

9 July 2026

Our Ref: 25030/GW

Mr Chris Brown
Planning and Regeneration
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Via email to Chris.Brown2@hinckley-bosworth.gov.uk

Dear Sir

PLANNING APPLICATION 22/00882/OUT - MIRA SOUTH

We write further to the planning committee decision on 30 June to defer determining the MIRA South planning application to allow time for the Council to consult with the County Highway Authorities (CHAs) regarding alternative off site junction design.

While we will always look to work with stakeholders and the Council in reaching satisfactory outcomes, the applicant is not in a position where it can support changes to the proposed design of the A5 / Drayton Lane off-site junction improvements on this occasion. This is for the following reasons:

1. The proposals for traffic lights at this junction have already been assessed as part of 5 years of consultation, modelling and design work. Notwithstanding whether it is technically feasible to deliver, it is not supported by National Highways and local stakeholders. Indeed, the initial traffic light solution to Drayton Lane brought strong objection and resistance from both the public and Witherley Parish Council as it would encourage more drivers to use Drayton Lane. The County Highways Authorities (CHAs) equally expressed the unacceptability of traffic lights due to impacts on their respective networks and would not support the principle of traffic lights at this junction. (The Parish Council, Local MP and LCC objections have already been provided).
2. The CHAs and National Highways want to contain traffic movements on the strategic network and benefit from the additional capacity and major improvements to the Redgate Roundabout. Signalling the A5 / Drayton Lane junction would (as noted) encourage journeys along Drayton Lane, (an unclassified local road) and not address the Parish Council, local residents and Local MPs serious concerns about this.
3. The application proposals already have the grant of planning permission from North Warwickshire Borough Council and we would need to alter this permission to accommodate any changes, which would be costly and delay the development further. Following the extensive consultation on traffic lights previously, we have no confidence that an acceptable alternative proposal will be found. Instead, these alternative proposals will most likely lead to the same resistance from the CHAs, National Highways, the Parish Council and local residents and are therefore unlikely to succeed in consultation.

4. Due to other factors of deliverability of the wider development, we cannot delay a decision any further. To investigate alternative design and traffic calming requirements and update permission/applications would threaten the delivery of the proposals and would repeat a consultation process where proposals have already been extensively tested (and led to the current restricted left-turn only proposals for the A5 / Drayton Lane junction).
5. The restricted left-turn only proposals for the A5 / Drayton Lane junction coupled with significant improvements at the Redgate Roundabout does not lead to unreasonable restrictions on the ERSS business (as considered in paragraph 8.37-8.42 of the 30 June Committee Report). The A5 / Drayton Lane Junction, in its current configuration, is dangerous and already discourages right turn movements. The MIRA South development will enhance demand for storage facilities and boost local businesses. Also, the improvements to the Redgate junction will improve other local journey times, including access to the ERSS facility.

It is not necessary for the MIRA South proposals to deliver this alternative junction design (in addition to all the other off-site highway betterment it is providing) in order to make the MIRA South proposals acceptable. Given the other objections to traffic lights at this junction, it is unreasonable to expect MIRA to change their scheme again, with no certainty that the changes will be acceptable to all parties.

Yours faithfully



Graeme Warriner
Director

NWS Planning Limited