

Delegated Report

Planning Ref: 23/00577/FUL
Applicant: Horiba Mira
Ward: Ambien



Hinckley & Bosworth
Borough Council

A Borough to be proud of

Site: Horiba Mira Ltd, Mira Drive, Lindley

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

1. Recommendations

- 1.1. **Grant planning permission** subject to:
- 1.2. Planning conditions outlined at the end of this report.

2. Planning Application Description

- 2.1. 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 temporary buildings would be constructed of goosewing grey metal cladding. The changing rooms would measure 18 metres x 4 metres and is designed with a flat roof to a height of 2.5 metres. The gym would measure 12m x 13m with a flat roof to a height of 3.5m. The buildings would be located towards the southwest corner of the site, to the rear of the existing offices, research, and development buildings.
- 2.2. 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.

3. Description of the Site and Surrounding Area

- 3.1. 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 site measures approximately 340ha and comprises test track facilities and a range of associated employment, 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 SADMP 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.

4. Relevant Planning History

There is an extensive planning history on the Horiba Mira site, none of which are directly relevant to this proposal.

5. Publicity

- 5.1. One neighbouring property has been consulted. The neighbour has no objection to the proposal but highlights that the proposed buildings have already been erected.

6. Consultation

6.1. No objections have been received from:

- LCC Highways
- HBBC Pollution
- HBBC Drainage
- HBBC Waste

7. Policy

7.1. Site Allocations and Development Management Policies DPD (2016)

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM10: Development and Design
- Policy DM18: Vehicle Parking Standards
- Policy DM19: Existing Employment Sites

7.2. National Planning Policies and Guidance

- National Planning Policy Framework (NPPF) (2012)
- Planning Practice Guidance (PPG)

8. Appraisal

8.1. Key Issues

- Assessment against strategic planning policies
- Design and impact upon the character of the area
- Impact on highway safety and parking

Assessment against strategic planning policies

8.2. The development plan in this instance consists of the adopted Core Strategy (2009) and the adopted Site Allocations and Development Management Policies (SADMP) Development Plan Document (2016).

8.3. The adopted Core Strategy provides an over-arching long term vision for the Borough but does not contain any policies that are directly relevant to the proposal. It does however include spatial objectives that seek to strengthen and diversify the economy.

8.4. Policy DM1 of the adopted SADMP provides a presumption in favour of sustainable development. Policy DM19 of the adopted SADMP and the Employment Land and Premises Study (2020) identifies the site as a category 'A' key employment site where 100% employment use should be retained. The proposed onsite gym and changing room would support the local and national objectives for the growth of MIRA and would provide a convenient and beneficial facility for existing employees, whilst also attracting future prospective employees to the company.

8.5. The proposal is for a temporary gym and changing rooms which will provide ancillary facilities to support the staff, users, and general operation of MIRA. It is considered that the proposed use is suitable and in accordance with the aims of the adopted Development Plan and NPPF which support the continued use and growth of the MIRA site. The proposal is therefore in accordance with Policy DM1 of the SADMP and Paragraph 11 of the NPPF.

Design and impact upon the character of the area

- 8.6. Policy DM10 of the adopted SADMP seeks to ensure that development complements or enhances the character of the surrounding area with regard to scale, layout, design, materials and architectural features.
- 8.7. The portacabins are of a small scale, single-storey and constructed in good quality goosewing grey metal cladding materials. Additionally, the buildings are considered to be in-keeping with the character of the area which is industrial as 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. The proposal therefore continues to complement the character and appearance of the surrounding buildings in accordance with Policy DM10 of the adopted SADMP and would not be at all prominent from any public viewpoints.

Impact on highway safety and parking

- 8.8. Policy DM18 of the Site Allocations and Development Management Policies DPD require proposals to provide an appropriate level of parking provision.
- 8.9. The LHA note that the proposal would result in the loss of 18 parking spaces but are satisfied that the wider site has adequate provision to accommodate the vehicles displaced by the proposed development. The site is located within a private employment park located some distance from the public highway and the development is therefore unlikely to lead to any overspill parking on the highway. Given that the proposed gym is not for public use the LHA are satisfied that the proposed development will not generate any additional demand for parking spaces.
- 8.10. The proposal is therefore considered to be in accordance with Policy DM18 of the SADMP and LHDG.

Impact upon neighbouring residential amenity

- 8.11. The proposal is located at a considerable distance from any residential properties and screened from them by the main factory building. The proposal would therefore have no adverse impact on any residential amenities and would be in accordance with Policy DM10 of the adopted SADMP.

Other Matters

- 8.12. 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.

9. Equality Implications

- 9.1. Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:-
- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

9.2. Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application.

9.3. There are no known equality implications arising directly from this development.

10. Conclusion

10.1. 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 considered that the Proposed Development is in accordance with national guidance and relevant policies of the SADMP.

11. Recommendation

11.1. **Grant planning permission** subject to:

- Planning conditions outlined at the end of this report.

11.2. Conditions and Reasons

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted application details, as follows:

- 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).

Reason: To ensure a satisfactory appearance and impact of the development to accord with Policies DM1 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

3. The materials to be used on the external elevations of the proposed temporary buildings shall accord with the details contained within the approved plans as follows:

- Proposed Gym Layout and Elevations (ref. HD/13193/01); and
- Proposed Changing Room Elevations (ref. GH0001)

Reason: To ensure that the development has a satisfactory external appearance in accordance with Policies DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

4. The temporary buildings hereby permitted shall only be for ancillary use by employees of the existing business and will not be open for public use.

Reason: To ensure the proposed development is compatible with existing development in the locality and would not result in the generation of additional trips to and from the site in accordance with Policies DM10 and DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).