

Design and Access Statement

Ford Halewood Transmissions – Car Park Expansion.

On behalf of Ford Halewood Transmissions Ltd.

Date: 12 September 2023 | Pegasus Ref: R001v1_P23-1502_PL_LIV_HY_DM

LPA Ref: 23/O2377/FUL

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Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
1	12/09/2023	HY	DM	



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1. Introduction

- 1.1. This report accompanies and supports the full planning application submitted on behalf Ford Halewood Transmissions Ltd for a proposed extension to the existing car park to provide additional vehicle and cycle parking spaces, and associated works.
- 1.2. This statement has been prepared by Pegasus Group in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 ("the DMPO"), which sets out the requirement for certain planning applications to be accompanied by a Design and Access Statement
- 1.3. This statement has been produced to accompany the full planning application and should be read in conjunction with the plans provided and the accompanying planning cover letter.

Site location and description

- 1.4. The application site primarily comprises of the Ford Halewood Transmission plant, a large facility producing car transmissions for Ford cars across Europe. The site sits within a wider complex which also includes the Jaguar Land Rover Halewood Production Plant. The complex is a significant contributor to both the local and national economy, providing significant employment opportunities within Knowsley and the wider Liverpool city region.
- 1.5. To the north of the estate, the West Coast Mainline track runs across the length of the perimeter, beyond this runs the A562 Higher Road. To the South of the estate runs the A561 Speke Boulevard and beyond that lies Liverpool John Lennon Airport (approximately 2 miles away). To the East of the estate, the A561 Speke Boulevard merges into the A562 Higher Road and carries on east towards the Newstead Farm Interchange in the direction of Widnes. To the West of the estate, adjacent to Jaguar Land Rover, runs a string of large industrial buildings on Renaissance Way.
- 1.6. Primary access to the site is via a junction from the A561 Speke Boulevard, with secondary access to the north via Old Hutte Lane. Internal access roads then provide full access around the site.



Figure 1: Site Location

Relevant Planning History

1.7. The following previous applications at the site are considered relevant to the proposals:

- 74/12001/HIST – Erection of shipping/receiving bay and canopy with access – Approved
- 06/00560/COU – Change of use of part of existing transmission plant building to form training facility together with recladding of external elevations, formation of new entrances, construction of car parking areas & associated external works – Approved 31st Aug 2006
- 14/00097/FUL – Relocation of existing compactor and building (to be fitted with new cladding), installation of new gas bottle store compound with 2m high steel palisade fencing (existing gas bottle store to be removed), new fuel fill point to west of oil pump house, axle weighbridge point located in new lay-by, new vehicle wash facility for lorry cab units to west elevation of existing unit, 2m high steel palisade fencing to south-side of existing heat-treat slab, alterations to drainage system, and installation of new lighting (4no 12m high masts) over existing heat-treat slab – Approved 16th April 2014

2. Planning Policy Context

2.1. The site sits within the jurisdiction of Knowsley Borough Council. The development plan for Knowsley comprises of the following:

- National Planning Policy Framework (NPPF)
- Knowsley Local Plan Core Strategy (2016)
- Knowsley Replacement Unitary Development Plan (Policies as Saved, 2016)
- Merseyside and Halton Joint Waste Local Plan (2013)

2.2. Within the Local Plan, the site falls within a designated Primarily Industrial Area along with the wider Jaguar Land Rover site.

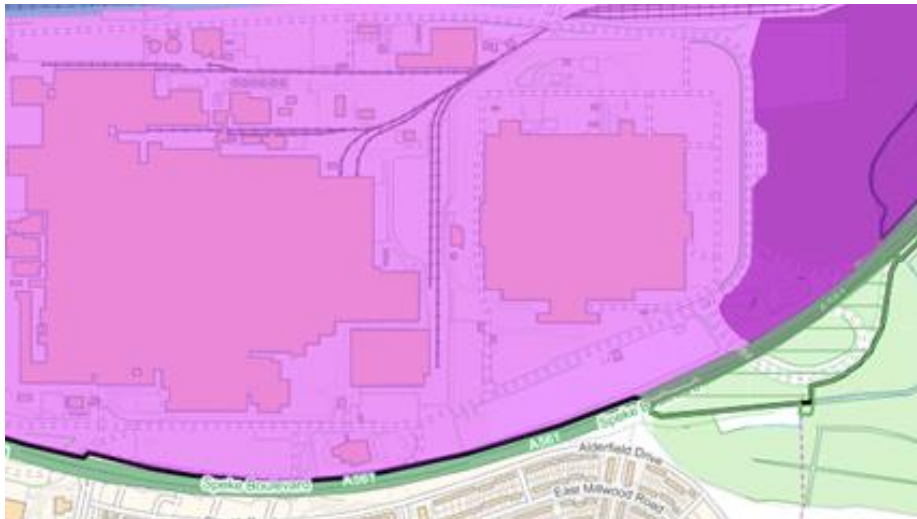


Figure 2: Local Plan Policies map extract

Relevant Local Plan Policies

2.3. The Knowsley Core Strategy guides development in the borough up 2028 and beyond. This document, along with the remaining saved UPD policies, form the primary guidance for development in the area. the following polices are considered relevant to the proposals:

2.4. Policy SD1 Sustainable Development: When considering development proposals, a positive approach will be taken, which reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Work will be undertaken proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

2.5. Policy CS1 Spatial Strategy for Knowsley – The spatial development of Knowsley to 2028 will be achieved by: a) A focus on development within existing urban areas, with emphasis upon areas that are within or easily accessible from areas in need of regeneration. (...) c) Maximising Knowsley's contribution to the development of the Liverpool City Region and

key sub-regional projects; d) An efficient and sustainable use of land and infrastructure, encouraging where possible the reclamation and reuse of previously developed land. 2) Priorities for the development of Knowsley to 2028 will be to: (...) c) Enhance existing employment areas and provide a suitable range of sites and premises for new employment development.

- 2.6. Policy CS2 Development Principles outlines five development principles which new development in Knowsley is expected to support. Broadly, and most relevant to the proposal, these principles seek to sustainable economic development; Reduce carbon emissions and adapt to the effects of climate change; Reduce the need to travel and increase accessibility; Recognise environmental limits, protect and enhance environmental assets, enhance local character and promote quality of place; and Make the most efficient use of available resources and infrastructure by prioritising locations consistent with the spatial strategy.
- 2.7. Policy CS4 Economy and Employment outlines: 1) Planning, site assembly and other available interventions will be used to: a) Support sustainable economic growth and meet the development needs of established and emerging employment sectors, including the Liverpool City Region key economic sectors; b) Provide sufficient land to meet employment development needs to 2028; c) Enhance the quality and efficiency of land use within existing employment areas; d) Improve accessibility to an appropriate range of jobs, for example by encouraging mixed use employment/residential schemes where appropriate and improving transport linkages between housing and employment areas; (cont.)
- 2.8. Policy CS7 Transport Networks outlines the criteria for Location, Design and Management of New Development. Specifically, New development will be required to be: a) 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; b) 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; c) Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans; d) In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development; e) Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate;
- 2.9. Policy CS19 Design Quality and Accessibility in New Development – 1) To enhance the local distinctiveness, identity and accessibility of places, new development within Knowsley will be expected to: e) Provide safe, secure and convenient routes for movement (including signage), with priority for walking, cycling and public transport, to meet the access needs of all users, particularly pedestrians, cyclists, less mobile people and the elderly;
- 2.10. Saved UDP Policy T5: Location of major traffic generating new development – states that Developments that are likely to generate significant movement of freight or other vehicular traffic should be located at sites, which have good access to, and which will not cause an unacceptable amount of congestion on the rail network or the Strategic Road Network as indicated on the Proposals Map

Relevant National Policy – NPPF

- 2.11. Development proposals have been formulated with due regard to the policies that make up the statutory Development Plan, and supplementary guidance together with the relevant emerging local policies.
- 2.12. Government guidance in the form of the National Planning Policy Framework (NPPF, paragraph 11) states that there is a presumption in favour of sustainable development. A core principle of this sets out that: "Plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change."
- 2.13. Paragraph 126 sets out the Government's commitment to good design: "The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."
- 2.14. Furthermore, the NPPF through paragraph 130 seeks to ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

3. Site Analysis

Site Constraints

- 3.1. Due to the scale of the development and the context of the site, there are limited abnormal technical constraints that have required specific attention when developing the designs for the proposed development.
- 3.2. Whilst some existing trees are proposed to be removed as a part of the proposal, these trees are considered to be of relatively low value and as such provide minimal biodiversity value to the existing site.

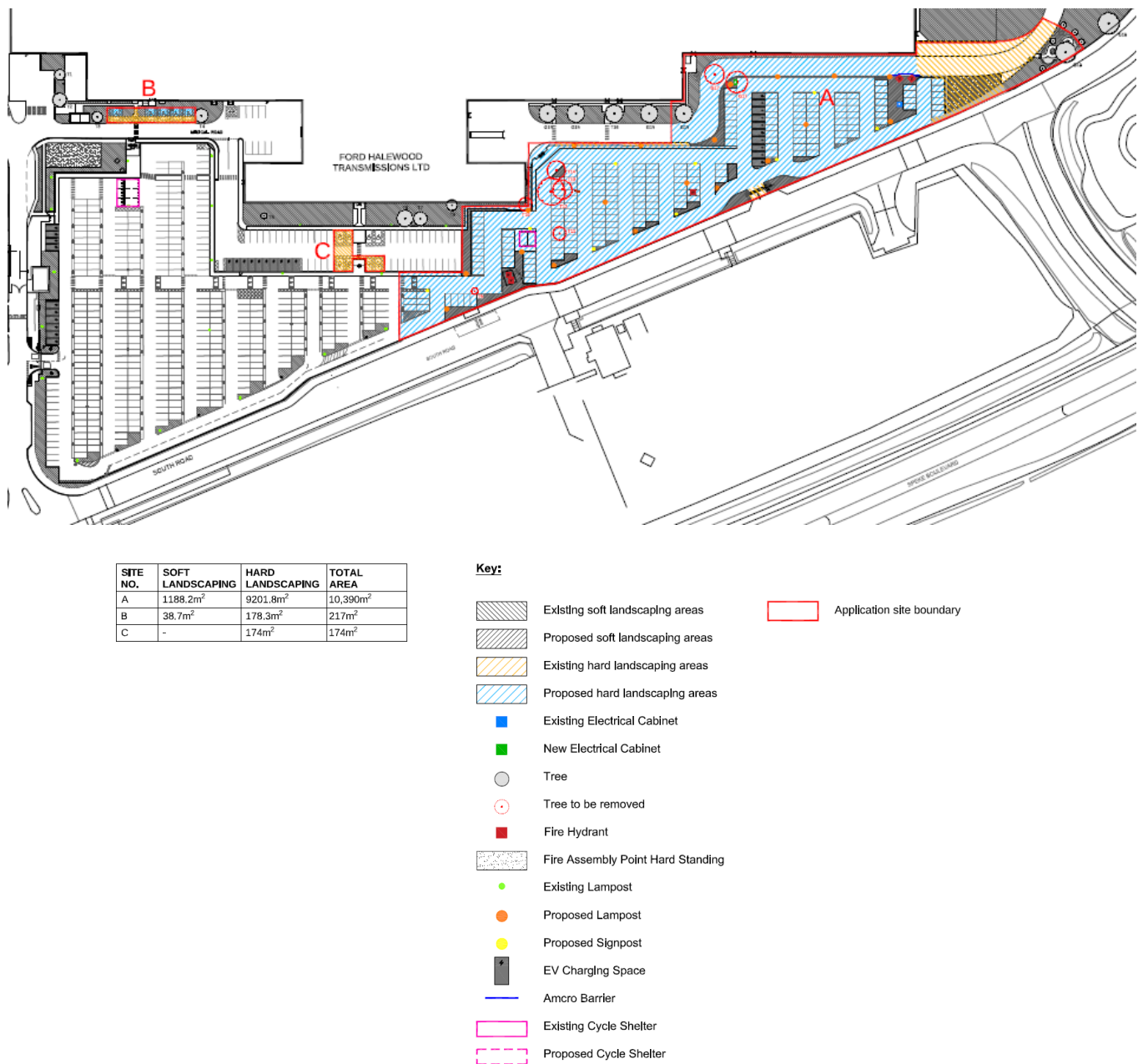


Figure 2: Proposed Site plan and key

- 3.3. The proposed site is located in flood zone 1 and due to the nature of the development a Flood Risk Assessment is not required. Furthermore, the Environment Agency mapping doesn't show any surface water flood risk.

Architectural Context

- 3.4. The surrounding locality is dominated by the existing production plants for Ford and JLR, as well as parking for those plants, and a production depot/parking area for completed JLR production cars to the south. This creates a wholly industrial character to the proposed site location. Existing trees and vegetation ensure sufficient screening of the site from view from Speke Boulevard.



Figure 3: Existing Architectural and biodiversity context

4. Design and access proposals

Design

- 4.1. The proposal is for an extension to the existing car park on site with included access, cycle shelter, and hard standing.
- 4.2. As an extension to the existing car park on site, the existing industrial and car park uses are retained. The positioning and layout of the proposed car park has been given careful consideration, with the proposal presenting the most practical option.
- 4.3. The positioning also benefits from the screening from Speke Boulevard by the existing vegetation, which also benefits the existing structures on site.
- 4.4. The proposal would maintain the existing ground levels across the site.
- 4.5. The scale of the proposals provides an opportunity to provide the additional required parking needed on site in an appropriate location, when considering the size of the site, separation from neighbouring properties and the visual screening provided by boundary vegetation.

Layout

- 4.6. The layout of the proposals has been separated into three main red line boundary areas- A, B and C – with area A being the largest of the areas proposed. Area A accommodates space for approximately x187 car parking spaces, a new cycle parking area, x10 Electric Vehicle (EV) charging spaces. Area B converts part an existing patch of grass to the west of the main building entrance to x 5 additional disabled car parking spaces, resulting in a small increase in hard landscaping. Area C converts x9 existing car parking spaces adjacent to the main entrance to x 6 disabled car parking spaces.
- 4.7. Whilst the proposed new layout would result in the removal of some trees, the layout ensures the root protection of those to be retained. Area A also incorporates a small recreational garden to the west, to replace the one lost through the proposed car park extension.

Use

- 4.8. Primary use of the proposed car parking will be for employees. Since the factory is currently entering a phase of expansion following a significant period of investment by Ford, additional employees are required to be employed on site. The additional car parking will accommodate these additional employees.

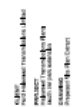
Scale and Landscaping

- 4.9. Area A currently comprises of 6,905.9m² of hard landscaping and 3,484.1m² of soft landscaping. Upon the completion of the proposed works, Area A will comprise of 1,188.2m² of soft landscaping and 9,201.8m² hard landscaping. Increased hard landscaping will also be introduced within areas B and C. Full detailed measurements are annotated on the proposed site plan.

- 4.10. This is a large-scale proposal, ensuring that the additional employees on site can be accommodated whilst also providing a professional landscaping scheme.

Access

- 4.11. In terms of access, the existing wider access to the site from Speke Boulevard will be utilised for the proposed additional parking. The existing junction from the internal access roads will also be utilised and extended where required. The proposed layout will ensure continued movability across the site.



Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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