vectos.

REPORT

International Automotive Components Group

Prologis Park Birmingham Interchange

14/01/2021

Transport Statement

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1 Introduction

1.1 Vectos is retained by International Automotive Components Group ('IAC Group') to provide traffic and transportation advice in relation to proposals for additional car parking at Prologis Park, Birmingham Interchange, Blackfirs Lane, Solihull.

1.2 The strategic location of the site is illustrated in **Figure 1**, whilst the location of the site in relation to the local area is illustrated in **Figure 2**. The site falls within the administrative boundary of Solihull Metropolitan Borough Council (SMBC).

1.3 The site currently comprises Units A and B within Prologis Park, which is located to the north of Blackfirs Lane and to the west of Progress Way. Vehicular access to the site is achieved from Progress Way. The two units at the site have consent for flexible B1a/b/c, B2, B8 use class and a floor area of 7,200 sqm and 22,000 sqm respectively. A total of 212 car parking spaces is currently provided onsite for the two units.

1.4 IAC agreed in 2019 to occupy the currently vacant units, which is characteristic of the Class B2 general industry use class. It is proposed that there will be a total of 1,140 employees at the site; 870 employees will be split across 3 shifts with an additional 270 employees working within the ancillary office.

1.5 Based on IAC's anticipated shift patterns, it is considered that the consented parking provision is insufficient to meet their operational demands. As such, the proposed development seeks to provide an additional 388 car parking spaces increasing the total number of spaces at the site to 600. Of these spaces, 573 would be allocated to staff and 27 for customers/visitors.

1.6 As part of the proposals, access to the site would not change and there would be no increase in floor area.

Planning History

1.7 In August 2016, an outline planning application (reference: PL/2016/02001/PPOL) was submitted to SMBC for the erection of building(s) within use classes B1a office, B1b research and development, B1c light industrial, B2 general industrial, and B8 storage & distribution with all matters reserved apart from access. This application was granted outline planning permission in December 2016.

1.8 In October 2017, reserved matters approval for appearance, landscaping, layout and scale (reference: PL/2017/01509/PPRM) was granted planning permission and the two units were subsequently built with 212 car parking spaces.

1.9 In September 2019, pre-application advice was sought regarding the proposed additional car parking. The advice suggested that a traffic impact assessment be provided in order to assess the impact of the proposals on the local highway network and that a full parking justification be presented. These comments have been taken into account when preparing this Transport Statement.

1.10 The remainder of this Transport Statement has been structured as follows:

i) **Section 2: Existing Conditions** - provides a description of the existing site, transport network and transport conditions relevant to the development;

ii) **Section 3: Planning Policy** – considers the relevant transport policy at a national and local level in the context of the proposed development;

iii) **Section 4: Development Proposals** – explains the development proposals for the site;

iv) **Section 5: Trip Generation -** sets out the traffic generation potential of the proposed development; and,

v) **Section 6: Summary and Conclusions** – provides a summary and conclusion to the report.

2 Existing Conditions

2.1 This section will set out the site location in terms of the surrounding area, and the accessibility of the site by non-car modes of transport.

Existing Site and Surrounding Area

2.2 The strategic location of the site is shown in **Figure 1**, whilst the site's location in respect of the local area is shown in **Figure 2**.

2.3 The site comprises two existing units (Units A and B) located within Prologis Park and is bound by industrial/employment units comprising Birmingham Business Park to the north and east.

Local Highway Network

2.4 A plan of the existing highways network can be viewed in **Figure 1**.

2.5 Vehicular access to the site is achieved from a priority-controlled junction from Progress Way.

2.6 Progress Way is subject to a 30mph speed limit and forms the eastern boundary of the site. Blackfirs Lane and Coleshill Heath Road form the southern and western boundaries respectively.

2.7 Progress Way forms a four-arm roundabout with Bickenhill Parkway (B4438) to the south. Further south, Bickenhall Parkway provides access onto Coventry Road (A45) via Bickenhill Lane.

2.8 Further to the south-east of the site, the A45 provides access to the M42 at Junction 6. To the north-east of the site, the M42 intersects with the M6 at Junction 7A. Access to M6 Junction 4 can also be achieved from Bickenhall Parkway via the A446 to the east of the site.

Accessibility by Non-Car Modes

Walking and Cycling

2.9 A plan of the existing walking and cycle routes within close proximity of the site can be viewed at **Figure 3**.

2.10 A shared pedestrian/cycleway is provided along the southern side of the access road. This connects to the shared pedestrian/cycleway located along the western side of Progress Way, which provide access to the nearby bus stops located along both sides of Progress Way and the B4438.

2.11 The shared footway/cycleway provided on Progress Way directly links the site to Birmingham International train station to the south-west of the site and northwards into the surrounding residential areas. Blackfirs Lane, which forms the southern boundary of the site is also an advisory cycle route, which links to a wide network of

advisory routes to the west of the site. This network of cycle routes links the site to Marston Green train station and the surrounding residential areas.

2.12 In addition, these footways also connect to the shared footway/cycleway located along the northern side of the B4438.

2.13 Continuous footways are provided from the site to Birmingham International railway station located circa 1.6km to the south of the site.

Bus Services

2.14 The nearest bus stops are located along both sides of the Bickenhill Parkway circa 200m to the south of the site. These bus stops are served by bus routes 75 and 75A, which is a school bus.

2.15 Bus route 75 operates between Birmingham International Station and Sutton Coldfield. Throughout the morning between Monday-Friday, these buses operate on an hourly basis, however, between 16:00-19:00 the frequency increases to between every circa 10-30 minutes. During the weekends, bus route 75 operates every other hour on Saturdays with no service on Sundays.

Rail Services

2.16 Birmingham International Station is located circa 1.7km (circa 20-25 minute walk) to the south of the site. This station can be accessed by walking and cycling along the shared pedestrian/cycleways along Bickenhill Parkway and Bickenhill Lane as well as via bus route 75.

2.17 A summary of the rail destinations directly accessible via Birmingham International Station is provided in **Table 2.1**.

Table 2.1: Services calling at Birmingham International Station

Destination	Direct Trains – Average Frequency	
	Weekday	Weekend
Manchester Piccadilly via Stoke-on-Trent	Hourly	
London Euston	Every 20 minutes	
Rugeley Trent Valley	Hourly	Hourly (no direct trains)
Northampton	Every 30 minutes	
Birmingham New Street	Every 5-10 minutes	
Reading	Hourly	Hourly (no direct trains)
Wolverhampton	Every 15-30 minutes	
Sandwell & Dudley	Hourly	

2.18 As demonstrated in **Table 2.1**, Birmingham railway station provides access to a range of key destinations including London Euston and Manchester Piccadilly.

2.19 In addition, Marston Green station is also located approximately 2.4km to the north-west of the site and can easily be accessed by cycle. Marston Green station provides access to destinations including Northampton, Birmingham New Street, Birmingham International and Rugeley Trent Valley.

Summary

2.20 The site can be accessed via walking and cycling with shared pedestrian/cycleways provided along the southern side of the access road as well as the nearby roads such as Progress Way and Bickenhill Parkway. Existing cycle routes/advisory routes also link the site to the surrounding residential areas and Birmingham International/Marston Green stations.

2.21 The site benefits from bus stops located along both sides of the B4438 to the south of the site. These bus stops are served by route 75 and 75A; route 75 operates on a circa hourly basis, with its frequency increasing to every circa 10-30 minutes between 16:00-19:00.

2.22 Birmingham International Station is also located circa 1.7km and can be accessed by walking and cycling along the shared pedestrian/cycleways along Bickenhill Parkway and Bickenhill Lane as well as via bus route 75.

2.23 Birmingham International Station provides access to a range of local destinations including Birmingham New Street, Sandwell & Dudley and Wolverhampton. Onward travel to local destinations can be achieved from these station and by also using Marston Green station.

2.24 In light of the above, it is considered that the site is located within an accessible location, close to two train station, a frequent bus route and an existing network of footways/cycleways, which link the site to the surrounding residential areas.

3 Planning Policy

3.1 This section considers the current and emerging transport and land use planning policy at national and local level. Reference is made to the following documents:

i) National Planning Policy Framework;

ii) Solihull Local Plan; and,

iii) Solihull Vehicle Parking Standards and Green Travel Plans Supplementary Planning Document ('SPD') (2006).

National Policy

National Planning Policy Framework (NPPF) (February 2019)

3.2 The National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government in February 2019. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

3.3 Chapter 9 covers the promotion of 'Sustainable Transport' and states in paragraph 102 that transport issues should be considered in the earliest stages of plan-making and proposals, so that:

i) "a) the potential impacts of development on transport networks can be addressed;

ii) b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

iii) c) opportunities to promote walking, cycling and public transport use are identified and pursued;

iv) d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

v) e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

3.4 The NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

i) "a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

ii) b) safe and suitable access to the site can be achieved for all users; and

iii) c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

3.5 Guidance is provided on the consideration of proposals. It is mentioned that "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".

Local Policy

Solihull Local Plan (2013)

3.6 The Council states that the '*spatial strategy sets out the overall approach to delivering sustainable growth and outlines the broad strategic direction that will be followed for managing change and development whilst ensuring the essential character and distinctiveness of the Borough is maintained.*

3.7 The Strategy seeks to address the key challenges facing Solihull and ensures that future development meets the needs of its residents and businesses and visitors and is consistent with the vision for the Borough and locally distinctive areas, the strategic objectives and the policies to deliver the strategy.

3.8 *The key elements of the strategy are as follows*:

i) Realising the potential of the M42 Economic Gateway for job and wealth creation, by facilitating the plans and aspirations of the Borough's key economic assets, whilst addressing any infrastructure or environmental concerns…;

ii) Promoting the sustainable growth of Solihull Town Centre, and the other town centres in the Borough…;

iii) Helping to address the economic, social and environmental inequalities within the Borough, notably between North Solihull and the rest of the Borough, but also within parts of the Mature Suburbs and some rural settlements…;

iv) Prioritising employment opportunities in or near to the North Solihull Regeneration Area, facilitating accessibility to the Airport, NEC and Birmingham Business Park from North Solihull, enabling the expansion of businesses and new start-ups, and providing a more balanced mix of housing to meet growth aspirations and the Borough's local needs…;

v) Ensuring that development meets economic needs and protects and enhances environmental character and quality, recognising the key economic and social benefits that the environment provides and its important role in contributing to health, well being and quality of life in the Borough…;

vi) Focusing employment growth in accessible locations and corridors, taking account of needs and opportunities, including the potential to reuse or recycle land allocated for alternative uses…;

vii) Exploiting the role of transport in promoting and managing growth, whilst ensuring opportunities to access key destinations by a choice of transport modes, and that new development does not exacerbate congestion…;

viii) Enabling a low carbon future, by promoting the Borough as a location for green business, ensuring that new development minimises greenhouse gas emissions, and embracing initiatives aimed at improving energy efficiency and affordable warmth in existing buildings, whilst contributing to resilience against the adverse effects of climate change…; and

ix) Protecting the Green Belt in the Borough, whilst making provision for the Borough's local needs, regeneration and growth.'

3.9 Policy P8 requires development proposals to have regard to transport efficiency and highway safety, setting out at Part A) that:

- Development will not be permitted which results in a significant increase in delay to vehicles, pedestrians or cyclists or a reduction in safety for any users of the highway or other transport network;
- Travel demands associated with development should be managed to minimise detrimental impact to the efficiency of the highway network;
- Ensure new development reduces the need to travel;
- Provision for parking and servicing will be required in accordance with a SPD on managing travel demands associated with development.

3.10 Policy P8 Part B) requires sustainable modes of transport to be promoted and encouraged in all developments.

Solihull Vehicle Parking Standards and Green Travel Plans

3.11 The Council states that 'the nature of ownership of business sites will also influence the prospects for encouraging access by greener travel modes and consequently the levels of car parking needed. Large sites that are in single ownership hold out the prospect of easily implementing comprehensive and co-ordinated travel plans. Other older sites may be large but fragmented ownership provides a greater challenge for such a comprehensive approach' (p.4).

3.12 The relevant local parking standards are given in **Table 2.1**.

Table 2.1: Local Parking Standards

Land Use	Quantum	Maximum Car Parking
B1: Business Park	Below 1900 m^2	1 space per 23 m^2
	1900 m^2 – 2500 m^2	83 spaces maximum
	2500 m^2 – 24000m^2	1 space per 30 m^2
	24000 m^2 – 28000m^2	800 spaces maximum
	Over 28000m^2	1 space per 35 m^2
B2-B8: General Industry/Warehousing	All	1 space per 40m^2 plus any office component as per B1 plus space for servicing
B8: Storage and Distribution	Below 200 parking bays	3 bays or 6% of car park capacity, whichever is the greater
	Over 200 parking bays	4 bays plus 4% of capacity

3.13 There is no clear provision of cycle and motorcycle parking standards in this guidance.

4 Proposed Development

4.1 The site currently comprises two industrial units with a total floor area of 28,800 sqm. The two units include a total of 212 car parking spaces, which are accessed via Progress Way.

4.2 In line with the outline planning consent, IAC wish to occupy the currently vacant units under the B2 light industry use class.

4.3 It is proposed that there will be a total of 1,140 employees at the site; 870 employees will be split across 3 shifts with an additional 270 employees working within the office.

4.4 To help to manage parking demand during shift changeovers, consideration has been given as to how shift patterns over different parts of the operation could be staggered. However, it is unavoidable that peaks in parking demand will result at shift changeovers. In order to avoid congestion associated with vehicles seeking a parking space and vehicles leaving the car park at shift changeover, and the potential for vehicles to queue onto Progress Way or attempt to park in the surrounding area, there is an operational demand for additional car parking on-site.

4.5 To accommodate the operational demand, the proposed development comprises the construction of 388 additional car parking spaces, increasing the total number of spaces from 212 to 600 parking spaces.

4.6 A site layout plan is provided within **Appendix A**.

Access Arrangements

4.7 The existing access arrangements will not be altered as a result of the proposed development. The existing and additional car parking spaces will continue to be accessed via the existing access from Progress Way.

4.8 Access to the car parking spaces will be achieved from the main spine road through the site. Manual barriers will be provided at each of the individual car park entrances to manage and control the parking. A set of automatic barriers controlled by an automatic number plate recognition ('ANPR') system control access into the site off Progress Way.

4.9 Swept path analysis has been undertaken to demonstrate private vehicles accessing the parking spaces and manoeuvring around the car parks. These drawings are included within **Appendix B.**

Car Parking Arrangements

Standards

4.10 The car parking requirements for developments within Solihull are assessed against the parking standards set out in Solihull Vehicle Parking Standards & Green Travel Plans SPD (2006).

4.11 These were summarised in Table 3.1 and state a maximum of one space per 40 sqm can be provided for B2-B8 uses plus any office component as per B1 standards.

4.12 Based on the total floor area at the site (28,800 sqm), the two units can be provided with up to 720 car parking spaces.

4.13 The proposals seek to provide an additional 388 car parking spaces increasing the provision at the site from 212 to 600 spaces. This therefore accords with the maximum car parking standards.

4.14 However, it is acknowledged that within the pre-application advice given by SMBC in April 2020, the Highway Authority considers the parking standards to be outdated. The parking standards remain adopted as a material planning consideration. Further justification for this level of car parking has therefore been provided below.

Car Parking Justification

4.15 It is understood that the future occupier, IAC, operates 24-hours on a 3 shift per day pattern (06:00-14:00, 14:00-22:00 and 22:00-06:00). The three shifts will be split into either three or four in order to stagger the arrivals/departures of employees working on these shifts.

4.16 A total of 870 employees will be split across these 3 shifts with an additional 270 employees working within the office and therefore working between 07:30-16:00.

4.17 The proposed car parking operation is similar to but not exactly the same as IAC's existing operations at Elmdon Trading Estate.

4.18 A summary of the total number of employees arriving and departing during a typical weekday is provided below. The shifts below are split into 'Doors', 'Overhead system (OHS)' and 'Pillars'. The morning and evening shift also include 'Tailor Made (TM)' shift.

Table 4.1: Summary of Typical Shifts

Shift		Time		Number of Staff	
		Arriving	Departing	Arriving	Departing
06:00-14:00	Doors	05:25	13:35	84	84
	OHS	05:55	14:05	80	80
	Pillars	06:25	14:35	96	96
	TM	06:25	14:35	45	45
14:00-22:00	Doors	13:25	21:35	84	84
	OHS	13:55	22:05	80	80
	Pillars	14:25	22:35	96	96
	TM	14:25	22:35	45	45
22:00-06:00	Doors	21:25	05:35	84	84
	OHS	21:55	06:05	80	80
	Pillars	22:25	06:35	96	96
08:00-16:00	Office	07:30	16:00	270	270

4.19 A review of the 2011 Census data '*WU03EW – Location of usual residence and place of work by method travel to work*' has been undertaken to determine the predicted modal split of future staff. This has been calculated

for the surrounding area in which the site is located (Super Output Area E02002089 in Solihull 009). This area selected also includes the Birmingham Business Park. This modal split is displayed in **Table 4.2** overleaf.

Table 4.2: Car Parking Provision

Mode	Percentage
Train	6%
Bus	9%
Taxi	0%
Motorcycle	1%
Driving a Car	76%
Passenger in a car	4%
Bicycle	1%
On foot	2%
Other	0%
Total	**100%**

4.20 As indicated in Table 4.2, the majority of staff (76%) currently travel to the wider area surrounding the site by private car, with 18% travelling via sustainable modes including public transport, walking and cycling.

4.21 Based on the staff shifts, the arrival/departure times and the car mode split, a parking accumulation is provided overleaf.

Table 4.3: Parking Accumulation Shifts

Shift	Time Period	Arriving	Departing	Accumulation	Car Mode Split (76%)
Morning shift	05:25	84		344	261
	05:35		84	260	198
	05:55	80		340	258
	06:05		80	260	198
	06:25	141		401	305
	06:35		96	305	232
Office	07:30	270		575	437
Afternoon shift	13:25	84		659	501
	13:35		84	575	437
	13:55	80		655	498
	14:05		80	575	437
	14:25	141		716	544
	14:35		141	575	437
Office	16:00		270	305	232
Evening shift	21:25	84		389	296
	21:35		84	305	232
	21:55	80		385	293
	22:05		80	305	232
	22:25	96		401	305
	22:35		141	260	198

4.22 The information presented in **Table 4.3** indicates that the peak parking demand is likely to occur between 14:25-14:35 where there is predicted to be a demand for 544 car parking spaces.

4.23 The predicted parking demand presented in **Table 4.3** does not include the additional parking demand for customers/visitors etc. Based on IAC operational knowledge, IAC anticipate 27 additional parking spaces will be sufficient to meet the demand generated by visitors. This demand arises from the plant's role as a UK centre and in some instances, the European centre for IAC Group operations, which drives visitor travel by hosting meetings, training events and seminars involving UK-based and European visitors associated with the IAC Group's operation. This is in addition to the site's role as IAC Group's main hub for customers, suppliers and contractors.

4.24 To minimise the potential for overspill parking, 5% headroom has also been proposed. As such, it is concluded that the car park with 600 car parking spaces is considered appropriate to meet the predicted staff and visitor demand associated with the future occupier.

Servicing Arrangements

4.25 The site will continue to be serviced in line with the consented use and will not be amended as part of the proposals. All servicing and deliveries will take place from the car park accessed via Progress Way.

Summary

4.26 The site currently comprises two units with a floor area of 28,800 sqm and a flexible B1a/b/c, B2 and B8 use class. IAC Group seeks to operate the site as a manufacturing facility falling under the Class B2 general industry use class with ancillary office provision, supporting 1,140 employees.

4.27 To meet the operational requirements of IAC, an additional 388 car parking spaces are proposed, bringing the total to 600 car parking spaces at the site. Analysis of IAC's future operation has been considered, which demonstrates the proposed parking provision is required to accommodate the likely parking demand generated by the proposed development. The additional car parking will ensure that the site operates efficiently and does not result in queueing along Progress Way during peak periods, for example during shift changeover.

4.28 Vehicular access will not be altered as part of the proposals. The servicing and delivery arrangements will also remain unchanged.

5 Trip Generation

5.1 The consented floor area of the two units will not be altered as a result of the proposed development. Therefore, the traffic generation approved as part of the consented development (ref: PL/2016/02001/PPOL) remains valid.

5.2 This section therefore summarises the predicted trip generation for the consented units at the site as set out within the Transport Assessment submitted to support application PL/2016/02001/PPOL.

5.3 Within the consented TA, the level of traffic anticipated to be attracted to the two units was assessed making referencing to the industry standard TRICS database for trip rates.

5.4 A summary of the consented traffic generation is summarised in **Table 5.1**.

Table 5.1: Consented Light Industrial plus Office Total Vehicle Trip Generation (22,900 sqm)

Time Period	Light Industrial			Office			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
08:00-09:00)	10	2	11	271	23	294	281	24	305
17:00-18:00)	1	7	8	12	232	244	13	239	252

5.5 During the network peak periods of 08:00 to 09:00 and 17:00 to 18:00, the development was consented to generate 305 and 252 two-way vehicle trips respectively.

Table 5.2: Consented Light Industrial plus Office OGV Trip Generation

Time Period	Light Industrial			Office			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
08:00-09:00)	0	0	1	1	1	2	1	1	2
17:00-18:00)	0	0	0	0	1	1	0	1	1

5.6 Based on the information in **Table 4.2**, the consented units have the potential to generate 2 and 1 two-way HGV trip in the AM and PM peak hours. The consented HGV trip generation will not change as a result of the proposed development.

5.7 As set out in **Table 4.3**, the proposed IAC shift changes are proposed to occur outside of the peak periods. Therefore, most of the traffic generated by the proposed development will occur outside of the peak periods. The proposed development is likely to generate a minimal number of vehicle trips, predominately associated with visitors, during the AM and PM peak periods.

5.8 Within the consented TA, the level of traffic anticipated to be attracted to the two units was assessed making referencing to the industry standard TRICS database for trip rates. The TRICS data used to derive the trip

rates for the consented development included a high number of sites, which operate shift patterns. As such, there is no reason to suppose the peak hour trip generation for the proposed development would be any different when compared to consented development.

5.9 Based on the proposed shift patterns, the proposals are likely to result in approximately 362 two-way movements (141 arrivals and 221 departures) between 14:00 – 15:00.

5.10 As part of the Transport Assessment undertaken and submitted to support the consented application, an ATC was installed along Bickenhill Parkway for a 7-day period in May 2016. **Table 5.3** below provides a summary of the observed traffic flows and those approved as part of the consented development.

Table 5.3: Observed + Consented Traffic Flows

Time Period	Observed (May 2016)	Consented	Total (Observed + Consented)
AM Peak (07:00-08:00)	737	305	1,042
PM Peak (17:00-18:00)	850	252	1,102

5.11 During the peak periods, with the inclusion of trips generated by the consented development, there are circa 1,000 two-way trips on Bickenhill Parkway.

5.12 The observed traffic data also indicates a weekday average traffic flow of 586 two-way trips between 14:00-15:00. During this period, the proposed development is likely to generate an additional 248 two-way trips (164 vehicles arriving and 84 vehicles departing, Table 4.3 above). This equates to a total of 834 two-way vehicles in this hour.

5.13 Whilst it is acknowledged that the proposed development will result in an increase in traffic on Bickenhill Parkway between 14:00 – 15:00, the overall volume of traffic is below the levels of the consented development during both the AM and PM peak periods, which have been considered acceptable.

5.14 As noted previously, the proposed development will result in a minimal increase in vehicle trips during the AM and PM peak periods when traffic levels are typically at their highest.

6 Summary and Conclusions

6.1 Vectos is retained by International Automotive Components Group ('IAC Group') to provide traffic and transportation advice in relation to the proposed additional car parking at Prologis Park, Birmingham Interchange, Blackfirs Lane, Solihull.

6.2 The site currently comprises units DC1 and DC2 within Prologis Park, which have a total floor area of 28,800 sqm consented to accommodate flexible B1/B2 B8 use class uses.

6.3 Vehicular access to the site is achieved via Progress Way, which provides access to a car park with a total of 212 car parking spaces.

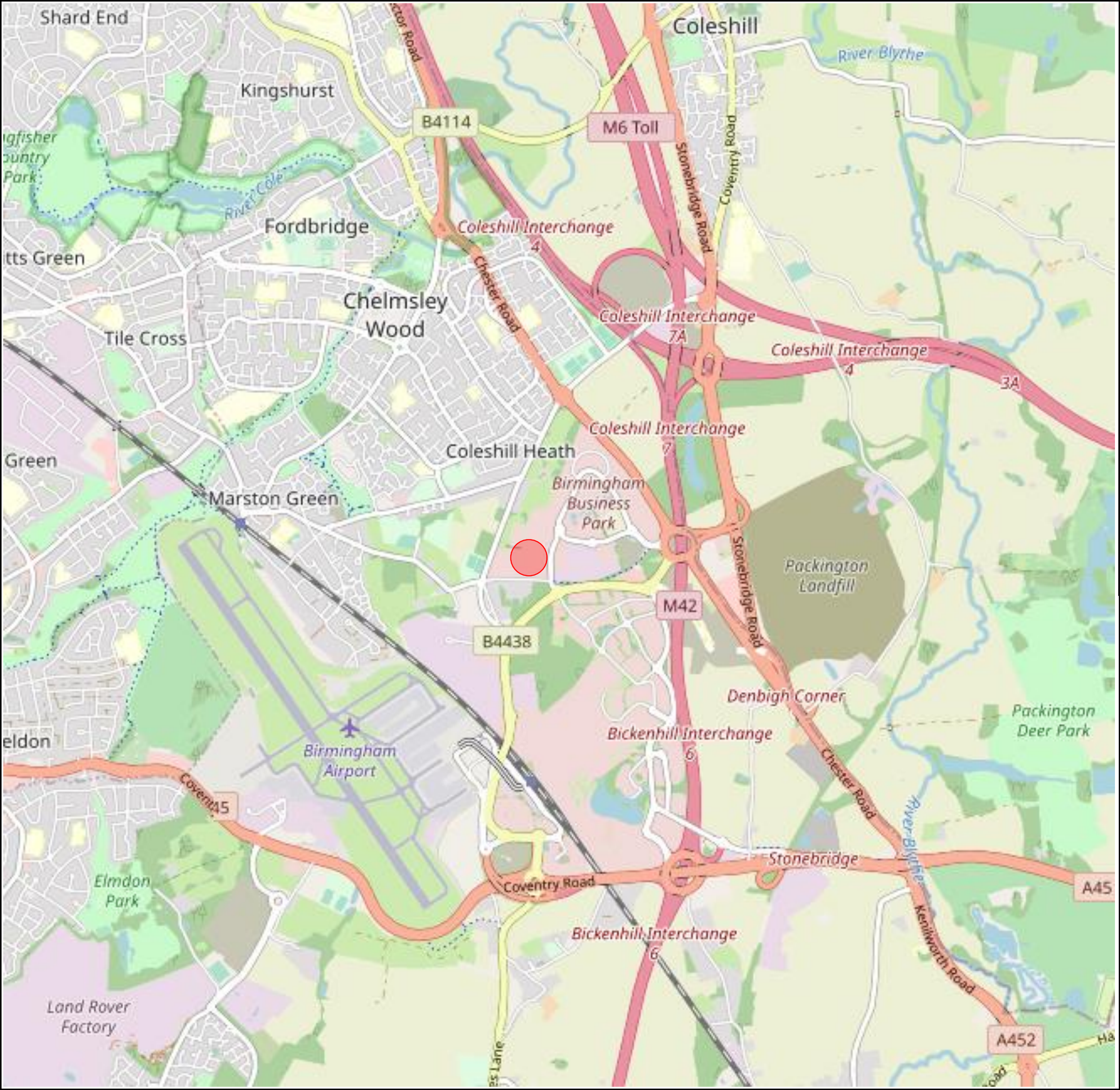
6.4 IAC has committed to occupying the site, which is currently undergoing fit-out. However, the site has a shortfall of parking spaces required by IAC for operational purposes. As such, the proposed development seeks to provide an additional 388 car parking spaces increasing the total number of spaces at the site to 600. The additional car parking will ensure that the site operates efficiently and does not result in queueing along Progress Way during peak periods, for example during shift changeover.

6.5 The proposed quantum of car parking falls below the maximum of 720 car parking spaces allowed under the car parking guidelines set out in the adopted Solihull Vehicle Parking Standards & Green Travel Plans SPD (2006). As part of the proposals, access to the site would not change and there would be no increase in floor area.

6.6 This Transport Statement has been prepared to justify the proposed additional car parking spaces having regard to IAC's shift patterns. The report has also demonstrated that the additional car parking spaces will result in a negligible increase in vehicle trips during the highway network AM and PM peaks.

6.7 As such, it is concluded that there are no transport related reasons why the proposals should be refused planning permission.

Figures



Key

Site

IAC Group

Prologis Park, Birmingham Interchange

Strategic Site Location

SCALES:			
NTS			
DRAWN: SM	CHECKED: ES	DATE: DATE	REVISION:

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE: Figure 1

Key

Site

IAC Group

Prologis Park, Birmingham Interchange

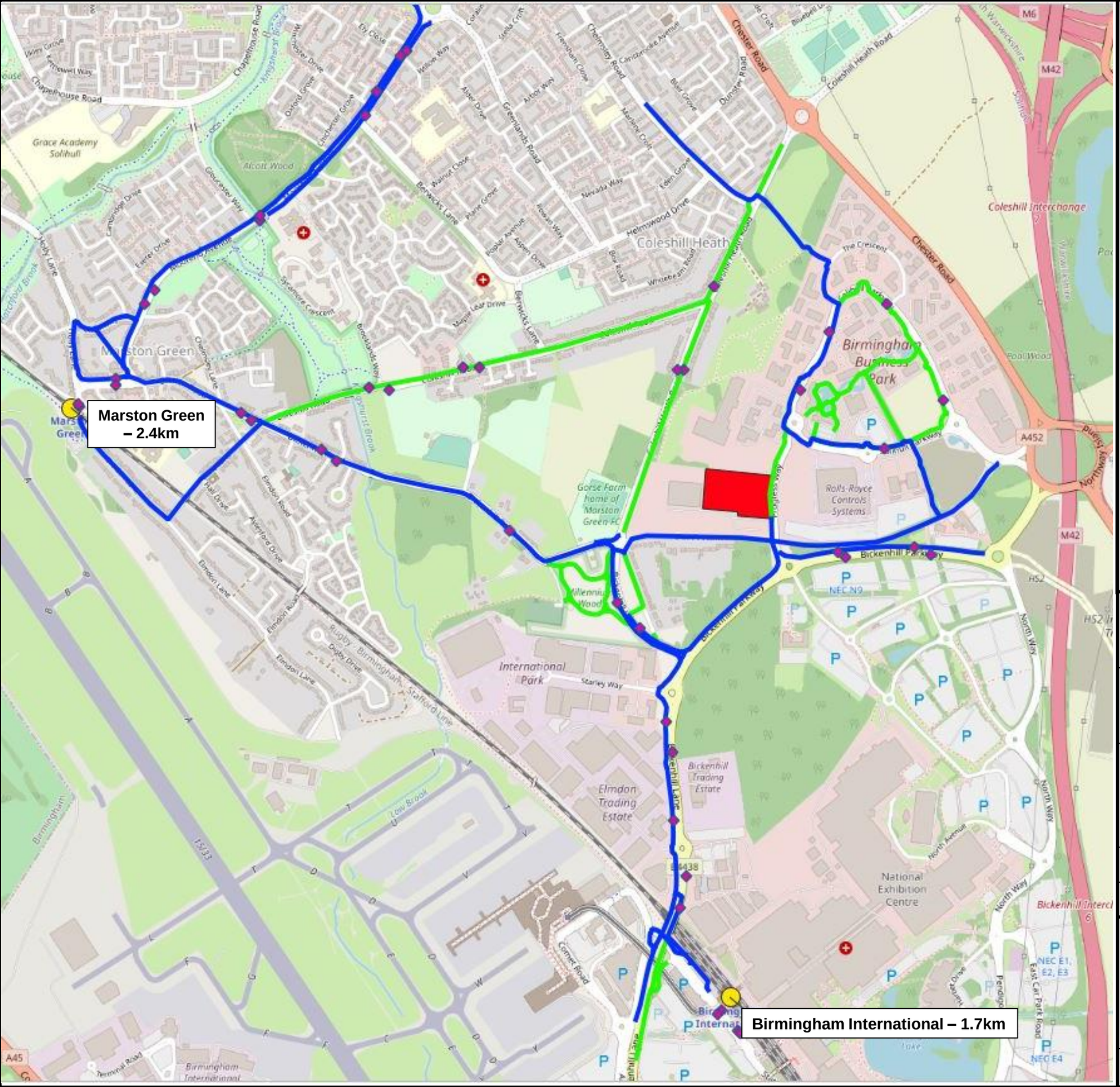
Site Location

SCALES:			
NTS			
DRAWN: SM	CHECKED: ES	DATE: DATE	REVISION:

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE: Figure 2



Key

- Site
- Footways
- Shared pedestrian/cycleway
- Bus Stops
- Train Stations

IAC Group

Prologis Park, Birmingham Interchange

Walking and Cycling Routes

SCALES:			
NTS			
DRAWN: SM	CHECKED: ES	DATE: DATE	REVISION:

vectos.

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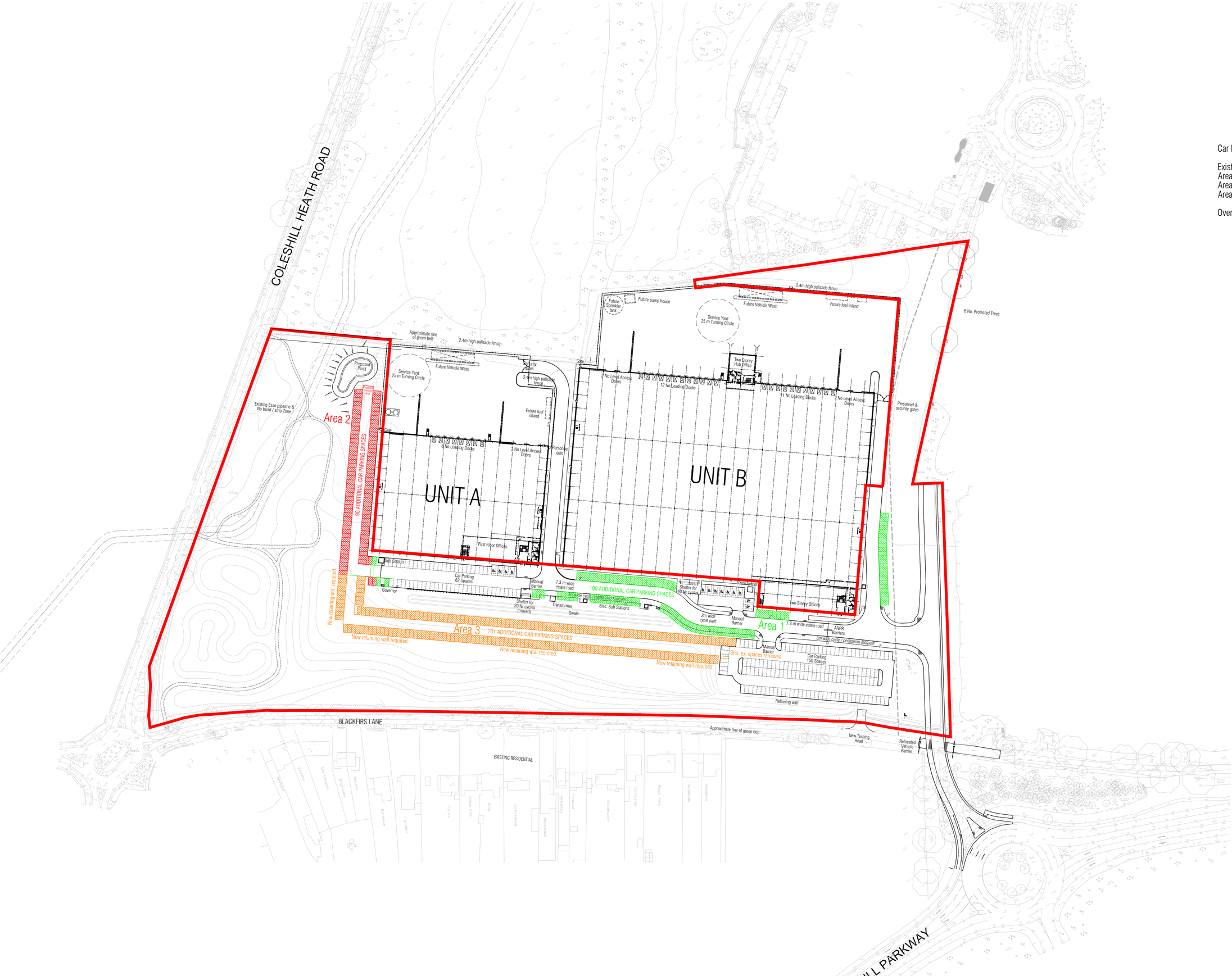
DRAWING REFERENCE: Figure 3

Appendix A



0m 25m 50m 75m

Scale

N

Car Parking

Existing	209 no. spaces (inc. 3no. removed)
Area 1 (green)	100 no. spaces
Area 2 (red)	90 no. spaces
Area 3 (orange)	201 no. spaces
Overall Total	600 no. spaces.

no.	date	revision	by
E	071220	Proposed pond moved. Parking amended to west of Unit A, along estate road and to east of Unit B. Car parking schedule updated.	aips
D	071220	Units renamed. Proposed pond added and parking amended to west of Unit A. Car parking schedule updated.	aips
C	170920	Proposed application boundary amended.	aips
B	140920	Proposed application boundary amended.	aips
A	110920	Proposed application boundary shown. Silos added in DC1 yard. ANPR barriers added adjacent DC2 offices.	aips

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client

International Automotive Components Group Limited

project

Additional Car Parking
IAC
Birmingham Interchange

drawing

Site Layout Plan
with potential addtional car parking spaces
OPTION 1

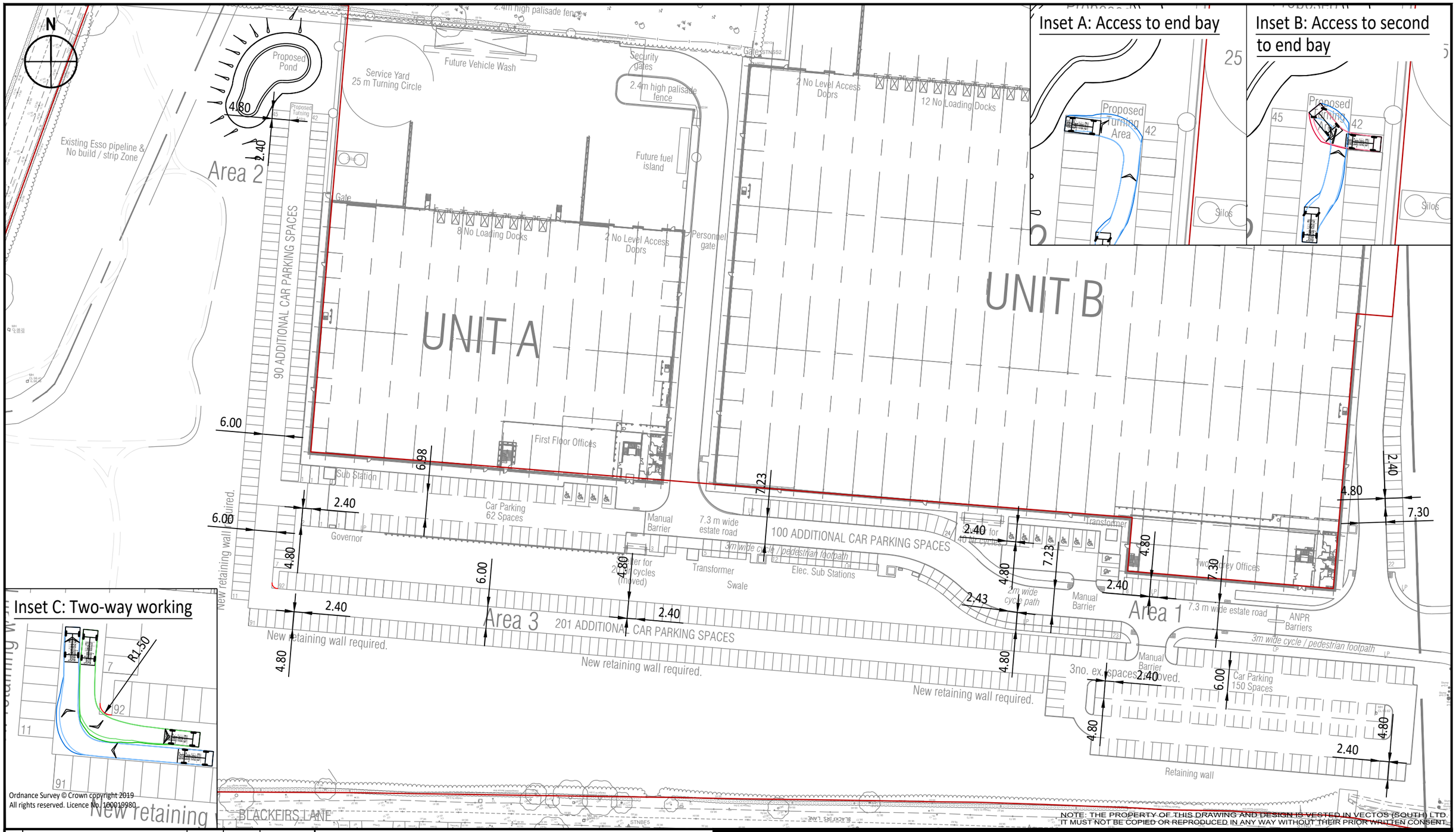
scale 1:1000 @ A1 drawn KT

checked aips date 13-09-19

no

6632 - 01 REV E

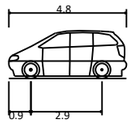
Appendix B



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Updated layout	PP	ES	14.12.2020

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on architects layout: 6632 - 001 REV E - Site Layout Plan with potential additional parking spaces OPTION 1



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Prologis Park, Birmingham Interchange

IAC

Layout Review Plan

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DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
PP	ES	21.02020	1:1000 / 1:500 at A3	205545/PD01	A

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