



Jaguar Land Rover

SOUTH BODY IN WHITE EXTENSION, HALEWOOD

Transport Statement





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Transport Statement

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Transport Statement

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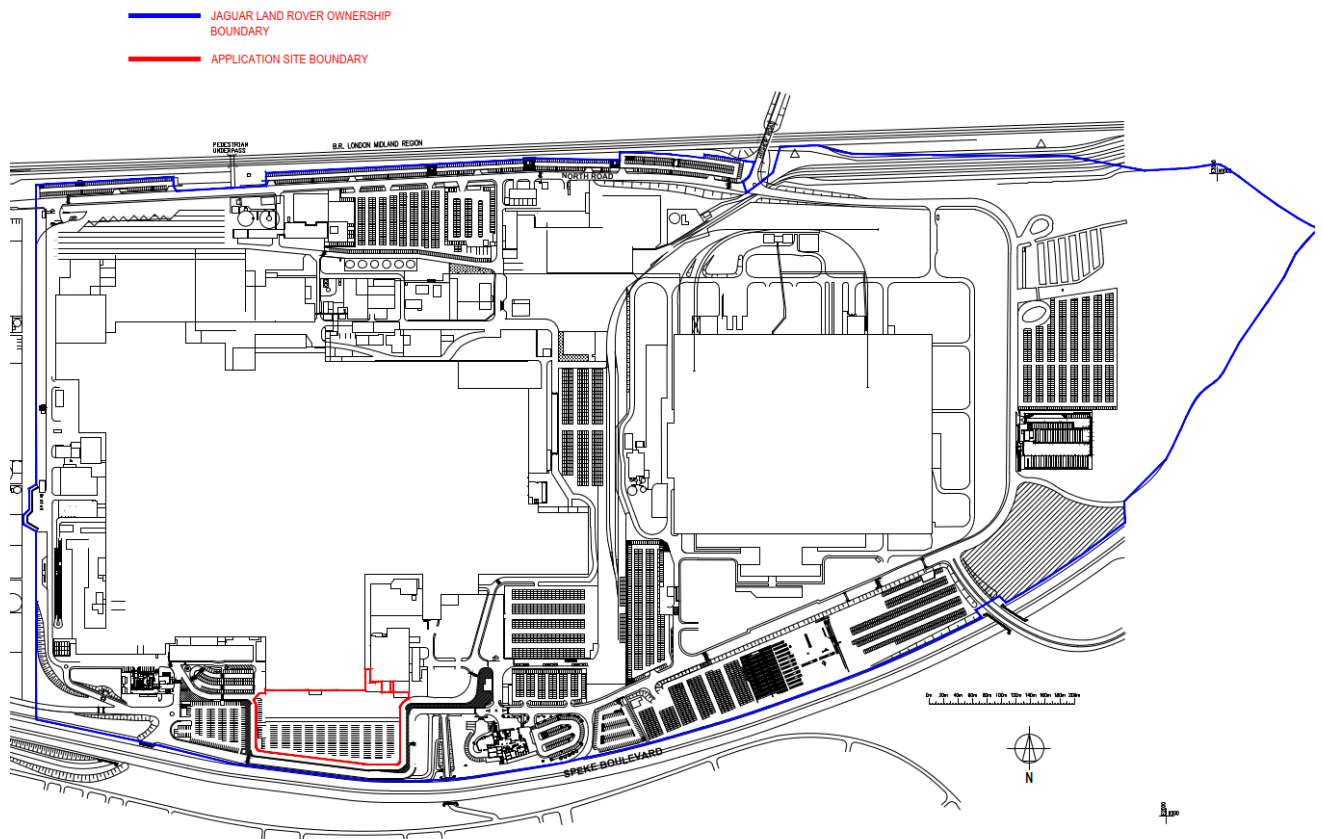
APPENDIX A SITE PLANS

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1. WSP have been commissioned by Jaguar Land Rover to provide transport and highways advice in support of a planning application for an 32,364sqm building extension for storage purposes.
- 1.1.2. The proposed development site location is shown in Figure 1-1 below.

Figure 1-1 - Site Location



- 1.1.3. The application seeks permission for:
“Erection of a two-storey building (Use Class B2 and B8) and worker amenity facilities associated with existing manufacturing unit, together with associated infrastructure and engineering operations.”

1.2 BACKGROUND

- 1.2.1. The Jaguar Land Rover Halewood Operations is a long-standing, established motor vehicle manufacturing facility located in the south of Liverpool.

- 1.2.2. The proposed development site has been occupied by a temporary structure since 2017 approved under planning application ref 16/00452/FUL.
- 1.2.3. The internal road alignment of South Road (application ref 16/00452/FUL) will be retained.

1.3 SCOPE AND METHODOLOGY

- 1.3.1. The Local Planning Authority at Knowsley Metropolitan Borough Council has confirmed that a Transport Assessment is not required, although a Transport Statement should be submitted as part of the planning application given the level of floorspace proposed.
- 1.3.2. Additionally, any Travel Plan topics can be included in the TS. As well as details including any potential changes to the parking and access provision of the site.

1.4 DOCUMENT PURPOSE

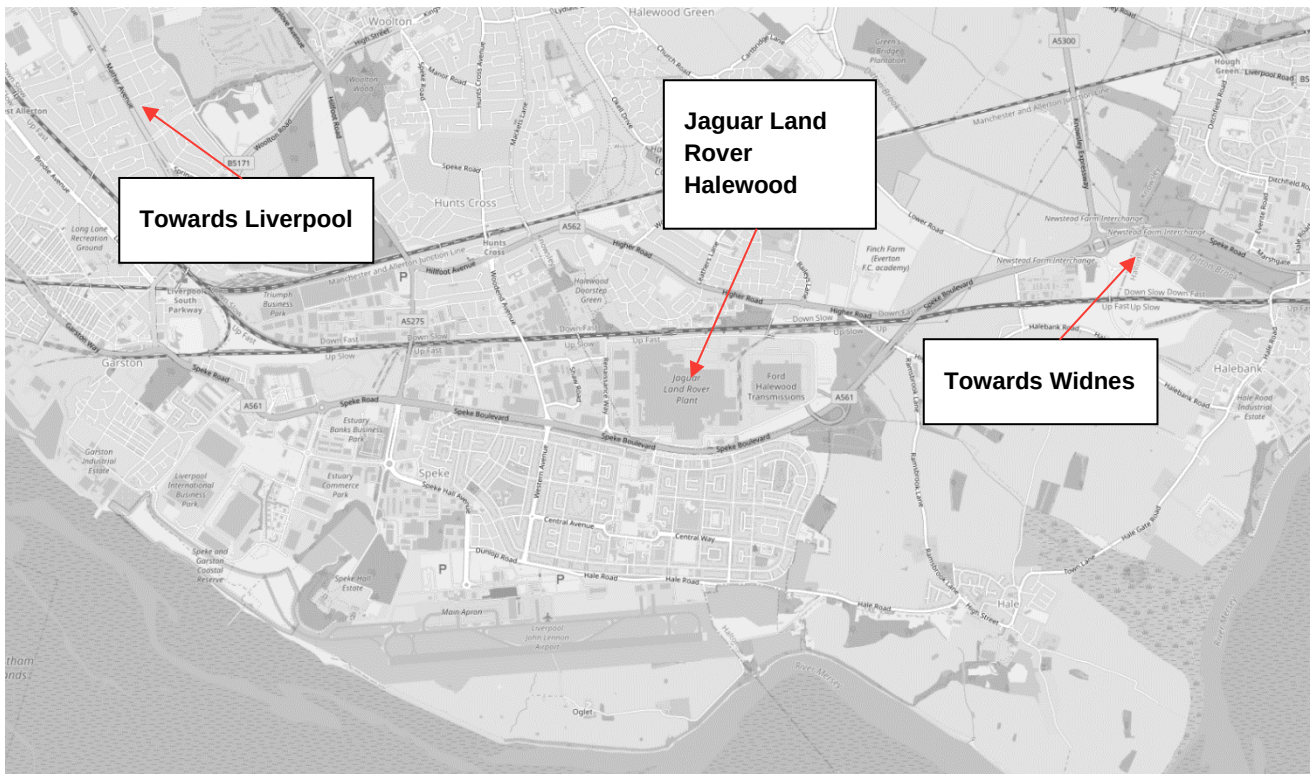
- 1.4.1. The purpose of this Transport Statement is to understand the transport impact of the development proposals on the surrounding highway network.
- 1.4.2. The structure of the report will continue as follows;
 - Chapter 2: A review of the existing conditions of the site.
 - Chapter 3: An analysis of the relevant local, regional, and national policies.
 - Chapter 4: An analysis of the sustainable accessibility of the site.
 - Chapter 5: A review of the proposed development and analysis of the traffic assessment.

2 EXISTING CONDITIONS

2.1 SITE LOCATION

- 2.1.1. The Jaguar Land Rover Halewood Operations are located in a predominantly industrial area circa nine miles to the south east of Liverpool City Centre. The plant is located between the Liverpool branch of the West Coast Main Line which runs along the length of the northern perimeter of the plant, and the A561 Speke Boulevard which provides various access routes into the plant.
- 2.1.2. The south of the plant is bordered by Higher Road, which passes beneath the A561 Speke Boulevard. To the west, the plant is bounded by four large industrial buildings occupied by an automotive components supplier, a pharmaceutical company, and a distribution company amongst others.
- 2.1.3. Figure 2-1 below shows the location of Jaguar Land Rover Halewood in context of the surrounding area and the local and strategic highway network.

Figure 2-1 - Site Context



- 2.1.4. A two-way single carriageway road currently circulates around the perimeter of the plant. The southern section of the site highway network (South Road) connects East Road with Renaissance Way. South Road passes to the south of the main Jaguar Land Rover Halewood operations building and north of Car Park 1 and connects with the A561 Speke Boulevard eastbound off-slip and the westbound on-slip.

2.2 LOCAL HIGHWAY NETWORK

- 2.2.1. The application site is on land owned by Jaguar Land Rover and within the extents of Jaguar Land Rover Halewood. Direct access to the site is provided via the existing highway network circulating the site, with direct connections to the A561 Speke Boulevard and the A562 Higher Road via Old Hutte Lane.
- 2.2.2. Access to Liverpool City Centre and the wider Liverpool Area is provided by the A561 and A562. These routes also provide onward connections to the M57 to north and east Liverpool, the M62 to Manchester, Huddersfield, Bradford and Leeds, and the M56 to Stockport and south of Manchester in the east and Ellesmere Port, Birkenhead and Chester in the west.
- 2.2.3. To the north of the plant, on the north side of the railway, is a residential area of Halewood. To the south of the plant, south of the A561 Speke Boulevard is a largely residential area of Speke. The A561 Speke Boulevard is a key road in providing access to the popular New Mersey Shopping Park further west from the plant.
- 2.2.4. West of the site on the A561 Speke Boulevard are two signalised crossroads which connect to Western Avenue and Speke Hall Avenue. These junctions provide access to Liverpool John Lennon Airport, a business park and various commercial uses associated with the airport including hotels, airport parking and logistics businesses. The majority of other roads within the vicinity of Jaguar Land Rover Halewood are local minor roads.
- 2.2.5. The A561 Speke Boulevard provides key connectivity to the national Strategic Road Network, and the M56 and M6 in particular. Freight traffic between the Jaguar Land Rover in Halewood and West Midlands regularly use this route.

2.3 HIGHWAY LINKS

- 2.3.1. There are a total of seven highway links for the Jaguar Land Rover Halewood Operations. Five of these provide linkages from the A561 Speke Boulevard, one to the A562 to the north of the plant via Old Hutte Lane, and one to the northwest of the plant connecting with National Cycle Network 62 and North Road.
- 2.3.2. The majority of the highway network circulating the plant is privately owned by Jaguar Land Rover. There are gates on North Road, Old Hutte Lane, the slip roads between East Road and the A561 Speke Boulevard and South Road. Each of these gates are closed only one day per year on Christmas to retain its private status. Renaissance Way to the west of the site is a public highway.

Figure 2-2 - Highway Links

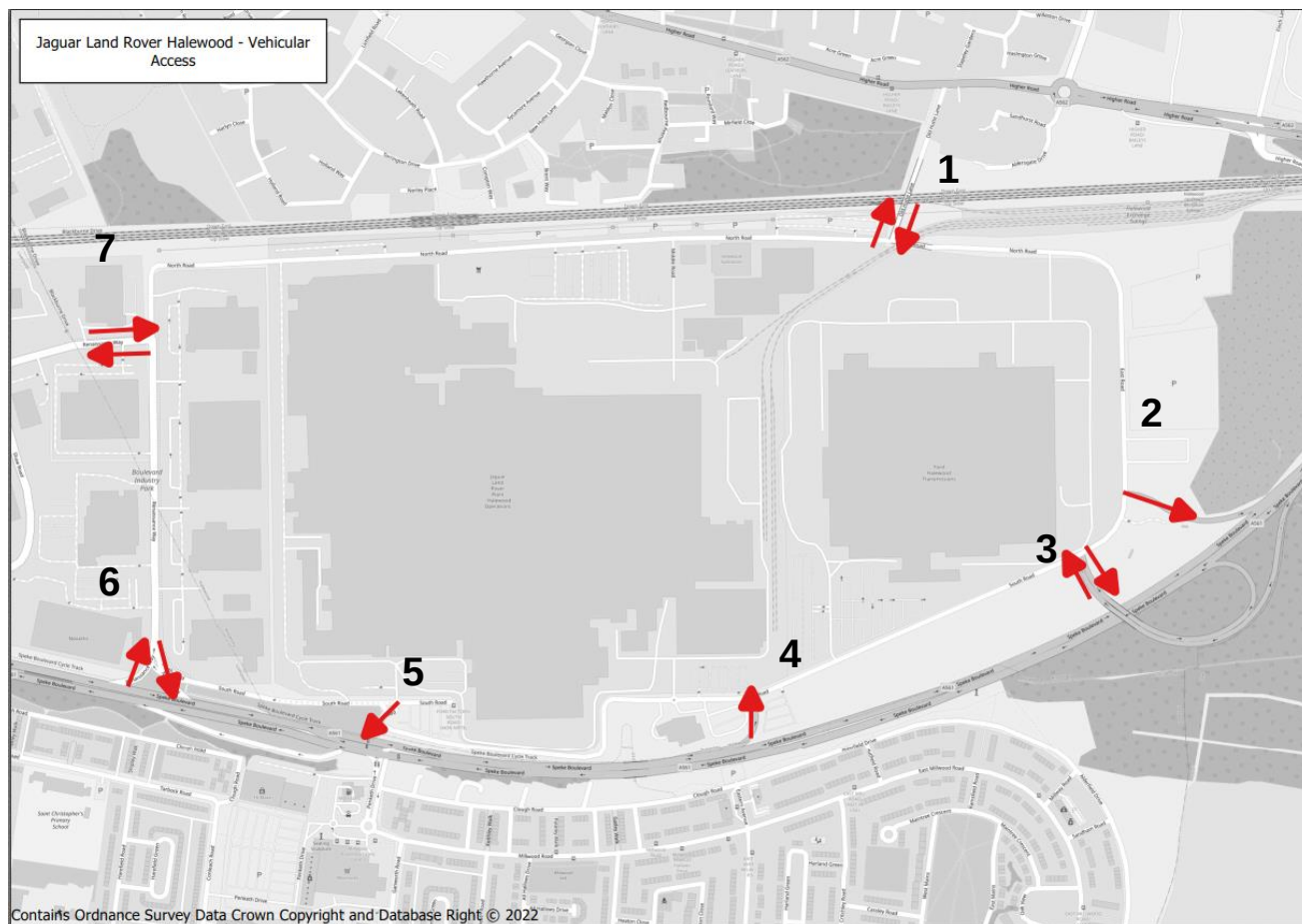


Table 2-1 – Highway Links

Link	Junction Name	Description
1	Old Hutte Lane / North Road	A single carriageway from the A562 Higher Road via Old Hutte Lane which bridges the West Coast Main Line railway. Old Hutte Lane is subject to a 20mph speed limit and has double yellow lines on both sides along its length and a footway along its western side. Old Hutte Lane is public highway until south of the railway line close to where it forms a priority T-junction with North Road which is part of the site highway network which runs around the perimeter of Jaguar Land Rover Halewood.
2	East Road / A561 Speke Blvd	A one way exit only from East Road which forms the on-slip to the A561 Boulevard eastbound.
3	East Road / A561 Speke Blvd	A priority T-junction which provides access to and from the A561 Speke Boulevard westbound via slip roads which bridge the A561.
4	South Road / A561 Speke Blvd	An off-slip from the A561 Speke Road eastbound which provides inbound access only. The slip road meets South Road at a priority T-junction which provides access to the site highway network clockwise and anticlockwise.
5	South Road / A561 Speke Blvd	A roundabout on South Road which provides on-slip access to the A561 Speke Boulevard westbound only.

6	Renaissance Way / A561 Speke Blvd	A priority junction which connects on- and off-slip roads from the A561 Speke Boulevard eastbound with South Road and Renaissance Way.
7	National Cycle Network 62 / North Road	A priority junction provides an additional access to Jaguar Land Rover Halewood from Woodend Avenue via Shaw Road. Though traffic is able to access the plant via this route.

2.4 HIGHWAY SAFETY

- 2.4.1. Personal Injury Accident (PIA) data has been obtained from CrashMap for the period 2017-2021. PIAs within the vicinity of the site have been analysed. The area examined for accidents is shown below in Figure 2-3 and the data is summarised in Tables 2-2 and 2-3 below.

Figure 2-3 - Personal Injury Accident Locations

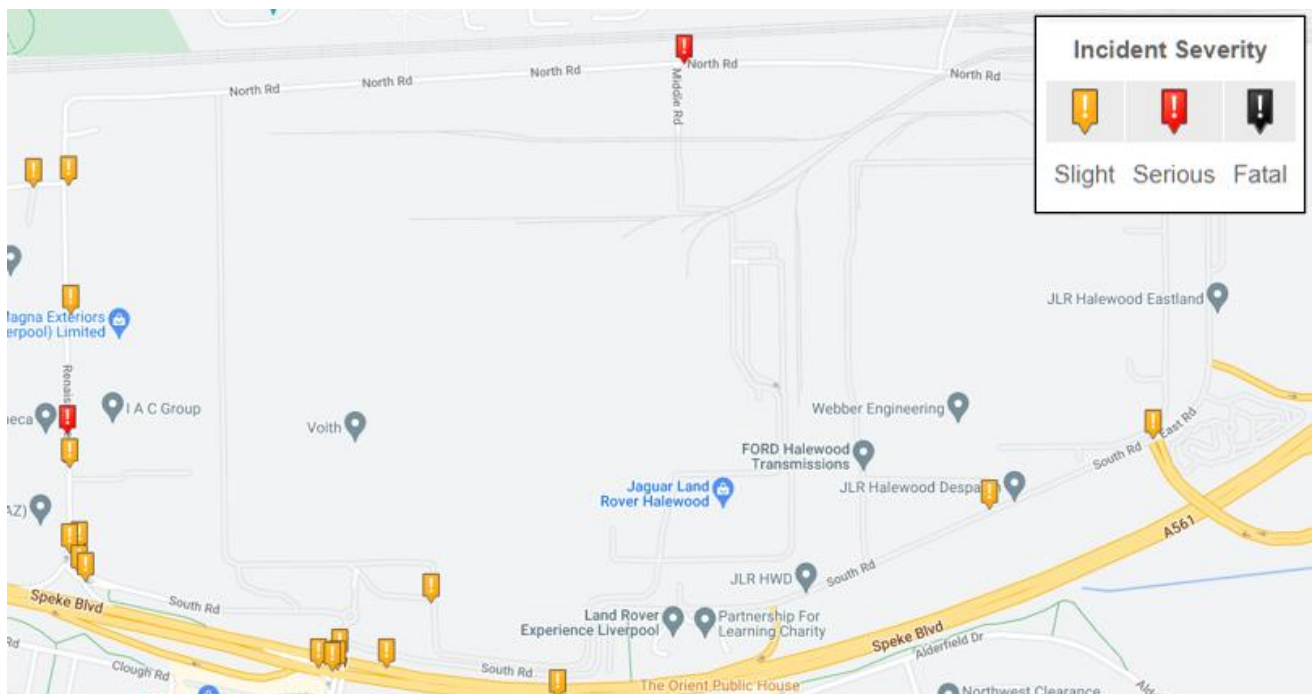


Table 2-2 – PIA Summary

Severity	2017	2018	2019	2020	2021	Total
Slight	4	6	3	2	2	17
Serious	0	1	0	1	0	2
Fatal	0	0	0	0	0	0

Table 2-3 – PIA Active Travel Casualty Summary

Casualty Type	2017	2018	2019	2020	2021	Total
Pedal Cycle	2	3	2	1	0	8
Pedestrian	0	0	0	0	0	0

- 2.4.2. There have been a total of 17 slight, 2 serious and 0 fatal injuries within the study area between 2017-2021 inclusive. This gives a total of 19 injuries over a 5 year period, equating to an average of 3.8 injuries per year.
- 2.4.3. Given the high proportion of slight accidents (89%) and the low number of accidents at any given specific location over the five-year period, it is considered that there is no unusual pre-existing road safety issue in the vicinity of the proposed development.
- 2.4.4. In summary, no significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions within the study area. Furthermore, the frequency and severity of the accidents is not considered to be unusual for the location of the development.

3 POLICY REVIEW

3.1 INTRODUCTION

- 3.1.1. The following section of the report sets out the key national and local traffic and transport policies that are relevant to the proposed development. Later sections of the report demonstrate how the proposals accord with these policies.

3.2 NATIONAL POLICY

National Planning Policy Framework, July 2021

- 3.2.1. The National Planning Policy Framework (NPPF) has a core focus on streamlining the overall development process. It maintains that plans and decisions should apply a presumption in favour of sustainable development.
- 3.2.2. The NPPF states (para 110) that “In assessing sites that may be allocated for development in plans, or specific applications for development it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Mode Design Code; and
 - d) 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.”
- 3.2.3. The NPPF states that development “should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development are severe.” (para 111).
- 3.2.4. The NPPF states (para 113) that applications for new development should:
- “a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”
- 3.2.5. In the assessment of development proposals, it should be ensured that:

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

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

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.”

3.2.6. Furthermore, the NPPF states:

“All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.” (para 113)

Planning Practice Guidance

3.2.7. The Government’s Planning Practice Guidance (PPG) supplements the NPPF. There is a section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of these three documents.

3.2.8. The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of this size and nature requires a Transport Statement. It also clarifies the process for establishing a scope for the assessment, and what the document should contain. The PPG has been considered in the production of this TS.

3.3 LOCAL POLICY

Knowsley Local Plan Core Strategy (2016)

3.3.1. The Knowsley Local Plan comprises several documents. Within these documents, the core strategy sets out the strategic framework for growth and development of Knowsley up to 2028 and beyond.

3.3.2. Strategic Objective 6 ‘Sustainable Transport’ of the core strategy states the following:

“To ensure new development in Knowsley encourages a reduction in the overall need to travel, and prioritises sustainable transport such as walking, cycling and public transport. This will help to ensure accessibility and linkage between housing areas and employment locations, shopping, leisure, culture, health care, education, community and sporting facilities, green spaces, and other services.”

3.3.3. Policy CS7 of the core strategy states the following requirements regarding new developments:

- Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;
- Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;
- Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;
- In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;

- Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and
- Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport.

4 SUSTAINABLE TRANSPORT APPRAISAL

4.1 INTRODUCTION

- 4.1.1. This section assesses the accessibility of Jaguar Land Rover Halewood by sustainable modes of travel and reviews how the site location lends itself to sustainable travel.

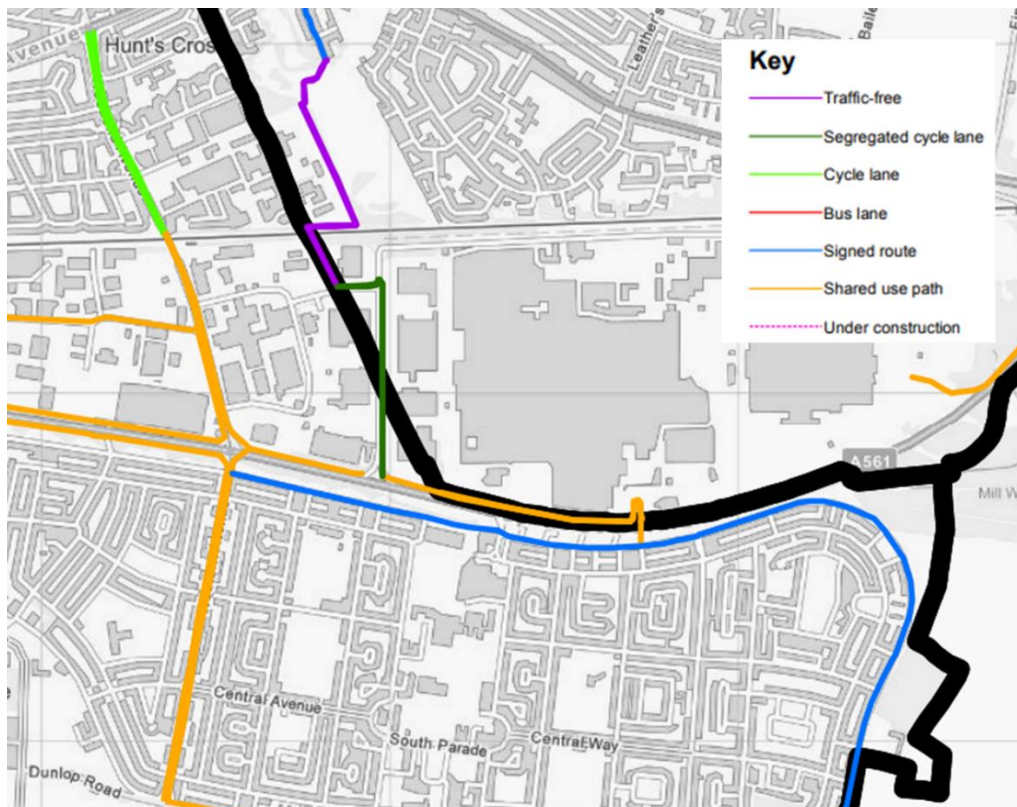
4.2 PEDESTRIAN ACCESSIBILITY

- 4.2.1. The site benefits from a well-connected and lit footway network across the industrial estate where Jaguar Land Rover Halewood is located.
- 4.2.2. Pedestrian crossings with dropped kerbs and tactile pavement are connected throughout the industrial estate to facilitate pedestrian connectivity. This is further reinforced by the recent changes introduced to the Highway Code, which give priority to pedestrians over vehicles at side roads and pedestrian crossings.

4.3 CYCLING ACCESSIBILITY

- 4.3.1. The site benefits from a good cycle parking provision, including 185 secured spaces across five locations within the Jaguar Land Rover Halewood site. Shower facilities, changing rooms, a drying room and lockers are also available to cyclists.
- 4.3.2. The vicinity of the site benefits from off road and segregated cycle provision in the immediate vicinity of Jaguar Land Rover Halewood. It connects various residential areas of Halewood and Speke with the site as shown in Figure 4-1.

Figure 4-1 - Cycling Provision



4.4 PUBLIC TRANSPORT ACCESSIBILITY: BUS¹

- 4.4.1. The 881 bus service runs hourly and stops within the Jaguar Land Rover Halewood on South Road. The service runs between Speke, Woodlands and Huyton. Near to the site, four frequent, high-density services (80, 81, 81A and 82) run from the Speke Morrisons Supermarket immediately south of Speke Boulevard to the south of the site. This is approximately a 5-minute walk from the proposal site.

Table 4-1 – Bus Services

Bus Service	Route	Frequency
80/80A	Speke (Morrisons Store) – Speke (Western Avenue) – Liverpool South Parkway – Allerton (Allerton Road) – Princes Park Gates – Liverpool ONE Bus Station	Mon-Fri: 2 / hour Sat: 2 / hour Sun: 3 / hour
81/81A	Speke (Morrisons Store) – Liverpool John Lennon Airport – Speke (Western Avenue) – Hunts Cross (Speke Road), Woolton Road (Gateacre Park Drive) – Broadgreen Hospital (Queens Drive) – Bootle Bus Station	Mon-Fri: 2-3 / hour Sat: 2 / hour Sun: 2 / hour
881	Bootle Bus Station – Queens Drive (Walton Hall Avenue) – Queens Drive (Thomas Drive) – Woolton Road (Gateacre Park Road) – Hilfoot Avenue (Hunts Cross Station) – Speke Blvd (Woodend Avenue) – South Road (Jaguar Land Rover Factory)	Mon-Fri: 1 / day
82	Speke (Morrisons Store) – South Parade – Garston (Speke Road) – Aigburth (Aigburth Road) – St James Place – Liverpool ONE Bus Station	Mon-Fri: 5 / hour Sat: 5 / hour Sun: 4 / hour

4.5 PUBLIC TRANSPORT ACCESSIBILITY: RAIL²

- 4.5.1. Halewood Railway Station is located approximately 2km to the north of the proposed development site and Hunts Cross Railway Station is situated approximately 2km to the north-west of the proposed development site.

Table 4-2 – Rail Services

Destination	Route	Frequency
Liverpool	Halewood – Hunts Cross – Liverpool South Parkway – West Allerton – Mossley Hill – Edge Hill – Liverpool Lime Street	1 per hour
Manchester	Hunts Cross – Halewood – Hough Green – Widnes – Warrington West – Warrington Central – Birchwood – Irlam – Urmston – Deansgate – Manchester Oxford Road – Manchester Piccadilly	1 per hour

¹ Bus timetables were retrieved in May 2022. Service routes and frequencies may change in the future.

² Rail timetables were retrieved in May 2022. Service routes and frequencies may change in the future.

5 PROPOSED DEVELOPMENT

5.1 PROPOSED DEVELOPMENT

5.1.1. The proposed development consists of:

“Erection of a two-storey building (Use Class B2 and B8) and worker amenity facilities associated with existing manufacturing unit, together with associated infrastructure and engineering operations.”

5.1.2. The proposed building will be used in conjunction with the existing Body in White operations to the north. It will provide additional floorspace to allow Body in White to increase its production capacity for new model lines.

5.1.3. A plant room and canteen area will also be provided to the north, alongside a disabled and passenger lift for employees.

5.1.4. The planning application seeks total floorspace of 32,364.3m sqm split as follows:

- Ground Floor B2 / B8 floorspace: 15,997 sqm
- First Floor B2 / B8 floorspace: 15,997 sqm
- Ancillary areas (staff canteen and amenity areas / toilets): 298.6 sqm
- Plant Room floorspace: 71.7 sqm

5.1.5. Whilst a standalone building, it should be read as an extension to the existing Body in White operations.

5.1.6. The majority of the two floors will be for MP&L storage and Body in White increased volume production operations. Materials will enter the building via a proposed plant conveyor connecting to the Body in White building at ground floor and via internal process lifts to first floor level. There will also be two external goods lifts to the first floor for installation/removal of machinery and ancillary equipment.

5.1.7. Main pedestrian access to the building will be from the existing Body in White building to the north via three covered canopy links at ground floor. Four sets of internal stairs and a passenger lift will provide internal access to first floor. Emergency access via external fire escapes will be provided at first floor and straight to the external yards at ground floor.

5.1.8. Two external goods lifts are proposed to the western elevation to provide a connection to the first floor.

5.1.9. A roller shutter is proposed to the western elevation to provide access to the ground floor. This will only be used occasionally and when the adjacent car park is vacant (this is within the control of Jaguar Land Rover). As such, there will be no conflict with vehicle movements.

5.1.10. No alterations will take place to the existing car parking. An existing car parking providing 17 spaces, including 4 disabled car parking spaces and electrical charging points is located to the west. This will be retained as part of the proposal.

5.1.11. The internal road alignment of South Road (planning application reference 16/00452/FUL) will be retained.

5.2 TRAFFIC ASSESSMENT

- 5.2.1. The current site has been occupied by a temporary structure since 2017 approved under planning application ref 16/00452/FUL. This consisted of a temporary manufacturing and storage facility to accommodate plant operations during redevelopment works. The structure was removed in 2021 and the existing slab has been retained.
- 5.2.2. As part of the 16/00452/FUL application, car parking was displaced to the Eastlands Car Park. Whilst permission for this use is temporary, Jaguar Land Rover are seeking opportunities to provide additional permanent spaces, such that the supply of permanent spaces across the site is maintained.
- 5.2.3. The proposed development described in this chapter does not incur in a net increase of employees, parking demand, parking spaces, and number or frequency of deliveries. Therefore, it can be stated that the proposed development will not incur in a net increase in traffic or parking volumes.
- 5.2.4. Consequently, there is no requirement to undertake a traffic capacity assessment nor associated trip generation and parking capacity analysis.
- 5.2.5. It can be concluded that the proposed development is not expected to generate any additional traffic movements to and from the site. And that the current parking provision will not be altered. Therefore, there should be no reason for the Local Highway Authority to refuse planning permission on transport and highways grounds.

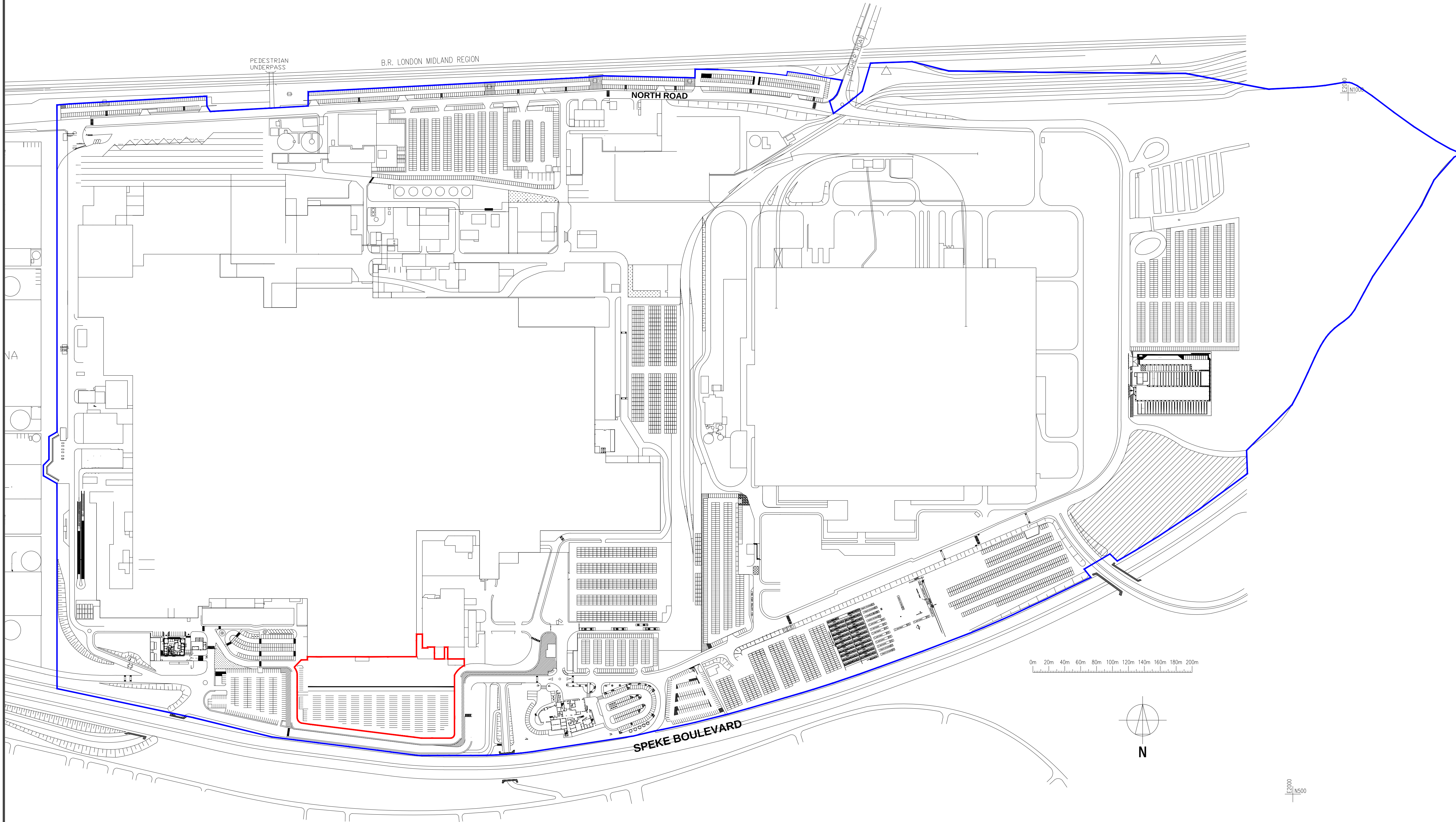
Appendix A

SITE PLANS

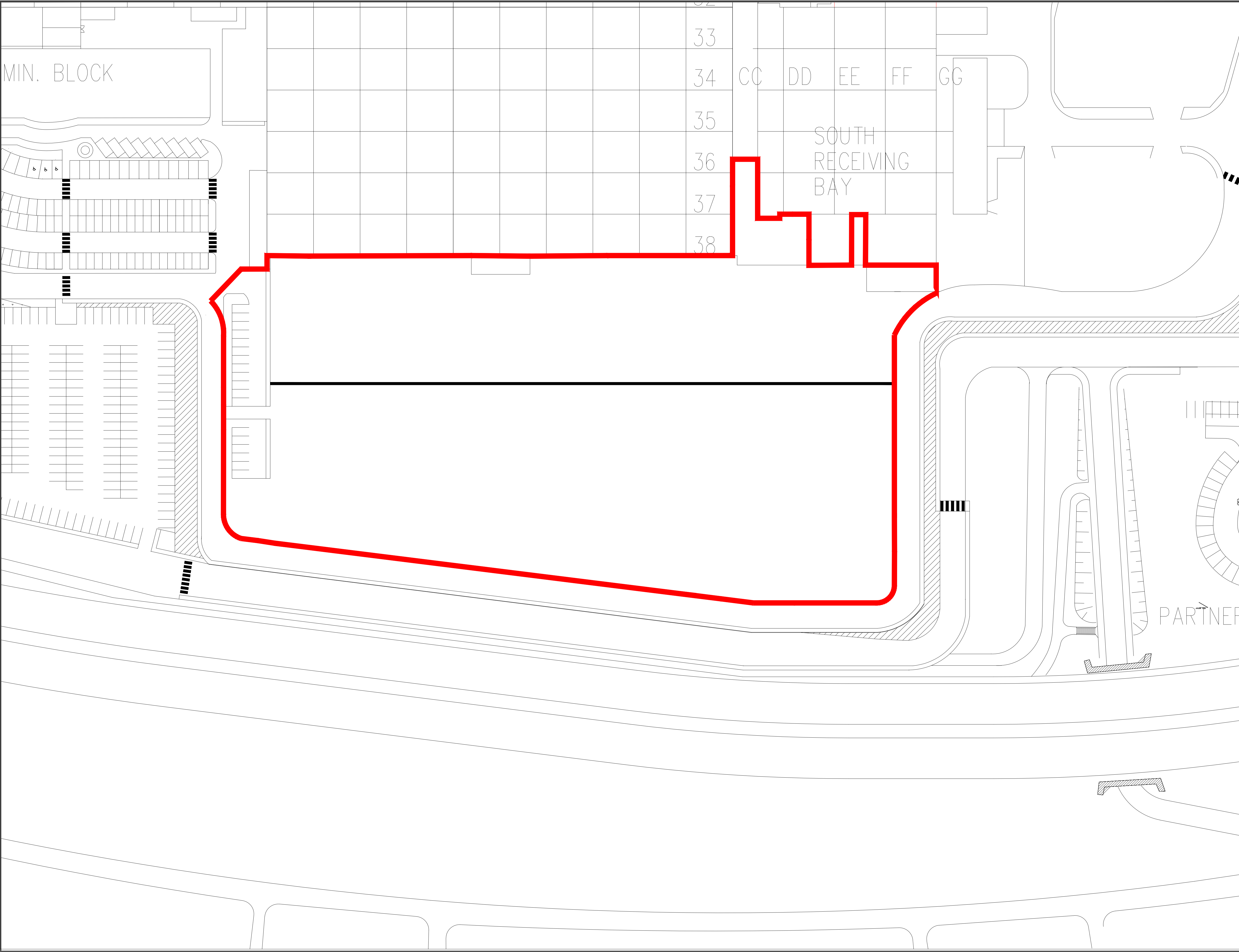


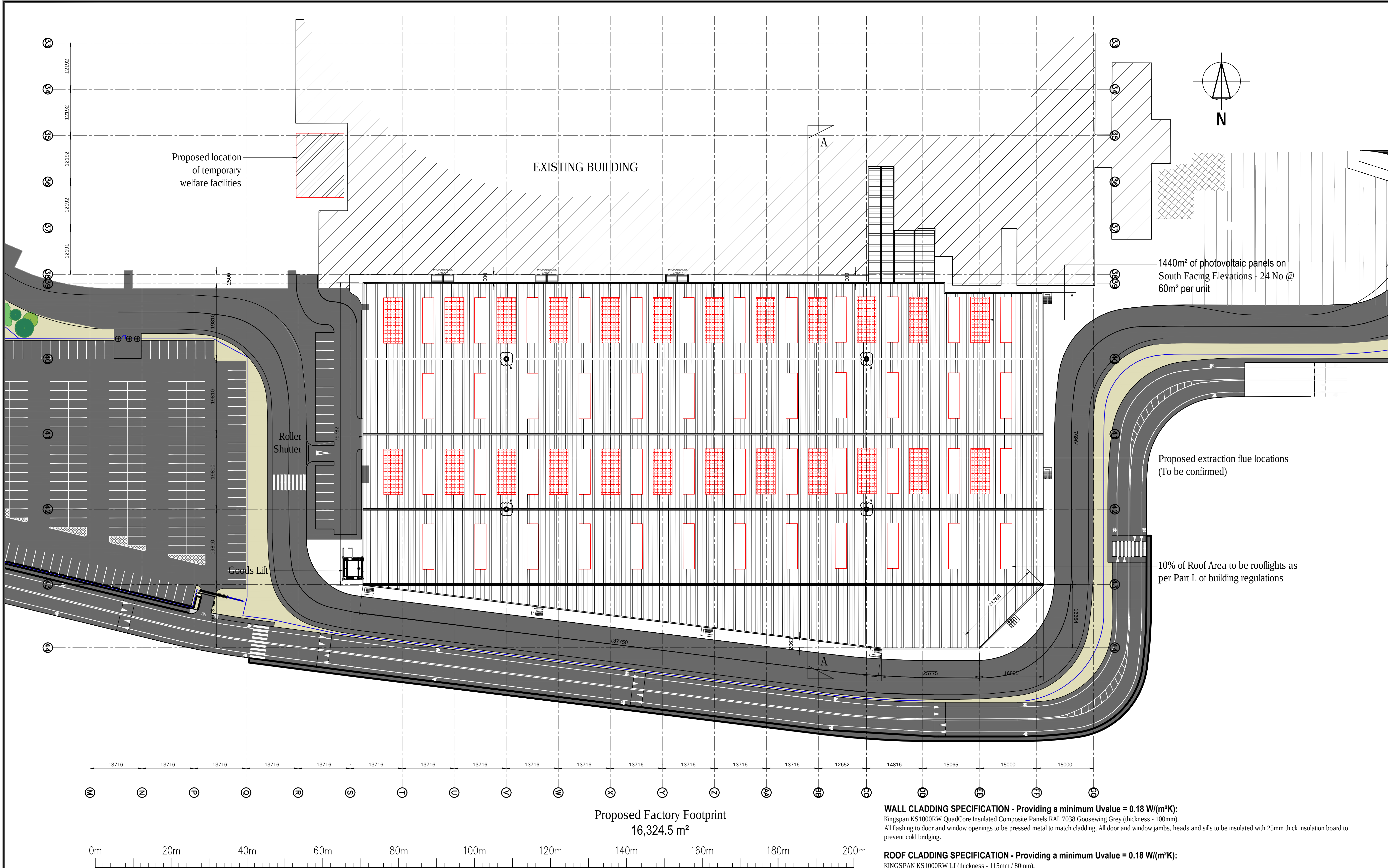
JAGUAR LAND ROVER OWNERSHIP
BOUNDARY

APPLICATION SITE BOUNDARY



Rev:	Description:	By:	Date:
Status:	PRELIMINARY		
Drawn:	JB	Date drawn:	MAY-22
Date Plotted:	MAY-22	Scale:	1:2500 @ A1
Project (Viewpoint number): SS2057			
Consultant/ Contractor:  Construction design - Civil & Structural Engineering			
 Jaguar Land Rover Limited, Abbey Road, Whitley, Coventry CV3 4LF Registered in England No. 1672070			
Plant:	HALEWOOD	Building:	EMA-BIW
Project: SOUTH APRON EXTENSION			
Title: LOCATION PLAN			
Drawing Number:	SS2507-1004	Revision:	Sheet Size: A1





General Notes:

This drawing is to be read in conjunction with any other Jaguar Landrover drawings

All details and dimensions are to be confirmed on site, prior to works commencing or any ordering of materials

Do not scale off this drawing - use figured dimensions only ! If in any doubt - ask !!

Rev:	Description:	By:	Date:
D	Proposed flue locations added	JB	25/04/22
C	Revised to suit meeting comments	JB	15/04/22
B	Revised to suit meeting comments	JB	05/04/22

Status: PRELIMINARY

Drawn:	JB	Date drawn:	FEB-22
Date Plotted:	FEB-22	Scale:	1:500 @ A1

Project (Viewpoint number): SS2507

Consultant/ Contractor:



Plant:	HALEWOOD	Building:	EMA-BIW
Project:	SOUTH APRON EXTENSION		
Title:	PROPOSED ROOF PLAN		
Drawing Number:	SS2507-1000	Revision:	D
Sheet Size:	A1		



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