



JLR

PLANNING, DESIGN & ACCESS STATEMENT

109 and Sunken Dock Temporary Structures,
Halewood





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109 and Sunken Dock Temporary Structures, Halewood

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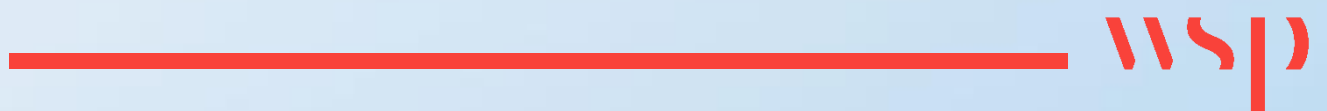
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1

INTRODUCTION



1 INTRODUCTION

- 1.1.1. This Planning Statement has been prepared by WSP on behalf of JLR (the applicant) in support of a retrospective planning application submitted to Knowsley Council for three temporary structures, located at the Halewood plant, Liverpool.
- 1.1.2. The temporary structures are located to the northeast of the plant. Prior to their erection, the sites were hard standing used for the storage of trailers (see Section 2 below).
- 1.1.3. The structures store equipment displaced by changes to the internal production line as the plant transitions to the manufacturing of electric vehicles.
- 1.1.4. The 'Sunken Dock' Temporary Structure, consisting of one building, was constructed in September 2023. The '109' Temporary Structure, consisting of two linked buildings, is under construction.
- 1.1.5. This application is therefore seeking planning permission for the:
- “Erection of three temporary structures (5 years) to provide manufacturing and storage space (Use Classes B2/B8) (retrospective).”*
- 1.1.6. 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.
- 1.1.7. 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 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 existing 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 development will unlock increased storage capacity at JLR Halewood, assisting JLR with its transition to electric vehicle manufacturing.
- 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; and
 - This Planning, Design and Access Statement, prepared by WSP.

STRUCTURE OF THE REPORT

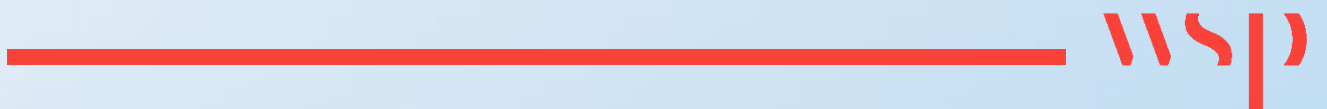
- 1.1.9. This Planning Statement is structured as follows:
- Section 2 sets out the site context and its surroundings;
 - Section 3 details the planning history associated with the application site including an overview of the pre-application discussions with Knowsley Council undertaken prior to submission;
 - 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.



- 1.1.10. 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. JLR Halewood Plant is located on the southern boundary of Knowsley Council, within Halewood South Ward.
- 2.1.2. The sites are surrounded by industrial uses associated with JLR operations. The sites were hardstanding, historically used for informal trailer parking and storage purposes. There is sufficient space on the wider JLR Halewood estate to accommodate this informal parking and storage.
- 2.1.3. Both temporary structures are situated directly adjacent to the existing JLR plant, providing direct access to the plant (see Site Location Plan at Appendix 1).
- 2.1.4. Land to the east of the existing JLR plant, compromised of 0.099 ha of hard standing. The Sunken Dock Temporary structure sits within the existing dock. The dock includes multiple access points, including large roller shutter doors, providing delivery vehicles with direct access to the plant.
- 2.1.5. Land to the north of the existing JLR facility houses the 109 structures. The site compromised existing hardstanding which covers an area of 0.295 ha. The temporary structure directly abuts the northern elevation of the existing factory.
- 2.1.6. The closest residential properties are on Redbourne Avenue, approximately 300m north of the site. It is separated from the site by North Road, a 4-track railway and significant landscape buffers between the site and the residential properties.

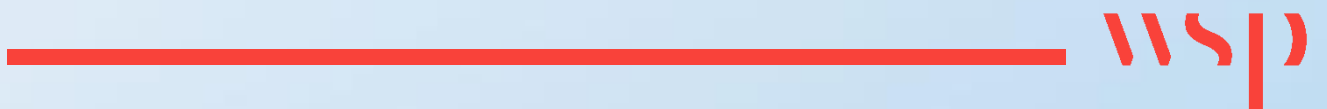


Figure 2.1 – View of site looking North (Source: Google Maps 2024)

- 2.1.7. The Google Maps image above shows the site locations of the temporary structures, with the closest residential properties located on Redbourne Avenue in the background.
- 2.1.8. Figure 2.1 also identifies an additional development proposal named the 'LCB2' link, which has been submitted to Knowsley Council (PP-12719366). The link will provide direct access from the existing LCB2 building to the north, to the 109 structure to the south.
- 2.1.9. 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.
- 2.1.10. 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.
- 2.1.11. 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 OF THE APPLICATION



3 BACKGROUND OF THE APPLICATION

3.1 PRE-APPLICATION ADVICE

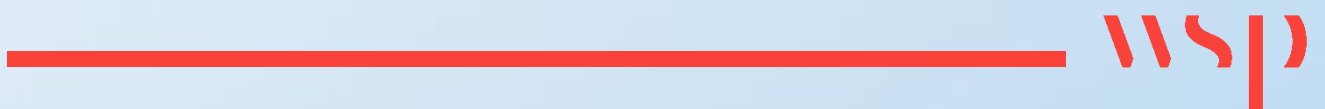
- 3.1.1. Both informal and formal pre-application discussions have taken place with Knowsley Planning Department to discuss the development proposals.
- 3.1.2. A formal pre-application meeting took place on 16 August 2023 with Kevin Foster (Group Planning Manager) to discuss the submission documents 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 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 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 development plays a vital role in supporting JLR's transition to manufacturing electric cars at Halewood. As new vehicle architectures are introduced at the plant, there will be an increase in redundant equipment which is no longer required. A temporary storage solution therefore provides a better solution to meet the operational requirements at this stage rather than a permanent structure.
- 3.2.4. The 109 structures will offer approximately 2,950sqm of floorspace, across two temporary structures, that will offer storage for production pallets which support current and future car production at JLR. JLR plans to run two vehicle architectures concurrently from the same production line, which requires additional panels to be stored. Once the earlier vehicle architecture program concludes and JLR becomes an all-electric production facility, there will be large areas of redundant equipment that will be no longer required. The structures will offer a temporary solution for the removal of these parts to be stored.
- 3.2.5. The sunken dock structure will be erected in the form of a 22m x 45m temporary structure providing approximately 990sqm of additional floorspace which will be used by JLR to store empty pallets. Due to additional production equipment required internally, these materials often end up displaced. The structure will offer a temporary storage solution. Once the additional internal equipment is no longer required, the structure will be removed, and the pallets returned to the internal production line.

4

DESCRIPTION OF PROPOSALS



4 DESCRIPTION OF PROPOSALS

4.1 EXISTING OPERATIONS

- 4.1.1. The temporary structures will be used in conjunction with existing JLR operations located to the south and west of the temporary structures (see Figure 2.1 for site context image). Likewise, the 109 structures, will provide a weatherproofed storage solution for the upcoming 'LCB2 link'. From here, the materials will be transported internally through the plant to the appropriate point of fit.
- 4.1.2. Whilst the temporary structures will be seen as standalone development, they should be read as an extension to JLR operations, and those which are proposed such as the LCB2 link.
- 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 Sunken Dock Temporary Structure was constructed in September 2023. The 109 Temporary structures, although not yet fully erected, are understood to have been delivered on site by the time this application is approved, thus this application seeks retrospective approval for both developments.
- 4.2.2. Figure 4.1 shows the Sunken Dock Temporary Structure in situ in October 2023.



Figure 4-1 - Sunken Dock Temporary Structure - 3 October 2023

- 4.2.3. The 109 structures are constructed in the form of an 'L' shape and consists of two neighbouring structures. For the purposes of the application, they form one standalone application site, alongside the sunken dock structure.
- 4.2.4. The application seeks permission for:
"Erection of three temporary structures (5 years) to provide manufacturing and storage space (Use Classes B2/B8) (retrospective)."
- 4.2.5. The main pedestrian access to each structure is set back from the existing internal road. Pedestrian access to the sunken dock structure is provided on the eastern elevation. The 109 structures promote two points of pedestrian access, both proposed on the structure's western elevation.
- 4.2.6. Both structures also include roller shutter door access for forklift access on the western elevation.

4.3 DESIGN AND ACCESS

USE

- 4.3.1. The proposed structures will be used in conjunction with existing JLR operations. Both structures will provide additional floorspace to allow JLR to increase its production and storage capacity for new model lines as the plant transitions to electric car manufacturing.
- 4.3.2. The proposed structures will be used to store production pallets and internal equipment that is no longer required.

AMOUNT

- 4.3.3. The planning application seeks a total floorspace of 3,940 sqm. The two temporary structures propose the following:
 - *Sunken Dock Temporary Structures: 990sqm of B2/B8 floorspace;*
 - *109 Temporary Structure: 2,950sqm of B2/B8 floorspace;*

LAYOUT

- 4.3.4. Whilst a standalone development site, it should be read as an extension to existing JLR operations.
- 4.3.5. As the production line at Halewood begins manufacturing new model lines to support the plant's transition into electric car manufacturing, additional production equipment will be required internally to facilitate the transition.
- 4.3.6. Materials enter both buildings via a street level access door. A secondary access point is via a roller shutter door provided on the Sunken Dock Temporary Structure western elevation, and the 109 Structure's western elevation.

SCALE

- 4.3.7. The scale of the developments is in keeping with the JLR site. The structures will be read in the context of the wider factory.
- 4.3.8. The sunken dock structure has 990sqm of internal floor space, and includes an eaves height of 6.2m, and a ridge height of 9.7m. The proposal forms one, standalone temporary structure.
- 4.3.9. The 109 structures are constructed in the form of an 'L' shape and consists of two neighbouring structures. For the purposes of the application, they form one application site.
- 4.3.10. The 109 structures propose a total 2,950sqm of internal floor space, including an eaves height of 6.2m.
- 4.3.11. Both structures will be of a similar scale and massing when set in the context of the wider JLR factory

APPEARANCE

- 4.3.12. For both temporary structures, walls are constructed of 40mm composite wall panels in Goosewing Grey. The roof for both structures are insulated PVC in white.
- 4.3.13. In regard to the Sunken Dock Temporary structure, there are 2 pedestrian doors in grey. There is 1 5x5m roller shutter door. The structures are fixed to the ground using anchors.



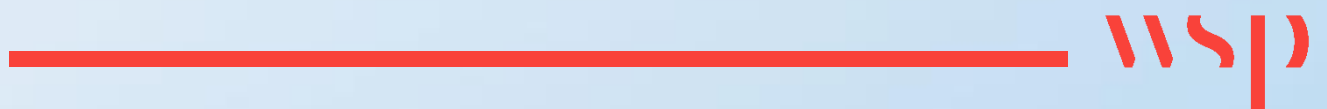
- 4.3.14. In regard to the 109 structures, there are 6 pedestrian doors in grey. There are 2 5x5m roller shutter doors. The structures are fixed to the ground using anchors.

PARKING AND ACCESS

- 4.3.15. No alterations will take place to the existing car parking. Although the sites were used for trailer parking, this was informally and not the site's intended use. Therefore, the proposal does not add or remove existing car parking spaces.

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') (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.
- 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 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 documents are also 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 assesses the development against local and national planning policy and other material considerations as identified within Section 5. This assessment concludes that the proposal is wholly compliant with planning policy and should therefore be permitted.

6.2 PRINCIPLE OF DEVELOPMENT

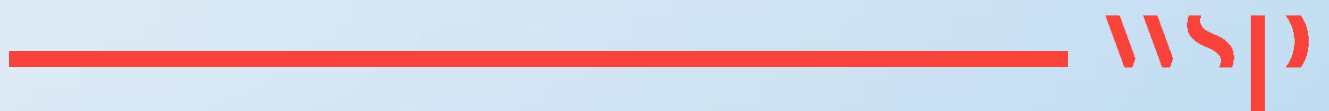
- 6.2.1. The development fully accords with the site's allocation as a primary industrial area, in accordance with policies CS2 and CS4 of the Knowsley Local Plan Core Strategy.
- 6.2.2. The structures will operate under use class B2 and B8 and therefore, will contribute towards economic development. The development will support the Halewood plant in its transition to become an 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.
- 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. JLR's transition to electric car manufacturing is a fundamental component of Halewood operations, safeguarding the site's productivity and certifies the economic output of the plant remains sustainable. As the manufacturing line introduces new vehicle architectures during this transitional phase of production, the temporary storage solutions will provide necessary additional floor space to facilitate the storage of redundant equipment.
- 6.2.5. Linked to this, JLR's aspiration to build a canopy and link to the existing LCB2 building (planning permission pending) illustrates JLR's continued aspiration to invest in the plant and resilience for the future. The 109 structure will provide a logical storage solution for these materials to be stored, and direct access to the plant allowing a seamless transition to the appropriate point of fit within the factory itself.
- 6.2.6. Furthermore, the wider JLR site and thus the proposed locations for both structures, are 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. As mentioned previously, the Knowsley Core Strategy further supports the site's employment status through Policy CS4 which directly supports the principle of new development.
- 6.2.7. Indeed, the JLR 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. This status as a valuable employment asset is further reinforced by the identification of the JLR site as an existing Strategic Employment Site in the emerging Liverpool City Region Spatial Development Strategy. 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 facilitate a continued prioritisation of staff upskilling and emphasis on ensuring a future-facing, resilient workforce.

6.3 DESIGN AND LAYOUT

- 6.3.1. The developments have 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 JLR complex, taking a cohesive design approach. Therefore, the development is compliant with Knowsley Core Strategy policy CS19. The scale of the development is in keeping with the JLR site and will sit at a lower height than the existing adjacent MP&L factory building. It is read in the context of the wider factory.
- 6.3.2. There are no proposed changes to developed or undeveloped land as such there will be no impact on trees and ecology.
- 6.3.3. The application sites are on land owned by JLR and within the extent of JLR Halewood. Direct access to the sites 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, 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.
- 6.3.5. Neither development results 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 any net increase in traffic or parking volumes. As a result, the proposals are in accordance with the parameters set out in policy CS7 of the Knowsley Core Strategy.
- 6.3.6. The proposal will provide the necessary storage capacity, which will make a significant contribution to the longevity and resilience of the JLR plant as it transitions into electric car manufacturing.

7

CONCLUSION

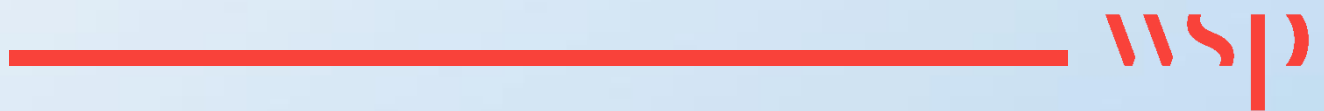


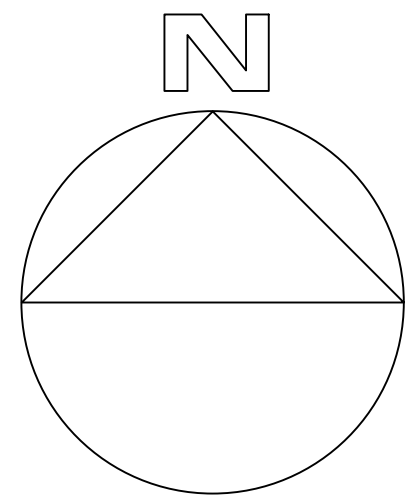
7 CONCLUSION

- 7.1.1. This Planning, Design and Access Statement has been prepared to support a retrospective planning application for three temporary structures which will be used as an extension to existing operations at JLR Halewood.
- 7.1.2. 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.
- 7.1.3. Both temporary 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.
- 7.1.4. 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.
- 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 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





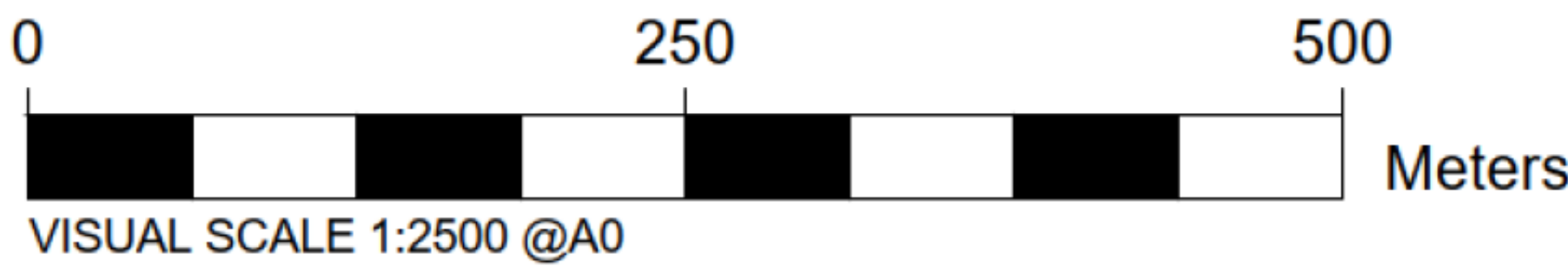
DO NOT SCALE



KEY:

— Site Boundry

— Ownership Boundry



SITE ADDRESS - SPEKE BLVD, SPEKE, LIVERPOOL L24 9BJ



PROJECT: JLR_HALEWOOD					
TITLE: LOCATION_PLAN					
SCALE @ A0 1:2500@A0		CHECKED		APPROVED	
PROJECT No. 70110160		DESIGNED	DRAWN	DATE FEB_24	
DRAWING No: WSP-0160-LP-002					REV A
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