

Halewood JEA Bodysites/ Design & Access

Jaguar Land Rover / Details Here
16th August 2024

Prepared for



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1. EXECUTIVE SUMMARY

1.1 REPORT SUMMARY

This report has been prepared by a multi-disciplinary design team from Ridge & Partners LLP and WSP on behalf of JLR in support of a planning application for a new temporary storage facility on the Halewood site.

The proposal is for a 5-year permission on an area of existing hard standing used for HGV parking in the north of the site. This proposal is required to meet a short-term storage deficit on the Halewood site as JLR's ongoing works to electrify its range.

The design incorporates a main storage building for palletised vehicle body-panels with additional temporary links to the South and North to provide a covered route from the existing 109 (North) Structure to the existing LCB2 building.

1.2 DESIGN SUMMARY

The main building is a single-span temporary structure with an inflated PVC roof. The links to adjacent existing will also be temporary structures that match the main storage building and the existing temporary building to the South (109 North Structure).

The Links will provide a covered route for forklift traffic which will run internally through the proposed storage building. At entry and exit points along the link, double sets of vehicle doors will be incorporated. Additionally, 2 sets of vehicle doors to the North elevation will allow for HGV loading.

1.3 CONCLUSIONS

This temporary structure is a key asset to enable JLR's transformation of its Halewood plant to an all-electric manufacturing facility. The short-term increase in storage capacity will facilitate the next generation of JLR vehicles during this transition.

The proposal is based on a tried and tested model used for existing temporary structures around the site. The structure utilises a modular structure to allow for future disassembly while maximising the capacity internally for JLR's requirements. The site is well suited as an existing area of impermeable surface resulting in no net change. Additionally, the building will be aesthetically consistent with the existing structures in its immediate context.

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GATE 3

NORTH ROAD

**109 (NORTH)
STRUCTRE**

**PROPOSED JEA
STRUCTURE**

LCB2

Figure 1-1. Site Diagram

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INTRODUCTION & BRIEF

2. INTRODUCTION & BRIEF

2.1 OVERVIEW

JLR have asked Ridge to provide design services for a new temporary storage facility on their Halewood site. The brief has been refined through stakeholder meetings and design coordination over the design programme.

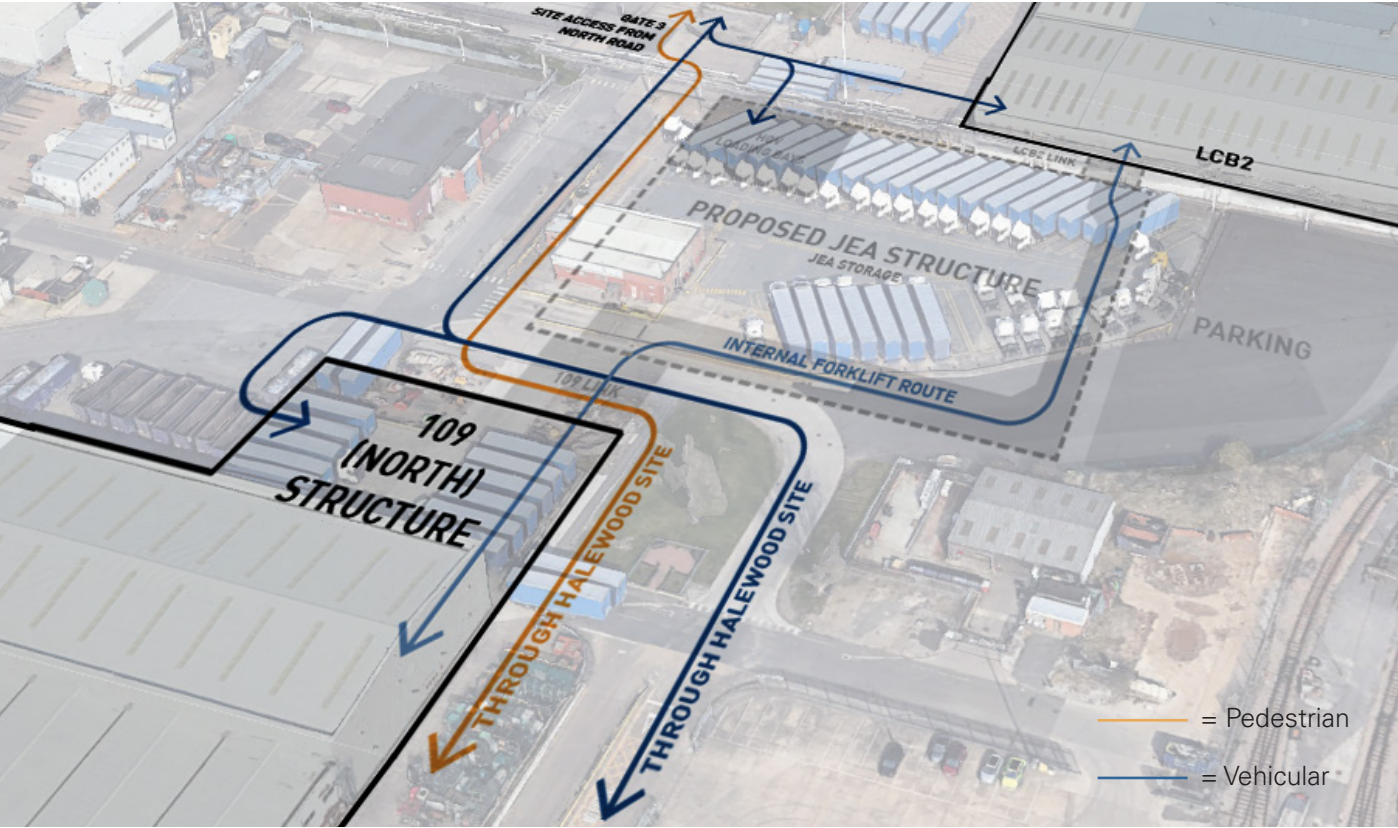


Figure 1-2. Site Diagram on Satellite View

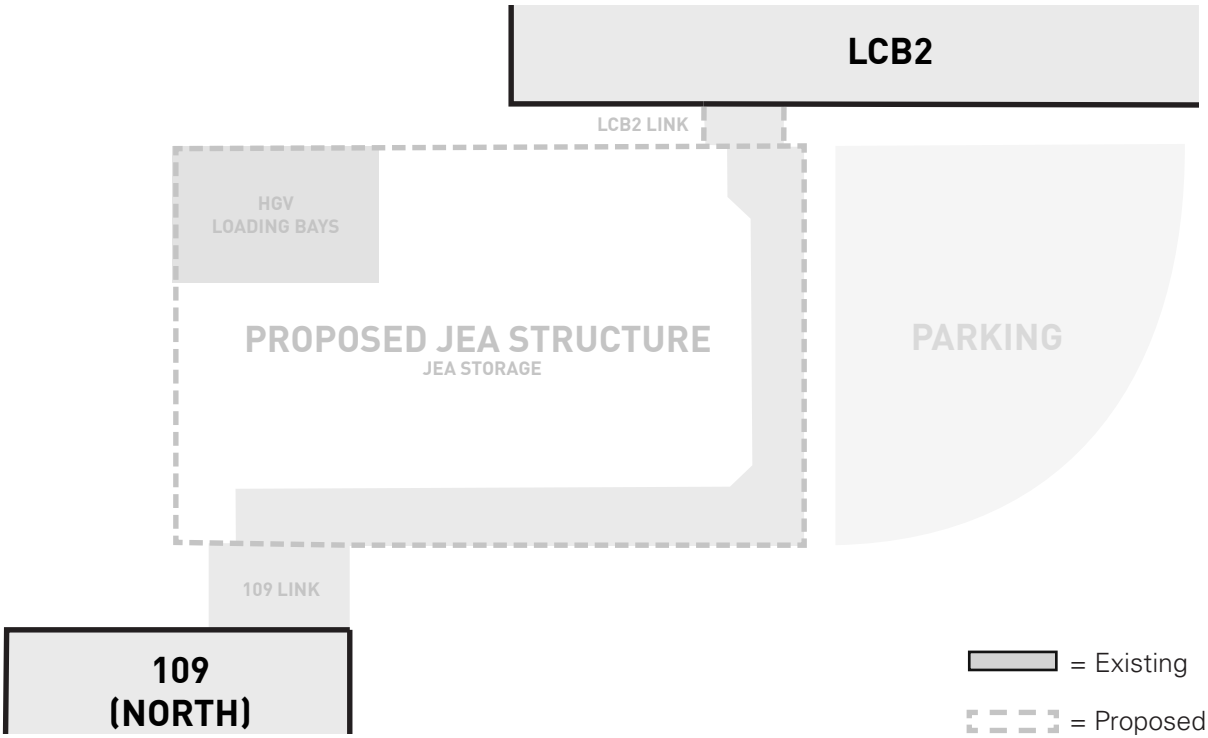


Figure 1-3. Site Diagram

AREA NAME	AREA
SITE AREA	9705m ²
GEA*	5468m ²
GIA*	5363m ²
*JEA Storage	3690m ²
*Link Route	1007m ²
*HGV Loading Bays	598m ²
109 Link	271m ²
*LCB2 Link	68m ²
WIP Parking	2845m ²

*refers to inclusion in GIA/GEA

2.2 THE BRIEF

JLR provided Ridge with an initial briefing document, outlining their requirements for the site on an existing area of hardstanding used for HGV Parking.

- The key projects requirements are as follows:
- 5,500m2 space required on site for link and storage of Bodysides & Fender pallets for 3 JEA models
 - Proposed building to be a temporary structure to meet short term storage space deficit on the Halewood site.
 - Single span solution for main JEA Building.
 - Link route requirements for two way traffic of forklift trucks to take parts between existing buildings.
 - Link to enter the North elevation of 109 Structure as preferred link route across HGV Route (avoids impacting existing landscaping).
 - Full extent of LCB2 link to be temporary.
 - 90 degree tracking through JEA structure for LCB2 Route Link to maximise available isle space
 - WIP parking to be impacted as little as possible

2.3 CONCEPT

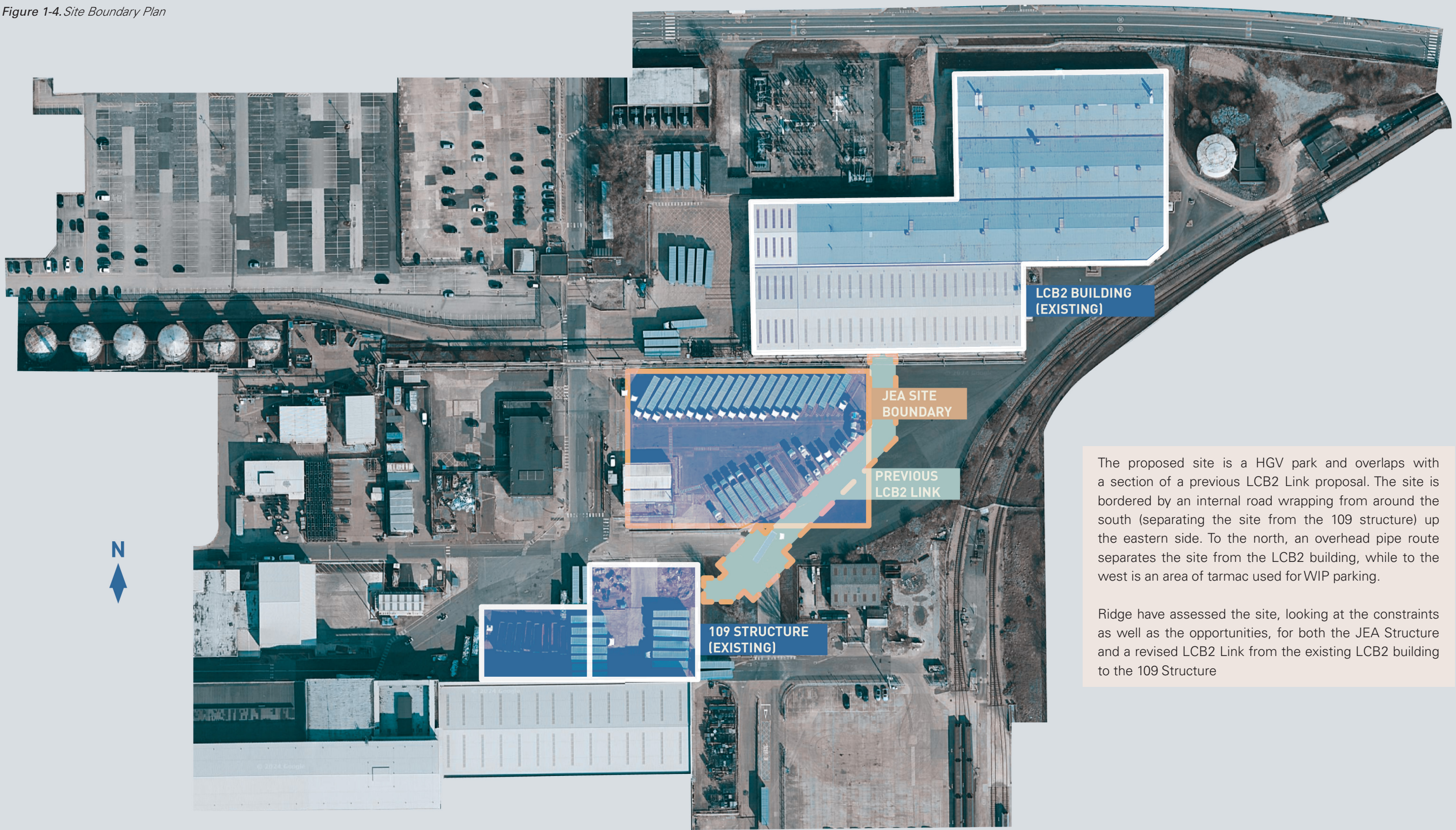
The key objectives for the project are maximising the potential storage area of the site while allowing for a clear and sheltered route from the LCB2 building to the 109 Structure.

The main building will be of a lightweight construction with a single span to limit the number of columns within the storage space. Internally the facility will be mostly open to allow for fluctuations in production while isles will be created for forklift access. The link route through the proposed building will be to the perimeter of the building.

The link is designed to allow for two way traffic of forklift trucks which will take parts between the exiting LCB2 and 109 buildings as well as the proposed JEA Bodysides building. Additional roller shutter doors will be provided for through access within the two lanes. Tracking diagrams within the appendices highlight the tracking of the 2 different forklift buggy's allowed for.

The 109 link will bridge across an existing HGV route as a canopy, sealed on both sides. As the canopy is exposed up to high level, allowing HGV through access, the canopy is overhung by approx. 5m to prevent any driving rain fall into the forklift route. See Section 4 of this document for further details of the HGV canopy.

Figure 1-4. Site Boundary Plan



The proposed site is a HGV park and overlaps with a section of a previous LCB2 Link proposal. The site is bordered by an internal road wrapping from around the south (separating the site from the 109 structure) up the eastern side. To the north, an overhead pipe route separates the site from the LCB2 building, while to the west is an area of tarmac used for WIP parking.

Ridge have assessed the site, looking at the constraints as well as the opportunities, for both the JEA Structure and a revised LCB2 Link from the existing LCB2 building to the 109 Structure