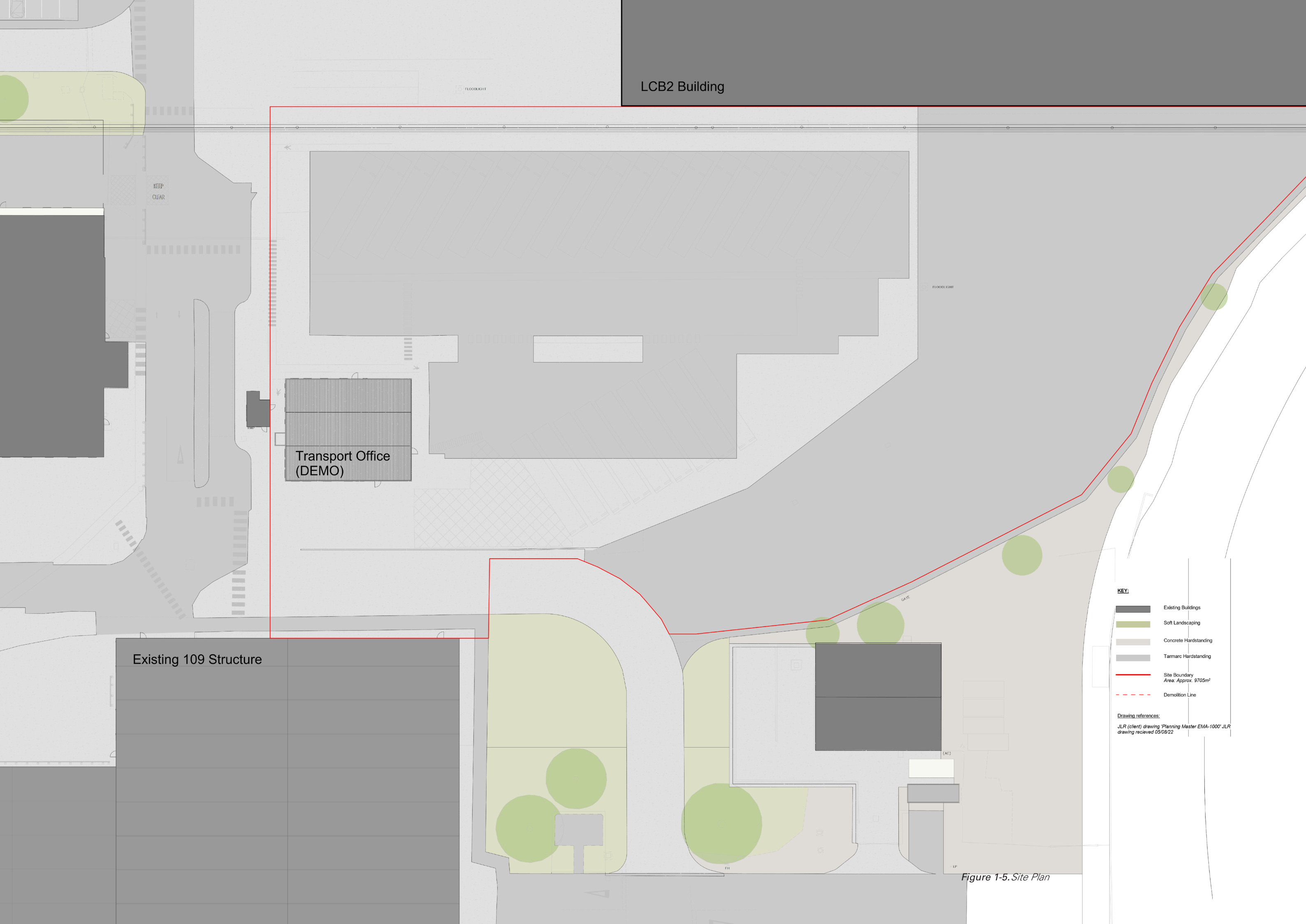




3

SITE & CONTEXT



LCB2 Building

Transport Office
(DEMO)

Existing 109 Structure

KEY:

- Existing Buildings
- Soft Landscaping
- Concrete Hardstanding
- Tarmac Hardstanding
- Site Boundary
Area: Approx. 9705m²
- Demolition Line

Drawing references:
JLR (client) drawing 'Planning Master EMA-1000' JLR
drawing recieved 05/08/22

Figure 1-5. Site Plan

3. SITE & CONTEXT

3.1 SITE LOCATION

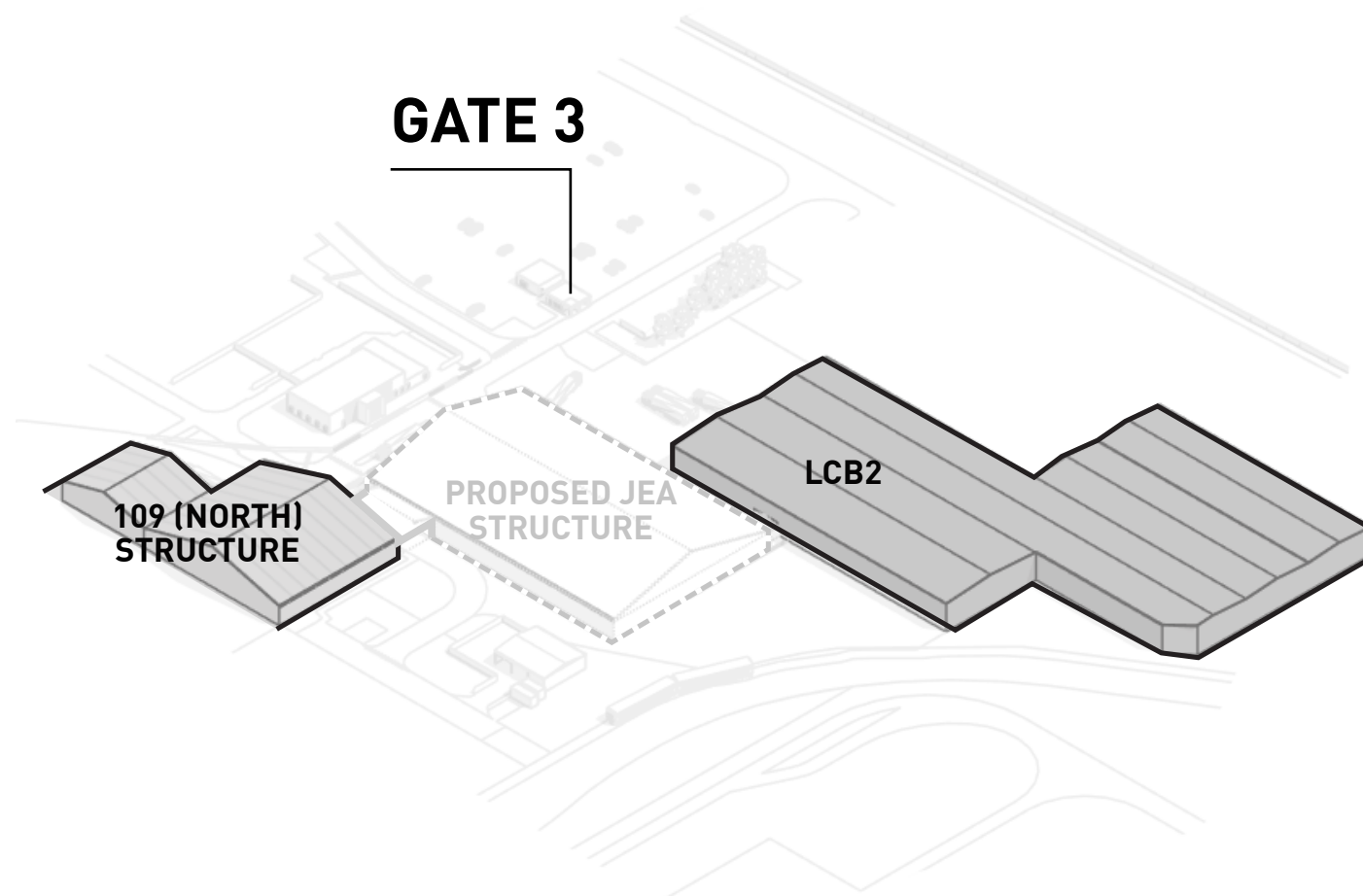
The Halewood plant is located approximately 10 miles southeast of Liverpool city centre, just under a mile north of the airport. The southern boundary of the site is Speke Boulevard beyond which is a combination of housing and retail.

The northern boundary lies along the railway which is the main route into Liverpool from the south and east. A residential area (in Halewood itself) lies beyond the railway line. To the west of the site there is further industrial development. Immediately to the east is the Getrag factory, located on land owned by Jaguar Land Rover. Further beyond the site boundary the land to the east is undeveloped.

The plant comprises of large production spaces surrounded by logistics buildings and other support facilities. The JEA building is located on the north of the plant, between the main production buildings and the north road. The new development proposed under this planning application is sited on HGV logistics area of the Halewood plant. Beyond the plant's secure line on the north side is North Road, a private road owned by Jaguar Land Rover. Some staff car parks are located between the road and the site's boundary with the railway line. The housing is located approximately 45 metres north of the wider site boundary.



Figure 1-6. Site Plan (Context)



3.2 SITE HISTORY

The 124-hectare Halewood site (approximate) was first established in 1962 as a factory building Ford Anglia cars. Tata Motors acquired the Jaguar and Land Rover Brands in 2008, and have continued to build cars at Halewood, currently producing the highly successful Range Rover Evoque and the Land Rover Discovery Sport models.

The development site, shown within the red-line boundary (fig 1-5 and 1-6), is located on the north side of the plant. This area is covered completely by either buildings or hard standing (a combination of tarmac and concrete). The hard standings are generally internal roadways and vehicle waiting areas or yard areas for temporary external storage of non-production materials.

As seen in the aerial timeline (fig 1-7) over the last 2 decades the site has been used predominantly for HGV Parking. The existing 109 Structure recently constructed adjacent to the site is of a similar materiality to the link/structure and will be of a similar scale in elevation. (see elevations on in Section 4 of this document).

2000



2009



2015



2018



2019

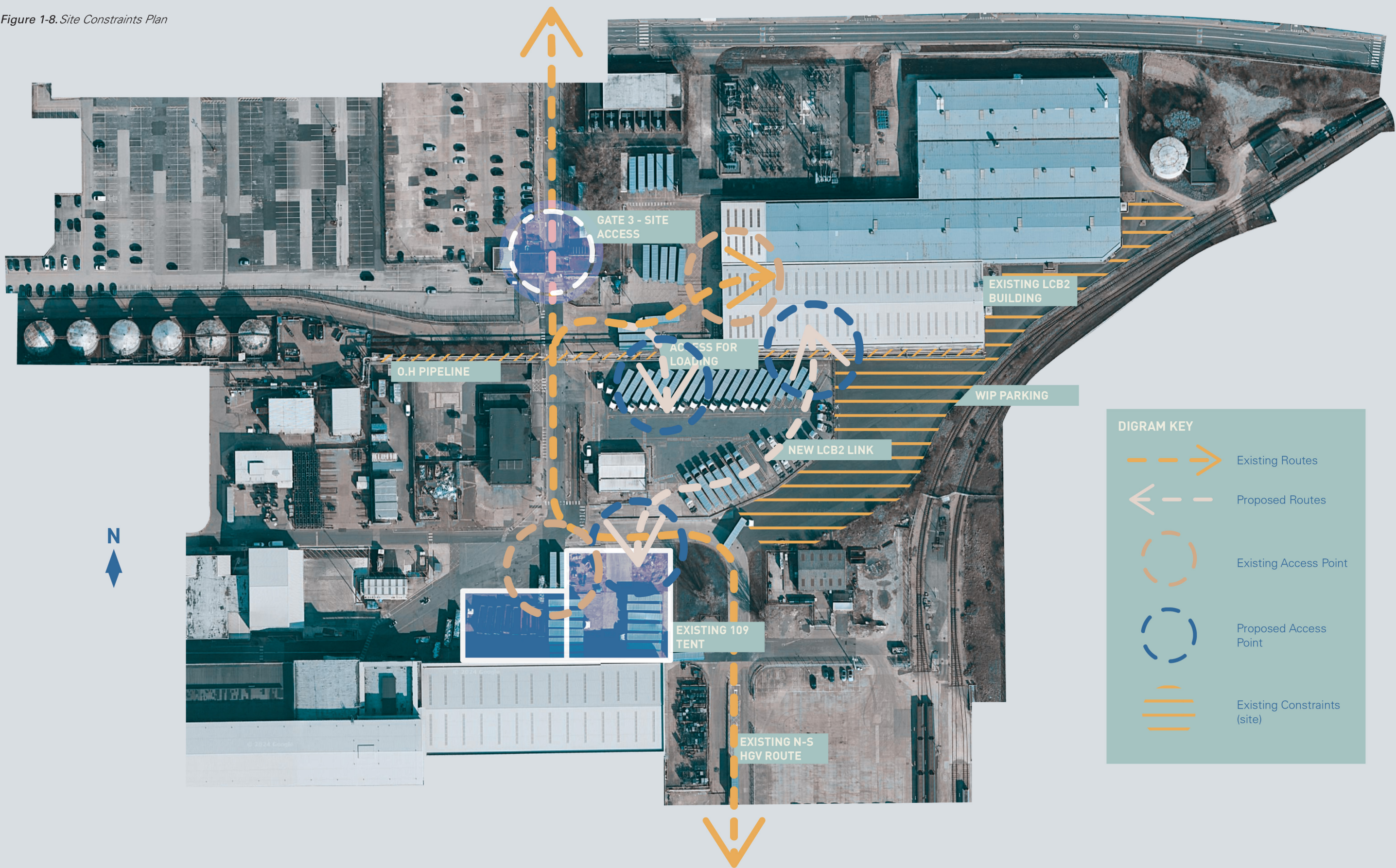


2022



Figure 1-7. Aerial Timeline

Figure 1-8. Site Constraints Plan





3.3 CONSTRAINTS & OPPORTUNITIES

The existing site context is predominantly HGV vehicle parking, with some of the site being used for overspill of vehicles from the parking bays. The location plan (fig 1-5 and fig 1-6) shows the outline of the proposed site within the wider Halewood context.

The site has been chosen by JLR due to its proximity to existing HGV and Train links, as well as its ability to incorporate a link to other buildings.

External works will be minimal and remain as tarmac and concrete which is as existing (note that it is expected that the resurfacing to be undertaken by JLR as part of their early works packages will also be consistent with the existing surfaces). The proposed site will see no staff changes and therefore no additional car parking will be required.

To avoid compromising the existing soft landscaping to the south of the site, any link to the 109 Structure is required to meet the north side of the existing structure.

The North of the site is bounded by an existing overhead gas pipe which runs between the site and the LCB2 building which are considered in the overall heigh approach of the link. The existing loading bay access to the LCB2 Building offer an opportunity to avoid access directly off the road.

To the West/Southwest is the area designated for WIP parking where an existing flood lighting column restricts further expansion. WIP parking must also be maintained as a part of the project.

There is an existing transport office on the site which is to be demolished in preparation for the proposed structure. Details of the demolition works can be found in the demolition method statement included within the application pack.

3.3.1 PLANNING CONTEXT

It is proposed that the building will be use class B8(storage and distribution) due to the buildings specific use. Development will be in accordance with the parameters set within the National Planning Policy Framework (NPPF) (2023) and The Knowsley Local Plan Core Strategy (2016). A full suite of relevant policies are included in the supporting planning statement on submission.

The planning statement includes a full in-depth review of all relevant planning history. However, ones to note from initial review are 14/00554/FUL | ERECTION OF EXTENSION TO EXISTING LCB2 BUILDING, which has subsequent NMAS.

3.3.2 CONTEXT & CHARACTER

The site is situated within an industrial context, being surrounded by the Halewood site and the Ford plant further to the east beyond the railway tracks. To the East of the 109 Structure (South of the proposed site) is a small area of landscaping including a memorial garden. This is not included in the scope of the project and will remain unchanged.

3.4 SITE PHOTOS
3.4.1 PROPOSED JEA STRUCTURE SITE



Left to Right:
Memorial garden and landscaping to the south of the site
Exsiting southern site boundary
Existing Weighbridge office
Eastern boundary of the site with existing floodlight to be retained

