

PLANNING AND DEVELOPMENT BOARD – SUPPLEMENTARY REPORT

6 JANUARY 2025

PAP/2022/0423

Land to the south of Watling Street, Caldecote, CV10 0TS

Outline planning permission for extension to MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class E (g)), storage (Class B8), new spine road, car parking, landscaping and enabling works for

ERI MTP Ltd

1. Introduction

- 1.1 The determination of this application is to be dealt with at the Board's January meeting and the officer's report has already been included in the published agenda.
- 1.2 However, this Supplementary Report has been tabled at short notice following a formal request from one of the objectors to the proposed development, which is said to introduce new evidence not presently available in the published officer report. The Chairman has agreed to it being made available prior to the meeting.
- 1.3 Members are asked to refer to the main report when reading this Supplementary Report.

2. Background

- 2.1 The main report deals with an amendment to off-site highway mitigation measures at the Woodford Lane and Drayton Lane junctions onto the A5 as a consequence of the overall MIRA development proposals. All three Highway Authorities have no objection to these measures.
- 2.2 However, an objector who operates a lawful Self Storage business in Drayton Lane objected. This first matter was that he claimed that the measures at the Drayton Lane junction were not shown to be directly related to a likely highway impact arising of the development at MIRA and therefore that they were not needed. The second matter was that the proposals, if they went ahead, were of such significance to the travel patterns of his customers that the viability of his business would be affected by this "agent of change". It would lead to "unreasonable restrictions" being placed on his business.

- 2.3 The main report responded to these matters, finding that the Drayton Lane proposals were an essential element of the Woodford Lane proposals, such that they had to be dealt with together as a “package” and not as individual proposals. It also assessed whether the consequential changes to the travel patterns of the customers of the Storage Business would be unreasonable or not, finding that as a matter of planning judgement they would not.
- 2.4 The objector has reviewed the main report and submitted a rebuttal, in the form of a request for the determination to be deferred and has submitted additional information with that request.
- 2.5 Advice has been taken and this has led to this Supplementary Report and to its recommendation to defer.

3. The Request

- 3.1 This is attached at Appendix A being a letter from the objector’s solicitor. It raises two matters.
- 3.2 The first is to provide additional information on the impact of the change in travel patterns as a consequence on the additional travel times and thus increased costs caused by customers who would no longer be able to turn right into Drayton Lane from the A5 and those who would no longer be able to turn right out of that Lane onto the A5. This is attached at Appendix B, and it is agreed that it is new information.
- 3.3 The second expands on the highway justification for the Drayton Lane proposals. The main report refers to five options which are said would provide mitigation arising from the MIRA proposals and still retain all of the current turning movements at Drayton Lane so as not to lead to additional travel for customers. The letter refers to a “new” option, based on the having the two junctions signalised. However, because of the distances between the present two junctions, greater separation is proposed. This would be achieved by diverting the Drayton Lane junction further to the west across land owned by the objector. Appendix A outlines that National Highways officers have indicated that they “would be interested to see a drawing proposal for traffic signals” at both junctions. The letter makes the point that the applicant’s Traffic Assessment of 2022 dealt with the two-signal scheme for each junction individually, but not as a combined scheme. It is agreed that this “option” is new information.

4. Observations

- 4.1 The letter does introduce new information which the Board has not seen before. A recommendation of deferral is thus made below.
- 4.2 Members and officers will then be able to assess Appendix B, if this recommendation is agreed, such that a commentary can be provided for the Board when the matter returns to it.

4.3 As can be seen too, the objector's transport consultant will need some time to prepare a drawing of the location of the new junction and provide the modelling evidence to show that it can be safely implemented in combination with the signals at Woodford Lane. When this is submitted, the three Highway Authorities will need to be re-consulted along with the local Parish Councils. The applicant too will have to have the opportunity to respond to the content of Appendices A and B. As a consequence, it is unlikely that the matter will be dealt with at the Board's next meeting.

Recommendation

That in light of the receipt of new information as identified in this report, determination of the application be deferred until a later Board meeting.



North Warwickshire Borough Council
Council House
South Street
Atherstone
CV9 1DE

Date: 23 December 2024

Our ref: SJA/VL/EXT00001/00014

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By email only to:

jeffbrown@northwarks.gov.uk

Dear Mr Brown

Site: MIRA Technology Park South Site
Planning Application: PAP/2022/0423
The Applicant: ERI MTP Ltd
Our Client: Extra Room Self Storage & Drayton Grange Farm

We refer to our recent correspondence in relation to the Planning Application which is due to be heard at Planning Board on 6 January 2025.

Following receipt of National Highways' letter dated 19 December 2024 to Our Client's MP, Dr Luke Evans MP, Our Client spoke with Mr Russell Gray, a Spatial Planner at National Highways on 20 December. During their conversation, I am instructed that Mr Gray highlighted two important points:

1. Customer Impact Assessment

It was noted that whilst MIRA's proposal would result in a c.3.5km detour for storage customers, Extra Room Self Storage's presentation did not clearly indicate how many customers would be affected or the cumulative impact of this diversion. This information was considered to be important for assessing the impact of the proposal on Our Client's businesses.

2. Two Signals with Increased Junction Separation

Mr Gray said that he would be interested to see a drawing proposal for traffic signals at both the Woodford Lane junction and the Drayton Lane junction but with a greater separation between the two junctions. This greater separation can be achieved by redirecting Drayton Lane across land owned by Our Client.

Our Client has now prepared a further presentation for the Planning Board which deals with the first point above but additional time is required to address the second point. Our Client's highways consultant has advised that whilst MIRA's original 2022 Transport Assessment modelled the two-signal scheme for each junction individually, it did not assess them as a combined scheme. Developing a model and drawing for a two-signal scheme with increased junction separation, based on the traffic data provided by MIRA, would require approximately two weeks to complete.

Lodders Solicitors LLP

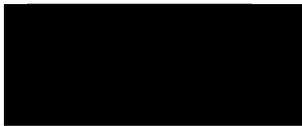
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E lawyers@lodders.co.uk
lodders.co.uk

Given the above and to allow sufficient time for the modelling and drawing to be produced following the Christmas break, we kindly request that the Planning Application is deferred to a later date. A deferral would also ensure that Board members have all the requisite information, including responses from the three Highways Authorities, to be in a position to fully consider the Planning Application before making their decision.

Please confirm safe receipt of this letter by email.

Yours sincerely



Victoria Longmore
Partner and Head of Planning and Highways
For and on behalf of Ladders Solicitors LLP





Our ref: 23257077
Your ref: LE25426

Dr Luke Evans MP
luke.evans.mp@parliament.uk

Victoria Lazenby
Regional Director
Operations Directorate Midlands
Floor 9 The Cube
199 Wharfside Street
Birmingham
B1 1RN

www.nationalhighways.co.uk

19 December 2024

Dear Dr Luke Evans

Drayton Lane Traffic Layout

Thank you for your email dated 6 December 2024, following my response dated 18 November (ref: 23224335), sent on behalf of your constituent, [REDACTED], regarding concerns of a revised traffic layout for the proposed MIRA development: PAP-2022-0423 on Drayton Lane.

I appreciate the additional comments [REDACTED] has provided and understand his concerns about the impact on his businesses.

I'd like to reassure [REDACTED] that we have carefully reviewed the impact of the proposed MIRA development on businesses and local communities. As a statutory consultee for the strategic road network (SRN), our role is to assess potential impacts in line with the National Planning Policy Framework, DfT Circular 01/2022, and other relevant government transport guidelines. Planning consultations are managed by the planning authority, and if a Traffic Regulation Order (TRO) is needed, for example to prevent right turns, a separate public consultation will take place.

We agree that Drayton Lane is not currently a major safety concern, however, Woodford Lane is and addressing its safety impact is necessary. All highway authorities, including ourselves, Warwickshire, and Leicestershire have independently and thoroughly reviewed the proposed mitigation measures, along with traffic signals at Drayton Lane and a right-turn ban. We have all deemed the proposal acceptable and appropriate and over the past two years, we have modelled and assessed various scenarios for banning right turns and signalling both junctions. Our assessment indicates that installing signals at Woodford Lane will not create gaps in traffic. In fact, it is likely to make it more difficult for drivers to judge gaps, as traffic will be accelerating or decelerating in response to the proposed signals.

I understand [REDACTED] question regarding why a left-in, left-out option at Woodford Lane, along with signalisation at Drayton Lane, cannot be implemented, especially since there are no existing businesses along Woodford Lane to be impacted. This option was reviewed and discounted by the highway authorities due to its unacceptable impacts on Woodford Lane. Implementing this option would displace more traffic towards Mancetter, leading to a significant reduction in capacity and a notable increase in queues and delays on the B4111 approach to Mancetter Island, which was deemed unacceptable. Additionally, it does not address the substantial accident record at the Woodford Lane junction, including several severe incidents involving vehicles turning left out of Woodford Lane.

While we understand the reference to successful signalisation at other locations, the circumstances at this location differ significantly due to factors, such as the distance between junctions, and the types of traffic movements involved. Our signals engineering team has thoroughly investigated this option and concluded that signalising both Woodford Lane and Drayton Lane would result in an unacceptable impact on the SRN. Therefore, we do not believe that signalisation at both junctions would be viable without compromising traffic flow and safety.

Finally, while an island may indeed be considered the optimal solution for managing traffic on this section of the network, the developer has met the planning requirements by proposing a scheme that effectively mitigates the impact of the development. This scheme has been independently reviewed and found acceptable by all three highway authorities. In addition, the developer is implementing further mitigation measures at several other junctions on the SRN ensuring a comprehensive and effective overall traffic management strategy.

I understand this may not be the outcome [REDACTED] was hoping for however, I trust the information I've provided has been useful. As mentioned in my last response, the final decision on the development's planning application lies with North Warwickshire Borough Council. Local businesses, including Peter's, will have the opportunity to submit their representations during the planning consultation process.

If [REDACTED] would like to discuss his concerns further, our Spatial Planner, Russell Gray, would be happy to speak with him directly to address them. Russell can be contacted by email at russell.gray@nationalhighways.co.uk or by telephone on 0300 470 3028. Alternatively, our correspondence address is National Highways, The Cube, 199 Wharfside Street, Birmingham, B1 1RN.

Yours sincerely

[REDACTED]

Victoria Lazenby
Regional Director

1. Diversion Impact on Customers

The Applicant's proposal for the Drayton Lane junction with the A5 will cumulatively result in 1) very significant diversions for Extra Room Self Storage customers, and 2) unnecessary and substantial environmental harm

Data in Appendix A has been used to calculate the diversionary impact of the proposed junction change at Drayton Lane on customers and staff. There will be:

- A weekly diversion totalling **6,443km** (4,003 miles)
- An annual diversion totalling **335,042km** (208,185 miles)

These diversions amount to:

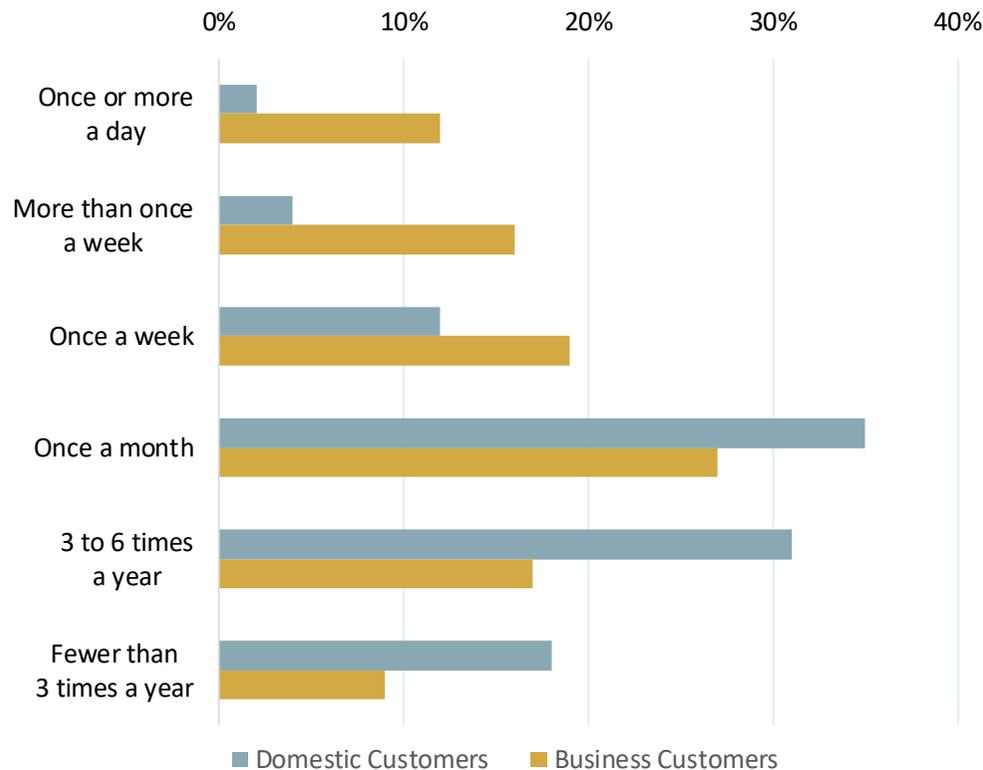
- **23,176 litres** of additional fuel*
- **46,872Kg** of additional CO2 per annum*
- **A disproportionate negative impact on local small and start up businesses reliant on the storage facility**

These figures do not include the financial and environmental cost from the displacement of thousands of existing general road users of Drayton Lane (including Fenny Drayton village residents) and vehicles accessing Drayton Grange Farm

The proposal will result in a diversion for customers and staff of in excess of 330,000km per year (208,000 miles)

Appendix A – Diversion Impact on Customers

How often people access their storage unit



Source: UK Self Storage Association Annual Industry Survey 2024
Extra Room Self Storage is an accredited member of the UK Self Storage Association

Impact on diverted storage customers

- Customers to Extra Room Self Storage will need to make a 3.5Km diversion each time they visit their storage unit if MIRA’s proposal for a “left in and left out” at the Drayton Lane junction with the A5 is implemented
- Using the data opposite, the combined weekly trips for 2,000 Extra Room Self Storage customers, together with courier deliveries and staff movements total 1,841 one-way trips
- This equates to:
 - A weekly diversion of 6,443km for these 1,841 trips
 - An annual diversion of 335,042km
- The chart opposite highlights that business customers, who access their units more frequently than domestic customers, will be disproportionately affected
 - Consequently, business customers most of which are local small and start up businesses, essential to the economic growth of the local economy, will face the most significant financial burden due to increased time and fuel costs

■ Financial impact of the
Drayton Lane junction restriction on
Extra Room Self Storage

1. Summary

The proposed Drayton Lane restriction is forecast to have devastating financial consequences for Extra Room Self Storage

Extra Room Self Storage has built a financial model to test a number of scenarios and their financial impact on the business

Over the last 20 years, Extra Room Self Storage has taken on bank loans to fund its expansion and meet the growing local demand for storage

Business scenarios have been modelled to assess the company's ability to continue to meet its obligations to pay the interest and repayments on these bank loans

Current financial projections, show a successful, profitable business generating healthy cashflows, meeting all bank obligations with surplus funds available for re-investment in the self storage and farming operations (Appendix A)

However, with the junction restriction in place and the consequent reduction in the number of customers moving into storage each month:

- **Best case scenario:** the business will become loss making after 8 months, will not generate money for re-investment and will be unable to meet its bank loan obligations from cash flow (Appendix B)
- **Worst case scenario:** the business will become loss making after just 5 months, will not generate money for re-investment and will be unable to meet its bank loan obligations from cash flow (Appendix D)

2. Financial Model Assumptions

Three business scenarios have been modelled

Around 100 customers vacate their storage unit each month.

To maintain occupancy at the storage facilities we must therefore attract 100 new customers each month

We have modelled 3 scenarios for the reduction in the number of people choosing to use Extra Room Self Storage due to the 3.5km diversion and the more complicated route to get to the stores:

- **Best case scenario:** 25% reduction in new customers (Appendix B)
- **Base case scenario:** 30% reduction in new customers (Appendix C)
- **Worst case scenario:** 35% reduction in new customers (Appendix D)

These estimates are informed by 20 years of operational experience and an observed 64% reduction in move ins when the Drayton Lane junction with the A5 was temporarily closed in 2014 and customers had to access the stores via Fenny Drayton village

The following pages show the impact on:

- **The number of customers in storage**
- **Revenue**
- **Net cash flow**

For comparison, the first 3 pages (Appendix A) show how we expect the business to perform if full access to the A5 at the Drayton Lane junction is maintained in both directions (i.e. *the status quo*)

Appendix A

Status Quo

Full access to the A5 in both directions is maintained

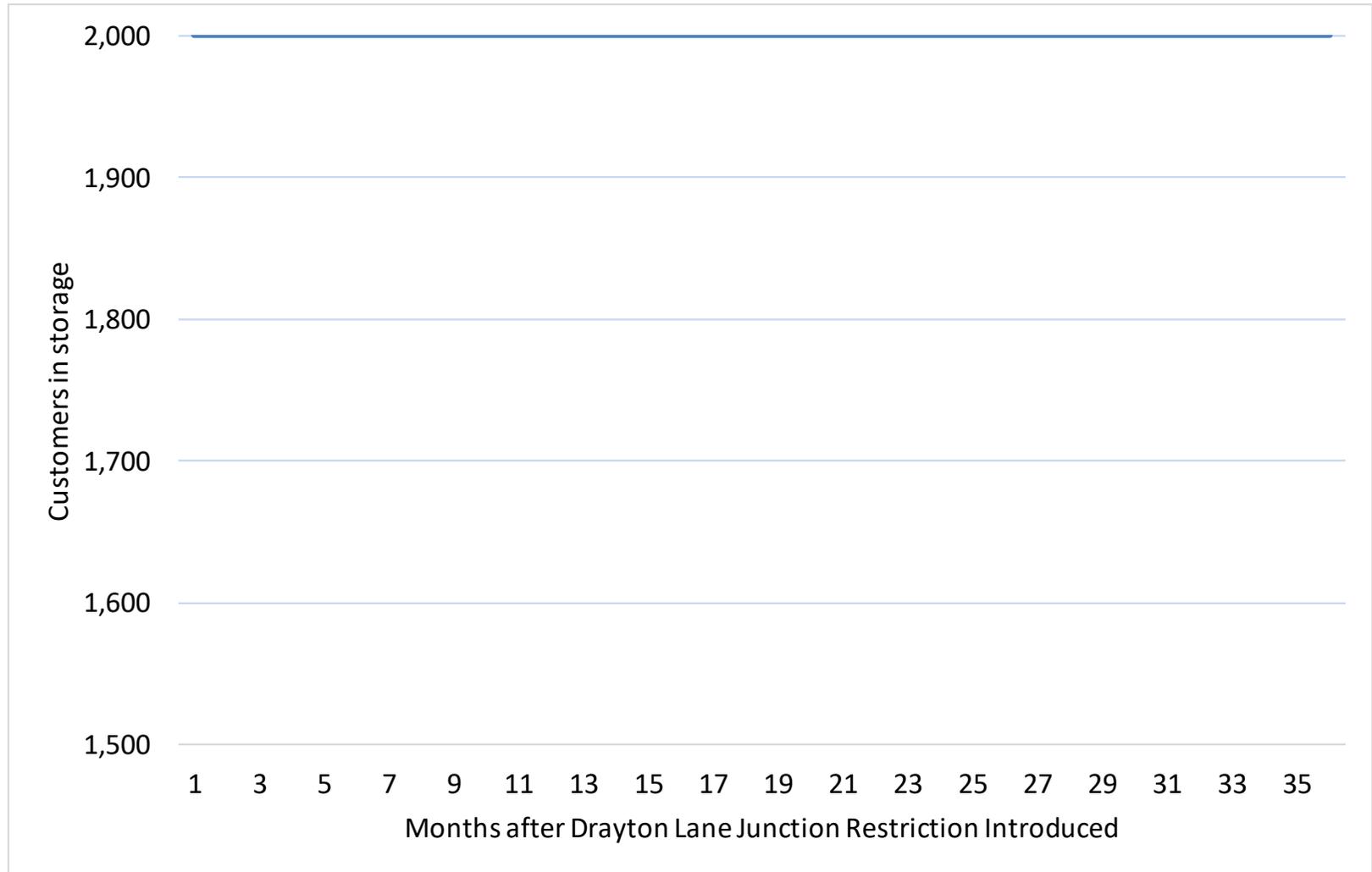
0% reduction in new customers moving into storage

A.1 Full Access to the A5 is Maintained

Maintain 100 new customers moving into storage each month

Customers in storage over time (#)

The number of customers in storage stays constant at 2,000

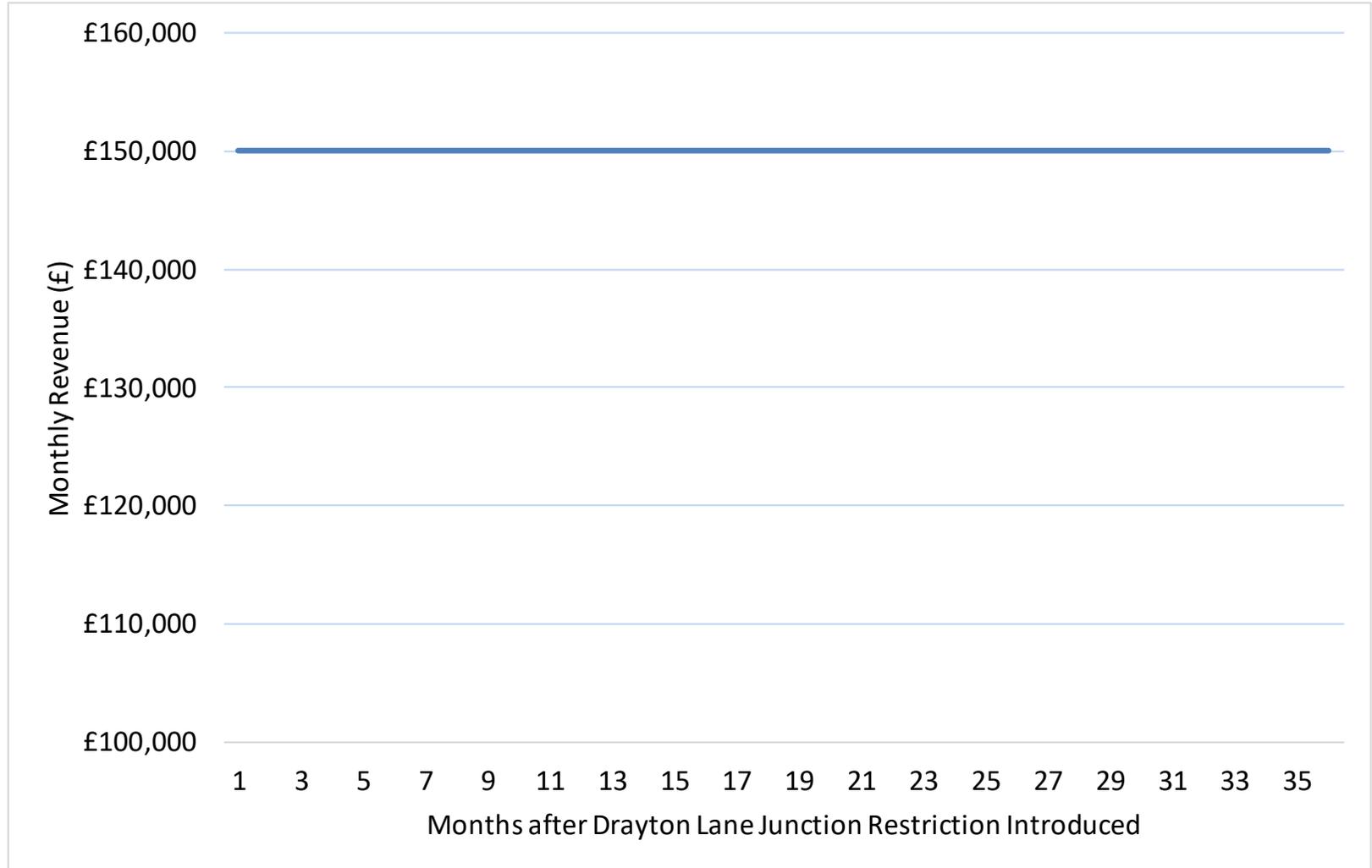


A.2 Full Access to the A5 is Maintained

Maintain 100 new customers moving into storage each month

Revenue over time (£)

Revenue stays constant at £150,000 per month



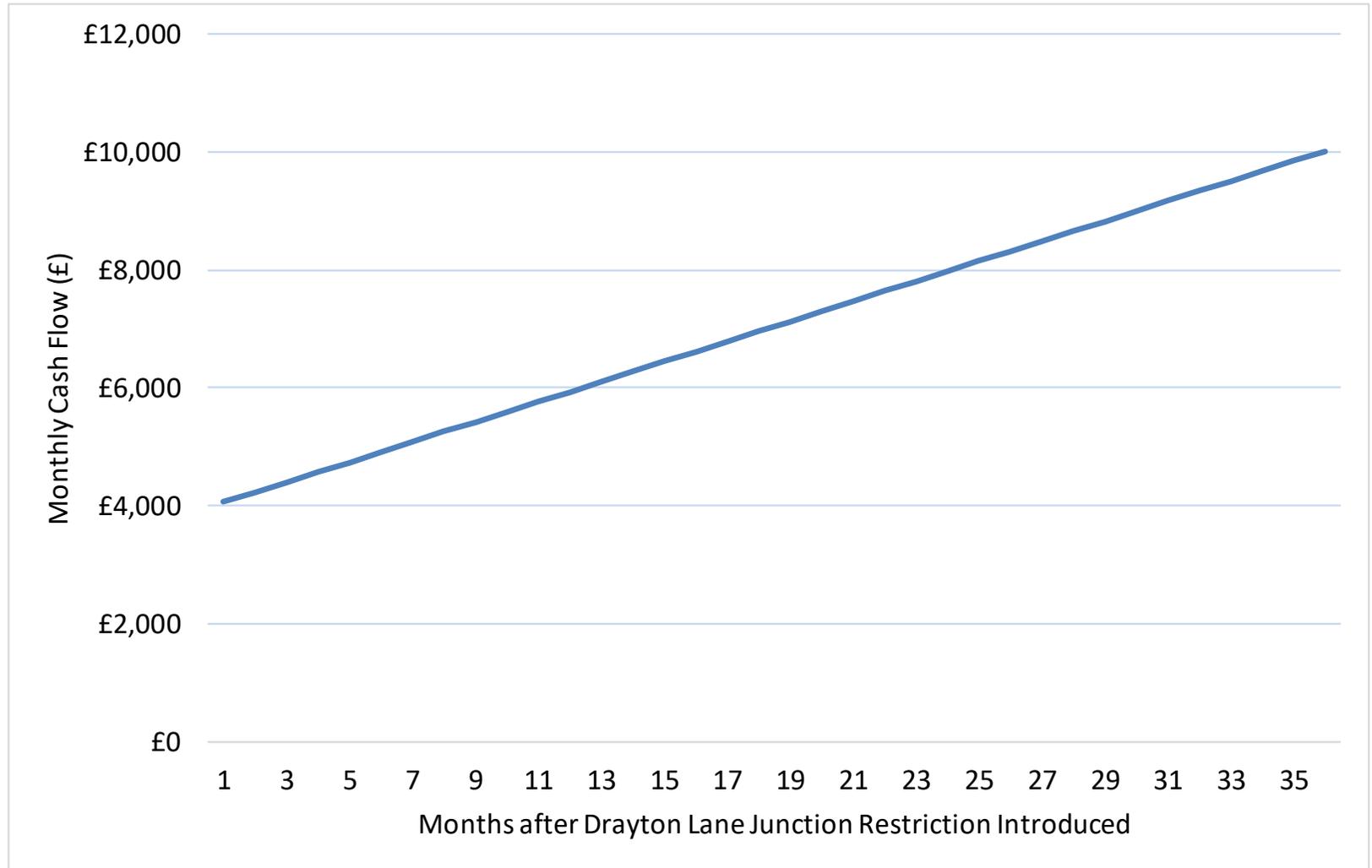
A.3 Full Access to the A5 is Maintained

Maintain 100 new customers moving into storage each month

Cash flow over time (£)

Cash flow grows over time.

All bank obligations are met and surplus cash flow can be used for re-investment in the self storage and farming businesses



Appendix B

Best Case Scenario

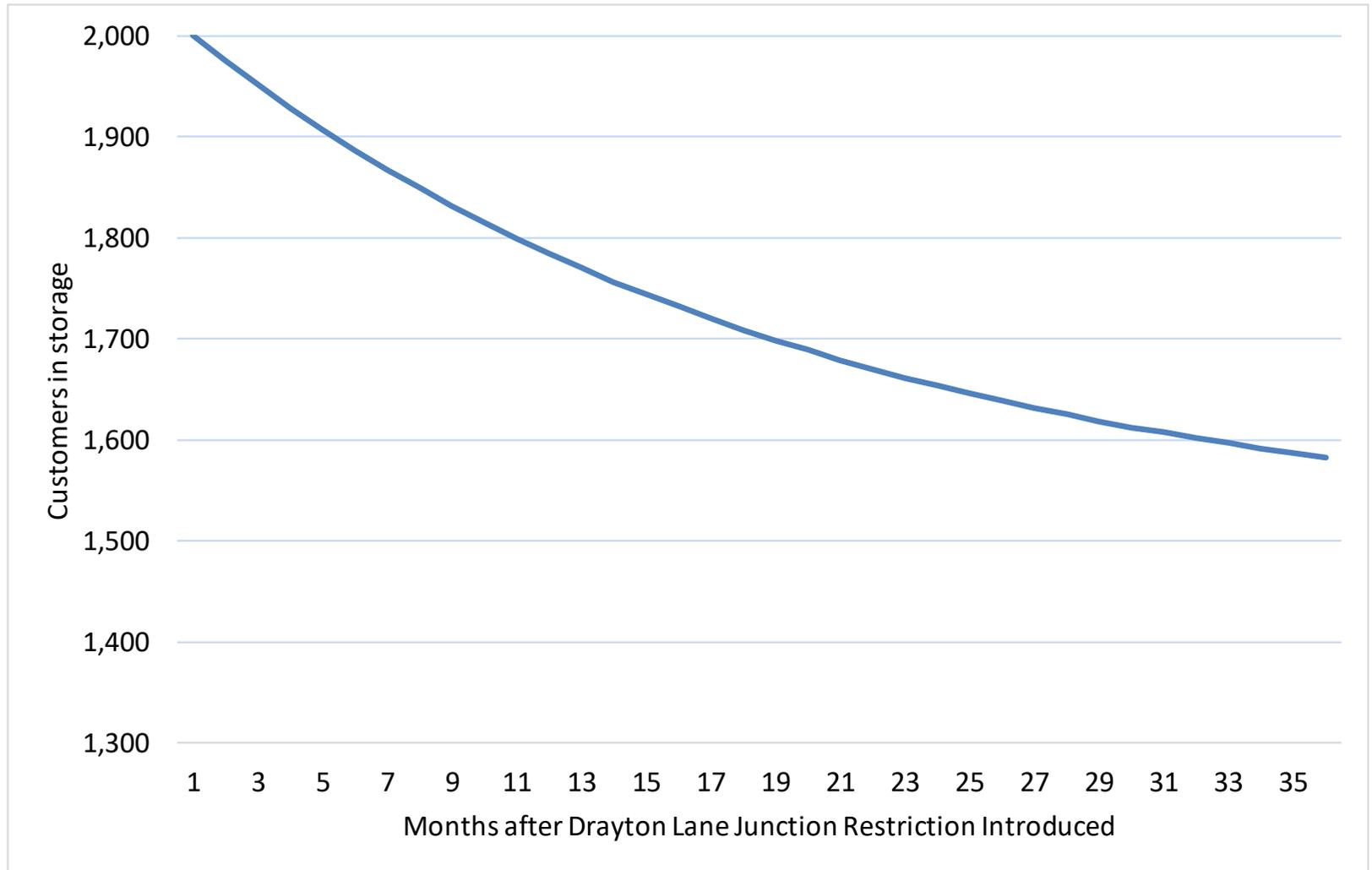
25% reduction in new customers moving into storage

B.1 Best Case Scenario

25% reduction in new customers moving into storage

Customers in storage over time (#)

The number of customers in storage falls over time

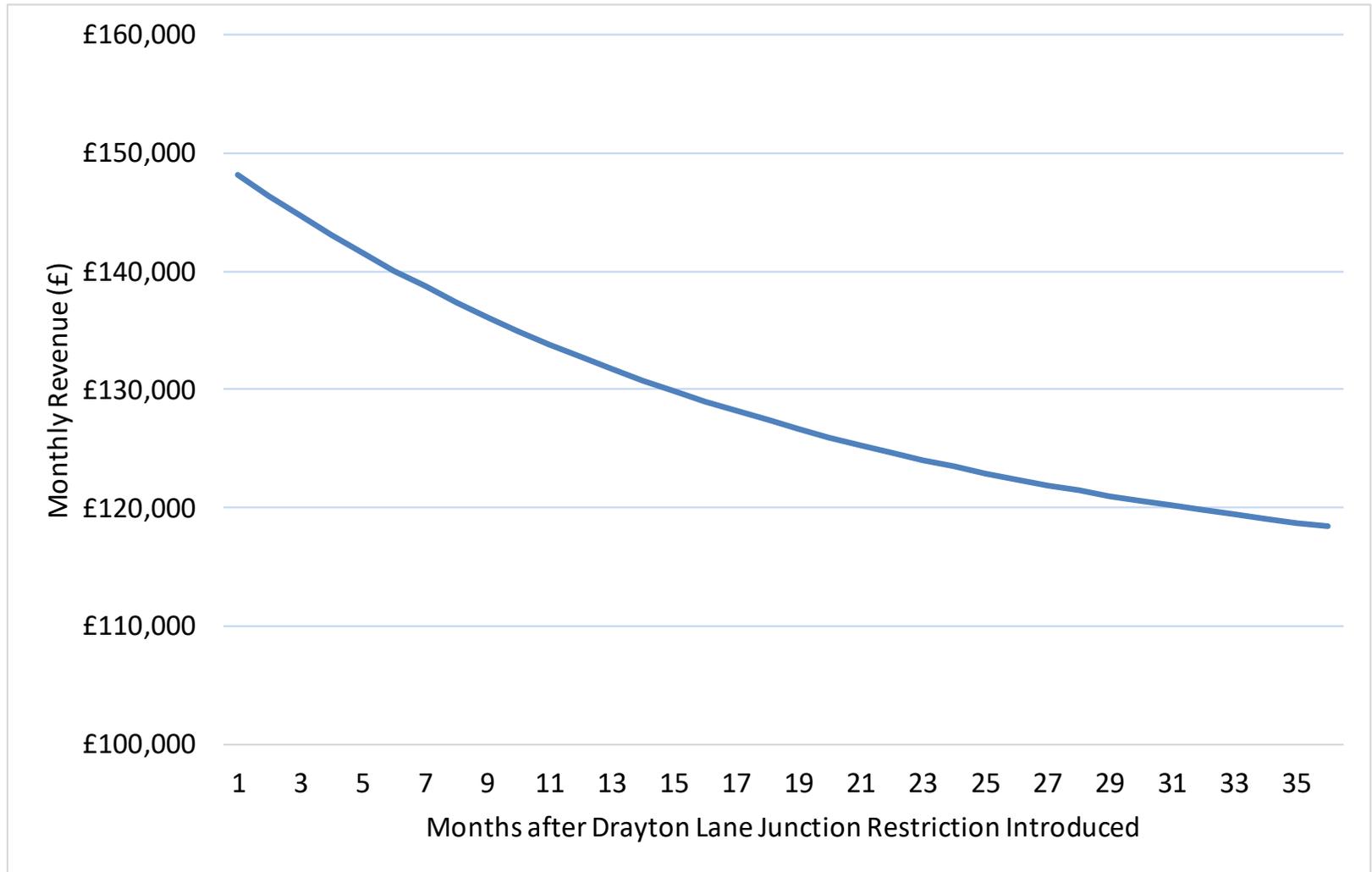


B.2 Best Case Scenario

25% reduction in new customers moving into storage

Revenue over time (£)

Monthly revenue falls over time



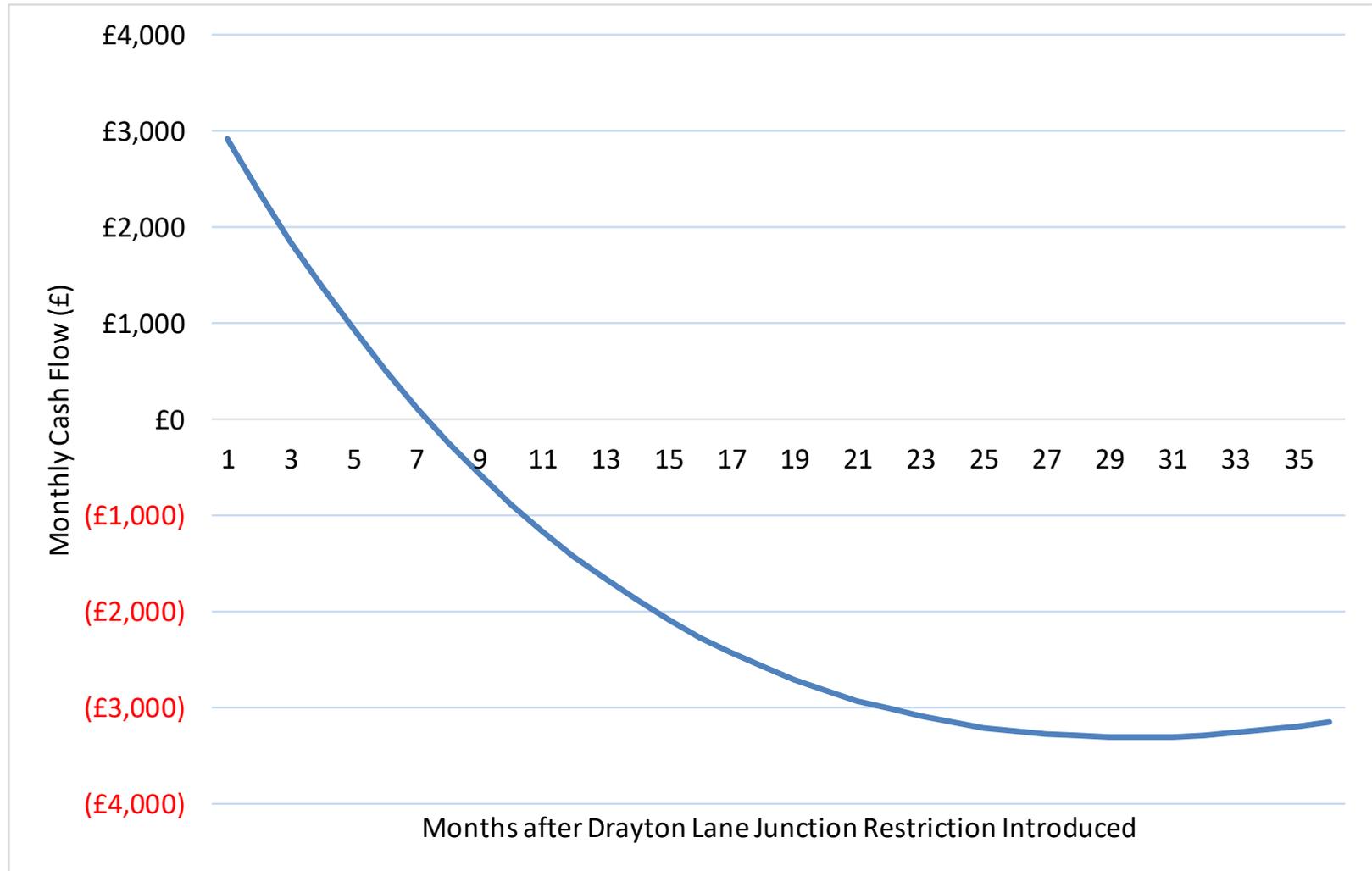
B.3 Best Case Scenario

25% reduction in new customers moving into storage

Cash flow over time (£)

The business starts to lose money after 8 months.

After 8 months, no money is available for investment and the business is unable to meet its bank loan obligations from cash flow.



Appendix C

Base Case Scenario

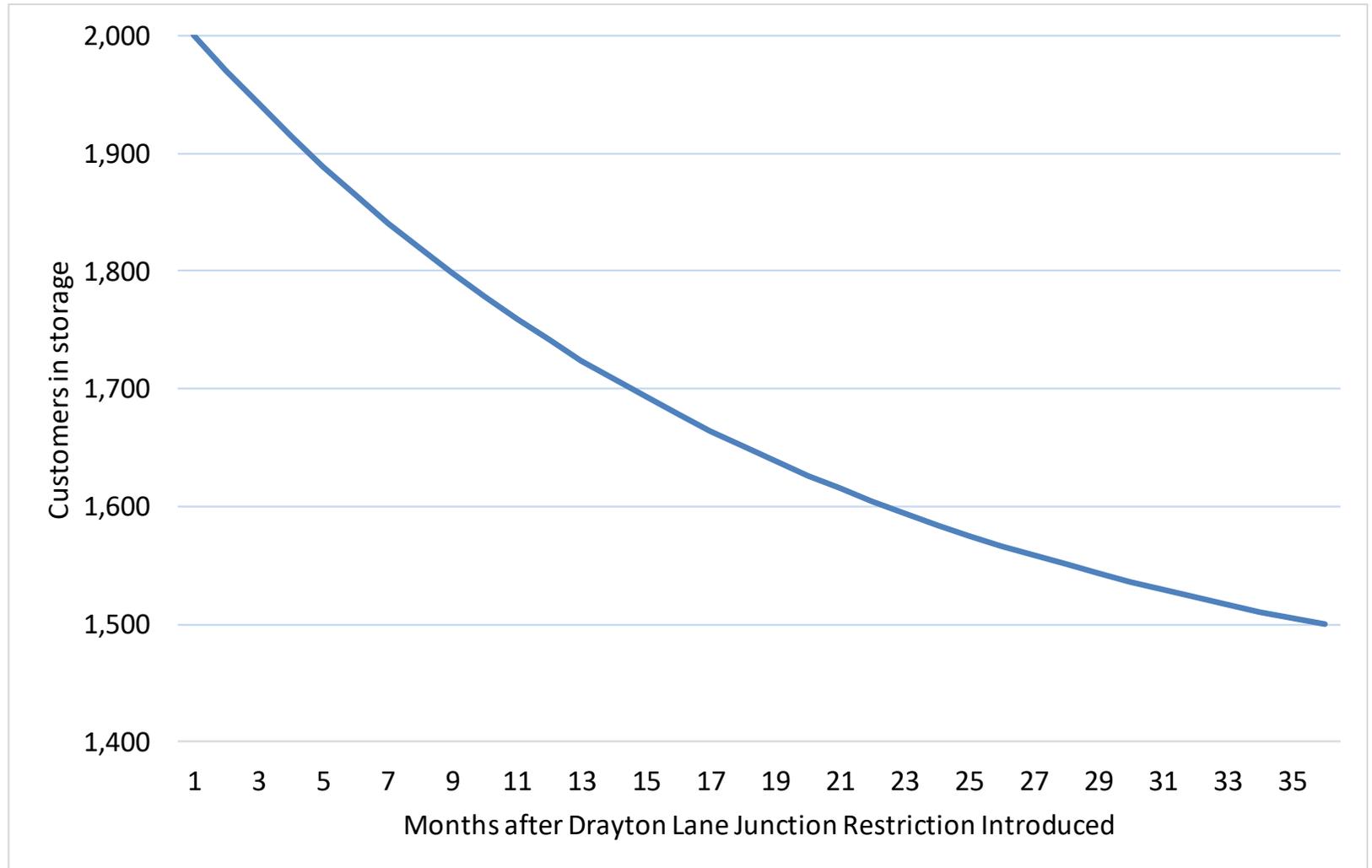
30% reduction in new customers moving into storage

C.1 Base Case Scenario

30% reduction in new customers moving into storage

Customers in storage over time (#)

The number of customers in storage falls over time

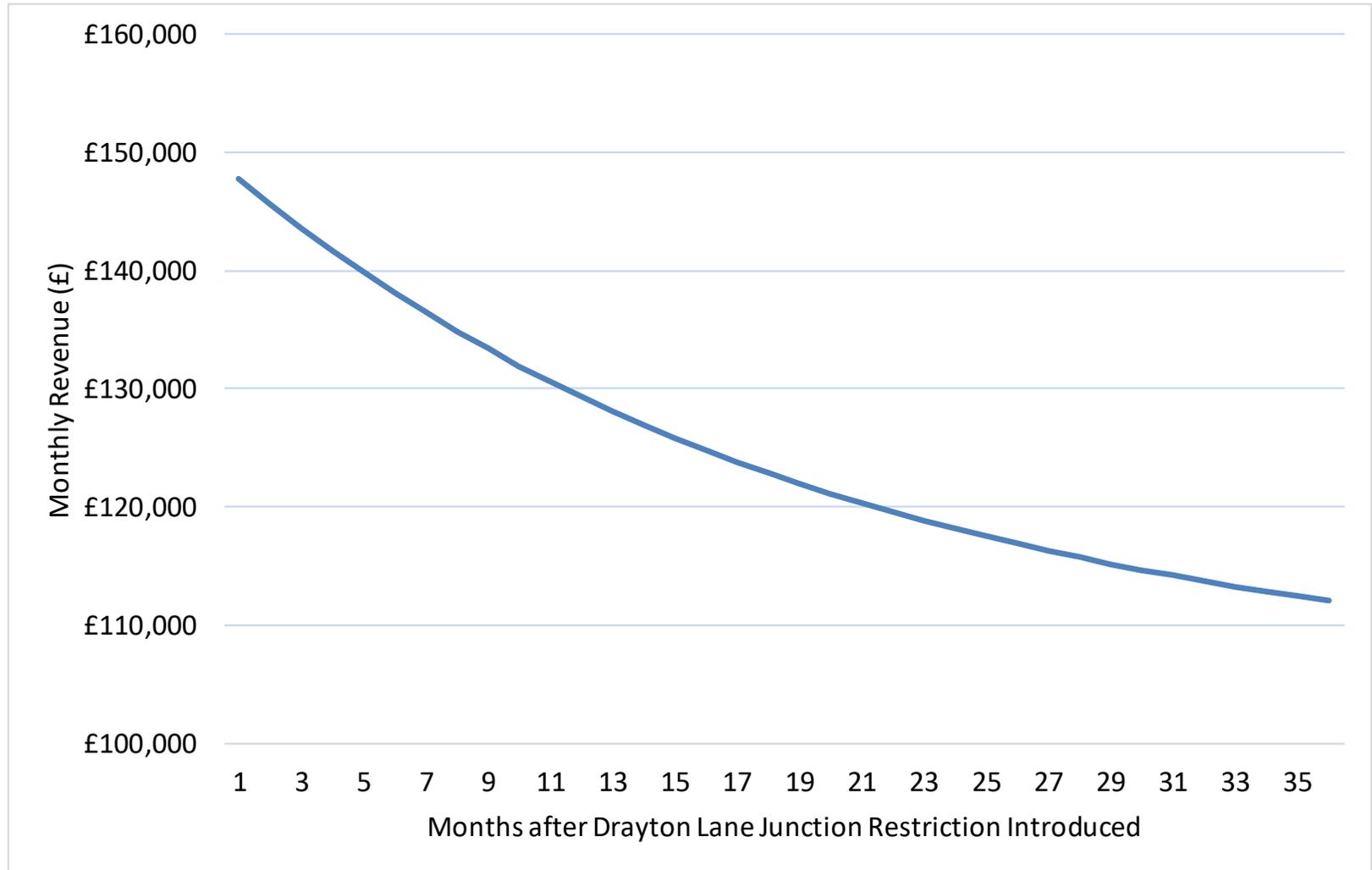


C.2 Base Case Scenario

30% reduction in new customers moving into storage

Revenue over time (£)

Monthly revenue falls over time



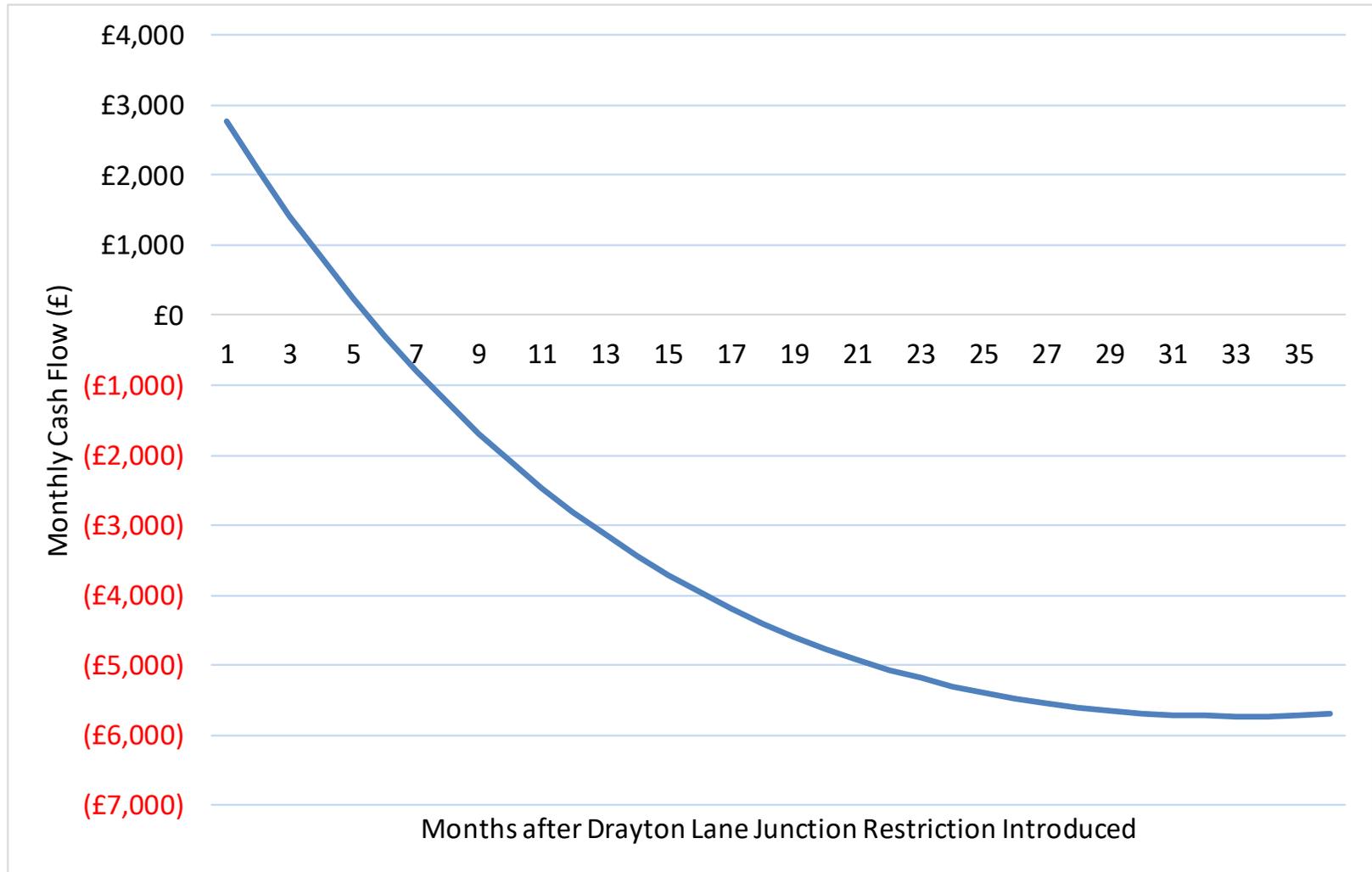
C.3 Base Case Scenario

30% reduction in new customers moving into storage

Cash flow over time (£)

The business starts to lose money after 6 months.

After 6 months, no money is available for investment and the business is unable to meet its bank loan obligations from cash flow.



Appendix D

Worst Case Scenario

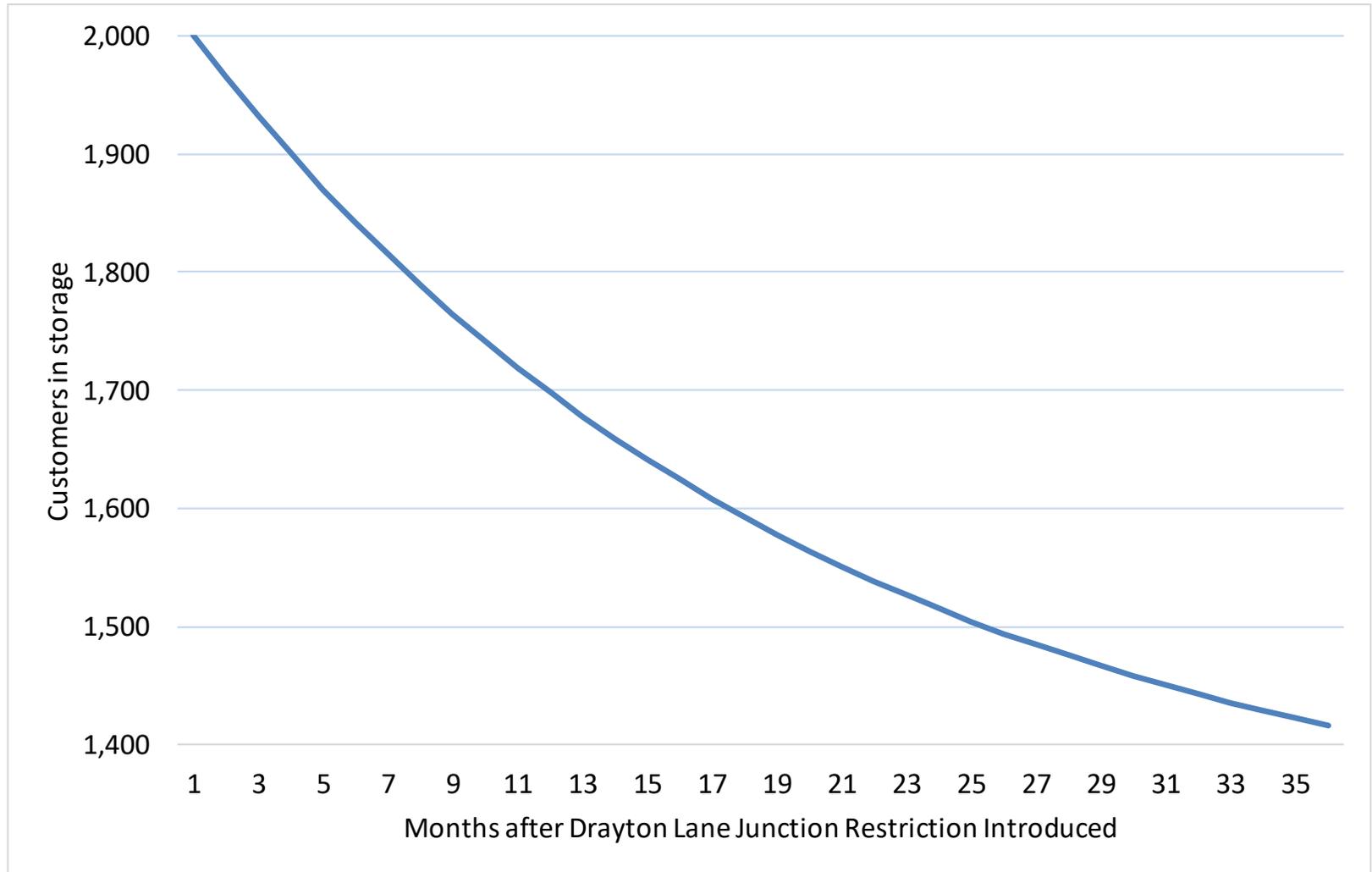
35% reduction in new customers moving into storage

D.1 Worst Case Scenario

35% reduction in new customers moving into storage

Customers in storage over time (#)

The number of customers in storage falls rapidly over time

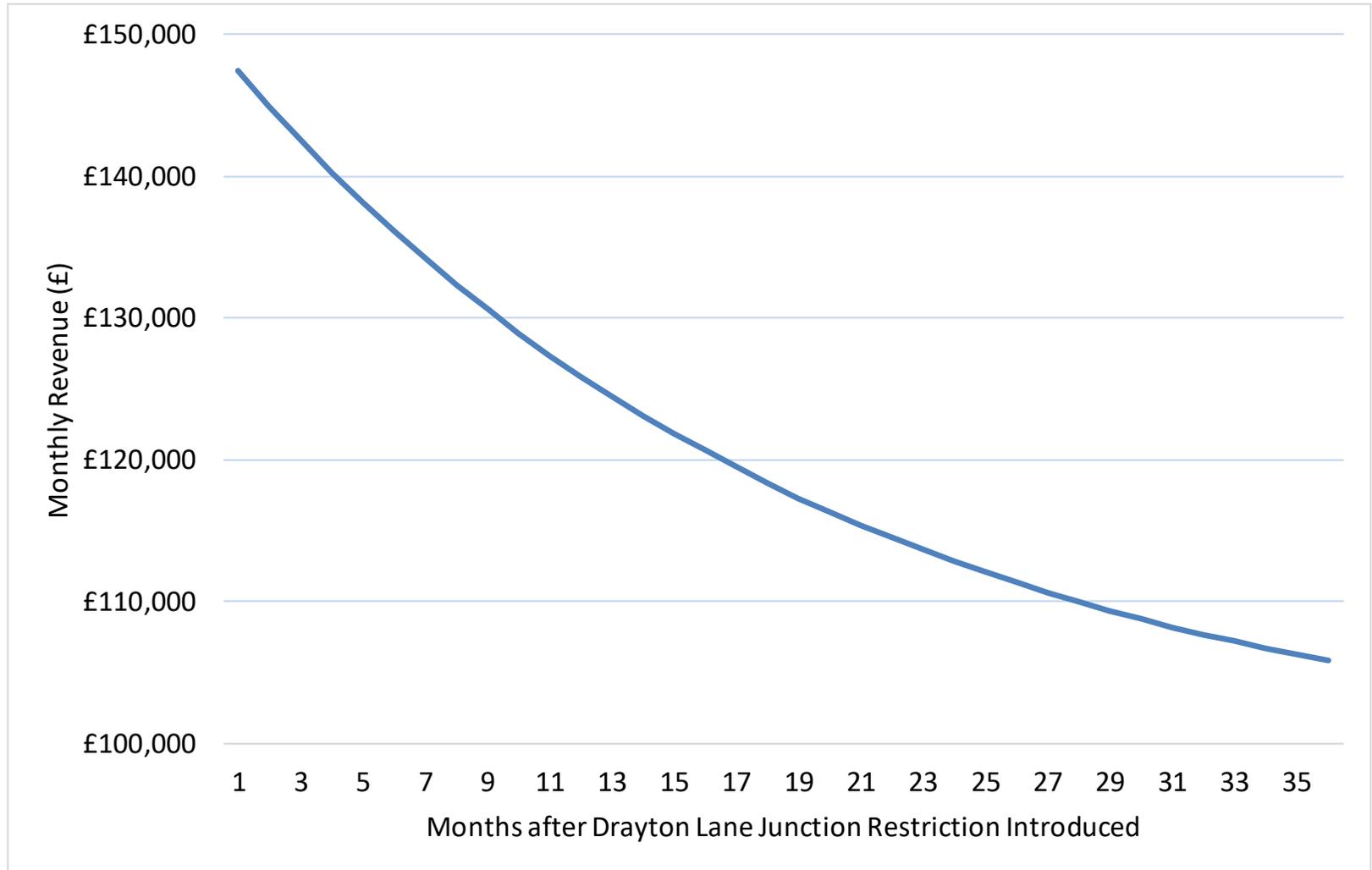


D.2 Worst Case Scenario

35% reduction in new customers moving into storage

Revenue over time (£)

Monthly revenue falls rapidly over time



D.3 Worst Case Scenario

35% reduction in new customers moving into storage

Cash flow over time (£)

The business starts to lose money after just 5 months.

After 5 months, no money is available for investment and the business is unable to meet its bank loan obligations from cash flow.

