



JLR

PLANNING, DESIGN & ACCESS STATEMENT

GT Graphics, Temporary Structure, Halewood





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GT Graphics, Temporary Structure, Halewood

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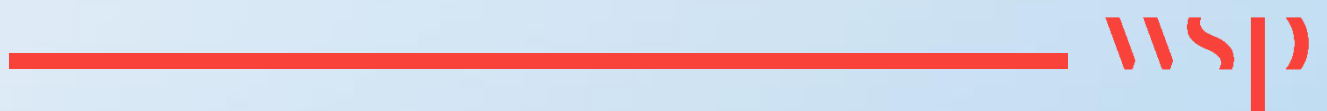
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1

INTRODUCTION



1 INTRODUCTION

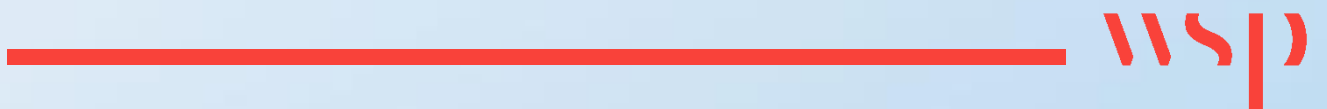
- 1.1.1. This Planning Statement has been prepared by WSP on behalf of JLR (the applicant) in support of a planning application submitted to Knowsley Council for a temporary structure to provide manufacturing space to support the wrapping of cars.
- 1.1.2. This application is therefore seeking planning permission for the:
- “Erection of 1No. Temporary Structure and 1No. Portacabin (5 Years) to provide manufacturing space to support the wrapping of cars (Use Class B2), alongside amenity space and welfare facilities”.*
- 1.1.3. 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.
- 1.1.4. 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 development will facilitate the expansion of Paint Shop operations in a logical and sustainable location located adjacent to existing operations;
 - The development will not have a severe or detrimental impact on highways with no changes proposed to the existing highways;
 - The technical reports submitted conclude the site and proposed development is acceptable.
- 1.1.5. 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; and
 - This Planning, Design and Access Statement, prepared by WSP.

STRUCTURE OF THE REPORT

- 1.1.6. This Planning Statement is structured as follows:
- Section 2 sets out the site context and its surroundings;
 - Section 3 details the pre-application discussions with Knowsley Council undertaken prior to Submission;
 - Section 4 outlines the proposed development, including design and access;
 - 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.
- 1.1.7. 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. The total application site comprises a rectangular parcel of land extending to 1,075 sqm and is situated to the immediate south of the JLR Halewood site.
- 2.1.2. The site was previously used for the parking of Work-in-Progress (WIP) cars and therefore makes use of existing hardstanding. There is sufficient space on the wider JLR Halewood estate to accommodate the relocation of WIP car parking.
- 2.1.3. The temporary structure is to be situated adjacent to the existing paint shop facilities to the north, providing direct access for cars exiting the plant to enter the temporary structure to be wrapped (See Site Location Plan in Appendix 1). The proposed portacabin will be situated directly south of the proposed Graphics Tent.
- 2.1.4. The closest residential properties are on Clough Road, approximately 210m south of the site. It is separated from the site by Speke Boulevard and significant landscape buffers are provided to the north of these existing properties.

Figure 2-1 - View of the Site looking North (Source: Google Maps 2024)



- 2.1.5. The site is surrounded by industrial uses associated with JLR operations. The site is bound by South Road which runs south of the application site, which facilitates access to the wider JLR complex. An internal link road is found to the site's immediate south, which provides direct access to the rest of the JLR site.
- 2.1.6. Direct access to the site is provided via the existing highway network circulating the site, with direct connections to the A561 Speke Boulevard and the A562 Higher Road via Old Hutte Lane.
- 2.1.7. The site lies within Flood Zone 1, classified as very low risk in terms of risk of flooding from rivers and seas.
- 2.1.8. 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.
- 2.1.9. 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

BACKGROUND TO THE APPLICATION



3 BACKGROUND TO THE APPLICATION

3.1 PRE-APPLICATION ADVICE

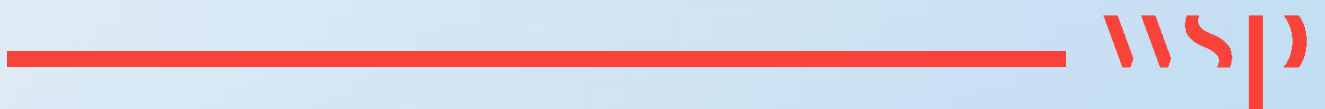
- 3.1.1. Both informal and formal pre-application discussions have taken place with Knowsley Metropolitan Borough Council's Planning Department to discuss the development proposals.
- 3.1.2. A formal pre-application meeting took place on 16 August 2023 with Kevin Foster (Group Planning Manager) to discuss 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 been agreed that a Social Value Strategy or Health Impact Assessment would not be required for this application. This 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 the JLR Halewood Operations workforce live in Knowsley. This equates to around 1,200 employees.
- 3.2.2. 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.
- 3.2.3. The proposed Graphics Tent plays a vital role in supporting JLR's transition to manufacturing electric cars at Halewood. Due to the demands of space within the existing paint shop facilities, a new temporary solution is sought to meet the operational requirements for both the graphics wrapping and associated drying of cars.
- 3.2.4. This temporary structure will offer approximately 990sqm of floor space. Vehicles will enter the structure to the west where they will have a graphics wrap applied and transition to the east of the structure, where they will be dried and inspected prior to being transported to their appropriate point of fit. The structure is located directly adjacent to the paint shop allowing for maximum operational efficiency. The new wrapping facility has also meant JLR have made a significant investment into upskilling some of its existing workforce to allow the facility to operate.
- 3.2.5. The portacabin will provide approximately 35.5sqm of floor space and be located to the south of the GT Graphics structure, providing vital amenity space and welfare facilities for JLR employees working on site. The portacabin will include WC and changing facilities, as well as a staff break-out area. This is required to allow employees working within the temporary structure direct access to welfare facilities, rather than having to re-enter the plant.

4

DESCRIPTION OF PROPOSALS



4 DESCRIPTION OF PROPOSALS

4.1 PROPOSED DEVELOPMENT

4.1.1. The application seeks permission for:

“Erection of 1No. Temporary Structure and 1No. Portacabin (5 Years) to provide manufacturing space to support the wrapping of cars (Use Class B2), alongside amenity space and welfare facilities”.

- 4.1.2. The proposed temporary structure is constructed in a ‘rectangular’ form located on existing hardstanding. There are two main pedestrian access points located on the northern elevation of the graphics structure. Another pedestrian access is provided to the east. These are set back from the existing internal road.
- 4.1.3. This structure includes two roller shutter doors, both of which are also on the northern elevation. Cars enter into the western door to be wrapped and exit out of the eastern roller shutter door once fully cured and dried.
- 4.1.4. The portacabin will also be constructed in a ‘rectangular’ form located on an area of existing hardstanding to the south. Access is provided via a pedestrian door located on the northern elevation. A convenient route of access is provided between the portacabin and the temporary structure for employees.

4.2 DESIGN AND ACCESS

USE

- 4.2.1. The proposed temporary structure will be used in conjunction with existing JLR paint shop operations. New vehicle lines have meant JLR have introduced wrapping of cars to their existing operations. The development will provide additional and vital manufacturing space to allow this new process of car wrapping to be provided at Halewood.
- 4.2.2. The proposed development provides a weatherproofed solution to allow wrapped cars to be appropriately dried and inspected for quality. Due to existing demands for space, this is unable to be accommodated within the existing Paint Shop facility.
- 4.2.3. A temporary solution is therefore sought, located directly adjacent to existing operations, whilst the plant transitions to new vehicle architectures.
- 4.2.4. The proposed temporary structure will be used to wrap cars in a graphic wrap.
- 4.2.5. Furthermore, the proposed portacabin will provide amenity space and welfare facilities for staff who are working within the GT Graphics structure. For safety reasons, this is the most logical temporary solution, rather than staff members having to re-enter the plant.

AMOUNT

- 4.2.6. The site extends to 1,075sqm. This planning application seeks a total floor space of 1025.5sqm; the temporary structure will create 990sqm and the portacabin will create 35.5sqm of new floor space .
- 4.2.7. The proposed development will displace approximately 30 spaces of WIP car parking in total.

LAYOUT

- 4.2.8. Cars and materials will enter the Graphics structure via a roller shutter door located to the west. Once dried, cars exit the facility via another roller shutter door to the east.
- 4.2.9. Three pedestrian access points are also proposed, two of which are on the north elevation, and one to the east.
- 4.2.10. Pedestrian access to the portacabin will be provided via a pedestrian door on the northern elevation, directly facing the proposed Graphics Structure.

SCALE

- 4.2.11. The scale of the development is in keeping with the JLR site. It can be read in the context of the wider factory.
- 4.2.12. With regard to the temporary structure, this will be 4m tall and thus of a similar height to other existing temporary structures which are across the wider JLR site.
- 4.2.13. The temporary structure will be screened by Speke Boulevard to the north, likewise additional landscaping buffers provided to the south of the site.
- 4.2.14. In terms of scale, the portacabin is of much smaller scale than the proposed Graphics structure. This portacabin will be approximately 2.3m in height and therefore screened by the proposed development.

APPEARANCE

- 4.2.15. Wall cladding for the temporary structure will consist of 40mm composite wall panels, and the roof will be made of 40mm insulated roof panels, both in Goosewing Grey.
- 4.2.16. The pedestrian doors will be in a standard grey.
- 4.2.17. The roller shutter doors will be 4.5 x 4m and electrically operated. The doors will be constructed of galvanized steel.
- 4.2.18. The external walls of the portacabin will be constructed of galvanized steel.

PARKING AND ACCESS

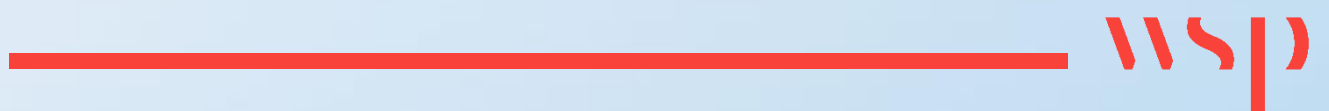
- 4.2.19. The site is currently being used for WIP car parking. The proposed development will displace approximately 30 spaces of existing WIP parking space.
- 4.2.20. The temporary solution continues to provide manufacturing space for WIP cars, albeit a weatherproofed solution for those vehicles that have been wrapped in a graphics wrap allowing suitable drying time and quality checks.
- 4.2.21. The proposed portacabin will not generate any additional demand for parking spaces on site. Overall, it will not have an adverse impact on parking or access.

4.3 DRAINAGE

- 4.3.1. No foul drainage is proposed. The drainage of rainwater from the roof will be carried out through external downpipes that will discharge into the existing drainage network through the existing manholes/inspection chambers.

5

PLANNING POLICY



5 PLANNING POLICY

5.1 PLANNING POLICY CONTEXT

- 5.1.1. 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') (2021) 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.
- 5.1.2. 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.

5.2 NATIONAL PLANNING POLICY

- 5.2.1. 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).
- 5.2.2. 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 11, development proposals that accord with the development plan should be approved without delay.
- 5.2.3. 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.

5.3 LOCAL PLANNING POLICY

- 5.3.1. 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 amenities 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.

5.3.2. 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.

5.4 OTHER MATERIAL CONSIDERATIONS

5.4.1. 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.

5.5 EMERGING PLANNING POLICY

LIVERPOOL CITY REGION SPATIAL DEVELOPMENT STRATEGY

- 5.5.1. 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.
- 5.5.2. Policy LCR SP2 Strategic Employment Land Need and Distribution names the JLR site as an existing Strategic Employment Site within the region.

- 5.5.3. 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.
- 5.5.4. Policy LCR SP2 Strategic Employment Land Need and Distribution names the JLR site as an existing Strategic Employment Site within the region.

6

PLANNING CONSIDERATIONS



6 PLANNING CONSIDERATIONS

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

6.2 PRINCIPLE OF DEVELOPMENT

- 6.2.1. The development fully accords with the site's allocation as a primary industrial area, in accordance with Core Strategy policies CS2 and CS4.
- 6.2.2. The structures will operate under use class B2 and therefore, will contribute towards economic development. The development will support the Halewood plant in its transition to become an electric production facility as the demands for space internally within the plant increase. Policies CS2 and CS4 support such uses and seek to promote sustainable economic growth to meet the development needs of established employment sectors.
- 6.2.3. JLR Halewood is already recognised as a large industrial site which plays a crucial economic role in the Liverpool City Region. The proposed development is necessary to ensure JLR can enhance its logistic operations, continue to meet current demands, and ensure seamless manufacturing with zero losses, protecting its position within the competitive car manufacturing market.
- 6.2.4. The application 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.
- 6.2.5. 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 employed. JLR have continued to invest in their current workforce, introducing training to employees to include the wrapping of cars. This will enable a continued prioritisation of staff upskilling and emphasis on ensuring a future-facing, resilient workforce.

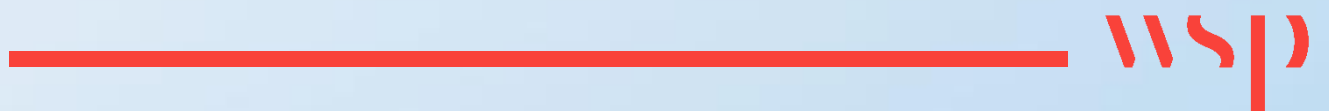
6.3 DESIGN AND LAYOUT

- 6.3.1. The development has been designed to reflect the industrial nature of the existing site. The materials, scale, and overall design of both the Graphics structure and portacabin are 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. The scale of the development is in keeping with the JLR site. It is read in the context of the wider factory.
- 6.3.2. Both of the proposed structures are to be erected on existing hardstanding and there will be no impact on trees or ecology; therefore, the application is subject to the de-minimums exemption in regard to Biodiversity Net Gain (BNG). This application is not subject to any BNG considerations or metrics.

- 6.3.3. 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, with direct connections to the A561 Speke Boulevard and the A562 Higher Road via Old Hutte Lane.
- 6.3.4. The majority of the highway network circulating the plant is privately owned by JLR. There are gates on North Road, Old Hutte Lane, and the slip roads between East Road and the A561 Speke Boulevard and South Road. Each of the gates are closed only one day per year on Christmas Day to retain its private status.
- 6.3.5. The development does not result in a net increase of employees, parking demand, parking spaces, and number or frequency of deliveries. The site is currently used for WIP parking which will be relocated to another area within the JLR site.
- 6.3.6. The Graphics structure will provide additional and vital manufacturing space to allow this new process of car wrapping to be provided at Halewood. This proposed temporary structure provides a weatherproofed solution to allow wrapped cars to be appropriately dried and inspected for quality. Due to existing demands for space, this is unable to be accommodated within the existing Paint Shop facility. A temporary solution is therefore sought, located directly adjacent to existing operations, whilst the plant transitions to new vehicle architectures.
- 6.3.7. Furthermore, the portacabin will support the operations of the temporary structure, providing vital amenity space and welfare facilities for staff working at the facility. Likewise, will support the safety of those employees working on site. The proposed development will not result in a net increase in traffic or parking volumes. The proposals are therefore in accordance with policy CS7 of the Knowsley Core Strategy.
- 6.3.8. The proposed temporary structure and portacabin will both complement the existing materials, scale and massing of the surrounding built environment demonstrated within the plant.
- 6.3.9. There is no external lighting proposed. Therefore, the proposed buildings will not impact residential amenity with regard to light pollution or noise and will integrate effectively within existing development in accordance with saved policies of the Knowsley Unitary Development Plan (UDP) Policy ENV2 (Noise and Vibrations and ENV3 (Light Pollution).

6

CONCLUSION

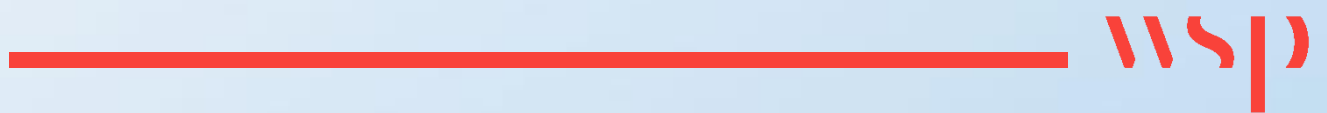


7 CONCLUSION

- 7.1.1. This Planning Statement has been prepared to support a full planning application for a temporary structure which will be used as an extension to existing paint shop operations at JLR Halewood, alongside the erection of a portacabin to provide amenity space and welfare facilities for site employees.
- 7.1.2. The temporary structure will provide additional and vital manufacturing space to allow this new process of car wrapping to be provided at Halewood; it provides a weatherproofed solution to allow wrapped cars to be appropriately dried and inspected for quality.
- 7.1.3. The proposed portacabin will provide essential facilities that are necessary to support the operations of this temporary structure.
- 7.1.4. Due to existing demands for space, this is unable to be accommodated within the existing Paint Shop facility. A temporary solution is therefore sought, located directly adjacent to existing operations, whilst the plant transitions to new vehicle architectures.
- 7.1.5. The development results in improvements to the operational efficiency of the site and supports the function of the industrial use of the land which is in accordance with the adopted Local Plan.
- 7.1.6. Both the temporary structure and proposed portacabin have been designed to be consistent with the industrial aesthetic of the wider site and will therefore blend acceptably with the surrounding buildings. The application site is adequately screened from residential properties located to the north which are separated by Speke Boulevard and significant landscape buffers.
- 7.1.7. As JLR move to the production of electric vehicles at Halewood, the Graphics Tent facility will provide a temporary, safe, and enclosed space to aid the wrapping and drying process of new vehicle lines.
- 7.1.8. Taken together, the submission documents demonstrate that the development will lead to an uplift in operational efficiency and create additional manufacturing space for JLR.
- 7.1.9. 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.
- 7.1.10. This Planning Statement and all other supporting documentation demonstrates that the scheme is compliant with local and national planning policies, and it should therefore be approved without delay.

Appendix A

SITE LOCATION PLAN





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PUBLIC