

Planning and Regeneration,
Hinckley and Bosworth Borough Council,
The Hinckley Hub,
Rugby Road,
Hinckley, LE10 0FR

27220/A5/DM/GW
2 June 2023

Dear Sir/Madam,

FULL PLANNING APPLICATION FOR TEMPORARY GYM AND CHANGING ROOMS
MIRA TECHNOLOGY PARK, WATLING STREET, NUNEATON, CV10

On behalf of HORIBA MIRA Ltd ('the Applicant'), we hereby submit a full planning application to Hinckley and Bosworth Borough Council ('HBBC' or 'the Council') for the installation of temporary portacabins for a gym and changing rooms at MIRA Technology Park, Watling Street, Nuneaton, CV10 ('the Application Site').

The Description of Development for the application is as follows:

"Temporary installation of portacabins for use as a gym and changing rooms"

In addition to this covering letter, the application comprises the following documents and drawings submitted electronically via Planning Portal (PP-12205049):

- Completed Application Form and Certificates;
- CIL Additional Information Form;
- A suite of drawings:
 - Site Location Plan (ref. LS/008/168);
 - Existing Site Plan (ref. LS/008/167);
 - Proposed Location of Gym and Changing Facility (ref. 480.22.06.SK.01);
 - Proposed Gym Layout and Elevations (ref. HD/13193/01);
 - Proposed Changing Room Elevations (ref. GH0001); and
 - Proposed Changing Room Layout (ref. OPP1296379).

The requisite fee of £1,848 + £64 service charge has been paid via the Planning Portal.

Background

The Application Site is located within the Motor Industry Research Association ('MIRA') land holding known as the 'HORIBA-MIRA Works and Proving Ground'. The wider estate measures approximately 340ha and comprises the test track facilities and a range of associated employment and research and development ('R&D') floorspace.

Located on the southern portion of the wider MIRA site, the Application Site comprises an existing car park.

MIRA is designated as an Employment Allocation (ref. HIG17) in the Development Plan and as an Enterprise Zone for Transport, designated by the Government in 2012 (and expanded in 2015). The Enterprise Zone seeks to support additional workspace for research and development and support the objective of MIRA to become the largest transport innovation hub in the UK and Europe. This provides the impetus for new employment generating development at the Site.

The Site lies within Flood Zone 1, benefits from a low risk of surface water flooding and is not located within a Groundwater Source Protection Zone. Therefore, the Site is at a low risk of flooding.

Proposed Development

Full planning permission is sought for the installation of 2no. single-storey temporary portacabins for use as a gym and changing rooms (Use Class E(d)). The gym portacabin will be 156sqm and the changing room portacabin will be 67sqm.

The changing rooms will provide separate enclosed changing areas each with showers, a toilet, benches and lockers.

The gym portacabin will be located to the south-west corner of the car park and will be accessed from its eastern elevation. The changing room portacabin will be located to the north of the gym portacabin and will be accessed from its north elevation. Both portacabins will have access to natural light via windows.

The portacabins will be located on an existing car park. 18 spaces within the car park will be lost, however the remaining 15 car parking spaces will be retained and can be used by gym users. Larger car parking areas are located to the east of the Site and therefore it is not considered the loss of car parking spaces will have an adverse impact on users.

Access to the Site is via internal access roads and through the gatehouse and secure barriers.

Planning Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 require that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant Development Plan for HBBC comprises:

- Core Strategy DPD (December 2009); and
- Site Allocations and Development Management Policies DPD (July 2016).

The National Planning Policy Framework ('NPPF') (July 2021) and National Planning Policy Guidance ('NPPG') are also material considerations in assessing this planning application. The Government consulted upon reforms to the NPPF with consultation concluding on 2nd March 2023; an updated NPPF is expected in Spring 2023.

HBBC are currently undertaking a review of the Local Plan. The Regulation 19 Local Plan consultation concluded in March 2022. A further Regulation 19 consultation on the draft Local Plan is expected in spring 2024 following completion of evidence gathering, with adoption anticipated for August 2025. As the Local Plan Review is at an early stage, it is considered the draft policies have limited weight in the determination of planning applications.

Assessment of Proposed Development

Principle of Development

Sustainable development is at the heart of the NPPF. Paragraph 8 sets out the overarching objectives of the planning system, which includes “*an economic objective*” defined as establishing a “*strong, responsive competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity*”. In addition, paragraph 11c states that development proposals that accord with an up-to-date development plan should be approved without delay.

NPPF paragraph 83 states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Paragraph 85 requires decisions to recognise and address the specific locational requirements of different sectors, including making provision for clusters or networks of knowledge and data-driven, creative or high technology industries.

MIRA is an existing employment site, as allocated within the adopted Site Allocations and Development Management Policies DPD and emerging Local Plan Review. Policy DM19 of the Site Allocations and Development Management Policies DPD and Policies EP02 and EP03 of the emerging Local Plan Review supports development of employment uses within existing employment areas and established Enterprise Zones.

Policy EP05 of the emerging Local Plan Review supports high quality employment development related to business sectors associated within the established Enterprise Zone, including automotive research, development and innovation within the MIRA site.

MIRA is defined as a “Category A” Employment Site and as an Enterprise Zone, which should be retained fully for employment uses. The proposal is for a temporary gym and changing rooms which will provide ancillary facilities to support the staff, users and operation of MIRA. It is considered that the proposed use is suitable given the adopted and emerging Development Plan and NPPF supports the continued use of the MIRA site for employment.

Design

Policy DM10 of the Site Allocations and Development Management Policies DPD and Policy PMD01 of the emerging Local Plan Review state that development will be permitted providing that design requirements are met, including not having a significant adverse effect on the privacy and amenity of nearby residents and occupiers, complementing or enhancing the character of the surrounding area and uses, building materials respect the materials of existing, adjoining/neighbouring buildings and the local area, and incorporate a high standard of landscaping where it would add to the quality of the design and siting.

The portacabins are of a small scale, single-storey and grey in colour. The portacabins are not permanent buildings and will be installed for a temporary period only. Regardless, the portacabins are considered to be in-keeping with the character of the area which has an industrial character established by the MIRA site.

There are no nearby residents who will be affected by the proposed development. The Application Site is surrounded by car parking and other workshop and R&D buildings within MIRA Technology Park;

therefore, it is considered that the proposed extension will not detrimentally affect the neighbouring uses/occupiers.

As such, it is considered that the development complies with the criteria of the adopted and emerging Development Plan.

Flood Risk & Drainage

Policy DM7 of the Site Allocations and Development Management Policies DPD requires development to not create or exacerbate flooding.

Appropriate sustainable drainage systems (SuDS) should be incorporated into development design, where possible, in accordance with Policies CC02 and CC03 of the emerging Local Plan Review.

The proposal is to be located on an existing car park located in Flood Zone 1 and is at a low risk of surface water flooding, therefore it is considered that the proposals will not create or exacerbate flooding in accordance with Policy DM7. In response to Policies CC02 and CC03 of the emerging Local Plan Review, site-specific SuDS are not appropriate given the proposals and location.

Transport and Parking

Policy DM18 of the Site Allocations and Development Management Policies DPD and Policy HT02 of the emerging Local Plan Review require proposals to provide an appropriate level of parking provision.

There are no adopted or emerging policies that seek to prevent the loss of car parking spaces.

The portacabins will be located on an existing car park. 18 spaces within the car park will be lost, however the remaining 15 car parking spaces will be retained and can be used by gym users.

Larger car parking areas are located to the east of the Site and therefore it is not considered the loss of car parking spaces will have an adverse impact on users, and an appropriate level of car parking will be maintained in accordance with the adopted and emerging Development Plan.

Summary and Conclusions

Full planning permission is sought for the installation of temporary portacabins to provide a gym and changing rooms.

The development is considered appropriate as an ancillary facility to the wider MIRA operation and accords with national and local policies which allocate the MIRA site as a Category A employment site and Enterprise Zone.

The proposal is considered to be acceptable in terms of design, drainage and transport matters.

Overall, it is deemed that the Proposed Development is in accordance with national guidance and policies included within the adopted and emerging Development Plan, and therefore should be approved without delay.

We look forward to receiving confirmation that the application has been successfully registered and validated. Should you require any further information, please do not hesitate to contact myself or my colleague Graeme Warriner.

Yours faithfully,

Daniella Marrocco

DANIELLA MARROCCO

Planning Associate