

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: 25/01229/FUL

Highway Reference Number: 2025/1229/04/H/R2

Application Address: Land South Of Lindley Wood Fenn Lanes Fenny Drayton Leicestershire

Application Type: Full

Description of Application: Re-consultation. Proposed change of use from residential (Class C3) to a self storage facility (Sui generis). To include 240 self-storage containers and caravan self-storage; removal of one set of entrance gates and replacement of other entrance gates; provision of soft landscaping and sustainable drainage infrastructure.

GENERAL DETAILS

Planning Case Officer: Christine Zacharia

Applicant: Mr Shaan Chaudry

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Witherley

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 re-consulted on a planning application on Land South of Lindley Wood Fenn Lanes Fenny Drayton Leicestershire which is for the:

'Proposed change of use from residential (Class C3) to a self storage facility (Sui generis). To include 240 self-storage containers and caravan self-storage; removal of one set of entrance gates and replacement of other entrance gates; provision of soft landscaping and sustainable drainage infrastructure.'

The LHA have reviewed the following documents that have been submitted by the Applicant in support of the proposals:

- Email from Applicant regarding trip generation. Dated 5 March 2026.
- TPA – Transport Statement. Dated January 2026.

The LHA note the following relevant planning history of the site below:

- 15/00037/OUT | Erection of up to 11 dwellings (outline - access and layout only) (revised proposal) | Land South of Lindley Wood Fenn Lanes Fenny Drayton Leicestershire. Approved 7 October 2016.
- 19/00462/REM | Approval of reserved matters (appearance, landscaping and scale) of outline planning permission 15/00037/OUT for residential development of 11 dwellings. Approved 20 December 2019.

The LHA previously responded to this application on 10 February 2026, requesting information regarding the fallback position of the site and trip generation for the proposed site. The fallback position has been confirmed by the LPA, in an email dated 25 February 2026, to be that agreed under 15/00037/OUT.

A site visit was undertaken on 9 February 2026.

Site Access / Trip Generation

The site is accessed via Fenn Lanes, which is a C-classified road subject to a 50mph speed limit.

The LHA would only seek for access amendments whereby an intensification of use is proposed. The LHA sought clarity on the likely trip generation at the site to ascertain if an intensification from the extant permitted use is proposed.

The Applicant has confirmed, within the email submitted to the LPA, dated 5 March, that the caravan storage, for up to 90 caravans, is likely to generate up to 360 movements per year. This represents one trip per day on average. This would therefore be considered negligible to the LHA.

Based on the LHA's own assessment, the likely trips that would be generated during the AM (8:00 – 9:00) and PM (17:00 – 18:00) peaks for 11 dwellings, as permitted under 15/00037/OUT, would be seven (two-way) trips for both AM/PM peaks.

The Applicant has undertaken a TRICs assessment, within the Transport Statement, for the proposed self-storage facility and found that there would be eight two-way trips during the AM peak and seven two-way trips during the PM peak. The LHA therefore would not consider that this development represents a material intensification of the site access as permitted under 15/00037/OUT and would not consider it reasonable to insist on any amendments to the site access.

Notwithstanding this, the swept path analysis, shown within the Transport Statement, demonstrates the access is suitable to serve the vehicles expected on the site.

Highway Safety

No Personal Injury Collisions (PICs) have been identified within 500 metres in either direction of the site access within the last most recent five-year period for which data is available. The LHA do not believe the proposal, if permitted, will exacerbate the likelihood of incidents occurring.

Internal Layout

The Applicant states, within the Transport Statement, that:

‘Given the unique nature of the proposed self-storage and caravan storage uses, a dedicated communal parking area would not be appropriate. In practice, users of the self-storage units typically drive directly to their respective unit and park immediately outside for loading and unloading.’ And ‘In addition, the 6-metre aisle widths between the units provide sufficient space for a vehicle to park outside an individual unit while still allowing other vehicles to pass safely. This ensures that temporary parking for loading and unloading will not obstruct internal circulation.’

The LHA accept that this arrangement is appropriate for the nature of the site. The proposals are located more than 500m from the public highway and therefore the LHA have no concerns that any overspill will impact the public highway.

The LHA conclude that the proposed development would not have an unacceptable impact on highway safety and the residual cumulative impacts on the road network would not be severe in the context of the National Planning Policy Framework (2024).

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

Conditions

1. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 15 metres of the highway boundary, nor shall any be erected within a distance of 15 metres of the highway boundary unless hung to open away from the highway.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2024).

2. The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 15 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2024).

Informative

- Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.

Date Received
9 March 2026

Case Officer
Amy Stone

Reviewer
DH

Date issued
26 March 2026