



Chris Brown
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Date: 12 August 2026

Our ref: VL/EXT00001/00014

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By email only:

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Dear Mr Brown

Site: MIRA Technology Park South Site
Planning Application: 22/00882/OUT
The Applicant: ERI MTP Ltd
Our Client: Extra Room Self Storage (ERSS) & Drayton Grange Farm

We write further to National Highways' (NH) re-consultation response dated 29 July 2026 and Leicestershire County Council's (LCC) re-consultation response dated 15 July 2026.

Although we have not yet received a response to our email to Ed Stacey dated 27 July 2026, we remain concerned that NH's and LCC's responses do not appear to answer the question Members asked to be considered following the deferral of the Planning Application at Planning Committee on 30 June.

At the end of that meeting, Councillor Allen asked whether Our Client's alternative highways solution which proposes synchronised signalisation at Drayton Lane and Woodford Lane could be reviewed and whether, taking into account the land now made available by Our Client, it could be implemented. You confirmed that the Council could re-consult NH and LCC and Warwickshire County Council (WCC) on that basis.

However, both NH and LCC appear to have been re-consulted on the basis of the Applicant's letter from NWS Planning dated 9 July 2026. That letter explains why the Applicant does not wish to amend its highways scheme. It is not independent highway evidence that the signalised option is unacceptable.

Plainly, the Committee did not defer the Planning Application so that the highway authorities (HAs) could be invited to repeat their existing views on the Applicant's LILO proposal. The purpose of the deferral was to establish whether Our Client's alternative signalised highways solution could be reviewed and implemented.

The HAs should be asked to provide independent technical advice on whether Our Client's alternative highways solution could be reviewed, implemented and secured by condition, taking into account the

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land Our Client has made available, the potential for mitigation (if considered necessary) or monitoring and trigger mechanisms, and NHs' previous conclusion that signalisation of Drayton Lane is technically feasible without causing undue congestion or safety risks.

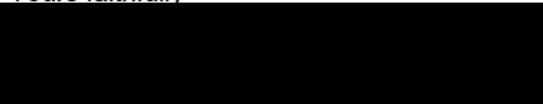
The latest responses from NH and LCC do not amount to a technical rejection of Our Client's alternative highways solution. NH has not withdrawn its previous conclusion that signalisation of Drayton Lane is technically possible and LCC has not provided any further analysis of Our Client's alternative highways solution.

These responses should not therefore be presented to Members as resolving the issue raised by the deferral, or as a rejection of Our Client's alternative highways solution. At most, they confirm that the HAs continue to support the Applicant's proposed LILO scheme. The HAs' position on the Applicant's proposed LILO scheme was already known and is irrelevant to the basis on which the Committee's deferral was made, which was to ascertain whether or not the HAs consider that the alternative synchronised signal scheme is also acceptable and implementable in highway terms.

As stated in our letter dated 10 July, in circumstances where, as here, Members are keen to explore an alternative highways solution which is less harmful in wider planning terms, it is incumbent on Officers to press the HAs to engage with that alternative. It is not open to the Council to simply rely on the HAs' refusal, or failure to engage as evidence that the alternative is unacceptable.

Should the HAs not be asked the correct question, and/or if inadequate advice is provided to Members or inadequate reasons are given, Our Client reserves the right to bring further judicial review proceedings against any grant of planning permission.

Yours faithfully



For and on behalf of Lidders Solicitors LLP

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