

Eastland Carpark
Design & Access
Statement

JLR
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Prepared for



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Note: All images and visualisations within this document are indicative and are shown for illustrative purposes only.

1

INTRODUCTION

1. INTRODUCTION

1.1 Executive Summary

This document has been prepared by Ridge and Partners on behalf of JLR to support a full planning application for a proposed development at JLR's Halewood plant.

Situated at the Halewood plant in Speke, JLR look to submit a planning application for the conversion of its existing temporary car park at Eastlands, into a permanent facility.

The current car park was granted temporary planning permission for a five-year period which provided 1589 staff car parking spaces, a security cabin, 2.4m boundary fencing, lighting and associated infrastructure.

The vision for Halewood is to evolve the site to accommodate multi-purpose use, with a focus on finished product logistics and general improvements of the site. The application is to be submitted under the following use class:

'B2 General industrial- Use for industrial process other than one falling within class E(g) (previously class B1) (excluding incineration purposes, chemical treatment or landfill or hazardous waste)'

This document provides an overview of the existing site and relation to the current context. This is followed by details of the proposed scheme illustrating the design approach, layouts and design principles.

1.2 Development Area

The proposal looks to aid the existing Halewood plant area, and will provide a wider area for JLR production WIP vehicles.

The proposed development scope is outlined below:

Site Area:	51240m²
WIP Parking Spaces	2000

1.3 Project Description

Some key considerations regarding the proposal include:

- It will not result in additional vehicle movements in/out of the Halewood site.
- It will look to improve on the current look and feel of the existing temporary carparking area.
- Increased security to the site.

The proposal will look to respond to the site location and context, and adopt key principles to create:

- A development that is suitable in sitting, use, scale and mass, and appearance with its surrounding context ;
- A design that responds to the character and appearance of the existing wider Halewood plant
- Appropriate security to the facility which is inkeeping with the wider plant.

The design will accord within the planning criteria laid out in both national and local legislation, namely the NPPF, and Knowsley Council guidance.

The planning statement will be prepared by WSP.



2

THE SITE

2. THE SITE

2.1 Site Location

The site is located within the JLR Halewood plant in Speke, Liverpool.

The new carpark is proposed to the east of the wider JLR Halewood site which is situated between the eastern boundary adjacent to the ancient woodlands and the main JLR plant buildings.

The northern boundary sits adjacent to the railway line which is offset by the ancient woodlands.

The western boundary sits adjacent to the 'south road' which run around the perimeter of the Halewood plant.

The southern boundary sits along the existing trailer park.

Centrally to the red line boundary, the existing temporary carpark is shown with hardstanding.



2.2 Site Photos



Image 1-3. Existing carpark hardstanding



Image 1-5. South boundary



Image 1-2. Fenceline looking toward trailer park



Image 1-4. Existing fencing to perimeter of existing temporary carpark

2.3 Existing Temporary Car Park

The Site has temporary planning consent for a staff car park (Planning Reference: 22/00575/FUL) until December 2027 at which time the land would need to be reinstated to an agreed scheme of restoration. Consent for the temporary staff car park was originally granted in 2014 and it has been extended and varied a number of times since (consent references: 14/00440/FUL, 16/00147/FUL, 16/00147/NMA, 19/00460/FUL and 22/00575/FUL). This proposal will seek permanent planning consent for WIP car parking (B2 General Industrial Use Class).

The temporary car park has been in use since 2014 and it was documented within the officer report that the consent would meet the short term operational needs of JLR, whilst retaining flexibility for the long term use of the land. The proposed development is appropriate within the location (LP Policy CS4 & UDP Policy EC3: Primarily Industrial Area, and LP Policy CS4 & UDP Policy EC2: Land for Employment Development) and in line with the previous temporary consents, therefore the principle of development should not be contentious. The Crab Tree Rough and Hop Yard Wood, north Local Wildlife Site (LWS) is situated to the east of the Site boundary which is proposed to be used for BNG mitigation.

Given the site area (circa 5ha), the proposal will be a 'major' planning application.

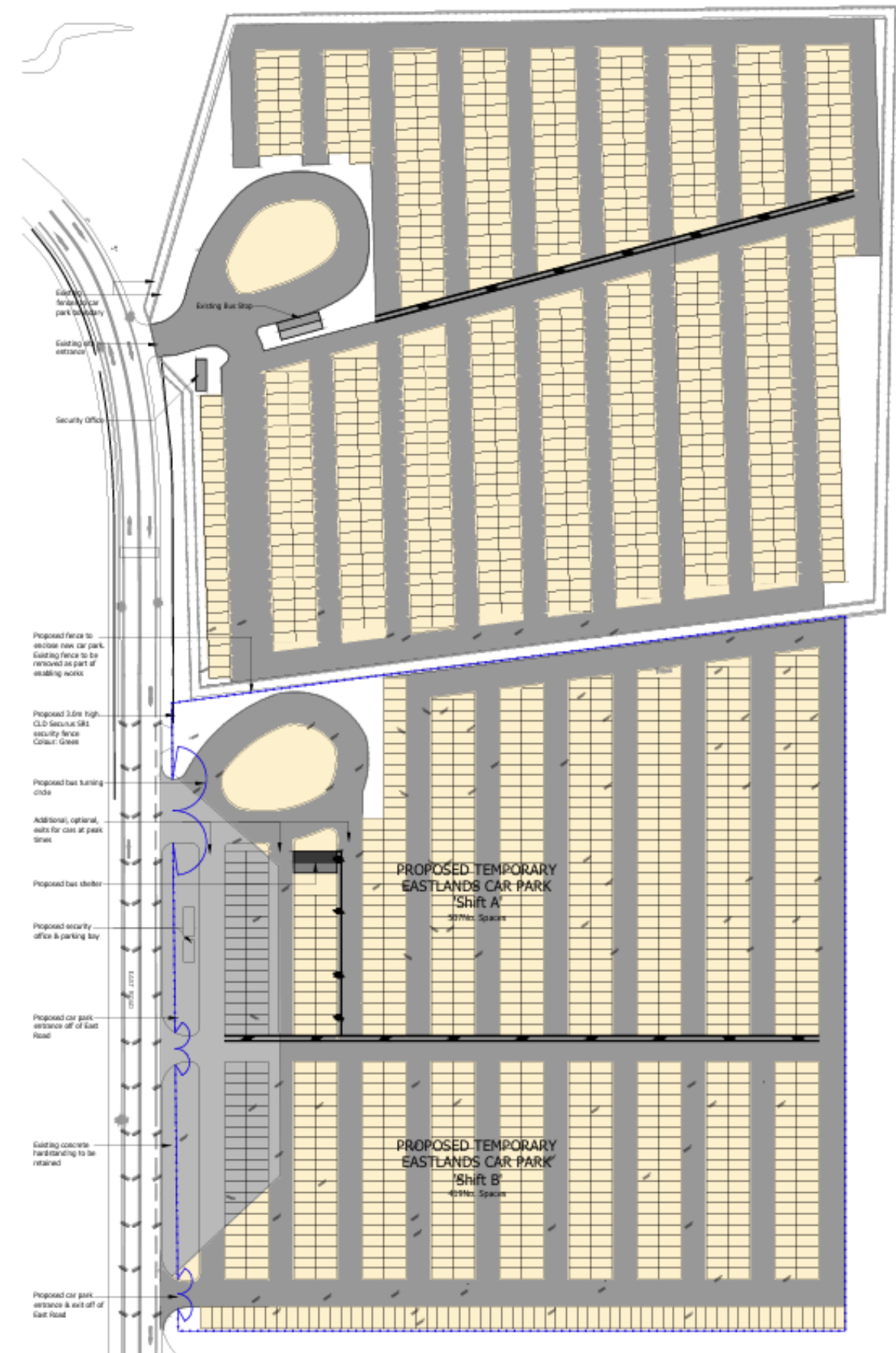




Image 1-6. Site Constraints Plan

KEY

- 1 Bunds to the east and mid section of the temporary carparking. Site investigation ongoing in these areas.
- 2 Proximity to the railway located north of the site. Buffer to be maintained where feasible.
- 3 Trailer park south of the temporary car parks to be retained.
- 4 Ancient woodland to be avoided where feasible to reduce impact on Bio-Diversity Net Gain.
- 5 Urban trees within boundary line to be retained where feasible.

Red line boundary shown indicative and subject to change following further review of proposed layouts.

3

DESIGN
APPROACH

3. DESIGN APPROACH

3.1 Design Approach

Our aim is to provide a single storey carpark that seeks to establish high functionality and is integrated well with the existing. The proposal reflects the size, scale and style of the Halewood plant, including existing WIP and staff carparking areas.

Proposed works include:

- Demolition of the fence line as outlined on the existing boundary treatment plan
- Demolition of the gates as outlined within the boundary treatment plan.
- Erection of new secure fencing and gates as shown within the images to the right.
- Levelling of the existing carpark and upgrading the surface from existing rubble/tarmac, into concrete.
- New lighting masts and protection to lighting masts as shown within the proposed lighting strategy included within the planning application pack.

3.2 Design Development

During the design development process, various routes were explored to allow for the following criteria:

- Minimal disruption to the surrounding site, and associated impact regarding ecology
- Maintaining existing exit/entry points to minimise disruption on existing plant movements
- Ensuring the site is maximised for WIP parking to enable the wider JLR processes in place on the wider site.

3.3 Materiality

The carpark will look to introduce new security fencing around the perimeter. This will be a weld mesh 3m high fence. Finished in green to be in-keeping with the adjoining woodland.

Security gates will be included at all 3 entry points at the same height and finish. Images on the right shown the type of specification for these elements. Details for fencing and gates can be found within the proposed boundary treatment plan drawing.

The hard standing will be an improvement on the existing temporary carpark, with concrete throughout. This provides a more robust solution where continuous vehicle movements are required.



Image 1-7. Proposed fencing



Image 1-8. Proposed vehicle gates

4

ACCESS

4. ACCESS

4.1 General and Site Access

The Jaguar Land Rover Halewood 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 Eastlands car park 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 with dedicated walkways shown throughout to allow safe movement for pedestrians within the facility.

4.2 Carpark Site Access

The carpark will be accessed by JLR process staff only for WIP vehicles as part of their wider process. The site has 3 entry/exit gates for vehicle movements along the western boundary of the site. All vehicle gates will match the height of the adjoining fence, and be double swing to allow sufficient width for vehicle movements.

4.3 Parking

Parking will be utilised as part of vehicle production process only. As a result, there will be no increase in staff on site, or the requirement for any additional vehicle movements through to the site.

Parking bays are enlarged for process vehicles only. This allows sufficient distancing between vehicle with doors open. As part of the vehicle process, there is no requirement for dedicated staff lanes, as this will be a manned process site.



- Key**
- Primary Vehicle Access Route
 - Gates/Entry Points into JLR Halewood Site
 - Entry Points onto the proposed carpark
 - Proposed Site Boundary

Refer to transport statement for further information on access in and around the proposed site.

