

4.4 MATERIALS PALETTE



Figure 1-10. Materials collage of existing site photos.

4.5 BUILDING ENVELOPE

The surrounding buildings in the immediate vicinity to the new building are constructed from a combination of brick and light grey metal cladding. Additionally, temporary buildings used across the site are constructed of a combination of grey metal cladding and PVC.

4.5.1 WALLS

The structures will be clad in a 1000mm wide profiled cladding sheet spanning vertically. The proposed colour is light grey. In contrast, the new vehicle doors on either end of the link will be Yellow to match the 109 Structure

4.5.2 ROOF

The roof of the new building will be clad 5000mm wide, inflated PVC units which wrap down over the eave line. These units also continue on the gabled sections of the East and West walls. No roof lights are provided on the roof due to the inherent translucent properties of the PVC, allowing more natural daylight into the building. This also will match the adjacent 109 Structure.

The roof of the main structure is a single span with the ridge line running east-west to maximise the internal free area while minimising joins where the risk of leaks is increased. The height is dictated by the minimum pitch of the roof.

The link sections will be of the same construction as the main structure. This will allow for the building to integrate with the 109 structure seamlessly.

4.5.3 FLASHINGS, GUTTERS AND RAINWATER GOODS

All elements are proposed to match the colour of the wall cladding.

4.5.4 SURFACE WATER

The outline strategy is to continue with the existing surface water regime. The surface water from the existing hardstanding areas discharges into the private SW drain crossing the proposed development area.

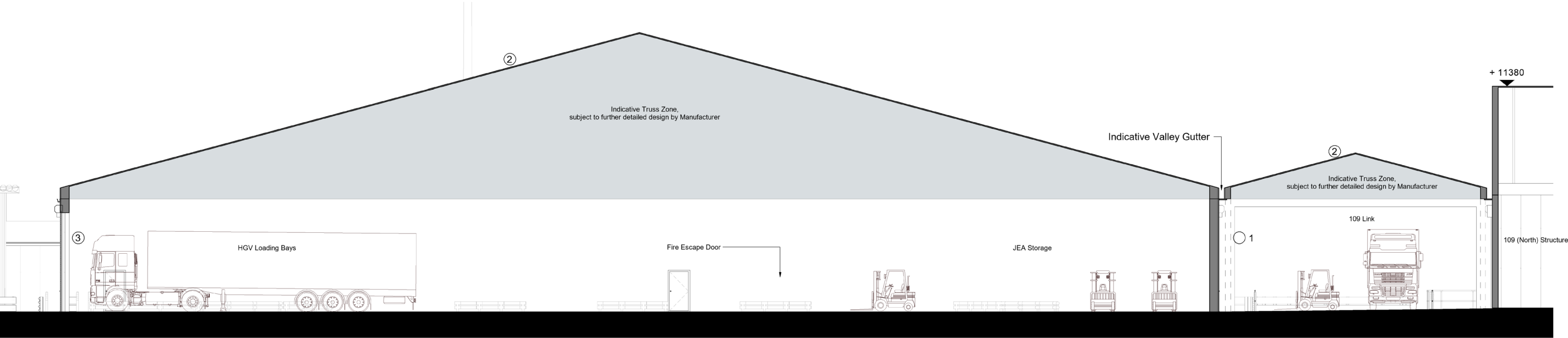
The proposed development area is approximately 5400m² in area and is located on existing hardstanding areas (currently a lorry parking area). As the development is to take place on an area that is currently impermeable and is positively drained into the existing private SW drain, it is considered that the proposed that the proposed development will not result in an increase in surface water run off rates. The proposed development will therefore not increase flood risk onto its locality.

The proposed development is a temporary structure, and the proposed structure is a short-term measure to allow JLR to continue with their Production line.

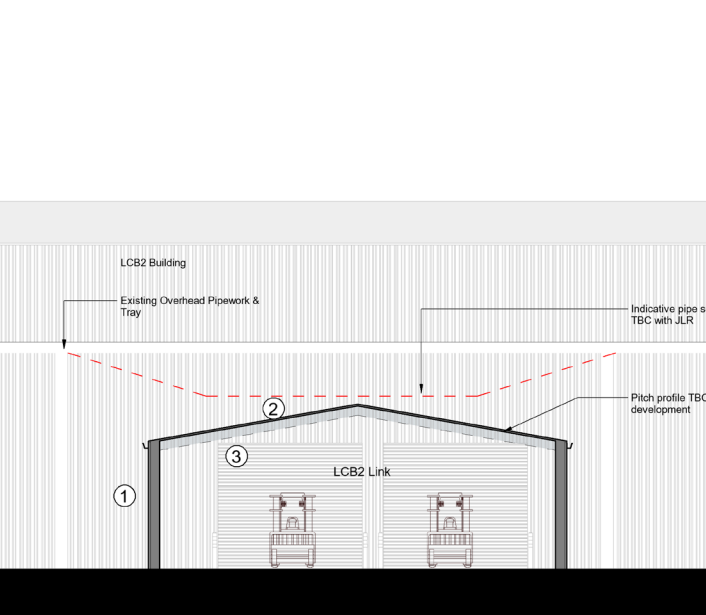
It is important to mention, the same drainage principles had been used for the approved and built JLR 109 structure. This existing structure is also a temporary structure built on existing hardstanding area, where the proposed drainage connects to the existing below ground SW drains at free discharge.

Having summarised drainage elements as described above there will be no residual flood-related risks that will remain after the development has been completed and as such, an infrastructure-based SW drainage Strategy is considered feasible for the development.

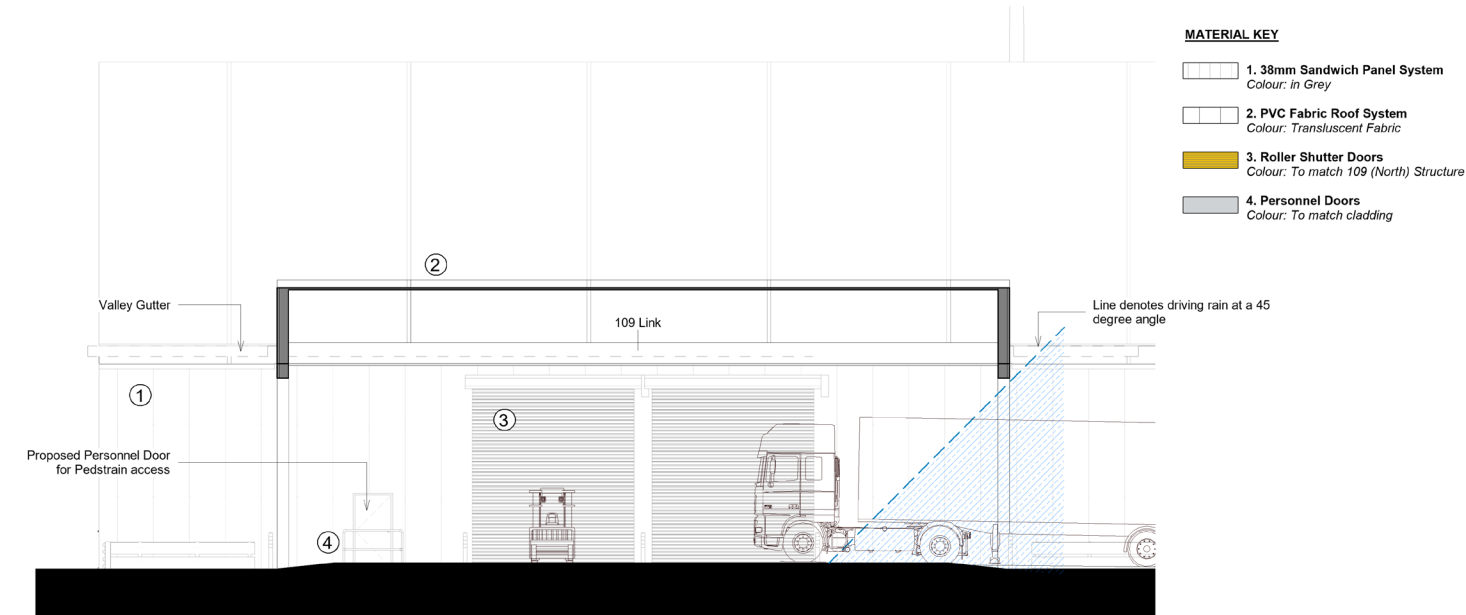
4.6 PROPOSED SECTIONS



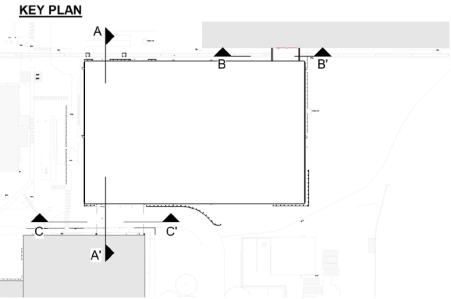
PLANNING_Proposed Section - JEA Structure
1 : 100



PLANNING_Proposed Section BB' - LCB2 Link
1 : 100



C PLANNING_Proposed Section CC' - 109 Link
1 : 100



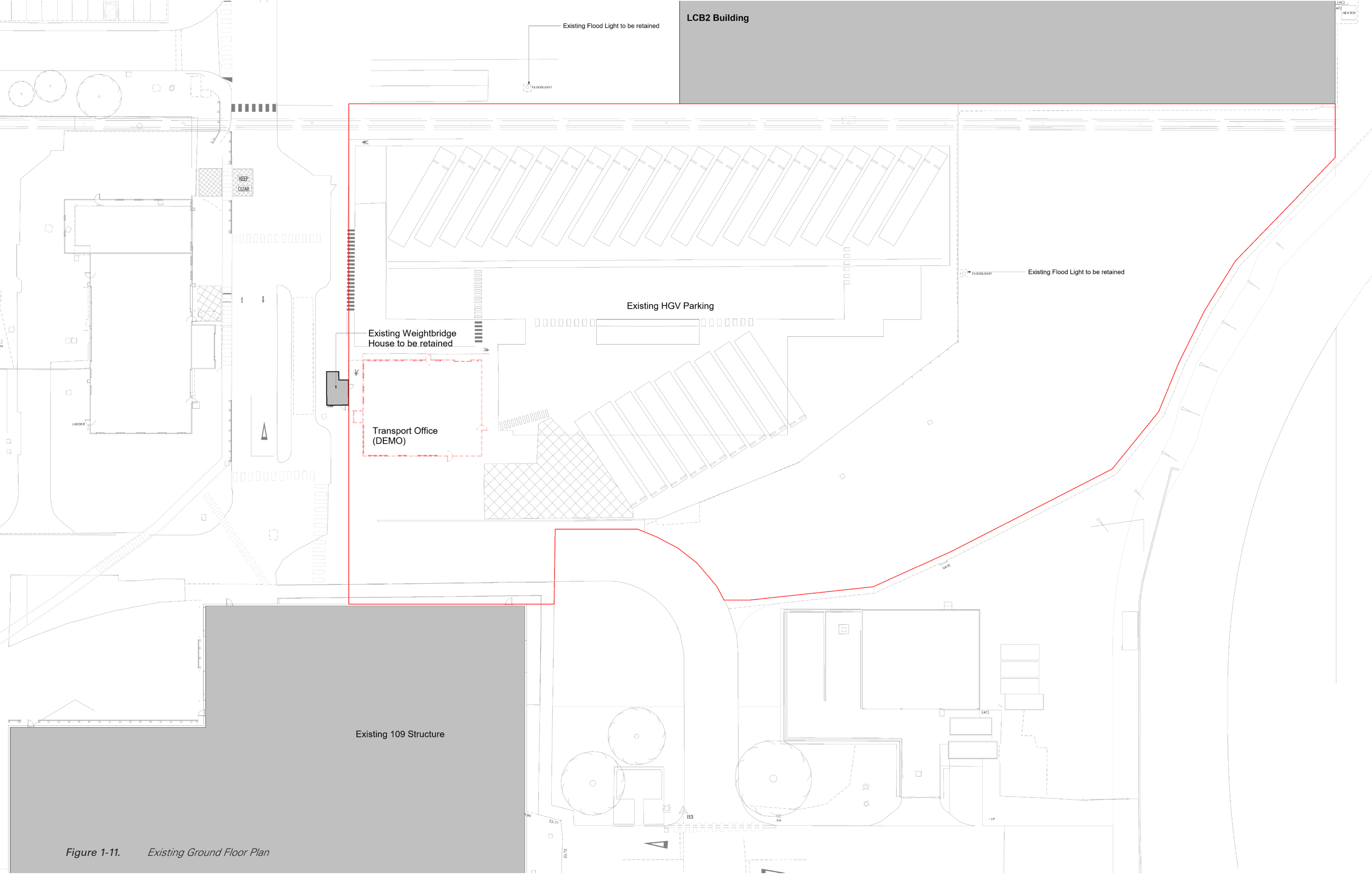


Figure 1-11. Existing Ground Floor Plan

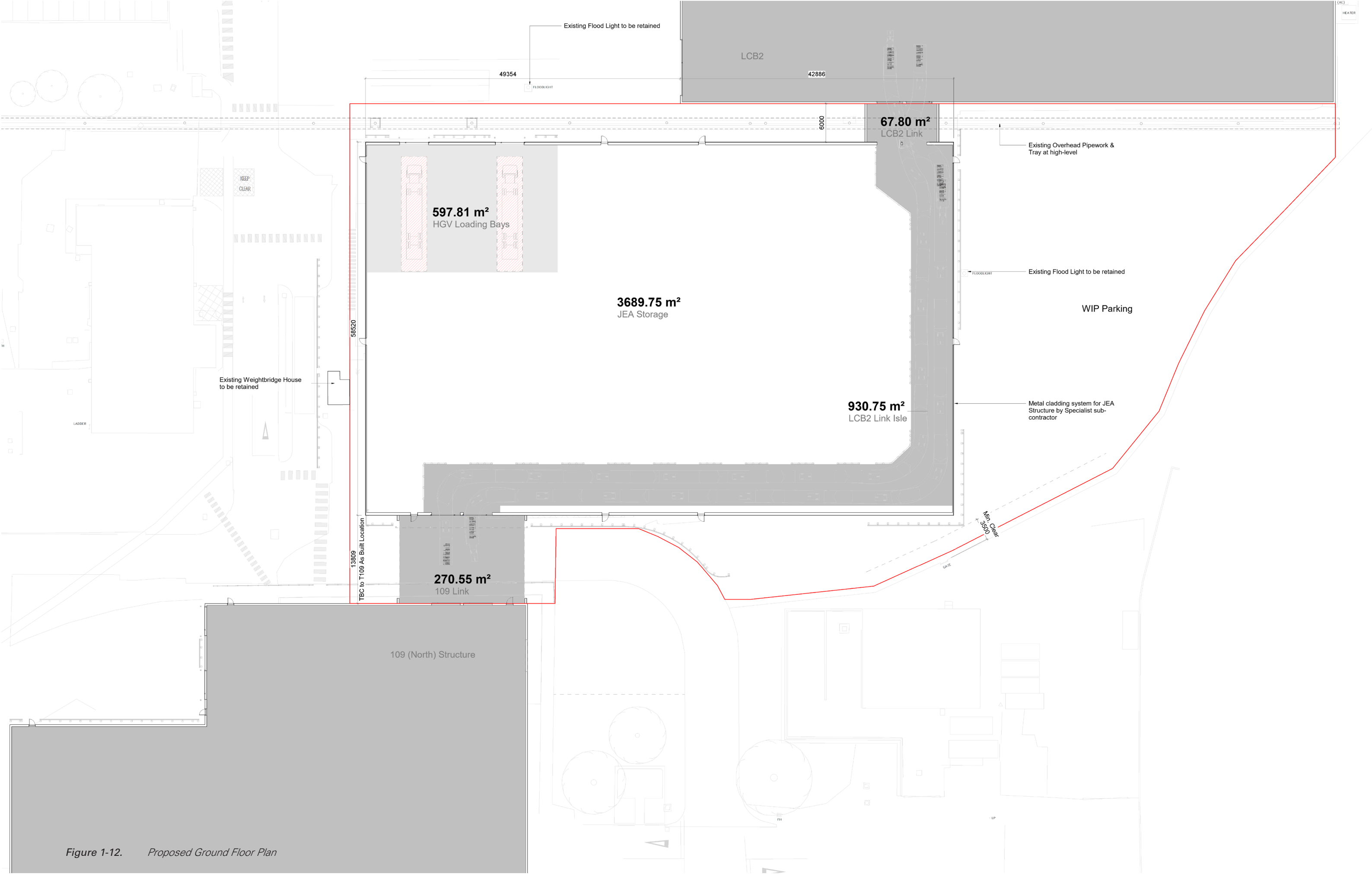
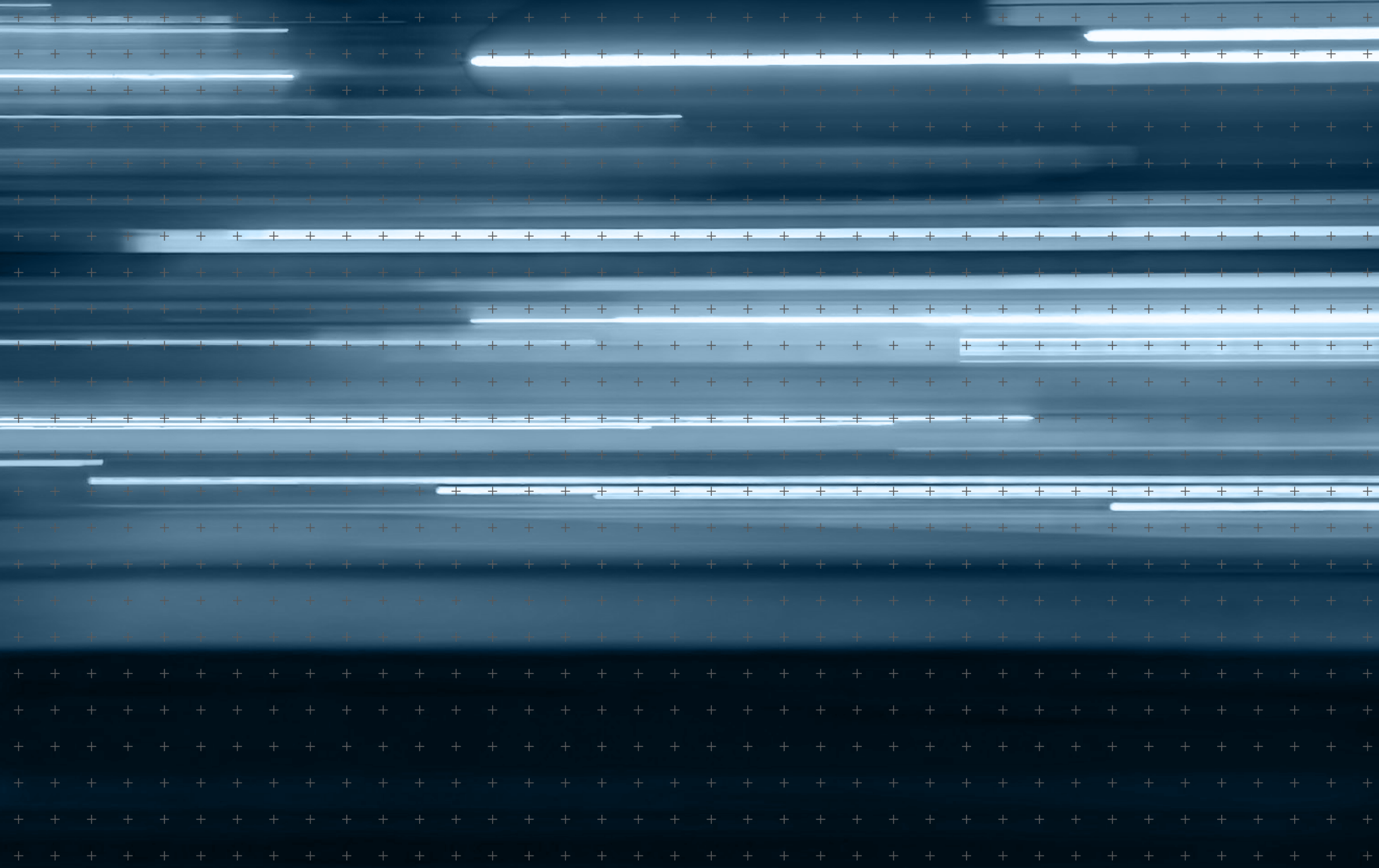


Figure 1-12. Proposed Ground Floor Plan



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ACCESS & MOVEMENT

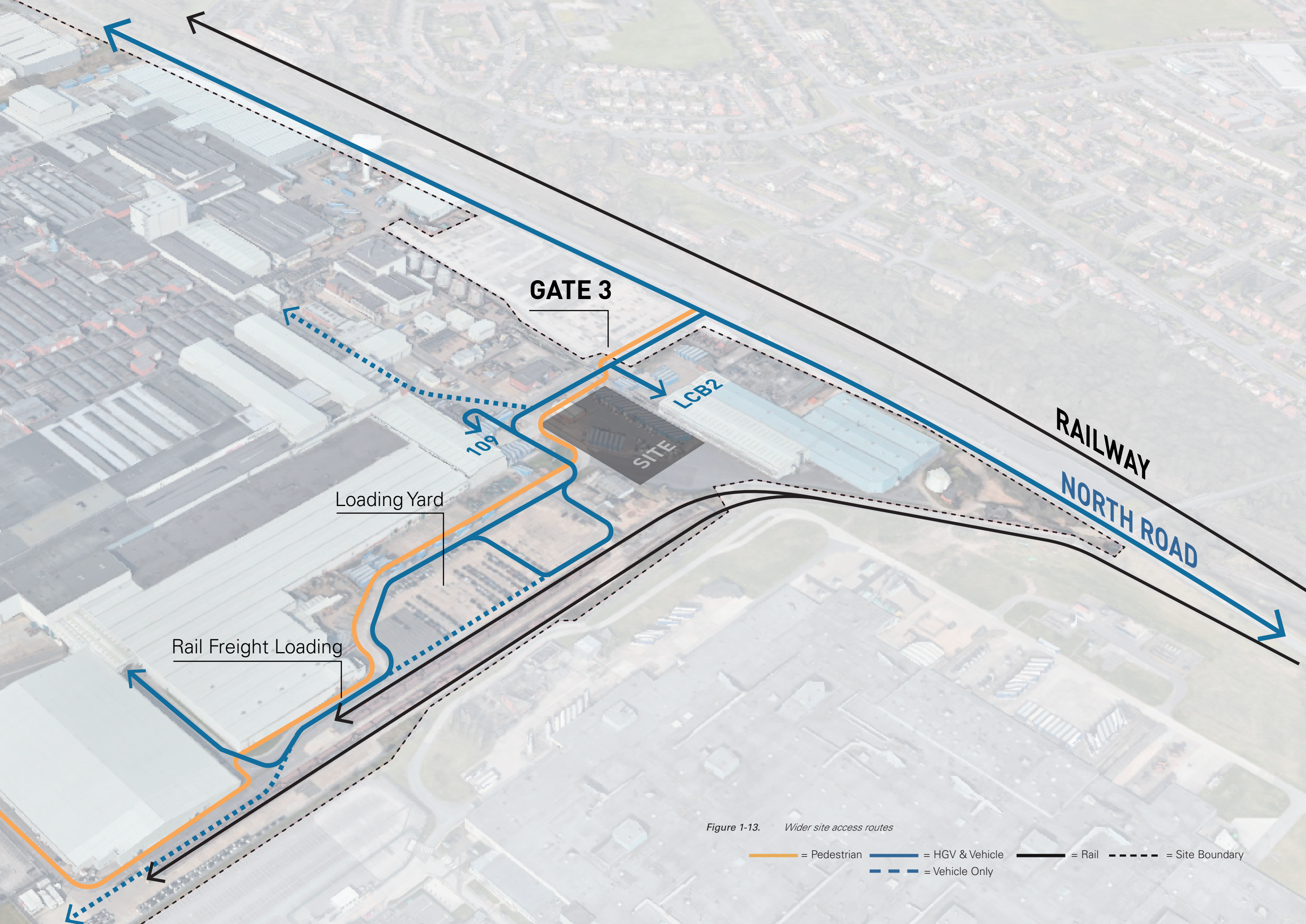


Figure 1-13. Wider site access routes

— = Pedestrian — = HGV & Vehicle — = Rail - - - = Site Boundary
- - - = Vehicle Only

5. MOVEMENT & ACCESS

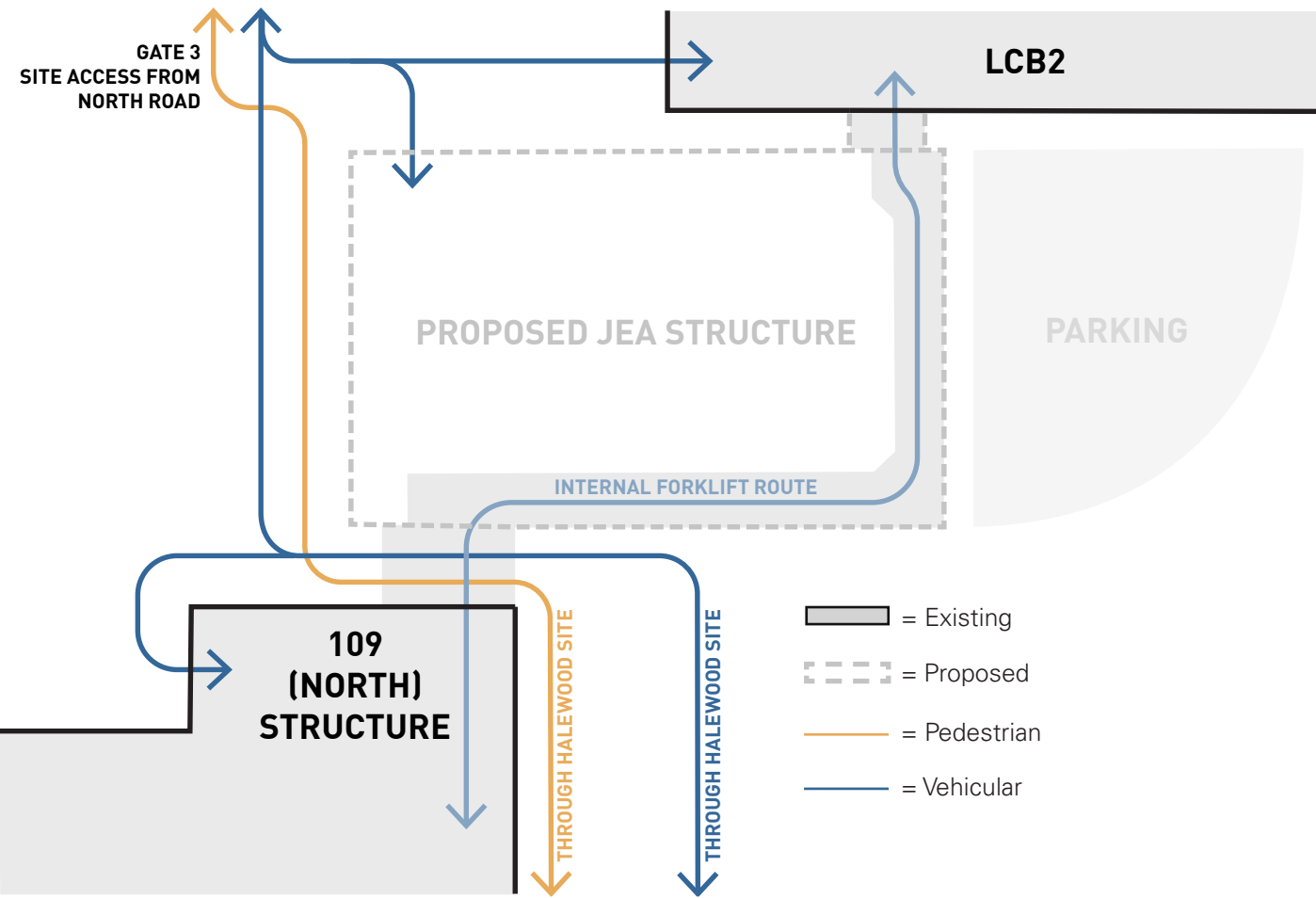


Figure 1-14. Access Routes

5.1 GENERAL AND SITE ACCESS

The Jaguar Land Rover site is accessed directly from Speke Boulevard. Vehicles join a privately owned internal site distribution road that circumnavigates the plant outside the secure line. From this road there are several gates on the north and south side of the site.

The nearest gate for the JEA development would be Gate 3, situated centrally along the north road. Both staff and logistic vehicles (including HGVs) will arrive at this gate. This will be the main access route for the majority of staff and existing dedicated walkways throughout will allow safe movement for pedestrians around the facility.

From Gate 3, there is a key HGV route through the Halewood site that is adjacent to the proposed JEA boundary as well pedestrian routes that connect to other buildings.

The hard standings are generally internal roadways and vehicle waiting areas or yard areas for temporary external storage of non-production materials. The existing LCB2 building and proposed JEA Building and Link are controlled with gated access from 'Gate 3' indicated.

5.2 BUILDING ACCESS

The development is primarily for forklifts and HGV passages only. As such, pedestrian access is limited to the pedestrian door adjacent to the link route between the JEA and 109 Buildings. Pedestrian will follow dedicated pedestrian routes (with demarcation on floors) to the south and west of the site, and cross at existing designated crossings.

5.3 PARKING

Existing Staff parking is located adjacent to Gate 3 and is accessed via the North Road, outside the secure boundary.

The former HGV Parking has been relocated to Kammac in Widnes, a newly acquired site. This move is part of a wider initiative by JLR & DHL to centralise trailer park locations.

