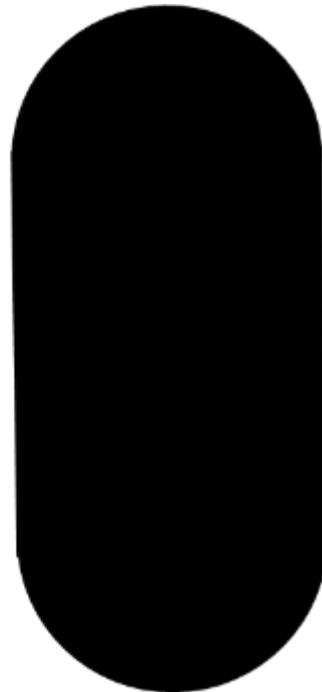
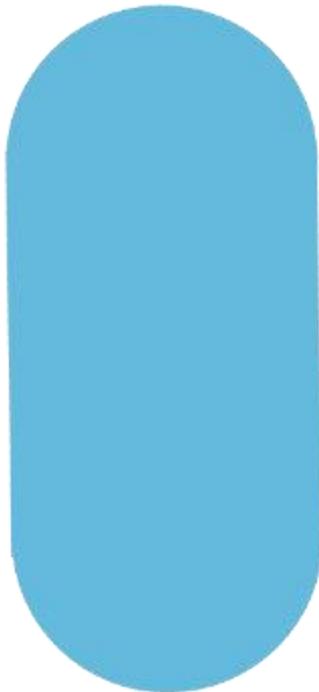


MAC Developments & Construction Ltd

Proposed Change of Use from Residential (Class C3) to sui generis, including siting of 240 self-storage containers and an area of caravan self-storage; removal of one set of existing entrance gates and replacement of other entrance gates; provision of soft landscaping and sustainable drainage infrastructure

On Land south of Lindley Wood, Fenn Lanes, Fenny Drayton, Nuneaton, CV13 6BJ

PLANNING, DESIGN AND ACCESS STATEMENT



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1. INTRODUCTION

1.1. This Planning Statement is prepared on behalf of MAC Developments and Construction Ltd (“**the applicant**”). The statement accompanies a planning application for the proposed change of use from residential (Class C3) to sui generis, including siting of 240 self-storage containers and an area of caravan self-storage; removal of one set of existing entrance gates and replacement of other entrance gates; provision of soft landscaping and sustainable drainage infrastructure (“**the proposals**”) on Land south of Lindley Wood, Fenn Lanes, Fenny Drayton, Nuneaton, CV13 6BJ (“**the site**”).

1.2. This Statement and the accompanying planning application forms should be read in conjunction with the following drawings and reports:

- Site Location Plan, drawing no. 25 64 06, prepared by Hayward Architects
- Existing Site Plan (scale 1:500), drawing no. 25 64 01A, prepared by Hayward Architects
- Existing Site Plan (scale 1:1250), drawing no. 25 64 02B, prepared by Hayward Architects
- Proposed Site Plan (scale 1:1250), drawing no. 25 64 03G, prepared by Hayward Architects
- Proposed Container Layout Site Plan (scale 1:500), drawing no. 25 64 04E, prepared by Hayward Architects
- Proposed 10ft x 8ft Container Floor Plans and Elevations, drawing no. 25 64 07, prepared by Hayward Architects
- Proposed 20ft x 8ft Container Floor Plans and Elevations, drawing no. 25 64 08, prepared by Hayward Architects
- Proposed 40ft x 8ft Container Floor Plans and Elevations, drawing no. 25 64 09, prepared by Hayward Architects
- Biodiversity Net Gain Exemption Statement, prepared by Croft Ecology
- Flood Risk Assessment, prepared by Oakshire Environmental
- Drainage Strategy, prepared by Oakshire Environmental
- Transport Statement, prepared by TPA
- Arboricultural Impact Assessment, prepared by Origin Environmental

- 1.3. The electronic submission of this planning application is accompanied by a BACS payment for the sum of £588.00, the correct fee for a planning application of this type, in addition to the £85.00 administration fee.
- 1.4. This Statement identifies, describes and assesses the ability for the site to accommodate the proposals sought under this planning application. The development will demonstrably represent a suitable and sustainable re-use of a site that has stood vacant for in excess of 5 years, despite an extant and implemented planning permission for residential use (outline planning permission ref: 15/00037/OUT and associated reserved matters permission ref: 19/00462/REM).
- 1.5. When considered against the present-day appearance of the site as an extensive area of vacant brownfield land, the proposals are a suitable low intensity use of the land. The impacts arising from the proposals with regards to highways and parking, amenity, flood risk and trees are understood and it is demonstrated within the accompanying reports that there are no adverse impacts arising from the proposals.
- 1.6. This Statement concludes at Chapter 7 that planning permission should be granted having regard to S.38(6) of the Planning and Compulsory Purchase Act 2004. We look forward to future engagement during the decision-making process to ensure the delivery of a sustainable, high quality and appropriate use of the vacant land as self-storage containers and caravan self-storage.
- 1.7. This Statement is structured as follows:
 - In **Chapter 2** we identify the site and describe the surrounding environment;
 - In **Chapter 3** we identify for the Council the background of relevance to this planning application, including an assessment of local need;
 - In **Chapter 4** we describe the proposals;
 - In **Chapter 5** we identify the relevant policies of the Development Plan;
 - In **Chapter 6** we assess the proposals against these policies; and
 - In **Chapter 7** we set out our conclusions.

2. SITE AND SURROUNDING AREA

- 2.1. The site comprises entirely of existing hardstanding and equates to *circa.* 4.4 hectares, accessed from the southern side of Fenn Lanes. The core of the site is surrounded by woodland to three boundaries (north, south and part of the west), with agricultural fields beyond. Nearby to the east of the site is the MIRA test track.
- 2.2. The entirety of the application site is classified as countryside, as it is located outside of the nearest settlement boundary of Fenny Drayton. Fenny Drayton is classified as a 'Rural Hamlet' within the settlement hierarchy defined by Hinckley & Bosworth Borough Council, entailing that development will be strictly controlled and limited to the types allowed for by Policy 13 of the adopted Core Strategy. The site is located *circa.* 4.5km and 5km from the nearest large settlements of Atherstone (within the neighbouring Local Authority area) and Hinckley respectively.
- 2.3. The site is private land and is not publicly accessible. There is an existing access from Fenn Lanes, which is gated part-way down the access track (as indicated on the suite of submitted drawings). There is also an existing gate across the entrance into the site itself.
- 2.4. The access route into the site is via Fenns Lane which is a single-track rural lane that incorporates four passing points at intervals along its length. These passing points provide opportunities for vehicles to safely pass when meeting head-on, thereby reducing potential collisions and maintaining the efficient flow of traffic.
- 2.5. With regards to flood risk and drainage, the site is located entirely within Flood Zone 1, meaning that it is at the lowest risk of flooding.

i. Planning History

- 2.6. The planning history for the site is summarised in Table 1 below, as available on the public access.

Planning Application No.	Description	Date of Decision	Decision
23/00167/FUL	Proposed erection of palisade fencing and part widening and surfacing of	18/04/2023	Refused, but approved at Appeal

MAC Construction and Development Ltd

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	private access (revised scheme of 22/00725/FUL)		
23/00166/FUL	Construction of entrance wall (Part Retrospective) (revised scheme to planning application number 22/00078/FUL)	18/04/2023	Refused
22/00804/CLE	Use of land for commercial storage of plant, machinery and skips	N/A	Appeal decided
22/00725/FUL	Proposed erection of palisade fencing (revised scheme of 22/00079/FUL)	29/11/2022	Refused
22/00194/CLE	Certificate of Lawful Existing Development for continued use of land for commercial storage of plant, machinery and skips	18/05/2022	Refused
22/00079/FUL	Erection of palisade fencing (Retrospective)	Application withdrawn	Application withdrawn
22/00078/FUL	Construction of entrance gates and wall (Part Retrospective)	07/09/2022	Refused
21/00353/FUL	Application to discharge conditions 4 (waste and recycling) and 5 (boundary treatments) attached to planning permission 19/00462/REM	12/08/2021	Discharged
21/00352/DISCON	Application to discharge conditions 4 (construction transport management plan), 5 (boundary treatments), 6 (materials), 7 (levels), 8 (drainage), 9 (SuDs), 10 (drainage), 11 (landscape management plan), 13 (land contamination), 16 (badger survey) attached to planning permission 15/00037/OUT	17/09/2021	Split decision - DoC
19/00462/REM	Approval of reserved matters (appearance, landscaping and scale) of outline planning permission 15/00037/OUT for residential development of 11 dwellings	20/12/2019	Permitted
15/00037/OUT	Erection of up to 11 dwellings (outline – access and layout only) (revised proposal)	07/10/2016	Permitted
14/00786/OUT	Erection of 19 dwellings (outline – access only)	Application Withdrawn	Application withdrawn
13/01038/COU	Change of use of land to a plant storage yard including conversion of existing building to office and accommodation	Application Withdrawn	Application withdrawn
11/00499/C	Re-use of derelict brownfield land for the purpose of window composting inside a building (county matter)	20/07/2011	Recommendation only
09/00592/C	Creation of composting site (County Council number 2009/C103/04)	02/09/2009	Recommendation only
08/00899/C	Creation of composting site (County Council application no. 2008/C337/04)	01/10/2008	Recommendation only

Table 1 – Planning history of the site, as available on the Council's public access page.

2.7. It has been established through appeal ref: APP/K2420/C/23/3317487 that the 2m high fence at the site is lawful, and constitutes a planning permission at the land. The date of permission for the fence also forms the starting date against which a preliminary ecological assessment and biodiversity net gain assessment will be assessed against.

ii. Pre-Application Engagement

2.8. The applicant has previously undertaken pre-application engagement with the Council and local residents. As part of this engagement, the following actions have been agreed upon as part of any forthcoming planning application:

- Removal of the gates from the entrance wall permanently;
- Tarmac or suitably surface the drive from the wall to the residents gate;
- Widen the track to either encompass 2-way traffic or large enough passing places;
- Either remove or clad the palisade fencing with treated timber to improve appearance;
- Establish a planting scheme to further screen the operations on site and to assist in the delivery of the 10% BNG;
- Not be operational 24 hours (only operate until reasonable hours).

2.9. The full pre-application correspondence is included at Appendix 1 to this Statement.

3. BACKGROUND

i. The demand for self-storage within the United Kingdom and East Midlands

- 3.1. The Self Storage Annual Report 2024, prepared by Cushman and Wakefield provides a snapshot yearly summary of the self-storage market across the United Kingdom¹. Since 2005 the provision of such facilities across the UK has tripled in terms of available space, driven by the increasing demand for such facilities. In 2005 18 million sq ft was available to customers, whereas in 2023 this figure became 60 million sq ft. Despite this increase in provision, the total amount of space per person in the UK is a mere 0.89 sq ft, significantly lower than other comparable markets such as Australia (2 sq ft per capita) and the United States (7 sq ft per capita).
- 3.2. The demand for self-storage units across the country remains strong in 2025. Whilst several contributing factors to this demand are identified within the Report, one of the primary drivers noted at page 24 of the study was the increase in average rent prices across the UK, with renters concurrently moving into smaller cheaper premises and in turn driving the demand for additional storage space.
- 3.3. Residential customers made up 73% of the customer base for these units in 2023, using 66% of the space available. Of those surveyed, 29% of respondents identified a need to create more space in their homes, with 24% of respondents using storage as a short-term solution whilst improvements were being made to their homes (page 51).
- 3.4. 60% of residential customers required between 10sq ft and 100 sq ft storage space, with 71% of business customers requiring between 10sq ft and 100 sq ft storage space (page 59). The average customer length of stay is likely to be undermeasured, however what is notable is that residential customers are more likely to have a long term stay in excess of 18 months, with business customers more likely to partake in a short-term stay of less than 18 months.
- 3.5. The average occupancy rate of self-storage units across the UK was at 77.5% in 2023 (page 25). Whilst this was a slight percentage decrease from the previous year, this is

¹ www.ssauk.com. (n.d.). *Self-Storage Industry Report 2024*. [online] Available at: <https://www.ssauk.com/resource/self-storage-industry-report-2024.html>.

coming off record high occupancy levels attained during the COVID 19 pandemic, and occupancy levels are still just above pre-pandemic levels. There were also significant amounts of additional self-storage space added to the market during the year, which lowered average occupancy rates as these units may take several months to fill up.

- 3.6. Market trends for self-storage units indicate a continued progression towards smaller stores, most notably stores between 15,000sq ft and 45,000 sq ft (page 33). Security remains a high priority for all users of such units, and new units are increasingly moving away from pin pad authentication to additional two factor security features, such as phone apps.
- 3.7. The East Midlands region saw the highest levels of average occupancy for mature (i.e. established) stores, at 82.5%. The average return per square foot for the East Midlands region also rose to £20.82 in 2023, demonstrating a continued demand for additional units throughout the region (page 25).
- 3.8. Regarding future trends, the study found that it is considered there is a strong pipeline for the development of new stores from both the major listed companies and the smaller independents, with the self-storage business continuing to consolidate after the pandemic.

ii. The demand for self-storage within Fenny Drayton

Local Picture

ONS 2021 Census Data

- 3.9. A 5km radius around the site was identified, as shown in Figure 1, encompassing three Local Planning Authority (LPA) areas: Hinckley and Bosworth, Nuneaton and Bedworth, and North Warwickshire. Using data from the ONS Census 2021, this area is estimated to contain approximately 38,800 residents across 16,000 households, resulting in an average household size of 2.4 persons (as shown in Appendix 2), which is consistent with the UK national average of 2.4. This demonstrates a sizable local population within close proximity to the site, indicating a clear need for self-storage facilities.

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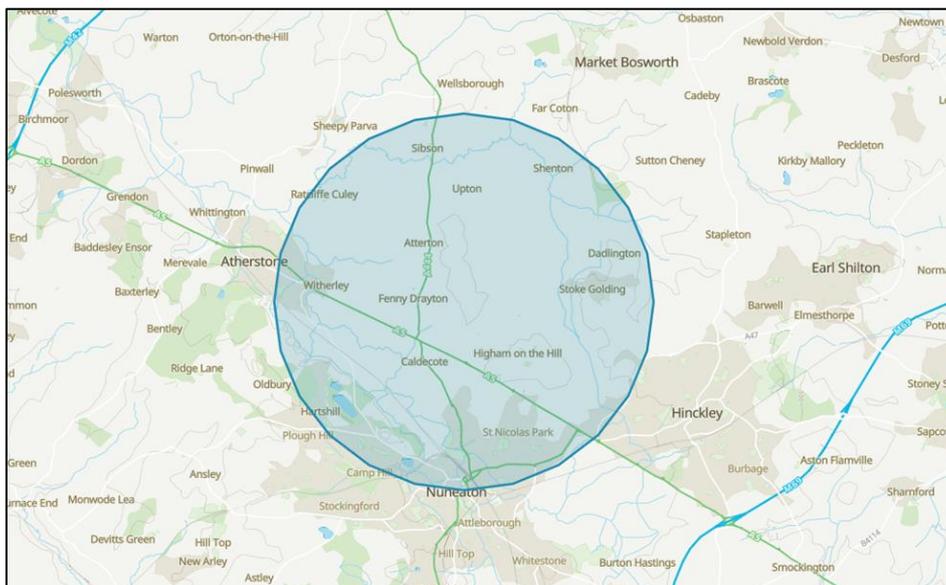


Figure 1: Map showing 5km radius around the site

3.10. Expanding the analysis to a 10km radius, as shown in Figure 2, which also spans the same three LPAs, the estimated population rises substantially to around 205,000 residents across approximately 87,100 households. This results in a similar average household size of 2.4 persons, which again which is consistent with the UK national average of 2.4. Therefore, the data, across a significantly larger catchment area, reinforces the potential demand for self-storage services beyond the immediate vicinity of the site.

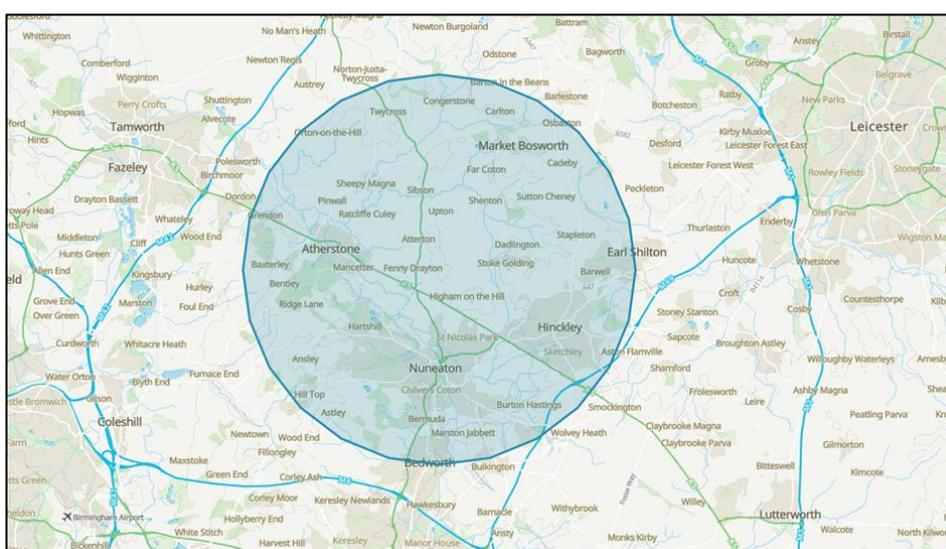


Figure 2: Map showing 10km radius around the site

- 3.11. Further analysis of each Local Authority area highlights ongoing population growth driven by their respective housing delivery targets. According to the 2021 ONS Census, Hinckley and Bosworth has a population of 113,642 residents living in 49,446 households, resulting in an average household size of 2.3 persons, as shown in Appendix 3. The Local Plan sets an annual housing delivery target of 454 dwellings per year, which equates to an expected annual population increase of approximately 1,044 people.
- 3.12. In Nuneaton and Bedworth, the Census records a population of 134,197 residents living in 56,586 households, giving an average household size of 2.4 persons, as shown in Appendix 3. The Local Plan annual housing delivery target is 812 dwellings per year, equating to an expected annual population increase of approximately 2,496 people.
- 3.13. North Warwickshire has a population of 65,035 residents living in 27,580 households, with an average household size of 2.4 persons, as shown in Appendix 3. Its 2025 Local Plan annual housing delivery target is 390 dwellings per year, equating to an expected annual population increase of approximately 936 people.
- 3.14. These figures indicate that household size across these three local authority areas are consistent with the national average of 2.4 and that population growth is consistent across all three LPAs, further supporting the case for increased demand for self-storage facilities in the area.
- 3.15. In summary, within a 5km radius of the site there are approximately 38,800 residents in 16,000 households, while a 10km radius captures around 205,000 residents in 87,100 households. This substantial local population, combined with projected growth driven by housing targets across Hinckley and Bosworth, Nuneaton and Bedworth, and North Warwickshire, reinforces the case for increased demand for self-storage facilities. Growth projections indicate annual population increases of approximately 1,044 people in Hinckley and Bosworth, 2,496 people in Nuneaton and Bedworth, and 936 people in North Warwickshire. Taken together, these figures highlight consistent and sustained growth across the surrounding areas, further supporting the need for additional self-storage provision within the local catchment.

Primary Research

- 3.16. A detailed survey of the local area identified 15 self-storage facilities within an 8km radius of the site, with an additional 2 facilities located just beyond this boundary, as shown in Appendix 4. This concentration of facilities demonstrates that self-storage is already a well-established service in the locality, reflecting a strong underlying demand for such provision.
- 3.17. The presence of a high number of facilities within a relatively small catchment area suggests that operators are responding to significant market demand. Furthermore, these facilities cater to a varied customer base, including recreational users, commercial businesses, and students, indicating that self-storage serves multiple purposes beyond traditional household needs. This diversity reinforces the conclusion that the market is broad and resilient, with demand coming from several sectors.
- 3.18. A detailed study of these self-storage facilities identified an average occupancy rate of 83.5%, as shown in Appendix 5, which is higher than the UK national average of 77.5% (Self Storage Annual Report 2024, p.25). This elevated utilisation shows that local facilities are operating close to capacity, leaving limited availability for new customers. High occupancy signals constrained supply, meaning individuals and businesses may struggle to secure units during peak periods. This evidence clearly demonstrates that demand in the immediate area exceeds the national benchmark and provides strong justification for additional self-storage provision to relieve pressure on existing facilities.
- 3.19. When the above-average occupancy figure of 83.5% is considered alongside the fact that the household occupancy rates of the three local authority areas profiled for this assessment are consistent with the national average, it highlights a significant and growing pressure on available storage space. This combination of high facility utilisation and densely occupied housing demonstrates a clear shortfall in provision. Additional self-storage facilities within the site's vicinity are therefore essential to meet rising demand and ensure adequate capacity for users.
- 3.20. Survey data from local self-storage facilities indicates that operators typically offer a wide range of unit sizes, from as small as 10 sq ft up to 200 sq ft with common options including 10, 20, 25, 35, 50, 75, 100, 140, 150, and 200 sq ft unit sizes, as shown in Appendix 5. The proposed development at Fenns Lane will provide units of 10ft, 20ft and 40ft in length by 8.2ft in width, aligning closely with prevailing market trends. This

approach ensures that the scheme responds to local demand and reflects the current market offering, which, as noted earlier, operates at above-average occupancy levels compared to the national benchmark. This means the proposed units will fulfil market demand because they offer mid-sized options that are highly sought after by customers seeking flexible storage solutions.

- 3.21. Furthermore, it is important to recognise that, for self-storage facilities to operate efficiently, a certain level of unoccupied space is necessary. This buffer allows for turnover and flexibility during peak periods, ensuring that new customers can access units when demand is high. Providing extra units will improve operational efficiency and enable smoother turnover, ensuring availability for new users even during busy periods.

4. THE PROPOSED DEVELOPMENT

- 4.1. The proposal seeks a change of use of the site from residential (Class C3) to sui generis, comprising the siting of 240 self-storage containers and an area designated for caravan self-storage. The development also includes removal of the existing entrance gates part way down the access track (as agreed with local residents during pre-application engagement). The existing gates into the proposed storage area itself are also proposed to be replaced, with a secure, fit-for-purpose alternative. In addition, sustainable drainage infrastructure and a band of tree planting along the western boundary is proposed. This tree planting will be on the inside of the existing palisade fencing, to soften the fence line and screen the storage area from view.
- 4.2. The site benefits from an extant, implemented planning permission for the erection of 11no. dwellings (outline planning permission ref: 15/00037/OUT and associated reserved matters permission ref: 19/00462/REM). This application now seeks to change the use of the site to accommodate 240 self-storage containers and an area for the storage of vacant caravans, which together constitute a sui generis use.
- 4.3. The site will accommodate 240 secure storage containers, leased on a commercial basis for the storage of personal and business items. These containers will be provided in three sizes: 80 units of 10 ft (3.05m), 80 units of 20 ft (6.10m), and 80 units of 40 ft (12.2m). All units are 2.5m in width, and 2.4m in height.
- 4.4. The southern end of the site will be designated for caravan storage, providing secure accommodation for caravans when not in use. The caravans will not be occupied when stored on site.
- 4.5. The existing private access road from Fenn Lanes features passing places, which are confirmed to be sufficient to ensure safe access and egress for a range of vehicles (as confirmed within the accompanying Transport Statement). The internal site layout has been carefully devised to ensure more than sufficient manoeuvring room between storage containers, as confirmed within the tracking drawings appended to the Transport Statement. The existing gate into the proposed storage area will be replaced with a secure access gate, providing controlled entry to the site and enhancing overall security.

- 4.6. The proposals incorporate a landscaping strategy aimed at enhancing the site's visual integration with its rural surroundings. This will include the planting of conifer trees along the western boundary within the site interior, positioned inside the existing boundary fence to maintain the established perimeter. These measures will improve biodiversity and soften the visual impact of the development, with the site already screened with extensive, established vegetation to all other boundaries. The proposed planting will be of sufficient height and density to provide effective year-round screening, thereby preserving the rural character and mitigating any potential visual impact.
- 4.7. The site is covered entirely in existing hardstanding and is located within Flood Zone 1. There are no areas of the site at risk of surface water flooding, as confirmed within the accompanying FRA. The proposals include the provision of sustainable drainage infrastructure to provide a betterment upon the existing runoff rates. Further details are provided within the accompanying Drainage Strategy.

5. PLANNING POLICY CONTEXT

i. The Development Plan

- 5.1. The Planning and Compulsory Purchase Act 2004 (Section 38(6)) requires that applications should be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 5.2. For this proposal, the Development Plan comprises the relevant Policies of the Core Strategy (adopted December 2009, “the Core Strategy”) alongside those contained within the Site Allocations and Development Management Policies DPD (adopted July 2016) (“SADMP DPD”).
- 5.3. This Statement also takes into consideration the Draft Hinckley and Bosworth Local Plan 2020-2039, which has just concluded the Regulation 18 consultation period. Due to the early stage of the plan, limited weight can be attributed to the policies within.
- 5.4. The National Planning Policy Framework (“the Framework”, December 2024) represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application or appeal. This includes the presumption in favour of development found at paragraph 11 of the Framework. If decision takers choose not to follow the National Planning Policy Framework, where it is a material consideration, clear and convincing reasons for doing so are needed.
- 5.5. The adoption of the Core Strategy predates the Framework, whilst the adoption of the Site Allocations and Development Management Policies DPD predates the latest six revisions to the Framework. In accordance with Annex 1, paragraph 232 of the Framework, due weight will be given to the policies contained within the Development Plan according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

i. Core Strategy (adopted December 2009)

5.6. The following policies of the Core Strategy are of relevance to this application:

- Policy 13: Rural Hamlets
- Policy 17: Rural Needs

ii. Site Allocations and Development Management Policies DPD (adopted July 2016)

5.7. The following policies of the SADMP DPD are of relevance to this application:

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM4: Safeguarding the Countryside and Settlement Separation
- Policy DM6: Enhancement of Biodiversity and Geological Interest
- Policy DM10: Development and Design
- Policy DM17: Highways and Transportation

iii. National Planning Policy Framework (December 2024)

5.8. The following sections of the Framework are of relevance to this application:

- Section 2: Achieving sustainable development
- Section 6: Building a strong, competitive economy
- Section 9: Promoting sustainable transport
- Section 11: Making effective use of land
- Section 12: Achieving well designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Section 15: Conserving and enhancing the natural environment

6. PLANNING POLICY ASSESSMENT

i. Principle of Development

- 6.1. The combined effect of sections 70(2) of the Town and Country Planning Act 1990 (“the 1990 Act”) and 38(6) of the Planning and Compulsory Purchase Act 2004 (“the 2004 Act”) is to create a presumption in favour of the development plan. Per [Lord Hope in City of Edinburgh Council v Secretary of State for Scotland \[1997\] 1 W.L.R. 1447.](#) (at p. 1450B-D) however:

“it requires to be emphasised ...that the matter is nevertheless still one of judgment, and that this judgment is to be exercised by the relevant decision-taker. The development plan does not, even with the benefit of section [38(6)] have absolute authority. The planning authority is not obliged, to adopt Lord Guest’s words in Simpson v Edinburgh Corporation, 1960 S.C. 313, 318, ‘slavishly to adhere to it’. It is at liberty to depart from the development plan if material considerations indicate otherwise” (our emphasis)

- 6.2. According to Lord Clyde (at p. 1458E-F):

“ ... the priority given to the development plan is not a mere mechanical preference for it. There remains a valuable element of flexibility. If there are material considerations indicating that it should not be followed then a decision contrary to its provisions can properly be given”

- 6.3. More recently, in [Tesco Stores Ltd v Dundee City Council \[2012\] 2 P. & C.R. 9](#) Lord Reed observed (at para.18):

“As in other areas of administrative law, the policies which [the development plan] sets out are designed to secure consistency and direction in the exercise of discretionary powers, while allowing a measure of flexibility to be retained.”

- 6.4. It is trite law that the requirement set out in para.38(6) of the 2004 Act requires any proposed development to be in accordance with the Development Plan looked at as a whole, rather than with every policy in the plan. Sullivan J in [R. v Rochdale Metropolitan](#)

[Borough Council \(2001\) 81 P. & C.R. 27](#) at [44]-[50]) regarded as untenable the proposition that if there is a breach of any one policy in a development plan, a proposed development cannot be said to be “in accordance with the plan”. The relevance of this approach is highly material to the Council’s consideration of the proposals subject of this planning application.

6.5. Policy DM 1 and Section 2 of the Framework is concerned with achieving sustainable development. Paragraph 8 of the Framework elaborates upon the definition of sustainable development, and states that the planning system has three overarching objectives:

- *“an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- *a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
- *an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy”*

6.6. Central to the Framework is a presumption in favour of sustainable development, which means that proposals which comply with an up-to-date Development Plan should be approved without delay. If the most important policies within the Development Plan are out of date, applications should be approved unless “*any adverse impacts of doing so would significantly and demonstrably outweigh the benefits*” when assessed against the policies within the Framework.

- 6.7. In this case, the Development Plan for Hinckley and Bosworth Borough comprises the Core Strategy (adopted December 2009) and the Site Allocations and Development Management Policies DPD (adopted July 2016). Together, these documents provide the most up-to-date local policy framework and, for the most part, reflect national guidance. The Core Strategy predates the first publication of the Framework but remains broadly consistent with its objectives, while the Site Allocations DPD was adopted following the introduction of the Framework and therefore carries full weight despite its age. The National Planning Policy Framework (December 2024) sets out the Government's approach to achieving sustainable development and confirms that due weight should be given to policies according to their degree of consistency with the Framework. Accordingly, where a proposal accords with the Development Plan as a whole and there are no material considerations that indicate otherwise, it should be approved as sustainable development.
- 6.8. At a national level, great emphasis is placed upon promoting effective uses of land in meeting the needs of a variety of uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions (paragraph 124 of the Framework). Planning decisions should seek to encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains (paragraph 125a of the Framework) and give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs. The site has been vacant for a number of years and the proposals will look to bring an area of vacant brownfield land back into use, reducing the pressures to develop on greenfield land within the vicinity. Chapter 3 of this Statement has made clear that there is a clear demand for a self-storage facility of this type nationally, and specifically within the East Midlands and local surrounding area.
- 6.9. Paragraph 85 of the Framework states that planning policies and decisions "*should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*". The proposals will bring vacant brownfield land back into use and will deliver economic benefits to the wider economy by providing secure, dedicated storage

facilities for individuals and working professionals, allowing them to store their wares on-site and streamline their own business operations, in accordance with the objectives of paragraph 85.

- 6.10. Policy DM4(c) is in accordance with the objectives of paragraph 85, stating that development in the countryside will be allowed if proposals significantly contribute to economic growth, job creation and rural diversification. As stated above, the proposals will support the wider local economy through the provision of appropriately located self-storage facilities, allowing for businesses and enterprising individuals to streamline their homes and working operations. The proposals are therefore considered to be in accordance with Policy DM4(c).
- 6.11. The development also accords with Policy DM4(e)(i), as the planting of native conifers along the western site perimeter will serve to screen the site from external views, helping to protect views and maintain the intrinsic value and beauty of the rural landscape. It further complies with DM4(e)(ii) and DM4(e)(iii), as the proposed development will not undermine the physical or perceived separation and open character between settlements. This is because the scheme is entirely contained upon brownfield land and an area of existing hardstanding. Finally, the proposal is acceptable under DM4(e)(iv) and DM4(e)(v), as the site is not within the Green Wedge or National Forest.
- 6.12. Although the proposed scheme does not fall within the B1, B2, or B8 use classes, it nevertheless supports the broader aims of Policy DM20. In doing so, the proposal contributes to the Borough's spatial objectives, including Spatial Objective 1: Strong and Diverse Economy and Spatial Objective 3: Strong and Vibrant Rural Communities, by creating opportunities that strengthen the local economy and enhance rural resilience.
- 6.13. Regarding proposals for storage, paragraph 87 of the Framework makes clear that planning policies and decisions should recognise and address the specific locational requirements of different sectors. Provision should be made for storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation. The proposals evidently

contribute towards this aim through the provision of the on-site storage facilities and are evidently located in a suitably accessible location within proximity to the A5, which links to a number of key transport corridors including the M1, M6, and M69.

ii. Design, Landscaping and Amenity

6.14. Paragraph 135 of the Framework states that decisions should ensure that developments:

- a) “will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”.*

6.15. Policy DM10, in accordance with paragraph 130 of the Framework, permits development providing the following requirements are met: it would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters such as lighting, air quality (including odour), noise, vibration, and visual intrusion; the amenity of occupiers of the proposed development would not be adversely affected; and it incorporates a high standard of landscaping where this would add to the quality of the design and siting. This proposal accords with Policy DM10(a), DM10(b), and DM10(e) by ensuring there will be no

significant adverse impacts on privacy or amenity. This will be done by planting native conifer trees along the western boundary to provide an acoustic and visual screen, protecting the amenity of both nearby residents and future occupiers. Additional planting will soften views, enhance visual quality, and integrate the development into its rural setting, thereby respecting the local landscape.

- 6.16. Policy DM10(c) requires development to complement or enhance the character of the surrounding area with regard to scale, layout, density, mass, design, materials, and architectural features, while Policy DM10(d) requires the use and application of building materials to respect those of existing and neighbouring buildings and the local area generally. The proposal meets these requirements through the layout and design of the site, which positions 240 storage containers in the northern portion of the site. Adequate spacing between containers allows views through the site to all four boundaries, reducing perceived density and visual impact on the surrounding area. The containers are moderate in scale, appearing as single-storey structures with a height of 2.4m, and will be finished in dark green to reduce visual prominence and assist in blending into the surrounding countryside, thereby respecting local character and materiality.
- 6.17. The proposals are considered to be of an appropriate density for the site as demonstrated within the accompanying Proposed Container Layout Site Plan, drawing no. 25 64 04D which clearly shows that vehicles will be able to enter and exit the site in a forward gear, with no reversing required. There are ample opportunities for parking in numerous locations throughout the site for vehicles, whilst ensuring that vehicles can easily pass each other within the site.
- 6.18. The site is situated adjacent to two Tree Preservation Orders: TPO Order 1997 (W2), and TPO Order 1997 (W3), both illustrated in Figure 3. As no ground works will be undertaken at the site as part of the proposed works, the development will not infringe upon the integrity of the TPOs. Their proximity has been fully considered in the design process, and all proposed works will be carried out above ground level with no excavation or alteration to root zones.

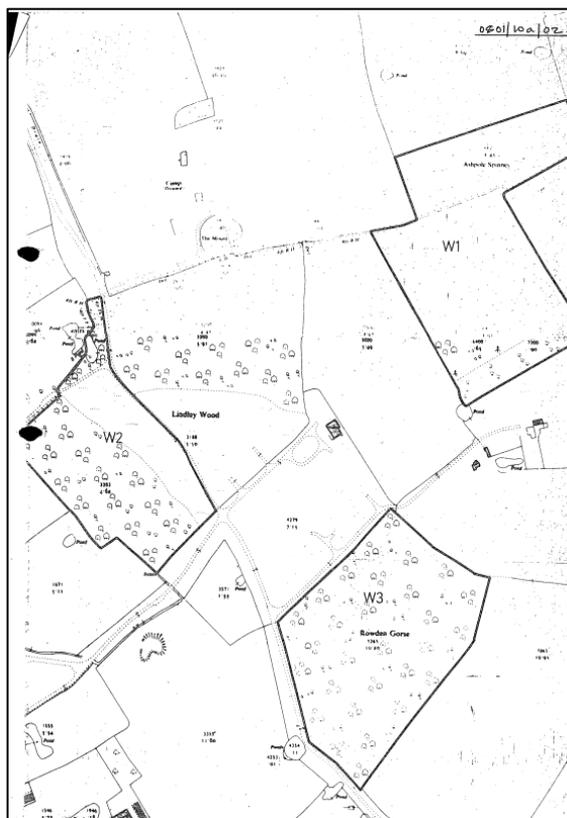


Figure 3: Extract from the TPO Order 1997, with the extent of the TPO's identified by the thick black line

iii. Highways

- 6.19. As demonstrated within the accompanying Transport Statement prepared by TPA, the proposals are for a low intensity use of the site. A negligible impact upon the existing highway network at Fenn Lanes is expected (*“there will be only minimal increases in traffic during the network peak hours of 08:00–09:00 and 17:00–18:00, with a maximum uplift of two vehicles per hour compared to the consented position. This equates to approximately one additional vehicle every 30 minutes, which is considered negligible”*). Due to the inherent nature of the proposals, the majority of the storage containers will go days, if not weeks, without needing to be accessed.
- 6.20. The accompanying Proposed Site Plan (Drawing No. 25 64 04D) clearly demonstrates that vehicles will be able to enter and exit the site safely in a forward gear, with no requirement to reverse at any point. In addition, the container layout has been designed to accommodate two-way traffic throughout the site, further minimising the risk of

accidental collisions, in accordance with the highway safety objectives of Policy DM17(c).

- 6.21. Paragraph 116 of the Framework states that development should only be refused on highways grounds if there would be an unacceptable impact upon highway safety or the residual cumulative impacts upon the highways network. It is demonstrated unequivocally within the Transport Statement that highway safety would not be compromised by the proposals.
- 6.22. The existing private access route from Fenn Lanes already includes four designated passing points, which enable vehicles to safely pass each other when approaching head-on. This existing provision ensures the safety and efficiency of vehicle movements to and from the site, ensuring compliance with Policy DM17(c) and (e), and paragraph 117(c) of the Framework.

iv. Trees and Biodiversity

- 6.23. The Framework at section 15 states that development proposals should protect, contribute and enhance the surrounding natural environment, by protecting and preserving features of merit. Furthermore, Policy DM6 of the Site Allocations and Development Management Policies DPD requires proposals to demonstrate how they conserve and enhance features of nature conservation and geological value including proposals for their long-term future management.
- 6.24. In England, BNG is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10%, which means a development will result in more or better-quality natural habitat than there was before development. The proposed development is situated, in its entirety, on an existing area of hardstanding with no significant natural features or habitats that support wildlife. The site therefore qualifies for the *de minimis* BNG exemption, whereby an exemption to development that does not impact a priority habitat and impacts less than 25 square metres of non-priority onsite habitat (such as modified grassland) or 5m for non-priority onsite linear habitats (such as native hedgerows). As such, the proposed development is not required to demonstrate 10%

biodiversity net gain, as confirmed within the accompanying BNG Exemption Statement, prepared by Croft Ecology.

- 6.25. Whilst the site is located adjacent to a number of individual trees and groups (some of which are subject to a TPO as indicated at Figure 1 of this Statement), there are none on the site itself. The accompanying Arboricultural Impact Assessment, prepared by Origin Environmental, sets out a series of recommendations at Chapter 8, page 10 and an accompanying Tree Protection Plan at Appendix 4, which will ensure that the adjacent trees are protected during the construction period and throughout the lifetime of the development. To confirm, there are no below ground works proposed and no additional hardstanding is proposed to be laid – the proposals will therefore have no impact on existing trees or hedgerows, in accordance with Policy DM6 and section 15 of the Framework.

v. Other Matters

- 6.26. The site is located within Flood Zone 1 and comprises entirely of existing hardstanding. The accompanying FRA confirms that there are very limited areas of the site that are at risk of surface water flooding (0.1% AEP and 1% AEP). Localised surface water flooding would occur in a 3.33% AEP event at the south east and centre of the site, but flood depths across the majority of this area would not exceed 0.30m and almost no surface water flooding would occur to depths up to 0.60m. The flood risk maps are included within the appendices to the FRA.
- 6.27. The proposals include the provision of sustainable drainage infrastructure, in the form of a swale. The accompanying indicative Drainage Strategy outlines the proposals in further detail and demonstrates that the required 50% betterment standards upon the existing runoff rates can be achieved.

7. CONCLUSIONS

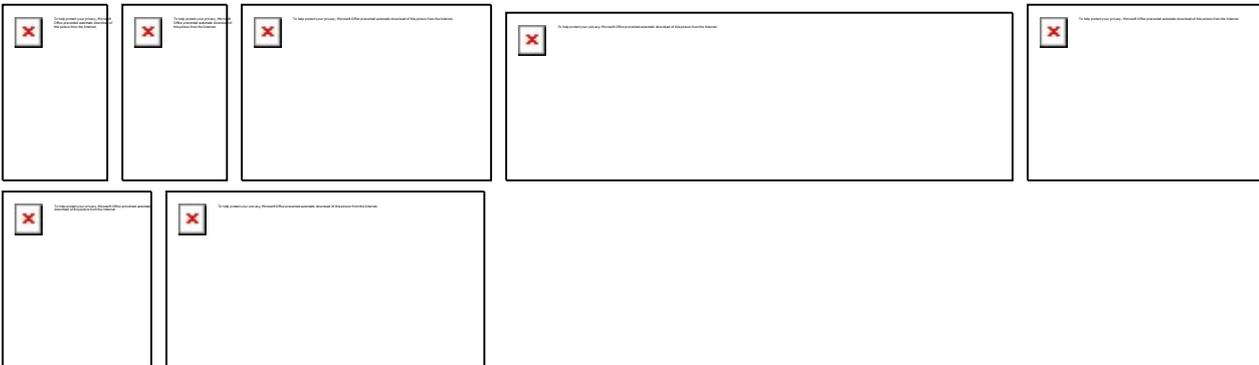
- 7.1. This Planning Statement has been submitted in support of the proposed change of use from residential (Class C3) to sui generis, including siting of 240 self-storage containers and an area of caravan self-storage; removal of one set of existing entrance gates and replacement of other entrance gates; provision of soft landscaping and sustainable drainage infrastructure (“**the proposals**”) on Land south of Lindley Wood, Fenn Lanes, Fenny Drayton, Nuneaton, CV13 6BJ.
- 7.2. As outlined within Chapter 6 above, it is demonstrably the case that the proposals comply with both national and local policies, whereby:
- The site has an extant, implemented planning permission for the erection of 11 residential dwellings, and is formed entirely of existing hardstanding. The site is therefore brownfield land, which is currently vacant and underutilised.
 - There is a great emphasis at a national level upon the provision of appropriate storage facilities in sustainable locations to aid the wider economy and provide employment opportunities. There is a clear demand for self-storage facilities within the local area (East Midlands and immediate area surrounding Fenny Drayton);
 - The site layout is of an appropriate density when considering the site context, most notably the countryside location. Vehicles can enter and exit the site in a forward gear with no waiting on the highway at Fenn Lanes. Regarding the design and scale of the proposed storage containers, the maximum height of the containers is 2.4m and they will be painted in dark green to minimise their visual impact in accordance with Policies DM4 and DM12, and sections 12 and 15 of the Framework;
 - The proposals will result in a negligible impact upon the surrounding highway network and there are ample opportunities to park on-site immediately adjacent to the storage containers. The low impact nature of the proposals with regards to vehicle movements brings the proposals into accordance with Policy DM17 and section 9 of the Framework;

- The accompanying Arboricultural Impact Assessment includes recommendations to ensure that the trees in proximity to the site are unaffected by the proposed works, and an appropriate scheme of mitigation during construction is also provided. In any event, none of the storage containers will be located within the RPA's of any of the trees, nor are any below ground works required, as demonstrated within the submitted arboricultural report.
- 7.3. The proposed development is respectfully considered to constitute sustainable development and therefore benefits from the presumption in favour of such development as set out at paragraph 11 of the Framework.
- 7.4. It is therefore concluded that the proposal should be approved. It accords with the relevant national and local policies and constitutes sustainable development. The proposal complies with paragraphs 11 and 48 of the Framework, and there are no material considerations that indicate that the application should be determined otherwise than in accordance with the Development Plan, as required by Section 38(6) of the Act.

APPENDIX 1 – Email correspondence between Applicant, LPA, Parish Council & Police Representatives

 I'm empowered to work in ways that best suit the needs of our clients, colleagues and life, be that email, phone, video or in-person - which means I may work outside of traditional business hours. I do not expect that you will read, respond to, or action this email outside of your usual working pattern.

 As a sustainable business, we try to minimise paper use so please use email where possible - although signed original documents should be returned as instructed.



FRAUD PREVENTION

Please do not reply to or act upon any email you might receive purporting to advise you that our bank account details have changed. Please always speak to the lawyer acting for you to check any changes to payment arrangements. We will also require independent verification of changes to any bank account to which we are asked to send money.

From: Brian Mullin <Brian.Mullin@marrons.co.uk>

Sent: 29 July 2025 14:55

To: Matthew Roe <Matthew.Roe@marrons.co.uk>

Subject: FW: Fenn Lanes

Aim- Commercial storage

Set out local benefits needed and access for local man.

To: Christine Zacharia <christine.zacharia@hinckley-bosworth.gov.uk>; Lindon Morgan <lindon.morgan@hinckley-bosworth.gov.uk>; jarrod.paterson@leics.police.uk; Nikolaos Sidiropoulos (6501) <nikolaos.sidiropoulos@leics.police.uk>; Shaan Chaudry <shaan@macdevelopments.com>; karina@khec.co.uk; jo-anne.ambrose@witherleyparishcouncil.gov.uk

Subject: Fenn Lanes

All,

Hope you are well.

Just moving on from Fridays meeting.

Thought i would send out an email suggesting my understanding of the meeting and where we all move on.

If i have in any part of the meeting misunderstood what we are all working towards then please do correct me.

As a start we are all willing to essentially draw a line in the sand and move on and try and work together to get a resolution so everyone can be happy. The local authority in terms of planning, the residents in terms of what they are happy to reside adjacent to and us as the site owners in our aspirations in terms of use.

The Meeting was Chaired by Jo from the local parish and Borough council. The meeting was attended by Police Sargent Jarrod Paterson and Pc Nikolaos, all but one of the residents and Hinckley and Bosworth planning team members Christine and Lindon.

It was unanimously agreed in the room the Site is Brownfield. (I don't think anyone ever disagreed on this point).

The points addressed in the meeting related to various grievances the residents had. Mainly the entrance gates and the unsightly steel palisade fencing.

It was Suggested by the Planning Department that a planning application be submitted for our desired use of open storage/caravan and container storage which is robust and detailed in its nature which would address all the concerns of the residents including but not limited to the landscaping.

The site would then be looked at on its merits taking into consideration and weighted with the improvements requested by the residents,

The items discussed in the meeting that we said we would concede to if planning was granted are below:

- Remove gates from the Entrance wall permanently
- Tarmac or suitably surface the drive from our wall to the residents gate.
- Widen the track to either encompass 2 way traffic or large enough passing places.

- Either remove or clad the palisade fencing with treated timber.
- Establish a planting scheme to further screen the operations on site.
- Not be operational 24 hours. Only operate until reasonable hours. Hours were not discussed but this can be easily enough suggested by the planners or residents.
- Re-establish the right of way for Mr Nason as a goodwill gesture.

Happy for all of the above to be conditioned at planning stage/approval.

As agreed not everything may be perfect about the site in terms of statutory consultees but its something for the planners to take a view on for the greater good of the site and its adjacent residents.

In terms of planning validation it was discussed that BNG would need to be addressed before any planning permission would be validated. We have had internal discussions and feel the wider site is large enough to accommodate this request.

It was agreed Christine would take lead on the planning application as she knows the site and its history and understands local sentiment about the site.

If we are all in agreeance with the above and it is, as we agreed on Friday, I will pass this onto my colleague Shaan who is copied in and his planning team at Marrons to take this forward at speed. If I have in anyway misunderstood anything please feel free to fly an email back correcting my understanding.

As suggested by Myself we would work towards getting a draft application ready to present to the residents and the Parish with an invitation extended to Christine and her colleagues which will enable us to amend anything requested by the residents which will enable us to then submit a full planning application to HBBC with a view for a positive outcome based on the merits of the application and the weight given to it by the above improvements in the supporting statement.

There is a genuine desire for us to work with all parties in a positive manner and find a use for the site we can all live with and reside in harmony.

KR

APPENDIX 2 – Nomis Census Data (5km and 10km site buffers)

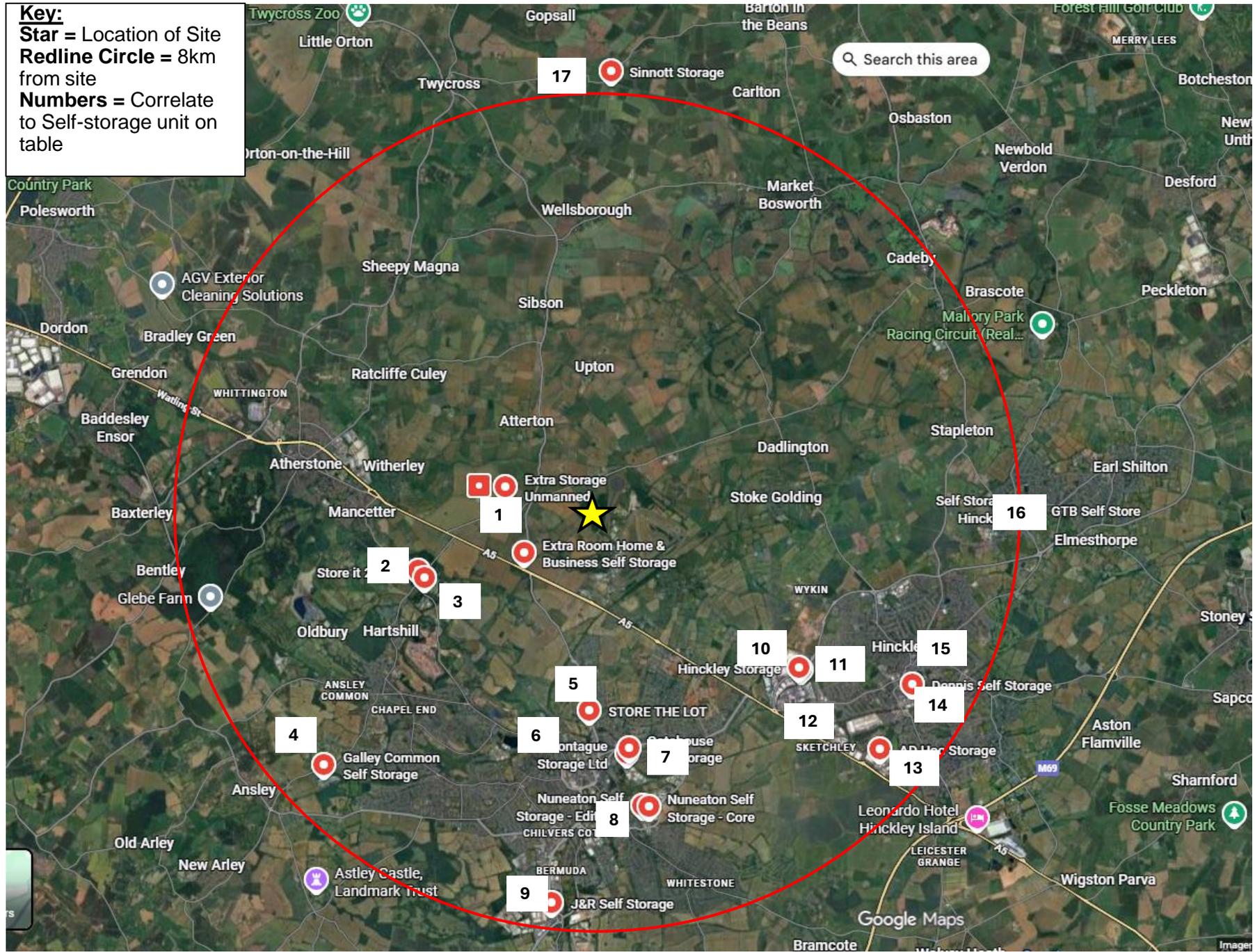
Buffer:	Number of residents:	Number of Households:	Number of Households:	Average Household Size:
5km Buffer Zone	38,800 residents	49,446	16,000 households	2.4 persons
10km Buffer Zone	205,000 residents	56,586	87,100 households	2.4 persons

APPENDIX 3 – Population Statistics by Local Authority

Name of Local Authority:	Number of self-storage facilities per Local Authority:	Population:	Number of Households:	Average Number of Households:	Local Plan Annual Housing Delivery Target:	Expected annual population increase:
Hinckley and Bosworth District Council	9	113,642	49,446	2.3	454 dwellings per year	1,044
Nuneaton and Bedworth Borough Council	6	134,197	56,586	2.4	812 dwellings per year	2,496
North Warwickshire Borough Council	2	65,035	27,580	2.4	390 dwellings per year	936

APPENDIX 4 – Map of Nearby Self-Storage Facilities

Key:
Star = Location of Site
Redline Circle = 8km from site
Numbers = Correlate to Self-storage unit on table



APPENDIX 5 – Corresponding Data for Nearby Self-Storage Facilities

Site Number:	Name of Site:	Local Authority:	Number of Units:	Size of Units:	Number of different sized units (If varied)	Total floorspace :	Occupancy level:
Site 1	Extra Storage Unmanned	Hinckley and Bosworth District Council	N/A	N/A	N/A	N/A	N/A
Site 2	Store it 24 Ltd	North Warwickshire Borough Council	N/A	N/A	N/A	N/A	N/A
Site 3	Low Price Storage Ltd	North Warwickshire Borough Council	N/A	N/A	N/A	N/A	N/A
Site 4	Galley Common Self Storage	Nuneaton and Bedworth Borough Council	N/A	Mix of 25, 30, 35, 40, 45, 50, 55, 60, 65, 75, 80, 85, 100, 125, 140 and 160 SQ FT Units	N/A	N/A	65%
Site 5	STORE THE LOT	Nuneaton and Bedworth Borough Council	N/A	Mix of 64 and 80 SQ FT Units	N/A	N/A	N/A
Site 6	Montague Self Storage	Nuneaton and Bedworth Borough Council	Around 200	N/A	N/A	N/A	N/A
Site 7	Gatehouse Self Storage	Nuneaton and Bedworth Borough Council	60	Mix of 10 and 20 SQ FT Units	N/A	N/A	80% (Rough estimation)
Site 8	Nuneaton Self Storage	Nuneaton and Bedworth Borough Council	300	Mix of 1 to 2000 SQ M Units	N/A	N/A	N/A
Site 9	J&R Self Storage	Nuneaton and Bedworth Borough Council	N/A	N/A	N/A	N/A	N/A
Site 10	Hinckley Storage	Hinckley and Bosworth District Council	250	Mix of 75 and 150 SQ FT Units	N/A	N/A	89%

Site 11	Henry and Son Ltd	Hinckley and Bosworth District Council	N/A	160 SQ FT Units	N/A	N/A	N/A
Site 12	Longshoot Self Storage	Hinckley and Bosworth District Council	N/A	N/A	N/A	N/A	N/A
Site 13	AD Hoc Storage	Hinckley and Bosworth District Council	N/A	N/A	N/A	N/A	N/A
Site 14	Dennis Self Storage	Hinckley and Bosworth District Council	200	Mix of 25, 35, 42, 70, 98 and 135 SQ FT Units	N/A	N/A	N/A
Site 15	Budget Self Storage	Hinckley and Bosworth District Council	N/A	N/A	N/A	N/A	N/A
Site 16	GTB Self Storage	Hinckley and Bosworth District Council	N/A	Mix of 16, 20, 30, 40, 50, 75, 80, 100, 120 and 160 SQ FT Units	N/A	N/A	N/A
Site 17	Sinnot Storage	Hinckley and Bosworth District Council	61	20 SQ FT Units	N/A	1220 square foot	100%
							Average Occupancy Rate: 83.5%