



JLR

PLANNING STATEMENT

LCB2 JEA Bodyside,
Halewood





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LCB2 JEA Bodyside, Halewood

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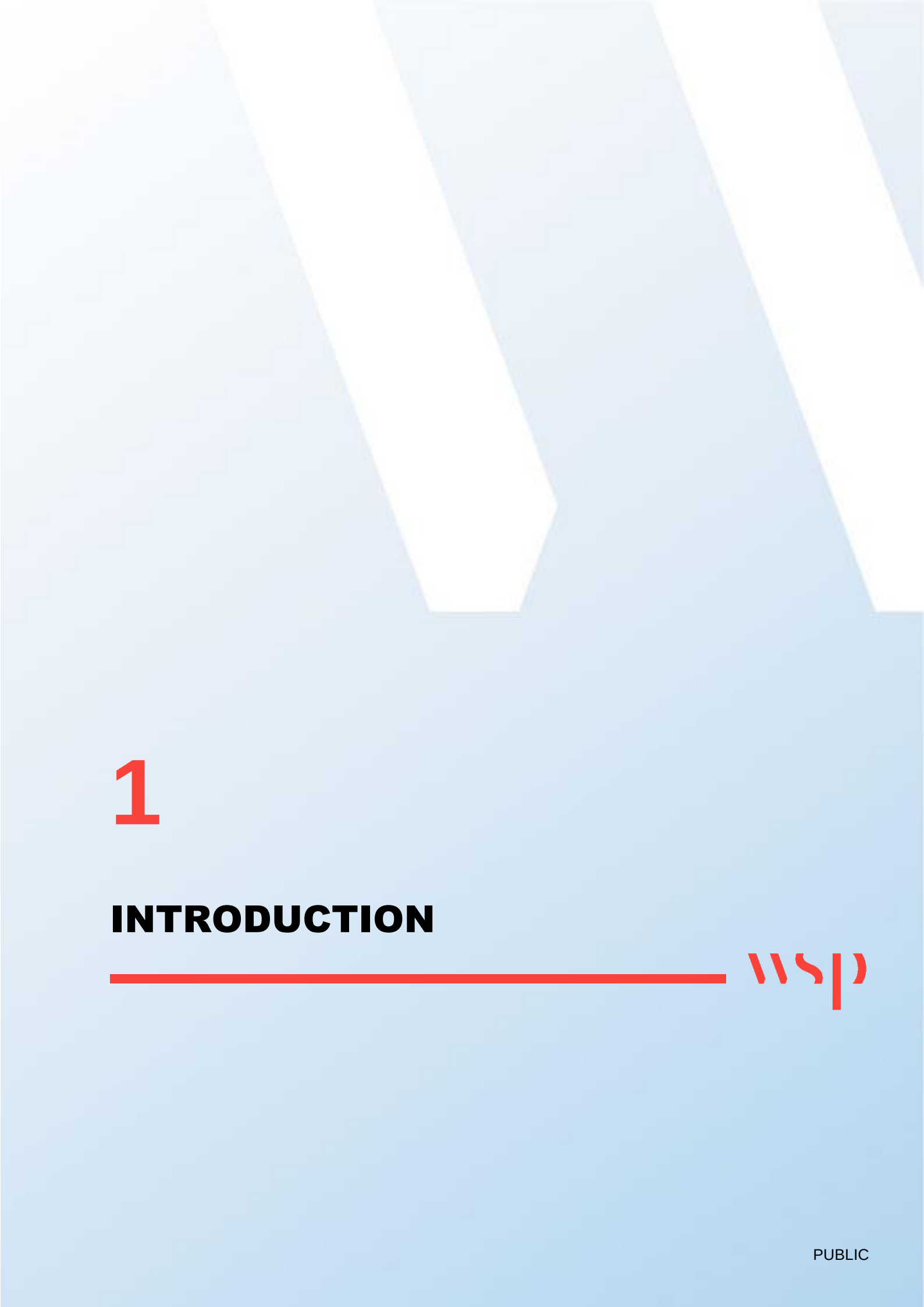


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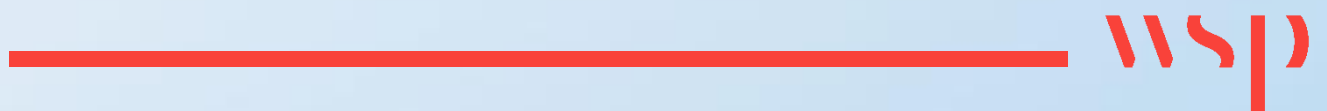
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1

INTRODUCTION



1 INTRODUCTION

- 1.1.1. This Planning Statement has been prepared by WSP on behalf of JLR (the applicant) in support of a planning application submitted to Knowsley Council for the demolition of an existing transport office and the erection of three temporary structures, herein referred to as 'JEA Bodyside', located at the Halewood plant, Liverpool.
- 1.1.2. The application site sits to the northeast of the Halewood plant and will provide a temporary connection between the existing LCB2 building, and an existing temporary structure known as the '109 tent' subject to planning approval (Ref:24/00179/FUL).
- 1.1.3. The existing LCB2 building is currently used for the storage of instrumental panels sub-assemblies (dashboards). The existing 109 tent is also used for storage.
- 1.1.4. JLR seeks to secure consent for additional temporary structures that will store palletized body panels that will be used to support the Jaguar Electric Architecture programme, herein referred to as 'JEA'.
- 1.1.5. The proposed structures will link to the existing 109 tent to the south and the LCB2 building to the north. The temporary structures will allow for weather-protected access to transport body panels from the LCB2 building and JEA tent, to the appropriate point of fit within the plant. The proposed development will support the Halewood plant in its transition to become an all-electric production facility.
- 1.1.6. This application is therefore seeking planning permission for the:
- "Demolition of existing Traffic office and the Erection of 3No. Temporary Structures (5 years) to provide storage and distribution space (use class B8) and associated works."*
- 1.1.7. The purpose of this statement is to demonstrate that the development complies with the relevant policies in the development plan, having regard to any other material planning considerations.
- 1.1.8. In summary, this statement demonstrates that:
- The principle of development complies with national and local planning policy in which Knowsley Council are supportive of economic expansion at JLR in line with Policy CS2 and CS4;
 - The proposal is in keeping with the existing industrial site and is acceptable in design terms;
 - The proposed demolition complies with national planning policy and is supported by appropriate surveys and technical reports;
 - The proposed development will facilitate the expansion of JLR operations in a logical and sustainable location connecting to existing facilities;
 - The development will not have a severe or detrimental impact on highways with no changes proposed to the existing highways; and
 - The technical reports submitted conclude the site and proposed development is acceptable.
- 1.1.9. The following documents have been prepared and submitted in support of this application:
- Completed and signed application form and certificates;
 - Existing and proposed drawings, including a site location plan;
 - Drainage Strategy, prepared by Ridge & Partners LLP;
 - Demolition Method Statement, prepared by Connell Brothers;

- Demolition Asbestos Survey, prepared by Element;
- Design and Access Statement, prepared by Ridge & Partners LLP; and
- Planning Statement, prepared by WSP.

STRUCTURE OF THE REPORT

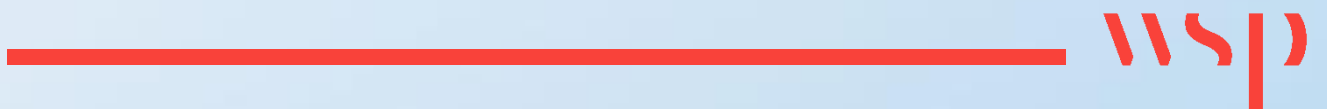
1.1.10. This Planning Statement is structured as follows:

- Section 2 sets out the site context and its surroundings;
Section 3 details the planning history associated with the application site including an overview of the pre-application discussions with Knowsley Council undertaken prior to submission;
- Section 4 outlines the proposed development;
- Section 5 sets out the relevant planning policies at a local and national level;
- Section 6 provides the case for development and explains why the principle of development is acceptable; and
- Section 7 sets out the conclusions.

1.1.11. This Planning Statement concludes that planning permission should be granted as the application complies with all relevant aspects of the development plan, the NPPF, and all other material considerations.

2

SITE AND SURROUNDINGS



2 SITE AND SURROUNDINGS

- 2.1.1. JLR Halewood Plant is located on the southern boundary of Knowsley Council, within Halewood South Ward.
- 2.1.2. The site comprises an irregular parcel of existing hardstanding and existing transport office. The site is currently used for a mixture of uses such as HGV parking, vehicle waiting areas, and temporary external storage of non-production materials.
- 2.1.3. The site area extends to approximately 9,705 sqm, with the wider JLR plant extending to 124 ha. The proposal, which includes a canopy link to the existing 109 tent, will create 5,363 sqm of additional internal floorspace and an additional 271 sqm of external floorspace totalling 5468sqm. It is therefore a major planning application.
- 2.1.4. The site is surrounded on all sides by industrial uses associated with JLR operations. The LCB2 building is located to the north of the plant, between the main production buildings and North Road.
- 2.1.5. The closest residential properties are on Mirfield Close, approximately 300m north of the site. Mirfield Close is separated from the site by North Road, a 4-track railway and significant landscape buffers (see Site Location Plan at Appendix 1 and existing site photographs at Appendix 2).
- 2.1.6. The Google Maps image below shows the existing LCB2 Building, with Mirfield Close in the background.

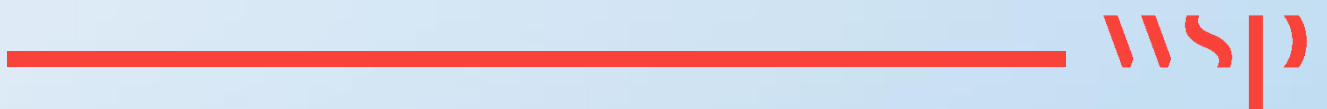


Figure 2-1 – Indicative Proposed Site Map (Google Maps image looking North).

- 2.1.7. Access to the site is provided via the existing highway network circulating the Halewood plant, with direct connections to the A561 Speke Boulevard and the A562 Higher Road via Old Hutte Lane.
- 2.1.8. The site lies within Flood Zone 1, classified as very low risk in terms of risk of flooding from rivers and seas. The Environment Agency Surface Water Flood Risk maps indicates that most of the site is also at low risk of surface water flooding.
- 2.1.9. JLR Halewood is within a designated primary industrial area under saved policy EC3 of the Knowsley Replacement Unitary Development Plan whereby the council supports the delivery and retention of B1, B2 and B8 uses.
- 2.1.10. The Knowsley Core Strategy further supports the site's employment status through policy CS4 which directly supports the principle of new development to assist the continued operation of existing employment sites through 164 hectares of employment land. The site is identified as a key employment site which forms an essential part of the borough's overall employment land supply.

3

DESCRIPTION OF PROPOSALS



3 DESCRIPTION OF PROPOSALS

3.1 PRE-APPLICATION ADVICE

- 3.1.1. Both informal and formal pre-application discussions have taken place with Knowsley Planning Department to discuss the development proposals.
- 3.1.2. A formal pre-application meeting took place on 16 August 2023 with Kevin Foster (Group Planning Manager) to discuss the submission documents for the planning application. Further discussions have been held with John Fleming (Planning Officer) on 29 September, and a subsequent site visit on 4 October 2023.
- 3.1.3. It has also been agreed that a Social Value Strategy or Health Impact Assessment would not be required nor appropriate for this development proposal, which was confirmed in writing on 17 January 2024.

3.2 BACKGROUND TO THE APPLICATION

- 3.2.1. The JLR Halewood Operations was first opened by the Ford Motoring Company in 1963, in which 1993 saw the Halewood press shop begin production of Jaguar body panels. JLR currently employs 3700 people directly, supporting a further 1,000 people indirectly through its suppliers and contractors. Appropriately a third of JLR Halewood Operations workforce live in Knowsley. This equates to around 1,200 employees.
- 3.2.2. The Halewood plant has been benchmarked to become an all-electrical manufacturing facility. As a result, temporary structures are required to meet a short-term deficit at Halewood as JLR transitions to producing new all-electric vehicle architectures.
- 3.2.3. To ensure seamless manufacturing with zero losses attributable to poor weather conditions, JLR has sought to deliver a temporary structure connecting to existing buildings, alongside a weatherproofed canopy link to allow for the transportation of the body panels stored within the JEA structure to the wider JLR plant to the south via the existing 109 structure. The operations play a vital role in supporting production and driving delivery performance at Halewood.
- 3.2.4. The proposed development is part of a wider strategy for the Halewood site to increase the operational efficiency of the manufacturing facility, allowing the business to be economically resilient for the long-term and respond to future demands of car manufacturing. The proposal forms a further piece of development associated with the production of electric cars at Halewood.

3.3 PROPOSED DEVELOPMENT

- 3.3.1. The application seeks permission for:
“Demolition of existing Traffic office and the Erection of 3No. Temporary Structures (5 years) to provide storage and distribution space (use class B8) and associated works.”
- 3.3.2. ‘Associated works’ includes associated drainage and relaying of the existing slab following demolition.
- 3.3.3. The temporary structures will be used for storage purposes solely and will connect to the existing LCB2 building to the north via a canopy (LCB2 link), and the temporary 109 structure to the south (109 link).

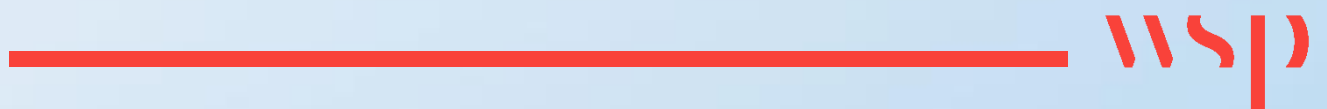
- 3.3.4. The main JEA temporary structure will be used to store vehicle body panels before their point of fit offering 5,295 sqm of additional internal floor space. The JEA structure will offer a ridge height of 14.09m and be the tallest of the three temporary structures.
- 3.3.5. The LCB2 link will provide a direct connection to the existing LCB2 building to the north offering an additional 68 sqm of internal floorspace.
- 3.3.6. The 109 link provides 271 sqm of additional external floorspace and connects to the existing 109 temporary structure to the south. The proposed 109-link will bridge across an existing HGV route. The canopy proposed in this location is of sufficient height to allow for HGVs and other road users to pass through.
- 3.3.7. The proposals provide a total of 5,468 sqm additional external floorspace. The temporary increase in storage capacity will facilitate the next generation of JLR vehicles produced at Halewood in line with the wider aspirations of the JEA programme during this transition.
- 3.3.8. Two HGV loading bays are proposed to the northwest of the JEA structure. HGVs are to reverse in and be unloaded. Body panels are then to be stored within the JEA structure. Access is to be controlled via two roller shutter doors which match the colour profile used on the existing 109 structure.
- 3.3.9. The temporary structures are to be used by forklifts only and have been designed to accommodate a two-way traffic flow (vehicular tracking has been demonstrated on the proposed site plan that has been submitted with the application).
- 3.3.10. The proposed link will allow body panels to be transported from the JEA structure to the appropriate point of fit located in the plant. A total of 4 roller shutter doors are proposed on the 109-canopy link, 2 to the north allowing direct access to the JEA structure, and 2 to the south, providing controlled access to the 109 structure.
- 3.3.11. The LCB2 link will utilise two existing roller shutter doors on the southern elevation of the LCB2 building. Direct access is then provided to the JEA structure via a weatherproofed canopy link.
- 3.3.12. The proposed development will create 5,363 sqm of additional floor space. The proposal will not result in an increase of staff numbers and will be used for storage purposes. A total of 4 pedestrian access points are also proposed on each elevation of the JEA structure.

3.4 DEMOLITION

- 3.4.1. The application also seeks consent to demolish the existing transport office located to the west of the site. The office was previously occupied by DHL and used as a sorting facility. It is now vacant.
- 3.4.2. The proposed works include the demolition of the existing office and ground floor slab which is to be rebuilt to support the temporary JEA structure. An area of the site to the southwest is also to be resurfaced.
- 3.4.3. An asbestos survey and Bat Survey has been undertaken to support the proposals. Likewise, a demolition method statement has been submitted with the application.

4

PLANNING POLICY



4 PLANNING POLICY

4.1 PLANNING POLICY CONTEXT

- 4.1.1. In the context of this application, planning policy operates at two levels:
- **National:** The Government produces national policy in the form of the National Planning Policy Framework ('NPPF') (2023) and the supporting National Planning Policy Guidance ('PPG'); and
 - **Local:** The Knowsley Local Plan Core Strategy was adopted in January 2016 to inform development through the use of detailed policies up to 2028 and beyond.
- 4.1.2. Section 38 (6) of the Planning and Compulsory Purchase Act (2004) requires any planning application to be determined in accordance with the development plan unless material considerations indicate otherwise.

4.2 NATIONAL PLANNING POLICY

- 4.2.1. The NPPF was published on 24 July 2018 with additional amendments made in July 2021 and December 2023. 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).
- 4.2.2. The NPPF (2023) emphasises the importance of sustainable development and sets out the core planning principles guided by the Government's planning policies. Under paragraph 47, development proposals that accord with the development plan should be approved without delay.
- 4.2.3. In addition, the NPPF advocates for planning policies and decisions to help create the conditions in which businesses can invest, expand, and adapt, with significant weight to be placed on the need to support economic growth and productivity.

4.3 LOCAL PLANNING POLICY

- 4.3.1. The Knowsley Local Plan Core Strategy was adopted in January 2016 and includes various policies of relevance to this development.

POLICIES

- SD1 – Sustainable Development: Reflects the desire for sustainable and positive development advocated for within the NPPF.
- CS1 – Spatial Strategy for Knowsley: Sets out Knowsley Council's Spatial Development Priorities and how it aims to achieve them. One such priority includes the desire to "enhance existing employment areas".
- CS2 – Development Principles: Establishes the Council's 5 development principles and approaches to achieve them, these principles vary to address challenges including income inequality, carbon emissions, car dependency, environmental issues, and resource efficiency.
- CS4 – Economy and Employment: Lists the interventions to be used by the Council to support economic prosperity within the region.
- CS11 – Principal Regeneration Areas – Knowsley Industrial and Business Parks: Commits support towards the regeneration of Knowsley's industrial and business parks to support B1, B2 and B8 uses.

- CS19 – Design Quality and Accessibility in New Development: Explores the need for new development to enhance local distinctiveness and maintain a good standard of amenity for all existing and future occupants of land and buildings. Development should where possible address the challenges of climate change and future changes in social, economic, and environmental priorities.
- CS22 – Sustainable and Low Carbon Development: Details the high standards of sustainable design and construction required for new development, aimed at minimising carbon emissions.
- CS23 – Renewable and Low Carbon Infrastructure: Commits the council to support proposals that produce and distribute decentralised, low carbon and renewable energy provided that they do not cause significant harm to other strategic objectives.
- CS24 – Managing Flood Risk: Details the Council's approach towards development resulting in increased flood risk or located within areas of high flood risk.
- CS26 – Waste Management: Details the waste hierarchy and management strategy set out by the Merseyside and Halton Joint Waste Local Plan.
- CS27 – Planning and Paying for New Infrastructure: Establishes the Council's infrastructure provision principles, approach to developer contributions and economic-viability.

4.3.2. In addition, the following policies were saved from the Unitary Development Plan (adopted June 2006), and therefore remain relevant to these proposals:

- EC2 – Sites Allocated for Employment Development: Details areas allocated for B1, B2 and B8 development including 'Eastern Compound Land, Speke Boulevard, Halewood'.
- EC3 – Primarily Industrial Areas: Explains the allocation of Primarily Industrial Areas, in which the site is included, and details that development would only be acceptable if they were complementary and compatible with existing use, consistent with the regeneration strategy, preserved the local image and avoided unacceptable loss of land for industrial development.

4.4 OTHER MATERIAL CONSIDERATIONS

4.4.1. The following Supplementary Planning Documents ('SPD') are considered to be relevant to this proposal:

- Developer Contributions SPD;
- Ensuring a Choice of Travel SPD; and
- Adding Social Value to Development: Employment and Skills SPD.

4.5 EMERGING PLANNING POLICY

LIVERPOOL CITY REGION SPATIAL DEVELOPMENT STRATEGY

- 4.5.1. The emerging Liverpool City Region Spatial Development Strategy is currently out for public engagement following the publication of the draft document. The consultation period will run until 16 February 2024.
- 4.5.2. Policy LCR SP2 Strategic Employment Land Need and Distribution names the JLR site as an existing Strategic Employment Site within the region.

5

PLANNING CONSIDERATIONS



5 PLANNING CONSIDERATIONS

- 5.1.1. This section assessed the development against local and national planning policy and other material considerations as listed at Section 4. This assessment concludes that the proposal is wholly compliant with planning policy and should therefore be permitted.

5.2 PRINCIPLE OF DEVELOPMENT

- 5.2.1. The development fully accords with the site's allocation as a primary industrial area, in accordance with Core Strategy policies CS2 and CS4.
- 5.2.2. The proposal will operate under use class B8 and therefore contributes towards economic development. It will support the Halewood plant in its transition to become an all-electric production facility. Policies CS2 and CS4 support such uses and seek to promote sustainable economic growth to meet the development needs of established employment sectors.
- 5.2.3. JLR Halewood is recognised as a large industrial site which plays a crucial economic role within the City Region. The proposed development is necessary to ensure JLR can enhance its logistic operations to continue to meet current demands and ensure seamless manufacturing with zero losses.
- 5.2.4. The site is within a designated primary industrial area under saved Policy EC3 of the Knowsley Replacement Unitary Development Plan whereby the council supports the delivery and retention of B1, B2 and B8 uses. The Knowsley Core Strategy further supports the site's employment status through Policy CS4 which directly supports the principle of new development.
- 5.2.5. The site is identified as a key employment site which forms an essential part of the borough's overall employment land supply and therefore the principle of development is established. Whilst the development will not create any additional employment, it will enable JLR to maintain and enhance its operations at the Halewood plant, where many local residents are already employed. This will enable a continued prioritisation of staff upskilling and emphasis on ensuring a future-facing, resilient workforce.

5.3 DESIGN AND LAYOUT

- 5.3.1. The development has been designed to reflect the industrial nature of the existing site. The materials, scale, and overall design is wholly in keeping with the other industrial buildings within the JLR complex, taking a cohesive design approach. The development is therefore compliant with Core Strategy policy CS19.
- 5.3.2. The scale of the proposed development will be in keeping with the JLR site. It will be read in the context of the wider factory. The structures will have an overall length of 92.8m (west to east) and an overall width of 58.8m (north to south) which increases to 78.3m when including the two connecting links. The JEA structure has a total ridge height of 14.09m. From the nearest vantage point, the development will be read in the context of the existing factory and adjacent temporary structures.
- 5.3.3. The surrounding buildings surrounding the new proposed development are constructed from similar materials as to what has been included in the proposed design. The proposed temporary structures will be constructed of a profiled cladding (Grey), with roof cladding to match. Roller shutter doors are also proposed to allow through access to both the existing LCB2 building and the 109 structure.

- 5.3.4. The accompanying Design and Access Statement provides further detail on the design rationale and materials proposed.
- 5.3.5. Both links are to be used by solely forklifts, transporting body panels from the JEA facility to the 109 structure and wider JLR plant to the north. The link is to not be used by pedestrians or car users and therefore access for these users has not been included within the development proposals. Two HGV access points are provided to the north to allow for loading and offloading of body panels. The links are a vital piece of infrastructure that will facilitate the at the Halewood site.
- 5.3.6. The temporary structures will continue to facilitate the Halewood plant's resilience and economic prosperity for the future, rather than outscoring, which JLR have typically done. The development therefore is in accordance with Core Strategy Policy CS4.

5.4 HIGHWAYS

- 5.4.1. The application site is on land owned by JLR and within the extent of JLR, Halewood. Direct access to the site is provided via the existing highway network circulating the site. Due to the inclusion of a canopy, no changes are proposed or required to the existing highway network. The internal road also provides direct connections to the A561 Speke Boulevard and the A562 Higher Road via Old Hutte Lane.
- 5.4.2. The majority of the highway network circulating the plant is privately owned by JLR. There are gates on North Road, Old Hutte Lane, the slip roads between East Road and the A561 Speke Boulevard and South Road. Each of these gates are closed only one day per year on Christmas Day to retain its private status.
- 5.4.3. The development site is currently used for informal HGV parking. The HGV Parking is to be 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.
- 5.4.4. The proposed development will facilitate free and safe movement around the site allowing car parts to be transported to additional storage areas around the plant. Internally, the structures will facilitate transport for forklifts moving parts to these facilities.
- 5.4.5. The proposed 109 link will connect to the existing 109 structure to the south. Sufficient clearance and visibility have been allowed through this link, allowing for continued HGV movements and car use of this internal link road.
- 5.4.6. The development does not result in a net increase of employees, parking demand, parking spaces, and number or frequency of deliveries. Therefore, it can be stated that the proposed development will not result in a net increase in traffic or parking volumes. The development therefore is deemed to be in accordance with Core Strategy Policy CS7.

5.5 DRAINAGE

- 5.5.1. JLR has prepared a Drainage Strategy by Ridge & Partners LLP to accompany this planning application which summarises the flood risk and details the proposed strategy for the LCB2 link.
- 5.5.2. Although the site lies in Flood Zone 1, a review of the Environment Agency Surface Water Flood Risk maps indicates that the proposed site ranges from high to low risk of surface water flooding. These low-lying pockets will be removed as part of the development design intent and in turn, reduce the risk of surface water flooding.

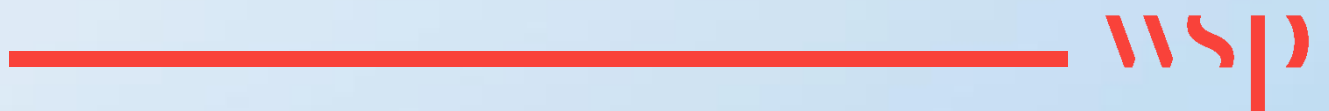
- 5.5.3. No foul drainage is proposed as part of the development proposals as the temporary structure will be used for simply storage purposes. Additionally, there are no welfare facilities proposed or full time staff to be located in the structure. The proposal is a temporary short-term solution to existing storage capacity constraints within the existing manufacturing plant.
- 5.5.4. The application does not seek any increase in impermeable area as the extension will sit on existing hardstanding, with surface water discharging to a private network. It is proposed to drain the building directly to the existing surface water drains.
- 5.5.5. The proposal is therefore in accordance with policy CS19 and CS24 addressing the challenges of climate change within new development by integrating flood risk mitigation.

5.6 DEMOLITION

- 5.6.1. JLR has prepared a demolition method Statement by Connell Brothers to accompany this planning application which sets out the proposed method for demolition of the existing transport office.
- 5.6.2. The existing transport office is no longer fit for purpose and has fallen into disrepair. The office has not supported JLR's existing operations for some time and has been used by DHL.
- 5.6.3. The demolition will also include the removal of the existing slab which the transport office currently sits on. The slab will be re-laid to support the proposed development.
- 5.6.4. An Asbestos survey has also been undertaken to support the proposed demolition which sets out the appropriate method for the removal of Asbestos. The survey is in accordance with the requirements of section 2 & 3 of the Health and Safety at Work Act (as amended) 1974, the Management of Health and Safety at Work Regulations 1999, the Control of Asbestos Regulations 2012 and the Control of Substances Hazardous to Health 2002
- 5.6.5. Furthermore, a Bat Roost emergence Survey was undertaken, which concluded that the building was of a negligible potential for roosting bats. A total of two surveys were undertaken, in which no bats were found. The building was deemed unsuitable for foraging or roosting of bats.
- 5.6.6. The proposal is therefore in accordance with policy SD1 promoting sustainable development.

6

CONCLUSION



6 CONCLUSION

- 6.1.1. This Planning Statement has been prepared to support a planning application for the demolition of an existing transport office and the erection of three new temporary structures to accommodate the protection and movement of body panels from production to the wider JLR plant.
- 6.1.2. The development results in improvements to the operational efficiency of the site and economic resilience for the future at the Halewood plant. The proposal supports the function of the industrial use of the land which is in accordance with the adopted Local Plan.
- 6.1.3. The structures have been designed to be consistent with the industrial aesthetic of the wider site and will therefore blend acceptably with the surrounding buildings. The site will not be visible from residential properties to the north. It is separated by over 300m, including a 4-track railway and significant landscape buffers. Further screening is also provided by the existing LCB2 building.
- 6.1.4. The proposed demolition is supported by appropriate method statements and surveys deemed to be acceptable to support demolition. The transport office is no longer fit for purpose and therefore a logical area for expansion to support JLRs existing operations.
- 6.1.5. The application submission is supported by appropriate technical assessments which conclude that there are no technical issues that would result in adverse impacts. Taken together, the submission documents demonstrate that the proposal will lead to an uplift in operational efficiency and allow for JLR to continue to be economically resilient in the future.
- 6.1.6. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning decisions must be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.1.7. This Planning Statement and all other supporting documentation demonstrate that the scheme is compliant with local and national planning policies, and it should therefore be approved without delay.

Appendix A

SITE LOCATION PLAN





PLANNING_Location Plan
1 : 2500

KEY:

Site Boundary
Area: Approx. 9705m²

Ownership Boundary

Drawing references:

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

MK Surveys drawing '33322'



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P03 Planning Issue - Comments Incorporated	
P02 Planning Issue - Comments Incorporated	
P01 First issue to planning consultants for review & comment	
REV	DESCRIPTION
18/08/2024	MZ TR
06/08/2024	MZ TR
31/07/2024	MZ TR
DATE	BY CHKD

CLIENT:



IN ASSOCIATION WITH:

JLR JEA Bodysides

TITLE:

PLANNING_Location Plan

ORIGINATOR:



DRAWN BY: MZ CHECKED BY: TR APPROVED BY: TR

SCALE: As indicated @ A1 DATE: 18/07/24

STATUS: S5 DESCRIPTION: Suitable for Approval

DRAWING No: JEA - RDG - ZZ - ST - D - A - 001001

PROJECT: JEA ORIGINATOR FUNCTION: RDG ZZ SPATIAL: ST D A DISCIPLINE: 001001 NUMBER: P03 REV:

RIDGE PROJECT No: 5025778



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