



Jaguar Land Rover

DESIGN AND ACCESS STATEMENT

South Body in White Extension, Halewood



Jaguar Land Rover, Halewood

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South Body in White Extension

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1 INTRODUCTION

- 1.1. This Design and Access Statement has been prepared in support of a planning application submitted on behalf of Jaguar Land Rover.
- 1.2. 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'
- 1.3. This statement has been produced in accordance with the Town and County Planning (Development Management Procedure) (England) Order 2015.
- 1.4. The statement provides information on the proposed use and physical alterations to the site and a description of access arrangements.
- 1.5. This statement should be read in conjunction with the submitting planning drawings and reports.

2 BACKGROUND

- 2.1. The Jaguar Land Rover Halewood Operations is a long-standing, established motor vehicle manufacturing facility located in the south of Liverpool. The site is bound by residential areas with Halewood to the North, and Speke to the South. The site is accessed by the A561 Speke Boulevard to the south, which offers a direct link to the Knowsley express way to the east.
- 2.2. It is within a designated primary industrial area under saved Policy EC3 of the Knowsley Replacement Unitary Development Plan whereby the council supports the delivery and retention of B1, B2 and B8 uses. The Knowsley Core Strategy further supports the site's employment status through Policy CS4 which directly supports the principle of new development. The site is identified as a key employment site which forms an essential part of the borough's overall employment land supply.
- 2.3. The site currently directly employs circa 3700 employees from the local and surrounding areas of Liverpool, and supports a further 1000 contractors and suppliers. Jaguar Land Rover is a key employment pillar within the community.
- 2.4. The site has been occupied by a temporary structure since 2017 approved under planning application ref 16/00452/FUL. This was removed in 2021, leaving the cleared site seen today. This application is submitted to provide a permanent solution to the storage requirements of Body in White.

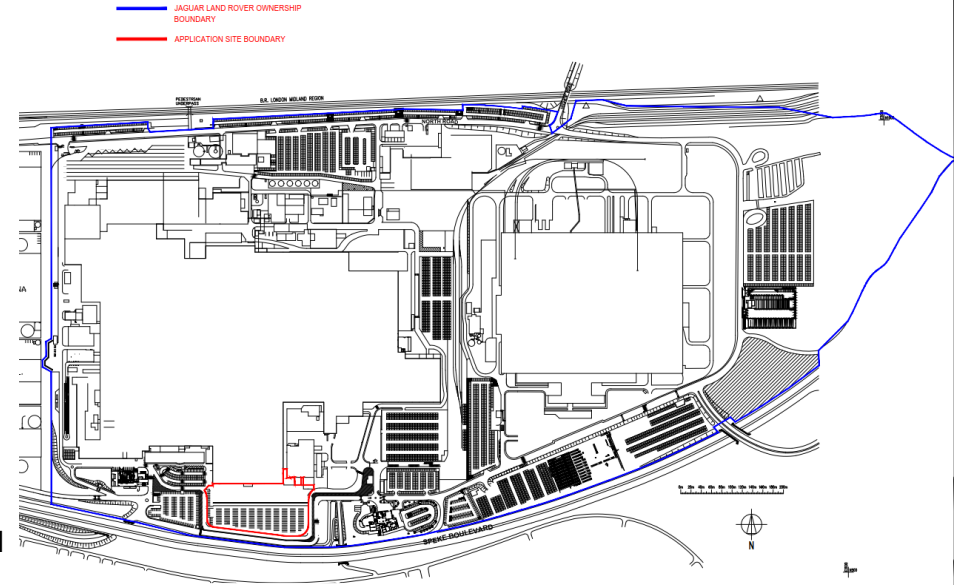


Figure 1 - Site Layout

3 SITE CONTEXT

- 3.1. The application site extends to 1.97 ha and is situated to the immediate south of to the existing Body in White South building.
- 3.2. The site previously housed a temporary tent structure approved under planning application ref 16/00452/FUL. This has now been removed with the slab retained. A recent photograph of the site is at Fig 2 with the BIW building to the rear.
- 3.3. An existing car park 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.
- 3.4. The internal road alignment of South Road (approved under planning application 16/00452/FUL) will be retained.
- 3.5. The site has few constraints. Existing site levels are to remain relatively unchanged, with a gradient to the new concrete slab to ensure sufficient egress of water. The application is supported by a drainage strategy and supporting plans.



Figure 2 - Existing hardstanding following removal of temporary tents



Figure 3 – Jaguar Land Rover Halewood with the previous temporary tent to the south

4 THE PROPOSAL

- 4.1. 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'

Use

- 4.2. 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 BIW to increase its production capacity for new model lines.
- 4.3. A plant room and canteen area will also be provided, alongside a disabled and passenger lift for employees.

Amount

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

- Ground Floor B2 / B8 floorspace: 15997 sqm
- First Floor B2 / B8 floorspace: 15997 sqm
- Ancillary areas (staff canteen and amenity areas / toilets): 298.6 sqm
- Plant Room floorspace: 71.7 sqm

Layout

- 4.5. Whilst a standalone building, it should be read as an extension to the existing Body in White operations.
- 4.6. 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 BIW 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.
- 4.7. Welfare facilities (canteen and toilets) will be provided at ground and first floor.
- 4.8. A plant room is proposed at ground and first floor.

Scale

- 4.9. The scale of the proposed development will be in keeping with the Jaguar Land Rover site. It will be read in the context of the wider factory.
- 4.10. The building will have a length of 179.5 m (west to east) and a width of 96.5 m (north to south).
- 4.11. The building will have a ridge height of 19.98m, approximately 10.5 m taller than the adjacent Body in White building (with a height of 9.4 m).
- 4.12. In comparison, the temporary tent structure (removed in 2021) had a length of 179.5 m, width of 96.5 m and ridge height of 12.3 m.
- 4.13. The building, when set in the context of the wider Jaguar Land Rover factory, will be of a similar scale and massing to the previous temporary structure when viewed from public vantage points on Speke Boulevard or South Road.

Appearance

- 4.14. The walls of the building will be clad in Kingspan KS1000RW QuadCore Insulated Composite Panels RAL 7038 Goosewing Grey. All flashing to the door and window openings will be pressed metal to match the cladding. All the door and window jambs, heads and sills are to be insulated with 25mm thick insulation boards to prevent cold bridging.
- 4.15. The roof will be Kingspan KS1000RW. 10% of the roof area will be rooflights (Kingspan KS1000DLTR Polycarbonate rooflight).
- 4.16. Windows will be aluminium double-glazed units in RAL 7016 Anthracite Grey. Doors will be steel security RAL7016 – Silver. The roller shutter doors will be fully insulated steel rolls with head track and side head motor complete with pin bolts. The door jambs will be lined with 25mm insulation to prevent cold bridging.

Parking and Access

- 4.17. No alterations will take place to the existing car parking. An existing car park 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.
- 4.18. The internal road alignment of South Road (approved under planning application 16/00452/FUL) will be retained.
- 4.19. 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.
- 4.20. Two external goods lifts are proposed to the western elevation to provide a connection to the first floor.



- 4.21. 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.



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