

<u>APPLICATION NO:</u>	24/00593/FUL	<u>CASE OFFICER:</u>	Jo Sheridan
<u>WARD:</u>	Halewood South	<u>PARISH:</u>	Halewood Town Council
<u>LOCATION:</u>	Jaguar Land Rover , North Road, Halewood		
<u>PROPOSAL:</u>	DEMOLITION OF EXISTING TRAFFIC OFFICE AND THE ERECTION OF A TEMPORARY STRUCTURE (5 YEARS) TO PROVIDE STORAGE AND DISTRIBUTION (USE CLASS B8), THE ERECTION OF TWO TEMPORARY LINK STRUCTURES (5 YEARS) (ONE TO THE NORTH AND ONE TO THE SOUTH) AND ASSOCIATED WORKS		

Site Description

The Jaguar Land Rover Halewood operation is a well-established motor vehicle manufacturing facility located in the south of Knowsley. The site lies within a designated industrial area under Saved Policy EC3 of the Knowsley Replacement Unitary Development Plan. The Local Plan Core Strategy further supports the site's employment status through Policy CS4, which directly supports the principle of new development.

Proposal

The application seeks full planning permission for the demolition of existing traffic office and the erection of a temporary structure (5 years) to provide storage and distribution (Use Class B8), the erection of two temporary link structures (5 years) (one to the north and one to the south) and associated works. Associated works includes associated drainage and relaying of the existing slab following demolition.

Temporary building:

The building has the following dimensions: 92.2m wide by 58.5m deep; 6.3m high to the eaves and 14.1m high to the ridge.

The two temporary link structures would link the main temporary building subject of this application with two existing buildings - namely 'Building 109' to the south and 'LCB2 Building' to the north. The southern link would be 20.4m by 13.3m and the northern link would be 11.9m by 6.1m.

At the time of the site visit, the existing traffic office had been demolished and ground works had commenced for the new temporary structures.

Car parking provision would be unaffected by the proposal. No additional spaces are proposed; nor are any lost. The wider site's internal road (North Road and South Road) would be unaffected.

The following is taken from the supporting document 'Planning, Design & Access Statement:'

"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.

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 weatherproof 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.

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."

Consultations

Merseyside Fire and Rescue Service: Standard response.

Representations

This application has been publicised by the erection of 2 site notices and a notice in the local press. No representations have been received as a result of the publicity given to the application.

Planning History

23/02120/FUL: Erection of 1no. industrial building (Use Classes B2/B8) together with other associated works (retrospective). Planning permission granted 12/03/2024.

23/01873/FUL: Erection of three temporary structures and canopy (5 years) to provide manufacturing and storage space (Use Class B2 and B8) and associated works (retrospective). Planning permission granted 23/01/2024.

22/00458/FUL: 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. Planning permission granted 10/01/2023.

24/00052/FUL: Erection of 1no. industrial building (Use Classes B2/B8) together with other associated works. Planning permission granted 09/07/2024.

24/00179/FUL: Erection of three temporary structures (5 years) to provide manufacturing and storage space (Use Classes B2/B8) (retrospective). Granted planning permission 12/07/2024.

24/00389/FUL: Retrospective application for the erection of 1 temporary structure and 1 portacabin for a period of 5 years to provide manufacturing and storage space (Use Class B2) alongside amenity space and welfare facilities. Granted planning permission 14th November 2024.

Relevant Policy

Paragraph 11 of the National Planning Policy Framework (NPPF) states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies

in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The development plan in Knowsley comprises the Saved Policies of the Replacement Unitary Development Plan, the Core Strategy Local Plan and the Joint Waste Local Plan. The following policies are relevant to the determination of this application.

KNOWSLEY LOCAL PLAN ALLOCATION:

Primary Industrial Area

KNOWSLEY LOCAL PLAN CORE STRATEGY (JANUARY 2016)

SD1 – Sustainable Development
CS1 - Spatial Strategy for Knowsley
CS2 - Development Principles
CS4 – Economy and Employment
CS7 - Transport Networks
CS11 - Principal Regeneration Area - Knowsley Industrial and Business Parks
CS19 - Design Quality and Accessibility in New Development

SAVED POLICIES - KNOWSLEY REPLACEMENT UNITARY DEVELOPMENT PLAN (ADOPTED JUNE 2006)

EC3 - Primarily Industrial Areas
ENV2 - Noise and Vibration
ENV5 - Contaminated Land

SUPPLEMENTARY PLANING DOCUMENTS

Ensuring a Choice of Travel
Design Quality in New Development

Article 35 Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Assessment

Principle of the development:

The site is allocated within a Primary Industrial Area in Knowsley's Local Plan Core Strategy and the proposed use would be a conforming use and fall within Use Class

B8. The proposal would therefore comply with Saved Unitary Development Plan Policy EC3 'Primarily Industrial Areas.'

Siting, design and layout:

The site on which the temporary building is proposed previously accommodated the traffic office, which has been demolished and a HGV park. Works have commenced on site at slab level only.

The temporary building would be used to store vehicles body parts. The temporary structure would be connected to 'Building LCB2' to the north and 'Building 109' to the south to allow for a weatherproof transition of the panels.

The structure would be constructed from similar materials to the other temporary structures approved on site. The proposed temporary structures would be constructed of a profiled cladding (grey) and with roof cladding to match. Composite wall panels in Goosewing Grey and the roofs are insulated PVC in white. The structure will fit well within the context of the site.

The proposal complies with Local Plan Core Strategy policy CS19 'Design Quality and Accessibility in New Development' which seeks to ensure that new development in Knowsley responds to and positively integrates with its immediate surroundings in terms of its scale, mass, form and materials.

Demolition:

The application seeks permission to demolish the existing transport office to make way for the proposed temporary structure. The building was already demolished at the time of the site visit.

A bat survey accompanied the planning application. A bat emergence survey was undertaken. No bat activity was recorded for the entirety of the survey and no bats were observed emerging from any of the buildings. Following the initial survey and the lack of any activity across the site, the building was downgraded to having low potential for roosting bats and it was concluded that no further surveys were required. The survey concluded that bats are not using the site for roosting, commuting or foraging purposes and no potential ecological constraints exist on site in regard to the demolition of the building.

Residential amenity:

The closest residential properties to the temporary structures are on Redbourne Avenue, approximately 225m north of the site. The properties are separated from the site by North Road (Jaguar Land Rovers internal road) and the railway line.

The buildings are primarily to be used for storage which would not cause any adverse issues regarding residential amenity.

The proposal complies with Local Plan Core Strategy Policy CS2 'Development Principles' which seeks to protect and enhance local character.

Highways:

There are no highway implications of the proposed retrospective development given that the main use of the temporary structure is storage.

Flood Risk:

A flood risk assessment was not submitted with the planning permission. The site lies within Flood Zone 1. The applicant has reviewed of Environment Agency

Surface Water Flood Risk maps indicated that the proposed site ranges from high to low risk of surface water flooding. The applicant proposed to remove the low lying pockets as part of the development, thereby reducing the risk of surface water flooding.

The application does not seek any increase in impermeable areas as the site consists of existing hardstanding.

No foul drainage is proposed as part of the development proposals.

Social Value:

Given that the floorspace of the proposed development exceeds 1,000 sqm, a 'Social Value Strategy' (SVS) would be required. The SVS was submitted during the consideration of the application and is accepted by Fusion 21 – the Council's partner in delivering and monitoring Social Value.

A contribution towards Social Value has not been sought in this instance as the buildings are pre-fabricated, are a temporary structure with no 'build out' period and were in situ at the time of the site visit.

A financial contribution of £20,187 towards Social Value was secured for the implementation and monitoring of the strategy under planning application 22/0058/FUL by way of a S106 legal agreement.

Biodiversity net gain:

Biodiversity net gain would not apply in this instance. The development would be solely on a sealed surface. The development would be exempted from biodiversity net gain by the *de minimus* exemption as:

- The development would not impact on any on-site priority habitat;
- The land is classified as developed land: sealed surface which has a biodiversity value of zero under the statutory metric; and
- There are no other on-site habitats.

Conclusion

The proposal would be acceptable in terms of design, residential amenity and highways. The proposal also complies with the relevant Core Strategy, Replacement Unitary Development Plan Policies and guidance in the National Planning Policy Framework and is therefore recommended for approval.

Core Strategy Local Plan policy CS4 states that planning will support sustainable economic growth to meet the development needs of established employment sectors.

Recommendation

That planning permission be granted subject to the following condition:

- 1) The development hereby permitted shall be carried out in accordance with the approved plan and documents listed in Schedule 1.

Reason: For the avoidance of doubt.

- 2) The development hereby permitted shall be carried out in accordance with the approved plans and documents listed in Schedule 1.

Reason: For the avoidance of doubt.

- 3) This permission is for a limited period only. The temporary structures hereby permitted shall be removed and the land restored to its former condition on or before 10th January 2030.

Reason: To enable the local planning authority to re-assess the proposal on the expiry of the permission.

- 4) In the event that contamination is found at any time when carrying out the approved development, it must be reported immediately to the Local Planning Authority. Development on the part of the site affected must be halted and a risk assessment carried out and submitted to and approved in writing by the Local Planning Authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the Local Planning Authority. These shall be implemented prior to the development (or relevant phase of development) being brought into use.

Reason: In the interests of safety, to prevent pollution of the water environment and to comply with Saved Policy ENV5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

Informatives

- 1) Please refer to the response from Merseyside Fire and Rescue Service dated 12th December 2024.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
01/11/2024	001001	P03	Planning Location Plan
01/11/2024	001002	P03	Planning Existing Site Plan
15/11/2024	001003	P03	Planning Proposed Site Plan
15/11/2024	001006	P03	Planning Site Elevations - SW
15/11/2024	001007	P01	Planning Site Elevations - NE
01/11/2024	011005	P02	Planning Proposed Sections
15/11/2024	011001	P03	Planning Proposed Ground Floor Plan
01/11/2024	031000	P03	Planning Proposed Roof Plan
01/11/2024	0510	P03	Proposed Drainage GA
01/11/2024	5025778		Drainage Technical Note
01/11/2024		P03	Design and Access Statement Part 1
01/11/2024			Design and Access Statement Part 2
01/11/2024			Design and Access Statement Part 3
01/11/2024			Design and Access Statement Part 4
01/11/2024			Design and Access Statement Part 5
01/11/2024			Design and Access Statement Part 6

01/11/2024	2024UK261327.PS.A K.V1	Rev 1	Planning Statement
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Signed Case Officer¹: **Jo Sheridan**

**Signed Authorising
Officer²:** **K Foster**

Date: **21 January 2025**

¹ I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

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