and weekly operation.

Table 5: Average Two-way Trips from the Application Site

	Staff/Delivery Movements (Two-Way)	Current Operational Times
Daily	40	Please refer to paragraph 5.3 above.
Weekly	200	

- 5.6 **Table 5** presents the average two-way vehicle trip generation associated with the existing forestry and land maintenance operations at the application site, Sheepy House Farm, Sheepy Magna. The data has been derived from information provided directly by the operator and applicant, given that the presence of multiple uses across the wider site precludes the use of automated traffic count data as an accurate representation of the specific premises subject to this application.
- 5.7 The table records an average of 40 two-way staff and delivery movements per day and 200 two-way movements per week. These figures 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.
- 5.8 The staggered nature of this attendance pattern means that vehicle movements are distributed across the working week and across multiple time periods, rather than concentrating demand within a single peak hour.
- 5.9 It should equally be noted 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.

OPERATIONAL MITIGATION

- 5.10 The applicant is amenable to operational conditions to resolve existing issues experienced by residents. The proposed measures relatable to this application and operational specifics. These include physical and environmental changes and improvements to the site. A list of these proposals is provided below.
- Additional screening and align the access road to include a new or permitting a higher growth of the existing hedgerow
 - New access to allow for smoother entry
 - The applicant / owners would attend Parish council/local meetings to discuss local concerns and inform the community of intense periods of operation.
 - 10mph speed limit to be introduced on site access road and no high beam policy informed by site signage on entry.
 - Use of CCTV to allow easy identification of any rule breaks
 - Dedicated complaints email to be introduced to allow for tracking and noncompliance issues to be easily identified.
 - The applicant is open to other suggestions which the community feel would assist in allaying concerns around existing operations.

6.0 SUMMARY AND CONCLUSIONS

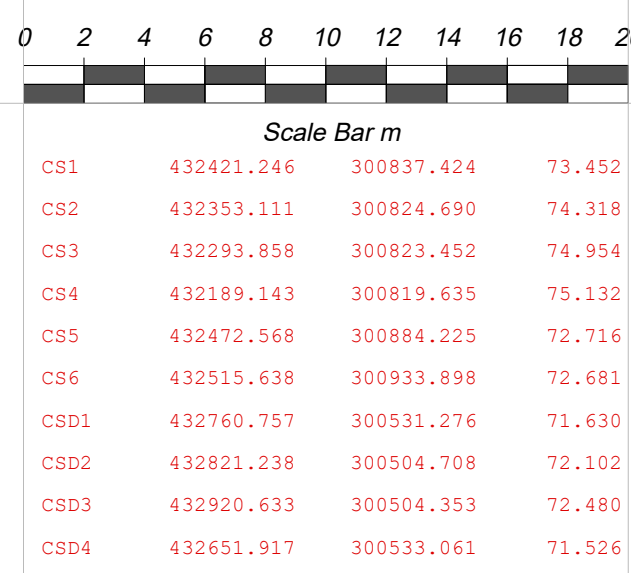
SUMMARY

- 6.1 This Transport Statement has been prepared by Tutum Consulting on behalf of Mr and Mrs Garland in support of a planning application at Sheepy House Farm, Sheepy Magna. The application seeks to regularise the use of the building for Sui Generis agricultural (forestry and land maintenance) purposes, together with associated access improvements.
- 6.2 The existing site access from Main Road is subject to a 40mph speed limit and a carriageway width of approximately 6.0 metres. Proposed access upgrades include resurfacing, kerbed radii, and visibility splays of 4.5m × 120m, commensurate with the posted speed limit.
- 6.3 A review of Personal Injury Collision data for the five-year period 2020–2024 identified a single slight injury incident. No collisions involving pedestrians or cyclists were recorded, and no recurring highway safety concerns were identified within the study area.
- 6.4 The site is situated in a rural location with limited sustainable transport accessibility. The nearest bus stops are located approximately 1,059m from the site. Pedestrian and cycling routes exist, though their practical utility is acknowledged to be constrained by the rural context and the operational nature of the proposed use.
- 6.5 The operational fleet comprises 20 LGVs, 2 HGVs, and 3 tractor units, supported by approximately 20 staff operating on a staggered attendance pattern. Staff attend on weekly, daily, and occasional bases, with daytime shifts typically between 08:00–17:00 and, where operationally required, a night-time shift commencing at 19:00. This staggered pattern distributes vehicle movements across the working week, avoiding a concentrated peak hour demand. Vehicle trip generation, derived from operator-provided data, identifies an average of 40 two-way movements per day.
- 6.6 The applicant has indicated a willingness to accept operational conditions including access road improvements, speed restrictions, and a complaints mechanism to address residential amenity concerns.

CONCLUSIONS

- 6.7 Ultimately, the suitability of any proposal is contingent upon its adherence with prevailing development policies where these relate to transport. In this regard, the policies outlined within the National Planning Policy Framework (updated 2024), where matters pertaining to the tests for transport are at Paragraphs 115 to 116 relate to the net impact, and critically whether that impact is severe.
- 6.8 In this context, it is concluded from this report that the development accords with all prevailing policies and that refusal from a transport perspective would be unwarranted.

APPENDIX A.





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SCALE: 1: 250 DATE: 06/03/26

LEVEL DATUM:	OSGB36(15)	Paper Size - A0
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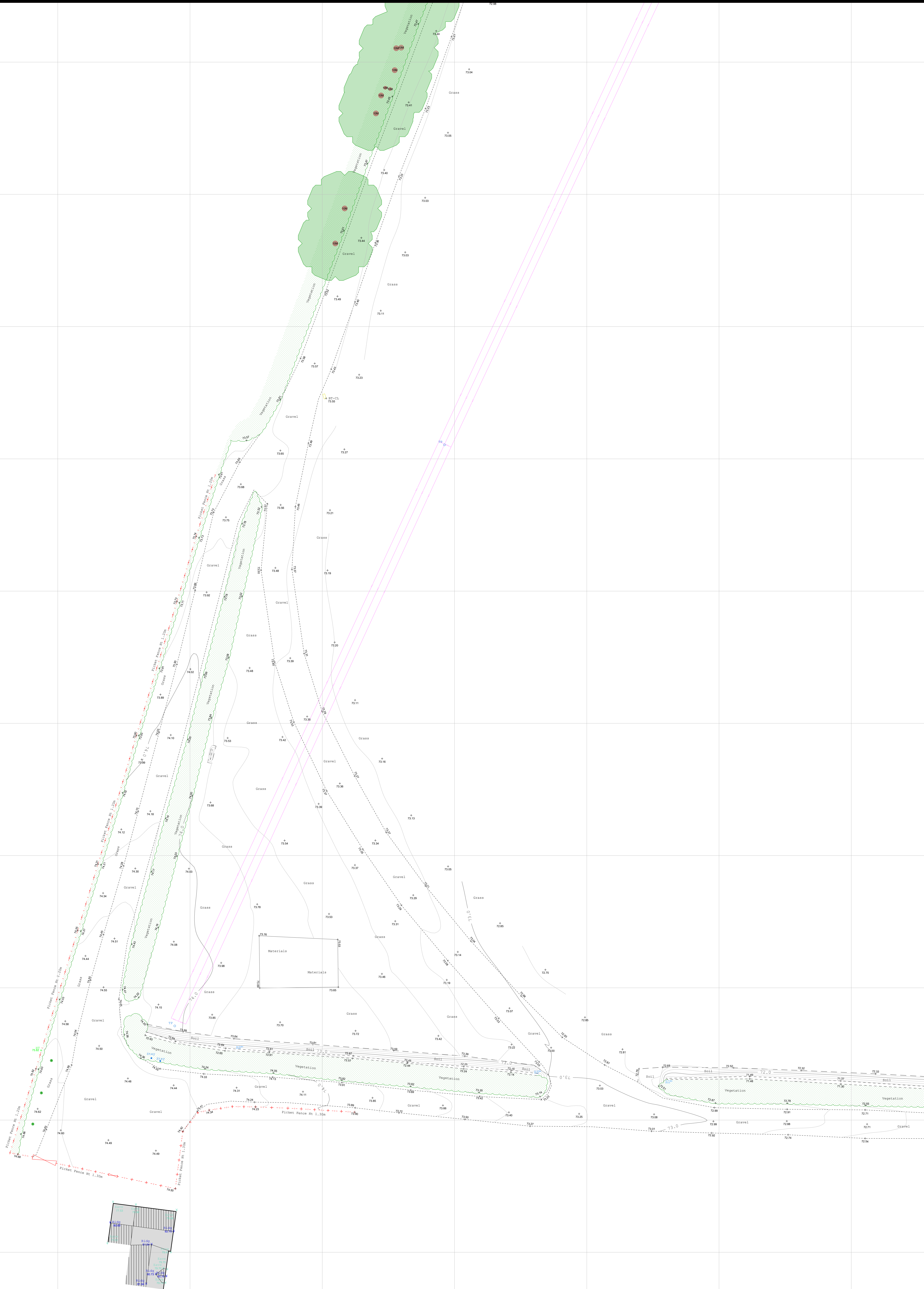
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Floor Plan Legend:	Topographic Legend:
 SHT 1.00m HW 2.00m	 Buildings / Walls
 Window C/I & Head Height	 Building Canopy / Overhang
 SHT: Sill Height from FFL	 Concrete edge
 HH: Head Height from FFL	 Kerb Line
 H=2.0	 Barrier
 Overhead Detail	 Hedge
 Stairs/Step	 Security Fence
 Radiator	 Panel Fence
 Ventilation / Overhead	 Gate
 Hatch	 Overhead Line
 Access Hatch	 Tree / Sapling
 TV Point	 SAP
 Phone Point	 Tree Canopy
 13A Power Socket	 Chambers
 Fused Socket	 CS 1
 Shaver Socket	 BM 100.00
 Extractor Fan	 TBM 100.00
 Lantern Light	 CL
 Down Light	 IL
 Light Dimmer Switch	 Inv Ø 0.25
 Light Switch	 GU
 Fixed Lighting	 MC
 FA ×	 IC
 FX	 Trig Pillar
 Reception	 FS
 Carpet	 Flag Staff
 Room Name	 Gas Marker
 Floor Covering	 EP
 CE	 Peg
 IFL 145.80	 T
	 FH
	 GC
	 SV
	 TV
	 GV
	 Peg

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	LONDON 020 3728 2884	CHELTENHAM 01242 384677	
	GLASGOW 01530 669338		
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TITLE: Topographical			
DRAWING NO.: 26106-26-01		REV: -	
SCALE: 1: 250	DATE: 06/03/26		
DRAWN: WP/DB	CHECKED: JM		
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CS04	432651.917	308533.061	71.526								



Floor Plan Legend:	Topographic Legend:
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 Door Height From FFL	 Building Canopy / Overhang
 Overhead Detail	 Concrete edge
 Stairs/Step	 Kerb line
 Radiator	 Centre Line
 Ventilation / Overhead	 Barrier
 Access Hatch	 Hedge
 TV Point	 Security Fence
 Phone Point	 Panel Fence
 13A Power Socket	 Gate
 Fused Socket	 Overhead Line
 Shaver Socket	 Tree / Sapling
 Extractor Fan	 Tree Canopy Line
 Lantern Light	 Chambers
 Down Light	 Survey Station & Name
 Light Dimmer Switch	 Bench Mark
 Light Switch	 Temporary Bench Mark
 Fixed Lighting	 Cover level
 Fire Alarm Button	 Invert level
 Fire Extinguisher	 Pipe invert (diameter)
 Room Name	 Gully
 Floor Covering	 Manhole
 Ceiling Height	 Inspection chamber
 Internal Floor Level	 Flag Staff
	 Old Marker
	 Electric Post
	 Telegraph Post
	 Pipe Invert
	 Gully
	 Roading Point
	 BT Cover
	 Cover Unknown
	 Electricity Cover
	 Traffic Light
	 Fire Hydrant
	 Gas Cover
	 Stop Valve
	 TV Cover
	 Gas Valve
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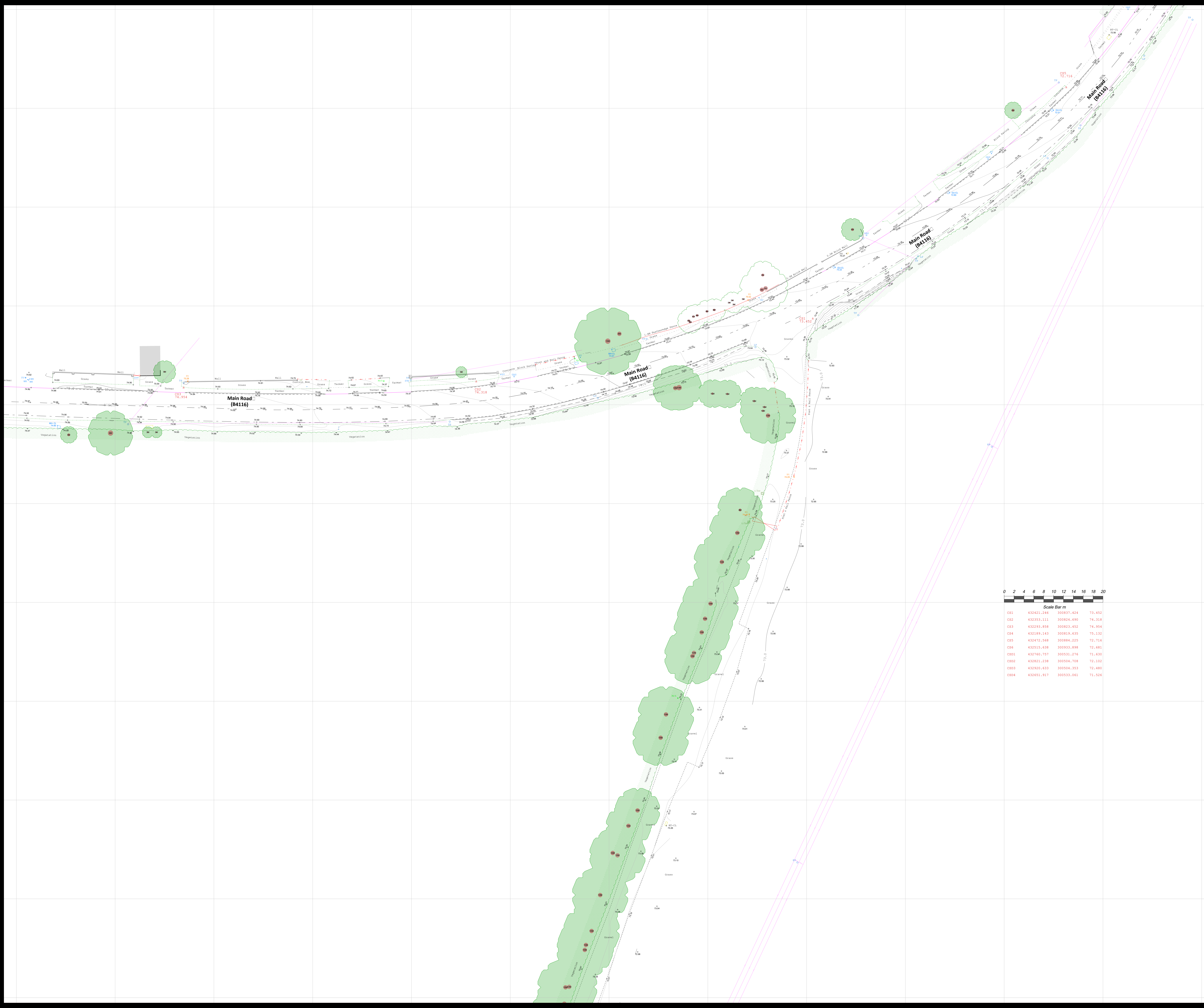
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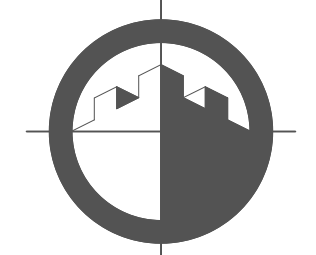
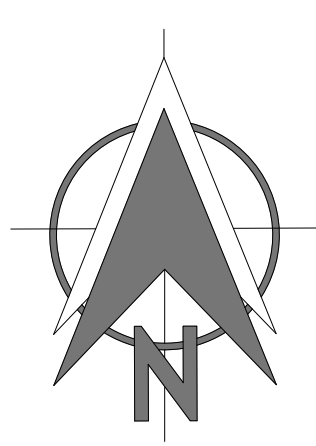
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Atherstone

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Topographical

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06/03/26

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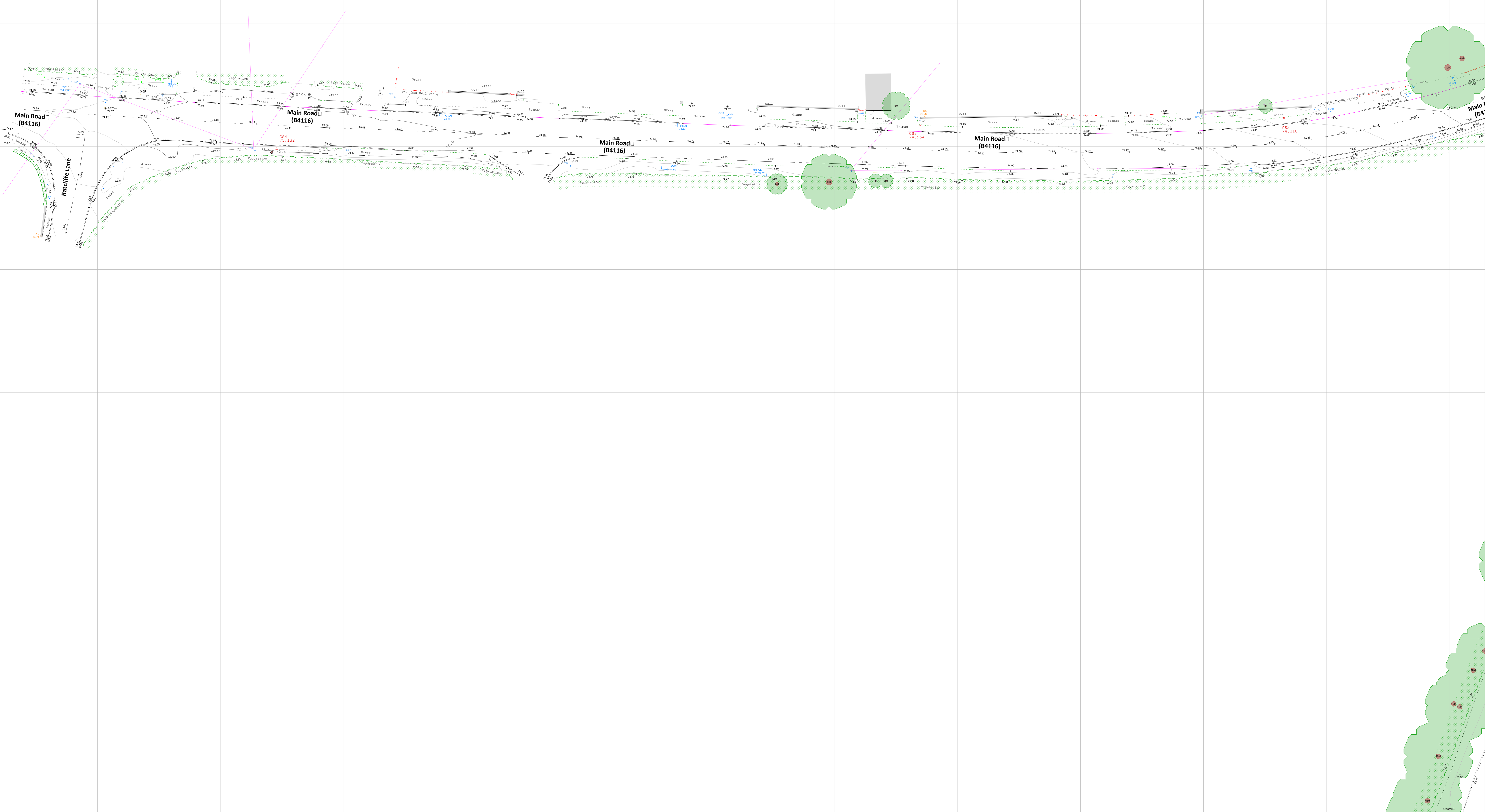
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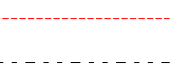
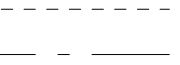
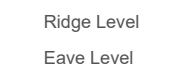
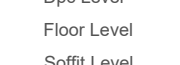
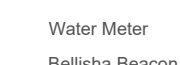
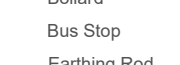
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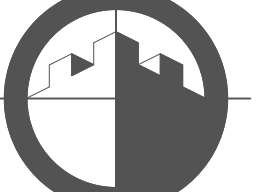
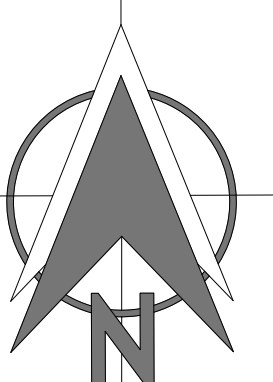
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 Fixed Lighting	 Cover level
 Fire Alarm Button	 Invert level
 Fire Extinguisher	 Pipe invert (diameter)
 Room Name	 Gully
 Floor Covering	 Manhole
 Ceiling Height	 Inspection chamber
 Internal Floor Level	 Flag Staff

Trig	Flag Staff	PS	Flag Staff
Rdg	Ridge Level	Mk	Old Marker
Eave	Eave Level	EP	Electric Post
CPC	Cpc Level	TP	Telegraph Post
FL	Floor Level	Int	Pipe Invert
Suff	Suff Level	GU	Gully
Tds	Control Box	RP	Roading Post
LP	Lamp Post	BT	BT Cover
SP	Sign Post	CO	Cover Unknown
Post	Post	TL	Electricity Cover
WM	Water Meter	EC	Electricity Cover
BS	Bullseye Beacon	FH	Fire Hydrant
BOL	Boldest	GAS	Gas Cover
BOS	Bus Stop	GV	Gas Valve
ER	Earthing Rod	TV	Tv Cover
Box	Post Box	GV	Gas Valve
MS	Man Stone	Png	Png



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TITLE:
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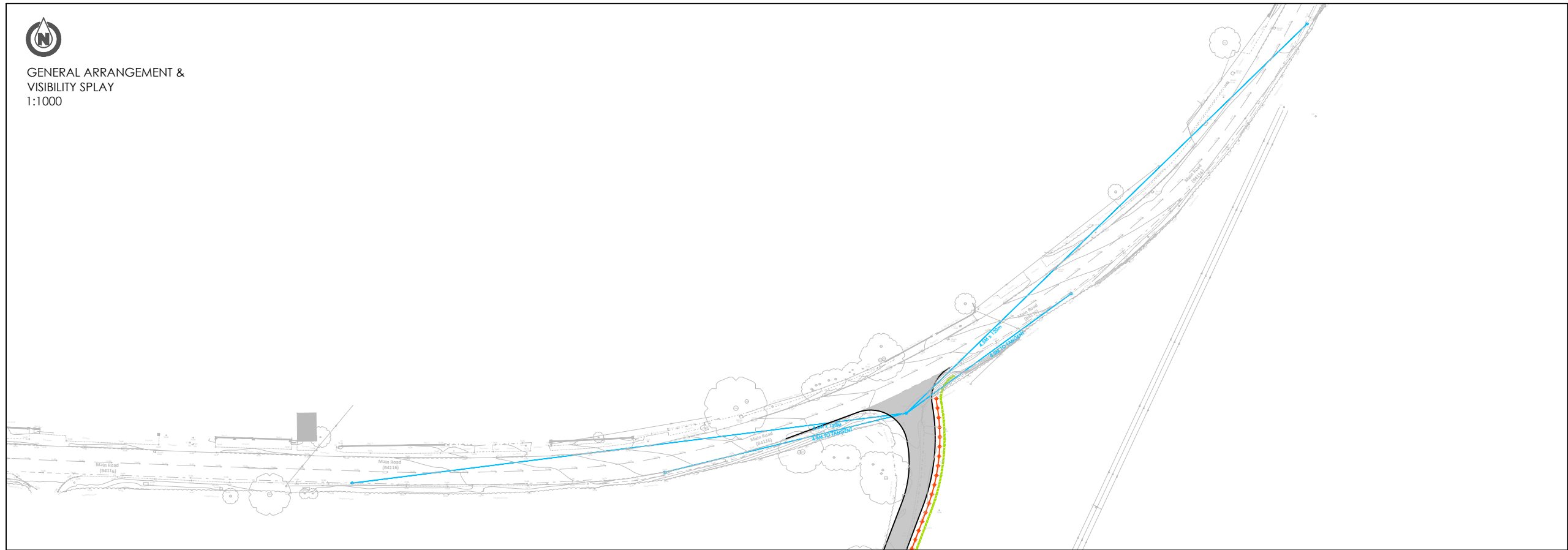
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APPENDIX B



Notes:

1) ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED

KEY



POST AND RAIL ACCOMMODATION FENCING

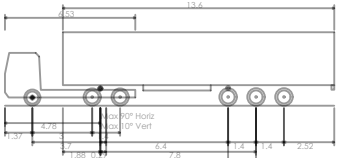


PLANTING OF NEW HEDGEROW



NEW BOUND SURFACE COURSE

VEHICLES TRACKED



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DESCRIPTION:	BY:	DATE:
STATUS:		FOR APPROVAL	



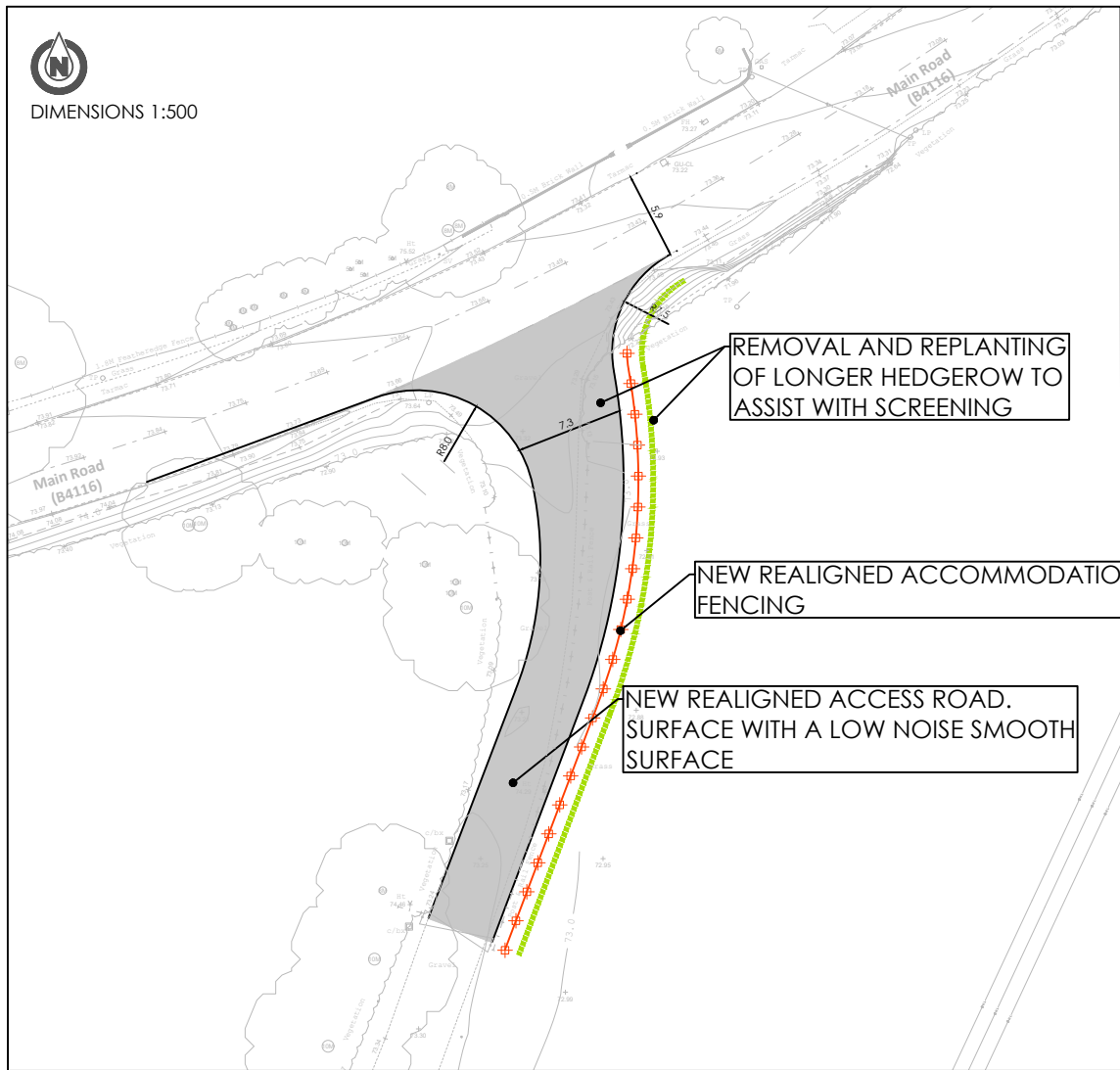
CLIENT: Mr & Mrs Garland

ARCHITECT:

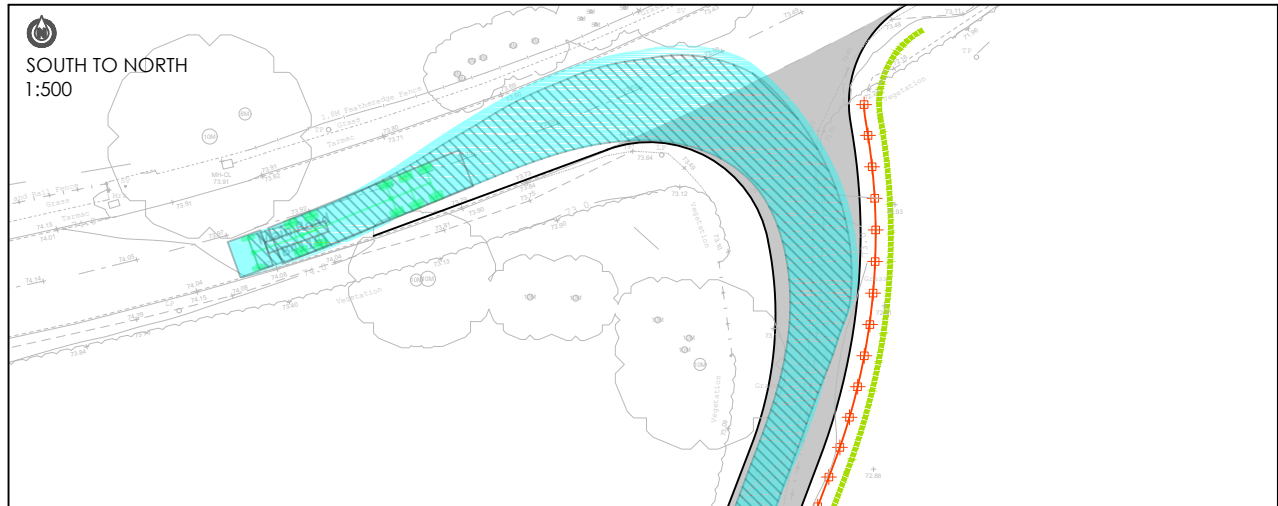
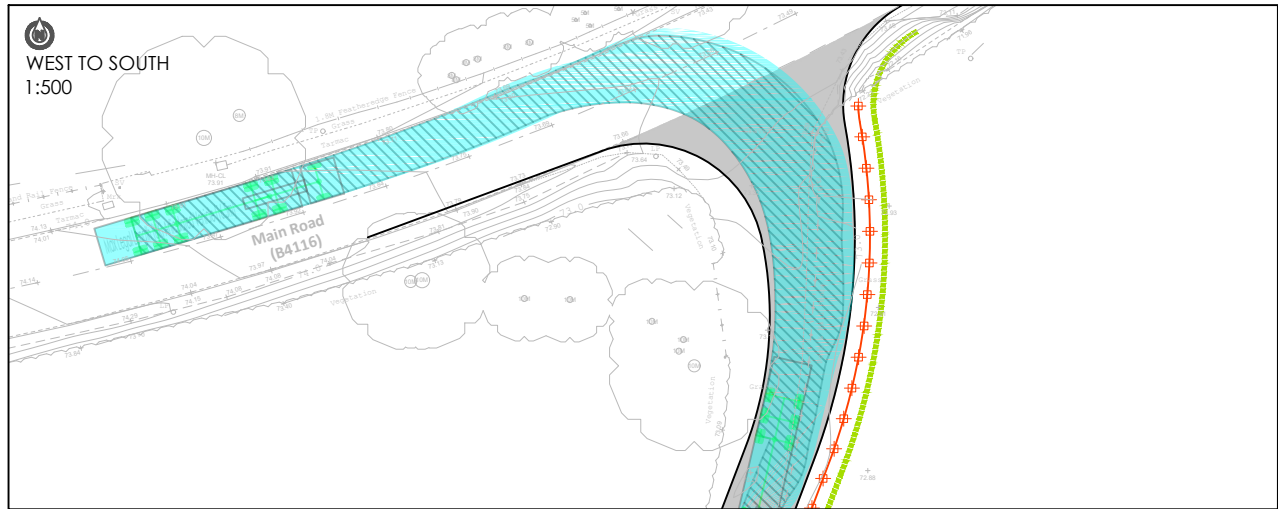
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SHEEPY MAGNA, LEICESTERSHIRE

TITLE: ACCESS ARRANGEMENTS

SCALE AS SHOWN	DATE: 01.04.26	DRAWN: SP	CHECKED: SP
PROJECT NO: 0684	DRAWING NO: 2026 OXX 101 0684-01		REVISION:



VEHICLE TRACKING ARTICULATED VEHICLE 16.5M MAX UK LEGAL (1:500)



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Tel: 07592 612 009
Email: simon@tutumconsulting.co.uk