



Knowsley Metropolitan Borough Council
Development Control
Huyton Library
Civic Way
Knowsley, L36 9GD

Our Ref: 70122503
2 December 2024

Dear Sir/Madam,

NOTIFICATION FOR PRIOR APPROVAL FOR INSTALLATION OF SOLAR PHOTOVOLTAIC (PV) CANOPIES ON NON-DOMESTIC OFF-STREET PARKING, JLR, HALEWOOD.

INTRODUCTION

WSP is instructed by JLR and On-Site Energy, (joint applicants) to seek Prior Approval for the installation of solar canopies on non-domestic, off-street parking, located at JLR, Halewood, Liverpool. The application is made for Prior Approval under Class OA of Part 14, Schedule 2 of the Town and County Planning (General Permitted Development) (England) (Order) 2015 (herein referred to as the Order).

The request for Prior Approval is supported by the following documents:

- This letter and its appendix;
- Planning Application Form;
- Site Location Plan (Reference: Location Plan - JLR1.001.241021);
- Existing Site Plans (5 Plans) (Reference: Existing Site plan - JLR1-A 002 241017, JLR1-C 002 241017, JLR1-D 002 241017, JLR1-E 002 241017, JLR1-F 002 241017);
- Proposed Site Plans (5 Plans) (Reference: Proposed Site Plan - JLR1-A 203 241017, JLR1-C 203 241017, JLR1-D 203 241017, JLR1-E 203 241017, JLR1-F 203 241017); and
- Solar PV and Car Port Specification Details (Solaredge SE90K -datasheet and Lepton Solar, N-Type TOPCon Dual Glass 600-625W LP182x210-M-66-NB 600-625W)

APPLICATION SUBMISSION

The application has been submitted under Prior Approval: installation of solar canopies on non-domestic, off-street parking. This planning application has been submitted via the Planning Portal and was given the reference PP-13504707.

The planning application fee of £190.00 (inclusive of the administration fee) will be paid directly via the Planning Portal. The application documents and supporting plans are suitable for this type of development.

THE SITE

The JLR Halewood Plant is located on the southern boundary of Knowsley Council, within Halewood South Ward. The plant is surrounded on all sides by industrial uses associated with JLR operations.

The application site forms 5 parcels of land which are currently used and operated as car parking. The sites are not subject to any environmental designations and all lie within Flood Zone 1 and thus, are at a low risk of flooding. With regard to heritage, the sites are not within a conservation zone or in the vicinity of any locally or nationally listed buildings or scheduled monuments.

BACKGROUND TO THE APPLICATION

JLR Halewood employs approximately 3,700 people, and the site has been benchmarked to be a key contributing plant to achieve the aspirations set out within JLR's 'Reimagine' strategy, which promotes a sustainability-rich approach to car manufacturing.

The Halewood plant is now transitioning to the production of new electric variants to meet JLR's sustainability targets for the future. This application, alongside many others seen to date at the plant, demonstrates JLR's streamlined structure, investing in existing manufacturing facilities to deliver greater agility and resilience for the future. These efforts are the start of JLR's journey in its aspiration of becoming a net zero-carbon business by 2039.

In March 2024 JLR announced its renewable energy plan, which is to be rolled out across its national estate to increase JLR's resilience to energy supply issues and reduce exposure to market volatility, whilst aligning to the goals as set out within the Reimagine strategy. JLR's new off-grid energy projects aim to produce almost 120 Mega Watts (MW) of renewable energy at their peak, enough to power nearly 44,500 homes or charge 2.7 million I-PACE batteries annually.

Central to these plans is the installation of a variety of solar types designed to maximise the unique qualities of each of JLR's sites. The initial focus will be on key manufacturing and non-production locations in the UK, including Halewood. Halewood has been earmarked to be one of the first JLR sites to introduce a wide range of Photovoltaics (PV) across the site.

The joint applicant, On-Site Energy, is working with JLR on the delivery of its solar programme.

PLANNING HISTORY

The JLR Halewood site has an extensive planning history, however, the most relevant applications to this prior approval request have been detailed below.

APPLICATION REFERENCE	LOCATION	PROPOSALS	RESULT
23/02120/FUL	Jaguar Land Rover South Road Halewood Knowsley	Erection of 1no. Industrial building (use classes B2/B8) together with other associated works (retrospective)	Approved 12 th March 2024
23/01873/FUL	Jaguar Land Rover South Road Halewood Knowsley	Erection of three temporary structures and canopy (5 years) to provide manufacturing and storage space (use class b2 and b8) and associated works (retrospective).	Approved 23 rd Jan 2024
22/00458/FUL	Jaguar Land Rover South Road Halewood Knowsley	Erection of 1 no. Industrial building (use class b2/b8) including associated amenity facilities and multiple connection links with existing manufacturing unit together with other associated works.	Approved 10 th Jan 2024
22/00310/ADV	Land To The Side Of Jaguar Land Rover Experience Adjacent To Speke Boulevard Speke Boulevard Halewood Knowsley	Installation on the roof of an array of photovoltaic panels.	Approved 13 th July 2022.
19/00545/FUL	Jaguar Land Rover North Road Halewood Knowsley L24 9LE	Erection of approximately 890 sqm extension to existing scrap waste building with associated works, together with demolition of store and partial recladding of existing building	Approved 18 th October 2019
16/00316/NMA	Jaguar Land Rover North Road Halewood Knowsley L24 9LE	Application for a non-material amendment following granting of planning permission 16/00316/ful - construction of parking facility to provide 59 spaces for HGVs, rigid vehicles and tractor units, 2 HGV holding bays and 2 de-strapping bays, 12 no. Car parking spaces, erection of amenity/security building, installation of 3m high boundary fencing and associated works - amendment sought to approved plans to allow for alterations to security gates, provision of new pedestrian access, relocation of smoking shelter and cycle shelter, inclusion of temporary vertical concrete barriers and reconfiguration of the internal layout.	Approved 4 th May 2016

PROPOSED DEVELOPMENT

Prior approval is sought for the installation of Solar Photovoltaic (PV) canopies on its existing non-domestic, off-street parking facilities, at the JLR Halewood site.

The proposed solar array will include the erection carport solar canopies across 5 of JLRs existing car parks, located mostly to the south of the site, with one car park to the north. For ease, the development proposals for each site have been broken down below.

The proposal includes:

PLAN REFERENCE (Proposed Site Plan)	CAR PARK	PV TYPE	TOTAL NUMBER OF PV PANELS PROPOSED (2400 x 1200)	SITE TOTAL NOMINAL POWER (DC) MWh PA
JLR1-A 203 241017	Car Park A	Leapton Solar (580W)	2,225	7,222 MWh Per Annum
JLR1-C 203 241017	Car Park C		1,024	
JLR1-D 203 241017	Car Park D		4,288	
JLR1-E 203 241017	Car Park E		4,717	
JLR1-F 203 241017	Car Park F		3,866	

NATIONAL PLANNING POLICY

The National Planning Policy Framework (NPPF) was first published in March 2012, with a number of updates issued since. However, the NPPF was revised in response to the Levelling-up and Regeneration Bill: reforms to national planning policy consultation on 19th December 2023 and sets out the government's planning policies for England and how these are expected to be applied. Any applications made after this date are required to give material consideration to this version, even if the adopted development plan documents were adopted under the previous NPPF (2012).

The NPPF (2023) emphasizes the importance of sustainable development and sets out the core planning principles guided by the Government's planning policies. Under paragraph 11, development proposals that accord with the development plan should be approved without delay.

The NPPF is supportive of the adoption of renewable energy installations, which is noted within Paragraph 157 which states the planning system should *"shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure"*.

Furthermore, Paragraph 163 sets out parameters for local planning authorities when determining planning applications for renewable and low carbon development suggesting LPAs do ' *not require applicants to demonstrate the overall need for renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to significant cutting greenhouse gas emissions* '.

SCHEDULE 2 OF THE TOWN AND COUNTY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) (ORDER) - PART 14 CLASS OA

The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) ('the GDPO') sets out a range of Permitted Development Rights ('PD rights' or 'PDRs') within Schedule 2. Part 14 sets out various PD rights relating to renewable energy installations.

Class OA sets out a number of proposals which constitute permitted development which includes:

OA: *The installation, alteration or replacement of a solar canopy within an area lawfully*

used as off-street parking other than for a dwellinghouse or a block of flats

Class OA then goes on to set out instances in which development is not permitted. Likewise, the legislation stipulates conditions in which proposals should be varied within where proposals constitute permitted development.

The following criteria applies to all proposals under Class OA. For the purposes of this prior Approval request, a *response* has been provided to all points.

Development is not permitted by Class OA if –

(a)if any part of the development—

(i)exceeds 4 metres in height above ground level;

(ii)is within 10 metres of the curtilage of a dwellinghouse or a block of flats;

The carport solar canopies do not exceed 4 meters in height.

The JLR site is a significant distance from residential properties.

The closest dwelling to the proposed car ports on Car Park E is approximately 80m to the north on Brent Way and Redbourne Avenue. The site is separated from the dwellings by North Road and the 4-line railway line.

The closest dwellings to the proposed car ports on the southern car parks are approximately 70m to the south on Alderfield Drive. The site is separated from the dwellings by Speke Boulevard.

(b)within the curtilage of a dwellinghouse or a block of flats;

N/A - The application site is an existing and allocated employment site.

(c)on a site designated as a scheduled monument or on land within the curtilage of a scheduled monument;

N/A – The application site does not fall within a Scheduled Ancient Monument.

(d)within the curtilage of a listed building;

N/A – The application site does not include any listed buildings. There are no listed buildings within the curtilage of the Halewood site.

(e)for the display of an advertisement; or

N/A – The solar canopies will not be used for the display of an advertisement.

(f)if the off-street parking area is in use by virtue of Class B (temporary use of land) of Part 4 (temporary buildings and uses).

N/A – The solar canopies are not proposed on any temporary carparks. All sites included within this prior approval application form hard standing with existing parking use.

Class OA then sets out a range of conditions, which should development be permitted under Class OA, the following conditions are to be applied. A full assessment of these relevant conditions against this prior approval application has been included within Appendix 1 attached to this covering letter.

PLANNING CONSIDERATIONS

JLR and On-Site Energy propose to install solar canopies across various existing car parks located at the Halewood plant, Liverpool. The applicant has identified an opportunity to install solar canopies across the car parks to support the wider JLR Solar rollout plan and the sustainability goals and aspirations as set out within JLR's 'Reimagine Strategy'.

The canopies will be constructed with metal frames and secured using base fixings. The PV panels will feature a bifocal design, including a 2.00mm anti-reflection coating to minimize any potential cumulative impacts. All of the proposed solar canopies will be installed on existing car parks. The development has been sensitively designed to ensure that no parking spaces will be lost as a result of the proposals, therefore existing car parking numbers on site remain unchanged.

The proposed PV array across all 5 sites would be capable of 7,222 MWh per annum. The proposed array across the various application sites will reduce the demand for electricity from the existing national grid and promote the use of more sustainable resources. The power generated will also help to meet onsite electricity needs. The proposal is therefore considered to constitute sustainable development providing a sustainable electricity source for the Halewood plant.

CONCLUSION

The application documents, this letter and the accompanying appendix demonstrate that the proposed scheme complies with Part 14 Class OA of the General Permitted Development Order and that there is no reason that prior approval should not be granted for this proposal.

We look forward to receiving your approval of the applicant's scheme in due course.

However, in the meantime, should you have any queries or would like to discuss matters further, please do not hesitate to contact me.

Yours faithfully,



Daniel Jackson
Planning Director

APPENDIX 1 – CLASS OA PLANNING CONDITIONS

OA.2— (1) Development is permitted by Class OA subject to the following conditions—

(2) In the case of development above a permeable surface, provision is made to direct run-off water from the solar canopy to a permeable or porous area or surface within the off-street parking area.

All existing car parks which are subject to this application are on hard standing. Surfaces are not permeable, therefore provision is not required.

(3) Before beginning development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the local planning authority will be required with respect to—

(a) the solar canopy's siting, design and external appearance, in particular the impact of glare on the occupiers of neighbouring premises; and

The proposed development is subject to this Prior Approval Request. The proposed PV array would be located a significant distance from the nearest dwelling, separated by railway lines, Speke Boulevard and substantial landscaping. The solar panels will be coated in anti-reflective coating thus reducing any glare. The site is located on an existing employment site. The impact of glint and glare because of the proposed PV array would be de minimis.

(b) in the case of a solar canopy on article 2(3) land, the impact of the appearance of the solar canopy on that land.

N/A – The application site is not article 2(3) land.

(4) Paragraphs J.4(3) to J.4(12) of this Part apply in relation to an application under subparagraph (3) as if "Class OA" substitutes the reference to "Class J" in paragraph J.4(4).

(5) Development must be completed within a period of 3 years starting with the date on which—

(a) prior approval is given; or

(b) a determination that such approval is not required is given or the period for giving such a determination set out in paragraph J.4(9)(c) of this Part has expired without the applicant being notified whether prior approval is required, given or refused.

(6) Where the solar canopy is no longer needed, it is removed as soon as reasonably practicable and the land is restored to its condition before the development took place so far as reasonably practicable.

The proposed solar array will be removed if and when it is no longer required.