2026

Transport Statement

Change of Use from Dwellinghouse (Use Class C3) to Independent School (Use Class F1(a))

Cumbers House, Gredington, Hanmer, SY13 3DH

Cockwill
Cockwill & Co, 25 Sunny Road, Southport, PR9 7LU
07812 150 750
7/3/2026

TRANSPORT STATEMENT

Application: Change of Use from Dwellinghouse (Use Class C3) to Independent School (Use Class F1(a))

1. Introduction

This Transport Statement has been prepared in support of a planning application for the change of use of Cumbers House from a private dwelling to a small independent school accommodating a maximum of 20 pupils and employing eight members of staff.

The purpose of this statement is to assess the transport implications of the proposed development and demonstrate that the existing highway network can safely accommodate the anticipated vehicle movements.

2. Existing Site

Cumbers House is accessed directly from the local highway via an established private entrance. The site has an existing driveway leading to a substantial parking and turning area.

The property benefits from good visibility at the site entrance, allowing vehicles to enter and leave in a forward gear.

The surrounding highway network comprises lightly trafficked rural roads connecting to Hanmer and the wider highway network.

3. Proposed Development

The proposal comprises:

- Maximum of 20 pupils.
- Eight members of staff.
- School hours 9.00 am–3.30 pm.
- Staff on site between 8.00 am–5.00 pm.
- No boarding accommodation.
- No extensions or external alterations.

4. Traffic Generation

The proposed school is intentionally small in scale.

Unlike mainstream schools, pupils will generally arrive individually with parents, guardians or carers, rather than by coach or large buses.

The anticipated daily vehicle movements are modest.

Estimated peak arrivals:

User	Approximate Vehicle Movements
Staff	Up to 8 arrivals
Pupils	Up to 20 drop-offs
Visitors	Minimal

Peak departures are expected to occur during the afternoon collection period.

The overall traffic generated is not considered significant and will be concentrated within short morning and afternoon periods.

5. Parking Provision

The site provides approximately 10 off-street parking spaces.

This provision is considered adequate for:

- Staff parking.
- Visitor parking.
- Short-term parent or carer drop-off where required.

No parking on the public highway is anticipated.

6. Turning Facilities

The existing driveway and parking area allow vehicles to turn within the site and exit in a forward gear.

This improves highway safety and removes the need for vehicles to reverse onto the public highway.

7. Highway Safety

The proposal is not expected to have a material impact upon highway safety due to:

- Low pupil numbers.
- Limited staff numbers.
- Existing vehicular access.
- Existing parking provision.
- Existing turning facilities.
- Absence of heavy goods vehicle traffic.

The proposal therefore represents a low-intensity transport use.

8. Sustainable Transport

Although the site is located in a rural area, the school's specialist nature means pupils are expected to travel from a wider catchment and will predominantly be transported by carers.

Where possible, staff will be encouraged to:

- Share vehicles.
- Cycle where practical.
- Use public transport for part of their journeys.
- Combine journeys.

Visitors will be encouraged to pre-arrange appointments to minimise unnecessary travel, and arrive outside the busier periods.

9. Conclusion

The proposed change of use will generate only modest additional traffic and can be safely accommodated using the existing access, parking and turning arrangements.

No highway improvements are considered necessary, and the development is not expected to result in any unacceptable impact on highway safety or the operation of the surrounding road network.

Accordingly, there are no transport reasons why planning permission should be withheld.