

Design, Access & Planning Statement

Conversion of disused rural building to form C3 dwelling and associated amenity and parking, land south of Vale Farm, Stoke Lane, Higham on the Hill, CV13 6ES.

July 2023

Introduction

This statement is submitted in support of the conversion of a disused rural building to form C3 dwelling and associated amenity and parking, land south of Vale Farm, Stoke Lane, Higham on the Hill, CV13 6ES.

This Statement has been prepared in accordance with the requirements of the Town and Country Planning Act 1990 (as amended by the Planning and Compulsory Purchase Act 2004) and the provisions of the Town and Country Planning (General Development Procedure) (Amendment) Order 2010 and Town and Country Planning (Development Management Procedure) (Amendment) Order 2015.

In accordance with the National Planning Policy Guidance (NPPG), the level of detail presented in this statement is proportionate to the scale and complexity of the application. References were made to the relevant planning policies. These are predominantly the adopted and saved Local Plan policies as they take primacy in the determination of such an application where they are NPPF & NPPG compliant.

Relevant Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning 1990 requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

National Policy Guidance

National Planning Policy Guidance (NPPG) April 2014
National Planning Policy Framework (NPPF) July 2021
Community Infrastructure Levy (CIL) Regulations 2010

Local Plan

Core Strategy (adopted December 2009)

Policy 12: Key Rural Villages

Site Allocations and Development Management Policies (SADMP) Development Plan Document (adopted 2016) (SADMP)

Policy DM1: Presumption in Favour of Sustainable Development
Policy DM3: Infrastructure and Delivery
Policy DM4: Safeguarding the Countryside and Settlement Separation
Policy DM10: Development and Design
Policy DM 15: Redundant Rural Buildings
Policy DM17: Highways and Transportation
Policy DM18: Vehicle Parking Standards

Local Guidance

HBBC's Landscape Character Assessment (2017)
HBBC's The Good Design Guide SPD (2020)

Other Material Considerations

The Written Ministerial Statement Planning for Growth and Laying the Foundations emphasized the Government's approach to house building and although now superseded by the NPPG, it remains fully reinforced by the NPPF2 where the Government's aim remains to significantly boost the supply of housing.

The NPPF identifies three dimensions to sustainable development giving rise for the planning system to perform the roles below:

“an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”

Furthermore, LP policy should follow the approach of the presumption in favour of sustainable development where such development should be supported when weighing all of the provisions of the NPPF2 as a complete document.

The Government is committed to ensuring the planning system should not act as an impediment to housing provision. All Local Authorities need to significantly boost the supply of housing irrespective of the status of the immediate 5 YHLS. In reference to their report “Building More Homes” (July 2016) the cross-party House of Lords Economic Affairs Committee Chairman Lord Hollick stated:

“We are facing an acute housing crisis with home ownership – and increasingly renting-being simply unaffordable for a great many people. The only way to address this is to increase supply. The country needs to build 300,000 homes a year for the foreseeable future.”

This conclusion was reinforced in November 2016 when the RPTI released a Policy Statement on identifying new housing development opportunities entitled: *Where should we build more homes?* Under section “land within existing built up areas will not meet all our needs” the Statement concludes:

“Even with an enhanced urban renewal and regeneration programmes of action and funding, land within existing built up areas will not meet all our housing needs in full. Some of the future housing needs will have to be met on greenfield land around our towns and cities. The experience of our members clearly indicates that this can be done without undermining the priority to be given to brownfield sites through a planned, managed and phased approach to development.”

The conclusions contained in the above reports “Building more Homes” and “Where should we build more homes?” are reflected in Planning White Paper: “Planning for the Future” (2020) that states:

“Technology, the way we work and live and our understanding of the value of the environment have been transformed since the Town and Country Planning Act of 1947. The planning process has failed to keep pace. It is now complex, out-of-date and fails to deliver enough homes where they are needed. We will act to change this.”

And

“Reviewing the formula for calculating Local Housing Need – we will introduce a new approach which encourages greater building within and near to urban areas and makes sure the country is planning for the delivery of 300,000 new homes a year.”

Principle of development

The January 17th 2023 Planning Committee report related to the outline planning application or up to 85 dwellings at Spring Acre (22/00192/OUT) Lychgate Lane, Burbage states:

“The Emerging Local Plan for 2020-39 has been out for consultation at Regulation 19 draft stage (February to March 2022). The LDS as amended December 2022 anticipates that the Plan will be submitted in summer 2024, and an estimated date for examination in 2025.”

And para 8.12

“The most recent housing land monitoring statement for the period 2021 -2022 indicates, a 5-year supply of 4.89 years. A more recent appeal decision (Appeal Ref: APP/K2420/W/22/3301735 Land at Sketchley Lane, Burbage, determined 4th January 2023) updates the most recent monitoring position through a statement of common ground, the 5 year supply currently stands at 4.76 years.”

Paragraph 120 of the Framework that states planning policies and decisions should:

“promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.”

In this context paragraph 120 is consistent with a Public Inquiry appeal decision issued 18th December 2019 related to an outline application for up to 80 dwellings in Desford where Policy DM4 was central to the reason of refusal. On the issue of Policy DM4 the Inspector opined:

“To conclude, the proposed development would cause some harm through the loss of a small part of the landscape character type identified. However, given the visual containment of the site, and with the use of conditions to secure the retention and enhancement of existing boundary vegetation, I am satisfied that the development would not be unduly intrusive to the wider countryside. As such, the harm would be limited. Nevertheless, this harm would mean that there would be some conflict with Policy DM4 of the SADMP.

There was some discussion as to whether Policy DM4 is consistent with the Framework, in as much as it sets out at the start that it seeks to protect the intrinsic character, beauty, open

character and landscape character of the countryside. However, it is clear that it is protection from unsustainable development that is sought, rather than a blanket protection of all countryside.(my emphasis) In that regard, I find no conflict with the Framework, which sets out a presumption in favour of sustainable development."

Currently it is acknowledged by the LPA that through its intentions to implement the Core Strategy through its approach to the countryside and settlement boundaries, Policy DM4 is considered out-of-date. However as noted by the Inspector above, DM4 does not preclude sustainable development and the residential conversion of disused rural buildings such as those subject to the current submission.

The LPA 2021/22 housing land monitoring statement required an action plan to be produced to set out how the Council will deal with under delivery in light of achieving 86% on the Housing Delivery Test (HDT), however with the current 5YHLS standing at 4.76 years, housing delivery continues to stall or decline.

In terms of the contribution to the 5YHLS, the LPA readily accept small scale windfall sites such as this proposal make an important and significant contribution to the annual HBBC housing land supply. Indeed, the HBBC 2022 Windfall Study show:

The 2021 -2022 windfall figures (9 units or less) show of the 500 housing completions in the Borough, 130 were made up of *minor housing schemes and accounted for **26% of the total.***

In 2020 -2021 the completions were 248 and the *windfall total was 83 giving a **33% total figure.***

Relevant Planning History

00/00807/GDO Erection of agricultural building	06.09.2000
10/00758/COU Change to stables and land for associated parking (retro).	22.12.2010
13/00690/FUL COU from agricultural land to equestrian use with the formation of horse exercise area with associated car parking (retrospective).	02.12.2013

The planning history documents the current building dates back to September 2000 and by the time of application 10/00758/COU it was vacant as the delegated report states:

"This is an application for the change of use of a vacant agricultural building for use as six stables with covered area and an area of land associated with the building for parking, adjacent to Vale Farm, Stoke Lane, Higham on the Hill."

And

"The site lies outside of the defined settlement boundary for Higham and within the countryside. Whilst planning policy at both national and local level seeks to strictly control development within the countryside, the conversion of existing redundant buildings can be acceptable."

Policy DM15: Redundant Rural Buildings states proposed development outside the settlement boundary for the re-use and/or adaptation of redundant or disused rural buildings will be supported where:

The applicant demonstrates the building is no longer viable in its current use.

All development proposals for the re-use of redundant rural buildings should result in the enhancement of the immediate setting.

It is thought the building was vacant from 2007 prior to the 2010 COU application and the equestrian use continued in 2013 via application 13/00690/FUL. However since 2020, the building has remained disused when the former equestrian use ceased and the former horse exercise area is now barely visible in the landscape through lack of use.

On this basis the Framework supports the efficient re-use of land and buildings where there are clear social, economic and environmental benefits and that each application should be judged on its individual merits.

Local List Requirements

Due to the scale and nature of the proposal, the level of detail submitted with the application is considered proportionate. Schedule 4 of the DMPO details the statutory consultations required *before the grant of permission*. If during the determination period the statutory consultees request additional information and this is not provided by the applicant, the LPA could refuse the application for this reason. On this basis this section forms a notice under Article 12(1) (DMPO Amended July 2015) as the applicant considers the submitted information meets the requirements set out in article 34(6)(c) and any other information contained in the adopted Local List should be waived allowing the immediate validation of the application.

Amount, Layout & Design

Paragraph 79 of the Framework that states:

“To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.”

The Framework also seeks to protect communities from inappropriate development but not to curtail development where it accords with Local Plan policy. Planning policies and decisions should no longer attempt to impose architectural styles however it is proper to seek to promote or reinforce local distinctiveness and reflect the adjacent built form.

The conversion will incorporate design cues and materials mirroring the existing and architecturally interesting period properties in close proximity to the site to assure it is readily assimilated within the local context. The overall design is inspired by traditional threshing / combination barns with the use of reclaimed facing brick and slate roof tiles and more contemporary features such as the chimney feature facing Stoke Lane to add interest to the street scene. Cumulatively these features combine to significantly enhance the immediate setting in accordance with Policy DM15 and paragraph 80 of the Framework that states such appropriate conversions can be supported where:

“the development would re-use redundant or disused buildings and enhance its immediate setting.”

In the overall policy context, the conversion represents an integrated and sustainable development that would be in accordance with paragraph 68 of the Framework that states:

“Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly.”

From this perspective the current proposal will represent the successful recycling and productive reuse of a surplus existing building where the cumulative benefits will outweigh any perceived harm, as the proposed built form fully respects and reflects the local vernacular.

Access & Parking

The existing access from Stoke Lane will be used and parking can be accommodated within the scheme to meet the necessary requirements for the new dwelling.

On the matter of urban and rural settings paragraph 105 of the Framework states:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”(My emphasis)

In relation to the above and sustainable transport links, Appendix 1 contains the Arriva 66 bus timetable that runs between Hinckley and Nuneaton via the MIRA Technology Centre and Higham on the Hill where there are two bus stops directly opposite the application site so the bus can be caught in either direction.

Higham already benefits from a primary school and all the other services and facilities available in both Hinckley and Nuneaton are readily accessible via the 66 Bus service. Paragraph 4.44 of the Core Strategy states that within these villages *‘the key aim is ensuring existing services, particularly primary schools, are supported.’* And that *‘some level of development is considered necessary to ensure existing services and community cohesion is maintained.’*

Policy DM17 of the SADMP supports such development that makes best use of public Transport and PPG13 and the associated guidance is replaced by the revised Framework that states in paragraph 111:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

The modest amount of development and the percentage impacts of this traffic are considered policy compliant meaning the impact of the development will have effectively ‘nil detriment’ and will not therefore adversely affect the current road network capacity or represent unsustainable development on this basis.

Flood Risk Assessment

The Environment Agency flood zone map identifies the site as lying within Flood Zone 1 (Low Probability) with no significant risk from fluvial or tidal sources. Alternative sources of flood risk, such as sewer flooding and pluvial run-off have been considered and there is no significant flood risk posed from any other source.

Landscape, Ecology & other considerations

Careful consideration was given to the Ecology Trigger list and the existing mature perimeter vegetation will be retained and managed where appropriate to assimilate the development within the local context. In terms of surveys, appropriately worded pre-commencement conditions can be imposed should this be considered necessary ensuring the development is consistent with the relevant provisions of the NPPF and LP Policy.

S106 Contributions

On Friday 28th November 2014 Brandon Lewis announced a Ministerial Statement which confirmed:

“Due to the disproportionate burden of developer contributions on small-scale developers, for sites of 10-units or less, and which have a maximum combined gross floor space of 1,000 square metres, affordable housing and tariff style contributions should not be sought. This will also apply to all residential annexes and extensions”.

And

“We expect implementation of these measures to have a significant positive impact on housing numbers by unlocking small-scale development and boosting the attractiveness of brownfield sites. This will provide real incentive for small builders and to people looking to build their own home. They will increase house building and help reduce the cost of such housing.”

In the High Court in July of 2015 two Councils secured the quashing of the new policy. However, the Court of Appeal on the 12th May 2016 handed down its decision on the appeal by the Secretary of State against the quashing order (**[2016] EWCA Civ 441**) and the Court of Appeal has allowed the Secretary of State’s appeal on all four grounds.

The Community Infrastructure Levy (CIL) Regulations 2010, Part 11, Regulation 122 provides a statutory duty in respect of planning obligations and requires them to be necessary, directly related and fairly and reasonably related in scale and kind to the development proposed.

Any contributions sought by the LPA will have to provide a site specific analysis of the impact of the proposed development upon on existing services. A description of how the contributions would be spent to specifically address those impacts and the timeframe will also form part of the justification.

If the LPA can demonstrate that any contributions are necessary to make the development acceptable in planning terms, that they are directly related, are fairly and reasonably related in scale and kind to the development, then in accordance with Regulation 122, the applicant would agree to the request of the associated contributions. The contribution will be secured

via a signed Unilateral Undertaking or S106 upon receipt of the detailed justification supplied to the applicant by the LPA.

Conclusion & Justification

Paragraph 3.8 of the CS recognised in 2009 that some growth is required in the rural areas of the Borough by stating:

“As with most rural areas, there is a lack of affordable housing (both market and social) in the rural villages and hamlets in Hinckley & Bosworth, particularly in the west of the borough. This, combined with an ageing population and high levels of out-commuting, provides a challenge to ensure that rural communities in the future provide a range of local services, housing and employment for people who work and live in rural areas.”

By contributing to the Council’s 5 year rolling supply of windfall housing and particularly with regards to the productive re-use of a disused existing building, the proposal represents the type of organic, integrated and sustainable development that is appropriate within the local context and supported by the direction of travel in terms of Government policy, relevant appeal decisions and the key policy objectives of the existing Core Strategy.

Appendix 1

About your bus services

Fares and Tickets

You can pay for travel to MIRA Technology Park by cash on the bus - if doing so it would be really helpful to use the correct change if you can.

If you're visiting MIRA Technology Park regularly, or using other Hinckleybus and Arriva Midlands services across our network, you may find it better value to purchase one of our Saver tickets. They are available from your driver, through our website and the M-Ticket app, Paypoint and Payzone outlets.

Cash Fares to MIRA Technology Park:

From	Hinckley	Tamworth
Nuneaton		
£2.00	£2.50	£3.30

Multi-Journey Saver Tickets:

DAY saver	WEEKLY saver	10 TRIP saver	4-WEEKLY saver
Hinckleybus	Hinckleybus	Hinckleybus	Hinckleybus
£4.00	£14.00	£16.00	£45.00
Arriva Midlands	Arriva Midlands	Arriva Midlands	Arriva Midlands
£6.20	£25.00	n/a	£65.00

Rail Travel

If you're travelling by rail then make sure you select 'MIRA Tech Park' as your destination when buying your train tickets, either online or at the station. This will include travel on service 65, 66 or 67 as part of your train fare, all on the same ticket.

crosscountrytrains.co.uk 

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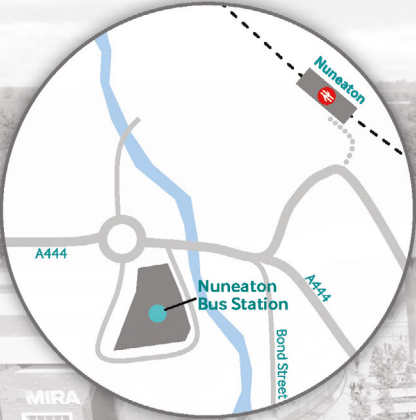


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public transport info
0871 200 22 33

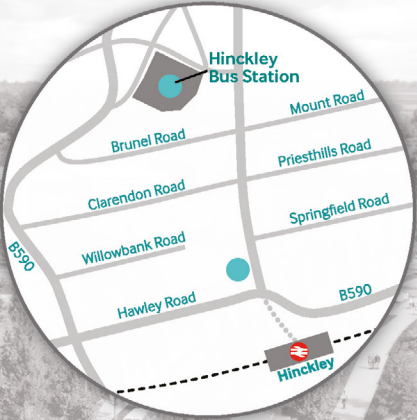
Where to board your bus

for MIRA Technology Park, please refer to to the map on the first page

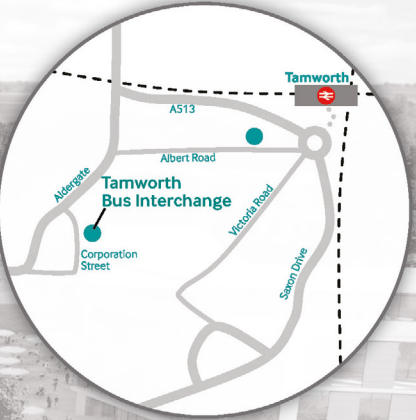
In Nuneaton



In Hinckley



In Tamworth



hinckleybus.co.uk

free WiFi

power on board

tickets on your mobile

Connecting

MIRA TECHNOLOGY PARK

Launching

20th July 2015

Nuneaton

MIRA

Hinckley

Atherstone

Tamworth

Hinckleybus

an Arriva company

ARRIVA

an Arriva company

Working in partnership with

Hinckley & Bosworth Borough Council

A Borough to be proud of

Welcome



MIRA Technology Park
offers a globally unique proposition

- The most comprehensive Proving Ground in the UK – 93km of specialist test tracks
- The most extensive range of automotive test laboratories in a single location – Over 35 major laboratories
- Over £300 million capital assets for automotive test and development – Significant future investment programme in place to ensure MIRA remains at the leading edge
- Hugely experienced MIRA team of 600 staff – Over 75% specialist engineers and technicians
- UK's Automotive Enterprise Zone – Enterprise Zone Business rates relief for 5 years
- A low risk route to establishing your own UK R&D operation – Short term leased existing office and workshop space
- Our own property development team delivering bespoke designed and developed facilities for your ideal UK/European Technical Centre – Proven capability to deliver inspiring facilities amazingly quickly

Arrival at MIRA

- Everyone arriving with MIRA Technology Park as their final destination should alight at Security Gatehouse Number 1 for reception, registration and onward direction
- Passengers for any other destinations on the route should remain on the bus
- **Photography within any part of MIRA Technology Park is strictly prohibited**



Nuneaton ➡ MIRA Technology Park ➡ Hinckley ➡ Atherstone ➡ Tamworth ➡

65 • 66 • 67

Monday to Friday

Bus Number	67	65	66	66	67	65	66	67	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	67	66	65	67	66		
Nuneaton Bus Station	0547	—	0647	0739	0815	0815	0844	0915	0915	0949	1015	1052	1115	1149	1215	1252	1315	1349	1415	1452	1515	—	1549	1615	1625	1654	1715	1725	1754	
MIRA Technology Park	0558	0615	0705	0752	0827	0828	0857	0927	0928	1000	1028	1103	1128	1200	1228	1303	1328	1400	1428	1503	1528	1528	1602	1628	1637	1707	1728	1737	1807	
Hinckley Bus Station	0614	—	0736	0826	0846	—	0931	0946	—	1031	—	1131	—	1231	—	1331	—	1431	—	1531	—	1554	1636	—	1656	1734	—	1756	1834	
Hinckley, Station Road	0616	—	0739	0829	0849	—	0934	0949	—	1034	—	1134	—	1234	—	1334	—	1434	—	1534	—	1557	1639	—	1659	1737	—	1759	1837	
Atherstone Bus Station	—	0627	—	—	—	0840	—	—	0940	—	1040	—	1140	—	1240	—	1340	—	1445	—	1540	—	—	1641	—	—	1741	—	—	
Tamworth, Rail Station	—	0721	—	—	—	—	0934	—	—	1034	—	1134	—	1234	—	1334	—	1434	—	1529	—	1634	—	—	1735	—	—	1835	—	—
Tamworth, Corporation St	—	0726	—	—	—	—	0939	—	—	1039	—	1139	—	1239	—	1339	—	1439	—	1534	—	1639	—	—	1740	—	—	1840	—	—

Monday to Friday cont.

Bus Number	65	67	66
Nuneaton Bus Station	1815	1823	1852
MIRA Technology Park	1828	1833	1903
Hinckley Bus Station	—	1850	1927
Hinckley, Station Road	—	1852	1930
Atherstone Bus Station	1840	—	—
Tamworth, Rail Station	1934	—	—
Tamworth, Corporation St	1939	—	—

Saturday

Bus Number	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65
Nuneaton Bus Station	0815	0847	0915	0947	1015	1047	1115	1147	1215	1247	1315	1347	1415	1447	1515	1547	1615	1647	1715	1747	1815								
MIRA Technology Park	0828	0858	0928	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1558	1628	1658	1728	1758	1828								
Hinckley Bus Station	—	0926	—	1026	—	1126	—	1226	—	1326	—	1426	—	1526	—	1626	—	1722	—	1822	—								
Hinckley, Station Road	—	0929	—	1029	—	1129	—	1229	—	1329	—	1429	—	1529	—	1629	—	1725	—	1825	—								
Atherstone Bus Station	0840	—	0940	—	1040	—	1140	—	1240	—	1340	—	1445	—	1540	—	1641	—	1741	—	1840								
Tamworth, Rail Station	0934	—	1034	—	1134	—	1234	—	1334	—	1434	—	1529	—	1634	—	1735	—	1835	—	1934								
Tamworth, Corporation St	0939	—	1039	—	1139	—	1239	—	1339	—	1439	—	1534	—	1639	—	1740	—	1840	—	1939								

Please note: Service 65 is operated by Arriva Midlands, services 66 and 67 are operated by Hinckleybus.

Tamworth ➡ Atherstone ➡ Hinckley ➡ MIRA Technology Park ➡ Nuneaton ➡

65 • 66 • 67

Monday to Friday

Bus Number	65	67	66	66	65	67	66	65	66	66	65	66	65	66	65	66	65	66	65	66	65	67	66	65	67	66	65			
Tamworth, Corporation St	0515	--	--	--	0640	--	--	0735	--	--	0845	--	0945	--	1045	--	1145	--	1245	--	1345	--	1445	--	--	1545	--	--	1645	
Tamworth, Rail Station	0519	--	--	--	0644	--	--	--	--	--	0739	--	0949	--	1049	--	1149	--	1249	--	1349	--	1449	--	--	1549	--	--	1649	
Atherstone Bus Station	0558	--	--	--	0738	--	--	0824	--	--	0943	--	1043	--	1143	--	1243	--	1343	--	1443	--	1543	--	--	1643	--	--	1743	
Hinckley, Station Road	--	0535	0600	0700	--	0730	0755	--	0830	0855	--	0955	--	1055	--	1155	--	1255	--	1355	--	1500	--	--	1542	1600	--	1642	1700	--
Hinckley Bus Station	--	0537	0602	0702	--	0733	0758	--	0833	0858	--	0958	--	1058	--	1158	--	1258	--	1358	--	1503	--	--	1545	1603	--	1645	1703	--
MIRA Technology Park	0611	0554	0624	0724	0751	0754	0824	0837	0859	0924	0956	1027	1056	1124	1156	1227	1256	1324	1356	1427	1456	1529	1556	1606	1635	1656	1706	1735	1756	
Nuneaton Bus Station	--	--	0638	0738	0805	0808	0840	0851	0911	0938	1009	1041	1109	1138	1209	1241	1309	1338	1409	1441	1509	1543	1609	1620	1651	1709	1720	1751	1809	

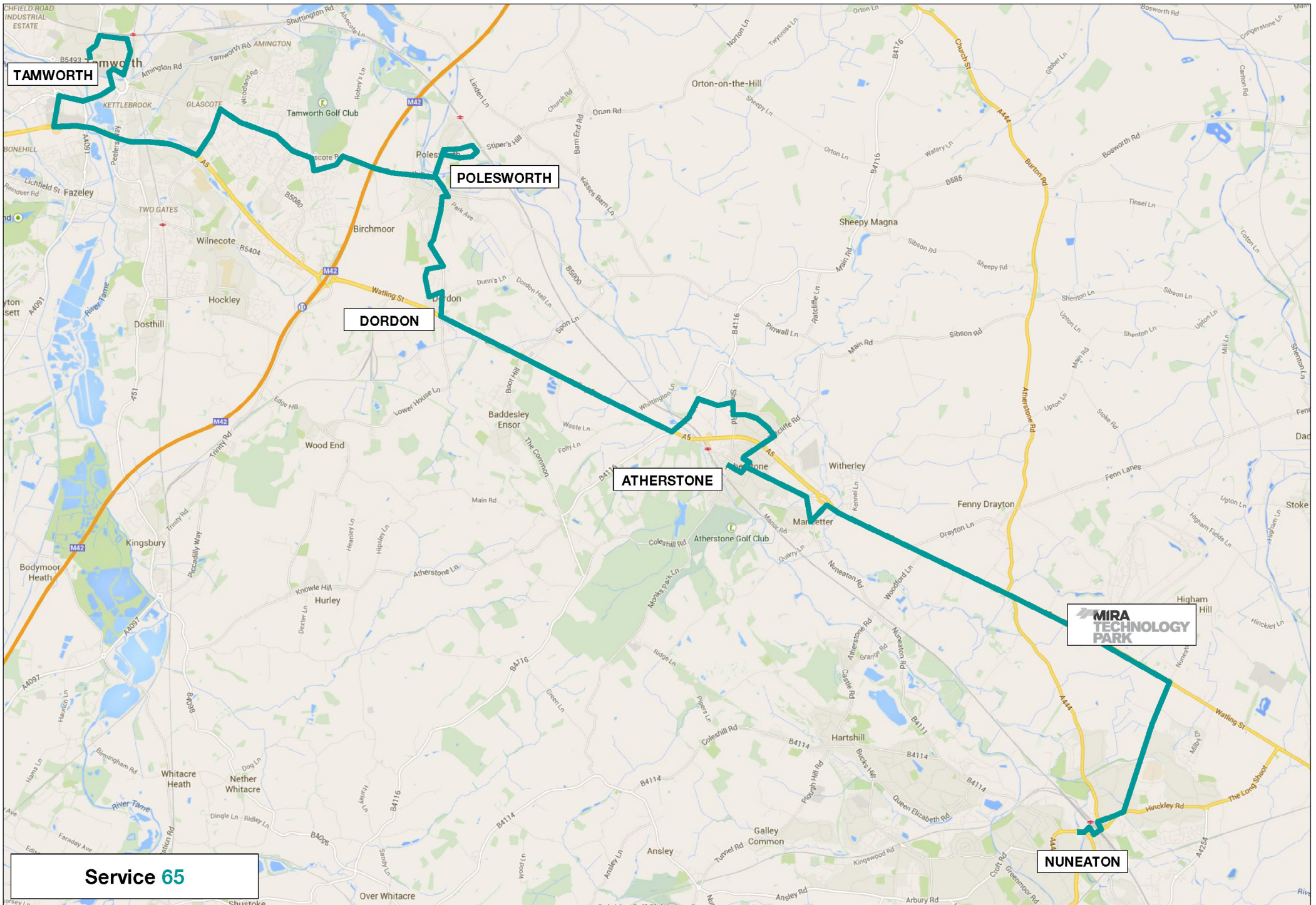
Monday to Friday cont.

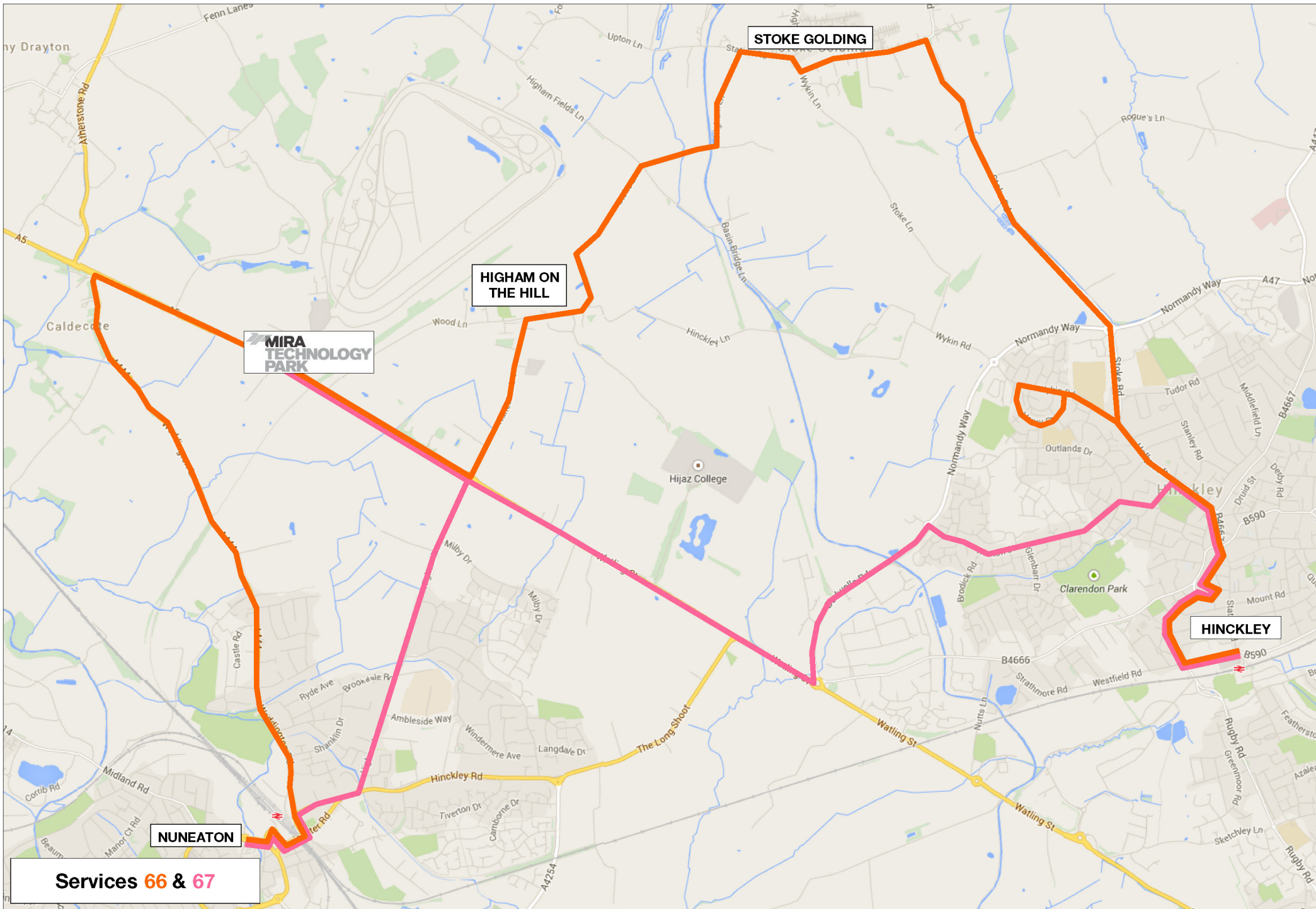
Bus Number	67	66
Tamworth, Corporation St	—	—
Tamworth, Rail Station	—	—
Atherstone Bus Station	—	—
Hinckley, Station Road	1742	1800
Hinckley Bus Station	1745	1803
MIRA Technology Park	1806	1832
Nuneaton Bus Station	1818	1846

Saturday

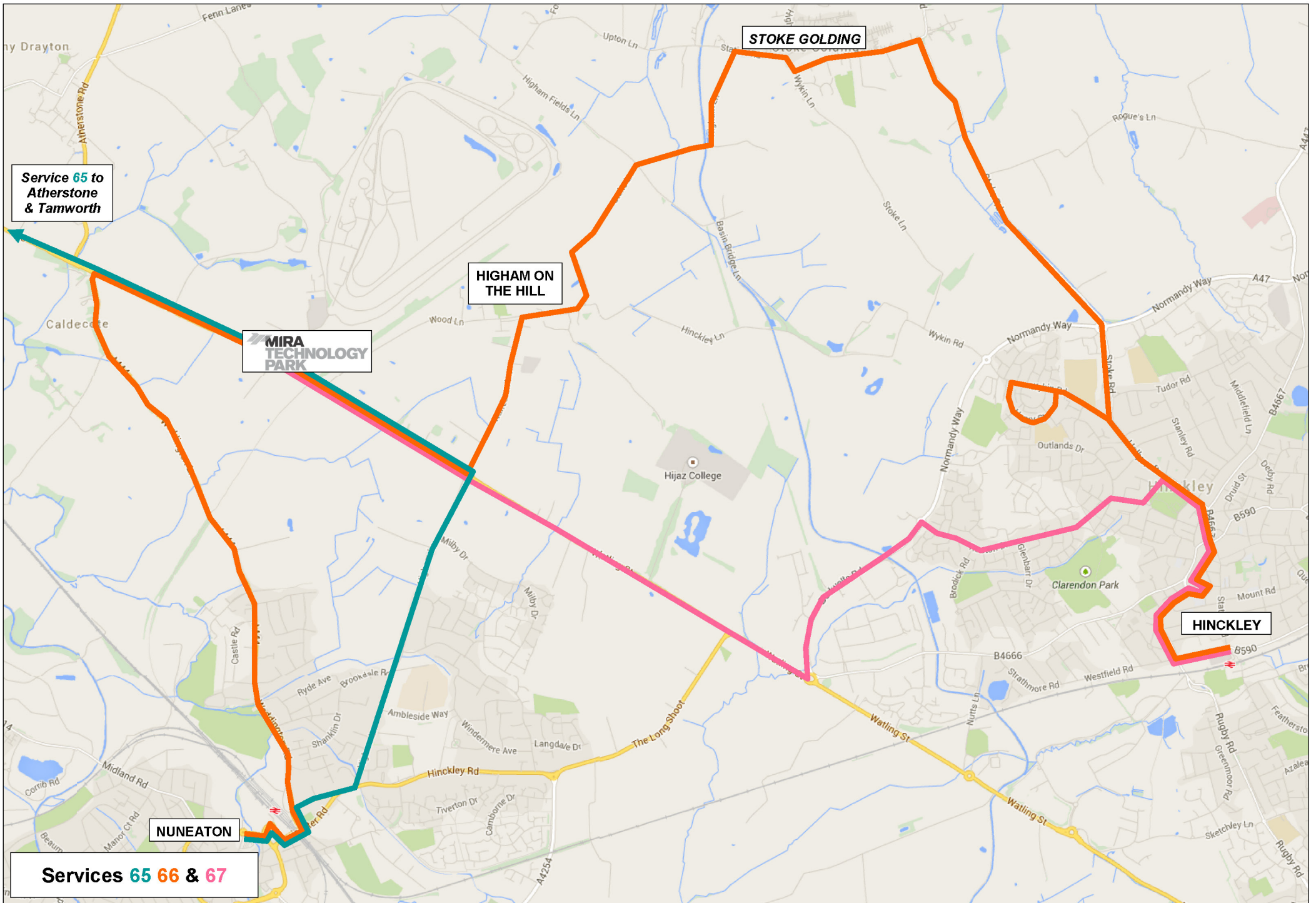
Bus Number	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65	66	65
Tamworth, Corporation St	0640	—	0735	—	0845	—	0945	—	1045	—	1145	—	1245	—	1345	—	1445	—	1545	—	1645								
Tamworth, Rail Station	0644	—	0739	—	0849	—	0949	—	1049	—	1149	—	1249	—	1349	—	1449	—	1549	—	1649								
Atherstone Bus Station	0738	—	0824	—	0943	—	1043	—	1143	—	1243	—	1343	—	1443	—	1543	—	1643	—	1743								
Hinckley, Station Road	—	0803	—	0903	—	1000	—	1100	—	1200	—	1300	—	1400	—	1500	—	1600	—	1700	—								
Hinckley Bus Station	—	0806	—	0906	—	1003	—	1103	—	1203	—	1303	—	1403	—	1503	—	1603	—	1703	—								
MIRA Technology Park	0751	0829	0837	0929	0956	1029	1056	1129	1156	1229	1256	1329	1356	1429	1456	1529	1556	1629	1656	1729	1756								
Nuneaton Bus Station	0805	0843	0851	0943	1009	1043	1109	1143	1209	1243	1309	1343	1409	1443	1509	1543	1609	1643	1709	1743	1809								

For full timetables, including intermediate stopping points, please see separate timetables leaflets





Services 66 & 67



Developer comes on board at MIRA

AUGUST 2021

THE owners of a vehicle testing site have brought in a new partner to push forward £500 million of business space.

Horiba Mira signed a joint venture agreement with private equity investor Evans Randall Investors to be the exclusive developer for the next part of the Mira Technology Park.

The first phase of the park is already well established over 850 acres, with tenants including Aston Martin, Bentley, Bosch, Jaguar Land Rover, Toyota, and The London EV Company.

It provides work for more than 1,000 skilled engineers.

Evans Randall Investors will oversee the next phase of development, which will see it expand across neighbouring sites on either side of the A5, near Hinckley.

The project will deliver up to four million sq ft of new space, with a potential value of up to £500 million, encompassing research and development, office and industrial facilities.

A spokesman said planning permission is in place for the northern site, within Leicestershire, where development is well under way and where further construction is planned for later this year and into early 2022.

Horiba Mira still needs planning consent to develop about 150 acres of land on the other southern side

of the A5, in Warwickshire. The main Mira site – a former air base – is used to develop some of the latest vehicle technology, from driverless cars to vehicles that can communicate wirelessly with one another.

Mira said the expansion plans were being fuelled by a revolution in mobility technologies spanning electric vehicle development, clean tech fuels such as hydrogen, emerging autonomous and connected car technologies and the associated growth of AI and robotics.

It said Evans Randall Investors will lead the park's expansion, solidifying its status as "Europe's leading automotive R&D cluster" as well helping the park attract businesses.

The team will work alongside Stratford development manager Swanvale Developments.

The move has been welcomed by Bosworth MP Dr Luke Evans.

Dr Luke said: "This news provides another fantastic opportunity for our local area to grow, create new high skilled jobs and aligns us with the Government's agenda for a Global Britain, while also levelling up the local area.

"Since becoming an MP, I have been working closely with MIRA, I look forward to seeing the plans come to fruition and the direct benefits this will have for local people."



MIRA Technology Institute which is located at the technology park

Dr Luke Evans, MP for Bosworth

Mira Technology Park managing director Tim Nathan said: "This new partnership brings together our 75 years of automotive know-how reconfigured to support exciting next-generation automotive businesses alongside the capabilities of Evans Randall Investors to match this sector expertise with property solutions.

"Together we will enable the cluster at MTP to flourish and grow its stature as the pre-eminent location for the future of ket."

mobility in Europe." Ned Williams, managing director of Evans Randall Investors, said: "Mira Technology Park will continue to be the destination of choice for automotive R&D and we are confident the scale, cluster and flexibility of use and accommodation will be attractive to the wider occupier market."

MP shows off top tech park during tour

Dr Luke Evans, MP for Bosworth, touring MIRA Technology Park (MTP) with the Conservative Party Co-Chairman Amanda Milling (centre)



BOSWORTH MP Dr Luke Evans has welcomed the Government's Leveling Up Tour to Bosworth, after visiting MIRA Technology Park (MTP) with the Conservative Party Co-Chairman MP Amanda Milling.

Following the release of a new 10 Point Plan for Green Growth, Dr Luke was pleased to take the opportunity to show off MIRA Technology Park on the A5, which is one of the top locations in the world for automotive research, development and testing.

The site is recognised as a pre-eminent hub for the progression of exponential technologies from cleantech energy to cybersecurity, connected & autonomous vehicles, electrification and AI, right here in Leicestershire.

As one of the major local employers in the Bosworth constituency, employing more than 1,000 people, it has been identified by the likes of the Midlands Engine and the Leicester and Leicestershire Enterprise Partnership (LEEP), and now the Government, as one of the key UK sectors to help drive green growth, draw in international investment and create employment opportunities.

The work being done at MIRA Technology Park is a fantastic example of a greener future complement-



ing local economic growth, and building on the strong automotive heritage in the Midlands. The new 10 Point Plan, unveiled by the Midlands Engine, is designed to cut current regional CO2 levels by 36%, whilst also creating nearly 200,000 jobs for the region. The plan was produced, and will be implemented by, over 300 partners and stakeholders, including major organisations like EDF Energy, Toyota and the National Trust.

Dr Luke and Amanda were greeted by Jack Bartlett, Head of Commercial and Partnerships for MTP, before visiting the on-site MIRA Technology Institute to meet Apprentice Technician Caleb Mar-

tin, who has trained at the institute. Caleb explained some of the projects he works on like cybersecurity for cars, and described how much he enjoys working on the site. There was then the opportunity to visit Warwick Acoustics, one of the site's tenants, to see and hear about their revolutionary speaker systems tailored for electric cars, before then visiting HORIBA MIRA's Advanced Battery Development Suite to hear about the testing and development of electric batteries for vehicles.