

PROPOSED ADDITIONAL CAR PARKING AT
PROLOGIS PARK BIRMINGHAM INTERCHANGE

For

IAC GROUP LIMITED

Design & Access Statement

15 January 2021



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1. Introduction

1.1 General

This Design and Access Statement has been prepared by aja architects llp to accompany a full planning application submitted on behalf of IAC Group Ltd. ('the Applicant'). The Applicant seeks full planning permission for an additional 388 car parking spaces ('the Development'), associated sustainable urban drainage system and landscaping, to serve its manufacturing facility at Units A and B at Birmingham Interchange, Solihull.

The Applicant is a long-established business in the Borough. The Applicant committed to its occupation of Units A and B at the Site in 2019, which represents a significant investment in the Borough's local economy, as well as reinforcing the West Midlands' globally competitive cluster of automotive manufacturing. The Applicant's decision to occupy the Site is driven by the need to service its growing contracts, particularly those with Jaguar Land Rover, and as part of their wider business strategy to relocate manufacturing activities from its operations in Eastern Europe back to the UK. The wider site will support 1,140 full-time equivalent ('FTE') new local employment opportunities, bringing skilled jobs and high value activities to Solihull. The Applicant's decision to locate its expanded operations at the Site highlights Birmingham Business Park as a globally competitive destination for inward investment, job creation and high value manufacturing.

The site is located within Solihull Metropolitan Borough Council.

1.2 Design & Access Proposals

The design and access proposals as shown on the accompanying drawings and documents have been produced to meet the client brief, following a study of the site and its setting. This statement provides a summary of the considerations taken into account in the development of the proposals.

1.3 Planning Background

The Development Plan relevant to the Site comprises the Solihull Local Plan 2013 ('Local Plan'), adopted in December 2013. The Council published its Regulation 19 publication version of the Draft Local Plan Review ('LPR') in October 2020, which can be afforded limited weight, given that it has not yet reached Examination in Public and has not responded to consultation responses at Regulation 19 plan-making stage.

The Vehicle Parking Standards and Green Travel Plans Supplementary Planning Document ('SPD') was adopted as an SPD in June 2006 and is therefore a material consideration in decision-making.

Table 3.1 of the SPD states that a maximum of one space per 40sqm can be provided to serve Class B2 and B2 uses, plus any office component as per B1 standards. Given the area of Units A and B (28,800sqm), this would represent a maximum of up to 720 car parking spaces. 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.

This section summarises the key planning policies influencing the design of the Development. For a full planning policy review, refer to the Planning Statement.

The site is situated at Birmingham Business Park, which is identified as one of Solihull's key economic assets and growth drivers within the 'M42 Economic Gateway' in Local Plan Policy P1.

Local Plan Policy P1 sets out that the Council will support and encourage the development of Birmingham Business Park, and that development is expected to progress in a well-planned way that maintains the attractiveness of the business park to investors and protects and enhances the environment.

Local Plan Policy P8 requires development proposals to have regard to transport efficiency and highway safety.

Local Plan Policy P10 requires developments to deliver a net gain or enhancement to biodiversity.

Local Plan Policy P14 requires development to respect the amenity of existing occupiers and be a good neighbour, safeguarding trees and encouraging new tree planting, as well as minimising the adverse impact of noise and minimising light pollution.

Local Plan Policy P15 requires development to respect the surrounding environment, make appropriate space for water using sustainable drainage principles and to conserve and enhance biodiversity.

The proposed new car parking areas to the south and west of the site fall within the West Midlands Green Belt, which is considered inappropriate development in the Green Belt. Local Plan Policy P17 sets out that the Council will not permit inappropriate development in the Green Belt, except in 'very special circumstances' as per the National Planning Policy Framework, and where:

"The reasonable expansion of established businesses into the Green Belt will be allowed where the proposal would make a significant contribution to the local economy or employment, providing that appropriate mitigation can be secured."

The Planning Statement sets out how the Development represents business expansion that is 'reasonable', how the contribution of the Development to Solihull's and the wider West Midlands economy and employment is 'significant' and how the proposed mitigation is 'appropriate'.

As set out in this Design and Access Statement, the Development has embedded design features to:

- Maintain the high-quality appearance of the site and wider Birmingham Business Park to ensure it remains a prime location for employment and investment.
- Provide the minimum amount of additional car parking required to ensure the efficient operation of the manufacturing facility to minimise impact on the local highway network and promote sustainable modes of travel as far as practicable.
- Incorporate tree planting and other soft landscaping to support a net gain in biodiversity and safeguard amenity.
- Incorporate the minimum amount of lighting to ensure the car parking areas are safe for users, whilst minimising light spillage and subsequent impacts on biodiversity and amenity.
- incorporate sustainable urban drainage systems
- Ensure the development does not adversely impact the amenity of the surrounding area, including the amenity of residents living to the south of Blackfirs Lane.

2. Site Context

2.1 Existing Site and Uses

The Application Site comprises 5.82 Ha and is bound by Progress Way to the east, Blackfirs Lane to the south, Coleshill Heath Road to the west and Birmingham Business Park to the north. This includes the expansive area of landscaping to the west of Unit A and along the south of the Site.

The wider site comprises a recently developed employment site, comprising 2 no. industrial units (Units A and B) with associated parking, manoeuvring areas/service yards and landscaping. Units A and B will accommodate IAC's expanded manufacturing footprint in Solihull, totalling circa. 28,800 sq. m. of floorspace. The Application Site excludes the area occupied by Units A and B and associated service yards.

The site's context is highly mixed use in character. The site is located at the south-western corner of Birmingham Business Park, which bounds the site to the east and north. A recently constructed industrial development has been completed at Radial Park to the immediate north of the site, comprising 4 no. warehouse/industrial units. Rolls Royce Aero Engines occupies a substantial building to the east of the site, comprising light industrial, office-based and general industrial activities.

There are residential properties located to the south of the site on Blackfirs Lane, immediately south of the circa. 5m high landscaped bund.



Fig 1. BIRMINGHAM INTERCHANGE - Development as existing of the overall site



Fig 2. BIRMINGHAM INTERCHANGE - Location plan of the overall site



Fig 3. The site looking east from Blackfirs Lane



Fig 4. The site looking west from Blackfirs Lane



Fig 6. The existing units looking west from Progress Way



Fig 7. The site looking east from Coleshill Heath Road



Fig 8. The existing car park to Unit A



Fig 9. The existing car park to Unit B



Fig 10. The site looking east from the bund



Fig 11. The site looking west from the bund



Fig 12. The park looking towards Blackfirs Lane



Fig 13. The park looking towards Birmingham Business Park

2.2 Existing Access

Site access for pedestrians and vehicles is obtained off Progress Way to the east. The site benefits from excellent access to the wider Strategic Road Network at M42 Junctions 4 and 6 via B4438 Bickenhill Parkway and Solihull Parkway.

The site's proximity and connectivity to its existing Elmdon manufacturing hub at Elmdon Trading Estate (circa. 700 metres south of the site) is notable, which allows management and technical staff to work effectively and efficiently across the two sites to oversee the manufacturing process.

Of particular importance to the operations at Elmdon 3 is the site's proximity to Jaguar Land Rover's operations at Damson Parkway (circa. 3.5 kilometres south-west of the site), which enables the Applicant to meet 'just-in-time' and carefully sequenced logistics plans to effectively and efficiently serve Jaguar Land Rover's operations.

Birmingham Airport, located circa. 1.5km south-west of the site, provides access to long and short-haul international destinations including the United States of America, the Middle East, Europe and the Far East.

The M42 and M6 motorways are within a short driving distance, providing access to the Strategic Road Network. Birmingham International railway station is located circa. 1.6 kilometres south-west of the site, which is served by the suburban and national rail network.

2.3 Ecology

The habitat within the site consists of the existing car parking area and other areas of hard standing which include small areas of amenity grassland and decorative borders of introduced shrub. The remainder of the site comprises the landscaping scheme for the previous 2016 development (2109PL001-1L & 2109-PL001-Q2). The south and west of the site consist of formal landscaping comprising mixed plantation woodland and species poor semi-improved grassland. A large proportion of the 2016 landscaping scheme has been overtaken by tall ruderal growth. In the south west corner of the site two large depressions form a Sustainable Urban Drainage (SUD) scheme. The SUDs comprise of bare earth and lack aquatic vegetation. Species poor defunct hedgerows with trees run along the southern and western boundaries of the study area. A small area of standing water is present in the north east corner of the site, an unplanned result of incorrect levelling during the creation of the landscaping 2016 scheme. The water body is shallow and its water quality very poor, with very few aquatic invertebrates present. No emergent aquatic vegetation is present, either within the water body or along its bankside margins, suggesting the pond is highly temporal in nature and annually would dry out on multiple occasions.

All the habitats currently present onsite are considered in a poor ecological condition and provide little opportunity for protected and priority species with the possible exception of limited usage for invertebrates and feeding bats.

The proposed development is of a type and scale that it is considered highly unlikely to result in an impact (alone or in combination with others) to a Natura 2000 site, a UK statutory designated site or local wildlife sites.

With the exception of the loss of a small area of poor quality standing water, the development in its operational phase is not considered likely to impact upon any protected and priority habitats or species. A detailed description of the sites current ecological value and the likely impact of the proposed development upon it is provided within the Ecological Impact Assessment (RT-MME-153311-04).

The main predicted construction phase impacts are associated with direct habitat loss and potential harm to, or displacement or disturbance of, existing common species on site. The Ecological Mitigation Strategy (RT-MME-153311-06) details how the impacts during the construction phase of the development could be avoided or mitigated by adhering to best practice methods e.g. Reasonable Avoidance Measures (RAMs) and pollution prevention measures to avoid any significant ecological impacts.

2.4 Soft landscaping

2.4.1 Existing Site

The site comprises an irregularly shaped parcel totalling 5.82ha, which contains 212 no. car parking spaces, associated access road and landscaping. The car parking spaces serve Units A and B, which are constructed in accordance with previously approved plans (refer to Planning Statement for site planning history). The site surrounds the 2 no. industrial units comprising Units A and B and their associated servicing/manoeuvring areas. This is bounded to the south by Blackfirs Lane and to the west by Coleshill Heath Road, along both roads of which are hedgerows. Approximately one-half of the site area, i.e. those sectors of the site that lie closest to the two roads, is within the Green Belt. The hedge along Coleshill Heath Road is trimmed to be less than 1.8m high, so it is possible to see over much of it; and within the hedge are a few gaps, mainly where there are hedgerow trees growing. These are Oaks of medium maturity and variable condition.

The hedge along Blackfirs Lane is more substantial, having been left unmanaged and allowed to grow to some 5.0m or more along most of its length, comprising Hawthorn, Blackthorn, Hazel, Elder, and Dog Rose, with taller trees of Ash, Alder, Hornbeam, Lime, Sycamore and Birch, as well as the inevitable regenerating Elm scrub. However, even in this hedge there are a few gaps through which walkers can enter the open space from the lane. Dog-walkers frequently use the open space.

2.4.2 Original Landscape Design Concept

The main principles behind the original landscape design for the development, which have now been realised, are as follows:

- Constraining the development as far as possible to within the proposed employment site as allocated within the Solihull MBC Local Plan (Site 31); the only exceptions being (i) the minor encroachment of the Green Belt sector of the site along the western edge of the development, brought about by the displacement of buildings in order to accommodate the Metro route along the eastern side of the site, and (ii) the proposed access road to the site passing through the Green Belt.
- Aligning the access road from the roundabout on Bickenhill parkway to pass through the Bickenhill Plantation on a route that will avoid loss of the Oak trees and have minimal adverse effect upon the Green Belt designation. (Unfortunately, should the Metro, proposed by Solihull Council, be constructed, it is likely that these trees will be lost).
- Developing an Open Space of rural parkland character, with permissive access rights, across the Green Belt sector of the site;
- Forming pathways through the Open Space to legalise public access and provide safe routes for pedestrians/dog-walkers between the public footpath in Bickenhill Plantations and the footway on Coleshill Heath Road; from there links to the permissive footpath route across the adjoining Gorse Farm sports ground may be sought.
- Stripping topsoil from the proposed building site and utilising any excess to form mounds within the Green Belt sector to act as noise and visual barriers, and to elevate any proposed planting belts so that they are quicker to establish as meaningful vegetation screens to the proposed development.

- Such mounds to be gently graded to natural, un-engineered slopes and shapes but to be adequate as barriers between the development and residential properties and leisure walkers along Blackfirs Lane and motorists on Coleshill Heath Road.
- Following the stripping of topsoil, employing cut-and-fill principles for the building footprints to reduce the need to import or export fill.
- Introducing retaining structures along the north boundary of the site to negotiate any changes in level with adjoining plots.
- Retaining and managing the hedgerows and hedgerow trees on all boundaries of the site, except where removal is necessary to accommodate the access into the site off Bickenhill Parkway, and where there are proposed any future links into the Birmingham Business Park; NOTE: The original proposal (before the Metro link was muted by Solihull Council) allowed for the retention of significantly more hedgerow and mature trees along the eastern side of the site; in accommodating the Metro, the majority of this vegetation will be lost.
- Employing SUDS techniques for the surface-water drainage of the site; forming twin pools/basins as balancing ponds at the lowest point of the site, fed via swales wherever possible to extend wetland habitat.
- Establishing a wildflower meadow over the slopes of the proposed bunds/mounds.
- Planting belts of native woodland through the Open Space, to act as both a visual screen for views from the properties in Blackfirs Way and a wildlife/habitat link between the woodland to the west of Coleshill Heath Road and the Bickenhill Plantations.
- Forming native copses in the undeveloped corners in the north of the site to link with adjoining woodland strips and plantings.
- Planting more native trees and hedgerows along the proposed access road and service accesses.
- Supplementing the planting within the Blackfirs Lane hedgerow to fill any gaps and add height where it is lacking.
- Installing a French drain/ditch/swale along the base of any mounding to alleviate flooding.
- Creating a habitat for aquatic fauna within the environs of the attenuation ponds, by appropriate treatment and planting marginal.
- Placing bird and bat boxes, hibernacular and other features to enhance the ecological value of the site.
- Planting unsurfaced areas within the parking areas and around the offices with hardy shrubs and ground cover that offer an attractive setting whilst requiring comparatively little maintenance.
- Generally employing organic shapes to the planting areas to soften the outline of the proposed building, parking and service yards.

2.4.3 Present Condition of The Landscape - December 2020

The landscape scheme, implemented in 2018/19, has been establishing over an 18-24 month period, and is now thriving as a strong structural framework to the development. In brief, the condition of the elements, installed in accordance with the design concept, are as follows:

- The linear park is installed, and the footpaths are being utilised by walkers.
- Most trees are alive and establishing - only approximately 6 are found to be dead.
- The young transplants within the woodland areas are in good condition, with only a few losses; but the ground flora sward is weedy and requires attention.
- Amenity Grass areas are green and fairly weed-free.
- Wildflower/meadow areas are struggling to form and need specialist care to ensure establishment.
- The boundary hedgerows are retained and the planting proposed along Blackfirs Lane to fill the gaps in the hedgerow has so far been successful;
 - The ornamental shrubs alongside the car parks have put on some growth and are starting to fill the beds.
- The swales and ponds are functioning (these were empty at the time of the visit); marginal plants were not evident.
- A small ephemeral pond has formed within a low point in the north-west sector of the site.
- The bird, bat boxes & hibernacular were not obvious.

3. Proposed Development

3.1 Proposed Car Parking

International Automotive Components Group Limited have recognised that given the number of employees that are working at their new production facility located at Birmingham Interchange, the amount of approved parking currently provided on site of 212 spaces is inadequate. The production facility is not yet operational, but is planned to support 1,140 full-time equivalent staff ('FTE'). This includes circa. 870 FTE directly involved in the manufacturing process and a further 270 FTE working in highly skilled jobs including programme management, commercial and engineering departments. Refer to the Planning Statement and Transport Statement for further details.

Having reviewed their requirements they have identified a need for an additional 388 spaces, bringing the total up to 600 spaces. The total area of new car parking proposed comprises circa. 0.59ha, with the remaining 5.82ha of the site area given over to amended landscaping proposals. In discussions with their employees, consultants and other stakeholders, the layout depicted in Fig 14, is considered the optimal way of achieving the increased number of spaces, for the following reasons:

- Access to the additional spaces works within the constraints of the current parking layouts, vehicular access to the service yards by HGVs and forklift trucks, and pedestrians walking to and from both units.
- The main aisles for the additional car parking form a 360° circular route, which means that the majority of the car parking is kept separate from any other vehicles manoeuvring around site, with a dead end running in a north - south direction along the western end of Unit A, which also allows for potential access to the proposed pond.
- The proposed pond will not only improve this area of the parkland that is poorly drained, but will also attenuate the drainage run off from the proposed car parking. By increasing the overall volume of the pond by creating a larger surface area and making it deeper than the current shallow areas of standing water it will become a more attractive feature for wildlife.
- The car parking layout been considered, so that its encroachment of 0.56ha into the Green Belt has been kept to a minimum.
- That the maximum area of the park is retained.
- To ensure that the car parking is located as far away as possible from the houses on Blackfirs Lane, whilst providing good links to the production facility.
- The need to keep away from the pipeline and, foul and storm sewers that run along the western edge of the site.



Fig 14. BICKENHILL LINK - Proposed car parking layout- red area 90 spaces, orange area 201 spaces and green area 100 spaces.

4. Design

4.1 Car Parking Design

The additional car parking will be provided on site to respond to IAC Group Ltd's. requirements.

The new car parking areas will be laid out to avoid traffic conflicts and congestion and to create a circular route through the site. The car parking layout has been tracked to ensure its safe and efficient usage by visitors to the Site. Refer to the Transport Statement for further details.

Pedestrian routes through the car parking areas will be maintained on the building side of the estate road, to link safely and conveniently with building entrances, with appropriate lighting.

4.2 Finishes

The hard surface materials for the extended car parking will be the same as used on the existing car parking areas and will comprise the following:

- Tarmacadam to footpaths.
- Tarmacadam to car park spaces with white lining for road markings
- Grey paviers adjacent the buildings.
- Brindle paviers to car park aisles.
- Stone to the retaining wall gabion baskets.
- Green ppc palisade fencing to match the existing to the perimeter of the car parking areas.

As shown in Figures 15 and 16.



Fig 15. Existing road, footpath and fencing finishes



Fig 16. Existing car park and gabion wall finishes

4.3 Access From The Car Park To The Units

All new pedestrian crossing locations will have dropped kerbs and will incorporate contrasting tactile paving to make visually impaired pedestrians aware of the crossing.

The extended internal road network will include street lighting to adoptable standards. The lighting scheme will be designed to ensure suitable illumination levels exist across the scheme ensuring a safe provision for all users in particular the visually impaired.

Accessible DDA compliant parking will be maintained adjacent to the building entrances. Levels will be appropriate to allow safe and convenient access to all.

4.4 Cycle Parking Design

Cycle shelters will be maintained in the current locations, which are close to the entrance of each building, to provide cyclists a safe, secure and well-lit facility.

4.5 Landscape Proposals

The landscape proposals for the extended car park comprise the following:

- Formation of a new pond, approximately 430m² in area and 1.2m deep to attenuate run-off from the extended car park surfacing and to replace the ephemeral pond.
- Reinstatement of the meadow areas where disturbed alongside the works.
- Planting of marginals around the new pond.
- Carefully lifting and relocating the trees affected by the car park extension to elsewhere on the site.
- An Additional mixed native planting strip and a few trees to screen the car parking.
- Replacing any bird and bat boxes and hibernacular that have been lost/failed to be installed under the earlier phases of the development.

Individual trees will be planted as Heavy or Extra Heavy Standards. All trees will be root-balled or container-grown for assurance of establishment.

The mixed planting areas of native woodland trees and shrubs will comprise largely whip-sized bare-root plant stock, but utilising pot-grown stock for the evergreens, planted at 1.0-1.5m centres. All native planting areas will be protected against damage by rabbits by employing rabbit guards. The native woodland areas will be underseeded with two mixes of hedgerow and woodland wildflowers in order to provide nectar yielding flowers and improve the biodiversity of the habitat. They will also contain a few larger stock to provide an initial effect.

The grass areas across the proposed car park extension will be natural meadows of local provenance where possible, with swathes of wildflowers amongst them. Only at the interface with the Development's parking areas will the grass be frequently mown.

4.6 Ecological Improvement

Ecological improvement to the site (new habitat creation and management recommendations to retain habitats in an improved ecological condition compared to present) are incorporated within the proposed scheme. This includes the enhancement/accelerated succession of existing ruderal areas the species poor semi-improved grassland areas into semi-improved neutral grassland and the creation of additional woodland areas.

The loss of the small area of poor-quality standing water will be compensated for via the creation of a new pond within the north east of the site. This pond will be approximately 250m² larger (in terms of surface area) and deeper (allowing for a standing water level of 20cm), allowing for an increased likelihood that the pond will remain in water for an extended period into the summer months. This in turn will increase its value as a breeding habitat to common amphibian species and aquatic invertebrates. The pond and marginal area surrounding it will also be planted with appropriate aquatic and wetland vegetation further enhancing its biodiversity value.

The ecological compensatory pond's design, methods of creation and ongoing management, as well as that of all other habitat creation/enhancements incorporated as part of the proposed scheme are provided in detail with the Landscape and Ecological Management Plan.

The ecological enhancements to the onsite habitat will ensure the proposed development will achieve no-net-loss to Biodiversity as well as a significant measurable net gain. This net gain has been calculated using the Warwickshire, Coventry & Solihull - Habitat Impact Assessment Calculator. Full details of the scope of methodology used to undertake the quantitative assessment of ecological impacts and the determined scope of the proposed developments net gain is provided in detail in the Biodiversity Impact Assessment (RT-MME-153311-05).

4.7 Surface Water Drainage

As set out in the accompanying Flood Risk Assessment and Outline Drainage Strategy report, the Site is situated in an area of low flood risk (Flood Zone 1).

The surface water drainage strategy has been designed to achieve green field runoff rates. In accordance with the preferred hierarchy for sustainable urban drainage systems (SuDS), it is proposed that 97 of the total 388 no. additional spaces will drain into the existing swale network that is in place.

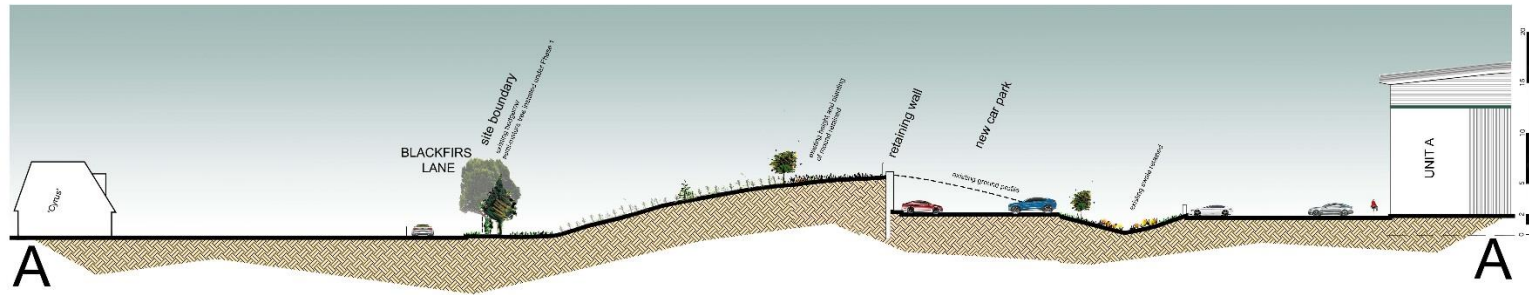
The remaining additional spaces will drain into the new pond feature to the west of Unit A, which has been designed as a multifunctional piece of green infrastructure that also provides ecological habitat.

4.8 Reprofiled Bund

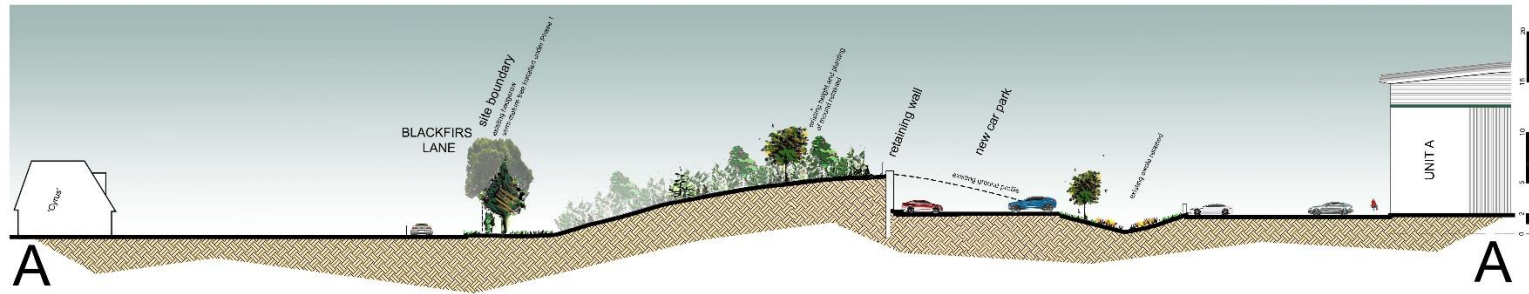
The existing bunds will be reprofiled, so that the additional car parking can be accommodated, without having any impact on the overall height of the bunds, whilst having a minimal impact on the current landscaping, which is mainly grassland. Any trees and shrubs that need to be moved will be replanted elsewhere on site.

When viewed from Blackfirs Lane and Coleshill Heath Road the visual appearance will remain as it currently appears.

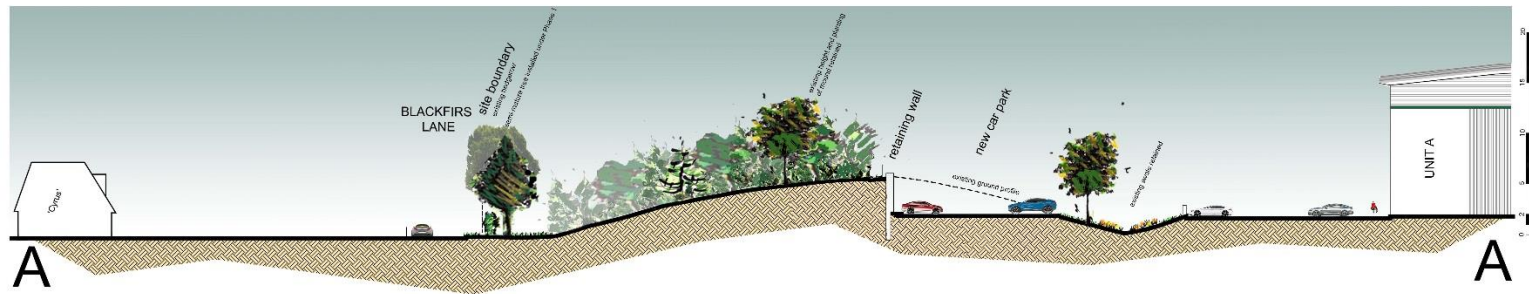
As the car parking is considerably lower than the bunds it will be shielded from Blackfirs Lane and Coleshill Heath Road, both visually and acoustically. Refer to Noise Impact Assessment for details.



CROSS-SECTION A-A at Year 1 (ILLUSTRATIVE) 1:200@A1



CROSS-SECTION A-A at Year 7 (ILLUSTRATIVE) 1:200@A1



CROSS-SECTION A-A at Year 15 (ILLUSTRATIVE) 1:200@A1
 For the location of Cross Section AA refer to JBLA drawing 2136 - DL002-2

Fig 15. Context sections.

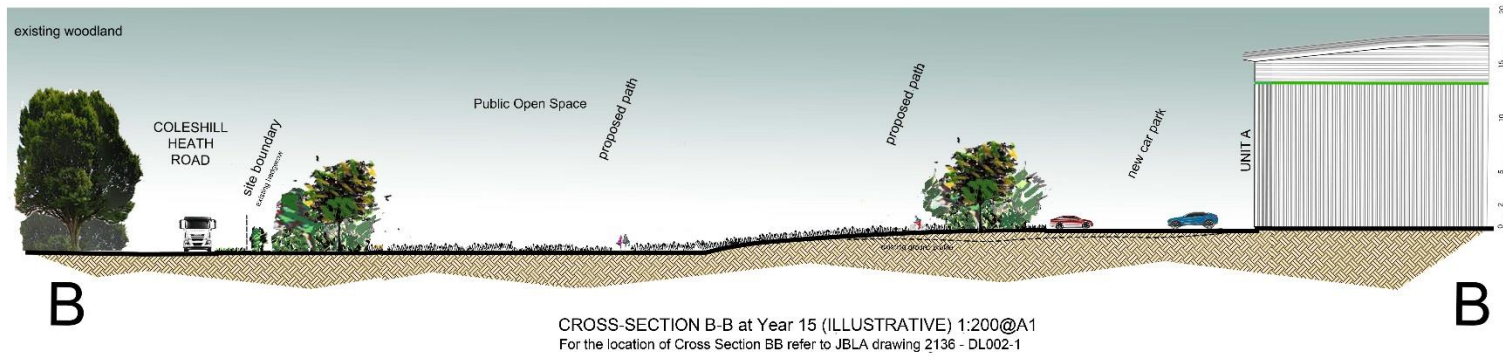
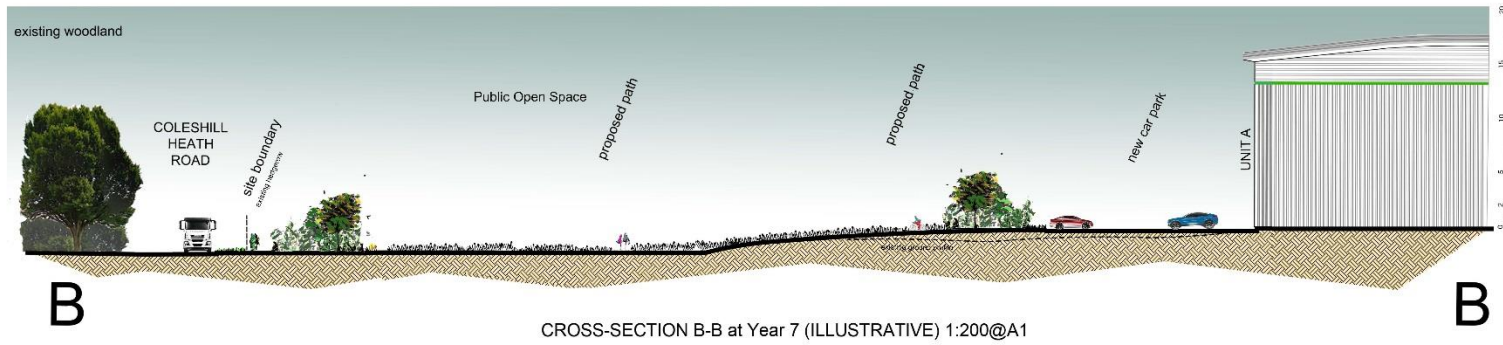
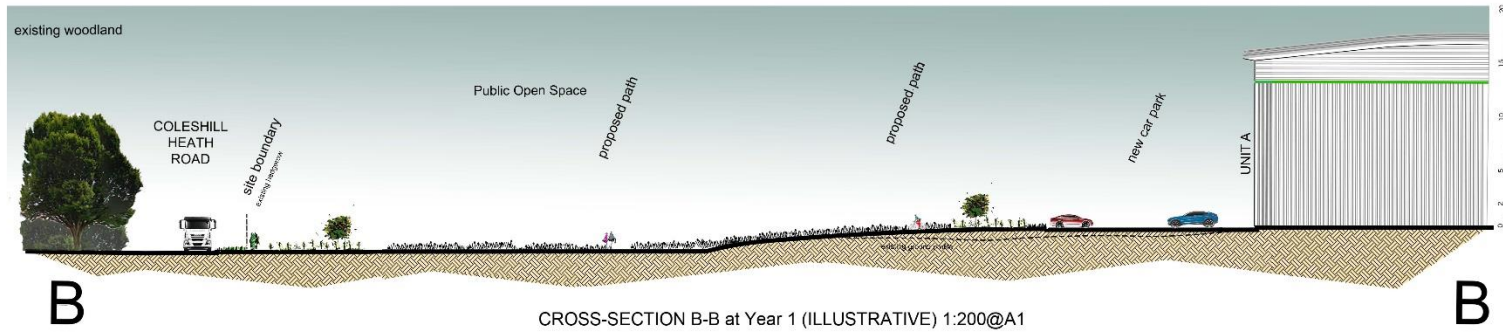


Fig 16. Context sections.

4.9 External Lighting

The principles of the lighting scheme will be based upon the following:

4.9.1 Exterior lighting will be designed taking into account the following standards:

- BS 5489-1:2013 Code of Practice for the Design of Road Lighting
- BS EN 12464-2:2014 Light and Lighting - Lighting of work places
- GN01:2011 Institution of Lighting Professionals (ILP) Guidance Note for the Reduction of Obtrusive Light
- Lighting and the Environment - A Guide to Good Urban Lighting, Chartered Institution of Building Services Engineers (CIBSE)
- Bat Conservation Trust (2014) Artificial Lighting and Wildlife. Interim Guidance: Recommendations to help minimise the impact of artificial lighting.

4.9.2 The new lighting columns will be 5m in height and match the existing lighting specification.

4.9.3 Where possible, additional car parking areas have minimised additional lighting due to the ability to benefit from the existing wall mounted lighting.

4.9.4 The car parks will be illuminated during the hours of darkness to an appropriate lighting level for both operation and safety minimizing light spillage.

4.9.5 Lighting will be at a minimum towards natural habitats and will avoid direct light spill into the wooded habitat.

4.9.6 Lighting will be a combination of building mounted and column mounted lighting units. The additional lighting proposed represents the minimum required for safety. The location of the proposed lighting columns has sought to avoid areas already sufficiently lit by the building mounted lighting on Units A and B. The lighting design will utilise good quality, attractive 'dark sky' fittings, directed downwards and with no spillage above the horizontal to avoid light pollution.

4.9.7 Lighting impacts on all receptors will be minimised by careful design. If needed, baffles and shields can be attached to lighting units to further reduce lighting effects.

4.9.8 The new lighting columns will be 5m in height and match the existing lighting specification.

4.9.9 Refer to Lighting Statement for details.

5. Summary

The design proposals set out in this document and the principles established in the accompanying drawings and reports, have been developed having due regard to the constraints and opportunities of the existing site and its immediate context, in order to pursue this aim. The particular issues addressed include access, landscaping, ecology, layout, scale, colours and materials.

Whilst the built form of the additional car parking proposed in the West Midlands Green Belt represents 'inappropriate development' as defined in the NPPF, it is considered that very special circumstances exist which outweigh harm caused to the Green Belt. Potential harm in the form of noise, visual impact, ecology, flooding and landscape has been positively mitigated in the design of the proposals. For full details of the substantial benefits arising from the scheme, in terms of economic, social and environmental benefits, refer to the accompanying Planning Statement.

Therefore, it is considered that these proposals meet the requirements of International Automotive Components Group Limited and that are appropriate to its location and the proposed use.