Agenda Item No 5

Planning and Development Board

14 November 2011

Planning Applications

Report of the
Head of Development Control

1 **Subject**

1.1 Town and Country Planning Act 1990 – applications presented for determination.

2 **Purpose of Report**

2.1 This report presents for the Board decision, a number of planning, listed building, advertisement, proposals, together with proposals for the works to, or the felling of trees covered by a Preservation Order and other miscellaneous items.

2.2 Minerals and Waste applications are determined by the County Council. Developments by Government Bodies and Statutory Undertakers are also determined by others. The recommendations in these cases are consultation responses to those bodies.

2.3 The proposals presented for decision are set out in the index at the front of the attached report.

2.4 Significant Applications are presented first, followed in succession by General Development Applications; the Council's own development proposals; and finally Minerals and Waste Disposal Applications. .

3 **Implications**

3.1 Should there be any implications in respect of:

Finance; Crime and Disorder; Sustainability; Human Rights Act; or other relevant legislation, associated with a particular application then that issue will be covered either in the body of the report, or if raised at the meeting, in discussion.

4 **Site Visits**

4.1 Members are encouraged to view sites in advance of the Board Meeting. Most can be seen from public land. They should however not enter private land. If they would like to see the plans whilst on site,

then they should always contact the Case Officer who will accompany them. Formal site visits can only be agreed by the Board and reasons for the request for such a visit need to be given.

4.2 Members are reminded of the "Planning Protocol for Members and Officers dealing with Planning Matters", in respect of Site Visits, whether they see a site alone, or as part of a Board visit.

5 Availability

5.1 The report is made available to press and public at least five working days before the meeting is held in accordance with statutory requirements. It is also possible to view the papers on the Council's web site www.northwarks.gov.uk

5.2 The next meeting at which planning applications will be considered following this meeting, is due to be held on Monday, 19 December 2011 at 6.30pm in the Council Chamber at the Council House.

Planning Applications – Index

Item No	Application No	Page No	Description	General / Significant
1	PAP/2011/0259	5	**MIRA Technology Park Ltd Watling Street** Development of business/technology campus comprising replacement MIRA headquarters, office, research and manufacturing facilities, hotel and local facilities including retail/cafe/restaurant, indoor and outdoor leisure, ancillary energy generation plant/equipment, internal access roads, car parking, landscaping drainage and associated works and creation of new improvement access points, widening of A5, associated earth works and landscaping	General
2	PAP/2009/0175	174	**Chapel House Dunns Lane Dordon** Erection of 9 dwellings, including access, car parking and associated landscaping	General
3	PAP/2011/0202	188	**Land Adj 204 Coventry Road Coleshill** Variation of condition no:2 of planning permission PAP/2006/0724 relating to elevational, floor plans and roof height	General
4	PAP/2011/0286	209	**Grendon Fields Farm Warton Lane Grendon** Erection of 1 No. wind turbine and associated equipment	General
5	PAP/2011/0300 and PAP/2011/0313	228	**Nethersole Centre High Street Polesworth Tamworth** Residential conversion to 4 units & creation of associated parking	General
6	9 applications	260	**Heart Of England Old Hall Farm Meriden Road Fillongley** Outline application for a new three storey hotel and function room building, comprising 608.3 sq.m of hotel floorspace, 195.3 sq.m of office floorspace and 487.6 sq.m of D2 (Assembly and Leisure) floorspace and the erection of new glazed link to existing conference centre, seeking the approval of access, appearance, layout and scale, with landscaping remaining as a reserved matter	General

7	PAP/2011/0420	264	**Caldecote Hall Industrial Estate Caldecote Hall Drive Caldecote NUNEATON** Mixed use development to Caldecote Hall Estate Works, consisting of: 1. Extension & remodelling of existing offices, 2. Change of use from workshop to residential, 3. 3 no. new dwellings	General

8	PAP/2011/0481 PAP/2011/0504 PAP/2011/0505	288	**Beech House 19 Market Street Atherstone** Change of use of land for residential use as car parking	General

9	PAP/2011/0507 PAP/2011/0511	312	**Old Bank House Long Street Atherstone** Listed Building Consent for internal alterations to the second floor offices, together with associated works	General

10	PAP/2011/0529	328	**Car Park Park Road Coleshill** Variation of conditions nos. 4, 5 and 6 of planning permission ref: PAP/2009/0154 relating to approved plans, access arrangements and general layout and configuration. Removal of conditions 11 and 12 of planning permission PAP/2009/0154 relating to service yard enclosed roof and service yard noise insulation; in respect of Outline - Erection of a Retail (A1) food store with associated parking, servicing and access - Seeking to discharge the reserved matters for access and layout	General

General Development Applications

(1) Application No PAP/2011/0259

Outline application for the development of a business/technology campus comprising replacement MIRA Headquarters, office, research and manufacturing facilities, hotel and local facilities including retail/café/restaurant, indoor and outdoor leisure facilities, ancillary energy generation plant/equipment, internal access roads, car parking, landscaping, drainage and associated work and creation of new and improve points of access, widening of A5, associated earth works and landscaping, for

MIRA Technology Park Ltd.

Introduction

Members will recall that two planning applications were submitted earlier this year. One of these went to the Hinckley and Bosworth Borough Council (HBBC) for the proposed technology park as described above, and the second to this Council for the access arrangements and alterations to the A5 Trunk road because those works are situated in North Warwickshire. This Council has been invited by HBBC to make representations on the principal application and this Council will determine the access arrangements.

An initial report was brought to the Board for its June meeting, and that is reproduced here at Appendix A. It describes the actual site covered by the application; the scope of the proposals, the Development Plan background, identifies other material planning considerations, and in particular draws attention to the major impacts that the overall proposals might have on this Borough's interests.

Rather than try to split this report into two sections, one dealing with the principal application and the second on the A5 alterations, it is considered that the issues will all be better appreciated if they are dealt with together in the normal way. The recommendations can then reflect the two instances. Consultation responses submitted to the HBBC on the main application are included below in order that Members can benefit from the full picture in assessing the main application here.

The Board resolved that it wished to visit the site; that it asked officers to challenge the applicant to provide the evidence to support the scale and nature of the development being proposed, and that it wanted to be involved in discussions concerning Section 106 issues. These matters have all been progressed.

This report now brings matters right up to date concluding with recommendations to the Board for consideration in respect of the principle of the development and for determination of the North Warwickshire application.

Changes in Circumstances

There have been two changes in the material planning circumstances affecting these proposals. The first is the publication of the Government's draft National Planning Policy Framework (NPPF) for consultation purposes. This carries weight as it is emerging national planning policy, but does not yet have the full weight of adopted policy. Reference will be made to the draft NPPF later in this report.

The second change is the announcement towards the end of August that the Government has awarded Enterprise Zone (EZ) status to much of the current application site within HBBC's area. This award has immediate affect, and has particular focus on "Research and Development for the automotive, aerospace, transport, defence and manufacturing sectors". The Government says that the EZ will provide a 100% business rate discount for businesses that move into the EZ during the course of this Parliament; that all business rates growth within the Zone for at least 25 years will be retained and shared by the Local Authorities in the corresponding LEP area to support their economic priorities, and that there will be Government and Local Authority help to "radically simplify" planning approaches in the Zone. This announcement carries significant weight. Again, it will be referred to later in this report.

Amendments to the Proposals

The applicant has considered all of the responses and representations which have been received during the consultation period. As a consequence, a number of amendments have been made to the proposals. At the outset, it is worth reporting that these are not material changes, being minor detailed amendments.

The first set of amendments relates to the access arrangements and the highway mitigation measures. As intimated above, there is no overall change to the access strategy or to the scale, design and scope of the highway improvements. The changes only relate to minor geometrical alterations at the junctions involved. The changes have been sought through consultation with the Highways Agency and the two local Highway Authorities.

The second amendment relates to heritage issues arising from consultation responses as recorded below. The proposals now seek to retain an existing building of local interest on the site presently used as offices and known as Lindley Grange farmhouse, within one of the phases of development rather than seeking its demolition. This will result in minor layout alterations. There has been confirmation that the setting of a Scheduled Ancient Monument site at Lindley Chapel will not be materially affected, and finally no further archaeological works are necessary along the A5.

These amendments have also necessitated addenda to the Environmental Statement as originally submitted. These have been advertised through the appropriate statutory notices.

Additional Supporting Documentation

As reported above, the Board asked for a more detailed account of the evidence base supporting the overall proposals. It was not satisfied that there had been sufficient justification provided at the time of the submission to support the scale of new development proposed. As a consequence a further document supplementing the original Planning Statement has now been provided. This is attached in full at Appendix B, as it goes to the core of the Council's concerns.

In summary, it explores several issues – the need and scale of the development proposals for MIRA's own use as well as that for other occupiers; testing the availability and suitability of alternative sites and locations for the non-MIRA occupiers, providing the background to the provision of the ancillary uses proposed, and finally expanding on the justification for the on-site hotel accommodation.

Consultations

Highways Agency – The Agency initially lodged a holding objection requiring further detailed information; clarification of the transport assessment data submitted and sought to re-run some of the traffic modelling undertaken by the applicant. It also sought to address the proposed phasing of the development so as to align with the proposed phasing of the highway alterations to the A5 access itself and the proposed mitigation measures at other junctions. That additional work has now been carried out in association with both of the County Highway Authorities involved. As a consequence the holding objection is lifted and the Agency does not object to the proposals subject to a series of conditions. These relate to the timing and phasing of the access and mitigation arrangements relating them to them to identified phases of the actual construction of the development. The full replies to both HBBC and NWBC are attached at Appendix C.

Warwickshire County Council as Highway Authority – No objection subject to conditions and a request for a Section 106 contribution towards improvements at the Woodford Lane junction with the A5. One of the suggested conditions requires final approval of a Green Travel Plan. The full reply is attached at Appendix D.

Leicestershire County Council as Highway Authority – No objection subject to conditions but the impact of the proposed MIRA Bus and the proposed Green Travel Plan are questioned. The full reply is attached at Appendix E.

Leicestershire CC for Rights of Way – The existing public footpaths should be enhanced as part of the scheme particularly in providing for joined-up links between the surrounding villages.

Environment Agency – The Agency has no objection in principle subject to standard conditions requiring full details prior to commencement.

Severn Trent Water Ltd - No objection subject to its standard condition

English Heritage – Initially required more information and survey work in respect of a number of areas on site in order to address the following issues – the setting of the Lindley Chapel Scheduled Ancient Monument; the demolition of Lindley Grange and the likely impact on sun-surface remains of Roman occupation along Watling Street. Following completion of that work, there is no objection subject to the Leicestershire County Archaeologist being satisfied.

Leicestershire County Archaeologist – There is no objection subject to conditions.

Natural England – There is no objection to the proposal on the grounds of loss of agricultural land subject to a "soil handling and storage" condition; it is satisfied that there would not be adverse impacts on statutorily designated areas, and the master plan offers opportunities for habitat creation. Conditions are required for the protection of species on site (bats, badgers and crested newts).

Sport England – No objection

Council for the Protection of Rural England – The Council objects to the expansion of the proposals onto open land well beyond MIRA's existing limits.

Environmental Health Officers (NWBC and HBBC) – NWBC officers have no comments from the perspective of impacts on North Warwickshire. HBBC officers have no objections subject to conditions requiring details of lighting to be agreed; together with further sampling for contamination through a Phase 2 investigation and air quality monitoring, construction period noise and vibration controls,

Police Architectural Liaison Officer - No objection in principle subject to conditions relating to the provision of a security plan including CCTV and ANPR systems.

Nuneaton and Bedworth Borough Council - No objection.

Representations

Hartshill Parish Council – There are no objections to the proposals.

Mancetter Parish Council – With such a major development, there is a need for the Highways Agency to give new and serious consideration to the re-development of the Red Gate junction as well as the Woodford Lane junction.

Atherstone Town Council – The Council has no objection but wishes to see a future strategy for the A5 between the M69 and M42.

Atherstone Civic Society – The Society has no objection to the updating of facilities for MIRA themselves, but has strong opposition to the expansion of the site beyond its existing limits and the introduction of new uses. This will "urbanise" the A5, changing its character. It will be very visible. There are concerns too about traffic generation. The proposed Red Gate roundabout is low cost and will not ease congestion. Whilst it is accepted that new jobs will be created, they will result in far more commuting. The development of this open land will add pressure for the remaining open land along the A5 to be developed.

Higham on the Hill Parish Council – Does not oppose the application but has concerns over increased traffic.

Witherley Parish Council – Whilst being positive to the proposal, the Council has serious concerns about the traffic impact on local villages and particular concern about the Woodford Lane/Fenny Drayton cross-over.

Fenny Drayton Parish Council – The plans are supported in principle and the Red Gate improvements are welcomed. However the Council considers that there will be long term implication when traffic starts to use local routes rather than the A5 due to congestion and there are concerns about the impacts on the village.

Local Caldecote Residents – Two letters of representation have been received, both expressing concerns about the adequacy at present of the A5 to cope with existing traffic levels, and even more so if this proposal goes ahead.

Observations

a) The Principal Application

The earlier report to Board set out the key planning concern central to the determination of this proposal – namely that a significant amount of new commercial development is being proposed in an open countryside location. This results in the application being a departure from HBBC's Development Plan. In order for this proposal to be supported, there needs to be material planning considerations of such weight to override the presumption of a refusal. Whilst this assessment is clearly one for HBBC to resolve, it does provide a useful starting point for this Council's consideration of the principle of the development too. It is proposed to first look at the proposals for MIRA's own future requirements, before exploring the proposals for the wider Technology Park, and then finally to examine the case for the ancillary uses.

The site specific references in HBBC's Development Plan provide support in general terms for the future requirements of MIRA, giving priority to the A5 frontage. The arguments put forward for its' own future development needs

both in the application itself and in the supplementary information now provided, identify a number of specific material considerations:

- the site specific location
- the range of facilities already on site
- their bespoke nature linking to the nature of MIRA's business
- the capacity and nature of existing buildings and infrastructure
- the space requirements of all of the existing on site business units being based on credible business plans
- the evidence available to illustrate business expansion and workload, and
- the International status of the applicant.

It is considered that there is sufficient justification here to support the redevelopment of MIRA's own needs on site. This is particularly so given the Development Plan's support not only for on-site development, but also from the policies within that Plan which support high technology and knowledge based industries. It is worthwhile noting too that the objectors to the current application do not base their objection on the MIRA part of the proposals.

The critical issue is thus whether the Technology Park element of the overall proposals can be supported, as it is this element which is new to the site and which leads to the substantial expansion into open countryside. This is at the heart of the departure issue, and as a consequence, the material considerations which might lead to support have to carry significant weight. It is necessary first to identify what they might be:

- The proposal is focussed on automotive Research and Development
- This has a direct linkage to bespoke on-site facilities – particularly to the Proving Ground.
- There is also a direct linkage to the knowledge and skills base already present on the site.
- There is no direct alternative combination of these factors on a single site elsewhere in the UK.
- The automotive and transportation market sector is global and there are emerging markets in India, China and Brazil.
- Evidence is submitted to verify the size and significance of the interest in the MIRA site from this market sector from across the globe. This includes vehicle manufacturers, component suppliers, transport infrastructure and research organisations.
- Evidence is submitted to verify that that interest is presently stalling due to the limitations of the existing on-site accommodation.
- As a consequence other locations are being considered by those interests including those in other European countries.
- Other Science and Technology Parks in the area do not offer the same facilities or the functional and intellectual, knowledge and skills base already present on site
- Other disadvantages at those Parks include size; availability, access and lack of expansion space.

These considerations carry significant weight and involve matters that are national and international in outlook. It is considered that cumulatively they do provide a justification for considering the addition of a Technology Park at this site. The site specific links are seen as being essential here, rather than just being a "convenience", particularly as they could be considered too to be in the national interest. Moreover, given the timing and scope of MIRA's own redevelopment proposals, it is clearly an opportunity that can be seen to have advantages and benefits from the outset. However such an assessment in principle has to be tempered against an examination of the scale of the proposed Technology Park. Here the argument is to consider whether the

quantum of development proposed is essential to the overall success of the proposals or whether it is over-stated.

The applicants have provided supplementary information in order to justify the scale of their proposals. As indicated above, MIRA's own proposals were based on firm evidence arising from Business Plans and from the recognised need to improve overall accommodation specifications. A similar approach has been taken for the starting point of assessing the non-MIRA floor space proposals. Their evidence suggests:

- the space requirements arising from known current and identifiable market interest equates to 40% of the overall non-MIRA space now being proposed.
- Other Science and Technology Parks considered in the alternative sites analysis have large campuses and floor space provision – e.g. Loughborough; Ansty Park and Silverstone.
- It is advantageous to have a ready supply and range of individual plots available over a long time period in order to accommodate future demand particularly as the "attractiveness" of the site grows. This is considered by MIRA to be essential here, given the unique combination of the existing provision.
- There are significant front loaded infrastructure costs associated with this site's redevelopment–particularly access alterations and energy infrastructure upgrading. Viability has to be ensured through sufficient supply of floor space.

Members will appreciate that the "market" demand for new floor space is difficult to evidence and any assessment of the quantum proposed by an applicant should always be tested, particularly in a "departure" situation. That assessment should be based on whether the arguments forwarded are reasonable and based on an understanding of the evidence available. Here, it is considered that they are and that they can be justified. They key factor in this case is that the proposal is specific in its focus and thus the applicant's "eye" on the business and the future direction of his place in that market, takes on rather more weight than if the proposal were for general industrial use for instance. Given that identifiable market requirements amount to a significant amount - 40% - of the proposed floor space, it is considered that future additional space will be certainly be needed if this site is to develop itself to take account of future demand. This is based on the argument that automotive research and development will grow because of the energy and low carbon agendas; that there is an expanding global market place, that many "associated" industries will benefit from the overall research, and that the on-site linkages here will be a major contributory factor to that growth. It is not considered that the general approach outlined by the applicant to the quantum of the proposed development floor space suggested here is therefore an unreasonable assessment.

The proposal contains ancillary uses which would not normally be supported outside of existing settlements – retail, leisure, restaurant and hotel provision. The justification for these is supplied in the recent supplementary documents.

It is accepted that the retail provision is minor in terms of floor space – 500 square metres - and that provided it is located within the site itself, will perform a wholly ancillary function as a convenience shopping space. The leisure facilities are to replace existing MIRA facilities – a small gym and the sports and social club – and again, provided these are limited in scale and location, they can be treated as wholly ancillary. The restaurant use will effectively provide a "staff canteen" replacing existing facilities. The space provided is small – 500 square metres – and provided it is located within one of the new buildings rather than as a stand alone unit, can be supported. It is the 100 bed room hotel that is the ancillary use which causes more concern. The supplementary documentation submitted includes an analysis of existing hotel provision; existing commitments together with prospects of potential hotel sites coming forward in the main neighbouring settlements – particularly Hinckley and Nuneaton. This shows that existing supply is very much limited to "budget" accommodation thus limiting choice; that MIRA visitors often "overnight" well beyond the immediate neighbourhood and that there is little reasonable prospect of potential sites within Hinckley and Nuneaton coming forward as hotel sites. The applicant also makes the point that co-location on site would limit traffic movements and thus have sustainability advantages. It is agreed that on the basis of this evidence, and when seen within the context of the overall proposal, that the hotel provision can be supported.

b) Impacts

The considerations set out above do suggest that there is a strong case for supporting these proposals. However it is important to explore the impacts which might arise from the implementation of such a development proceeding. The earlier report – Appendix A – identified three as far as North Warwickshire is concerned. These are the impact on the Council's own employment strategy, the visual impact and critically, the highway impact.

There are a substantial number of new jobs and employment opportunities being created through this proposal. In overall terms this is welcomed given the current economic situation and the rising levels of unemployment. It is not considered that the proposals as outlined here would "compete" with or prejudice North Warwickshire's employment strategy. That is based on widening the employment base within the Borough particularly in respect of manufacturing industries and in supporting smaller businesses. The MIRA proposals on the whole, represent a different sector which is not available within North Warwickshire. New job opportunities will therefore arise, particularly in the skilled sector – although not exclusively - and employment aspirations could also be raised. In addition there should be opportunities and openings for existing businesses and trades to develop and to sustain their own futures – ranging from taxi businesses to industries supplying component parts. As recognised by the Board previously, the application needs to be linked to measures to increase access from North Warwickshire residents to these opportunities. It is thus encouraging that discussions with HBBC confirm that if that Council is to support the development, then one of the recommended conditions will be to agree measures for training and

employment opportunities to be made available throughout North Warwickshire.

It can not be denied that this development will have an adverse visual impact in that a substantial amount of new buildings would be constructed in a very visible location. This is mitigated by the fact that the A5 frontage sits at a lower level than the surrounding land, but the proposals will extend outwards from the existing complex by a noticeable degree. Mitigation such as controlling the overall height of buildings, additional earth mounding and substantive tree planting can all help, but the visual impact of a new development will not be avoided. The objectors are clearly saying to HBBC that this is too much development as it will "urbanise" an area of open countryside, but that reductions in the quantum of that development would immediately reduce those adverse impacts, and make it more acceptable. HBBC must evaluate the strengths of the arguments. There is some sympathy for this approach. However, this proposal is one that is "unique" in its focus; its links to this particular site and to the range of employment benefits that arise. It is therefore considered on balance, that the adverse residual visual impact from the proposal is one that should be accepted if the proposal is to be supported as it stands. HBBC should be made aware that this is a concern and that every effort should be made by way of planning conditions and design guides to reduce that residual impact.

The overriding concern throughout the consultation period has always been the highway impact. This arises from the increased traffic generation inherent in the proposal. However it is the impact of this on the capacity of the existing highway network particularly at peak times; the side effects of traffic trying to avoid the A5 using minor country roads, and the safety record of existing junctions that is the prime cause of major concerns. This is reflected by all of the local communities in their responses to the application.

It is however a matter of fact that the three Highway Authorities involved do not object in principle. This carries substantial if not overriding weight. It is known that all three Authorities have been involved with the assessment of traffic and highway impacts from the outset, and that a substantial amount of time has been taken up by them with the applicant's own traffic consultants in order to "bottom out" these concerns. This has resulted in completely new access arrangements from the A5 itself into the site; a number of highway mitigation measures at existing junctions and the potential for alternative non-car transport provision. These were described in the last report - Appendix A. The minor amendments referred to at the start of this report do not alter this overall strategy at all. The Highways Agency has recommended conditions which effectively set a phasing in of the access and mitigation measures dependant upon the phasing of the development itself, and the two Highway Authorities follow suit indicating that they agree with these conditions. That phasing would mean that no more than 30% of the floor space proposed could be occupied until such time as the new roundabout access into the site; the new Red Gate roundabout and the measures at Wood Lane are all completed. No more than 60% of the floor space is to be occupied until such time as the dualling of the A5 between the new roundabout site access and

the new Red Gate roundabout (this in short enables the second new access into the site to be opened up) and the Higham Lane, Long Shoot and Dodwells Roundabout mitigation measures are all completed.

It is noticeable that none of the proposed mitigation works, apart from those affecting the A444 roundabout at the Red Gate, are west of the site within North Warwickshire. An explanation as to why the impacts on the A5 west of the site were not considered to be material in highway terms was sought. Warwickshire County Council say that the Transport Assessment carried out by the applicant included the Woodford Lane and Drayton Lane junctions, but that the modelling associated with the assessments of impacts arising from increased traffic, resulted in only minor impacts. They continue by saying that as there are many junctions along the A5, the increased traffic generation would, “dissipate relatively quickly with little noticeable impact on the highway network”. It is understandable that this conclusion will be difficult for local communities to accept as their perception of the A5 is very different, as expressed through their representations. Whilst it is open to this Council to make representations on this matter to the HBBC as the determining authority, it will be material to HBBC’s consideration of such representations, that neither Warwickshire County Council nor, and more importantly in this case the Highways Agency, have actively sought any mitigation measures west of the Red Gate.

Following on from this, it will have been noted from the consultation section above, that WCC as Highway Authority suggests a contribution towards improved signage at the Woodford Lane junction. Members will be aware that there are now very strict statutory requirements governing what can and can not be the subject of Section 106 measures. The request by WCC does not meet these requirements. Further discussion with their officers has clarified that these works are not directly related to the proposed development; that they would be a useful enhancement, but critically that they are not essential mitigation measures in that if not provided, there would be a highway objection from them to the overall MIRA proposal. In other words failure to provide the contribution is not “fatal” to the proposed development. This request will have to be passed over to HBBC for it to determine the issue. However, given the clarification from WCC, it is to be anticipated that it will not be supported.

The Board’s observations following the initial report (Appendix A) sought measures to enhance alternative modes of transport to the site. This is important from a sustainability point of view. Given the query by Leicestershire County Council (Appendix E) about the credentials of the applicant’s own proposals and the suggested condition suggested by Warwickshire (Appendix D), it is considered even more important that this issue is carried forward and that it looks as widely as possible about such alternative measures. It is encouraging that discussions with HBBC officers have led, in the event of that Council supporting the application, to the inclusion of a recommended condition which would do just that by recognising the wider implications.

Whilst Members may not agree with the explanations received regarding the potential impacts on the North Warwickshire stretch of the A5, it is a matter of fact that none of the three Highway Authorities object to the overall position on highway impacts. This will carry substantial weight not only with HBBC as the determining authority on the principal application, but also by the Secretary of State in his decision as to whether to "call-in" the departure application for his own determination.

c) Conclusions

The overall conclusion from this analysis considers that there are material considerations of such weight here to support the proposals as a departure from the Development Plan. That Plan should be treated as a whole, and whilst there are policies that would not support the proposals because of the introduction of new development in an open countryside location, there are others which support economic development and specifically the sectors which are the subject of this application. In this case there are identifiable reasons specific to this particular proposal that carry substantial weight, and thus favour support of the proposal.

It was reported above that there have been changes in the planning circumstances affecting consideration of these proposals since submission – namely the draft NPPF and EZ status. This report has quite properly examined only the planning issues as they currently stand and concludes that the principal application can be supported. This conclusion does not conflict with either of the two new circumstances and thus there is no need to refer to them further. Only if there had been conflict, would there need to be further consideration of the conclusion to support.

There will be impacts from such support. The residual impacts here will be the visual impact of the development however well designed, and the loss of openness. As always, the Board is asked to balance these competing issues.

Recommendations

A) That the Council is minded to support the principal application for the MIRA redevelopment and extension proposals at its site off the Watling Street, subject to conditions as recommended by the three Highway Authorities together with those recommended by other Statutory consultees. In addition, it would request that HBBC attaches the following two conditions if that Council is also minded to support the proposal:

i) "No development shall take place until a scheme and measures for targeting and utilising people from the administrative Borough Council areas of Hinckley and Bosworth, Nuneaton and Bedworth and North Warwickshire, for construction and post-construction training and employment opportunities arising from the development hereby approved, shall be submitted to and approved in

writing by the Local Planning Authority. The scheme and measures shall be implemented in accordance with the approved details"

Reason: To ensure that the benefits of the development to the local area can be maximised to accord with Planning Policy Statement 4.

ii) No development shall commence on site until such time as a Green Travel Plan to promote sustainable transport modes of travel to the site from the surrounding area, including Hinckley and Bosworth, Nuneaton and Bedworth and North Warwickshire has been submitted to and approved in writing by the Local Planning Authority. Before the first use of the development hereby approved, the plan shall be fully implemented in accordance with the approved details".

Reason: To reduce the dependency on car travel to and from the site, in the interests of sustainability and highway safety in accordance with the Development Plan and Government Planning Guidance.

B) That, subject to the grant of planning permission for the principal application submitted to the Hinckley and Bosworth Borough Council under reference 11/00360/OUT, then in respect of planning application PA2011/0259, submitted to this Authority, planning permission be granted subject to the following conditions:

i) Standard Three year condition
ii) Standard Plan numbers condition – the site location plan received on 27 May 2011, and plan numbers 10/014-A/2E; 10/014-A/2D-R1, 10/014-A/2C-R2, 10/014-A/2B-R1, 10/014-A/2A-R2, and MIRA/A5/JCT-RDGT-R3 all received on 16 September 2011.

Notes:

1) The highway works associated with this consent involve works within the public highway, which is land over which the applicant has no control. The Highways Agency therefore requires the applicant to enter into a suitable legal agreement to cover the design, construction and supervision of the works.

2) The applicant should be aware that any works undertaken to the Highways Agency network, are carried out under the Network Occupancy Management Policy in accordance with HA procedures which currently require notification/booking 12 months prior to the proposed start date. Exemptions to these bookings can be made,

but only if reasons can be given to prove that they will not affect journey time reliability and safety. The HA's Area 7 Managing Agent Contractor contact details for these matters is area7.roadspace@aone.uk.com.

3) Mr A Darby of the HA's East Midlands Network Delivery and Development Directorate on 07900 535 262 should be contacted at an early stage in order to discuss the details of the highway agreement.

4) The relevant Development Plan policy applicable to this decision is saved Policy ENV14 of the North Warwickshire Local Plan 2006.

Justification

These works have been shown to be necessary in order to satisfactorily and safely implement the planning permission granted for the redevelopment and extension of the existing MIRA site, following consultation with the Highways Agency, together with the Leicestershire and Warwickshire County Highway Authorities. None has raised objection. The proposals therefore accord with saved Policy ENV14 of the North Warwickshire Local Plan 2006 as well as Government Planning Guidance in PPG13.

BACKGROUND PAPERS

Local Government Act 1972 Section 100D, as substituted by the Local Government Act, 2000 Section 97

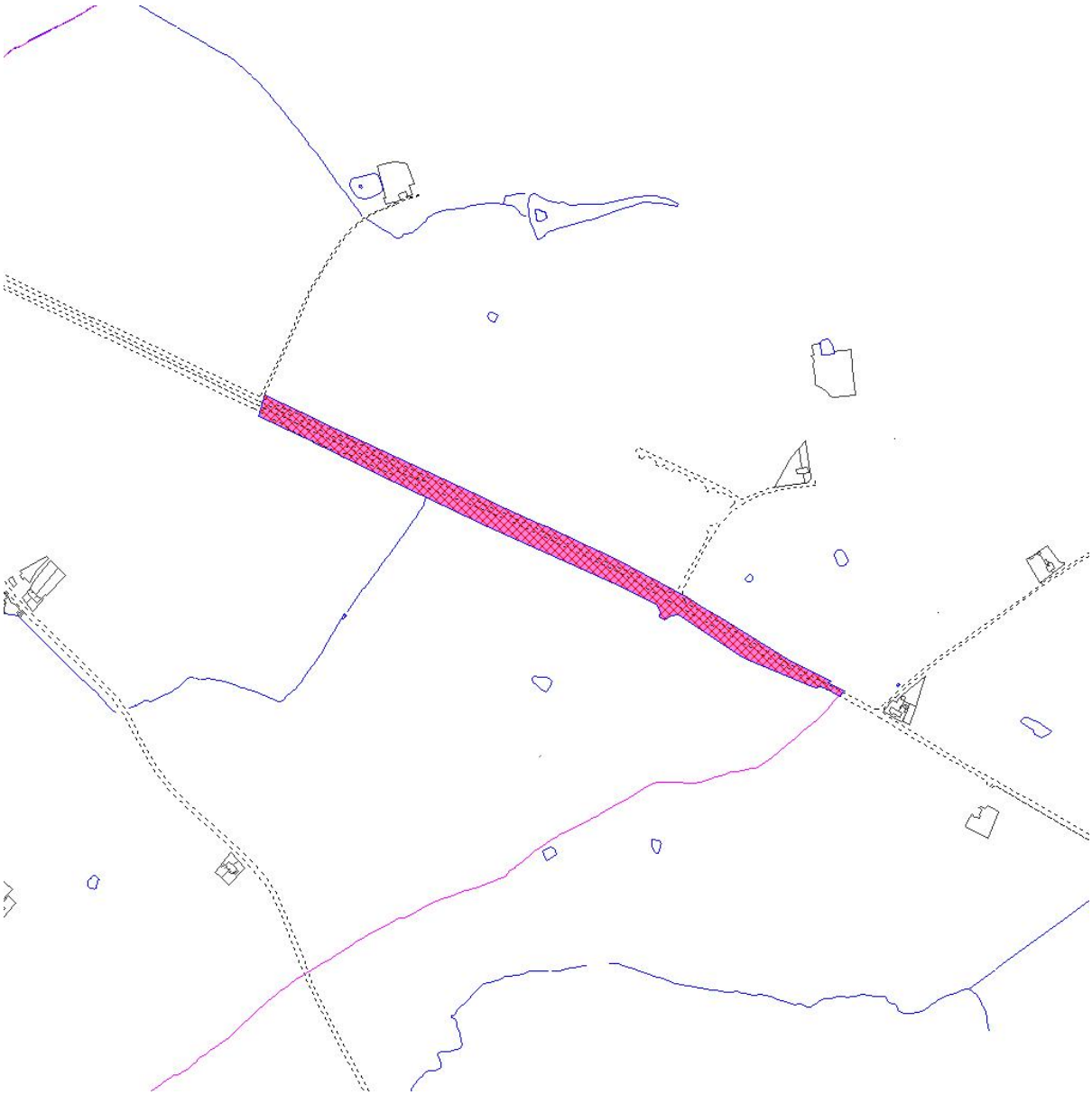
Planning Application No: PAP/2011/0259

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms and Plans	27/5/11
2	R Bickley	Objection	9/6/11
3	M Vine	Objection	9/6/11
4	R Bickley	E-mail	12/6/11
5	LCC Highways	Letter	14/6/11
6	Atherstone Town Council	Representation	16/6/11
7	Highways Agency	Holding Objection	22/6/11
8	Head of Development Control	Letters	23/6/11
9	Environmental Health Officer	Consultation	4/7/11
10	Head of Development Control	E-mail	5/7/11
11	Hartshill Parish Council	Representation	8/7/11
12	Agent	Letter	5/7/11
13	Mancetter Parish Council	Representation	12/7/11
14	Head of Development Control	Letter	13/7/11
15	WCC Highways	Letter	6/6/11
16	Agent	Letter	21/7/11
17	Highways Agency	Letter	2/8/11
18	Head of Development Control	E-mail	4/8/11
19	Agent	E-mail	15/8/11
20	Agent	Letter	26/8/11
21	Head of Development Control	E-mail	31/8/11
22	Agent	Letter	2/9/11
23	Head of Development Control	Letters	8/9/11
24	Agent	Letter	14/9/11
25	Highways Agency	Letter	19/9/11
26	Head of Development Control	Letter	27/9/11
27	Agent	Letter	4/10/11
28	LCC	Consultation	13/10/11
29	WCC	Consultation	14/10/11
30	Head of Development Control	Letters	14/10/11

31	Highways Agency	Consultation	17/10/11
32	Highways Agency	Consultation	17/10/11
33	Nuneaton and Bedworth Borough Council	Consultation	18/10/11
34	WCC Highways	E-mail	17/10/11
35	WCC Highways	E-mail	19/10/11
36	Head of Development Control	E-mail	19/10/11
37	WCC Highways	E-mail	31/10/11
38	HBBC	E-mail	27/10/11
39	Highways Agency	E-mail	31/10/11
40	Highways Agency	Consultation	2/11/11

Note: This list of background papers excludes published documents which may be referred to in the report, such as The Development Plan and Planning Policy Guidance Notes.

A background paper will include any item which the Planning Officer has relied upon in preparing the report and formulating his recommendation. This may include correspondence, reports and documents such as Environmental Impact Assessments or Traffic Impact Assessments.



APPENDIX A

General Development Applications

() Application No PAP/2011/0259

Outline application for the development of a business/technology campus comprising replacement MIRA Headquarters, office, research, and manufacturing facilities, hotel and local facilities including retail/café/restaurant, indoor and outdoor leisure facilities, ancillary energy generation plant/equipment, internal access roads, car parking, landscaping, drainage and associated work and creation of new and improved points of access, widening of A5, associated earth works and landscaping, for

MIRA Technology Park Ltd.

Introduction

Members will recall the recent presentation given to the Council by the applicant in respect of this major planning application. Pre-application consultation has been extensive with exhibitions in Hinckley, Nuneaton and Atherstone as well as media involvement at the regional level. The outline application has now been submitted to the Hinckley and Bosworth Borough Council (HBBC).

HBBC will now determine that application and North Warwickshire has been formally invited to forward its representations on the overall proposal. Additionally, as was pointed out to Members at the time of the presentation, part of the application site is located within North Warwickshire, and thus this Council will determine the proposals which fall within its area. That part of the application site within North Warwickshire is essentially the whole length of the A5. The access proposals are thus within North Warwickshire, and the Borough Council's remit as Local Planning Authority extends over this area alone.

Two plans are attached at Appendices A and B. The first shows the whole application site and the second illustrates that part of the overall site that is in North Warwickshire.

This report will continue by first describing the existing MIRA site and then outline the overall development proposal such that Members can become acquainted with its scope, content and scale. It will then describe in more detail the proposed access arrangements and how these would be accommodated along the A5 frontage.

Relevant policies within the Development Plan will then be referred to along with a schedule of other material planning considerations. The report will

conclude with a number of issues which the Board will need to consider when it comes to determine the proposals within North Warwickshire, and also to refer to when it considers what its representations are to be in respect of the overall proposals.

Officers are working closely with their colleagues at HBBC, such that there will be an exchange of consultation responses and coordination of reports being prepared for our respective Planning Boards.

The Application

The submission is an outline planning application but with access details and arrangements included.

It is accompanied by an Environmental Statement with Supplementary Statements outlining the planning case; the sustainability issues involved together with a Design and Access Statement and a full Transport Assessment. As is the case with all applications accompanied by an Environmental Statement, a non-Technical Summary has also been submitted and a copy is appended to this report at Appendix C.

Whilst Members will be aware that the main application will be determined by the HBBC, it is being treated as a departure from the Development Plan, and thus if HBBC is minded to support the proposals, the matter will be referred to the Secretary of State to see whether he wishes to determine the application himself following a Public Inquiry. North Warwickshire can still determine the proposals within its area – namely the access arrangements – without the need for referral.

The Site

The existing MIRA complex is located on the north side of the A5 between the Red Gate junction at Caldecote where the A444 crosses the A5, and the Higham Lane roundabout in Nuneaton. It covers a total area of 340 hectares. The application site itself covers 71 hectares of this holding and is predominantly at the A5 end of the overall site. It is essentially a rural location. Indeed part of the existing holding as well as the application site itself is agricultural land. There are nearby farmsteads. Higham-on-the-Hill is the closest village. The southern boundary is the A5 and to the east is the line of the former Ashby and Nuneaton Joint Railway which passes under the A5 just to the east of site. There is agricultural land to the south of the A5. The existing development sits within a slight “hollow” in terms of ground levels.

The nearest settlement in North Warwickshire is the hamlet of Caldecote - just over a kilometre distant - although there are detached houses along the A5 and the A444.

The existing MIRA complex consists of several distinct areas. The main campus fronts the A5 over a length of around 235 metres, and consists of interlinked brick office buildings dating from the 1940’s and 50’s interspersed

with more recent steel and brick sheds. The average height of these buildings is around 10 metres and the buildings here amount to some 21000 square metres of floor space and in planning terms, its use falls with Use Class B1 (offices and light industrial).

The second area sits behind this frontage campus but is physically divided from it by open land and hedgerows. It is less dense with more open space between the buildings. This has 3800 square metres of B1 floor space and contains a mix of larger brick and steel structures used as testing chambers and laboratories which were formerly agricultural buildings.

The third area is within the test track and includes a number of more recent workshops, sheds, wind tunnels, and more modern structures, as well as older structures being former airfield hangers and Nissen huts. They amount to around 20000 square metres in total and the average height is some 7 metres.

The fourth area is the Proving ground which accommodates a number of different test tracks, converted from the former Second World War airfield. In total there are over 60 kilometres of track here.

Around these areas are agricultural fields

These various areas are illustrated as areas A to D on Appendix D.

The Proposals

a) General Overview

An outline Master Plan has been submitted covering some 71 hectares of the total MIRA land holding as described above, and in essence the proposals are to completely redevelop the frontage of the site with a replacement MIRA headquarters, together with a business technology park based on the automotive trade. The total floor space proposed is 132,716 square metres all falling within Use Class B1. When allowance is made for demolitions, the gross increase in floor space would be 115,000 square metres – almost a 300% increase over the existing total floor space.

The application site is divided into five zones – see Appendix E.

Zone 1 would be to the west of the existing frontage campus on present agricultural land, and become one area of the “Technology Park”. This would consist of a range of new office, research and development units and laboratories. It is envisaged that the building footprint would cover some 40% of the ground area, and that the tallest buildings would be around 15 metres tall. A substantial landscaped area is proposed for the western boundary.

Zone 2 would be on the site of the existing frontage campus. It too would include offices and laboratories of similar scale to those in Zone 1, but the

main ancillary and support accommodation is proposed for this Zone – the hotel, the small retail and restaurant and indoor leisure facilities.

Zone 3 would provide for the remainder of the Technology Park and is located between the existing access and the former railway line to the east. Buildings here would be generally lower at 10 metres in height.

Zone 4 would be the site of the new MIRA head quarter building taking up some 76000 square metres of the total proposed floor space – around 60%. It would be separated from the new frontage development by a new Linear Park. The main building would be tallest on the new campus – around 16 metres tall.

Zone 5 is the existing Proving ground and test tracks which will remain as existing, but with minor replacements and new buildings just to service these existing facilities – under 10% of the total new floor space, with heights generally lower than proposed elsewhere.

The proposal is to phase this redevelopment scheme. The new MIRA head quarters would be in the first phase together with Zones 1 and 3. Zone 2 has to await completion of Zone 4.

Illustrations of how the development might appear are set out in the Design and Access Statement. Examples are attached for the benefit of Members in Appendix F, and these show modern buildings typical of Technology and Business Parks.

The applicant considers that these development proposals would generate some 2300 new jobs, which when added to existing employment provision would provide around 3100 jobs at the site. The demolition and construction phases would also involve around 400 employment opportunities. The applicants also point out that there would be a multiplier effect in that existing local businesses, contactors and services would also benefit through the opening up of new business contacts or to sustain existing services over a far longer period. The applicants have already announced a new working link with the North Warwickshire and Hinckley College to commence and engage in the setting up of apprentice schemes.

b) The Access Arrangements

The development proposals would be served solely from the A5.

A new roundabout is proposed to be constructed at the site of the present access drive into the site. This would have a diameter of 50 metres, and provide three main arms, but retain a minor access point to the existing farmstead to the south - The Elms. The A5 to the east of this roundabout would need widening for some 260 metres between it and the rail bridge in order to accommodate the approach to this new road feature. To the west of this roundabout, the A5 would be dualled, extending over some 560 metres so as to meet the currently dualled section. A new secondary access into Zone 1 of the redevelopment proposals as described above would be located on this stretch of the new dual carriageway. This would be a “left in “and “left out” junction. Two new ‘bus stops are to be provided and the design would include new pedestrian/cycle routes.

All of the widening proposed for the A5 to accommodate these proposals would be to the south – in North Warwickshire – and amount effectively to an 18 to 20 metre wide corridor being utilised, in order to provide the new carriageway, new earth works and new hedgerow planting, because of the scale of the proposals and the drop in ground levels.

These proposals are shown at Appendices G and H.

c) Additional Road Mitigation Measures

The applicants acknowledge that their proposals will worsen traffic conditions along the A5. Apart from the issue of having to design new access arrangements to actually access the new development itself, a number of mitigation measures are proposed elsewhere along the A5. Whilst only one is in North Warwickshire, they are all described below.

At the A444/A5 Red Gate junction, improvements are proposed to remove the present cross-overs, by making an elongated roundabout to link with the new dual carriageway proposals at MIRA. All these works would be within the A5 highway limits. They are illustrated at Appendix I.

At the present Wood Lane T-junction to Higham from the A5, all cross over movement would be removed through the provision of a central reservation as illustrated at Appendix J. Widening would be needed to the south of the A5.

Higham Lane roundabout is to be improved giving wider “flares” and longer “approaches” in order to better segregate traffic – see Appendix K.

The Long Shoot traffic signalled T-junction would remove the left turn out of the Long Shoot into the A5 and adjust carriageway widths – see Appendix L.

At the Dodwells Roundabout, new lights would be added together with a new signalled eastbound central lane together with carriageway width alterations – Appendix M.

The applicant is proposing measures to reduce the use of the private car. It would sponsor new public transport links into and through both Nuneaton and Hinckley, providing potentially three different routes in both centres, linking them with the MIRA site. Additionally, substantial improvements are to be provided to enable links to the former railway line so as to enhance cycling linkages from the site into Nuneaton.

The Applicant’s Case

The applicant sets out the background to the present day MIRA. It points out that MIRA was originally conceived to serve the UK Motor Industry and for three decades was supported by the Government. However since the mid-1970’s, it has operated as an independent and self funding commercial operation. It has ventured into Europe and further overseas contacts range to China, Korea, India, Brazil and Turkey. Although MIRA’s brand was synonymous with automotive testing, that now only accounts for 40% of its operations. The majority of activity is focussed on vehicle and transport engineering and research, supporting vehicle manufacturers to design and develop their future products. This has widened into the rail, aerospace and defence sectors, and into other technologies such as low-carbon vehicles, intelligent mobility and autonomous control.

In short the applicant wishes to expand and replace its outdated buildings. There has been increasing growth but there are several existing site constraints – the visual image of the main façade is not conducive to a potentially a global market; the outdated buildings are not designed for large teams of engineers or flexible enough to accommodate modern office and laboratory demands and the site is at 98% capacity with potential occupiers being turned away particularly in the last few years. The applicant says that this interest reflects an increased turnover of around 32% since 2008, particularly in the research and development sector.

MIRA's case is thus that it is outgrowing its dated and inefficient facilities and can no longer support further growth. There has been consistent demand over the last few years and there is firm interest in global companies setting up at MIRA in order to utilise the facilities presently at the site. It is also being turned away – a Chinese Company wished to set up its European headquarters here in 2010, but had to go elsewhere.

MIRA argue that the site provides a unique automotive environment that is not provided elsewhere in the UK with over 60 kilometres of specialist test tracks and over 35 different specialist laboratory facilities within a secure environment. It therefore is a major attractive location for the automotive trade, and to the broader transport community, particularly as MIRA increasingly enables research space for different technologies.

In short as indicated above, the reason for the proposal is to redevelop and to expand outdated infrastructure around a unique research and test facility and support structure that is already in place at MIRA, which offers national and increasingly international linkages and growth potential in a highly skilled and technology based industry.

Development Plan

Members should be aware that the common boundary between North Warwickshire and HBBC runs along the northern side of the A5 in this location. Not only are there different Development Plans affecting the overall application site, but this boundary also marks the division between the West Midlands and East Midlands Region. Whilst the respective Regional Planning Strategies might now carry less weight given recent Government announcements, they are still relevant and are thus included below.

It is first proposed to outline the relevant policies of the Development Plan as it affects that part of the application site within the Borough, and then to outline the relevant Development Plan matters which HBBC will have to consider. This is done so that Members will be able to understand the planning policy background in which HBBC will be determining the application.

a) West Midlands Regional Strategy 2009

One of the Strategy's spatial objectives is to "support the diversification and modernisation of the Region's economy whilst ensuring that opportunities for growth are linked to meeting needs and reducing social exclusion".

b) Saved Policies of the North Warwickshire Local Plan 2006

Core Policy 1 (Social and Economic Regeneration); Core Policy 2 (Development Distribution), Core Policy 3 (Natural and Historic Environment), ENV4 (Trees and Hedgerows), ENV11 (Neighbour Amenities), ENV12 (Urban Design), ENV13 (Building Design), ENV14 (Access Design), TPT1 (Transport Considerations), TPT 3 (Sustainable Travel and Transport)

c) East Midlands Regional Plan 2009

Regional employment land studies have highlighted a particular shortage of sites suitable for science and technology users and this is reflected in Policy 20 which confirms that the needs of high technology and knowledge based industries are provided for.

d) Saved Policies of the Hinckley and Bosworth Local Plan 2001

Policy EMP1 generally identifies existing employment sites in Hinckley and Bosworth and seeks their retention for employment purposes. The majority of the MIRA site is included in the schedule of identified sites. The MIRA site itself however is the subject of a more site specific policy purposes. Policy EMP5 says that proposals for industrial and research purposes which are related to the MIRA test facility will be granted planning permission within the existing "building" complexes on the site. Priority should go to the A5 frontage. Elsewhere, that is to say basically the proving ground and test tracks, Policy EMP6 says that only new surface testing facilities will be allowed.

Policy NE5 says that the countryside will be protected for its own sake. However planning permission will be granted for built and other forms of development in the countryside provided that it is important to the local economy and can not be provided within or adjacent to an existing settlement; does not have an adverse effect on the appearance and character of the landscape, is in keeping in scale and character of existing buildings and general surroundings, where it can be screened and will not generate traffic likely to exceed highway capacity.

e) HBBC Core Strategy 2009

Spatial Objective 1 is to strengthen and diversify the economy and to encourage appropriate sectors with growth potential including high value manufacturing businesses.

f) HBBC Site Allocations and Generic Development Control Policies DPD 2009

This is not yet adopted but carries weight as it has already been open to public consultation. The MIRA complex is identified as an employment site to be protected.

Other Material Planning Considerations

Government Planning Policy Guidance and Statements

PPS1 (Delivering Sustainable Development); PPS4 (Planning for Sustainable Economic Growth), PPS7 (Sustainable Development in Rural Areas), PPG13 (Transport), PPS 22 (Renewable Energy), PPS 23 (Planning and Pollution Control), PPS 24 (Planning and Noise), PPS 25 (Development and Flood Risk)

Written Ministerial Statement - Planning for Growth (March 2011)

Observations

a) The Principle Development Proposal

This major application is located in HBBC's area and thus it will be the determining Authority in respect of the principle of the development proposed. North Warwickshire has been invited to make representations to HBBC on the principle of the overall scheme as described in this report.

In this regard, this is a substantial proposal right on the boundary of the Borough which will have significant impacts on North Warwickshire. The Board will have to consider the scale of the impact of these on North Warwickshire's interests and to balance these against any benefits that it might consider arise from the overall development proposals. There is considered to be one overriding issue and three main broad impacts that will need examination. The main issue is,

i) whether the scale of new development proposed can be shown to be essential at this location, given that the site is in an unsustainable location, in open countryside and outside of any settlement whether in North Warwickshire or Hinckley and Bosworth.

The main impacts are:

ii) Whether the overall proposal would supplement or compromise the delivery of North Warwickshire's own employment strategy and future provision of skills and opportunities.

iii) Whether the new built form is visually intrusive or in keeping with the appearance and character of its surroundings.

iv) Critically, whether the development is likely to have an adverse impact on highway capacity through increased traffic generation both in the immediate vicinity and throughout the length of the A5 between the M42 and M69 Motorway junctions, and on the local road network where it joins the A5.

It will be seen that the key issue is significant. This is because the three impacts might well be lessened, or easier to mitigate if the scale or quantum of the development proposed is less. This is important for North Warwickshire as it will have to absorb major visual and traffic impacts of any development that may be permitted here. At this stage, given the documentation received, it is not considered that there is a sufficiently evidence based argument to support the scale of development proposed. It is thus recommended below that HBBC be requested to challenge the applicant to provide that base, and forward the response to North Warwickshire for consideration.

Members will have noted too that there is no reference in this report to any Section 106 Agreement. It is understood that a draft Agreement is to be prepared for consideration by HBBC at determination stage. It is recommended below that North Warwickshire should be represented in any such discussions. In particular, following on from recent examples in North Warwickshire, this Council's interests would be the need for extended and sustained public transport provision particularly along the A5 corridor, and secondly, the opportunity for North Warwickshire residents to access and to train for the job opportunities that would become available.

b) The Access Arrangements

North Warwickshire will be the determining Authority in respect of the access arrangements. Clearly, the Board will need to see the consultation response from the Highways Agency in respect of impact of the proposals on the capacity on the A5; additional future developments sited along the A5, highway safety at present junctions, the effectiveness of the proposed access arrangements and the off-site mitigation measures proposed at nearby junctions. It will also need to see the response from the Warwickshire County Council as Highway Authority on the impact of the proposals on the capacity and safety of the local road network. In particular, that interest will be not only be where there are junctions with the A5, but also the potential for increased traffic flows on the local and minor road network itself. The representations that are received from the local communities will also be significant. All of these consultation responses will be reported to Board for it to consider in its determination of these arrangements.

As indicated earlier, the scale of the development here is critical. It may very well be that this might have to be re-visited if the respective Highway Authorities have substantive concerns.

c) General Issues

Work is presently being undertaken in a fully co-operative way with colleagues from HBBC. Consultation has just commenced with North Warwickshire residents and the adjoining Parish and Town Councils, together with the appropriate agencies and consultees. A similar process is now underway in Hinckley. There will be an exchange of all consultation responses and replies between the two Authorities and a regular series of project meetings has been set up with the applicant in order to keep all parties abreast of issues as they arise. Because of the significance of the issues involved, it is not anticipated that a determination report for that part of the application site in North Warwickshire is likely until the Autumn. Officers will however report on progress as appropriate, particularly on the outcome of the principal issue as raised above in respect of scale

In the interim it is considered that with the agreement of the applicant, a visit to the site would be worthwhile in order to appreciate the scale and extent of the proposals particularly in respect of the assessment of the likely visual impact.

Recommendations

a) That the applicant be requested to enable a site visit for Board Members.

b) That HBBC be requested to challenge the applicant to provide the evidence base that supports the quantum of development that is currently being proposed, and that the outcome is referred to the Board for further consideration.

c) That HBBC be requested to fully involve North Warwickshire in the drafting of a Section 106 Agreement with reference to the issues referred to in this report.

d) That progress reports be brought to the Board as appropriate.

BACKGROUND PAPERS

Local Government Act 1972 Section 100D, as substituted by the Local Government Act, 2000 Section 97

Planning Application No: PAP/2011/0259

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms and Plans	27/5/11

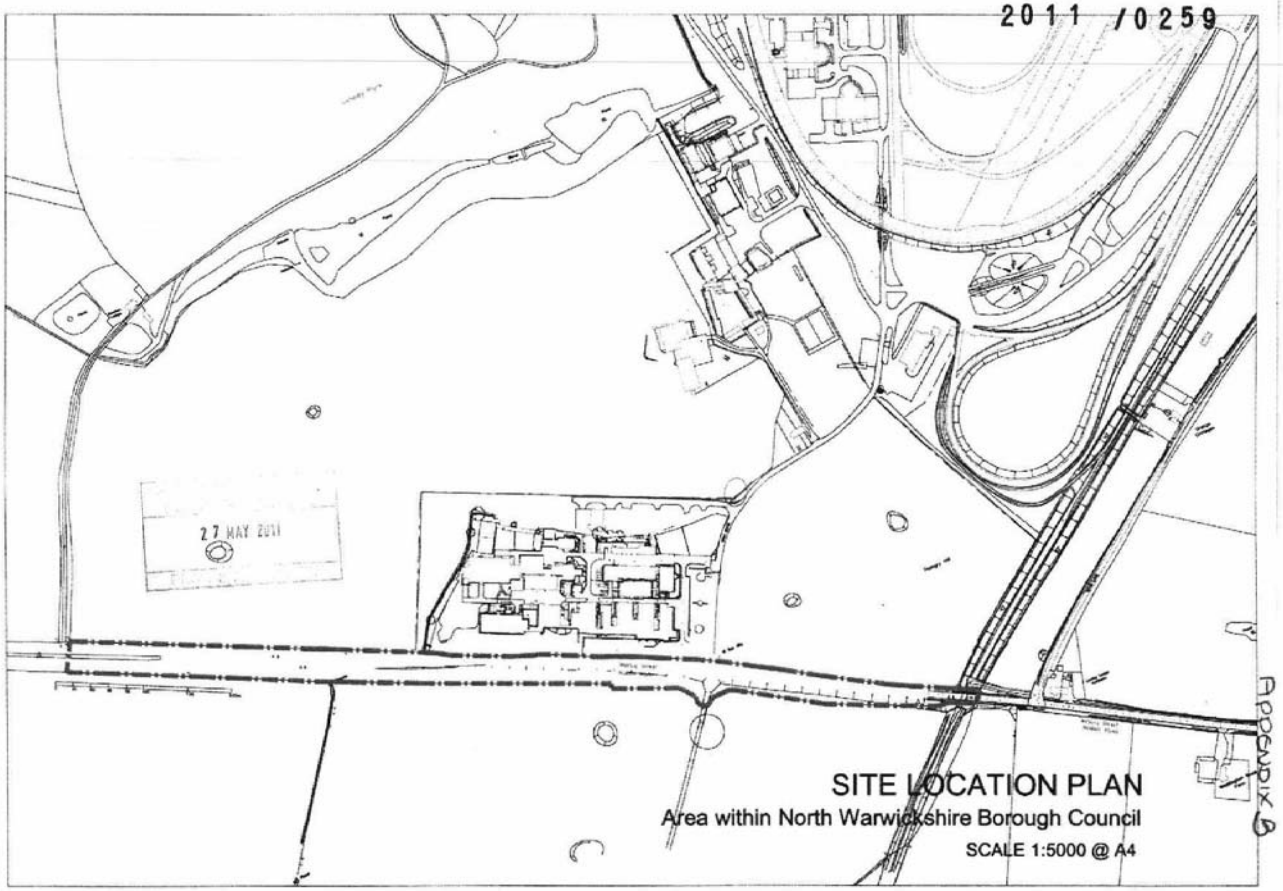
Note: This list of background papers excludes published documents which may be referred to in the report, such as The Development Plan and Planning Policy Guidance Notes.

A background paper will include any item which the Planning Officer has relied upon in preparing the report and formulating his recommendation. This may include correspondence, reports and documents such as Environmental Impact Assessments or Traffic Impact Assessments.

2011 /0259
Appendix A

SITE LOCATION PLAN
SCALE 1:10000 @ A3

2011 /0259



SITE LOCATION PLAN

Area within North Warwickshire Borough Council

SCALE 1:5000 @ A4

APPENDIX B

Appendix C

2011/0259

MIRA
TECHNOLOGY PARK

Environmental Statement

Non-Technical Summary

Date: May 2011

MIRA LTD

MIRA TECHNOLOGY PARK

NON-TECHNICAL SUMMARY

MAY 2011

TURLEYASSOCIATES

CONTENTS

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London
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Telephone 020 7851 4010
Date of issue: May 2011

TURLEYASSOCIATES

1. Introduction

1.1 The Environmental Statement is submitted on behalf of MIRA Ltd in support of an outline planning application to create a MIRA focused Technology Park at land adjoining the A5 at Higham on the Hill.

1.2 The outline masterplan planning application proposes the following:

"Development of business/technology campus comprising replacement MIRA headquarters, office, research and manufacturing facilities, hotel and local facilities including retail/café/restaurant, indoor and outdoor leisure facilities, ancillary energy generation plant/equipment, internal access roads, car parking, landscaping, drainage and associated work and creation of new and improved points of access, widening of A5, associated earth works and landscaping".

1.3 Means of access are submitted for approval. Details in respect of design, external appearance, siting and landscaping are reserved for future consideration but will be in accordance with parameters set out in Parameter Plans and accompanying regulatory text that fix the key overarching principles for the development.

1.4 The key objective of the application scheme is to design a world class technology campus which integrates the development with its rural location and provides an attractive amenity for all users of development.

1.5 This document provides a Non-Technical Summary of the main ES (Volume I) and Technical Appendices (Volume II). For a further detailed review of the Proposed Development's environmental effects, regard should be had to Volumes I and II.

2. Site & Surrounding Area

2.1 The site measures approximately 71.51 hectares and sits within the wider MIRA estate, which itself measures some 340 hectares.

2.2 The site lies within the parish of Higham-on-the-Hill around 5 miles southeast of Atherstone and primarily falls within the Borough of Hinckley and Bosworth. The site extends across Watling Street (A5) to the south. Since the northern extent of this road demarcates the border between North Warwickshire Borough and Hinckley and Bosworth Borough a small part of the application site lies in North Warwickshire.

Existing Developed Areas

2.3 The existing MIRA complex can be characterised by three distinct areas as follows:

- The Main Campus Area fronting the A5;
- The Electro Magnetic Compatibility (EMC) Area;
- The Proving Ground Estate comprising recent shed construction and poorer quality brick and corrugated iron structures from the Second World War. This falls outside the application site but is intrinsically related to it.

2.4 Beyond these built areas lies the Proving Ground itself. The existing built up areas within the application site cover an area (which excludes Area C) of 13.5 hectares.

Application Site Description

2.5 The description of the application site is provided below and is referenced by Plan 1 attached at Appendix 1. Although Area C does not form part of the planning application to which the Environmental Impact Assessment relates, traffic assessment work allows for some potential future development, and as such, a full description is included.

Area A

2.6 Area A is characterised as relatively flat and measures approximately 6.3 hectares and houses the main Mira campus area fronting Watling Street (A5). The area currently comprises 20,694 square metres of Use Class B1 floorspace and 365 car parking spaces.

2.7 The site levels for this area range from 84-88 metres AOD.

2.8 Access is derived via Watling Street along MIRA Drive which is the principal route through the application and wider MIRA site.

2.9 Mira Drive runs along the eastern boundary of the area comprising a grassed area with a gradual decrease in level to surface level car parking with the site along Park Way.

2.10 Park Way is the main route that services the eastern and southern surface car parking areas on the site, including the main access to the MIRA complex along the Watling Street frontage.

2.11 The main MIRA complex comprises a series of interlinked 2 storey red brick buildings running some 235 along the Watling Street frontage. These accommodate the main reception, meeting rooms, engine laboratories, vehicle dynamics chambers, workshops, store rooms, meeting rooms and offices.

2.12 Behind the main MIRA building, a series of warehouse style buildings run along Central Way, which runs through the centre of the MIRA complex. At the junction of Central Way and Park Way is a 2 storey brick building that house, the complex canteen and customer rooms.

2.13 To the north of the Central Way complex is a line of buildings running parallel, that comprise the crash vehicle storage impact simulation and maintenance rooms. These buildings are characterised by a mix of 1 to 2 storey brick and warehouse type structures. Access to these structures is derived from Service Road which links to MIRA Drive at the junction of which is a large surface car parking area.

2.14 The west of the complex is bounded by a series of hedgerows and mature trees. An area of green/grassed land, bounded by low hedging bounds this part of the site on its western and northern boundaries between 10metres and 50 metres at its widest point.

Area B

2.15 Area B is known as the EMC (Electro Magnetic Compatibility) site and is located some 300 metres north of the site entrance along MIRA Drive.

2.16 This area of the application site measures approximately 7.2 hectares and currently houses 3,717 square metres of Use Class B1 floorspace and 70 car parking spaces.

2.17 The site levels for this area range from 93-95.5 metres AOD.

2.18 Buildings within this area are less dense in nature than the main MIRA complex along Watling Street (A5) frontage and comprise the EMC preparatory bays, including laboratories and chambers in a series of interspersed 2 to 3 storey high bay warehouse structures with ancillary hard standing and car parking areas.

2.19 Area B is also home to the 19th Century Lindley Grange Farmhouse which sits within its own setting, comprising a lawned area to the front and group of Crack Willow Sycamore Ash trees along its eastern boundary and further east still, a small wood consisting of Sycamore Ash Alder Oak trees.

2.20 The high-pressure gas main continues its route through the site from west to east through the central portion of this area.

2.21 To the south of the farmhouse and fronting Mira Drive are the site's football pitch and tennis courts. This area is bounded by low cut hedging on its southern and western boundaries.

2.22 This are also two cottages within this area and two barns associated with the adjoining farmland.

Area C *(Outside of the Application Site)*

2.23 Area C is located within the test track and proving ground and measures approximately 24.0 hectares. The area comprises recent warehouse type sheds, together with poor quality brick garage and storage areas and corrugated iron structures from the post Second World War period.

2.24 Included within this area are a number of Second World War buildings considered of historical interest, including two Nissen Huts, a T2 Hanger which now houses the wind tunnel and the original control tower. The two Nissen Huts are joined by a cross passage.

2.25 A blast shelter is also located within Area C and is located some 100 metres north of the Nissen huts adjacent to the original perimeter road.

2.26 The average height of buildings in this area is 7 metres. The site comprises a total of 19,519 square metres of floorspace and 433 car parking spaces.

2.27 Although not forming part of the planning application or Environmental Statement, this area has been tested in traffic generation terms for the potential provision of an

additional 3,000 square metres of Use Class B1 floorspace via subsequent proposals.

Area D

2.28 Area D is bounded by Mira Drive to the west, Watling Street (A5) to the south and Wood Lane to the east. This area of the application site measures 11.26 hectares and is largely made up of agricultural land. A large proportion of this land (8.0 hectares), bounded by Mira Drive to the west, Watling Street (A5) to the south and the line of the disused Ashby and Nuneaton Joint Railway to the east is owned and farmed by the ENSOR Trust. This area is under arable production and is classified as Grade 3 agricultural land.

2.29 The site levels for this area range from 94-97metres AOD.

2.30 The remaining area, 3.26 hectares, comprises arable farmland bounded by groups of hedges/trees either side of the former railway line to the west, Watling Street (A5) to the south and Wood Lane to the east and a single residential dwelling to the north.

Area E

2.31 Area E is bounded by a laneway and associated hedging to the west, Watling Street (A5) to the south, Area A to the east and hedgerows and trees to the north west and tree groupings of Hawthorne, Elm, Ash and Oak to the north. Within the northern area of the site, a high-pressure gas main crosses the area and the wider site from west to east.

2.32 This area measures approximately 27.7 hectares made up solely of arable land farmed and owned by the ENSOR Trust. The agricultural grade of this land falls within Grade 3.

2.33 The site levels range from 86m AOD to the south west to 93-7 metres AOD to the north east and east of this area.

Area F

2.34 Area F is located to the north west of the site and measures approximately 7.6 hectares. Although it falls within the MIRA demise this area is currently arable land subject to an agricultural tenancy. The area is bounded by low lying hedging and tree planting on all sides. This area sits to the west of the north western outer limits of the test track.

Area G

2.35 Area G is located directly beneath Area F and measures approximately 8.0 hectares. This area is predominantly lawned and consists of some development, comprising the Free Field facility and the Climatic Wind Tunnel. The area is bounded by trees and hedges to the west, Area F to the north and the test track to the east.

3. Description of Development

3.1 The planning application proposes a replacement MIRA headquarters building together with associated Technology Park and related elements.

3.2 The outline masterplan planning application proposes the following:

> *"Development of business/technology campus comprising replacement MIRA headquarters, office, research and manufacturing facilities, hotel and local facilities including retail/café/restaurant, indoor and outdoor leisure facilities, ancillary energy generation plant/equipment, internal access roads, car parking, landscaping, drainage and associated work and creation of new and improved points of access, widening of A5, associated earth works and landscaping".*

3.3 Means of access are submitted for approval with details in respect of design, external appearance, siting and landscaping reserved for future consideration.

3.4 The development described is defined by the submitted parameter plans and their accompanying descriptions that fix the key overarching principles for the development, including the quantum of floorspace proposed, the mix of uses, building heights, landscaping, access and circulation.

3.5 There are five parameters plans with accompanying descriptions that are subject of the Environmental Impact Assessment.

3.6 The development has been divided into five zones. The main land use/s and amount of development associated with the development and respective zones are outlined in Table 1 below:

Table 1: Amount of Development

Zone	Use	Minimum	Maximum
1	B1	27,514	54,326
2	B1	12,272	38,210
	Retail/Services		500
	Restaurants		1,000
	Fitness club	2,819	1,000
	100 bed Hotel		4,500

3	B1	9,761	29,399
4	B1	31,756	76,624
5	B1	6,100	10,918
	Primary Sub-Station	n/a (plant)	n/a (plant)
Overall Maximum *		92,334	139,716

* Overall maximum floorspace proposed for the site which is less than the sum of individual zone maximae

3.7 For each zone, maximum development quantum has been calculated with reference to the maximum physical extent of the developable area and the typical estimated footprint. Allowance is also made for multi-level development via floorspace increase in those areas where a higher level of office type development is anticipated.

3.8 It is not intended that zone by zone maximae will be delivered in combination, since the overall site maximum will act as a constraint and will not allow for this. It is anticipated that the development will be phased over a period of 10 years.

Access

3.9 In order to facilitate the development, the proposals will be supported by access and highways measures/improvements, including the provision of a new roundabout at the existing entrance access. A new secondary access is proposed, left in, left out and the dualling of the existing single carriageway of the A5(T) for a distance of 500 metres.

4. Need for the Development and Alternative Sites

4.1 The site has been the home of MIRA since its inception to serve the motor industry in the late 1940's The MIRA research and development campus provides a unique environment and research and development facilities which are unparalleled in the UK, with over 58 miles of specialist test track comprising various testing facilities allowing vehicles to be developed for global markets.

4.2 Although historically, MIRA's brand was synonymous with automotive testing, this function today accounts for only 40% of its current operations. The majority of MIRA's activities today are focused on vehicle and transport engineering, supporting vehicle manufacturers to design and develop their future products.

4.3 Given the growth and diversification of MIRA's operations highlighted above, the following constraints to its continued operations and expansion have been identified:

- Improved Visual Image- The 1950's façade and main complex does not convey the visual image required in terms of sustaining and attracting global clients;
- Outdated Infrastructure and Capacity- the current buildings were not designed to house large teams of engineers and thus create operational challenges whereby teams are split across several small units. The current operating facility is at 98% occupancy with little spare capacity to expand operations.

4.4 Given the above, especially that the operations are present at the MIRA site, and that the majority of MIRA's activity is focused on vehicle and transport engineering, supporting vehicle manufacturers' design and development of their future products, the site is considered the only suitable location to modernise and extend the existing MIRA facilities whilst improving the technology park/business space offer.

5. Environmental Impact Assessment Process

5.1 This ES has been prepared pursuant to the Town and Country Planning (Environmental Impact Assessment) (Amendment) (England and Wales) Regulations 1999 as amended (including the 2008 Amendment Regulations).

5.2 The ES has had regard to all aspects of the environment likely to be affected by the Proposed Development and includes an assessment of the extent and significance of the potential environmental effects.

5.3 The ES scope, including the assessment methodology was discussed and agreed with Hinckley and Bosworth Borough Council and North Warwickshire Borough Council under Paragraph 10 of the Regulations.

5.4 In order to carry out an assessment of the likely environmental effects of the development, the existing conditions must first be defined, allowing the extent of the environmental effects to be assessed. As a starting point, the ES adopts the baseline position as being the existing site conditions.

5.5 The assessment methodology involves the identification of the potential effects of the Proposed Development and then an assessment of the extent and significance of the potential environmental effects. This process is based on the consideration of the character, duration and importance of effects, the environmental sensitivity of the site and surrounding area and any quantified thresholds or indicative criteria as set out in Government regulations and policy guidelines.

5.6 Where the assessment procedure indicates that the Proposed Development is likely to have significant adverse effects, the ES identifies appropriate mitigation measures to reduce, compensate or eliminate these effects and/or take advantage of opportunities for environmental enhancement. Such mitigation measures can either be incorporated into the proposed design and operation of the Proposed Development, or through the introduction of particular safeguards.

5.7 Table 2 sets out the effect criteria used throughout this ES.

Magnitude	Criteria
Major Adverse	The development (either on its own or with other proposals) could have a major adverse effect on the character and integrity of the site and/or the surrounding area.
Moderate Adverse	The development (either on its own or with other proposals) could have a moderate adverse effect on

Magnitude	Criteria
	the character and integrity of the site and/or the surrounding area.
Minor Adverse	The development (either on its own or with other proposals) could have a minor adverse effect on the character and integrity of the site and/or the surrounding area.
Negligible	No observable effect.
Minor Beneficial	The development (either on its own or with other proposals) could have a minor beneficial effect on the character and integrity of the site and/or the surrounding area.
Moderate Beneficial	The development (either on its own or with other proposals) could have a moderate beneficial effect on the character and integrity of the site and/or the surrounding area.
Major Beneficial	The development (either on its own or with other proposals) could have a major beneficial effect on the character and integrity of the site and/or the surrounding area.

6. Planning Policy Context

6.1 This section of the ES outlines those aspects of planning policy relevant to the development. An overview of the sources of planning policy at national, regional and local level that are of relevance to the ES is provided below:

National Policy and Guidance

- Planning Policy Statement 1 (PPS 1): Delivering Sustainable Development (February 2005);
- Planning Policy Statement 4 (PPS 4): Planning for Sustainable Economic Growth;
- Planning Policy Statement 7 (PPS 7): Sustainable Development in Rural Areas;
- Planning Policy Statement 9 (PPS 9): Biodiversity and Geological Conservation;
- Planning Policy Guidance 13 (PPG 13): Transport;
- Planning Policy Statement 22 (PPS 22): Renewable Energy;
- Planning Policy Statement 23 (PPS 23): Planning and Pollution Control;
- Planning Policy Guidance 24 (PPG 24): Planning and Noise;
- Planning Policy Statement 25 (PPS 25): Development and Flood Risk.

Regional Policy

- East Midlands Regional Plan (2009);
- East Midlands Sustainability Checklist
- East Midlands RDA- Sustainable Physical Development Guide

Local Plan

- Hinckley and Bosworth Local Plan (Saved 2008);
- North Warwickshire Local Plan (Saved 2006).

Emerging Development Plan Documents

- Hinckley and Bosworth Core Strategy (2009);
- Statement of Community Involvement (2006);
- Site Allocations and Generic Development Control Policies DPD (2009).

Supplementary Planning Documents and Evidence Base

- Employment Land and Premises Study (2010);
- Sustainable Design SPD (2008)

7. Socio-Economic Effects

7.1 The socio-economic effect of the Proposed Development upon the Application Site and the surrounding area have been assessed.

7.2 The following matters have been considered in identifying the likely effects of the Proposed Development on human beings living and/or working and/or visiting the Application Site and the area, or in close proximity to it:

- economy including the effect on employment generation and the local economy; and
- effects of demolition and construction works.

Direct Jobs Created On-Site During the Construction Phase

7.3 Throughout the demolition and construction period it is estimated that there will be approximately 400 Full Time Equivalent (FTE) jobs created during this period. This additional number of jobs will have a temporary, short to medium term moderate beneficial effect upon socio-economic factors.

7.4 On completion of the Proposed Development, a range of potential socio-economic effects are expected. These are summarised below.

In-Direct Jobs Created During the Construction Phase

7.5 There will also be a range of indirect benefits for the local economy during this period as this may bring increased demand for goods and services and associated employment opportunities.

7.6 This additional number of jobs will have a temporary, short to medium term minor beneficial effect upon socio-economic factors.

Direct Jobs Created On-Site During the Operational Phase

7.7 The Proposed Development consists of a number of uses which will generate additional employment on the Application Site after the construction phase. The assessment of employment generation is therefore based on the employment densities of each land use. The nature of each use provides an indication of the likely employment category.

7.8 The maximum number of jobs create by the proposed Development will be up to 2,391 jobs. 694 jobs are currently accommodated on the existing MIRA Technology Park which includes floorspace located within the Proving Ground located outside the Application Site boundary. Given this, the maximum number of jobs within the MIRA Technology Park will be 3,085;

7.9 The additional number of jobs directly created on-site during the operational phase will have a long term, major beneficial effect upon socio-economic factors.

In-Direct Jobs Created During the Operational Phase

7.10 The employment created by the Proposed Development would directly and indirectly enhance incomes within The Catchment to the benefit of local residents and the wider community. Increased incomes would lead to multiplier effects for shops, businesses and services, further promoted by the proposed MIRABus shuttle bus service linking the Site with Nuneaton town centre, Nuneaton railway station, Hinckley town centre and Hinckley railway station.

7.11 The additional number of jobs in-directly created during the operational phase will have a long term, minor beneficial effect upon socio-economic factors.

7.12 There are no significant adverse environmental effects arising from the Proposed Development in socio-economic terms. On this basis, as the effects of the Proposed Development are predominately positive, there is no requirement for mitigation.

7.13 This Chapter has summarised and reviewed the socio-economic effects of the Proposed Development.

8. Agricultural Land

8.1 This chapter evaluates the significance of the proposed MIRA development's impact upon existing areas of agricultural land. The area that would be affected by the development extends to some 71.51 hectares of which some 43.6 hectares is currently arable farmland that would be lost, although this would be in phases..

8.2 Guided by land use development policies and guidelines that are intended for the protection of productive farmland, the rural economy and soil resources, the assessment addressed impact upon the loss of the land taken out of agriculture in terms of both quality and scale; its impact upon agricultural business; and upon farm buildings and infrastructure.

8.3 Consultation was undertaken with the three parties who currently farm the areas concerned. While the overall area loss can be considered large, the quality was found to be low, thus reducing the magnitude of adverse impact, both in the opinion of the farmers and a recent independent soil survey undertaken as part of the baseline landscape survey. Furthermore, the Agricultural Land Classification provided by Natural England goes no further than giving the site a general Grade 3 and the nearest area where full sub-categorisation is available (to the immediate south) the majority is Grade 3b, suggesting a similarly low value can be assumed for the MIRA development farmland when combined with these site observations.

8.4 While also (inevitably with the loss of farmland) adverse, the potential impact upon farm business was not seen as insurmountably problematic by the farmers when consulted. There was agreement that there would be no resulting loss of jobs. While two ancillary farm buildings would be lost, there is no major built infrastructure currently in agricultural use within the affected area.

8.5 Mitigation can be offered by the combination of: phasing, thus limiting the extent of land take over time; the extensive amount of landscape green infrastructure proposed accompanied by a clearly defined Soils Strategy, thus re-utilising this valuable resource on site; and finding alternative land elsewhere for the current farmers to continue the volume of their enterprise.

8.6 With these full mitigation measures in place, the residual effects of quantity and quality of agricultural land loss were assessed as minor adverse while the impacts on agricultural business and infrastructure were assessed as negligible.

9. Air Quality

9.1 An air quality assessment has been undertaken based on predictions from a validated air quality dispersion model. The model has been verified using local air quality monitoring data collected by Hinckley and Bosworth Borough Council and Nuneaton and Bedworth Borough Council as part of their duties under Local Air Quality Management.

9.2 The significance of the effects of emissions from the construction phase has been assessed as 'moderate adverse' and appropriate mitigation measures have been recommended based on best practice guidance which reduces the significance to 'slight adverse'.

9.3 Operational phase modelling of NO2 and PM10 has been undertaken for the full opening year of the development in 2021. There are no predicted exceedences of the Air Quality Objectives at any receptor in 2021 including within the existing Air Quality Management Area in Nuneaton. The air quality significance of the change in traffic emissions has been assessed as being negligible with both minimal highway improvements on the MIRA site and with the full package of highway improvements outside of the development site.

9.4 The development may include a biomass or CHP element as part of the sustainable energy strategy. A dispersion modelling assessment of a typically sized plant has been undertaken which demonstrates that the significance of the exposure to NO2 and PM10 is 'negligible'. The specification of the plant emissions will need to be agreed with the local authority prior to commissioning.

9.5 A qualitative assessment of the significance of potential odour from activities within the development has assessed this as 'slight adverse'. Following the recommended mitigation measures the significance is deemed to be 'negligible'.

9.6 The development is not considered to be contrary to any of the national, regional or local planning policies governing air quality.

10. Archaeology and Cultural Heritage

10.1 A desk based assessment, fieldwalking, historic building and geophysical surveys have been undertaken in order to identify heritage assets of the application area and to inform the most appropriate evaluation methodology. The assessment and surveys were carried out in consultation with the Leicestershire and Warwickshire County Council's planning archaeologists, and included sites identified in the two County's Historic Environment Record, as well as reference to any designated sites on the National Monuments Record.

10.2 The assessment examined the potential impact of the development on any statutorily designated sites, including Listed Buildings and Conservation Areas and non-statutorily designated sites, for example Historic Parks and Gardens. Previously unrecorded potential heritage assets were also included.

10.3 The assessment and surveys have identified potential heritage assets including archaeological remains, historic buildings and historic landscapes, most of which are of low or local significance. There will be no impact on any scheduled monuments or listed buildings or their settings. After mitigation there will be moderate adverse effects on the potential archaeological remains and on unlisted buildings of historical significance.

10.4 The overall assessment of the significance of effects on heritage assets is that after mitigation there will be a slight adverse effect.

10.5 Based on the results of the assessment and surveys a methodology for further assessment of any extant archaeology will be determined in consultation with the relevant organisations. Mitigation, including preservation in situ and or excavation/recording, will be promoted where necessary at the detailed design stage and through construction.

11. Ecology

11.1 The existing ecological baseline of land at MIRA has been considered and the ecological impacts arising from extending the existing business park have been assessed. The information has been gathered through Phase 1 and Phase 2 surveys and from desk-top study information.

11.2 Habitat values and development impacts are assessed in accordance with evaluation criteria published by the Institute of Ecology and Environmental Management (IEEM).

11.3 Relatively little of the proposed site area supports habitat that can be described as 'natural' or of intrinsic high ecological value; most of it being managed for amenity or agriculture, or supporting office and warehouse buildings. Exceptions to this are a number of ponds (some supporting protected great crested newts) and wooded field boundaries.

11.4 In most instances, habitats with ecological value are retained and protected. Where this has not been possible compensation measures will be implemented involving habitat creation, species translocation, and habitat restoration. The result of these measures and further habitat enhancement proposals for areas outside of the application site boundary are anticipated to bring about a net ecological benefit effect to the local area.

12. Infrastructure and Services

12.1 A series of specialist surveys have been carried out to determine the exact location of the existing buried services and these have been plotted on the existing services drawings. During this process it was established that the existing water main from the A5 at the East end of the site is badly corroded and will be replaced during the extension and rerouting operations.

12.2 All the utility companies have confirmed that the local networks can be reinforced to satisfy the demands of the development. The HP gas main on the site will serve a local LP main supply. The water and telecom will both be supplied from the A5 whilst the electrical supply will emanate from Hinckley by way of a pair of 33KV cables routed alongside the A5.

12.3 The existing HP gas main on the site represents a significant safety issue and the specific requirements of National Grid Gas PLC with regards to working adjacent to the existing main will need to be strictly adhered to.

12.4 A number of renewable technologies will be implemented to reduce the energy consumption and carbon emissions in the proposed development subject to the outcome of feasibility studies.

12.5 Overall the cumulative environmental effects of the new infrastructure will be minimal.

13. Land Contamination and Ground Conditions

13.1 The current assessment is a Phase 1 Environmental Assessment and comprised a walk over survey of the site and a desktop investigation of published information and historical documents. Previous site investigations undertaken by MIRA have been examined as well as an ecological topsoil survey of the site.

13.2 The site is set in rural Leicestershire and its history can be traced over the last 120 years from the early editions of the OS County Series maps to the current OS Raster Series.

13.3 There was very little change between 1880's and the 1930's with the site being farmland to the north of Watling Street, the A5, and the Ashby and Nuneaton Railway. The dominant feature in the area was Lindley Hall set in Lindley Park to the north of the Application site.

13.4 The major difference with World War Two was the construction of the airfield to the west of Higham on the Hill on what is now the Proving Ground section of MIRA Ltd's site. Access to the airfield was from the north west. The access track crossed the northern spur of the site and along this were a guardhouse, sub-station, service huts, armoury, lubricant and inflammable stores and aviation fuel and oil tanks.

13.5 In the late 50's and early 60's the MIRA Ltd Headquarters site along the A5 was commenced and this has developed over the intervening years. The rest of the Application Site has remained as farmland.

13.6 With the exception of the airfield buildings either side of the track that transverses the northern part of the site, there is nothing in the site history to suggest that there have been any processes undertaken on or adjacent to the site that could lead to significant sources of contamination.

13.7 The site is founded on Glacial Till overlying Mercia Mudstone, both of which are effectively impermeable and are classified as 'non aquifers'. The Mercia Mudstone is some 150m thick and protects the underlying Bromsgrove Sandstone Formation which is a major or principal aquifer.

13.8 Radon is not a problem on the site and there is no record of any landfill facilities in the neighbourhood so that the likelihood of ground gas affecting the site is extremely low.

13.9 Given that there is a low risk of contamination on the site and there are limited pathways, it is not envisaged that there will be any significant pollutant linkages on

this site. In planning the Phase 2 Environmental Assessment investigations, the sampling and testing regime needs to concentrate on the superficial deposits to verify this position, probing in particular the site of the World War Two airfield buildings.

13.10 The results of the intrusive investigations will be assessed in accordance with current Environment Agency Procedures and if found necessary, a remediation plan will be prepared which will include subsequent validation testing on any clean up.

13.11 After any necessary remediation, the quality of underlying soils will meet regulatory requirements and the completed development will remove the risk of exposure to human receptors, the soil and surface water courses. In so doing it will improve the overall environment of the area.

14. Landscape and Visual Impact

14.1 This chapter evaluates the existing landscape of the application site and surrounding area in terms of its sensitivity, capacity and ability to accommodate change. The assessment addresses this by considering the interrelated but separate aspects of landscape and visual impact assessment and identifies the likely significant effects of the proposed development on the landscape and visual resources before and after mitigation.

14.2 The assessment is based on guidelines produced by the Landscape Institute and The Institute of Environmental Management and Assessment.

14.3 Criteria for evaluation of landscape and visual impact are set out in the section on methodology. With the baseline situation established, the impacts of the proposed development are identified, looking at various stages in the development: temporary effect during construction, short term effect (years 1-5), medium term effect (years 5-15) and long term residual effect (over 15 years). Visual effects are also considered at night time and with seasonal differences.

14.4 The landscape assessment explores the impacts of the proposed development on the resource of the landscape as an entity in itself, resulting from changes in the physical landscape and its character. It describes the current character, condition, value and sensitivity of the existing landscape of the site and its surroundings, taking into account the influencing factors of vegetation, landform, settlement and green space patterns, land use and the capacity of the landscape to absorb change.

14.5 The visual impact assessment explores the impacts of the proposed development on the visual amenity value of the landscape resulting from changes in the composition of a view. It identifies the extent to which the existing site is visible from the surrounding area, establishes who the view receptors are likely to be, and how sensitive they are to changes. The visual assessment covers a wider geographical area than the landscape assessment.

14.6 The findings of the assessments have then been used to inform the potential for mitigation measures to minimise the impact of landscape and visual effects to incorporate into the final design.

14.7 With the implementation of the mitigation proposals the impact of the development proposals will have a beneficial effect on the majority of landscape and visual receptors.

14.8 Despite the increase in built form, the benefits that the landscape proposals bring to the baseline situation of improvement to landscape character and increased visual screening ensure that the net overall impact on the site and surrounding countryside area is beneficial.

15. Noise and Vibration

15.1 The area surrounding the Application Site is affected by road traffic noise from the A5 Watling Street and at distances further from the A5 the noise climate also includes noise from existing activities on the MIRA proving ground together with general noise from local activities.

15.2 The Proposed Development will introduce temporary construction noise and also longer term noise associated with the new facilities, although the latter is likely to be similar to the noise currently produced by the existing facilities housed on the Application Site land.

15.3 A baseline noise level survey was carried out to inform the noise impact assessment. It is understood that there is no expectation that use of the test track itself will increase significantly. It may therefore also be expected that, in relation to test track activity, there will be no significant rise in noise levels nor adverse noise impact.

15.4 Reference has been made to national guidance documents PPG 24 and BS 5228 regarding the noise level limits suitable during construction activities in order to prevent a major scale of impact at the nearest dwellings. Upper threshold noise level limits have been proposed, appropriate for daytime (07:00 – 19:00 hours), evening (19:00 – 23:00 hours) and night-time (23:00 – 07:00 hours) operations.

15.5 Similarly, reference has been made to national guidance documents PPG 24 and BS 4142 regarding the likely noise impact during the longer term operational phase of the development. Upper threshold noise level limits have been proposed appropriate for operational noise during daytime (07:00 – 19:00 hours), evening (19:00 – 23:00 hours) and night-time (23:00 – 07:00 hours) periods.

15.6 General guidance about measures that may be taken to reduce noise from construction activities and from permanent operational noise sources has been described that may be taken into account during the detailed planning of the construction of the proposals and the detailed design and construction of the development.

15.7 Reference has been made to national guidance document DMRB in relation to increases of road traffic noise from the A5 Watling Street due to the vehicles associated with construction activities and also during the operational phase, identified in the Transport chapter. The traffic flow data indicates that increases of less than 1 dB may be expected, which the impact assessment considers to be negligible.

15.8 Subject to the imposition of appropriate planning conditions to control noise from construction and operational activities to the limits described in the chapter on noise, it is considered that the overall noise impact during the temporary construction phase would be no higher than moderately adverse and when the proposals are fully complete and operational the noise impact would be negligible.

15.9 For, particular buildings such as the proposed energy centre, it may be appropriate to set a specifically targeted condition.

16. Transport

16.1 The 'Transport' chapter of the ES provides a thorough review of existing planning policy, assessment methodology, details of the study area, survey data and the consultation process as well as significance criteria. Furthermore the baseline conditions of the application site have been reviewed in terms of provision for walking & cycling, public transport, access by private car and baseline traffic flows on the surrounding highway network and highway safety.

16.2 The potential impacts of the proposed development have been reviewed in terms of the construction period and operational period and accompanied by details of mitigations required. During the construction period all potential effects have been classified as 'Minor Adverse' resulting in 'Minor Adverse' residual effect.

16.3 During the operational period of the proposed development the future year 'do something' scenarios during 2018 and 2021 have required highway works and travel planning to mitigate any potential development generated traffic impact. In summary, the issues of changed traffic flows, impact of development-related trips on the network and possible impact on road safety have been deemed to be 'Moderate Adverse' with 'Minor Adverse' residual effect.

16.4 In conclusion, it has been demonstrated that any potential environmental issues or impacts that may arise from the highways and transport element of the proposed development can be fully addressed through a package of both on-site and off-site mitigation measures.

17. Water Resources

17.1 An assessment has been made of the hydrology and flood risk issues relating to the Application Site.

17.2 The site is in the catchment of the River Anker, which flows from Nuneaton joining the River Tame at Tamworth. The whole of the site is above +83m OD and is in Environment Agency Flood Zone 1 as the lowest flood risk category. The nearest Flood Zone 3 [high risk] is surrounding the Rive Anker at a level of +74m OD. This is over 1km from the site.

17.3 The two outfalls from the Application Site are both ditches. The Southern Outfall collects to a low point on the A5 from where it is culverted beneath the trunk road before extending south as a ditch. This becomes a stream bed, feeding the pond to the north of Caldecote Hall and the overflow of this pond is a tributary to the River Anker. The Western Outfall drains the northern side of the site. The outfall from the northern part of the site discharges into three ponds along the northern boundary. The ponds have an overflow ditch which extends some 0.5km to the west where it joins a stream that loops around alongside the A444 as feeder to the River Anker.

17.4 The site is founded on Glacial Till overlying Mercia Mudstone, both of which are effectively impermeable and are classified as 'non aquifers'. The Mercia Mudstone is some 150m thick and protects the underlying Bromsgrove Sandstone Formation which is a major or principal aquifer. Site investigations show that the Boulder Clay and the Mercia Mudstone appear at the surface as a medium plasticity clay.

17.5 The Application Site has a low risk of flooding from fluvial, overland, sewers or groundwater sources.

17.6 The existing foul sewer within the MIRA Site collects on the north side of the A5. From this it extends south as a 225mm private gravity sewer to a private pumping station on Weddington Road where it is pumped to the public foul sewer in Caldecote Village. The public foul sewer connects to the Woodford Sewage Works. As the scheme develops this will be supplemented by a package sewerage works located underground within the site. The rate of flow and chemical/biological quality from the outflow of the package sewerage works will be agreed with the Environment Agency.

17.7 The current rate of discharge from the fields and research and testing facilities will be maintained with storage facilities within the development to cater for the increased impervious areas. A greenfield run off of 5l/s/ha will be adopted in sizing

the storage required for the increased impervious areas. The storage will be in the form of swales or depressions in the ground and generally will be sausage shaped following the contours; these will be designed for a 100 year storm with a 20% enhancement for climate change. Storage will be provided for small clusters of buildings in the landscape margins and it is envisaged that there will be some 15 such swales or basins in the Application Site. These will normally be dry, but will fill with water during prolonged or severe rain.

17.8 In designing the attenuation for a 100 year storm with 20% climate change, enhancement will ensure that the actual discharge rates will be lower than present. This will help relieve any overtopping of the ditches or stream beds downstream of the development.

17.9 Both the western and southern outfalls are restricted with culverts alongside the boundaries of the Application Site. On the southern outfall, the basin forming the inlet to the culvert beneath the A5 will be deepened with a 0.3m freeboard to act as further on site storage to this outlet. On the western outfall the corner of the field at this location will be lowered locally by 0.2m to give a flood meadow on the site immediately upstream of the culvert. Rowden Lodge will benefit from this flood meadow area.

17.10 There are no other properties within 1km of either of the two outfalls and consequently there is no significant risk of offsite flooding as a result of the development.

18. Cumulative Effects

18.1 Two types of cumulative effects have been assessed in relation to the Proposed Development:

- The interaction of individual effects of the Proposed Development. For example, noise, dust and visual intrusion during the demolition and construction works; and
- The effects resulting from the Proposed Development in combination with other schemes.

18.2 During the demolition and construction phases of the Proposed Development (expected to be phased over a period of 10 years), there will be some temporary cumulative effects primarily associated with noise, vibration, dust, visual effects and traffic. The scale of the effects will, however, depend on whether and to what extent construction periods (such as site preparation and enabling works, demolition, and superstructure construction) overlap. This is unknown at present. The CEMP for the scheme will accord with the local authority's requirements and should ameliorate these construction related combined effects as far as practically possible.

18.3 Significant developments within the wider area of the Application Site which have planning permission have been assessed in terms of traffic effects.

18.4 Overall, beneficial cumulative effects will arise in terms of:

- the creation of new jobs;
- the creation of public open space;
- associated contributions to the local economy;
- improving accessibility to the Site by modes other than the private car.

19. Residual Effects

19.1 Each assessment has identified the residual effects of the Proposed Development following the incorporation of recommended mitigation measures and completion of the scheme.

19.2 The assessment has identified that the residual effects will on the whole be either negligible or minor to moderate beneficial.

19.3 There will be isolated examples of adverse effects but these are limited in scale and magnitude. Major / moderate adverse effects during the operational period are limited to the effect of the Proposed Development on landscape character area A (large-scale agricultural land).

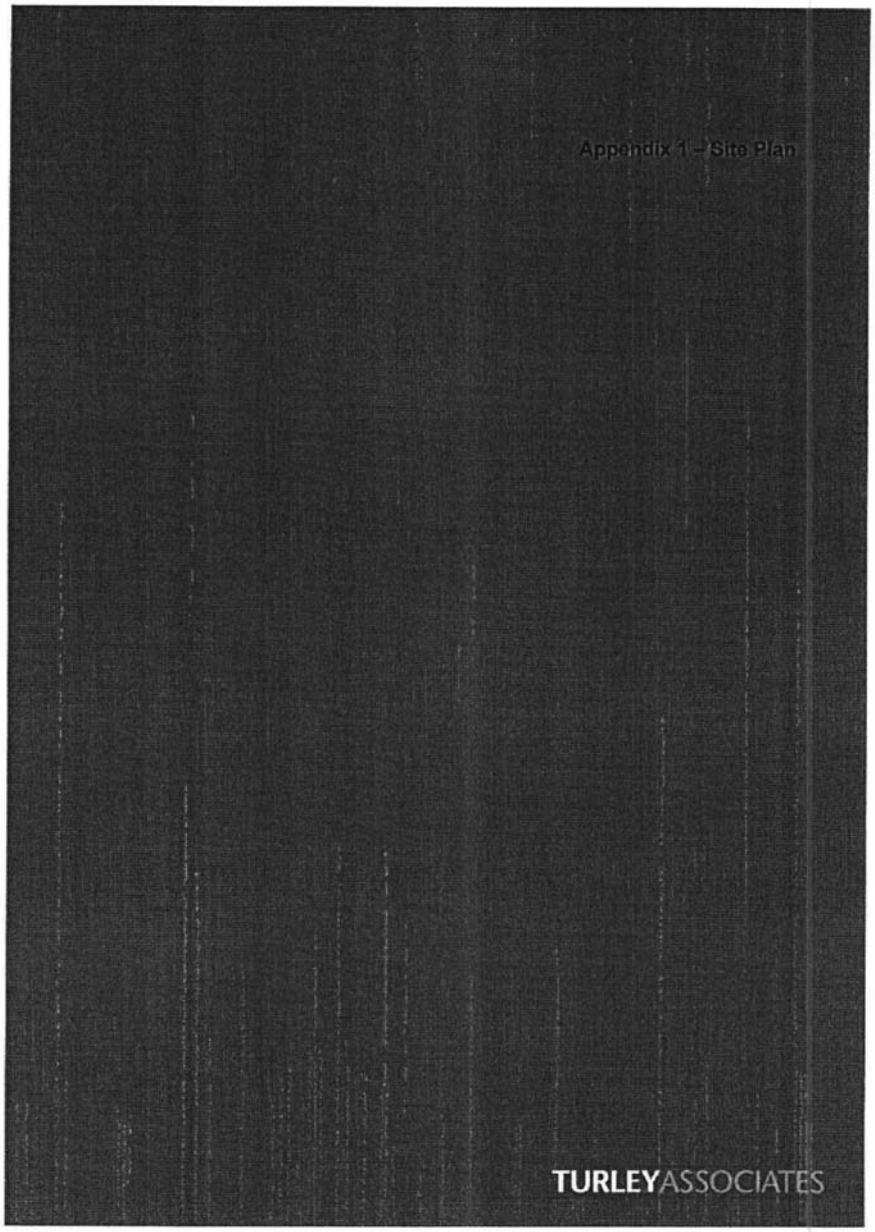
19.4 Minor adverse effects during the operational period are limited to the effect of the Proposed Development on:

- Surface water quality;
- Traffic flow, development related trips on the transport network and road safety;
- Landscape character area H (disused railway);
- View point 6 - the tallest buildings within the development will be visible and cut the existing skyline;
- The loss of a bat roost at Lindley Grange;
- Heritage assets including the effect on the unlisted Lindley Grange; and
- The loss of agricultural land.

19.5 The Proposed Development has a number of beneficial effects following completion. These include:

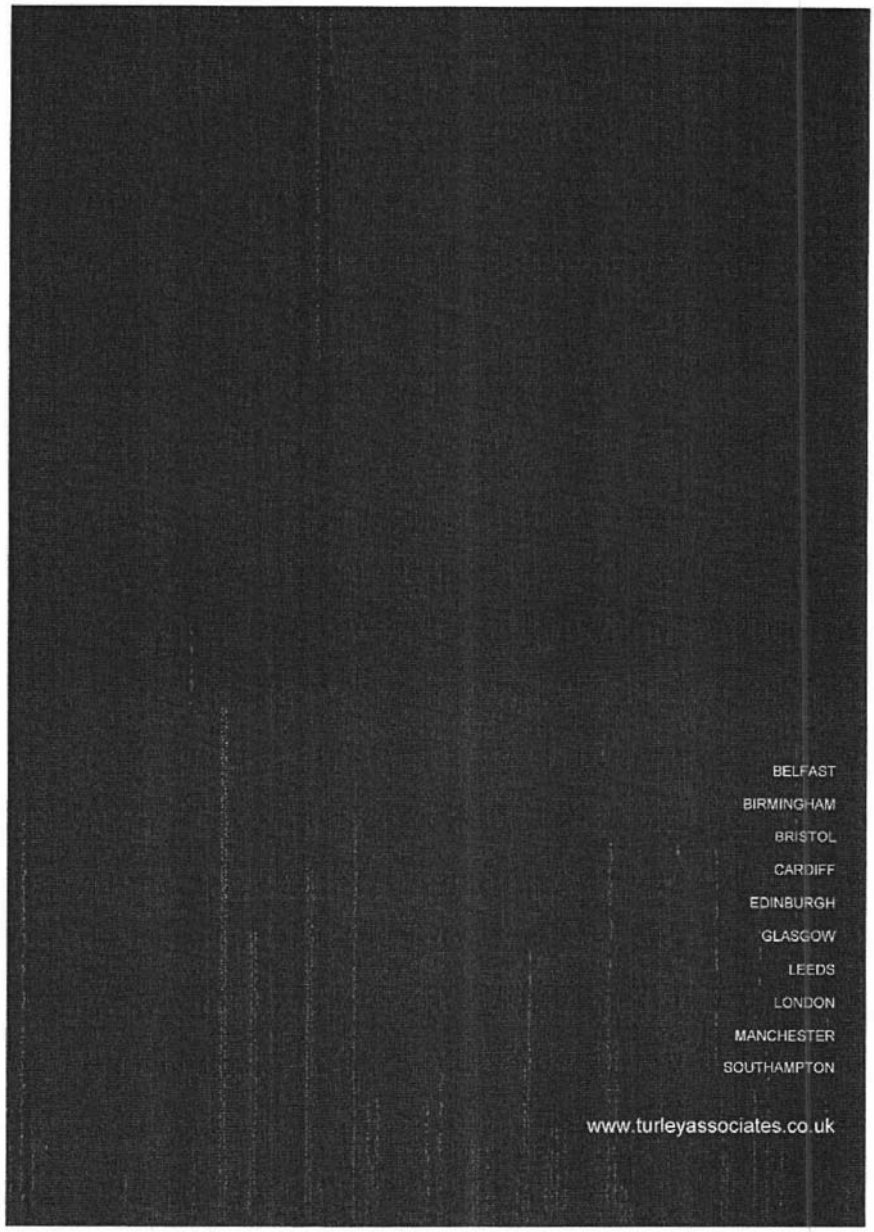
- Amenity grassland, ruderal vegetation, arable land and hedges and treelines following the creation of the linear park;
- Creation of new habitats for amphibians and breeding birds;
- Controlled waters and soil;
- The effect on 8 of the 10 landscape character areas;
- The effect on 23 of the 24 viewpoints; and

- The effect on surface water quality.


Appendix 1 – Site Plan
TURLEYASSOCIATES

Red Line - Extent of Application Site

PLAN 1 : SITE DESCRIPTION PLAN


BELFAST
BIRMINGHAM
BRISTOL
CARDIFF
EDINBURGH
GLASGOW
LEEDS
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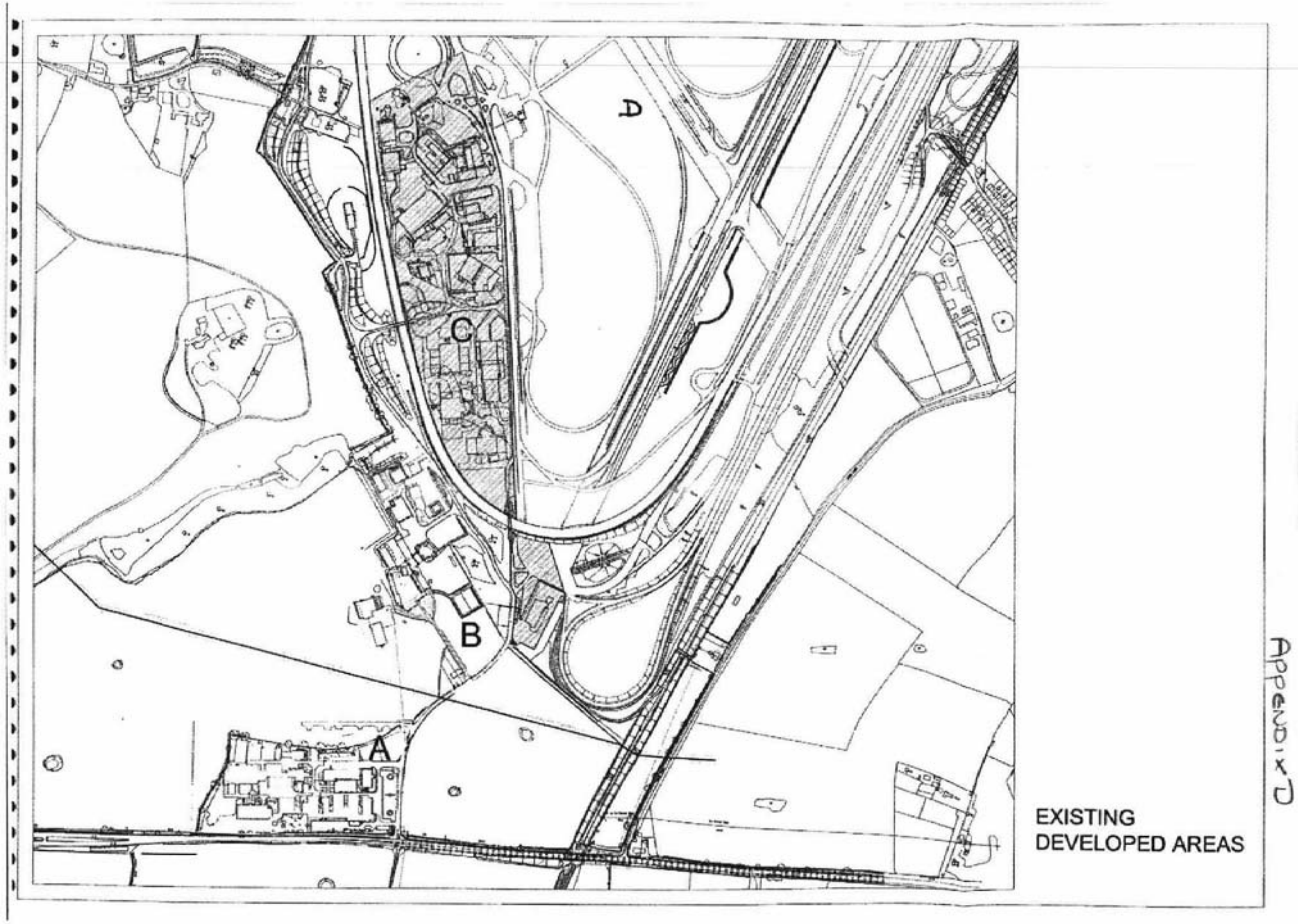
MANCHESTER
SOUTHAMPTON
www.turleyassociates.co.uk



EXISTING
DEVELOPED AREAS

APPENDIX D

APPENDIX E

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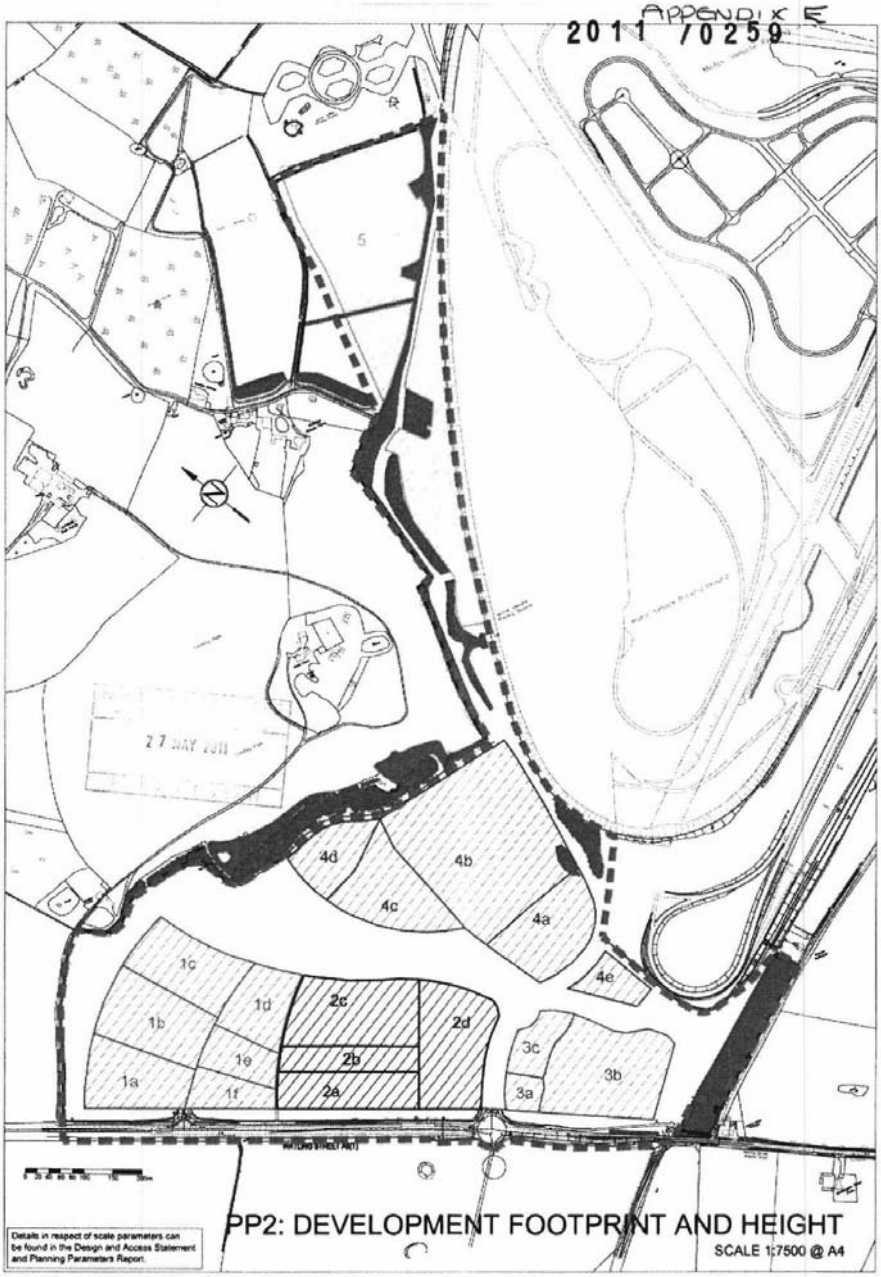
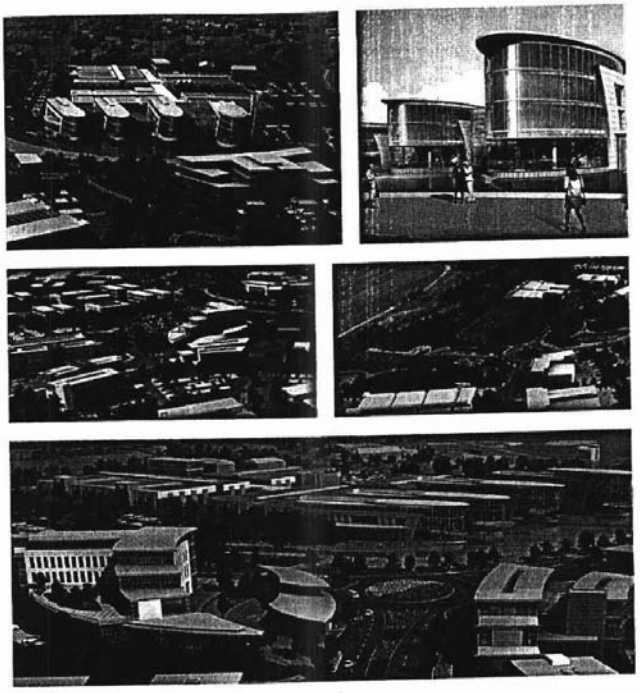
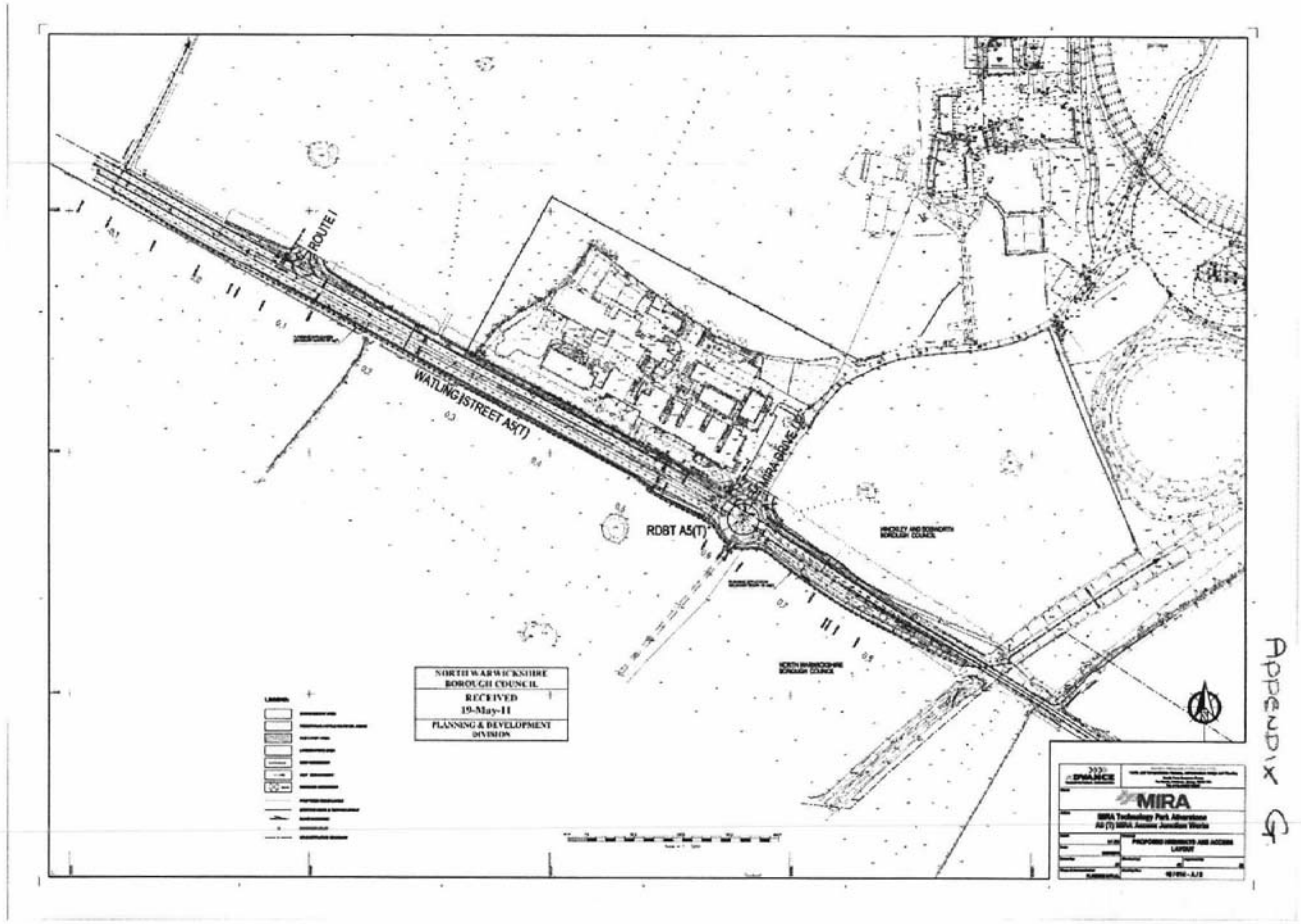


Appendix F

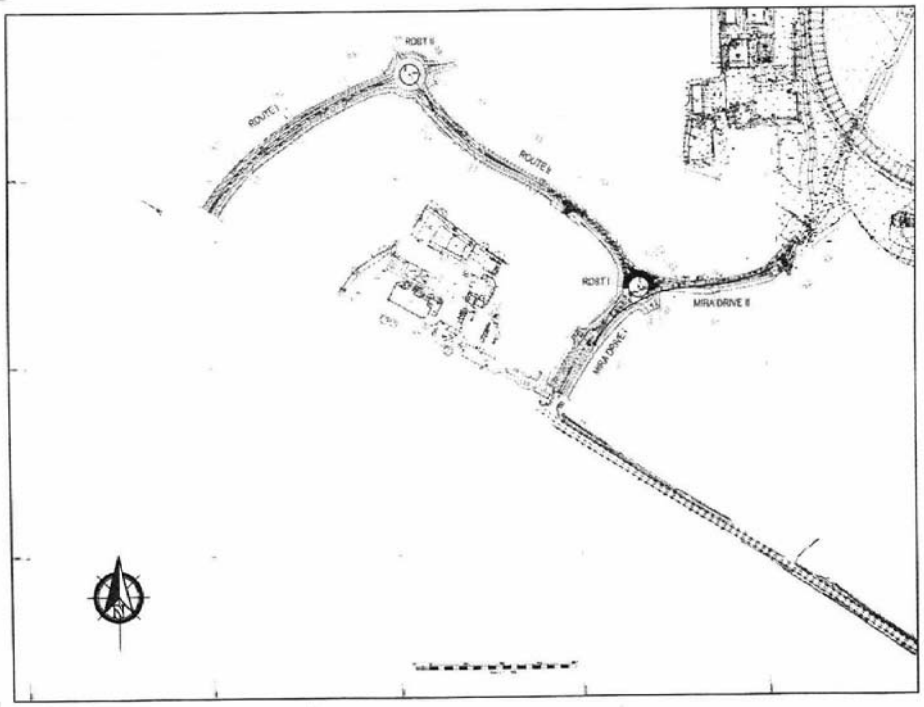
CONCEPTUAL MODEL IMAGES



MIRA TECHNOLOGY PARK


ROUTE I
WATLING STREET A5(T)
RDBT A5(T)
NORTH WARWICKSHIRE BOROUGH COUNCIL
RECEIVED
19-May-11
PLANNING & DEVELOPMENT DIVISION
MIRA
MIRA Technology Park Alternative
A5 (T) MIRA Access Junction Works
PROPOSED GEOMETRY AND ACCESS LAYOUT

Appendix 5



DVANCE

MIRA

MIRA Technology Park Atherstone
A5 (T) MIRA Access Junction Works

INDICATIVE INTERNAL ROADS LAYOUT

JE

18/014 - A/3

PLANNING APPLIC

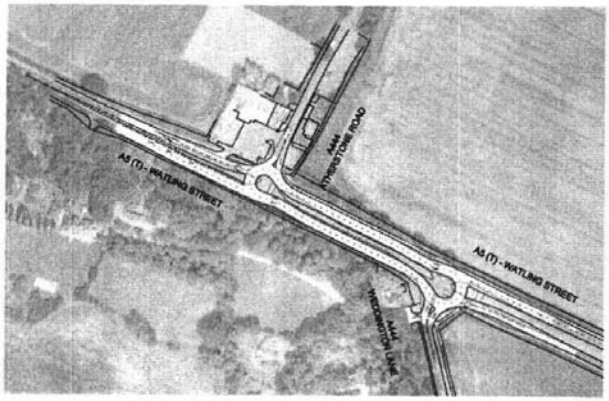
Appendix H

APPENDIX I

8.16 Recent discussions with the HA indicate that the scheme was costed at 9m GBP and due to the cuts, is not in any programme for implementation. Warwickshire CC have been pushing the HA to improve the junction, as the A444 approaches are considered problematical and had an accident record that could only worsen if side road delays increase in future due to traffic growth on the A5(T).

8.17 In light of the above, an alternative measure has been devised and is indicated below in Figure 8.1.

Figure 8.1 Proposed Mitigation Measure for the A444/A5 (T) Red Gate Junction



8.18 It will be seen from figure 8.1 that the measure involves the creation of a lozenge shaped roundabout/gyratory that is designed to incorporate the two A444 north/south arms. At the same time it would be located within highway land.

8.19 The junction would extend for a distance of 190 metres (East/West) and would have an ICD at each end of between 30-35m. Sufficient dimensions for 18m double drawbar design vehicles to turn at 20kph.

8.20 With this arrangement as indicated through traffic on the A5 is potentially only held up by turning traffic once as it passes through the 2 junctions.

8.21 Pedestrian/cyclist crossing facilities are indicated on the east side of the junction.

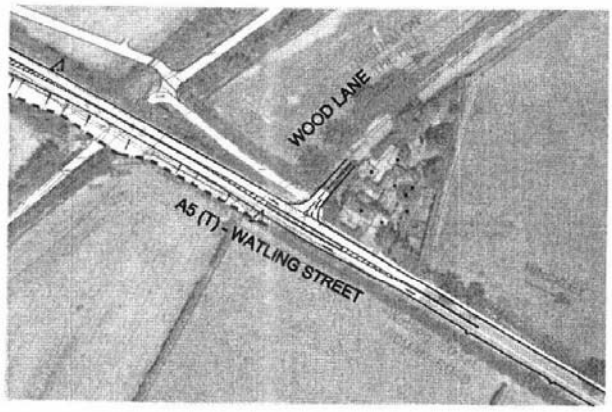
Wood Lane/A5 (T)

APPENDIX J

8.22 This junction is located some 380 metres to the east of the MIRA access on the A5(T) and currently takes the form of a simple all movements T junction. Vehicles turning right on the A5 into Wood Lane are required to wait on the A5 and due to the lack of segregated right turn lane, can block through traffic. Long queues often form on Wood Lane, with drivers being required to wait for a gap in the flow on the A5 in order to turn right.

8.23 In light of these concerns Figure 8.2 indicates an arrangement for the Wood Lane junction with the right turns eliminated by way of the provision of an elongated island within the A5(T). The carriageway would be widened to accommodate this measure as indicated.

Figure 8.2 Proposed Mitigation Measure for the Wood Lane/A5 (T) junction

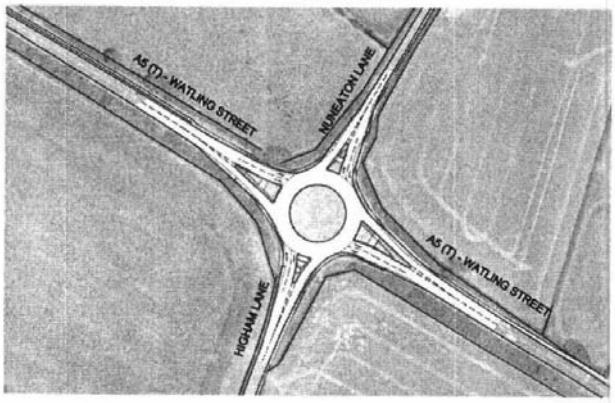


Higham Roundabout

8.24 This 4 arm roundabout is located some 1.5 kms to the east of the MIRA Site. The modelling work was indicating that queues build on both the Higham Lane and Nuneaton Road approaches to the junction during peaks. In Figure 8.3 is indicated an arrangement where the 2 approaches have been revised to provide greater entrance widths and extended flare lengths.

APPENDIX K

Figure 8.3 Proposed mitigation measures to the Higham Roundabout



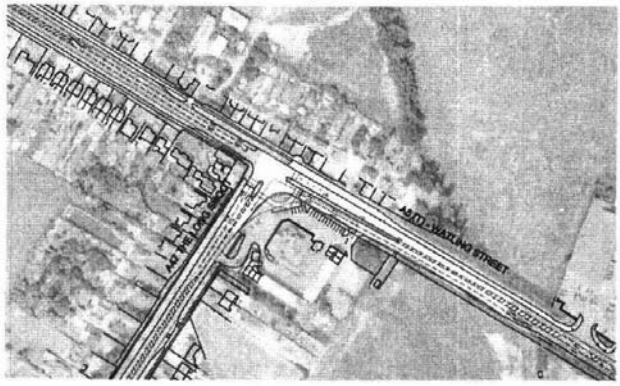
A47 Long Shoot/A5T) Signalised Junction

8.25 This junction has been the subject of a review by the HA in recent years as both it and its neighbouring junction, Dodwells to the east on the A5(T) experience operational problems during the peaks and which will deteriorate further with the MIRA development.

8.26 Halcrow reviewed options for the HA and their option 1 is indicated in figure 8.4 below.

APPENDIX L

Figure 8.4 Proposed mitigation measures to the A47/A5(T) Longshoot Junction



8.27 The measures include reorganised ped crossing facilities as well as reorganised lane configurations.

8.28 It should be noted that the A5 east of this junction remains unwidened due to land constraints. The favoured Halcrow option indicated this widened to dual carriageway standard to generate increased capacity.

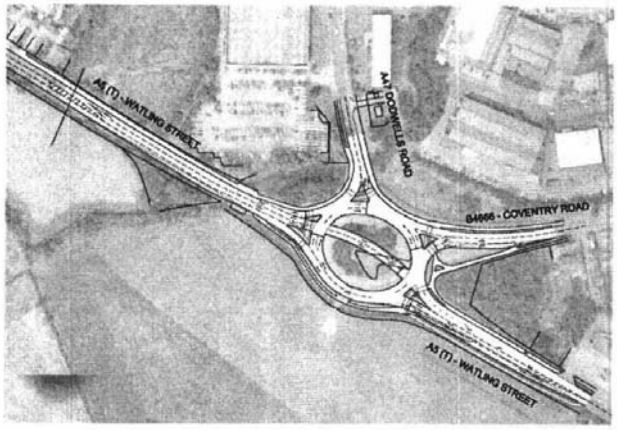
8.29 The access to the pub is relocated with this option. It is currently located within the junction itself.

Dodwells Roundabout

8.30 Halcrow had proposed for the HA that the existing 4 arm roundabout be enlarged and then signalised. This measure would require land that appears beyond the highway boundary and so alternative measures have been devised. These are indicated below in Figure 8.5.

APPENDIX M

Figure 8.5 Proposed Mitigation measures to the Dodwells Roundabout



8.31 It can be seen from Figure 9.5 that the arrangements involve signalisation of the roundabout and the provision of a signalised eastbound A5 through lane across the roundabout centre ("hamburger") and modified/extended entrance/exit tapers on the A5 (T).

MIRA Do Something Modelling Results and Comparative Analysis

8.32 Whilst the model was run with traffic mitigation measures for all future Do something situations i.e. 2015, 2018 and 2021, the analysis has mainly centred around the 2021 situation when full MIRA development occupation is assumed on the site. The key concern being whether with this situation by this time the proposed Mitigation measures are effective in offsetting the impact of development when compared with the corresponding reference situation.

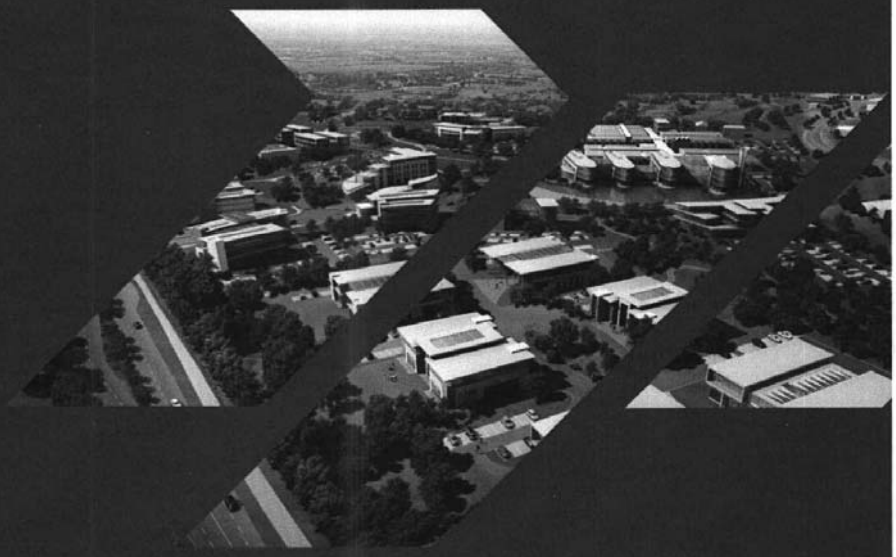
8.33 As before, the analysis has centre around the flow changes, but more critically the junction operation impact and the overall delays on the 10 selected routes around the network.

Appendix B

MIRA
TECHNOLOGY PARK

Supplement to the Planning and Consultation Statement

October 2011



CONTENTS

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Office Address:	25 Savile Row London W1S 2ES
Telephone	020 7851 4010
Date of Issue:	September 2011

TURLEYASSOCIATES

1. Introduction

1.1 Proposals for the development of new MIRA Headquarters and associated Technology Park were submitted to Hinckley & Bosworth Borough Council and North Warwickshire Borough Council (the LPAs) in May 2011.

1.2 The submission included a comprehensive suite of documentation which outlined the rationale for the proposal and assessed the scheme from a planning policy perspective.

1.3 Notwithstanding this, subsequent discussions with the LPAs have identified a requirement for further supporting information in relation to the need for the development and to the issue of alternative sites in respect of specific components.

1.4 The scope of this exercise has been agreed with the LPAs and this Supplementary Statement provides the further information sought, in accordance with this position.

1.5 It should be noted that the information has been provided notwithstanding the recent government decision to designate the MIRA site as an Enterprise Zone as part of the Plan for Growth. Of itself this designation clearly recognises the unique nature of the MIRA site and the particular contribution which it can make to sustainable and balanced growth through capitalising on its international reputation in the automotive/transportation sector.

2. Need and Scale Issues

2.1 We have reviewed need and scale issues with MIRA, who have accordingly compiled a detailed commentary on these matters as attached at Appendix 1.

2.2 We summarise key points below from a planning perspective.

The MIRA HQ

2.3 Whilst the need for the new MIRA HQ is generally accepted (and there can be no question that it is location specific) it is nonetheless important to emphasise that the scale of MIRA floorspace is inherently linked to a Corporate Business Plan which aims to achieve an increase in turnover to £100m within a seven year period, with a projected increase in staffing levels during that time from 520 to 1000.

2.4 As part of this process, the space requirements of all existing and planned business units have been the subject of a detailed study, both from the standpoint of overall/optimum requirements and of the need for phasing to accommodate both relocated and the newly established operations. Clearly business continuity during the redevelopment process has been a critical part of this exercise.

2.5 The exercise identifies a "baseline" core space requirement of approximately 50,000 sq m of research and development and ancillary space for MIRA by way of both replacement and new build accommodation, together with future expansion space of circa 15,000 sq m to provide for the future growth of the business in the longer term.

2.6 The core requirement is indicated as forming the MIRA area in the submitted masterplan, whilst the potential expansion space is located adjacent to the main MIRA zone, north of the linear park.

2.7 In phasing terms, it is envisaged that an early phase of development of circa 15,000 sq m will allow for decanting from poorer buildings, the consolidation of key business growth areas and disparate business units and establish a corporate presence for MIRA.

2.8 Future plans will then expand the new MIRA Engineering Centre (MEC) to create new facilities for relocating and new MIRA business units, up to the initial 50,000 sq m total delivered over approximately seven years.

2.9 As already noted, a further expansion phase is catered for within the masterplan up to 65,000 sq m.

2.10 On this basis, the floorspace which is projected to meet MIRA needs on site and accommodate their operational requirements represents approximately 38% of the total new floorspace within the application initially, rising to 50% subsequently via potential expansion.

The Non-MIRA Space

2.11 Approximately 65,000 sq m of the B Class accommodation within the application represents Technology Park floorspace which will be available to non-MIRA users. As such it builds upon the success of the existing Proving Ground facility (which is already home to 31 major automotive companies) and creates a 'Transport R&D' centric campus.

2.12 The synergy of automotive R&D with MIRA is already apparent from the existing business cluster but this will be greatly expanded to allow the site to provide an appropriate platform for businesses operating in the global transportation sector (Automotive, Aerospace, Rail and Defence) to establish their R&D operations.

2.13 The MIRA note explains that the size of this market (which is global rather than UK based or even European) is difficult to quantify and that historic take-up rates within the R&D sector generally are of limited relevance in the present context with many emerging markets such as India, China and Brazil experiencing unprecedented growth. This reflects the fact that much demand is latent since non-specialist Science and Technology Parks cannot offer the same services or the functional and reputational synergy with MIRA which provides a unique draw here.

2.14 Notwithstanding this, the note provides information on the significant interest which has already been expressed in the Park from a range of vehicle manufacturers, component suppliers, transport infrastructure and research organisations.

2.15 The identity of these companies is necessarily confidential for commercial reasons but the range does reflect the global nature of the market place.

2.16 Even recognising that a significant proportion of these enquiries will not come to fruition, a reasonable estimate of space requirements arising from current and identifiable market interest totals some 25,000 sq m gross external which would equate to some 38% of the overall non-MIRA space.

2.17 It is clearly difficult to forecast demand for later phases at this point albeit it is readily apparent that there will be increasing attractiveness to the market place as a result of increasing critical mass, as the build out of the MIRA facilities is concluded and as new technology is delivered on the site as a whole.

2.18 Against this background indeed the MIRA expectation is that the principal limitation on floorspace quantum is actually site capacity rather than extent of demand.

2.19 In terms of overall scale, comparison can also be usefully drawn with other facilities which we have reviewed within the Alternative Sites section of this report which provides an indication of scale/critical mass within other R&D locations. Whilst this will not cater for MIRA users for the reasons explained it does provide an indication of appropriate scale by way of a general comparator and essentially shows that the MIRA quantum is by no means out of kilter with other R&D locations.

2.20 For example:

- The second phase of the nearby Loughborough Science Park has consent for some 43,000 sq m.
- Ansty Park provides some 58,000 sq m overall R&D floorspace.
- Silverstone already provides 218,388 sq m of R&D floorspace for motorsport and is planning to increase by some 185,181 sq m.

2.21 MIRA themselves note that MTP will create a total of 120,000 sq m including the MIRA HQ which equates to some 5% of the total floorspace currently existing in science and technology parks registered with the UK Science & Technology Park Association.

2.22 Existing science park consents also emphasise the need to have a planning consent in place for an appropriate critical mass of development in order to attract investment. This is also a key factor at MIRA, where the timeline for delivery of a bespoke facility is considered to be a key factor in attracting clients. In this context, the proposed masterplan based approach incorporating a full scale technology park with a wide choice of development plots will significantly reduce the delivery time for a bespoke facility to a level which should be acceptable to a global customer base.

2.23 The MIRA note (Appendix 1) also emphasises the fact that front loaded infrastructure costs have a significant bearing on scale. In particular, early triggers for delivery of this can only be contemplated on the basis that subsequent phases of development will deliver sufficient quantum of floorspace to ensure viability.

2.24 Having regard to these considerations overall, we believe that the overall scale of the development proposed is justifiable in planning terms.

3. Technology Park Alternative Sites

3.1 Given that the proposal requires the incorporation of greenfield land, the LPAs have also requested that consideration is given to the issue of alternative potential sites.

3.2 In this regard, it is accepted by both authorities that the MIRA Headquarters is considered to be location specific since the company is clearly tied to the use of the Proving Ground and its extensive Engineering and test facilities. Accordingly, there is no suggestion that the Headquarters component should be provided elsewhere.

3.3 The other proposed Technology Park floorspace will either be dependent upon or benefit directly from proximity to MIRA and on this basis it is anticipated that the park will represent a cluster of business class floorspace within the automotive and transportation sectors for which co-location with MIRA is either necessary or highly desirable from both functional and commercial perspective.

3.4 Notwithstanding this, it is accepted that it is important to test this 'non-MIRA' component in terms of potential alternatives and this section of the report accordingly addresses this issue.

Scope of Exercise

3.5 The provision of high technology corridors and clusters is a policy theme at both national and regional levels via PPS4 and the West and East Midlands Regional Spatial Strategies and this has informed the search process.

3.6 In the first instance, consideration has been given to the local context, centred upon:

- the Coventry, Solihull and Warwickshire ('CSW') High Technology Corridor, which is clearly the most relevant of the three West Midlands High Technology Corridors given the emphasis placed on the automotive sector as a key element of economic strategy within the CSW area;
- identified high technology clusters in Leicestershire have also been considered, reflecting both physical proximity to MIRA and university/ technology linkage.

3.7 Key sites within both of these areas have accordingly been considered as potential locations for all or part of the Technology Park, notwithstanding the obvious

significant disadvantage that they have no adjacent testing facilities or existing investment in other fixed infrastructure which is specific to the automotive/ transportation sector.

3.8 Aside from this local focus, consideration has, more realistically also been given to locations which already benefit from adjacent Proving Ground facilities and which either have, or aspire to provide some built floorspace alongside/in association with this.

3.9 Inevitably, these locations are geographically more dispersed and the consideration of alternatives under this heading has accordingly been more wide ranging across Southern, Central and Eastern England. It should be noted that other UK regions are considered to present insufficient attraction to occupiers in the sector for the purposes of this comparison exercise.

3.10 It should also be noted that the MIRA site does operate a high level of security. This is an essential requirement for certain types of projects. Many of the alternative sites do not hold this status and therefore would not be viable alternatives for businesses that engage with the Ministry of Defence on confidential projects.

3.11 Against this background, relevant locations within both categories have been identified and agreed with the authorities as a basis for further investigation. These are summarised as follows.

Technology Park Locations in the Coventry/Solihull and Warwickshire/Leicestershire Sub-Regions

- Ansty Park, Coventry;
- land Adjacent to Coventry Airport;
- University of Warwick Science Park;
- Coventry University Technology Park;
- Loughborough Science and Enterprise Park;
- Leicester Science Park.

Proving Ground Locations

- Millbrook, Bedford;

- Silverstone;
- Honiley Airfield, Wroxhall;
- Bruntingthorpe, Lutterworth;
- Transport Research Laboratory, Crowthorne, Berkshire*;
- Lotus Engineering, Norfolk.

* Identified subsequent to our discussions with the LPAs but clearly relevant within this context.

3.12 In addition to these locations it can be noted that preliminary investigations did identify other 'Centres of Excellence' within the engineering sector which were considered relevant to MIRA's operations. They have however subsequently been discounted since they are neither Proving Ground related nor located on potential or established technology parks.

Assessment

3.13 The details of our investigation of these various locations are set out at Appendix 2.

3.14 From this exercise, it will be seen that:

- Of the identified technology park locations only Ansty Park in Coventry provides an immediate local alternative as a high technology cluster. The site does represent a high profile location having been specifically promoted through the Regional Plan process as a Major Investment Site. Planning permission has been granted for additional research and development floorspace and there is infrastructure in place which would allow this to be delivered. However, the site has no linkage with the automotive sector and it is noteworthy that previous plans by Tata which would have had an automotive component were not taken forward by that company. There is no evidence therefore that there is market support for the site to evolve in this way notwithstanding the fact that it has been available for investment for a number of years. Clearly this contrasts with the situation at MIRA whereas, detailed in Section 2 there is very significant occupier interest within the sector.
- The future of the 'Coventry and Warwickshire Gateway' scheme adjacent to Coventry Airport is now uncertain following the failure of the Coventry and Warwickshire Local Enterprise Partnership Enterprise Zone Bid.

However, there seems little if any prospect of the delivery of the proposed Science and Technology Park in the immediate future given that the land involved remains designed as Green Belt. Although this had been identified by the bidders as a potential location to accommodate investment in relevant sectors of advanced engineering, aerospace and transport it can accordingly be discounted on the basis of availability.

- The University Science Parks in the CSW Corridor are modestly sized and are largely fully developed with little opportunity for expansion. In large part they cater for business start-ups and are unable to provide the 'grow-on' space necessary for established or larger firms. They simply could not accommodate the space requirements of the majority of users who would be at MIRA.

- Of the Leicestershire locations, Loughborough Science and Enterprise Park currently accommodates a number of users with automotive and transportation sector links including fuel cell/powertrain technology research. Planning permission has been granted for Phase 2 of the park but has a 'local linkage' requirement for non-R&D space. This together with the multi-use nature of the existing science park does not make the site suitable for a specialist automotive/transportation technology park. By way of contrast to this more established location, the proposed Leicester Abbey Meadow Science Park has not proved attractive to high technology investment and self-evidently is not suitable for the type of facility to be provided at MIRA.

3.15 The wider ranging test track explores the opportunity to combine research and development facilities with an existing proving ground or track.

3.16 In this respect:

- Honiley Airfield near Kenilworth is sufficiently close to fall within the CSW sub-area. It has previously been the subject of proposals by Pro-Drive, which generated significant controversy several years ago. Planning permission was ultimately granted, although the proposals have not proceeded. A renewal application by One Hundred Percent Properties Ltd has the benefit of a resolution to approve, although it is understood that a formal decision has not been issued. In part this history no doubt reflects the site's inaccessible location which imposes a significant constraint on viable commercial development. The site's Green Belt location does however represent a particularly powerful constraint - particularly given that local planning policy expressly limits the scope for

redevelopment/infilling to small portions of the site only. In any event, the track itself is constrained and major testing facilities are absent.

- Bruntinghorpe Proving Ground is another former airfield, located sufficiently close to the West Midlands to have historic manufacturer links (having originally been a Proving Ground for the Rootes Group). Its evolution in latter years however has concentrated on 'lower order' uses associated with the motor business which would conflict with the establishment of high quality research and development facilities. In any event, the site is not suitable for a Technology Park by virtue of either its rural location or constraining planning policy.

- The Millbrook Proving Ground in Bedfordshire provides closer parallels with MIRA and indeed scrutiny of planning documentation suggests that significant development proposals may come forward in due course. The site is not available at present however and although planning policy anticipates development the acceptability and scale of this will not be clear until a masterplan is formulated. The site is located, in any event, in the countryside with limited potential to expand beyond its existing boundaries and as a countryside location is not considered to enjoy any preferential status to MIRA. Additionally, unlike MIRA which is totally independent, Millbrook is owned by General Motors and consequently some clients who would choose MIRA because it is independent would not consider Millbrook.

- Significant proposals exist at Silverstone, with a current planning application currently under active consideration. Proposals include the significant expansion of an existing Technology Park but are clearly directed primarily to motorsport and the motor racing industry as opposed to the wider automotive and transportation sectors. The specialist nature of this provision rules it out as an alternative location.

- The Transport Research Laboratory near Bracknell and Berkshire has historically had an international reputation within the sector. Its extensive test track facilities are however to be decommissioned and proposals have previously been advanced for a residential led mixed use scheme to develop the surplus site. Although these have been dismissed on appeal emerging planning policy supports this form of development in essential concept and proposals are to be brought forward in these terms. The site is clearly no longer available as a Proving Ground and associated uses.

- Lotus Cars near Norwich is a smaller scale facility where some expansion is anticipated. It will of necessity be of a different order of magnitude to the MIRA facility however and being associated with this particular manufacturer will necessarily constrain it from a commercial perspective.

Summary

3.17 On the basis of the work which we have undertaken we believe that it can be reasonably concluded that:

- there are no other suitable locations within this part of the Midlands for this specific type of high technology cluster, even when the requirement for proving ground facilities is discounted;
- within Southern UK there are no other suitable and available locations with proving ground facilities which have the ability to expand in the way proposed at MIRA.

3.18 This is an important conclusion which underpins the scheme which has been advanced and emphasises the site's unique characteristics.

3.19 These characteristics have of course already been recognised via the Enterprise Zone designation.

4. Technology Park Ancillary Facilities

4.1 The submitted planning application identifies a range of facilities which are likely to be incorporated in a 'village centre' type cluster and which will provide an important contribution to sense of place in the completed development. They will also underpin its sustainability credentials in ensuring that adequate facilities are provided on site for a workforce which will ultimately total in excess of 3,000.

4.2 The individual components of the village centre are specified in terms of maximum floor area as follows:

- retail – 500 sq m;
- D2 leisure – 1,000 sq m;
- A3 restaurants – 1,000 sq m;
- hotel – 4,500 sq m (100 bedrooms).

4.3 Given that these uses comprise town centre uses within the meaning of PPS4 we have been asked to provide further commentary regarding the requirement for them.

Retail

4.4 It is intended that the retail component of the village centre will be occupied by independent operators rather than multiple traders, reflecting its role in providing amenity retail to occupiers of the park and their visitors.

4.5 It is anticipated that this retail will derive limited trade from off-site and it will not be designed to capture trade on this basis.

4.6 Since the scheme will be designed to meet day to day needs on site, sales can reasonably be restricted to convenience items. Furthermore, in recognition of the need to ensure that the scale of use is consistent with its essentially ancillary status, a limitation can be based on individual unit size such that no single unit would exceed 250 sq m gross.

4.7 As stated in the original Planning Statement, this location specific need means that sequential testing of alternative locations cannot be sensibly be undertaken. Equally the scale and nature of the facilities will be such that competition with existing shops in the locality will be very limited.

Leisure

4.8 The indoor leisure component of the scheme is designed to replace and significantly enhance the modest existing MIRA facilities in order to provide facilities for the occupiers of the Technology Park.

4.9 At present the gym provided is run by MIRA is an on-site membership facility and whilst it is equipped with both aerobic and weights equipment its facilities are limited. An enhanced facility would also include the provision of improved changing and shower facilities. In addition there is a sports and social club facility which is used by both MIRA and visitors to the site for functions. The two components together however only extend to circa 210 sq m.

4.10 The new indoor gym facility would primarily be managed for MIRA and MTP occupiers use and also for use by local sports clubs on a managed basis.

4.11 It is therefore not anticipated that the facility would be commercially let to a mainstream operator but would potentially be let to a management company to run the facility on behalf of MIRA/MTP.

4.12 Outdoor leisure facilities (tennis courts/football pitch) would also be for on-site usage although (as is presently the case) some provision may be made for community use subject to appropriate security controls etc.

4.13 The managed and specific on-site usage of the leisure facility clearly negates the requirement for the consideration of alternative sites.

Restaurants

4.14 The restaurant component of the scheme will serve both MIRA and the Technology Park, although some of the function will in all likelihood integrate with the MIRA Headquarters development.

4.15 Currently, the MIRA cafeteria is approximately 500 sq m GEA and is managed by an external catering company for the benefit of MIRA and occupiers of the park. It has approximately 60 – 70 covers with a turnover of circa 700 customers per week in addition to the in-house catering supplied for meetings on the park. It is recognised that this facility needs to be comprehensively upgraded to cater for the increase in MIRA employees. An allowance of 500 sq m has accordingly been made for this MIRA element.

4.16 The remaining 500 sq m of restaurant facilities will provide small scale additional facilities for the park and will be available to both MIRA and non-MIRA MTP

occupants. Whilst not refined in form as yet, it is anticipated that this would form a complementary offer to the MIRA cafeteria comprising a cafe and restaurant. The facilities will also complement the hotel element.

4.17 It is expected that an element of subsidy will apply to on-site catering uses, particularly through the development phase and it is not the intention that they should be operated as "market facing" facilities by mainstream commercial operators. In this context therefore and having regard to their relative scale, they are subservient to the principal uses on the site and cannot be considered to be town centre type facilities. As such, they need not be subject to sequential testing.

Hotel

4.18 The planning application documentation identifies the provision of a hotel of up to 4,500 sq m gross which equates to a facility of circa 100 bedrooms.

4.19 This would also allow for in-house food and drink provision and limited additional facilities.

4.20 It is anticipated that the facility would be commercially operated and occupy a mid-market position.

4.21 In recognition of this separate commercial dimension it has been agreed that consideration should be given to relevant PPS4 issues in the guise of a sequential assessment in order to consider the availability, suitability and viability of potential alternative sites and whether there would be any impact on planned town centre investments or other development plan allocations.

4.22 Given that it is anticipated that a significant component of the hotel accommodation would be available directly for MIRA visitors this exercise has been undertaken in the interests of robustness.

4.23 Our analysis in these terms is set out in the following section.

5. Hotel Sequential Assessment

Policy Context

5.1 PPS4 (para 7) identifies hotels as town centre uses in policy terms, with the attendant expectation that sequential and impact tests within the guidance will apply where they are promoted out-of-centre, unless Development Plan support exists.

5.2 Good practice guidance on the sequential approach does, however provide some qualification to this in that it is expressly recognised (para 6.9) that different markets will dictate different locational requirements. By way of example it is stated that service area hotels are clearly different from city centre hotels. Inherent within this approach therefore is the recognition that sequential considerations must have regard to operational requirements and to the nature of the need which is to be satisfied.

5.3 It is also important to note that emerging policy in the guise of the draft in NPPF treats hotels differently in that the definition of town centre uses is confirmed to 'retail' and 'leisure' (which classification has historically excluded hotels).

5.4 At a more local level, consideration can be given to planning policies for hotel uses within relevant Development Plans. In this respect:

- the Hinckley Town Centre AAP refers (para 4.20) to 'an underprovision of quality hotel operators in the area' although there is no specific policy support in either this document or the Core Strategy;
- Nuneaton and Bedworth Local Plan directs new hotel development to town centres via Policy EMP8/EMP15;
- Policy ECON11 in the North Warwickshire Borough Local Plan adopts a similar approach, with a ten bedroom threshold to this locational expectation.

5.5 It is significant however that none of the three Development Plans allocate any specific sites for hotel development either by way of standalone development or as part of a mixed-use package.

Scope

5.6 With reference to this policy context it has been agreed that consideration should be given to:

- the need for/benefits of additional hotel provision;
- the availability, suitability and viability of alternative sites;
- impacts arising.

5.7 Clearly such an exercise needs to be undertaken with reference to a specified catchment area and in this regard it has been agreed that the relevant area of study should be an area within and immediately beyond a catchment of circa 10 minutes drive time from the MIRA site (as detailed in the Plan at Appendix 3). This includes the centres of Nuneaton, Hinckley and Atherstone. By way of context for the exercise therefore we review the existing supply of accommodation within this catchment before moving to consider any alternative development opportunities which might be available within it.

5.8 Impacts will be considered with reference to relevant PPS4 impact tests.

Existing Supply

5.9 Since our background research has not identified any formal study of hotel bed spaces within the identified catchment, we have reviewed the supply of accommodation with reference to local knowledge and web based research, adopting a cut-off of 15 rooms in order to eliminate bed and breakfast/guesthouse accommodation which will generally not offer the level of facilities sought by the business traveller.

5.10 The results of this exercise are plotted in both tabular and map format at Appendix 3.

5.11 From this it will be seen that:

- with the exception of one hotel (The Atherstone Red Lion Hotel in Atherstone Town Centre) the identified accommodation is in locations which can be classified as out-of-centre or out-of-town in PPS4 terms;
- there is limited choice of facilities within the identified catchment area, with provision equating to circa 1,300 bed spaces in total. Much of this moreover is within the budget hotel category.

5.12 The appendix also identifies accommodation which is generally used by MIRA visitors as recommended/preferred accommodation – much of which is subject to MIRA corporate rates.

5.13 It will be noted that a significant proportion of the latter accommodate falls outwith the identified catchment area and this is partly a reflection of the difficulties encountered in finding accommodation in the immediate locality.

5.14 Since there is no published occupancy data for the identified hotels, we have been unable to assess need with reference to levels of existing usage. Notwithstanding this however it is, as we have said, readily apparent that choice is relatively limited and that, coupled with the obvious benefits of locating directly on the MIRA site (including a reduction in vehicle trips) the provision included within the application will result in a qualitative improvement in the local area generally and to the users/visitors to the MIRA site in particular.

5.15 It is particularly noteworthy that contrast to the out-of-centre locations, the hotel on the MIRA site will benefit from many of the sustainability measures which are directed to the Park as a whole.

5.16 Accordingly, whilst there is actually no need test to satisfy, there is identified benefit which supports this application.

Sequential Considerations

5.17 As we have already identified, we believe that the benefits of co-location are a significant factor in addressing sequential issues.

5.18 PPS4 recognises that sub-markets exist within the hotel sector and if it is recognised as a result of this that a significant proportion of the MIRA need is location specific then it is readily apparent that a more central location is unlikely to satisfy this requirement.

5.19 Notwithstanding this, however we have reviewed the availability and suitability of town centre sites which we have identified both in our own research and in discussion with LPA Officers.

5.20 The results of this exercise are set out at Appendix 4.

5.21 From this it will be seen that:

- Virtually all of the identified sites are in Hinckley, reflecting the significant development opportunities which exist there and their identification in the Town Centre AAP.
- Of these, most are already committed for development via a planning permission or the subject of a current application. None of these schemes includes provision for hotel, notwithstanding their mixed use status. Accordingly they are not available for that form of development.
- Of the remaining uncommitted sites these are not suitable for the reasons highlighted in the individual site assessments contained at Appendix 4.
- In Atherstone we have reviewed the only identified Development Plan site namely Station Street and found that it is now committed for development.
- We have not identified any sites in Nuneaton but would be happy to review these if any are brought to our attention.

5.22 The exercise accordingly demonstrates not only that there are no suitable and available town centre sites but that there are particular benefits associated with the hotel provision at MIRA.

Impact

5.23 In the context of hotel use it is apparent that any competition with existing facilities will almost exclusively bear on existing out-of-centre facilities rather than town centre uses. To that extent therefore there will be no material impact on the health of existing town centres or on the diversity of uses there.

5.24 PPS4 also establishes impact tests in terms of:

- the impact of proposals on existing, committed and planned public and private investment in centres in the catchment area;
- the impact of proposals on allocated sites outside town centres being developed in accordance with the Development Plan.

5.25 In respect of these tests it is apparent that there are no committed or planned investments in the centres which contain hotel uses and it is reasonable to conclude that there will be no impact on the schemes examined which are coming forward for development.

5.26 Equally there are no sites outside town centres allocated for hotel use within any of the relevant Development Plans and no impact can arise in relation to this consideration.

5.27 Against this background we consider that the provision of a hotel on the MIRA site is entirely acceptable with reference to the full range of PPS4 considerations.

Appendix 1 – MIRA Need and Scale Statement

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MIRA Technology Park

Statement of Demand and Scale of Development

Introduction

MIRA has been established on its current headquarters site since 1946 and has with the growth of the company over the decades it has gradually increased the facilities on site to meet its operational needs. In recent years the growth of the company has been considerable, increasing its turnover by [32%] since 2008, having restructured and entered new markets and sectors within the research and development sector. Due to this prolific growth in the research and development business, MIRA is rapidly outgrowing its existing facilities, which are dated, inefficient and no longer appropriate to support this growing organisation. Additionally, MIRA has been successful in creating the UK's largest 'automotive' Technology Park, playing host to 31 automotive related businesses, many of which are from overseas. For the past 5 years the Technology Park has been at capacity with an occupancy of 98% over that period. Demand from businesses to establish a base on the MIRA campus has been consistent and with the existing space allocated to the Technology Park, MIRA has not been able to respond to the demand and consequently has been losing business. In 2010 a Chinese company, wishing to establish their European Technical Centre in the UK was considering MIRA as their preferred option but due to MIRA's inability to provide a facility suitable in a timely manner decided to go elsewhere. This was a major disappointment and a lost opportunity for MIRA and the local community as it would have created 200 new jobs. This automotive company is now reviewing plans to locate at MIRA in a major HQ facility c 8,500 sqm, in response to the proposals and planning application for the new Technology Park.

The masterplan proposals will overcome these two major business constraints by creating a new state of the art and world class engineering headquarters building for MIRA and also by expanding the Technology Park to create a 'transport R&D' centric campus. The projected new MIRA engineering centre will comprise approximately 50,000 sqm of research and development space, based on current estimates. The business has potential to grow further and therefore future expansion space is built into the masterplan (a further 15,000 sqm is planned as potential expansion space adjacent to the MIRA zone, North of the linear park). The new headquarters building will be designed to be the focal point of the development with a contemporary style consistent with a £100M global engineering business.

Automotive and transport engineering and development Industry

MTP will provide a platform for businesses operating in the global transport sector to establish their R&D operations. The service offering will be compelling as MTP benefits from the substantial investments already made at MIRA in the creation of Proving Ground and the extensive test facilities, many of which are the only such facilities available in the UK and in some cases Europe. It also benefits from the clustering effect of businesses operating in the same technology area with synergistic dependencies. The MTP service offering includes the provision of bespoke designed R&D facilities that will comprise office and workshop/R&D facilities space.

The market for MTP is global; MIRA is already well established as a global brand in the transport sector and its existing technology park has already attracted clients from Korea, India, China and Japan. There are relatively few comparable independent facilities in the world that are able to offer the same comprehensive service offering. Pent demand already exists for MTP ahead of any formal marketing activities taking place and this demand has increased in response to the confirmation of MIRA as an Enterprise Zone.

The chart below shows the anticipated growth of MTP in terms of floor area created both for MTP clients and for the MEC. This growth is based upon the expected market uptake for MTP estimated from current prospective client interest and our knowledge of the target markets.

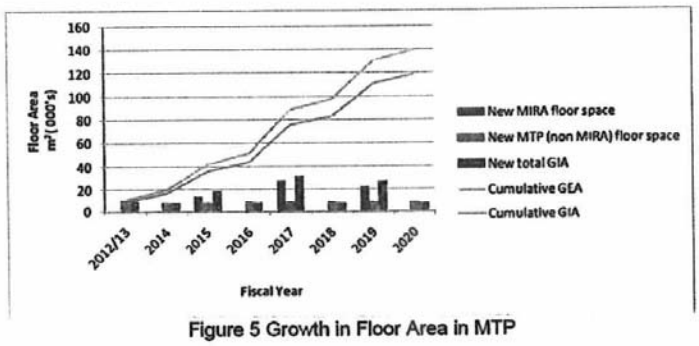


Figure 5 Growth in Floor Area in MTP

MIRA has been operating the existing technology park for more than 20 years and has already created the largest 'automotive R&D' technology park in the UK. For the past 5 years the park has operated at capacity. Given the uniqueness of the MIRA offering, premium rates can be demanded, relative to Science and Technology Park (S&TP) in the Midlands.

The demand for space experienced by MIRA's existing technology park is also reflected in the national S&TP statistics which show steady growth in let space over the last 5 years and that 90% of businesses on S&TPs are maintaining the size of their operations or growing[1]. MTP will create a total of 120,000m2 (Gross Internal Area) which equates to 6% of the total floor space currently existing in S&TPs registered with UK Science and Technology Park Association[2].

Competition for MTP will come mainly from overseas; MTP will not primarily be competing in the same space as other existing UK S&TPs due to the uniqueness of the offering. The UK is seen as a location of choice for many international businesses and MIRA has good track record of securing such clients for both its engineering services and also for the existing Technology Park. The MTP site has been confirmed as an Enterprise Zone (EZ) this which creates additionality benefits and will enhance the attractiveness of MTP against other non-UK competitors and help to increase inward investment into the UK.

[1] UK Science and Technology Park Association Annual Survey 2009/10
[2] S&TP's registered with UK Science and Technology Park Association 2010

MTP will evolve as technology advances, in the same way that MIRA has evolved and kept pace with changing automotive technologies over the past 65 years. MTP will remain attractive to its clients by virtue of the fact that MIRA will continue to remain at the cutting edge of technology in commercially viable areas, updating its service offering to its clients in so doing. The technologies and services developed are going to have particular relevance and attraction to the emerging markets of the world such as China, Brazil and India. It is anticipated that the potential these markets offer to MTP will be sustained for the foreseeable future and is likely to be enhanced through the other investments MIRA is making to improve its interface with the market. Such measures have recently included the establishment of a MIRA owned legal entity in Brazil, the development of the MIRA Shanghai representative office to become a Wholly Foreign Owned Enterprise and the establishment of a Joint Venture in India. All three of these initiatives being completed already or scheduled to be completed in 2011.

MTP is targeted to operate in a market space that is differentiated from conventional science and technology parks by virtue of the fact that the MTP site has a comprehensive suite of transport sector R&D infrastructure. It has also become a centre of excellence for low carbon vehicle engineering, vehicle development for the defence industry, the national centre for intelligent transport systems with the launch on the 27th June 2011 of the InnovITS Advance Proving Ground "City Circuit" and a leader in the field of autonomous vehicle and control technologies. Such uniqueness has resulted in the creation of market for the MTP within which there

are very few UK based competitors and only a small number around the world, hence the strength of demand for facilities within MTP.

The current UK market for Science and Technology Parks (across all disciplines), assuming an average space rental of £120/m2 per annum is £0.24B per year[3]. Internationally the situation is very different and more difficult to quantify. However, considering developed floor space (which is proportional to the income) we can form a basis for comparison. Although the data is skewed by the presence of few very large S&TP's in China, USA and India, according to the International Science Parks Association (ISPA) data(4) the average S&TP globally is 286 Ha and the total developed floor space is approximately 56.9M m2. The MTP development with a developed floor space of 0.12M m2 represents around 0.2% of global S&TP floor space. MTP will be large enough to compete internationally and will be sufficiently focused to attract transport R&D businesses globally.

(3) Based on UKSPA registered S&TP's in 2010
(4) Report of 2009 Symposium: Understanding Research, Science and Technology Parks – Global Best Practice

Scale of MIRA expansion floorspace

MIRA is severely limited in its ability to expand within the existing estate. The company is increasing its skilled employee base by approximately 15% per annum through direct employment in response to the increasing workload and business expansion within the Transport engineering and development sector. The projection for MIRAs revenue is to achieve a 3-fold growth in turnover within 7 years on the previous years. Current forecasts see that target being exceeded within the 7 year period assuming the new MIRA buildings can be delivered to accommodate this growth. All business units within MIRA have been the subject of detailed study for spatial requirements in order to achieve the projected turnover, analysing their space requirements against a 5 and 7 year profile. Employment and floorspace requirement has been projected to establish their facility and office space requirements to support a £75M and £100M business, and a phasing pattern of delivery created to optimise operations during the transition. This phasing projection sees both growth and geographic consolidation on site to allow departments to be co-located and a new HQ presence within the MIRA Engineering Centre. This will not only provide the necessary floorspace but will also create a new image for MIRA.

In determining the business units and facilities which should comprise the early phases as priority relocation a number of factors have been considered:

- Accommodation of key growth areas which are currently under spatial constraints.
- Ability to accommodate other growth areas within existing facilities in the medium term.
- Relocate departments to allow decant from poorer existing MIRA buildings and consolidate redundant buildings for redevelopment.
- Establish a real presence for MIRA early in the development.
- Provision of core meeting and conference facilities.
- Establish new main reception and visitor entrance.
- Renewal of key ancillary space eg. Restaurant in campus centre.
- Consolidation and co-location of business units which are disparate on site.

This exercise has resulted in an early phase of development of approximately 15,000sqm in order to achieve these development principles. Future phases will expand the new MEC to create new facilities for relocating and new MIRA business units. The aggregate floorspace required by the new MEC is approximately 50,000sqm which excludes any flexibility for additional expansion. A total of approximately 60,000sqmis therefore projected to meet MIRA needs on site and accommodate the operational requirements to accommodate the growth forecast to £100m turnover. This represents approximately 40% of the total new development floorspace within the application. This will be delivered over approximately 7 years on a phased basis.

External Occupier Demand

The MIRA research and development campus provides a unique environment and research and development facilities which are unparalleled in the UK, with over 58 miles of specialist test track comprising various testing surfaces allowing vehicles to be developed for global markets and over 35 highly specialist and high capital value test and development laboratory facilities within a highly secure working environment including:

- Climatic and aerodynamic wind tunnels
- Crash and safety systems test labs
- The largest suite of EMC facilities in Europe
- A full suite of environmental testing facilities
- NVH and vehicle dynamics laboratories
- EV and HEV battery testing (2010)
- Components & structures test labs

MIRA is therefore a major attraction to both domestic and international companies to locate within the MIRA campus. This is not only from the traditional automotive sector which has historically been the mainstay of the MIRA business but also from the broader 'transport' community including aerospace, rail, defence (ground vehicles), Intelligent Transport Systems and digital and telecoms industries, as MIRA expands into new areas of R+D including low carbon technologies and intelligent mobility. There is proven demand for companies in these existing and new sectors to locate on site where the accommodation is available however as MIRA itself is constrained in its growth by the aging and restrictive infrastructure, there is limited accommodation to offer to these related companies. The current technology park on the Proving Ground estate comprises 25,000sqm and has demonstrated [98]% occupancy over the last 4-5 years, commanding a premium from tenants due to this strong demand. On the basis of the current MIRA space requirements there remains 65,000sqm of R+D space (as provided for under the application) proposed on the park for "transport R&D related companies" to occupy.

Since the start of 2011 and despite any significant marketing effort the profile of MIRA Technology Park has increased within the global transport sector through existing relationships with MIRA and also the unique position the Park has within the industry due to the diversity of facilities. Prior to any formal marketing initiatives being commenced, firm interest has already been received from the following:

- two major Indian vehicle manufacturers,
- one Chinese vehicle manufacturer,
- a major Korean vehicle manufacturer,
- one European electric vehicle systems supplier,
- a German automotive component supplier,
- a major UK based Tier 1 automotive system supplier,
- an SME specialising in model making to support the design process

Please Note: At this point in time MIRA cannot name the above organisations for reasons of commercial confidentiality.

Sectors being approached and showing initial interest in the park include the following:

- Vehicle Manufacturers
- System and Component Suppliers (Tier 1's)
- SME's and Technology Start Ups
- Technology/Research Organisations

- Telecommunications
- Transport infrastructure organisations
- Low Carbon Sector businesses

MIRA's experience through the existing Technology Park is that the timeline for delivery of a bespoke facility is a key factor in attracting clients. The proposed master planned approach and phased infrastructure developments will create a delivery platform that will significantly reduce the delivery time for a bespoke designed facility to a level which, based on MIRA's experience of the market, will be acceptable.

This initial interest demonstrated from related companies for facilities within the MIRA Technology Park creates a demand for the initial phases of approximately 25,000 sqm of gross external floorspace. On current projections for the delivery of the development this translates to around 38% of the remaining non-MIRA floorspace. Clearly forecasting demand for the following later phases is less tangible, however the existing demand from related companies is expected only to increase with the increasing critical mass of co-locating transport technology companies and enhancement of the facilities, in particular to support the development of low carbon vehicles and intelligent mobility solutions as the MIRA Technology Park is delivered. On this basis the total quantum of floorspace proposed is limited only by the site capacity rather than demand.

The scale of the proposed development is a key factor in its future success and there are severe limitations on the ability to reduce the scale the new MIRA Technology Park. The project has been masterplanned to the current size based on a number of key principles:

- The projected necessary facilities to support the growth of MIRA and create the new MIRA Engineering Centre.
- Additional facilities to accommodate demand on the current Technology Park.
- Creation of an open Technology Park to provide bespoke buildings for existing customers expanding from their current facilities and new international companies locating at MIRA.
- Restriction to a scale which can be accommodated by the proposed infrastructure improvements.
- The significant front-ended infrastructure cost requires scale in order to support the financial viability to deliver the scheme. While this is secondary to the strength of demand which is generated to occupy the proposed floorspace, it is critical to the scheme viability.

The scale of the development is limited predominantly by the infrastructure constraints to accommodate its current size. Given the early indications of occupier requirements and the future market absorption (approximately 7,500sqm per annum post 2015), any further limitations to the scale of development will restrict the potential of the parks success and scope of inward investment.

If the development were to be scaled down, it would require MIRA to limit the new MIRA engineering Centre which would in turn restrict its growth potential due to limitations in both quality and scale of its facilities. MIRA would require to look to its international markets to meet the growth projections. Additionally the diversity and numbers of associated companies on site would be limited which would restrict the success of the Technology Park, or at worse prohibit development due to lack of viability.

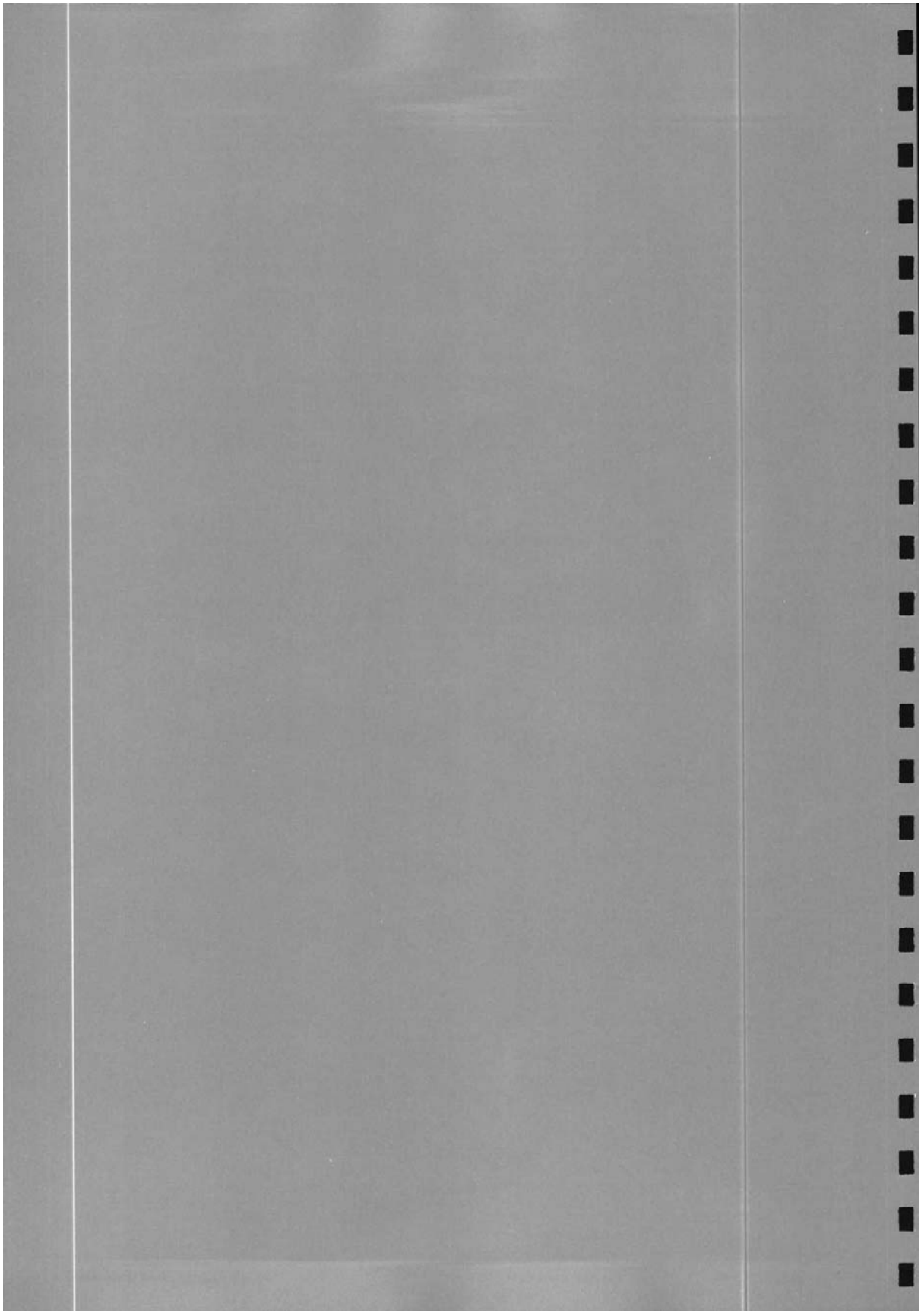
Delivery Programme

The current programme projects a construction start on site in Q3 2012 with the first phase complete in Q4 2013. The early development phases will establish the structure of the new Technology Park and will develop addition facilities integrating with the existing MIRA estate. These first phases of development will deliver bespoke facilities for both new companies and also the first phase of the MIRA Engineering Centre. The new buildings will be a hybrid mix of office/workshop and laboratory designed to the specialist requirements of these companies. These phases will be accompanied by key infrastructure elements required to service and accommodate the additional floorspace including a new second entrance to the Park, upgrading of the existing

entrance and a major upgrade in power supply. Elements of the ancillary facilities will be provided prior to April 2015 including the increased catering facilities for staff on site which will replace MIRAs existing cafeteria. By April 2015 the development will deliver 45,000 sqm approximately of B1 floorspace of which 13,000sqm will be the first phase of the MEC. This floorspace will be in addition to the existing facilities therefore creating a total on site in April 2015 of approximately 95,000sqm. None of the existing facilities will have been redeveloped at this stage in the development.

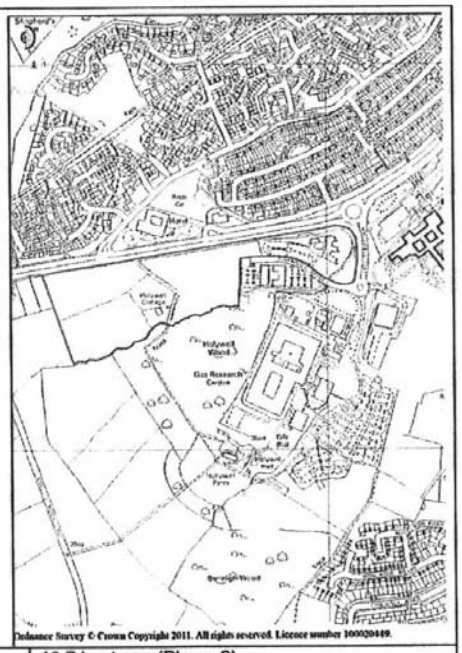
Appendix 2 – Technology Park Alternative Site Schedules

TURLEY ASSOCIATES



Proposed MIRA Technology Park

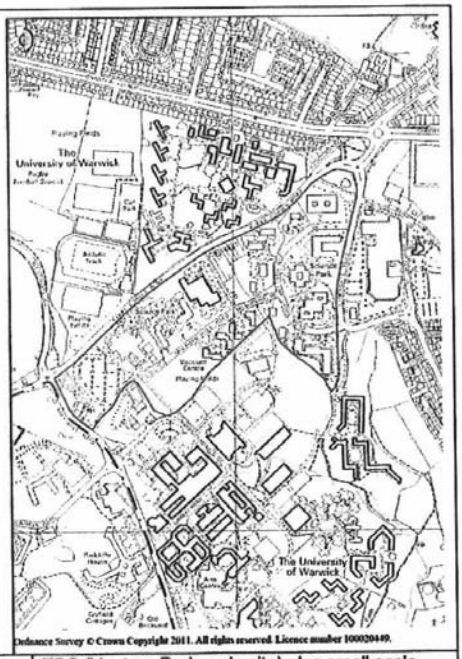
Alternative Sites Review

Site Location Loughborough Science and Enterprise Park Ashby Road Loughborough	
Size of Site	10.7 hectares (Phase 2)
Ownership	Loughborough University
Existing Uses/Facilities	Existing Science Park housing a range of occupiers within the energy, transportation, health care and sport sectors.
Development Plan Allocation/Policy	Part of site designated via Policy E/4 in Charnwood Local Plan. Balance identified in Loughborough Science Park Preferred Options DPD.
Current Development Proposals/Planning Permissions	Outline planning consent granted for Phase 2 2008 (Ref. P07/2740/2), providing for circa 40,000 sq m addition to park. B1a and B1c uses restricted to those demonstrating local linkages.
Known Physical Development Constraints	Enlarged Science Park extends beyond adopted Loughborough limits to development; further incursion its defined Area of Particularly Attractive Countryside would be unacceptable and is not supported in emerging policy.
Suitability/Availability	Multi-use science park with local linkage

	requirement rules out substantial automotives/ transportation specialism.
Conclusion	Available development sites but not suitable for specialist automotive/transportation technology park.

Proposed MIRA Technology Park

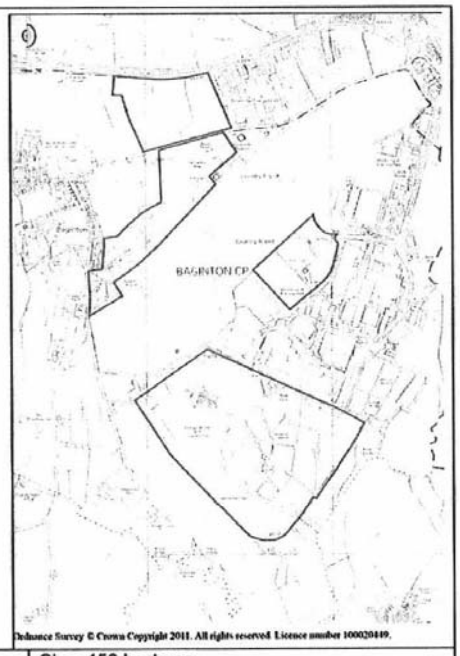
Alternative Sites Review

Site Location University of Warwick Science Park Sir William Lyons Road Coventry	
Size of Site	TBC (Venture Park main site) plus small scale satellite locations.
Ownership	University of Warwick
Existing Uses/Facilities	Wide range of largely small business occupants with limited automotive connections.
Development Plan Allocation/Policy	Developed area within Coventry Local Plan; expansion area only 1.2 hectares identified.
Current Development Proposals/Planning Permissions	No known development proposals/permissions. Although there are plans for the masterplan led development of the University of Warwick Campus these do not include the further expansion of the Science Park.
Known Physical Development Constraints	The site is already developed with modern research buildings.
Suitability/Availability	The site is already developed. No significant expansion potential. It is available only to

	businesses occupying vacated floorspace and offers limited grow-on space.
Conclusion	The site is not suitable or available.

Proposed MIRA Technology Park

Alternative Sites Review

Site Location Land adjacent to Coventry Airport and Tollbar A45/A46 Junction	
Size of Site	Circa 150 hectares
Ownership	Coventry and Warwickshire Development Partnership/St. Modwen/Coventry City Council/ Severn Trent.
Existing Uses/Facilities	Generally vacant/sewage works.
Development Plan Allocation/Policy	The majority of land is allocated as Green Belt in the Warwick Local Plan with the exception of land immediately adjacent to the airport itself which is designated for aviation activity via Policy SSP7.
Current Development Proposals/Planning Permissions	The sites were identified as the main component of the Coventry and Warwickshire Gateway scheme which was unsuccessfully promoted for Enterprise Zone status by Coventry and Warwickshire LEP. The EZ submission document advanced proposals embracing a wide range of employment uses including a substantial science and technology park. To target key strategic sectors of advanced engineering, aerospace, transport, ICT and low carbon.

	There are no relevant current planning permission.
Known Physical Development Constraints	Aside from the Green Belt designation some areas of land lie within Flood Zones 2 and 3, within the airport safeguarding zone or are subject to contamination. A major infrastructure constraint exists given the need for improvement of the Tollbar junction.
Suitability/Availability	The failure of the CWLEP Enterprise Zone bid leaves the future of this land uncertain given that current development plan policy does not favour its early release. The only immediately developable land within the EZ bid related to land north of the A45 (St. Modwen) as an extension to the existing Whitley Business Park and did not form the area identified for the science and technology park. It is unknown whether the site owners will make the land available for development given the failure of the bid.
Conclusion	The site is not suitable or available for major employment development.

Proposed MIRA Technology Park

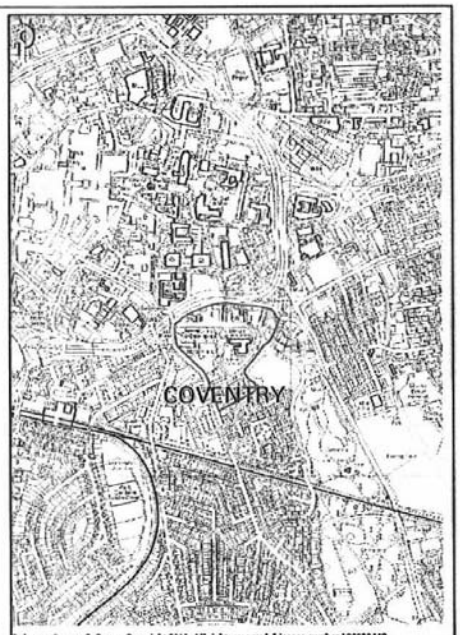
Alternative Sites Review

Site Location Leicester Abbey Meadow Science Park	
Size of Site	6.1 hectares
Ownership	EMDA/Leicester City Council
Existing Uses/Facilities	Largely cleared site
Development Plan Allocation/Policy	Identified as Science and Innovation Park under Leicester City Core Strategy Policies CS1 and CS10 as part of Strategic Regeneration Area. Uses must demonstrate a need "either to be located within the park or to be near the National Space Centre". At a site specific level the Abbey Meadows SPD provides for up to 45,000 sq m of science and technology space. Detailed provisions will be reviewed in the forthcoming Sites Allocations DPD.
Current Development Proposals/Planning Permissions	Outline planning permission (Ref. 2005/02/08) provides for a science and technology park on much of the site but is assumed to have now expired. We are not aware of any current

	development proposals.
Known Physical Development Constraints	The site is surrounded by other (leisure/residential) uses, the National Space Centre and the river to the east and is thus slightly constrained.
Suitability/Availability	This is a highly urban site which has to date not proved attractive to high technology investment. It is subject to local user/occupancy restrictions which clearly favour aeronautics/space research. The shape and configuration of the site will limit building floorplate and size.
Conclusion	The site is available for high technology development but is not attractive to the general market and is plainly not suitable for the type of facility to be provided at MIRA.

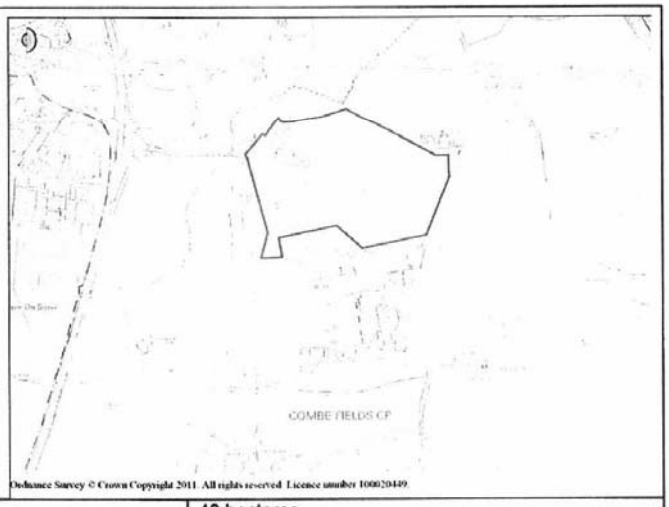
Proposed MIRA Technology Park

Alternative Sites Review

Site Location Coventry University Technology Park Parkside Coventry	
Size of Site	8 hectares
Ownership	Coventry University
Existing Uses/Facilities	Occupied by circa 70 small knowledge based businesses
Development Plan Allocation/Policy	Parkside Area recognised as suitable for range of uses via Coventry Local Plan, Policies CC27 and CC28.
Current Development Proposals/Planning Permissions	No known development proposals/permission. The site is already developed with modern research buildings.
Known Physical Development Constraints	The park is a small scale facility on the fringes of Coventry City Centre which is already developed with no identified expansion potential.
Suitability/Availability	The site is developed and not available other than to small business occupying existing space.
Conclusion	The site is not suitable or available.

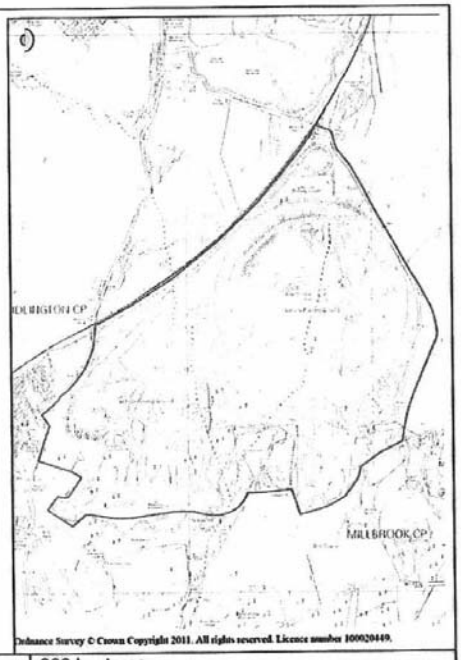
Proposed MIRA Technology Park

Alternative Sites Review

Site Location (attach aerial photo/OS Plan) Ansty Park Coventry	
Size of Site	40 hectares
Ownership	Advantage West Midlands
Existing Uses/Facilities	Ericsson Campus/Manufacturing Technology Centre
Development Plan Allocation/Policy	Major investment site under Policy PA8 of the Regional Strategy for the West Midlands. Identified for these purposes in adopted Rugby Core Strategy.
Current Development Proposals/Planning Permissions	Phase 2 planning permission (R/09/0035) provides for 124,500 sq m of high technology park.
Known Physical Development Constraints	The site is physically suitable to accommodate significant additional development.
Suitability/Availability	As a strategic site, the site can accommodate large scale inward investment in line with regional policy and is available for early development. However it has no direct linkage to the automotive industry and the failure by Tata to bring initial proposals ? are symptomatic of this. The sites freestanding location contrasts markedly with the synergy with adjoining uses/ facilities available at MIRA.
Conclusion	The site is suitable and available for high technology use but not attractive to footloose investment within the automotive sector.

Proposed MIRA Technology Park

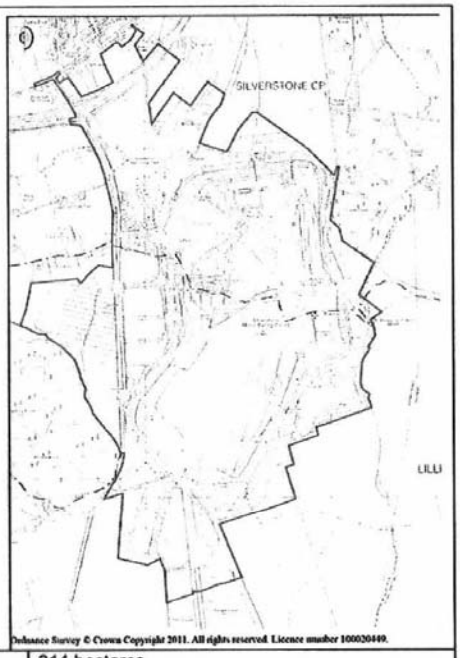
Alternative Sites Review

Site Location Millbrook Proving Ground Millbrook Bedfordshire	
Size of Site	300 hectares
Ownership	GM Holdings UK Limited
Existing Uses/Facilities	Test track/proving ground with associated crash testing/homologation/engineering facilities. Small scale technology park.
Development Plan Allocation/Policy	Safeguarded key employment site in adopted Central Bedfordshire Core Strategy DPD; retention of employment uses supported by Policy CS10, subject to the requirement for Development Brief or Masterplan.
Current Development Proposals/Planning Permissions	No planning permissions; Development Plan representations suggest that owners may wish to bring forward a mixed use scheme of development over time, including both residential and employment use. No planning brief or masterplan exists, which will be a pre-requisite for development of the site.
Known Physical Development Constraints	The site is in the countryside and the Development Plan does not identify any potential

	to expand beyond its existing boundaries.
Suitability/Availability	The site may be suitable for mixed use development in the longer term, subject to rationalisation of the test track facilities but it is currently in active use and is not available.
Conclusion	Not available/and as a countryside location enjoys no preferential status to MIRA.

Proposed MIRA Technology Park

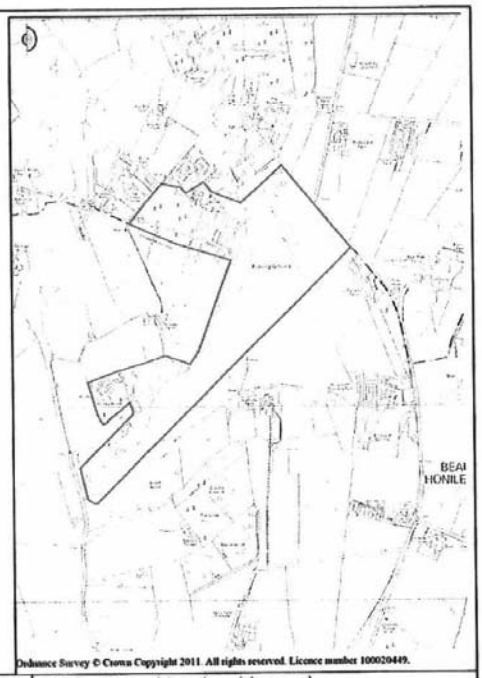
Alternative Sites Review

Site Location Silverstone Circuit and Adjoining Land, Silverstone, Northants	
Size of Site	314 hectares
Ownership	Silverstone Holdings Limited
Existing Uses/Facilities	Motor racing circuit with associated uses including technology park of circa 58,000 sq m.
Development Plan Allocation/Policy	Aylesbury Vale District Local Plan Policy RA30 – proposals for new development should be complementary to the main motor sport use of the circuit. South Northamptonshire Local Plan RE1 – supports proposals for industrial or commercial development directly connected with motor racing. Support for growth also provided via Silverstone Circuit Masterplan Development Brief approved by both LPA's.

Current Development Proposals/Planning Permissions	Current planning application for masterplan led scheme, including offices, workshop and distribution facilities (up to 185,000 sq m), education campus, hotels, motor sport museum and associated uses.
Known Physical Development Constraints	Current planning application examines the full range of technical issues; consultation responses are largely awaited.
Suitability/Availability	The site is presumed suitable for significant expansion to include commercial uses. It will, however, be linked to motor sport and motor racing rather than with the wider automotive industry.
Conclusion	The site is to be developed as a specialist motor sport facility and is not suitable for MIRA type uses.

Proposed MIRA Technology Park

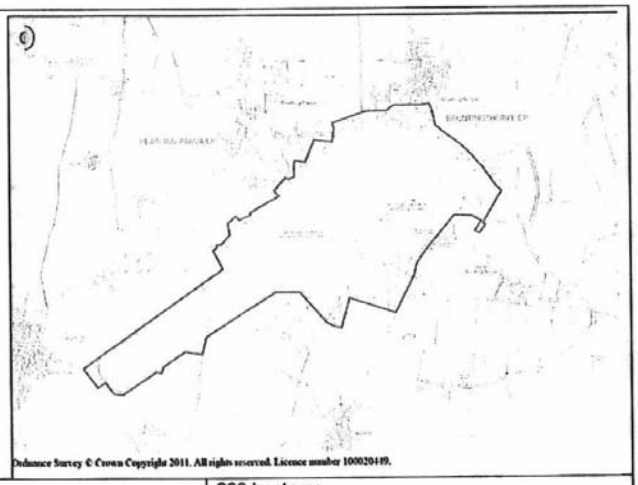
Alternative Sites Review

Site Location Former Honiley Airfield Wroxall Kenilworth	
Size of Site	6.3 hectares (developable area)
Ownership	Prodrive Limited
Existing Uses/Facilities	Vehicle testing on former airfield runways/limited research and development/corporate events. Limited range of tracks; no major test facilities.
Development Plan Allocation/Policy	Designated as Green Belt in Warwick District Local Plan with two sites totalling some 6.3 hectares identified as Major Developed Sites suitable for limited infill/redevelopment for employment use.
Current Development Proposals/Planning Permissions	Outline planning permission (Ref. W/06/0309) granted in 2007 for automotive/motor sport research and development campus totalling circa 35,000 sq m. This has not been implemented and a renewal application is pending.
Known Physical Development Constraints	Development beyond defined MDS limits would conflict with the need to maintain the openness of the Green Belt; access constraints.

Suitability/Availability	The rural location of the site and its Green Belt notation constrain its suitability for significant further development. Furthermore the current owners have not indicated any intention to dispose of it.
Conclusion	The site is not suitable or available for a MIRA type scheme.

Proposed MIRA Technology Park

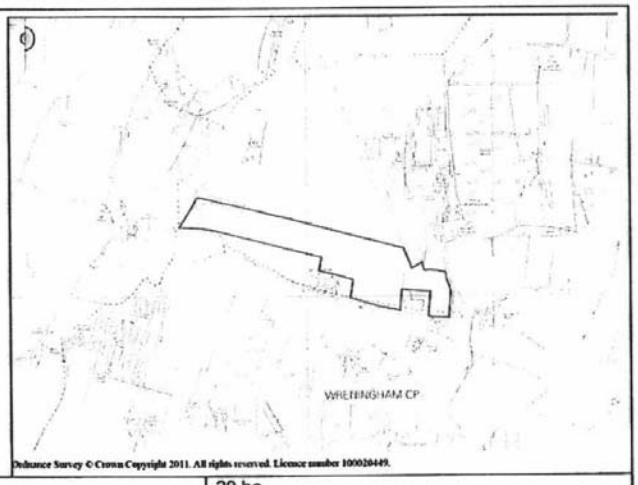
Alternative Sites Review

Site Location Bruntingthorpe Proving Ground Leicestershire	
Size of Site	280 hectares
Ownership	C Walton Limited
Existing Uses/Facilities	Vehicle testing, storage and refurbishment, car auctions, corporate hospitality.
Development Plan Allocation/Policy	Harborough District Local Plan Policy EM/17. Permits employment use of existing hard surfaces and buildings where subject to specified criteria. Emerging Core Strategy recognises the role of the proving ground and industrial estate in providing for research and local businesses taking account of its unique rural location. Supports renewal/ conversion of existing premises.
Current Development Proposals/Planning Permissions	Historic planning permissions relate largely to car auction, vehicle storage etc. There are no known current development proposals.
Known Physical Development Constraints	The site is in a rural location with poor access.
Suitability/Availability	The site is not suitable for major development -- current built site cover is limited and policies constrain the introduction of further built use other than replacement/conversion.

Conclusion	Existing uses would conflict with the establishment of high quality research and development facilities; in any event the site is not suitable by virtue of limited built cover and its rural location.

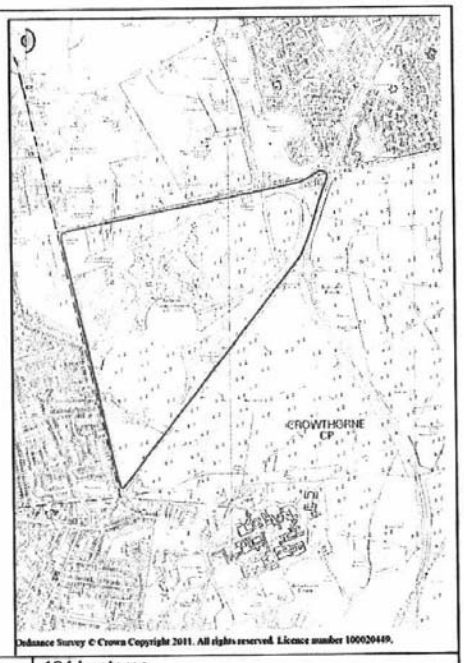
Proposed MIRA Technology Park

Alternative Sites Review

Site Location Land Adjacent to Lotus Cars Wymondham Road Hethel Norfolk	
Size of Site	20 ha
Ownership	Lotus Cars/Norfolk County Council
Existing Uses/Facilities	Greenfield land adjacent to Lotus Cars facility/test track and Hethel Engineering Centre
Development Plan Allocation/Policy	Countryside in existing South Norfolk Local Plan. However Great Norwich Development Partnership Joint Core Strategy (Policy 9) provides for expansion of activity at Hethel, including a technology park of around 20ha. Site to be identified in forthcoming site allocations document.
Current Development Proposals/Planning Permissions	Previous Screening Opinion for Technology Park. Development Plan representations identify aspirations to promote Technology Park on the site. No current planning application.
Known Physical Development Constraints	Rural landscape access from trunk road network; requirement to accommodate other uses including Lotus Heritage Centre.
Suitability/Availability	Suitable for small scale technology park/specialist engineering facility but linkage with existing manufacturer will constrain potential users. Not currently available and no timeframe for delivery.
Conclusion	Whilst this site is likely to come forward in due course it is not currently available. Suitability for general uses will be constrained by manufacturer linkage.

Proposed MIRA Technology Park

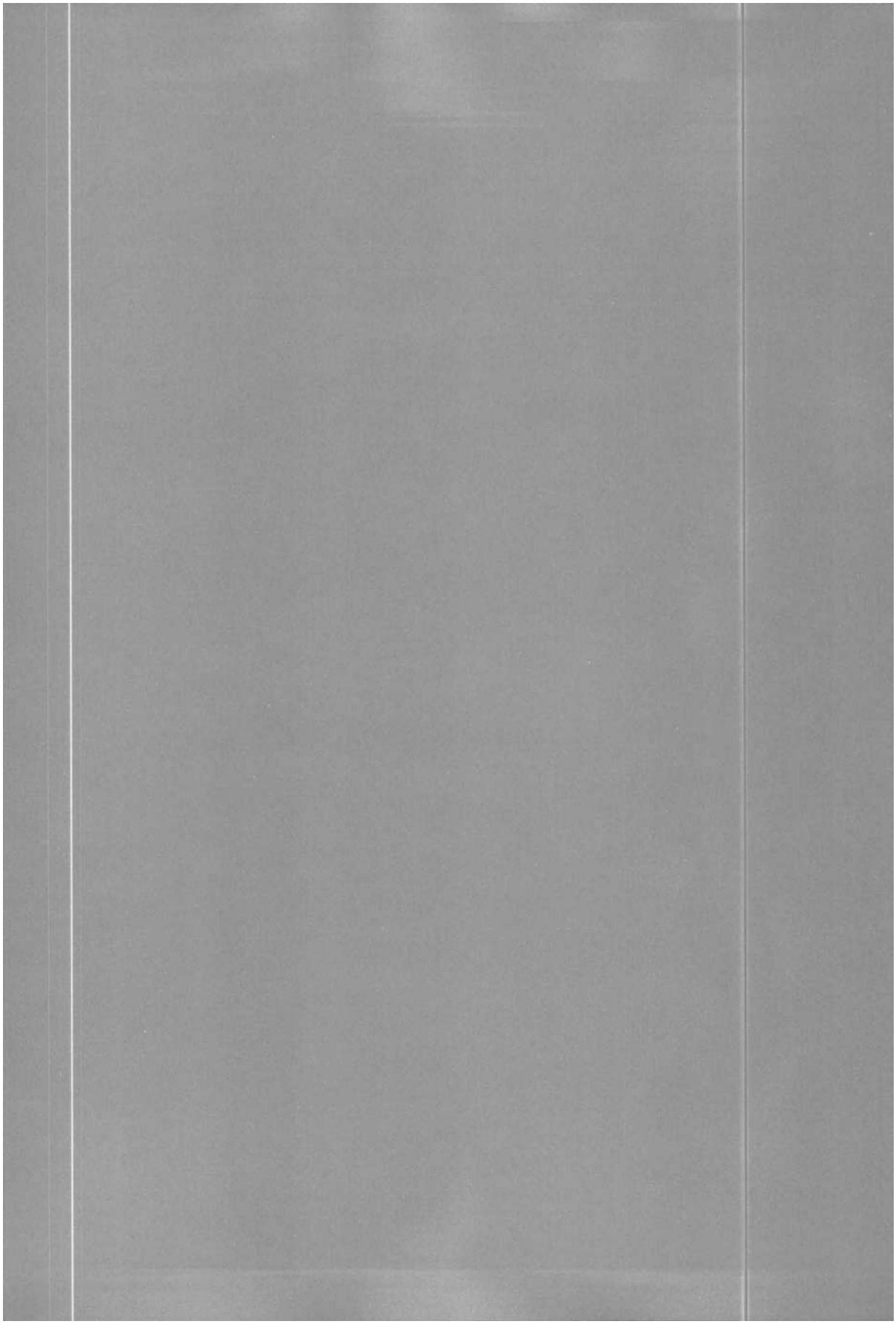
Alternative Sites Review

Site Location Transport Research Laboratory Crowthorne Berkshire	
Size of Site	104 hectares
Ownership	Legal & General Assurance Limited
Existing Uses/Facilities	TRL Headquarters, test track, workshops and offices.
Development Plan Allocation/Policy	Bracknell Core Strategy identifies the site as a Strategic Opportunity. Draft Site Allocations document (Policy SA5) identifies site for comprehensive mixed use development including up to 1,000 residential units and employment provision for small and new businesses. It is recognised within Policy that the test track is now surplus to TRL requirements and that their lease on the site will expire.
Current Development Proposals/Planning Permissions	The site has a lengthy planning history which most recently includes the dismissal of an appeal centred on proposals for the comprehensive redevelopment of the site to provide 975 dwellings and a substantial business park. This

	was dismissed primarily on the grounds of countryside policy given that the proposal would have involved a substantial reduction and physical gap between Bracknell and Crowthorne. It is not known if any current alternative proposals exist but it is assumed that these will come forward in the light of TRL's lease expiry.
Known Physical Development Constraints	Although the site is identified as suitable for mixed use development it will need to accommodate extensive open areas to address the gap policy issue and to mitigate the impact of residential development upon the Thames Basins Heath Special Protection Area.
Suitability/Availability	The site is being promoted for alternative forms of development and is clearly neither suitable nor available. The existing test track will not be maintained.
Conclusion	The site is not suitable or available.

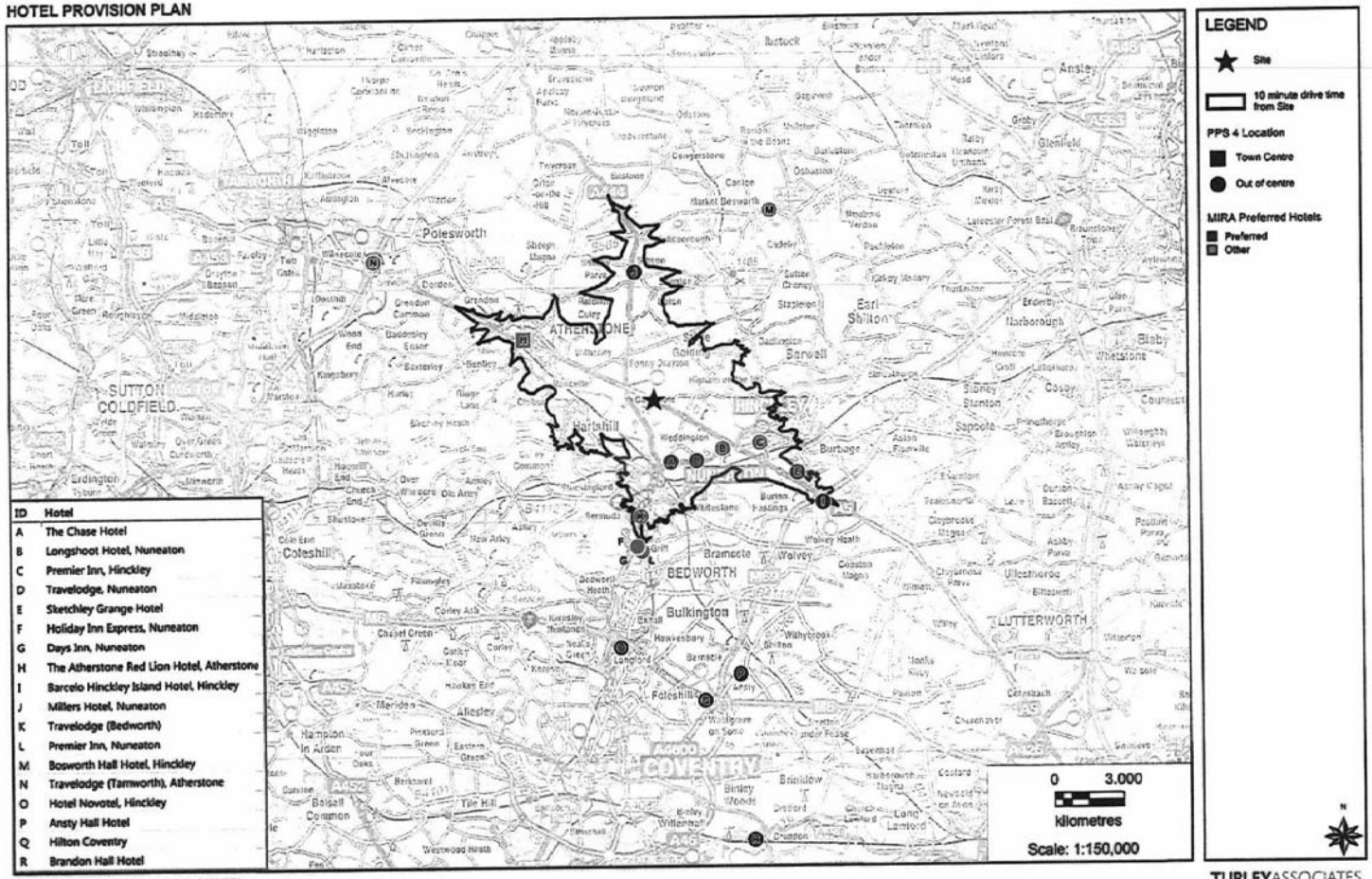
Appendix 3 – Hotel Suppl

TURLEY ASSOCIA



MIRA, HINCKLEY

HOTEL PROVISION PLAN



ID	Hotel
A	The Chase Hotel
B	Longshoot Hotel, Nuneaton
C	Premier Inn, Hinckley
D	Travelodge, Nuneaton
E	Sketchley Grange Hotel
F	Holiday Inn Express, Nuneaton
G	Days Inn, Nuneaton
H	The Atherstone Red Lion Hotel, Atherstone
I	Barcelo Hinckley Island Hotel, Hinckley
J	Millers Hotel, Nuneaton
K	Travelodge (Bedworth)
L	Premier Inn, Nuneaton
M	Bosworth Hall Hotel, Hinckley
N	Travelodge (Tamworth), Atherstone
O	Hotel Novotel, Hinckley
P	Ansty Hall Hotel
Q	Hilton Coventry
R	Brandon Hall Hotel

TURLEY ASSOCIATES

Hotel Distribution within Catchment Area

Hotel	Postcodes	Distance from MIRA site	Location (PPS4)	No. Of Bedrooms	Star Classification
The Chase Hotel	CV11 6AG	Approx 1.6 miles	out of centre	28	3*
Longshoot Hotel, Nuneaton	CV11 6JH	Approx 2.3miles	out of centre - just before A5 (south of MIRA site)	49+	2.5*
Premier Inn, Hinckley	LE10 0NB	Approx 3.1miles	Out of centre (1.2miles)	53	4.5*
Travelodge, Nuneaton	CV11 6EN	Approx 3.2miles	Out of centre	28	3*
Sketchley Grange Hotel	LE10 3HU	Approx 4.3 miles	Out of centre	52	4*
Holiday Inn Express, Nuneaton	CV10 7SD	Approx 5.1 miles	Out of centre - South of Bermuda Industrial Estate	120	3*
Days Inn, Nuneaton	CV10 7	Approx 5.2miles	Out of centre	101	3*
The Atherstone Red Lion Hotel, Atherstone	CV9 1BB	Approx 5.2miles	Town Centre	30	3.5*
Barcelo Hinckley Island Hotel, Hinckley	LE10 3JA	Approx 5.3 miles	Out of centre (2.3miles)	362	4*
Millers Hotel, Nuneaton	CV13 6LB	Approx 5.3miles	Out of centre	38	3.5*
Travelodge (Bedworth)	CV10 7TF	Approx 5.5miles	Out of centre - Bermuda Industrial Estate (3miles from town centre)	Approx 100	2.5*
Premier Inn, Nuneaton	CV10 7PJ	Approx 6.6miles	Out of centre -Bermuda Industrial Estate - (3miles from centre)	Unavailable	4*
Bosworth Hall Hotel, Hinckley	CV13 0LP	Approx 7miles	Out of centre - North of MIRA site and Atherstone Town centre	192	3*
Travelodge (Tamworth), Atherstone	B77 5PS	Approx 8miles	Out of centre (2.6 miles West)	62	2.5*
Out of catchment - MIRA (Preferred Hotels)					
Hotel Novotel, Hinckley	CV6 6HL	Approx 8.4miles	Out of centre (13.6 miles)	98	3*
Ansty Hall Hotel	CV7 9HZ	Approx 9 miles	Out of centre		Unreviewed
Hilton Coventry	CV2 2ST	Approx 13.2 miles	Out of centre (10.2 miles)	172	4*
Brandon Hall Hotel	CV8 3FW	Approx 15.7 miles	Out of centre	120	4*

Key

Town Centre Classifications as set by PPS4

Town Centre - Hotels located within the retail and commercial centre of the area

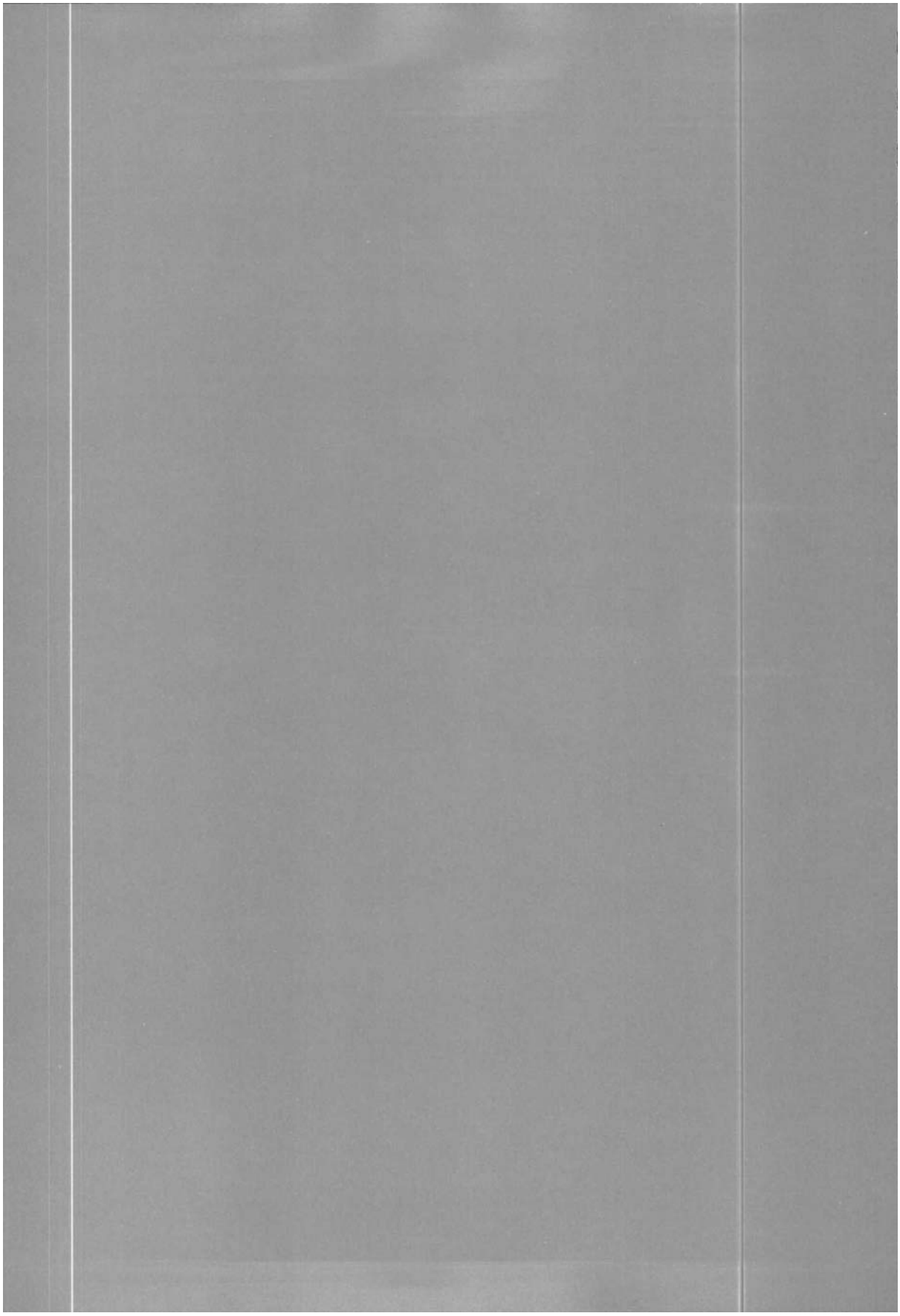
Edge of Centre - Hotels located within walking distance from the Town Centre

Out of centre - Hotels located outside of the main built up town centre area or out of town

MIRA - Preferred Hotels

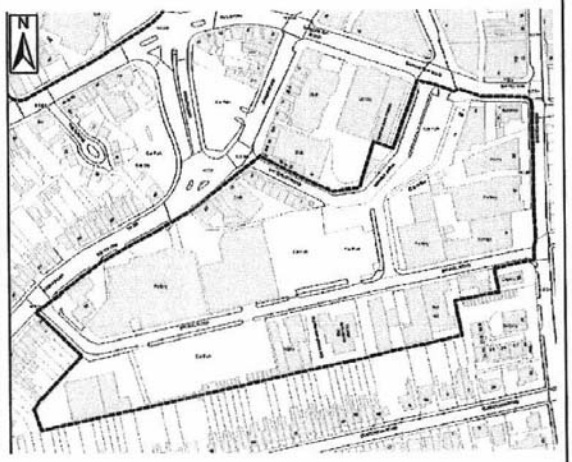
Appendix 4 – Hotel Alternative Site Schedules

TURLEY ASSOCIATES



MIRA TECHNOLOGY PARK

Sequential Assessment of Alternative Hotel Sites

Site 1	
Location:	Land between Rugby Road and Station Road, Hinckley (Bus Station Site) 
Size:	3.81ha
Existing Uses:	The site is presently occupied by a number of different uses, one of which includes the town's main bus station.
Relationship with Town Centre:	The Bus Station site is situated in the south western part of the town centre and fronts Rugby Road to the northwest and Station Road to the east.
Development Plan Allocation:	The site is identified as a Strategic Development Area within the Hinckley Town Centre AAP and is allocated for a mixed use scheme anchored by a food superstore.
Planning History:	(10/00743/OUT) Outline consent has recently been granted for a major mixed use redevelopment comprising supermarket, cinema, restaurants, bowling alley, offices and parking.
Requirements for Land Assembly:	Not known but assumed to be under control of current applicants.

Physical/Development Constraints:	Since November 2007 the council has been in consultation with a developer to produce a masterplan for the site. This has come to fruition via the current consent. Sainsbury's and Cineworld have been identified as anchor tenants and it is assumed that the proposal can come forward on this basis.
Conclusion:	The site is committed for development and is not available.

MIRA TECHNOLOGY PARK

Sequential Assessment of Alternative Hotel Sites

Site 2	
Location:	Stockwell Head/Concordia Theatre, Hinckley 
Size:	3.08ha
Existing Uses:	The areas is characterised by a mix of uses, a poor public realm and a low grade appearance. Existing uses on the site include the Concordia Theatre, a Working Mans Club, a Baptist Chapel, a residential terrace, offices, industrial premises, a car park and several secondary retail outlets.
Relationship with Town Centre:	
Development Plan Allocation:	Strategic Development Area as designated within Hinckley Town Centre AAP. Aspires to a secure mixed use development (commercial/office/residential) to the East of Baptist Walk and infill development in western half of the site, whilst retaining/improving Concordia Theatre. Provision of car parking and enhanced public realm. The western part of the site falls within the Town Centre Conservation Area.
Planning History:	We have not identified any recent relevant planning applications although various minor individual applications reflect the fragmented land ownership and have been submitted for alterations of businesses already located on the site.
Requirements for Land Assembly:	Multiple ownership with much tenanted property.

Physical/Development Constraints:	Constrained development opportunity due to existing functional businesses, particularly in a western portion of the site. Fragmented landownership is also a significant impediment; various topographical issues would need to be overcome to support development. Against this background the site is unlikely to be viable for a major mixed use scheme and may be more suitable for small scale infill development and the public realm improvements
Conclusion:	The site is suitable for a small scale development only and we have not identified any individual component which is either suitable or available to come forward to accommodate hotel use.

MIRA TECHNOLOGY PARK

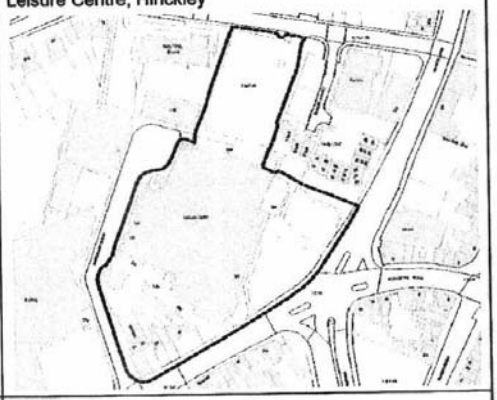
Sequential Assessment of Alternative Hotel Sites

Site 3	
Location:	Land North of Mount Road/Argents Mead, Hinckley 
Size:	4.36ha
Existing Uses:	This area includes • Council Offices, the Castle Mound, • Memorial Gardens, the Vicarage, District • Hospital and health centre to the east; • Mount Road car park to the south and Church Walk car park and Council owned retail units to the north.
Relationship with Town Centre:	The site is located within Hinckley Town Centre and within the Town centre Conservation Area.
Development Plan Allocation:	The site is identified as a Strategic Development Area within the Hinckley Town Centre AAP. The site is identified as a Strategic Development Area within the Hinckley Town Centre AAP in anticipation of the Borough Council's relocation from the core of the site. Whilst the retention and enhancement of Argents Mead and Memorial Gardens are a pre-requisite the provision of mixed use development within the site is envisaged including residential, offices and community facilities. Provision of a retirement accommodation is also considered to be an option.

Planning History:	The Councils consulted on proposals for the site including a new retirement village with Argents Mead space retained, although no definitive scheme has come forward to a planning application. It is understood that the Council offices are likely to be demolished in 2012.
Requirements for Land Assembly:	There are three predominant owners of the land which is likely to dictate phased development.
Physical/Development Constraints:	It is understood that initial site availability will be confined to the Council offices site. The site is close to a scheduled ancient monument (Hinckley Castle) and a listed building (the War Memorial). Any development clearly must retain major open elements and be sympathetic to the historic and open setting of the park.
Conclusion:	The site is subject to major constraints and the portion which will be available for development in the short term has been identified for a retirement village and community uses and is neither suitable nor available for alternative forms of development.

MIRA TECHNOLOGY PARK

Sequential Assessment of Alternative Hotel Sites

Site 4	
Location:	Leisure Centre, Hinckley 
Size:	1.31ha
Existing Uses:	The site is still currently used as a leisure centre but it is anticipated that this will relocate since the facility has a limited life.
Relationship with Town Centre:	The site is on the western edge of the town centre.
Development Plan Allocation:	The site is identified as a Strategic Development Area within the Hinckley Town Centre AAP with the expectation that it will be redeveloped for a landmark residential scheme. This expectation is carried forward with the emerging Site Allocations document.
Planning History:	No recent/current applications.
Requirements for Land Assembly:	Owned by Hinckley and Bosworth Borough Council
Physical/Development Constraints:	The site will provide a development opportunity at a key entrance into the town centre in due course but will not be available until the leisure centre is relocated. The relationship to Trinity Court and Holy Trinity Church will be an important consideration and development of

	the site should not prejudice the on-going employment use of land to the west.
Conclusion:	The site is not presently available for development.

MIRA TECHNOLOGY PARK

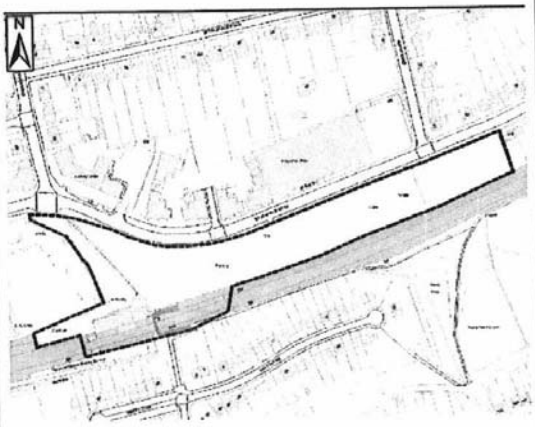
Sequential Assessment of Alternative Hotel Sites

Site 5	
Location:	Rugby Road/Hawley Road, Hinckley 
Size:	2.13ha
Existing Uses:	Previously occupied by Fludes Hoisery Factory but currently stands vacant.
Relationship with Town Centre:	South of town centre but within AAP boundary.
Development Plan Allocation:	The site is designed as a Strategic Development Area within the Hinckley Town Centre AAP which anticipates the provision of a landmark building and a mixed use development incorporating residential, commercial and other employment uses.
Planning History:	There have been a number of applications which refers to the site comprising of mixed use schemes: Most recently 10/00847/FUL – MRP Hinckley more secured consent – for a mixed use scheme including; erection of new residential and office buildings. Since the condition discharges have been sought (11/00100/CONDIT) and it is clear that it is intended to implement this scheme.
Requirements for Land Assembly:	Assumed to be in ownership of the applicants.

Physical/Development Constraints:	The site is suitable for mixed use as consented. It has a committed end user and will accommodate the relocation of Hinckley and Bosworth Council from Argents Mead.
Conclusion:	The site is not suitable.

MIRA TECHNOLOGY PARK

Sequential Assessment of Alternative Hotel Sites

Site 6	
Location:	Railway Station/Southfield Road – Hinckley 
Size:	1.78ha
Existing Uses:	This site includes the railway station forecourt and land to the east of the railway station and Southfield Road. The site is comprised of vacant brownfield land, formerly occupied by the Richard Roberts factory.
Relationship with Town Centre:	The site is located south of the town centre but within the AAP boundary, adjacent to and including the railway station.
Development Plan Allocation:	The site is identified as a Strategic Development Area within the Hinckley Town Centre AAP, with the expectation being that it will accommodate office led development to create a high quality employment zone and create a landmark in this gateway location. Transport interchange facilities should be incorporated.
Planning History:	No current applications.
Requirements for Land Assembly:	There are a number of land owners, including Network Rail.
Physical/Development Constraints:	Adjacent to the Council's objectives will require the co-operation of a number of parties including Network Rail and the train

	operating company and there is no indication that this will be forthcoming. Site conditions are unknown.
Conclusion:	There is no indication that the site is available in the form dispatched by the Council and it is in any event specifically identified for office use, consistent with its gateway location.

MIRA TECHNOLOGY PARK

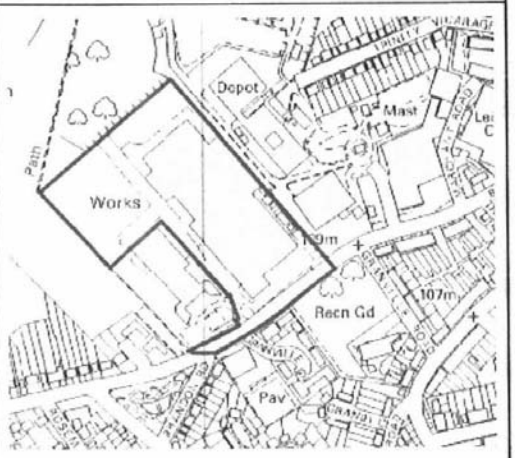
Sequential Assessment of Alternative Hotel Sites

Site 7	
Location:	North Warwickshire and Hinckley College 
Size:	0.36 -4.44 ha
Existing Uses:	The smaller of the two sites is located to the south of Spa Lane and consists of a single building and associated car parking. The larger site is east of London Road and is comprised of numerous buildings, car parking and existing open space.
Relationship with Town Centre:	These sites lie beyond the town centre to the east.
Development Plan Allocation:	The Hinckley Town Centre Action Area Plan recognises that the main site offers a mixed development opportunity following relocation of the College (which has now taken place). The plan anticipated residential on the smaller site and mixed use on the principle London Road College site.
Planning History:	An outline application was submitted (ref: 10/00505/OUT) for a residential development by North Warwickshire and Hinckley College – the application was granted on 20/10/2010. In accordance with the approval a reserved matters application for the development of 132 dwellings on the site has subsequently been submitted: (ref: 11/00082/REM) and approved on 28/04/11.

Requirements for Land Assembly:	Understood to be in the ownership of Bloor Homes.
Physical/Development Constraints:	The London Road site is capable of redevelopment in accordance with the planning permission granted. The secondary site is too small.
Conclusion:	The relevant (larger) site is committed by the grant of planning permission and is not available. The secondary site is too small.

MIRA TECHNOLOGY PARK

Sequential Assessment of Alternative Hotel Sites

Site 8	
Location: Former Jarvis Porter Site, Coventry	
Size:	3.7ha
Existing Uses:	Cleared site
Relationship with Town Centre:	The site is within close proximity to Hinckley Town Centre and within the AAP boundary area.
Development Plan Allocation:	Employment allocation in AAP, albeit existing retail permission is recognised.
Planning History:	Current application for the site (ref: 11/00046/FUL) for mixed use development comprising light industrial (B1c), storage and distribution (b8), and retail warehousing (A1) with associated parking and access. Planning permission already exists for 9,195 sq m of A1 non-food and 1,782 sq mf of B8.
Requirements for Land Assembly:	Not known.
Physical/Development Constraints:	Site can be developed in accordance with permission granted. It is committed for development, via a retail warehouse scheme, to be anchored by Matalan.
Conclusion:	The site is committed and not available.

MIRA TECHNOLOGY PARK

Sequential Assessment of Alternative Hotel Sites

Site 9	
Location:	The Vera Works, 36 Station Street, Atherstone, CV9 1BU 
Size:	0.17ha
Existing Uses:	The existing site comprises various former factory buildings fronting onto Station Street and adjacent to an Aldi car park Although many of the buildings have been vacant since the 1980's those in occupation are used as a gym, dance studio and night club.
Relationship with Town Centre:	The site lies within the boundary of Atherstone Town centre
Development Plan Allocation:	The site represents the undeveloped balance of Site ECON6 within the North Warwickshire Local Plan which identifies land at Station Street including the former hat factory for mixed use development. The majority of the site falls within the Atherstone Town Centre Conservation Area
Planning History:	There is a current application (ref: PAP/2010/0236) for the development of the site for mixed use for retirement dwellings, retail units and a restaurant. The decision is still pending. The remainder of this town centre development site has already been built out as an Aldi store.

Requirements for Land Assembly:	Assumed to be in ownership of current applicants, Freshspace Developments.
Physical/Development Constraints:	The former hat factory is a non-designated heritage asset which is considered significant to the town.
Conclusion:	The site is coming forward for reuse via a scheme which retains the fabric of the existing factory building for retirement dwellings and is not available. The balance of the ECON6 notation has already been redeveloped and is not available.

Appendix C

Safe roads, Reliable journeys, Informed travellers

HIGHWAYS AGENCY

Our ref: P364952
Your ref: PAP/2011/0259

Jeff Brown
North Warwickshire Borough Council
The Council House
South Street
Atherstone
Warwickshire
CV9 1DE

Aoife O'Toole
Asset Manager
Level 9
The Cube
199 Wharfside Street
Birmingham B1 1RN

Direct Line: 0121 678 8096
Fax: 0121 678 8558

17 October 2011

Dear Jeff,

A5 MIRA LTD, WATLING STREET, CALDECOTE, NUNEATON, WARWICKSHIRE

Further to my letter of 19 September 2011, the Highways Agency (HA) has now received the information required to assess the impact on the Strategic Road Network and enable a substantive response to the above application.

The development requires new access arrangements which fall within North Warwickshire Borough Council's area and the conditions to be attached to the development in NWBC reflect this.

Please find attached Technical Note 6 which provides details of the assessments carried out and the conclusions leading to the following conditions:

Cond 1: The Access Junction Improvements required shall be completed in accordance with ATC drawing ATC-10_014-A_2E (or as amended by Road Safety Audit or Detailed Design).

Cond 2: The Access Strategy required shall be completed in accordance with ATC drawings ATC-10_014-A_2A-R2, ATC-10_014-A_2B-R1, ATC-10_014-A_2C-R2, ATC-10_014-A_2D-R1 (or as amended by Road Safety Audit or Detailed Design).

Informative Note to Applicant

The highway mitigation works associated with this consent involves works within the public highway, which is land over which you have no control. The Highways Agency therefore requires you to enter into a suitable legal agreement to cover the design, construction and supervision of the works.

The applicant should be made aware that any works undertaken to the Highways Agency network are carried out under the Network Occupancy Management policy, in accordance with HA procedures, which currently requires notification/booking 12 months prior to the proposed start date. Exemptions to these bookings can be made,

Department for Transport

ONSX3

but only if valid reasons can be given to prove they will not affect journey time reliability and safety. The HA's Area 7 Managing Agent Contractor contact details for these matters is area7.roadspace@aone.uk.com.

Please contact Mr Alan Darby of the HA's East Midlands Network Delivery and Development Directorate on 07900 535 262 at an early stage to discuss the details of the highway agreement.

Please find attached a TR110 form, which directs that any planning permission granted includes the conditions stated above.

Please do not hesitate to contact me on 0121 678 8096 if you have any queries.

Yours sincerely

Aoife O' Toole

Aoife O'Toole
Network Delivery and Development East Midlands
Email: aoife.otoole@highways.gsi.gov.uk

Enc

CC (by email): James Hicks - HBBC
Rebecca Henson – LCC
David Neale - WCC
Vanessa Ryan – Aecom
Mick Charles – A-One+
Andy MacDonald – TRC
John Henley – ATC

TR110 (October 2010)

An Executive Agency of
The Department for Transport

Developments Affecting Trunk Roads and Special Roads
Highways Agency Response to an Application for Planning Permission

From: Divisional Director, Network Delivery and Development, East Midlands, Highways Agency.

To: North Warwickshire Borough Council

Council's Reference: PAP/2011/0259

Referring to the notification of a planning application dated 7 June 2011, your reference PAP/2011/0259, in connection with the A5, Watling Street, Caldecote, Nuneaton, Warwickshire, notice is hereby given under the Town and Country Planning (Development Management Procedure) Order 2010 that the Secretary of State for Transport:-

~~a) offers no objection;~~

~~b) advises that planning permission should either be refused, or granted only subject to conditions~~

c) directs conditions to be attached to any planning permission which may be granted;

~~d) directs that planning permission is not granted for an indefinite period of time;~~

~~e) directs that planning permission not be granted for a specified period (see Annex A).~~

(delete as appropriate)

Signed by authority of the Secretary of State for Transport

Date: 17 October 2011	**Signature:** Aoife O Toole
Name: Aoife O'Toole	**Position:** Asset Manager
The Highways Agency: **The Cube** **199 Wharfside Street** **Birmingham** **B1 1RN**	

Annex A

Conditions to be attached to any grant of planning permission:

Cond 1: The Access Junction Improvements required shall be completed in accordance with ATC drawing ATC-10_014-A_2E (or as amended by Road Safety Audit or Detailed Design).

Cond 2: The Access Strategy required shall be completed in accordance with ATC drawings ATC-10_014-A_2A-R2, ATC-10_014-A_2B-R1, ATC-10_014-A_2C-R2, ATC-10_014-A_2D-R1 (or as amended by Road Safety Audit or Detailed Design).

Informative Note to Applicant

The highway mitigation works associated with this consent involves works within the public highway, which is land over which you have no control. The Highways Agency therefore requires you to enter into a suitable legal agreement to cover the design, construction and supervision of the works.

The applicant should be made aware that any works undertaken to the Highways Agency network are carried out under the Network Occupancy Management policy, in accordance with HA procedures, which currently requires notification/booking 12 months prior to the proposed start date. Exemptions to these bookings can be made, but only if valid reasons can be given to prove they will not affect journey time reliability and safety. The HA's Area 7 Managing Agent Contractor contact details for these matters is area7.roadspace@aone.uk.com.

Please contact Mr Alan Darby of the HA's East Midlands Network Delivery and Development Directorate on 07900 535 262 at an early stage to discuss the details of the highway agreement.

Reason(s) for the direction given at c) overleaf:

To ensure that the A5 Trunk Road continues to serve its purpose as part of a system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk road resulting from vehicles accessing the application site and in the interests of road safety.

HIGHWAYS AGENCY

Safe roads, reliable journeys, informed travellers

Our ref: P364952
Your ref: 11/00360/OUT

James Hicks
Hinckley & Bosworth Borough Council
Council Offices
Argents Mead
Hinckley
Leicestershire
LE10 1BZ

Aoife O'Toole
Asset Manager
Level 9
The Cube
199 Wharfside Street
Birmingham B1 1RN

Direct Line: 0121 678 8096
Fax: 0121 678 8558

2 November 2011

Dear James

A5 MIRA LTD, WATLING STREET, CALDECOTE, NUNEATON, WARWICKSHIRE

Further to my letter of 17 October 2011, the applicant has brought to my attention the fact that 22,302 square metres of Use Class B1b to be retained by MIRA is in fact outside the red line boundary of the application site.

Therefore it is inappropriate to include this retained floorspace in the condition limiting the use classes and floor space within the application site. I therefore propose to amend my previous condition to the following:

Cond 1: The development hereby permitted shall comprise no more than the following uses and areas:

- Use Class B1(b) Research & Development - 118,413m^2
- Use Class B1(a) Offices - 14,303m^2
- Use Class C3 Hotel - 4,500m^2 (100 beds)
- Use Class A1 Local Retail Facilities - 500m^2
- Use Class A3 Restaurants - 1,000m^2
- Use Class D2 Leisure - 1,000m^2

I have also reviewed the trigger points for the other conditions requiring works and am content that the figures included in those conditions are correct. I have removed from those conditions the reference to the equivalent number of peak hour vehicle trips due to the difficulty in ascertaining which of the trips generated from the entire site come

from within the application area (red line boundary) and those generated by the retained uses outside the red line boundary.

Please find attached a TR110 form, which directs that any planning permission granted includes the conditions stated above.

Please do not hesitate to contact me on 0121 678 8096 if you would like to discuss the contents of this letter.

Yours sincerely

Aoife O Toole

Aoife O'Toole
Network Delivery and Development East Midlands
Email: aoife.otoole@highways.gsi.gov.uk

Enc

CC (by email): Jeff Brown - NWBC
Rebecca Henson – LCC
David Neale - WCC
Vanessa Ryan – Aecom
Mick Charles – A-One+
Andy MacDonald – TRC
John Henley – ATC

HIGHWAYS AGENCY

Safe roads, reliable journeys, informed travellers

An Executive Agency of
The Department for Transport

TR110 (October 2010)

Developments Affecting Trunk Roads and Special Roads
Highways Agency Response to an Application for Planning Permission

From: Divisional Director, Network Delivery and Development, East Midlands, Highways Agency.

To: Hinckley & Bosworth Borough Council

Council's Reference: 11/00360/OUT

Referring to the notification of a planning application dated 1 June 2011, your reference 11/00360/OUT, in connection with the A5, Watling Street, Caldecote, Nuneaton, Warwickshire, notice is hereby given under the Town and Country Planning (Development Management Procedure) Order 2010 that the Secretary of State for Transport:-

~~a) offers no objection;~~

~~b) advises that planning permission should either be refused, or granted only subject to conditions~~

c) directs conditions to be attached to any planning permission which may be granted;

~~d) directs that planning permission is not granted for an indefinite period of time;~~

~~e) directs that planning permission not be granted for a specified period (see Annex A).~~

(delete as appropriate)

Signed by authority of the Secretary of State for Transport

Date: 2 November 2011	**Signature:** Aoife O' Toole
Name: Aoife O'Toole	**Position:** Asset Manager
The Highways Agency: **The Cube** **199 Wharfside Street** **Birmingham** **B1 1RN**	

Annex A

Conditions to be attached to any grant of planning permission:

Cond 1: The development hereby permitted shall comprise no more than the following uses and areas:

- Use Class B1(b) Research & Development - 118,413m^2
- Use Class B1(a) Offices - 14,303m^2
- Use Class C3 Hotel - 4,500m^2 (100 beds)
- Use Class A1 Local Retail Facilities - 500m^2
- Use Class A3 Restaurants - 1,000m^2
- Use Class D2 Leisure - 1,000m^2

Cond 2: No more than 35,524m2 B1b, 4,290m2 B1a and 2,100m2 hotel / service uses shall be occupied on the application site until the Access Junction Improvements shown in ATC drawings ATC-10_014-A_2E (or as amended by Road Safety Audit or Detailed Design) are complete and open to traffic.

Cond 3: No more than 35,524m2 B1b, 4,290m2 B1a and 2,100m2 hotel / service uses shall be occupied on the application site until the Wood Lane Junction Improvements shown in ATC drawings ATC-MIRA_A5_JCT-WDLN-R2 (or as amended by Road Safety Audit or Detailed Design) are complete and open to traffic.

Cond 4: No more than 35,524m2 B1b, 4,290m2 B1a and 2,100m2 hotel / service uses shall be occupied on the application site until the A5 Redgate Improvement Scheme shown in ATC drawing ATC-MIRA_A5_JCT-RDGT-R3 (or as amended by Road Safety Audit or Detailed Design) is complete and open to traffic.

Cond 5: No more than 71,048m2 B1b, 8,580m2 B1a and 4,200m2 hotel / services shall be occupied on the application site until the Access Strategy shown in ATC drawings ATC-10_014-A_2A-R2, ATC-10_014-A_2B-R1, ATC-10_014-A_2C-R2, ATC-10_014-A_2D-R1 (or as amended by Road Safety Audit or Detailed Design) are complete and open to traffic.

Cond 6: No more than 71,048m2 B1b, 8,580m2 B1a and 4,200m2 hotel / services shall be occupied on the application site until the Higham Roundabout Improvement Scheme shown in ATC drawing MIRA/A5/JCT-HGHRDBT-R2 (or as amended by Road Safety Audit or Detailed Design) is complete and open to traffic.

Cond 7: No more than 71,048m2 B1b, 8,580m2 B1a and 4,200m2 hotel / services shall be occupied on the application site until the Longshoot Roundabout Improvement Scheme shown in ATC drawing MIRA_A5_JCT-LNGSH-R3 (or as amended by Road Safety Audit or Detailed Design) is complete and open to traffic.

Cond 8: No more than 71,048m2 B1b, 8,580m2 B1a and 4,200m2 hotel / services shall be occupied on the application site until the Dodwells Roundabout Improvement Scheme shown in ATC drawing MIRA_A5_JCT-DWLRDBT-R2 (or as amended by Road Safety Audit or Detailed Design) is complete and open to traffic.

Informative Note to Applicant

The highway mitigation works associated with this consent involves works within the public highway, which is land over which you have no control. The Highways Agency therefore requires you to enter into a suitable legal agreement to cover the design, construction and supervision of the works.

The applicant should be made aware that any works undertaken to the Highways Agency network are carried out under the Network Occupancy Management policy, in accordance with HA procedures, which currently requires notification/booking 12 months prior to the proposed start date. Exemptions to these bookings can be made, but only if valid reasons can be given to prove they will not affect journey time reliability and safety. The HA's Area 7 Managing Agent Contractor contact details for these matters is area7.roadspace@aone.uk.com.

Please contact Mr Alan Darby of the HA's East Midlands Network Delivery and Development Directorate on 07900 535 262 at an early stage to discuss the details of the highway agreement.

Reason(s) for the direction given at c) overleaf:

To ensure that the A5 Trunk Road continues to serve its purpose as part of a system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk road resulting from vehicles accessing the application site and in the interests of road safety.

Appendix D

Your ref: PAP/2011/0259
My ref: PAP/2011/0259
Your letter sent:

Warwickshire County Council

Communities

PO Box 43
Shire Hall
Warwick
CV34 4SX

DX 723360 WARWICK 5
Tel: (01926) 418063
Fax: (01926) 412641
daveneale@warwickshire.gov.uk
www.warwickshire.gov.uk

Mr J Brown
Head of Planning
NORTH WARWICKSHIRE BOROUGH COUNCIL
PO BOX 6, The Council House
South Street, Atherstone
CV9 1DE

FAO : Jeff Brown

14 October 2011

Dear Mr Brown

PROPOSAL: Development of business/technology campus
LOCATION: Mira Technology Park Ltd Watling Street, CV10 OTU
APPLICANT: Mira Technology Park Ltd

WCC as Highway Authority has been working with the developer, the Highways Agency and Leicestershire County Council as neighbouring highway authority regarding the proposed development. In summary, the impact of the development on the highway network in Warwickshire shows little difference in network conditions when comparing the 2021 reference case scenario (no MIRA development) to the 2021 do something scenario (with MIRA development and mitigation). Some areas show minor improvements and other show minor detrimental impact.

Junction impacts

The output from the traffic modelling for the Longshoot / A5 signal junction, shows that the impact of the development with the proposed mitigation will operate with an increased average queue across the am peak period (7am to 10am) of 6 vehicles. However, the journey time (reported as Nun1) along this section of the route improves over the reference case scenario. The pm peak period (16.00 to 19.00) shows significant reductions in queuing in the do something scenario when compared to the reference case, with an associated improvement in average journey times. The proposed mitigation for this junction is shown on plan MIRA/A5/JCT-LNGSH-R3 – Longshoot junction improvements.

Working for Warwickshire

The modelling for the Higham Lane / A5 / Nuneaton Lane roundabout shows significant reductions in queuing on Higham Lane across both the am and pm peak periods. The proposed mitigation for this junction is shown on plan MIRA/A5/JCT-HGHRDBT-R2 Higham Roundabout junction improvements.

The modelling for the junction of the A444 Weddington Lane / A5 junction shows that there is a negligable reduction in queuing across the pm peak period in the do something scenario compared with the reference case scenario, with comparable queuing being reported across the am peak period. The average journey times for this route (reported as Nun 3) improve in the do something scenario for northbound traffic by 40 seconds though increase by 15-20 seconds for southbound traffic across the pm peak period. The am period shows a 4 second reduction for northbound and 4 second increase for southbound traffic. The proposed mitigation for this junction is shown on plan MIRA/A5/JCT-RDGT-R3 Red Gate junction improvements.

When comparing the average journey times across the local highway network on the 3 selected routes reported as Nun1, Nun2 and Nun3, between the 2021 reference case and 2021 do something scenarios, there is shown to be very little impact in all areas (less than either a 30 second increase or decrease) with the exception of Nun 1 and in particular section 3 that covers the Longshoot. This is shown to have a significant reduction in the average journey times of approximately 3½ minutes.

The Transport Assessment has not analysed in detail, the impact of the proposed MIRA development on the Woodford Lane / A5 junction. However, the outputs of the modelling shows that there is likely to be a minor increase in queuing due to the development on Woodford Lane. This route and junction is a concern for WCC as Local Highway Authority and local residents due to the accident history. Therefore, a section 106 contribution towards a safety scheme for the approach to this junction will be required to mitigate the impact of the development.

Footway / Cycleway improvements

Figure 10.1 – Offsite cycle infrastructure Improvements within the Supplementary Transport Assessment Report, August 2011 shows the proposed improvements to the local cycle network. This includes:

- The upgrading of the existing shared cycle NCN 52 and pedestrian route south of the A5(T).
- The upgrading of the existing NCN 52 Weddington Country Walk between MIRA Technology Park and the underpass to the West Coast Main Line (Stoney Road) to SUSTRANS specification.
- The construction of a new bridge over the A444 Weddington Road. Works to include a 3.0m wide footway / cycleway on bridge deck with central delineation and Improved ramp connections to A444 Weddington Road inc. widening to 3.0 metres.
- upgrading of the existing path between Church lane and existing railway underpass to the south and connection to the NCN 52.

The details of the above are explained in sections 10.14 – 10.18 of the same supplementary report.

It is considered that these improvement are required to be delivered in the early phases of development to encourage journeys to and from MIRA to be taken by other forms of travel than that of the private car. Once travel patterns of workers are set, it is increasingly difficult to change those habits. This is why it is important for early delivery of the improvements.

MIRABus

The applicant is proposing to introduce a privately run, part scheduled and part demand responsive bus service. It is currently envisaged that MIRABus would include a morning and evening 'peak period' bus services to serve the primarily residential catchment areas of Nuneaton, Hinckley and Atherstone as well as surrounding villages. In addition a continuous timetabled service throughout the day would serve Nuneaton & Hinckley railway stations, the timings of which would coincide with arrivals / departures of key rail services to these interchanges.

The details of this proposals and other non car based improvements are contained within the Supplementary Transport Assessment Report, August 2011.

Suggested conditions

1. No more than 35,524m2 B1b, 4,290m2 B1a and 2,100m2 hotel / service uses (equivalent to 330 peak hour vehicle trips) shall be occupied until a scheme detailing the improvements as described in *"Section 10.13-10.18 & Figure 10.1 – Offsite cycle infrastructure Improvements within the Supplementary Transport Assessment Report, August 2011"* has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and implemented in full.

This requirement will necessitate detailed discussions between the applicant, WCC as Highway Authority, Sustrans and Nuneaton & Bedworth Borough Council as land owners, to agree appropriate delivery mechanisms.

2. The applicant shall submit a Framework Green Travel Plan to promote sustainable transport choices to the site, the measures proposed to be carried out within the plan to be approved by the Planning Authority in writing. The measures (and any variations) so approved shall continue to be implemented in full at all times.

WCC accept the proposed conditions for the junctions with the A5 as required by the Highways Agency. These include the scheme drawings and triggers for implementation, therefore, we do not propose to reiterate these in this response.

Obligations

The developer is required to contribute £20,000 for an accident reduction scheme for Woodford Lane. The precise details of which will be subject to detailed design by WCC.

Notes

a. Condition number 1 will require works to be carried out within the limits of the public highway. The applicant / developer must enter into a Highway Works Agreement made under the provisions of Section 278 of the Highways Act 1980 for the purposes of completing the works.

   The applicant / developer should note that feasibility drawings of works to be carried out within the limits of the public highway which may be approved by the grant of this planning permission should not be construed as drawings approved by the Highway Authority, but they should be considered as drawings indicating the principles of the works on which more detailed drawings shall be based for the purposes of completing an agreement under Section 278. An application to enter into a Section 278 Highway Works Agreement should be made to the Planning & Development Group, Warwickshire County Council, Communities, Shire Hall, Warwick, CV34 4SX.

b. To implement the required junction mitigation works on the A5, the developer will be required to enter into a S278 with the Highways Agency, however, it is likely that these works will also include land under the control of Warwickshire County Council as Local Highway Authority, therefore, an Agreement will also be required under section 4 of the Highways Act 1980 between the Minister and Warwickshire County Council as Local Highway Authority

Yours sincerely

Dave Neale
Planning & Development Group

Appendix E

REVISED OBSERVATIONS

PLANNING APPLICATION CONSULTATION RESPONSE

Leicestershire County Council

Report of the Director of Environment and Transport to the Planning Authority relating only to the Highway aspects.

DETAILS OF APPLICATION

Planning Ref No: 2011/0360/04
CE/EN Ref: Previous on Plan-Con 2010/7056/04 2009/6280/04
Application Address: MOTOR INDUSTRY RESEARCH ASSOCIATION, WATLING STREET, NUNEATON, CV10 0TU
Parish: Higham on the Hill
Applicant: MIRA Technology Park Ltd
District Planning Case Officer: James Hicks
Brief Description of Development: BUSINESS TECHNOLOGY CAMPUS COMPRISING REPLACEMENT MIRA HEADQUARTERS, OFFICE, RESEARCH AND MANUFACTURING FACILITIES, HOTEL AND LOCAL FACILITIES INCLUDING RETAIL/CAFÉ/RESTAURANT, INDOOR AND OUTDOOR LEISURE, ANCILLARY ENERGY GENERATION PLANT/EQUIPMENT, INTERNAL ACCESS ROADS, CAR PARKING, LANDSCAPING DRAINAGE AND ASSOCIATED WORKS AND CREATION OF NEW IMPROVEMENT ACCESS POINTS, WIDENING OF A5, ASSOCIATED EARTH WORKS AND LANDSCAPING (OUTLINE: ACCESS ONLY) (CROSS BOUNDARY APPLICATION WITH NORTH WARWICKSHIRE BOROUGH COUNCIL) (DEPARTURE FROM THE DEVELOPMENT PLAN) (EIA DEVELOPMENT).

OBSERVATIONS

(a) On any Improvement lines: None

(b) On Access Arrangements:

New vehicular access:	No	**New pedestrian access:**	No
Altered vehicular access:	No	**Altered pedestrian access:**	No

(c) On effect on Rights of Way: Yes

(d) On any new road proposal: No

(e) On application in general:

28/37 & 28/47 Wood Lane - Unclass
Watling Street within North Warwickshire Borough Council
Footpath T49A : From the county Boundary near Watling Street, along Lindley House Drive
Footpath T49C : From west of Lindley Hill Farm to east of Lindley House
Plans sent to Access Officer
County Councillor Mr. I. D. Ould
Plan-Con 2009/6280/04 - LDF Allocations site

RECOMMENDATIONS

Conditions

Refer to Conditions as directed by the Highways Agency.

Note(s) to Planning Officer
Whilst the Application site is within the boundary of Hinckley and Bosworth Borough Council, the proposed site accesses are from the A5, for which the Highways Agency are responsible, and which lie within the boundary of North Warwickshire Borough Council.

Therefore, Leicestershire County Council will not be providing Observations on the proposed site accesses as this will be done by the Highways Agency and Warwickshire County Council as the local Highway Authority.

A package of mitigation measures is proposed for a number of junctions on the A5. Whilst the A5 is the responsibility of the Highways Agency, the mitigation measures will impact on arms of junctions for which Leicestershire County Council and Warwickshire County Council are responsible.

These Observations and this Recommendation relate ONLY to the impact of the proposed mitigation measures on the local highway network for which Leicestershire County Council is responsible.

These Observations are made based on the following drawings:

Drawing no. MIRA/A5/JCT-RDGT-R3 Red Gate junction improvements
Drawing no. MIRA/A5/JCT-WDLN-R2 Wood Lane junction improvements
Drawing no. MIRA/A5/JCT-HGHRDBT-R2 Higham Roundabout junction improvements
Drawing no. MIRA/A5/JCT-DWLRDBT-R2 Dodwells Roundabout junction improvements

1. Red Gate junction

Proposed mitigation: Elongated roundabout

The outputs of the Paramics model (based on an average of 10 model runs) show a reduction in average queue lengths in the am and pm peaks on the A444 Atherstone Lane in the 2021 do something (with development) scenario compared with the 2021 reference (no development) scenario. Reductions in average queue lengths could be explained by right turners no longer blocking back left turners because of the introduction of the roundabout.

2. Wood Lane junction

Proposed mitigation: Left in, left out

The outputs of the Paramics model (based on an average of 10 model runs) show a reduction in average queue lengths in the am and pm peaks on Wood Lane in the 2021 do something (with development) scenario compared with the 2021 reference (no development) scenario. Reductions in average queue lengths could be explained by right turners no longer blocking back left turners because of the introduction of the left in, left out arrangement, and because of right turners diverting to Higham roundabout.

3. Higham roundabout

Proposed mitigation: Kerb re-alignment and associated lining to increase the width and length of the flare lane on the Nuneaton Lane approach. Pedestrian improvements including re-aligned footways an provision of dropped crossing points.

The outputs of the Paramics model (based on an average of 10 model runs) show a reduction in average queue lengths in the am peak on Nuneaton Lane in the 2021 do something (with development) scenario compared with the 2021 reference (no development) scenario. However, the outputs also show an increase in average queue lengths from 15 to 25 vehicles in the pm peak on Nuneaton Lane in the 2021 do something (with development) scenario compared with the 2021 reference (no development) scenario.

This predicted increase in average queue lengths in the pm peak could be explained by vehicles previously using Wood Lane to turn right diverting to use Higham roundabout.

4. Dodwells roundabout

Proposed mitigation: 'Hamburger' roundabout with increased 'entry' and 'exit' flares on B4666 Coventry Road, and signalised pedestrian crossing provision on the A47 Dodwells Road and B4666 Coventry Road.

The outputs of the Paramics model (based on an average of 10 model runs) show a reduction in flows on both the B4666 Coventry Road and the A47 Dodwells Road. This can be explained by traffic which currently diverts from the A5 using such routes as Wolvey Road North, Rugby Road, Sketchley Lane, and Nutts Lane to avoid queues on the A5 arm of the Dodwells roundabout remaining on the A5 because journey times are reduced as a consequence of the proposed mitigation.

The outputs of the Paramics model (based on an average of 10 model runs) show a reduction in average queue lengths on Dodwells Road in the am peak, and an increase in average queue lengths from 25 to 44 in the pm peak. This increase in average queue lengths could be explained by traffic using other, less desirable routes to the A5 being 'sucked' back through Dodwells roundabout as a consequence of the proposed mitigation.

Considering all of the above, the Highway Authority has no objections to this proposal. Whilst it is predicted that there may be an increase in average queue lengths on some approaches in either the am or pm peak, the proposed mitigation appears to provide wider benefits to the local highway network by either retaining traffic on the most appropriate routes, or diverting traffic back to the most appropriate routes.

5. Travel Plan

The Application submission includes a Travel Plan dated August 2011. The Travel Plan includes a number of measures to promote the use of alternatives to the private car. These measures include a dedicated bus service 'MIRABus' for use by employees and visitors to the site.

The MIRABus is proposed to operate in the morning and evening peak periods with a service between the site, residential areas of Hinckley, and Hinckley rail station. Off peak it is proposed to operate a service between the site and Hinckley rail station. It is understood that a charge will be made to employees and visitors who use MIRABus.

Whilst MIRABus is a welcome initiative, the Highway Authority questions how effective it will be in reducing travel to the site by the private car. This is because of the convoluted nature of the proposed route, assumptions about where future MIRA employees will live, timetabling, journey time to the site, and proposed charging.

Furthermore, the impact of the development on the local highway network has been assessed without making a reduction for Travel Plan measures. Mitigation measures are proposed on this basis. Therefore, the Highway Authority does not consider securing MIRABus in a s106 Agreement would meet the 3 test in Regulation 122 of the Community Infrastructure Levy 2010. MIRABus can not be considered to be necessary to make the development acceptable in planning terms.

Note(s) to Applicant

1. All works within the limits of the Highway shall be carried out to the satisfaction of the Southern Area Manager (telephone 0116 3052202).

2. This planning permission does NOT allow you to carry out works in the public highway. The Developer will be required to enter into an Agreement with the Highway Authority under Section 278 of the Highways Act 1980 for works within the public highway. If this s278 Agreement is with the Highways Agency, an Agreement will also be required under s4 of the Highways Act 1980 between the Minister and Leicestershire County Council as local Highway Authority.

Date Received	Date Of Inspection	Inspector	Signed Off
01/06/2011		Rebecca Henson	13/10/2011