

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 Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/00713/FUL

Highway Reference Number: 2025/0713/04/H

Application Address: Ivy House Farm Bilstone Road Congerstone Shackerstone Nuneaton
Leicestershire CV13 6LW

Application Type: Full

Description of Application: Change of use of land for the siting of self-storage containers

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mr Tim Sinnott

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Shackerstone

Road Classification: Class C

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 Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 116 of the National Planning Policy Framework (2024), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

'Change of use of land for the siting of self-storage containers.'

The proposals are at Ivy House Farm, Bilstone Road, Congerstone, Shackerstone, Nuneaton.

There have been a number of applications at the site over several years. The most relevant application is listed below:

20/00997/FUL - Proposed self-storage facility (Use Class B8) and access road. The LHA advised approval in matters relating to the highway on 22 April 2021 subject to conditions. The LPA subsequently approved the proposals on 9 July 2021.

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

The LHA have reviewed the following documents as part of these observations:

- Application Form;
- Site Location Plan;
- Planning Statement;
- Block Plan, drawing number J1008911-11 Rev D;
- Shipping Container Details, drawing number J1008911-13; and
- Fire Truck Tracking, drawing number J1008911-12 Rev A.

Site Access

The Applicant is proposing to utilise the existing LHDG compliant access secured under 20/00997/FUL for the siting of 56 containers. This secured access widening, an increase in access drive width and a passing bay. The Applicant has confirmed the approved amendments have been undertaken. As such, the LHA are satisfied that the access is suitable for the scale of development.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) database and identified one PIC within 500m in all directions of the access.

A single PIC is not considered to be representative of a trend or pattern and therefore the PIC is regarded as an 'isolated incident'. The LHA are therefore of the opinion that there are no existing highway safety issues that would likely be exacerbated by the proposals.

Trip Generation

The Applicant has stated that this application serves as an extension to the previous application for 56 storage containers approved under 20/00997/FUL. As part of the previous application trip generation was considered, and that based on a worst-case trip generation, the 56 containers could have a maximum of 26 two-way trips per day (one arrival and one departure) as per the information gleaned from the TRICS® database.

Based on these figures, the LHA can deduce that the additional 94 containers would create a further 44 two-way trips a day for a total of 70 two-way trips a day.

It should also be noted that the Applicant has indicated that over the last 12 months, on average 3.12 cars have accessed the site (6.24 two-way trips per day). Using that data to predict actual movements for the additional 94 containers proposed, the likely two-way trips per day would be approximately an additional 5.3 per day (10.6 two-way trips per day). This is a total for the entire storage at the farm of just 8.42 trips per day (16.84 two-way trips per day).

Although the Applicant has not provided the raw data for the survey, that LHA considers that both the higher (70 two-way trips) and lower (16.84 two-way trips) are considered to be of a small scale and are therefore acceptable to the LHA.

Internal Layout

Table 29(a) of the LHDG states that for 'B8 Storage and Distribution' use for up to 2,500sqm, one parking space per 100sqm should be provided. The Applicant has demonstrated on the drawing titled 'Block Plan', drawing number J1008911-11 Rev D 14 off-street parking spaces, this is welcomed by the LHA.

It should also be noted the proposals do not require any staff to be on-site due to the nature of the development. As such, all the off-street parking will be available for the sole use of the customers.

The Applicant has stated that no lorries will be permitted access to the storage facility, and this would be controlled through the agreement of specific terms and conditions signed by users of the site. It is considered that a planning condition to confirm the same would be appropriate and welcomed on this occasion by the Applicant. Whilst this is also welcomed by the LHA, this will be a matter for the LPA.

The Applicant has provided the drawing titled 'Fire Truck Tracking', drawing number J1008911-12 Rev A which demonstrates a fire service appliance can safely access and egress the site in a forward gear. This is welcomed by the LHA.

Public Right of Way (PRoW) S91/1

The LHA notes PRoW S91/1 runs for approximately 120m from the public highway along the access drive. The LHA are satisfied that the scale of the proposals would not impede the enjoyment and use of the PRoW. However, the Applicant should provide details of how PRoW S91/1 would be managed whilst the containers are moved to the site. This should include details such as a suitable timetable in which the containers are moved to the site in order not to impede the use of the PRoW, are banksmen to be utilised, will warning signage be utilised to warn users of large vehicles accessing and egressing the site etc. However, this can be secured via condition.

For the reasons set out above, the LHA would not seek to resist the proposals subject to the following conditions.

Conditions

1. The development hereby permitted shall not be occupied until such time as the parking (and turning facilities) have been implemented in accordance with Block Plan, drawing number J1008911-11 Rev D. Thereafter the onsite parking and turning provision shall be kept available for such use in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with the National Planning Policy Framework (2024).

2. No development shall commence until a scheme for the Public Right of Way Management Plan for Footpath S91/1 has been submitted to and approved in writing by the Local Planning Authority. Once approved, the Public Right of Way Management Plan shall be carried out in accordance with the agreed scheme and timetable.

REASON: In the interests of amenity, safety and security of users of the Public Right of Way in accordance with the National Planning Policy Framework (2024).

Informatives

- Prior to construction, measures should be taken to ensure that users of the Public Right of Way are not exposed to any elements of danger associated with construction works.
- Public Rights of Way must not be re-routed, encroached upon, or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- If there are any Public Rights of Way which the applicant considers impracticable to retain on their existing lines, a separate application for diversion is required. It should be submitted under the Town and Country Planning Act 1990 to the Local Planning Authority. The applicant is not entitled to carry out any works directly affecting the legal line of a Public Right of Way until a Diversion Order has been confirmed and become operative.
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- Public Rights of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.
- No new gates, stiles, fences, or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way, and the County Council may be obliged to require its immediate removal.

Date Received
1 August 2025

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
29 August 2025