

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: 26/00598/FUL

Highway Reference Number: 2026/0598/04/H

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

Application Type: Full

Description of Application: Retrospective change of use of agricultural land to an overnight tourism facility (Use Class C1) and the siting of six caravans with associated hardstanding, utility connections, access, parking, and ancillary works

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr and Mrs David and Vicki Garland

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Sheepy

Road Classification:

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 change of use of agricultural land to an overnight tourism facility (Use Class C1) and the siting of six caravans with associated hardstanding, utility connections, access, parking, and ancillary works. 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;
- Planning Statement (dated June 2026 and authored by LB Planning); and
- Hayward Architects drawing number 03 (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 started on 1st January 2026, but has yet to be completed. The lawfully permitted use of the site is agricultural use.

The LHA has also been consulted by the LPA on application reference 26/00451/FUL (retrospective application for the regularisation of the use of the existing building and associated yard area as a sui generis forestry and arboricultural depot) at Sheepy House Farm. This utilises the same access on to Main Road. The LHA visited the site on Thursday 18th June 2026 as part of that application.

Site Access

Access to the site is proposed via an 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. No amendments are proposed to the existing access.

As part of application reference 26/00451/FUL, the Applicant for that development is proposing to widen the same access to 7.3m. The LHA advised that the access should be a minimum 7.3m wide for at least the first 20m behind the highway boundary and that swept path analysis of an 18.55m HGV would be required in all directions. For this current application, the LHA would usually advise a minimum access width of 6.0m should be provided for a minimum of 10m behind the highway boundary. However, given the other live application which shares the access, the LHA suggest a 7.3m wide access is provided to be consistent with that application in the event both applications are granted planning permission. Currently, the LHA has measured the access width to be approximately 5.50m wide at 9.5m from the edge of the carriageway. This should therefore be widened accordingly and details provided on a drawing. A Stage 1 Road Safety Audit, along with a Designer's Response and any problems raised and (if necessary) a revised access drawing would also be required to accompany access widening proposals.

Furthermore, as part of application 26/00451/FUL, the LHA advised that a speed survey was required to demonstrate that appropriate visibility splays could be achieved in line with the recorded 85th percentile speeds of passing traffic. Noting that the lawful use of the site is agricultural, the LHA believe the proposals could intensify the use of the access and therefore an automatic (not handheld radar) speed survey is requested as per that application. Appropriate visibility splays in accordance with [Table 6](#) of the LHDG should then be demonstrated on a drawing. 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.

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

Trip Generation

Given the scale of the development, a detailed analysis of the level of vehicle trips which could be generated is not required by the LHA.

Internal Layout

The site is located approximately 900m from the public highway and accessed via a single-track private road. Hayward Architects drawing number 03 details areas where passing places may be available. As part of application reference 26/00451/FUL, it is detailed that passing places would be provided along the route.

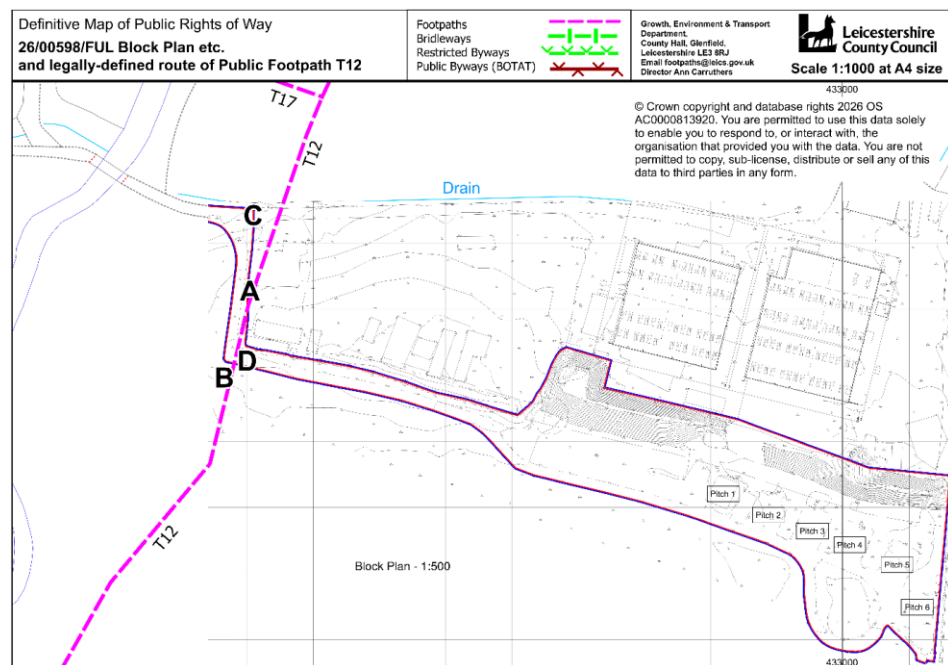
There is a considerable distance between the site and the public highway, and the LHA accept it is that it is unlikely the proposals would generate a need for guests to park within the highway. It is also considered there would be sufficient turning space within the site so that vehicle ingress/ egress 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 believe it is likely that guests would rely on the private car for journeys to/ from the site. The LHA therefore consider the site is not in a particularly sustainable location in transport terms, nevertheless it is accepted that such locations can be the appeal of the proposals and that guests would inevitably require a vehicle to tow caravan. The LHA is satisfied for the LPA to include this transport context in its wider sustainability considerations for the site.

Public Rights of Way

The application crosses Public Footpath T12. Below is the application Block Plan overlaid with the Definitive Map of public rights of way, the official legal record. The access drive to the caravan pitches crosses the legal alignment of Footpath T12 between points 'A' and 'B'. However, it appears there is a line of fencing between points 'C' and 'D' which bisects the footpath alignment and may constitute an obstruction of the public right of way.



In practice, it may be the public tend to walk further to the west following the eastern side of the River Sence. However, that is not the route which is legally protected and which the landholder has a legal duty to respect and not to obstruct.

This application follows application 26/00451/FUL for the adjoining yard area to the north as a forestry and arboricultural depot. This development further increases vehicle numbers crossing the route used by the public at some point. The number of vehicle movements may be limited but there is a cumulative increase.

In addition, the further development further obscures where the public should be walking and be adequately provided with a route that is clear, obvious and straightforward to use. To resolve this, the applicant either needs to apply for a legal order to officially divert the footpath or take remedial measures to make the public right of way more obvious to users, which could be dealt with by means of a planning condition for the signposting the public right of way, where it intersects with the site boundary and existing fencing.

This would need to reflect the principles in the LHDG on Development and Public Rights of Way at: www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/public-rights-way and the full-height waymark post design on LHDG standard drawing SD/FP/6 at: www.leicestershirehighwaydesignguide.uk/sites/lcchighwaydesign/files/2025-01/sd-fp-6-waymark-post.pdf.

Closing

The LHA advise that following provision of a speed survey, improved site access drawing and RSA1, it should be able to give further consideration to the proposals.

Date Received
16 July 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
11 August 2026