

19 January 2026

Hinckley & Bosworth Borough Council
Hinckley Hub
Rugby Road
Hinckley
Leicestershire
LE10 0FR

Full planning application for the 'Siting of portable buildings and associated canopy for a temporary period of five years' on Land at Upton Steel, Shaw Lane, Markfield, Leicestershire, LE67 9PU.

To whom it may concern,

Please find enclosed a full planning application for the 'Siting of portable buildings and associated canopy for a temporary period of five years' on Land at Upton Steel, Shaw Lane, Markfield, Leicestershire.

The application is being made by Upton Steel, the UK's leading independent steel manufacturer and stockholder located in Leicestershire.

The application is supported by the following:

- 7627-03-0100 PL1 Site Location Plan
- 7627-03-0101 PL2 Proposed Block Plan
- 7627-03-0102 PL1 Site Plan
- 7627-03-0103 PL1 Portacabins Elevations
- AG-25-Upton Steel-01(A) Temporary Industrial Buildings Plan and Elevations

This letter outlines the pertinent planning history and site context to clearly justify the proposed temporary development on the existing site. The proposal is essential to enable the existing business and commercial uses to operate efficiently and safely, meet current operational requirements, and support the long-term effectiveness of the site.

4 The Courtyard, Church Street, Lockington, Derbyshire, DE74 2SL

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Planning History

1. **18/00658/HYB** – Hybrid planning application comprising outline permission (access, scale and landscaping) for the erection of up to 5000 sqm of B8 storage and full permission for extension to existing manufacturing unit (B2/B8) with associated access, landscaping and drainage works.

Approved 8th January 2021. (This application has been implemented and part extant).

2. **22/00556/NMA** – Nonmaterial amendment to planning permission 18/00658/HYB to consist of provision of a two storey element added to the rear elevation of the extension, and an increase in the height of the eaves of the extension.

Approved 27th July 2022.

3. **23/00876/DISCON** – Application to discharge conditions 5 (Surface Water Drainage Strategy) 6 (Surface Water Drainage During Construction), 7 (Long Term Maintenance Scheme for drainage) 14 (Land Contamination) 16 (Construction Environmental Management Plan), 19 (Biodiverse Grassland Sward) for Phase 1 only and Condition 8 (Infiltration for the whole site), attached to planning permission 18/00658/HYB.

Split Decision 8th December 2023. Condition 14 partially discharged to allow development to commence.

4. **24/00474/DISCON** – Application to discharge condition 14 (Land Contamination) for Phase 1 from planning application 18/00658/HYB.

Condition 14 discharged for Phase 1 only 25th November 2024.

5. **24/01143/CONDIT** – Application to vary condition 1 and 30 of planning permission 18/00658/HYB. Amendment to replace drawing 22614_08_020_01 Rev E with 1252-ADC-ZZ-XX-DR-Z-0103-S1-PO1.

Awaiting decision.

6. **25/00057/DISCON** – Application to discharge condition 34 (Fuel Station Noise Levels) attached to planning permission 18/00658/HYB.

Discharged 23rd April 2025.



Site and Operational Context

The site is located adjacent to the A511 (Shaw Lane) and is a short distance from Junction 22 of the M1. Access into the site for staff and visitors is via the A511. A separate HGV entrance into the site is located on Stanton Lane.

Upton Steel is a steel processing company producing sheets of steel cut from coils in a variety of sizes to the customers specification, they are one of 3 comparable companies in the U.K to offer this service. They are one of 2.3% of medium sized companies located within Hinckley and Bosworth.

The business is unique in that they offer a next day service for standard and cut to-length steel sheets which is facilitated by the 24/7 presence on site and the 33- strong fleet of HGV's which remains unrivalled within the industry. They are in an enviable position within the heart of the country with short connections to major routes including the M1 which supports the logistical needs of the company, they produce their own shipping pallets under a temporary shelter located in the north-east corner of the site.

Upton Steel buy steel from international manufacturers, however given the weight and the bulk purchase of the steel this often ends up being stored at Port until required by the business, resulting in additional storage and transportation costs.

As part of the implemented planning permission under reference 18/00658/HYB, the applicant sought to enhance the operational efficiency of the site through investment in additional production floorspace and warehousing. At the time of submission, the business had experienced significant growth, and the approved B2/B8 unit was intended to provide additional production capacity and steel storage to support the long-term consolidation of operations at Markfield.

Progress has since been made in delivering elements of the approved scheme; however, the warehousing component is currently subject to a detailed technical review. This reflects the specific operational requirements of the site, the technical complexity of the specialist machinery to be installed, and the need to ensure that the final design fully accommodates the day-to-day operational demands of the business, alongside appropriate consideration of employee working conditions, site safety, and the surrounding environment.

In the interim, the business's most immediate operational requirement is not additional storage capacity but improved on-site provision for vehicle loading and dispatch. Existing constraints within the service yard limit the efficiency of HGV movements and place pressure on loading operations during peak periods. The temporary application therefore seeks to address this priority by providing dedicated, covered loading space to support current operational demand.

The proposed portacabin and associated canopy will facilitate safer and more efficient loading and unloading activities, improve lighting and weather protection, and enhance overall health and safety conditions for staff working within the yard. This temporary solution enables the business to continue operating efficiently and responsively to customer demand while the technical review of the approved permanent scheme is progressed. Importantly, the proposal does not prejudice



the future delivery of the approved B2/B8 development, which can be implemented once the technical design process has been concluded.

Proposed Development

The proposal seeks the '*Siting of portable buildings and associated canopy for a temporary period of five years.*'

As shown in the submitted documents, this application is made separately from the approved plans under reference 18/00658/HYB and seeks consent for the provision of two temporary portacabins to support the operational needs of the site. The portacabins are required to facilitate maintenance and storage associated with the steel manufacturing activities currently undertaken on site.

The proposed portacabins comprise a single-storey unit positioned to the front and a two-storey unit to the rear, both located adjacent to each other to the south-west of the existing warehouse building. The two-storey element would have an overall height of approximately 5.6 metres. The submitted elevations indicate that the portacabins would incorporate access doors, windows, and a double-door entrance to the rear to allow for the storage and movement of larger materials. The buildings would be finished in a standard metal-clad sheeting, typical of temporary industrial accommodation.

In addition, the proposal includes a temporary canopy to the central rear of the existing warehouse unit. The canopy is intended to provide a covered and sheltered area for the loading and unloading of steel products from HGVs operating within the existing service yard.

As illustrated on the supporting drawings prepared by Aganto, the temporary building provider, the canopy would measure approximately 14 metres by 25 metres, with an eave's height of 5.2 metres. Roller shutter doors with an opening height of 4.8 metres are proposed to accommodate HGV movements. The overall ridge height of the canopy would be approximately 7.5 metres, with a working haunch height of 5.2 metres. The external appearance would be consistent with the proposed portacabins, utilising metal-clad finishes. The canopy would also include two personnel access doors located on the eastern and western elevations.

Planning Assessment

Principle

Regarding the principle of development, the proposal is considered acceptable as it seeks to maintain and support the established use of the site for B2/B8 purposes. The application does not introduce a new or materially different use; rather, the proposed temporary buildings are intended solely to accommodate and support the existing operational requirements of the business already operating from the site.

The development directly supports Spatial Objective 1 of the Hinckley and Bosworth Core Strategy, which seeks to strengthen and diversify the local economy and support the retention and growth of existing businesses. In this regard, the proposal enables the continued efficient operation of an established employment use and assists in safeguarding local jobs, thereby aligning with the Council's wider economic and employment objectives.

In operational terms, the proposal provides the flexibility required for the business to respond to immediate and evolving day-to-day demands, particularly in relation to vehicle movements, loading activity, and on-site servicing. This flexibility is especially important for industrial operations with complex logistics and specialist operational processes, such as steel processing, where safe and efficient site layout and circulation are fundamental to effective operation. The proposed development will enable the business to operate more safely and efficiently, while maintaining a high-quality working environment for employees.

Further support for the proposal is provided by paragraph 85 of the National Planning Policy Framework, which states that planning decisions should help create the conditions in which businesses can invest, expand, and adapt. The proposed development accords with this guidance by offering a pragmatic and proportionate means of supporting an existing business, allowing it to adapt its operational arrangements without altering the established use of the site.

It is also material that the Phase 1 element of the approved scheme under planning reference 18/OO658/HYB remains extant. This application has been intentionally submitted as a standalone and temporary proposal for the reasons outlined above and does not give rise to any Hillside implications.

Given that the remaining phase of the approved permanent development is currently subject to ongoing technical review, the proposed temporary buildings represent a reasonable and justified interim solution. They provide the necessary infrastructure to support current operational requirements while preserving the ability for the approved permanent scheme to be implemented in full once the technical design process has been completed. Importantly, the proposal does not prejudice the delivery of the approved development and ensures continuity of operations in the meantime.

Biodiversity Net Gain

The proposed development is exempt from the requirement to deliver Biodiversity Net Gain. The proposal comprises temporary buildings located entirely on existing areas of hardstanding, with no loss of habitats, or ecological features of biodiversity value. As such, the development would not result in any change to existing habitat types or baseline ecological conditions on the site.

Furthermore, the temporary nature of the proposal means that the development does not constitute a permanent change in land use or land cover. Upon expiry of the temporary consent, the structures can be removed and the site reinstated to its current condition, ensuring no long-term ecological impact. In this regard, the proposal accords with the exemptions set out in Schedule 2 of the Biodiversity Gain Requirements (Exemptions) Regulations 2024, which exclude



certain temporary developments and developments on previously developed land with no impact on habitats from mandatory BNG provisions.

Accordingly, as the development would neither result in habitat loss nor ecological degradation, and would not prejudice future opportunities for biodiversity enhancement, it is reasonable and appropriate that the proposal is treated as exempt from Biodiversity Net Gain requirements.

Flooding and Drainage

The proposed development will not give rise to any additional flood risk or drainage impacts. All temporary buildings are to be sited on existing areas of impermeable hard standing, and the proposal does not introduce any new surfacing or alter the extent of impermeable coverage on the site. As a result, there will be no increase or reduction in surface water runoff rates or volumes when compared to the existing baseline conditions.

The development therefore represents a neutral impact in drainage terms, with no requirement for additional surface water attenuation or drainage infrastructure. The proposal will continue to operate within the parameters of the site's existing drainage arrangements and will not affect off-site flood risk. Given the temporary nature of the development and the absence of any change in surface water generation, the proposal is considered acceptable in flood risk and drainage terms and accords with both national and local planning policy objectives relating to flood risk management and sustainable drainage.

Summary

In summary, the proposed development is acceptable in principle and represents a proportionate and policy-compliant response to the operational requirements of the site. It supports the continued and efficient operation of the established B2/B8 use, assists in safeguarding employment, and aligns with the objectives of the Hinckley and Bosworth Core Strategy and paragraph 85 of the National Planning Policy Framework.

The proposal provides a necessary interim solution for while preserving the ability to deliver the approved permanent scheme in the future, and it raises no issues in respect of biodiversity, flood risk, or drainage. Accordingly, significant positive weight should be afforded to the application in the determination process and approved without delay.

Yours,

Harry Clayton
Planner