



Jaguar Land Rover

PLANNING STATEMENT

Body in White South Extension, Halewood





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PLANNING STATEMENT

Body in White South Extension, Halewood

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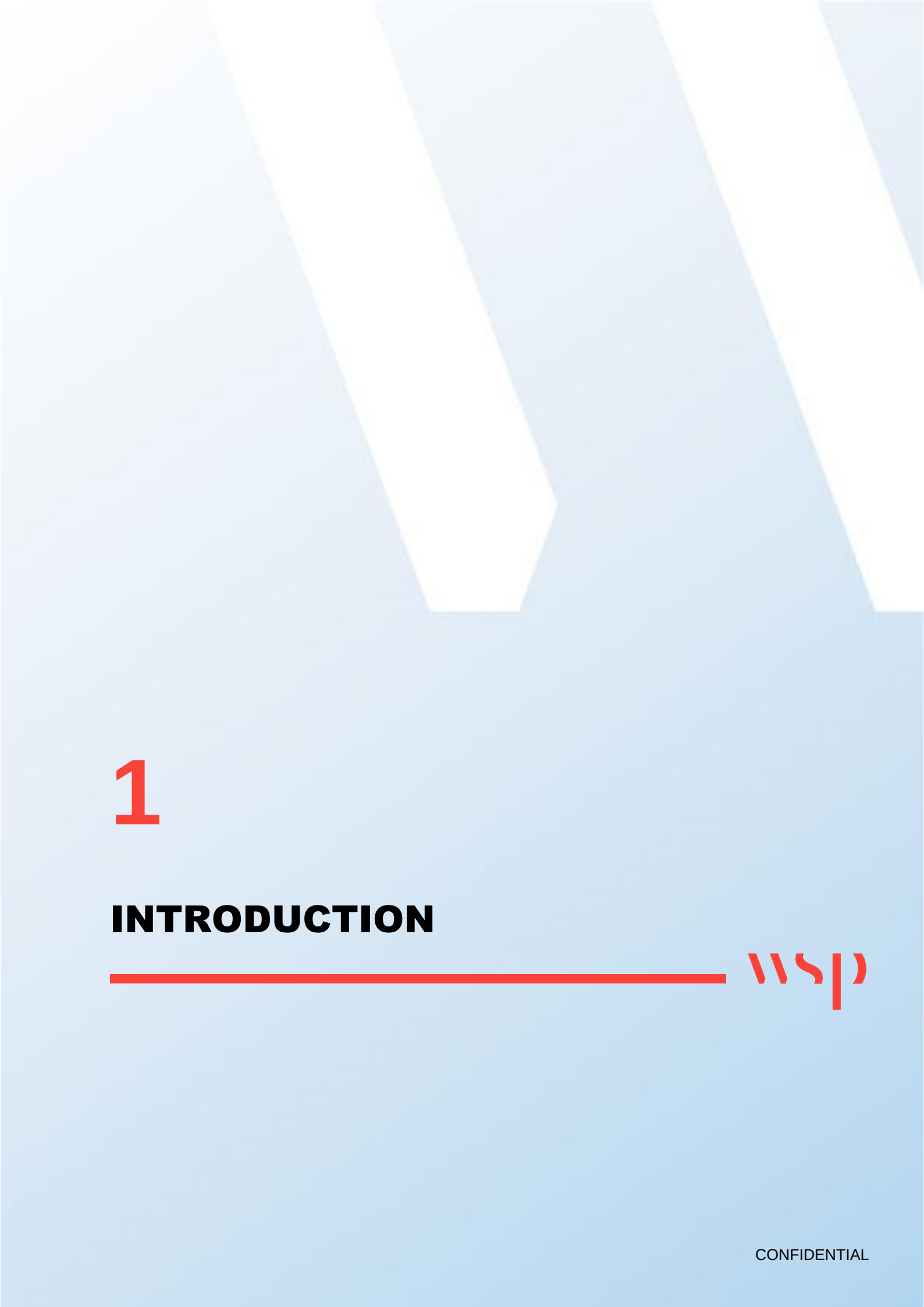
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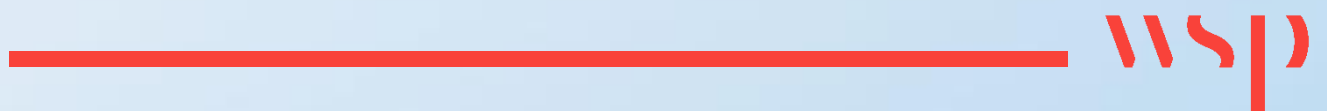
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1

INTRODUCTION



1 INTRODUCTION

- 1.1.1. This Planning Statement has been prepared by WSP on behalf of Jaguar Land Rover (the applicant) in support of a planning application submitted to Knowsley Council to form an extension to the existing Body in White operations, located at Jaguar Land Rover Halewood Operations, Liverpool.
- 1.1.2. The proposed extension seeks to expand the existing Body in White storage facilities located to the south of Jaguar Land Rover. This application seeks a permanent structure for operations responding to a previous approval for the erection of a temporary extension (5 years) 16/00452/FUL which was approved 2 August 2016. Section 3 details this planning application in detail.
- 1.1.3. The tent was removed in 2021 following the expiry of the planning permission. The site remains vacant, with existing hardstanding. A permanent building with additional floorspace is now required to facilitate Jaguar Land Rover's operations.
- 1.1.4. A replacement slab is required to facilitate the building. This will require the relaying of surface and foul drainage. Proposed slab detail and drainage plans are included with the planning application.
- 1.1.5. This application is therefore seeking planning permission for the:
- “Erection of a two-storey building (use class B2 and B8) and worker amenity facilities associated with existing manufacturing unit, together with associated infrastructure and engineering operations”*
- 1.1.6. The purpose of this statement is to demonstrate that the proposed development complies with the relevant policies in the development plan, having regard to any other material planning considerations.
- 1.1.7. 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 Jaguar Land Rover 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 Body in White operations in a logical and sustainable location connecting to existing operations;
 - 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.
- 1.1.8. 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;
 - Roof, Materials and Cross section plans prepared by Jaguar Land Rover;
 - Topographical Survey;
 - Design and Access Statement prepared by WSP;
 - This Planning Statement, prepared by WSP;
 - Transport Statement, prepared by WSP;
 - Noise Impact Letter Report, prepared by WSP;
 - Social Value Strategy prepared by WSP;

- Energy and Sustainability Assessment prepared by WSP;
- Preliminary Ecological Appraisal prepared by WSP;
- Flood Risk Assessment prepared by WSP;
- Drainage Layout prepared by Jaguar Land Rover;
- Phase 1 Geo-Environmental Assessment (July 2016) prepared by ARCADIS;
- Phase 1 Site Investigation supporting letter prepared by ARCADIS;
- Construction Management Plan prepared by Ridge & Partners LLP; and
- Construction Environmental Management Plan prepared by Ridge and Partners LPP.

STRUCTURE OF THE REPORT

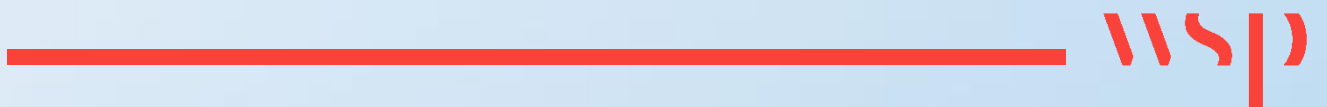
1.1.9. This Planning Statement is structured as follows:

- Section 2 sets out the site context and its surroundings;
- Section 3 details planning history associated with the application site including an overview on 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.

1.1.10. 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

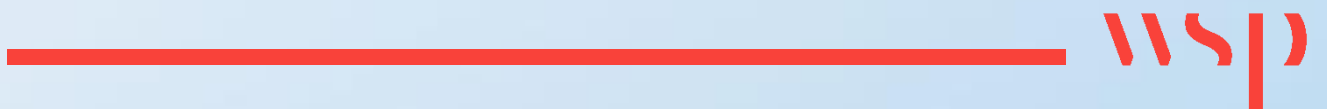


2 SITE AND SURROUNDINGS

- 2.1.1. Jaguar Land Rover Halewood Operations, is located on the southern boundary of Knowsley Council, within Halewood South Ward. The site comprises a rectangular parcel of land extending to 1.91ha and situated to the immediate south of the existing Body in White South building.
- 2.1.2. The site previously housed a temporary tent structure which existed since 2017 as approved under planning application 16/00452. The tent aided Body in White operations providing 14,969 sqm of manufacturing and storage space (Use Classes B2/B8). Planning permission has now lapsed, which has meant the temporary structure was removed in 2021. The slab used to house the temporary structure remains in situ.
- 2.1.3. The site is surrounded on all sides by industrial uses associated with Jaguar Land Rover operations. The site is bound by South Road which runs adjacent to the application site facilitating access to the wider Jaguar Land Rover complex. An existing car park is found to the site's immediate west, which consists of 17 spaces, including 4 disabled parking spaces and electrical charging points.
- 2.1.4. 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.
- 2.1.5. The site lies within Flood Zone 1, classified as very low risk in terms of risk of flooding from rivers and seas.
- 2.1.6. The closest residential properties are on Clough Road/Alderfield Drive, approximately 200m south of the site. It is separated from the site by the Speke Boulevard and significant landscape buffers provided to the north of these existing properties.
- 2.1.7. Jaguar Land Rover 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.
- 2.1.8. 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

- 3.1.1. The Jaguar Land Rover 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. Jaguar Land Rover currently employs 3700 people directly, supporting a further 1000 people indirectly through its suppliers and contractors. Appropriately a third of Jaguar Land Rover Halewood Operations workforce live in Knowsley. This equates to around 1,200 employees.
- 3.1.2. Body in White has been operating for many years and form a key component in the production of cars at Jaguar Land Rover, Halewood.
- 3.1.3. The proposal will provide a permanent facility space for Body in White operations to expand. The new design will connect to the existing Body in White facility to the north and will provide a better solution to meet the operational requirements than a temporary structure.
- 3.1.4. The proposed development is part of a wider strategy for the Halewood site to increase operational efficiency of the manufacturing facility, allowing the business to be economically resilient for the long-term.

3.2 PRE-APPLICATION ADVICE

- 3.2.1. Pre-application discussions took place with Group Manager Majors and Planning Policy Planner Kevin Foster between May 2021 and May 2022 to discuss the submission documents.

3.3 RELEVANT PLANNING HISTORY

- 3.3.1. Jaguar Land Rover Halewood has a long and complex planning history with records dating back to 1974. The more recent planning permissions are set out in the table below. They are pertinent to this planning application as they demonstrate the ongoing improvements being sought by Jaguar Land Rover with respect to on-site efficiencies, capabilities and resilience whilst also ensuring the site is compatible with the surrounding residential uses.
- 3.3.2. Application 16/00452/FUL most notably, was for the erection of a temporary extension (5 years) to provide 14,969 sqm of manufacturing and storage space (use classes B2/B8) and associated works on the application site. The permission has now lapsed, and the tent has since been removed with the hardstanding remaining.

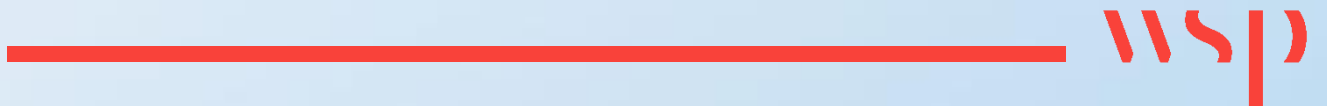
LPA ref	Site Address	Description	Decision	Date
19/00545/FUL	Jaguar Land Rover North Road Halewood Knowsley L24 9LE	Erection of approximately 890 sqm extension to existing scrap waste building with associated works, together with demolition of store and partial recladding of existing building.	Approved	18/10/2019
19/00460/FUL	Jaguar Land Rover (Eastlands Temporary Car	Retention of temporary car park providing 1,589 spaces together with a security cabin,	Approved	01/10/2019

	Park) North Road Halewood Knowsley L24 9LE	2.4m high boundary fencing, lighting and associated works for an extended period of three years.		
18/00553/FUL	Jaguar Plant North Road Halewood Knowsley L24 9LE	Erection of extension to existing waste building with associated works, including demolition of store, part- demolition of existing conveyor house and recladding of existing building.	Approved	08/01/2019
17/00614/FUL	Jaguar Plant North Road Halewood Knowsley L24 9LE	Demolition of section of existing building and erection of two storey extension to provide workshop area (B1/B8) and worker amenity facilities	Approved	23/11/2017
17/00556/FUL	Jaguar Plant North Road Halewood Knowsley L24 9LE	Erection of detached industrial unit (use class B1/B2) to form skid repair shop with associated works.	Approved	27/10/2017
17/00479/FUL	Jaguar Plant North Road Halewood Knowsley L24 9LE	Installation of 3no. rising arm barriers to existing site entrances on north road and 2.4 metre high fencing to part of the north perimeter boundary in relation to layout out of staff car park.	Approved	27/09/2017
16/00452/FUL	Jaguar Plant Body in White Building South Road Halewood Knowsley L24 9LE	Realignment of existing internal site road and south road, provision of staff parking spaces and product parking spaces and the erection of a temporary extension (5 years) to provide 14,969 sqm of manufacturing and storage space (use classes B2/B8) and associated works.	Approved	02/08/2016
16/00350/FUL	Land Off South Road Adjacent To Jaguar Plant Halewood Knowsley L24 9LE	Construction of new 145 space car park and associated works.	Approved	20/05/2016

16/00316/FUL	Jaguar Land Rover North Road Halewood Knowsley L24 9LE	Construction of parking facility to provide 50 spaces for HGVs, rigid vehicles and tractor units, 2 HGV holding bays and 2 de-strapping bays, 12 car parking spaces and erection of amenity/security building and 3 metre high boundary fencing.	Approved	14/07/2017
16/00222/FUL	Jaguar Land Rover Speke Boulevard Halewood L36 9BJ	Erection of extension to MP&L building to provide 22,219 sqm of manufacturing and storage floorspace (use class B1, B2 and B8) including internal mezzanine floor, first floor connection to existing sequencing hall. Erection of security gate house, alterations to junction access, internal site road and associated works.	Approved	27/04/2017
16/00148/FUL	Land Off North Road Jaguar Land Rover Speke Boulevard Halewood L36 9BJ	Construction of new car park together with erection of 3 metre high boundary fencing, installation of lighting and associated works.	Approved	07/03/2016
16/00147/FUL	Jaguar Land rover Plant (Eastlands Temporary Car Park) North Road Halewood Knowsley L24 9LE	Construction of temporary car park to provide 1,589 spaces together with erection of a security cabin and 2.4 metre high boundary fencing. Installation of lighting columns and associated works.	Approved	22/06/2016
15/00602/FUL	Jaguar Land Rover Speke Boulevard Halewood Knowsley L24 9BJ	Erection of approximately 2,600 sqm extension to existing Body in White (use class B2/B8), re-routing of internal site road and associated works.	Approved	17/09/2015

4

DESCRIPTION OF PROPOSALS



4 DESCRIPTION OF PROPOSALS

4.1 EXISTING OPERATIONS

- 4.1.1. The proposed building will be used in conjunction with the existing Body in White operations to the north.
- 4.1.2. Whilst a standalone building, it should be read as an extension to the existing Body in White operations which forms a vital part of the car production at Jaguar Land Rover. The development will provide additional floorspace to allow Body in White increase its production capacity.
- 4.1.3. The facility operates 24 hours a day, 7 days a week, 365 days a year.

4.2 PROPOSED DEVELOPMENT

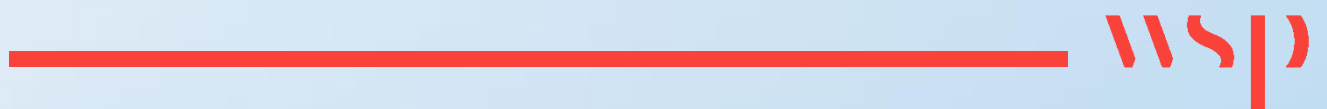
- 4.2.1. The application seeks permission for
- 4.2.2. 'Erection of a two-storey building (Use Class B2 and B8) and worker amenity facilities associated with existing manufacturing unit, together with associated infrastructure and engineering operations'
- 4.2.3. The main pedestrian access to the building will be from the existing Body in White building to the north via three covered canopy links at ground floor. Four sets of internal stairs and a passenger lift will provide internal access to first floor. Emergency access via external fire escapes will be provided at first floor and straight to the external yards at ground floor.
- 4.2.4. A plant room and canteen area will also be provided to the north across the two floors alongside internal offices located on the ground floor necessary of Body in White operations. Toilet and shower facilities will also be provided as well as a disabled and passenger lift for employees.
- 4.2.5. The planning application seeks total floorspace of 32,364.3 sqm split as follows:
 - Ground Floor B2 / B8 floorspace: 15997 sqm
 - First Floor B2 / B8 floorspace: 15997 sqm
 - Ancillary areas (staff canteen and amenity areas / toilets): 298.6 sqm
 - Plant Room floorspace: 71.7 sqm
- 4.2.6. The majority of the two floors will be for be for MP&L storage and Body in White increased volume production operations. Materials will enter the building via a proposed plant conveyor connecting to the Body in White building at ground floor and via internal process lifts to first floor level. There will also be two external goods lifts to the first floor for installation/removal of machinery.
- 4.2.7. The existing car park to the west of the site will be retained. Painted walkways will be introduced to facilitate safe pedestrian routes to and from the building. These walkways will connect with existing established routes.
- 4.2.8. The building will have a length of 179.5m (west to east) and a ridge height of 19.98m and will be constructed from a steel frame. The building will be clad in Kingspan KS1000RW QuadCore Insulated Composite Panels RAL 7038 Goosewing Grey. In comparison, the temporary tent structure (removed in 2021) had a length of 179.5m, width of 96.5m and ridge height of 12.3m.
- 4.2.9. The building, when set in the context of the wider Jaguar Land Rover factory, will be of a similar scale and massing to the previous temporary structure when viewed from public vantage points on Speke Boulevard or South Road.



4.2.10. The facility will continue to operate 24 hours a day, 7 days a week, 365 days a year.

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 NPPF was published on 24 July 2018 with amendments made in July 2021. 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 (2021) 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.
- 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 – Principle 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.

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:

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

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 at 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 proposed 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 building will operate under use class B2 and B8 and therefore contributes towards economic development. The provision of this building will allow for the extension to existing works associated with Body In White operations subsequently improving business productivity at Jaguar Land Rover and subsequently within the wider area. 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. Jaguar Land Rover is recognised as a large industrial site which plays a crucial economic role within the City Region. The proposed development is necessary to ensure Jaguar Land Rover can enhance its Body in White operations to continue to meet current demands. It is a fundamental process to further invest in the site's productivity and sustainable economic output.
- 6.2.4. 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.
- 6.2.5. The supporting Social Value Strategy prepared by WSP in collaboration with Jaguar Land Rover provides an overview of the ways in which the proposed development will generate social value in line with the aspirations of national and local policy.
- 6.2.6. 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 proposed development will not create any additional employment, it will enable Jaguar Land Rover to maintain and enhance its operations at Halewood, 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.

6.3 DESIGN AND LAYOUT

- 6.3.1. The proposed development has been designed to reflect the industrial nature of existing site. The materials, scale and overall design is wholly in keeping with the other industrial buildings within the Jaguar Land Rover complex, taking a cohesive design approach. The proposal is therefore compliant with Core Strategy policy CS19.
- 6.3.2. The scale of the proposed development will be in keeping with the Jaguar Land Rover site. It will be read in the context of the wider factory. The building will have a length of 179.5m (west to east) and a width of 96.5 m (north to south). The building will have a ridge height of 19.98m, approximately 10.5m taller than the adjacent Body in White building (with a height of 9.4m). In comparison, the

temporary tent structure (recently removed on site) had a length of 179.5 m, width of 96.5m and ridge height of 12.3m.

- 6.3.3. As such, the building will look very similar to the previous temporary structure when viewed from public vantage points on Speke Boulevard or South Road.
- 6.3.4. The accompanying Design and Access Statement provides further detail on the design rationale and materials proposed.

6.4 NOISE

- 6.4.1. A noise assessment note has been prepared by WSP to support this application. The note demonstrates that the proposed development is not expected to introduce new external noise sources, with the exception of the plant room extract and the external goods lifts. There will be no un-attenuated openings from the plant room and the external goods lifts will only be used infrequently.
- 6.4.2. The nearest residential properties are located on Clough Road at a minimum of 110m south of the proposed building and 210m south of the internal plant room location. Speke Boulevard runs between the Jaguar Land Rover site and the properties on Clough Road.
- 6.4.3. Given the points noted above and the distance to the closest receptors, it is expected that noise breakout from the plant room will be below existing noise levels at sensitive receptors, such that no adverse noise impacts occur.
- 6.4.4. The proposal is therefore in accordance with saved UDP policy ENV2 as it will not cause an unacceptable increase in noise.

6.5 DRAINAGE AND FLOOD RISK

- 6.5.1. Jaguar Land Rover has prepared a Drainage Layout which is supported by a Flood Risk Assessment produced by WSP to accompany this planning application.
- 6.5.2. 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. As such, it is proposed to drain the building directly to the existing surface water drains.
- 6.5.3. 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.

6.6 TRANSPORT AND PARKING

- 6.6.1. The application site is on land owned by Jaguar Land Rover and within the extents of Jaguar Land Rover, 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.
- 6.6.2. There are a total of seven access/egress points for the Jaguar Land Rover Operations. Five of these locations provide access/egress points from the A561 Speke Boulevard, one which provides access/egress to the A562 to the north of the plant via Old Hutte Lane, and one to the northwest connecting with National Cycle Network 62 and North Road. Each off the access points connect to the two-way single carriageway circulating the plant.
- 6.6.3. The majority of the highway network circulating the plant is privately owned by Jaguar Land Rover. 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 to retain its private status. Renaissance Way to the west of the site is a public highway.

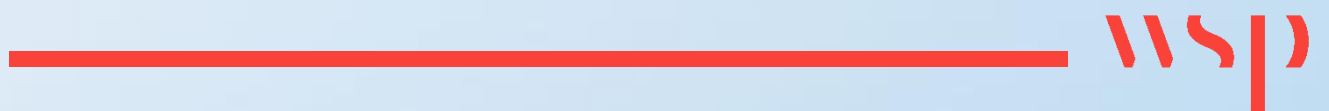
- 6.6.4. A Transport Statement has been prepared by WSP. It identifies that proposed development does not incur in a net increase of employees, parking demand, parking spaces, and number or frequency of deliveries. Therefore, it can be stated that the proposed development will not incur in a net increase in traffic or parking volumes.
- 6.6.5. Consequently, there is no requirement to undertake a traffic capacity assessment nor associated trip generation analysis.
- 6.6.6. It follows that the proposed development is not expected to generate any additional traffic movements to and from the site. Therefore, there should be no reason for the Local Highway Authority to refuse planning permission on transport grounds.

6.7 ECOLOGY

- 6.7.1. A preliminary ecological appraisal (PEA) has been undertaken in order to provide baseline ecological information. It provides the following:
- Baseline ecological information about the Site and a surrounding study area with reference to whether legally protected and/or notable sites, species or habitats are present or likely to be present.
 - A PBRA of all buildings and trees within the Survey Area, identifying any Potential Roosting Features (PRFs); and
 - Recommendations to enable compliance with relevant nature conservation legislation and planning policy; and
 - Concluding on the results of the desk study, the site visit and report undertaken, the Site and the Survey is not a suitable habitat for other protected species.
- 6.7.2. The report offers some mitigation and enhancements that will be implemented as part of the proposal such as appropriate landscaping and ensuring lighting is appropriate for the setting.
- 6.7.3. The proposed development will therefore not have any detrimental impact on ecology and so there should be no reason for planning permission to be refused on ecology grounds.

7

CONCLUSION



7 CONCLUSION

- 7.1.1. This Planning Statement has been prepared to support a full application for the proposed extension to the Body in White facility at Jaguar Land Rover Halewood.
- 7.1.2. The new development will also result 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.
- 7.1.3. The building has been designed to be consistent with the industrial aesthetic of the wider site and will therefore blend acceptably with the surrounding buildings. The site cannot be seen by the residential properties located further north and south which are separated by Speke Boulevard.
- 7.1.4. The application submission is supported by a suite of technical surveys and assessments which conclude that there are no technical issues which would result in adverse impacts; including energy and sustainability matters as Jaguar Land Rover strive for sustainable nodes of development. Taken together, the submission documents demonstrate that the proposal will lead to an uplift in operational efficiency and create additional jobs within the local area.
- 7.1.5. 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.
- 7.1.6. 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.



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