

JLR Halewood Eastlands Car Park

Transport Statement

JLR

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Quality information

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1. Introduction

Overview

- 1.1 AECOM has been commissioned by Jaguar Land Rover (JLR) Halewood to prepare this Transport Statement (TS) in relation to a planning application for permanent car storage provision on land under the ownership of JLR, known as Eastlands (herein referred to as 'the site'). The site is located at the eastern extent of the wider JLR Halewood site, and east of the JLR plant itself (herein referred to as 'Halewood Operations'). The existing site plan of Eastlands is attached to this TS as **Appendix A**.
- 1.2 The site currently has temporary planning permission for 1,589 car parking spaces which has been active in this form since 2016. The current temporary consent was extended in 2019 and 2022 and is due to expire on 9th December 2027, and this planning application for permanent parking status will supersede the extant temporary permission. An overview of the planning context of the Eastlands site set out below.

Background

Planning Context

- 1.3 The Eastlands car park was formed in two parts, north car park and south car park, constructed at different points in time. The north car park was originally used for lorry parking before being granted permission in August 2014 to provide a temporary car park of 304 employee and visitor car park spaces with a park and ride facility to enable users a convenient way to reach the remainder of the site (planning reference: 14/00440/FUL). Permission was granted until 8th August 2015.
- 1.4 A second application was submitted in March 2016 for an additional 1,285 spaces on land to the south (to form 1,589 spaces in total) with a description of "*Construction of a 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 & associated works*". This application was approved on 22nd June 2016 (planning reference: 16/00147/FUL). A new bus turning circle and shelter was introduced within the south car park to accommodate a shuttle bus service to connect the Eastlands car park to the main entrance and employee entrances at the four gates around Halewood Operations. A non-material amendment was approved in November 2016 to allow an additional access point and reconfiguration of internal arrangements (16/00147/NMA).
- 1.5 The temporary planning permission was extended on 1st October 2019 (planning reference: 19/00460/FUL) for the "*construction of a temporary car park to provide 1,589 spaces together with erection of a security cabin and 2.4m high boundary fencing*", with permission extended until 9th December 2022.
- 1.6 Whilst the 2019 temporary permission was sought to provide temporary parking for up to 1,589 spaces, not all of these spaces were constructed as implementation was demand-led. The Eastlands car park therefore comprised 1,190 temporary car parking spaces, with 810 spaces in the south section of the car park and 380 spaces in the northern section of the car park, with permission to construct the remaining spaces retained.
- 1.7 A further extension to the temporary permission (planning reference 22/00575/FUL) was granted on 9th December 2022. This extends the live temporary consent to maintain business and operational flexibility for a further five-year period to 9th December 2027. This five-year extension to the temporary permission has enabled JLR to:
 - Accommodate future increases in production output and associated increases in employee numbers within its permissions.
 - Maintain the opportunity for visitor and contractor parking at Eastlands, however the site has not been used for visitor or contractor parking for a number of years.
 - Make use of approximately 500-600 spaces for occasional vehicle storage or Final Vehicle Distribution (FVD) storage in a cordoned off area of the car park (FVD is otherwise known as batch and hold

- parking, whereby launch vehicles will be stored for the first six weeks of production of each new vehicle to iron out issues).
- Facilitate the JLR Reimagine Strategy which introduces six pure electric variants as JLR continues to be the world leader of luxury SUVs. It is intended that all JLR nameplates are to be available in pure electric form by end of the decade.
 - Make provision for any temporary increase in employees on site for example during launch events, which could involve the construction of up to the additional 399 temporary spaces consented as part of the temporary planning permission.
- 1.8 This existing temporary permission was sought to extend the temporary parking permission for up to 1,589 spaces. Again not all of these spaces were constructed as implementation was demand-led. Eastlands currently comprises 1,278 temporary car parking spaces, with 898 spaces in the south section of the car park and 380 spaces in the northern section of the car park and permission to construct the remaining spaces retained.
- 1.9 The upper limit of 1,589 spaces from the previous and current temporary permissions allows JLR the flexibility to extend this car parking area should demand increase due to either increased car use or relocation from other car parking areas at Halewood Operations due to remodelling / refurbishment. This flexibility has been key to JLR being able to respond to varying business demands.
- 1.10 There have since been a number of changes in how Halewood is operated and a number of planning applications have been approved in relation to new infrastructure to support the Electrified Modular Architecture (EMA) programme, which is at the core of JLR's Reimagine Strategy. As such, a permanent planning approval for Eastlands, is required to support the launch of electric vehicles (EVs) at JLR Halewood.

Travel Planning Context

- 1.11 Planning Condition 4 of the temporary planning permission for car parking at Eastlands (Ref: 22/00575/FUL) specifies that:

"Within 6 months of the date of this permission, a Travel Plan shall be submitted to and approved in writing by the Council as Local Planning Authority. The Plan shall include immediate, continuing and long-term measures to promote and encourage alternative modes of transport to the single-occupancy car. For the avoidance of doubt, the Travel Plan shall include, but not be limited to:

- *Involvement of employees.*
- *Information on existing transport policies, services and facilities, travel behaviours and attitudes.*
- *Access for all modes of transport.*
- *Targets for mode share.*
- *Resource allocation including Travel Plan Co-ordinator and budget.*
- *A parking and management strategy.*
- *A marketing and communications strategy.*
- *Appropriate measures and actions to reduce car dependence and encourage sustainable travel.*
- *An action plan, including a timetable for the implementation of each of the above.*
- *Mechanisms for monitoring, reviewing and implementing the Travel Plan.*

The approved Travel Plan shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied and in use.

An annual report shall be submitted to the Council no later than 1 month following the anniversary of the date of this permission for so long as the permission exists. The report shall include a review of the Travel Plan measures, monitoring data and updated action plan."

- 1.12 Based on the above context, this TS makes reference to the forthcoming site wide Travel Plan (TP) for JLR Halewood. The TP will aim to encourage the use of sustainable modes of transport (including walking, cycling public transport and car sharing) by employees and visitors to Halewood Operations, thereby

reducing single occupancy vehicle (SOV) travel demand associated with employees and visitors to Halewood Operations.

- 1.13 Based on the above planning context, this TS has been prepared to accompany the planning application for permanent parking provision at Eastlands and assesses the potential implications of the proposed development in transport terms.

Report Structure

- 1.14 Following this introductory chapter, the report is structured as follows:

- **Chapter 2** sets out details of current relevant planning policy context.
- **Chapter 3** sets out a review of the baseline conditions and existing site context, including car parking, local highway network and accessibility of the site by public transport and sustainable modes.
- **Chapter 4** provides an overview of the development proposals including proposed operation, access arrangements, swept path analysis, matters of road safety and the peak hour impacts of the proposals in transport terms.
- **Chapter 5** summarises the findings and conclusions of the TS.

2. Policy Review

Introduction

- 2.1 This chapter of the TS considers a range of policies that relate to the proposed development. National and local planning policies strongly encourage the use of public transport and support development which reduces the need to travel by car. This chapter considers the following policy documents:

National Policy

- National Planning Policy Framework (NPPF) (2024).
- Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (2014).

Regional Policy

- Liverpool City Region Combined Authority Transport Plan (2019).
- Liverpool City Region Combined Authority Local Cycling and Walking Infrastructure Plan (2019).
- Liverpool City Region Combined Authority Local Journeys Strategy (2017).
- A Transport Investment Prospectus for the Liverpool City Region (2022 – 2027)
- Liverpool City Region Public Rights of Way Improvement Plan (2018).
- Liverpool City Region Bus Service Improvement Plan (2024 Update).

Local Policy

- Knowsley Council Local Plan Core Strategy (2016).
- Knowsley Council Supplementary Planning Document 'Ensuring a Choice of Travel' (2010).

National Policy

National Planning Policy Framework (2024)

- 2.2 The National Planning Policy Framework (NPPF) was originally published in 2012 with the latest revision in December 2024. This revised Framework sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF provides a template within which locally prepared plans for housing and other development can be produced and replaces previous Planning Policy Statements (PPSs) and previous Planning Policy Guidance including PPG13 (Transport). The revised Framework enhances the established presumption in favour of sustainable development which remains at the heart of the NPPF.

- 2.3 Transport-specific policies play a key role in supporting and achieving the core planning principles and are intrinsically linked to the objective of sustainable development. Paragraphs 115 to 118 set out the Government's development planning policies with respect to transport. These paragraphs focus on, and emphasise, the promotion of sustainable transport. NPPF states that:

"115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that.

a) sustainable transport modes are priorities taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users.

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

116. *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*

117. *Within this context, applications for development should:*

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

118. *All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.*

2.4 The core planning principles above provide a framework to provide inclusive, accessible, well-connected, and sustainable development. In addition, the key policy test in the NPPF summarised above is that transport impacts arising from new development are not 'severe'. The proposed development aligns closely with the objectives of the NPPF. Details on accessibility to and from the site and the wider Halewood Operations are presented in Chapter 3 of this TS and no additional employee travel demand will be generated by the proposals. The proposed level of car parking is presented in Chapter 4.

2.5 At the time of writing (March 2026), a new site-wide TP is in preparation for Halewood Operations. This will refer to the existing car parking provision at Eastlands and to the development proposals as set out within this TS until this proposed development is approved.

Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (2014)

2.6 The Planning Practice Guidance (PPG, 2014) builds upon the guidance set out within the NPPF. The Planning Practice Guidance (Travel Plans, Transport Assessments and Statements in Decision-Taking) provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans. With regard to whether to provide a Transport Assessment, Transport Statement or no assessment, the guidance states that local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.

2.7 The guidance states that Transport Assessments / Statements and Travel Plans can positively contribute to encouraging sustainable travel, lessening traffic generation and its detrimental impacts and reducing carbon emissions and climate impact. In doing so, they can create accessible, connected, inclusive communities with improved road safety, health and quality of life.

2.8 The guidance states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal.

- 2.9 This TS has been produced in accordance with the guidance outlined within PPG and has considered, and followed, the guidance prescribed by the policy document.
- 2.10 Paragraph 005 of the PPG guidance which states that: "Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe', which may be a reason for refusal, in accordance with the National Planning Policy Framework."

Regional Policy

Liverpool City Region Combined Authority Transport Plan: Facilitating Inclusive Economy (2019)

- 2.11 JLR Halewood is within the geographical boundaries of the LCRCA, which was formally established in April 2014 to provide strategic decision making for economic development, transport, strategic housing and employment and skills functions. The LCRCA's Transport Plan was adopted in 2019 to articulate the LCRCA vision for transport. This replaces the 'Transport Plan for Growth' which supported the Merseyside and Halton Local Transport Plans (LTP3). The Transport Plan includes the following Strategic Objectives:
1. *To support inclusive economic growth across a thriving city region. This is by developing a transport network that effectively and efficiently connects people, freight, businesses and visitors, and in a way that is fully integrated with wider policy objectives.*
 2. *To exploit the city region's role as a global gateway that is served by all forms of transport that supports Northern Powerhouse and Transport for the North's aims to rebalance the UK's economy, through economic agglomeration and de-congestion benefits.*
 3. *To deliver the objectives above through a new mobility culture, where transport services are modern, safe, clean, healthy and inclusive. This has a focus on boosting healthy forms of travel for short trips and where the public transport networks are the modes of choice.*
 4. *To develop a mobility system that enhances the health and wellbeing of our citizens. This will include the development of liveable and resilient city region that addresses the challenges of poor air quality and supports the move to a zero carbon LCR by 2040.*
 5. *To secure a transport network that is well maintained, safe and resilient.*
- 2.12 At the time of writing the LCRCA is preparing a draft Local Transport Plan (LTP4) which will outline the plans for transport in the LCR up to 2040. The overall vision of the LTP4 is "Clean, safe and accessible transport for moving people and goods". Public consultation was undertaken between October and December 2024 following previous engagement in 2022 to set the initial vision and goals, with a final draft prepared in December 2025. A finalised LPT4 is intended to go through the LCRCA's approval process for publication during 2026.

Liverpool City Region Combined Authority 'Local Cycling and Walking Infrastructure Plan (2019-2029)

- 2.13 In 2017 the UK Government published its Cycling and Walking Investment Strategy to set out its ambition to make walking and cycling the modes of choice for shorter journeys or as part of longer journeys. Local Walking and Cycling Improvement Plans (LCWIPs) set out the long-term vision for improving walking and cycling networks in the local area.
- 2.14 Based on the above, a 'Local Cycling and Walking Infrastructure Plan' (LCWIP) has been developed by the LCRCA Active Travel Steering Group to cover a period of 10 years up to 2029. The LCWIP prioritises a programme of infrastructure improvements for future investment in order to significantly enhance opportunities for cycling and walking across the Liverpool City Region.
- 2.15 The site is within the study area of the LCWIP, which identifies 31 proposed cycling and walking corridors. This includes a route located immediately west of Halewood Operations which routes on a north-south axis along Woodend Avenue proposed as part of Phase 3 of the Plan. This is intended to provide a designated cycle route northward from Speke to Kirkby via Woolton, Gatesacre and Huyton. Monitoring and evaluation plan will be developed for each route as it is progressed as part of the LCWIP.

- 2.16 A summary of overall cycle accessibility including proposed cycle improvements in proximity to Halewood Operations are discussed in Chapter 4 of this TS.

A Transport Investment Prospectus for the Liverpool City Region (2022 – 2027)

- 2.17 The LCR Transport Investment Prospectus sets out transport schemes that are intended for delivery in 2022-2027 through use of the Strategic Investment Fund (SIF) as part of a City Region Sustainable Transport Settlement. The schemes explored in the prospectus comprise 'Pool 1' priority schemes out of four pools. Pool 1 comprises four targeted corridors of transport investment supported by an LCR-wide programme of infrastructure upgrades.
- 2.18 The Halewood Operations site is situated within the Mersey Gateway Corridor, which comprise advanced manufacturing and science clusters along the Mersey estuary in Halton and south Liverpool, including JLR Halewood. The Investment Prospectus proposes £124.9m of transport investment for the Mersey Gateway, which includes for delivery of a Green Bus Corridor along the 86 route between the Speke employment area, Liverpool John Lennon Airport and the city centre. This is intended to maximise the benefits of complementary investment in bus priority and the active travel network and will link together areas of investment in Liverpool with key employment areas in Speke through bus priority and upgraded passenger infrastructure.

Liverpool City Region Rights of Way Improvement Plan (2018-2028)

- 2.19 The LCR Rights of Way Improvement Plan (RoWIP) has been developed to ensure that enhancements to Public Right of Way (PRoW) routes are linked into delivery of a range of schemes up to 2028, and that the PRoW network can link people with wider transport hubs, key destinations and the wider walking and cycling network. The Plan includes a committed JLR-3MG Cycle Corridor between JLR and the 3MG site in Widnes, located to the east of JLR Halewood.

Liverpool City Region Bus Service Improvement Plan (2024)

- 2.20 The evolving LCR Bus Service Improvement Plan (BSIP) sets out plans for LCR's investment in buses, aligned to the UK Government's 2021 Bus Back Better Strategy and the emerging Local Transport Policy (LPT4). The Plan focuses on improving services that are more frequent, reliable, affordable, and easier for passengers to understand, with better connections to hospitals and railway stations, a new express airport link along with a bus fleet decarbonization plan.
- 2.21 The third annual review of the BSIP sets out that the LCR bus network will be transformed by bringing it under public control through franchising, starting with in 2026 and rolling out across all six boroughs of the LCR by the end of 2028, with single adult fares frozen at £2 until late 2025.
- 2.22 Further objectives which are intended to meet the vision of the BSIP and relevant to employees at JLR Halewood include:
- *To increase levels of bus priority across the region, including Bus Rapid Transit, in order to speed up bus journeys and improve their reliability.*
 - *To increase hours of bus operation, with services running across the network between 0500 and 0000, and on core bus corridors 24 hours a day.*
 - *To adopt a principle for bus service frequencies, supporting improvements in the early morning, evening and at weekends, and setting a minimum frequency of one bus per hour on key routes between 0500 and 0000.*
 - *To adopt a city region-wide fare zone for bus tickets.*
 - *To introduce a framework for ticketing, to support simplification.*
 - *To introduce new ticket types to suit passenger needs, such as short hop, hopper and bundles.*
 - *To introduce account-based contactless, mobile and smart ticketing and reduce cash transactions as much as possible in order to speed up boarding times.*

- *To improve the availability of good value multi-operator and multi-modal tickets.*
- *To introduce fare capping, enabled by tap-and-go technology for bus fare increases not to exceed inflation.*
- *To introduce one brand for the LCR's bus network linked to a wider transport brand and identity.*
- *To introduce real-time on-board passenger information, as standard features of buses in the LCR.*

2.23 The combination of these bus measures will assist in improving public transport accessibility and mode share for employees at Halewood Operations. The existing public transport context is set out in Chapter 3.

Local Policy

Knowsley Council Local Plan Core Strategy (2016)

2.24 Knowsley Council promotes sustainable transport through the planning process as set out in its Local Plan Core Strategy, adopted in 2016, which outlines how and where new development and regeneration should take place up to 2028 and beyond. Strategic Objective 6 of the Core Strategy proposes “*to ensure new development in Knowsley encourages a reduction in the overall need to travel and priorities sustainable transport*”. Policy CS2 defines five development principles which new development in Knowsley is required to support, including:

Principle 1: Promote sustainable economic development and tackle the causes of deprivation and disadvantage.

Principle 2: Reduce carbon emissions and adapt to the effects of climate change.

Principle 3: Reduce the need to travel and increase accessibility.

Principle 4: Recognise environmental limits, protect and enhance environmental assets, enhance local character and promote quality of place.

Principle 5: Make the most efficient use of available resources and infrastructure by prioritising locations which are consistent with the spatial strategy.

2.25 The development principles seek to deliver sustainable communities in line with national policy and are to be implemented through various planning assessment tools including Transport Statements/Assessments and TPs.

Knowsley Council Supplementary Planning Document ‘Ensuring a Choice of Travel’ (2010)

2.26 An ‘Ensuring a Choice of Travel’ Supplementary Planning Document (SPD) adopted by Knowsley Council in September 2010 which provides detailed guidance about the council's transport policies. The SPD sets out how development can satisfy the requirements of accessibility policies contained within Knowsley Council's Development Plan. It is intended to assist developers in ensuring their proposals are accessible, promote sustainable travel patterns and minimise congestion and pollution.

Summary

2.27 Planning and transport policy at a national level focuses on minimising the impacts of development on existing communities. Similarly, local planning policy emphasises the requirement for new development to align with their sustainable transport objectives, and to promote sustainable growth in areas that are accessible by walking and cycling with access to high quality public transport facilities. In addition, growth at JLR Halewood is specifically supported by local planning policy. The key policy test for proposed development, is that contained within the NPPF, which states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are “severe”.

2.28 The subsequent chapters of this TS will demonstrate that the proposed development is consistent with planning policy at a national and local level and that the impact is not severe.

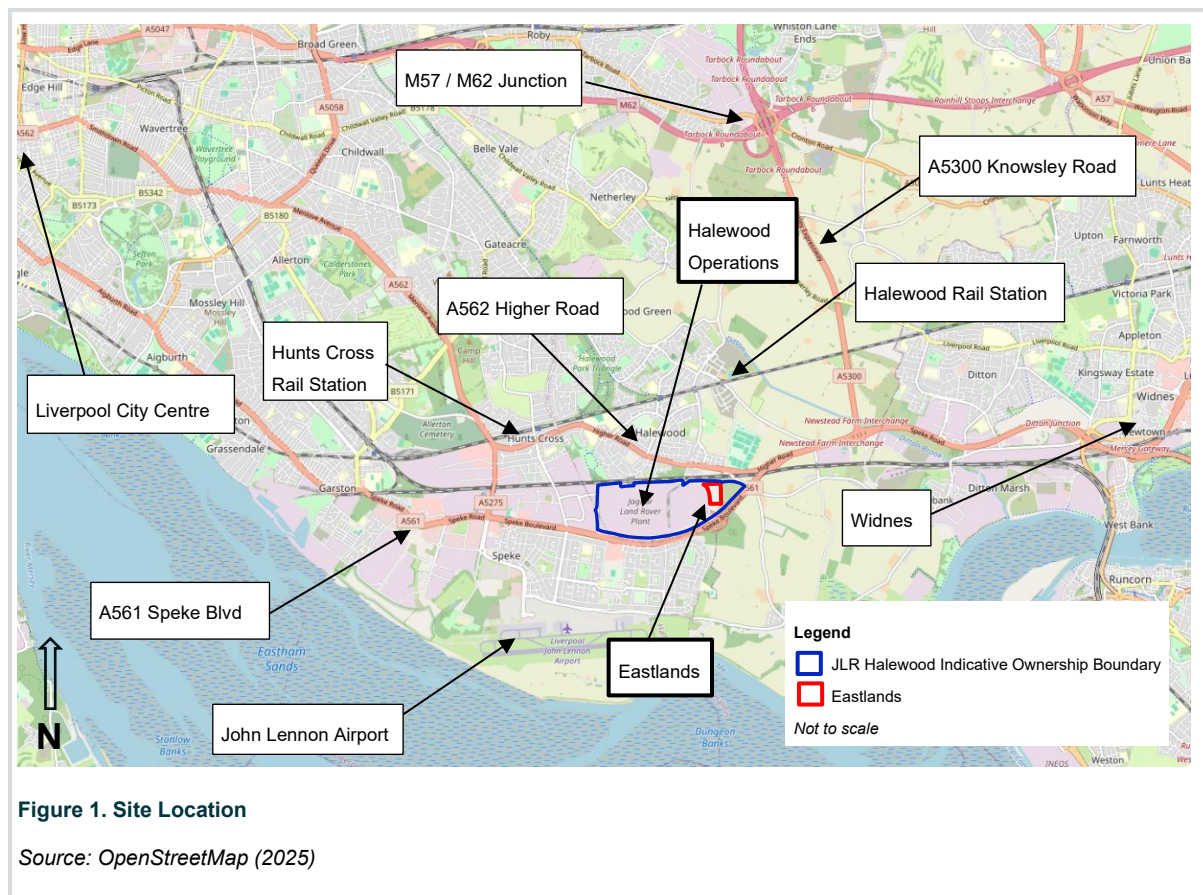
3. Site Context & Existing Conditions

Introduction

- 3.1 This chapter sets out the existing site context including; vehicular access and highway network in the vicinity of the site, a summary of road safety, a summary of the existing operation of the site and the wider JLR Halewood site including car parking and a review of accessibility by sustainable modes and public transport.

Site Context

- 3.2 JLR Halewood covers approximately 300 acres and is located in a predominantly industrial area. It is situated between the Liverpool branch of the West Coast Main Line which runs along the length of the northern perimeter, and the A561 Speke Boulevard. At its southern boundary, JLR Halewood is bordered by Higher Road which passes beneath the A561 Speke Boulevard. At the western end it is bounded by four industrial buildings, a large number of which are occupied by JLR suppliers.
- 3.3 The Eastlands site relevant to this planning application is situated within the eastern extent of the JLR Halewood site and east of the Halewood Operations plant itself. The location of Eastlands is shown in **Figure 1** below in the context of the wider JLR Halewood site and the local and strategic highway network.



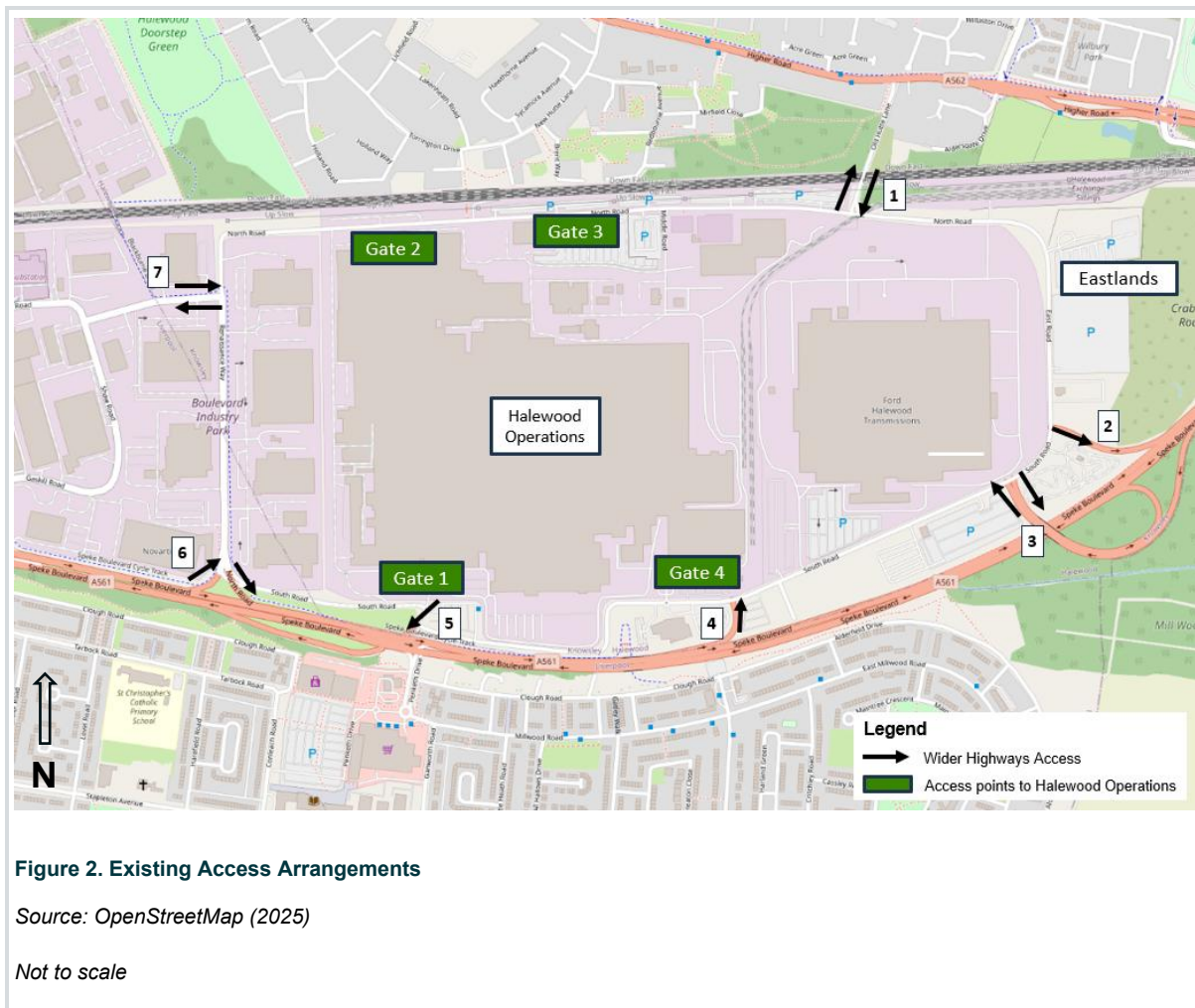
Existing Vehicular Access

Eastlands

- 3.4 The existing Eastlands site can be accessed from the west via gated three access points that are situated on the eastern side of a two-way perimeter road which routes around the perimeter of Halewood Operations. These access points permit all movements to accommodate traffic arriving from the north and the south via the perimeter road, however the site has not been used for car parking for a number of years.

Halewood Operations

- 3.5 A plan of the existing access arrangements to Halewood Operations and along with vehicular access to and from a perimeter road which routes around the JLR Halewood site is shown in **Figure 2**. Eastlands is shown situated at the eastern extent of the JLR Halewood site.



- 3.6 **Figure 2** shows that access to Halewood Operations itself is provided via four gates, known as Gates 1 – 4 which are summarised as follows:

- **Gate 1** – is the primary site access for visitors to Halewood Operations and site managers and is located at the south western portion of Halewood Operations on the South Road perimeter road.
- **Gate 2** – is located to the north west portion of Halewood Operations on the North Road perimeter road.
- **Gate 3** – is located to the north eastern portion of Halewood Operations on the North Road perimeter road. It is the location of employee car parks on brownfield land.
- **Gate 4** – is at the south eastern portion of Halewood Operations on the South Road perimeter road and is adjacent to the main vehicle access for the Ford Halewood Transmissions plant.

- 3.7 **Figure 2** also shows that the perimeter road provides access to and from the wider highway network via seven access points which are summarised as follows:

1. **Old Hutte Lane / North Road** is a single carriageway access from the A562 Higher Road via Old Hutte Lane which bridges the West Coast Main Line railway. Old Hutte Lane is subject to a 20mph speed limit and has double yellow lines on both sides along its length and a narrow footway along its western side. Old Hutte Lane is public highway until south of the railway line close to where it forms a priority T-junction with North Road which is part of the on-site highway network which runs around

- the perimeter of JLR Halewood. There are potential future aspirations to restrict access on Old Hutte Lane to one-way for access southbound, though this has no current status in planning.
2. **East Road / A561 Speke Boulevard** comprises a one way exit only link from East Road which forms the on-slip to the A561 Boulevard eastbound.
 3. **East Road / A561 Speke Boulevard** comprises a priority T-junction which provides access to and from the A561 Speke Boulevard westbound via slip roads which bridge the A561.
 4. **South Road / A561 Speke Boulevard** comprises an off-slip from the A561 Speke Road eastbound which provides inbound access only. The slip road meets South Road at a priority T-junction which provides access to the on-site highway network clockwise and anticlockwise.
 5. **South Road / A561 Speke Boulevard** comprises a roundabout on South Road which provides on-slip access to the A561 Speke Boulevard westbound only.
 6. **Renaissance Way / A561 Speke Boulevard** comprises a priority junction which connects on- and off-slip roads from the A561 Speke Boulevard eastbound with South Road and Renaissance Way.
 7. **NCN62 / North Road** priority junction provides an additional access to JLR Halewood from Woodend Avenue. Though traffic is able to access JLR Halewood via this route, it is not a quick or direct route and is only used by traffic travelling from the north via Woodend Avenue.
- 3.8 In summary, five of the access points to the perimeter road are provided from the A561 Speke Boulevard to the southern sections of the perimeter road. One access is provided from the A562 Higher Road via Old Hutte Lane to the north via the section of the perimeter road named North Road, and one access is provided from Woodend Avenue to the west of JLR Halewood via the section of the perimeter road named Renaissance Way. This is also the access point for National Cycle Network (NCN) Route 62.
- 3.9 The majority of the on-site highway network is privately owned by JLR and secure gates are in place on the following access points; North Road, Old Hutte Lane, the slip roads between East Road and the A561 Speke Boulevard, and South Road. These gates are closed once per year at Christmas to retain its status. At all other times the on-site highway network is accessible to the public without restriction. The western section of this road, Renaissance Way is a public highway.
- 3.10 Much of the perimeter road encompassing North Road and South Road is a 20mph zone. The Corporate Security and Business Protection department conduct regular speed checks and enforce the limit. This is important for safety and protection of products.
- 3.11 Patrols are also undertaken of the on-site highway network and parking offences are reported. Vehicles that are parked outside of designated car parks are served a parking notice stating that the vehicle is parked in violation of company policy. This parking notice forms part of the Disciplinary Process operated by JLR.

Local and Strategy Highway Network

- 3.12 JLR Halewood is well located adjacent to a wider network of A-roads which provide access to destinations such as Liverpool city centre, Liverpool John Lennon Airport, Port of Liverpool and onward connections to the Strategic Road Network (SRN) and wider North West region including Warrington, Manchester and Manchester Airport.
- 3.13 The A561 Speke Boulevard and A562 Higher Road both form part of the Liverpool City Region Strategic Highway Network and are managed by Knowsley Council as Local Highway Authority (LHA). The A561 and A562 provide access to Liverpool City Centre and the wider Liverpool conurbation. They also provide onward connections to the SRN via the M57 to north and east Liverpool, the M62 to Manchester, Huddersfield, Bradford and Leeds, and the M56 to Stockport and south of Manchester in the east and Ellesmere Port, Birkenhead and Chester in the west.
- 3.14 To the north of JLR Halewood on the opposite side of the railway is a largely residential area which is accessible by Old Hutte Lane. To the south of JLR Halewood on the southern side of the A561 Speke Boulevard is a large residential area and retail park directly accessible from the A561. Further west two signalised crossroads connect to Western Avenue and Speke Hall Avenue which provide access to Liverpool John Lennon Airport, a business park and various commercial uses associated with the airport including hotels, airport parking and logistics businesses. The majority of other roads within the vicinity of JLR Halewood are local minor roads.

- 3.15 Historic employee postcode data was collected as part of a 2017 TP for JLR Halewood prior to the opening of the Mersey Gateway Bridge in Autumn 2017, which will have relieved congestion on the Runcorn Bridge. The tolls on both bridges will be significant for employees, contractors and visitors routing to JLR Halewood from Ellesmere Port and Runcorn, among other Cheshire residents.

Road Safety

- 3.16 Personal Injury Collision (PIC) data has been obtained from the Crashmap Database for the most recent five-year period available at the time of writing which is 01/01/2020 to 31/12/2024. Each collision resulting in a personal injury is classed as either 'Slight', 'Serious' or 'Fatal' by the police depending on the most serious injury resulting from the collision (i.e., a collision resulting in two 'Slight' injuries and one 'Serious' injury would be classified as a 'Serious' collision). Definitions given in Road Accidents Great Britain are published by the Department for Transport (DfT).
- 3.17 The study area comprises the JLR Halewood perimeter road, the access roads to the perimeter road and the slip roads to and from the A561 Speke Boulevard. The PICs within this area are shown in **Figure 3**.

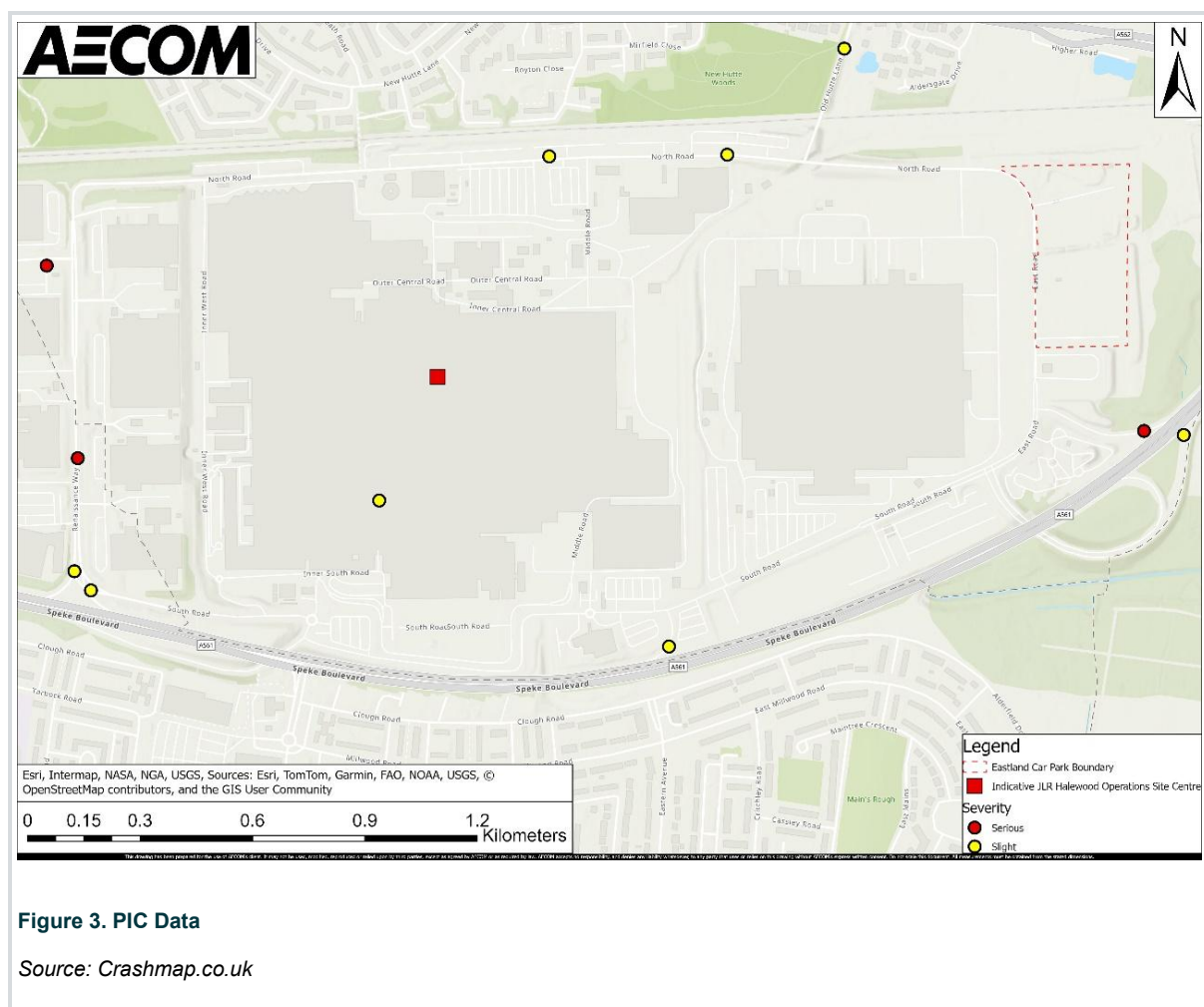


Figure 3. PIC Data

Source: *Crashmap.co.uk*

- 3.18 It is apparent that over the most recent five-year period for which data is available, 12 collisions were recorded within the vicinity of JLR Halewood and Eastlands. The PIC data included:

- 8 collisions classified as 'Slight' in severity.
- 3 collisions classified as 'Serious' in severity.
- 0 collision classified as 'Fatal' in severity.

- 3.19 In summary, the data shows that:

- Five collisions were recorded on, or on approach to, to the slip roads to the A561 Speke Boulevard in proximity to JLR Halewood, four of which were classified as 'Slight' and one classified as 'Serious'.
 - Two 'Slight' collisions were recorded on North Road perimeter to the north of JLR Halewood.
 - Two 'Serious' collisions were recorded to the west of JLR Halewood on Renaissance Way.
 - One 'Slight' collision was recorded on Old Hutte Lane to the north of JLR Halewood.
 - One 'Slight' collision was recorded internally within Halewood Operations itself.
- 3.20 The review of PIC data shows that no pattern has been highlighted at a link or junction in proximity to the site that would highlight inherent accident issues in regard to road safety. In addition, the study area evidences an accident rate of approximately two PICs per annum, and no fatal PICs were recorded in the study area.

Existing Site Operation

Eastlands

- 3.21 As per the TS submitted as part of the existing temporary planning permission (22/00575/FUL), the Eastlands car park provides 1,278 spaces. However the site has not been used for employee parking for a number of years, with demand for employee and visitor / contracted parking accommodated within the other car parks at JLR Halewood.

Halewood Operations

- 3.22 As of March 2026, Halewood Operations employed approximately 3,300 employees. This includes both manufacturing associates and non-manufacturing employees. In addition, contracted partners, external contractors and visitors come to Halewood Operations daily. Halewood Operations transitioned from a two-shift pattern to one-shift pattern in April 2025 due to business requirements. These JLR employees are understood to be split approximately one-third Day Shift (office hours) and two-thirds on a one-shift pattern with operating hours of 0645-1435hrs Monday to Thursday, and 0645-1245hrs on Fridays.
- 3.23 At the time of writing (March 2026), all manufacturing employees (apart from the Press Shop) work on a one-day shift pattern, five days per week. The Press Shop works a two-shift pattern which comprises an early shift of 06:00-14:00hrs on Monday – Thursday and 06:00-11:00hrs on Fridays, and a late shift of 14:15-23:30hrs. The non-manufacturing employees work traditional office hours typically between 0800 and 1800hrs with a lesser presence at the weekend. Some office employees work flexibly but the vast majority of personnel are required to be onsite daily.
- 3.24 Halewood Operations is currently expected to be on a one-shift pattern for the foreseeable future. A return to a two-shift pattern is dependent on business needs. The two-shift pattern hours would then match those set out above for the Press Shop.

WIP Parking

- 3.25 Currently, Work in Progress (WIP) parking for production vehicles occurs either at Halewood Operations or via off-site storage. Transporting WIP vehicles to off-site storage is undertaken by HGV movements including car transporters.

Existing Car Parking Supply

Eastlands

- 3.26 As set out in the introductory chapter of this TS, the Eastlands car park currently provides a total of 1,278 (380 spaces in Eastlands North and 898 spaces in Eastlands South). This is enabled by temporary planning permission for up to 1,589 parking spaces which is due to lapse in December 2027.
- 3.27 The extant temporary permission provides opportunity for this level of parking however the site has not utilised for car parking for a number of years.

Halewood Operations

3.28 In addition to Eastlands, as of March 2026 a wider provision of approximately 2,549 employee and visitor car parking spaces is provided across JLR Halewood. A breakdown of the car parking provision is set out in **Table 1**.

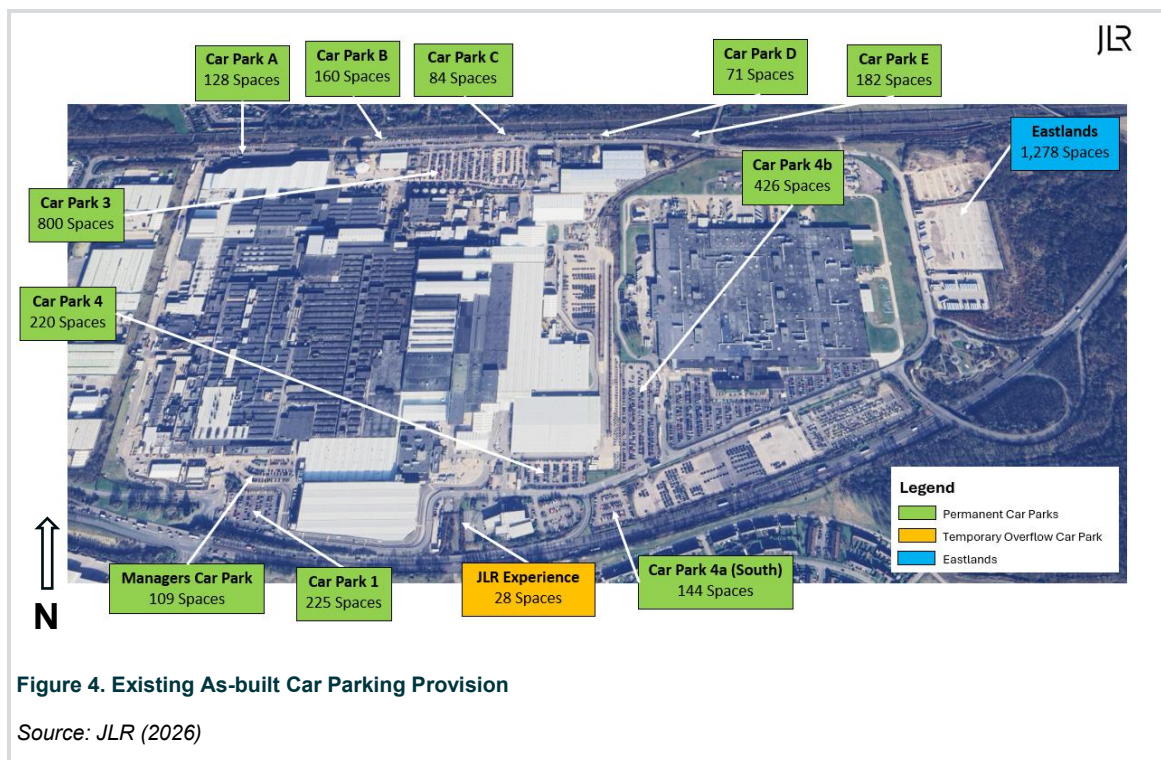
Table 1. Existing and Forecast (Permanent) Employee Car Parking Spaces

Car Park Location	Car Park Name	No. of spaces (2026)
North Portion of Halewood	A	128
	B	160
	C	84
	D	71
	E	182
South	Car Park 3	800
	Car Park 4	220
	Car Park 4a	144
	Car Park 4b	426
	Car Park 1	225
	Managers	109
Total		2,549

Source: JLR (2025)

3.29 Car park one is reserved for Paint employees and restricted workers. Visiting contractors are advised to park in 4B or car park E. In addition, approximately 28 spaces at the Landrover Experience (LRE) site can be allocated to visitor parking for Halewood when the spaces are not in use by LRE themselves.

3.30 In summary, at the time of writing (March 2026) the total as-built employee car parking available for JLR employees at JLR Halewood is approximately 3,827 spaces. This comprises 2,549 permanent employee spaces and 1,278 temporary spaces at Eastlands. Based on the above, a car park plan of car parking at Halewood is set out in **Figure 4**.



Existing Car Park Management Measures

Eastlands

3.31 The gated access points to Eastlands are controlled by JLR.

Halewood Operations

3.32 Access to all of the car parks that are allocated for Halewood Operations are controlled with a swipe card system and gated entry, and access to certain car parks is limited to people on specific shift patterns. JLR operates regular patrols of its on-site car parks, both for a safety and security of the users as well as monitoring the car parking usage.

3.33 Due to the nature of JLR Halewood and its location in relation to the surrounding land uses, there is limited opportunity for employees to park outside of JLR land. Similarly, the site access control systems mean there is no ability for non-employees to park internally within Halewood Operations.

Car Sharing

3.34 No car sharing spaces are in place at Eastlands given the lack of accessibility to Halewood Operations.

3.35 Notwithstanding, the wider JLR Halewood site operates a car share scheme using the Liftshare platform. Liftshare Halewood was initially established in summer 2016 and previously sat within the JLR Liftshare website where users selected their particular factory location. The scheme was paused during the Covid-19 Pandemic and was re-introduced in 2024.

3.36 The JLR Liftshare scheme is accessible by the Mobilityways app and employees receive communications about the Liftshare scheme including how to sign up through existing employee communication channels.

3.37 As of March 2026, Liftshare scheme had 309 Teams in the Halewood Community comprising approximately 734 individuals.

3.38 Employees are required to sign up to the Mobilityways app and form a team in order to be eligible for priority parking. The Liftshare administrator at JLR (a role undertaken by a JLR employee) then authorises business protection to issue a pass which enables access into the car park and must be displayed in the windscreen of the car parking on-site. Only one pass is issued per team to prevent abuse of the scheme.

3.39 At the time of writing (March 2026) there is one currently Liftshare car park reserved for Liftshare teams (car park A). The intent is to expand priority parking for LiftShare in the future.

Cycle & Motorbike Parking

3.40 No cycle parking is in place at the site. Furthermore, there is no requirement for cycle journeys to access the site due to a combination of distance to Halewood Operations access gates, the absence of footpaths from the Eastlands area and the provision of cycle parking within Halewood Operations itself.

3.41 Halewood Operations provides a total of 256 bicycle spaces and approximately 50 motorcycle parking spaces within the secure boundary of the Halewood plant. These are located across five locations adjacent to the four secure access gates as summarised in **Table 2** below.

Table 2. Existing Cycle and Motorcycle Spaces

Type	Gate 1	Gate 2	Gate 3 (Car park)	Gate 3 (Security)	Gate 4	Total
2 Tier Rack	80	40	40	40	40	240
1 Tier Angled	16	0	0	0	0	16
Motorcycle spaces (approx.)	18	12	4	8	8	50

Source: JLR (2025)

- 3.42 In addition, there are approximately 13 separate locations within Halewood Operations which provide showers and locker facilities which are accessible from each access gate. Three of these locations provide dryer cabinets for clothes and towels.

Pedestrian Accessibility

- 3.43 Employees are not encouraged to walk from the car park at Eastlands due to a combination of distance to access gates and the absence of footpaths from the Eastlands area along the section of the perimeter road named East Road. Historically a shuttle bus connected Eastlands Car park to the wider Halewood site to ensure ease of travel between the two sites.
- 3.44 The remainder of JLR Halewood is served by continuous footway provision along local roads, with dropped kerbs and tactile paving in place to aid pedestrian accessibility. In particular on North Road, South Road and Renaissance Way, there are connections from the site access gates to residential areas and amenities by footpath. To the north, a narrow pedestrian footpath runs along the western side of Old Hutte Lane which provides access over the Liverpool to Runcorn Line from North Road to connect with routes along the A562 Higher Road.
- 3.45 Regular overhead street lighting is also provided along both sides of local roads. In addition, a network of 20mph speed limit roads is in place within Halewood village to the north of the site, which can be accessed via a railway underpass onto New Hutte Lane.
- 3.46 Pedestrians and cyclists can enter Halewood Operations site through designated turnstiles located beside Gates 1, 2, 3 and 4 to join an extensive network of internal footpaths. As part of the site Health & Safety arrangements, employees and visitors are required to use the marked footways and not walk on the internal roads. This rule is strictly enforced and compliance is high.

Cycle Accessibility

- 3.47 In terms of wider cycle accessibility at Halewood Operations, the perimeter road around the Halewood site is clear and has an enforced 20mph speed limit to improve safety for cyclists, along with on-road cycle lane markings and indicative cycle way signage.
- 3.48 Halewood Operations is also accessible to local cycle routes, with the off-road cycle route NCN Route 62 and Trans Pennine Trail (TPT) providing access northwards from the western extent of the site adjacent to Gate 1 and Gate 2. This route provides off-street cycle provision to Halewood Park, for access to the Liverpool Loop Line, an 11-mile, flat traffic free route along the old railway track from Halewood to Aintree. This provides for direct cycle access to Broad Green rail station and surrounding residential areas.
- 3.49 Further off-street cycle accessibility is provided east of the site for access eastward to Higher Road, which provides for on-street cycle lane directly into Hale bank. Many of the roads surrounding the site are residential, meaning that they are calm and suitable for cyclists.

Public Transport Accessibility

JLR Shuttle Bus Service

- 3.50 JLR Halewood previously ran an employee shuttle bus at the site from the Eastlands car park, however this service was discontinued in 2020 during the Covid-19 Pandemic and as such, there is no current employee shuttle bus operating at JLR Halewood.
- 3.51 JLR are considering the need for a shuttle bus to reduce the number of cars coming to the site. This will be informed by the level of car use which will be monitored annually as part the monitoring strategy of the new site-wide TP.

Public Bus

- 3.52 The nearest bus stop to Halewood Operations is located on South Road opposite the Gate 4 entrance to the site. This stop is served by the 3a Arriva Buses service on weekdays and Saturdays between Fazakerley / Huyton and Liverpool John Lennon Airport, and operates hourly between approximately 04:17 and 20:37hrs on weekdays.

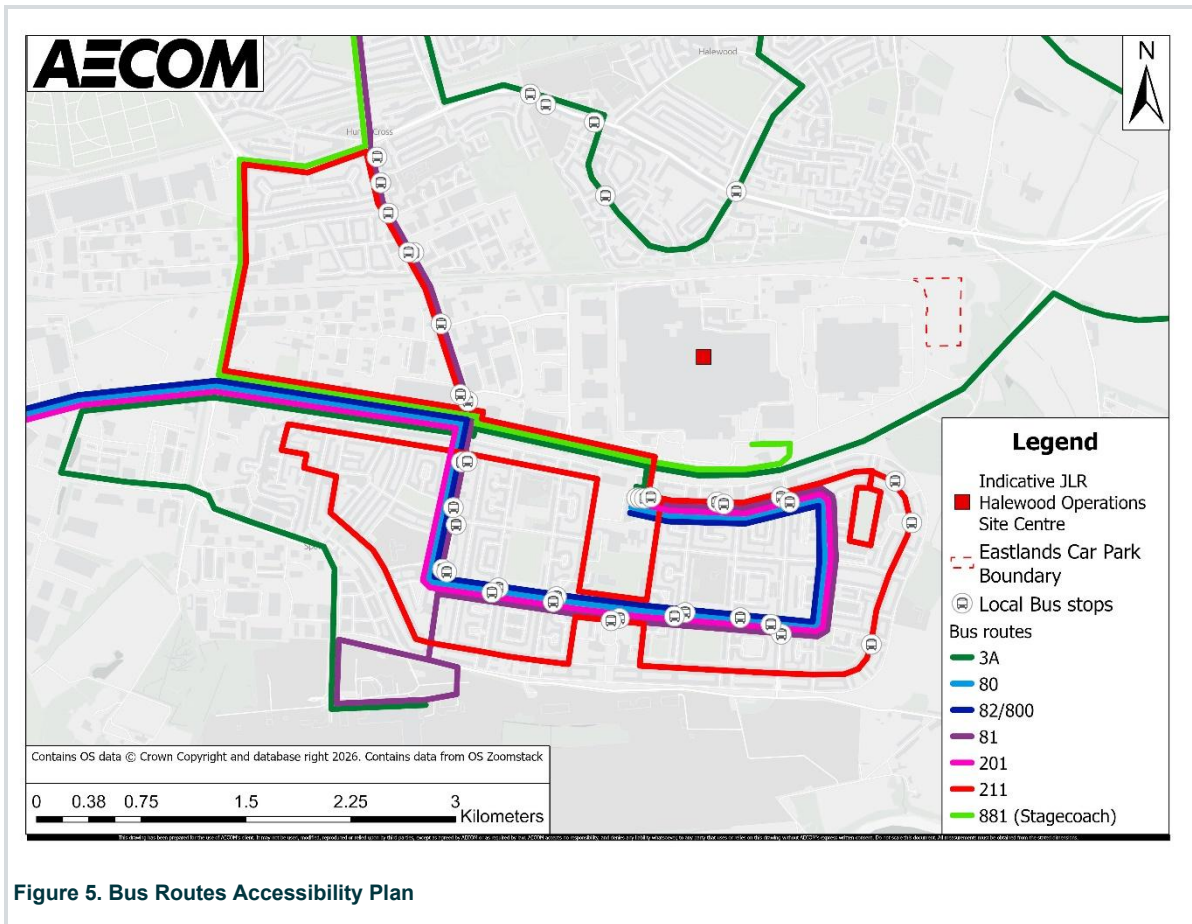
- 3.53 Further bus stops to the south of the site are located at the Morrisons supermarket terminus in the Speke Centre retail park on Penketh Drive. These are located approximately 300m walking distance from Gate 1, and can be accessed via existing footways and a staircase via South Road. Services at this location include the 80, 81, 82, 201, 211, 800 and 3a and form a high frequency bus corridor from Speke to Bootle and Liverpool city centre.
- 3.54 Security can be provided by JLR upon request in order to enable employees to feel secure utilising the Morrisons Car Park Bus Stop provision. However, there is less requirement now that Halewood has moved to the one-day shift pattern as employees would not be required to make use of the bus stops at night following the finish time of the late shift.
- 3.55 The 881 Stagecoach service is an industrial service which provides access from Bootle bus station to JLR, and supplements the 81 service. It currently provides one service per day to JLR, arriving at 06:47hrs which after the start time of JLR's one-shift pattern.
- 3.56 To the north of the site, the nearest bus stop is on New Hutte Lane, approximately 500m walking distance northeast of Gate 3 via a railway underpass which provides access to the 3a service.
- 3.57 A summary of the local bus services in proximity to Halewood Operations are provided in **Table 3** including start and finishing times and frequency.

Table 3. Local Bus Services

Service & Operator	Route	Weekday (Monday – Friday)			Saturday			Sunday		
		Start	End	Freq.	Start	End	Freq.	Start	End	Freq.
3a Arriva	Fazakerley/Huyton – Liverpool John Lennon Airport	04:17	20:37	60mins	06:40	18:53	60mins	No Service		
80 Arriva	Liverpool One Bus Station – Speke	06:30	19:02	40mins	07:30	19:28	40mins	No Service		
81 Arriva	Bootle Bus Station – Speke (Morrisons)	05:30	23:02	30mins	06:45	23:02	30mins	08:00	23:04	30mins
82 Arriva	Liverpool One Bus Station – Speke	05:06	23:53	10mins	05:00	23:53	10mins	06:43	23:53	15mins
800 Stagecoach	Speke – Liverpool Freeport	06:58	-	1 per day	No Service			No Service		
211 Arriva	Morrisons (Speke Circular)	08:00	17:08	60mins	08:00	17:08	60mins	No Service		
881 Stagecoach	Bootle Bus Station to JLR Halewood	-	-	1 per day	-	-	1 per day	-	-	1 per day
201 Arriva	Speke – Royal Liverpool Hospital	13:00	18:15	3 per day (14:40)	13:00	18:15	3 per day (14:40)	13:00	17:50	3 per day (14:35)

Source: Arriva Buses (2025)

- 3.58 **Figure 5** sets out the bus routes within the vicinity of Halewood Operations where bus stops are within 400m walking distances of the site access gates. Consequently, JLR Halewood is considered to be well served by bus provision, benefitting from regular services to key destinations within Liverpool and Merseyside.



Rail

- 3.59 The nearest rail station to the site is Halewood station located 1.8km walking distance to the north of Halewood Operations Gate 3 (an approximate 25-minute walking time). The station provides local Northern Rail services to Warrington Central and Liverpool Lime Street at a frequency of approximately twice per hour.
- 3.60 Hunts Cross Station is located approximately 2.3km walking distance to the northwest of Halewood Operations Gate 2 (an approximate 30-minute walking time) and can also be accessed via the 81 bus service. This station also provides local Northern Rail services above, in addition to frequent Merseyrail services to Ormskirk approximately four times per hour.
- 3.61 Current rail timetabling shows that there is approximately 30 minutes between the first train arriving to Halewood station and the start of the one-shift period at 06:45hrs which does not provide enough time for employees to journey to the site in time for the shift. When the transition back to a two-shift pattern occurs, current rail timetabling means that rail journeys would be available for JLR employees departing the early shift and employees arriving to the late shift, but not to arrivals to the early shift or departures from the late shift.
- 3.62 Consequently, Halewood Operations benefits from regular services to local, regional and national destinations within reasonable walking distance, however availability to rail services is limited based on JLR employee shift patterns.
- 3.63 Rail schemes available to JLR employees include the Merseyrail Corporate Season Ticket Club, which includes 12 months travel for the price of 10 and can be used on the frequent Merseyrail services accessible from Hunts Cross station.

Mode Share

- 3.64 An employee Travel Survey for JLR Halewood was undertaken in January 2026 via the Mobilityways platform and with survey promotion via weekly Team Talks, Team Briefs and One Team briefings at JLR Halewood. with the results providing the baseline situation against which mode share is monitored. The

Travel Survey recorded a mode share of 67% single occupancy vehicles and 23% car sharing with approximately 9% travelling via public transport or sustainable modes. The survey shows a high proportion of car sharing trips which evidenced the popularity of the dedicated JLR car share service and associated car share only parking facilities. They will be repeated regularly to monitor progress against the TP targets.

Existing Sustainable Travel Initiatives

3.65 JLR remain committed to encouraging more sustainable travel to Halewood. JLR Halewood therefore currently provides a wide range of communication channels including:

- A dedicated JLR sustainable travel intranet / website where employees can access all of the information required to enable them to make an informed decision on how to travel sustainably to the site, travel mode information for each JLR site.
- Pocket-size 'New Starter Information Packs' containing essential site travel, emergency contact, road safety and PPE information among others.
- A JLR App which can be used to share information to JLR employees generally, not specific to Halewood.
- The TeamTalk Online portal which is JLR's weekly newsletter/communication which currently goes to salaried JLR email addresses and personal emails. This is the main medium for sharing information on subjects such as sustainable travel. Here employees can access at home to stay up to date with internal company news.
- Further newsletters, notice boards, a company magazine and webcasts.

3.66 As part of JLR's commitment to encouraging sustainable travel, JLR currently provides:

- Regularly organised travel awareness days for employees to attend to receive information on sustainable travel options, incentives for sustainable travel and are also used to encourage sign up to the dedicated car share website.
- Cycle to Work scheme in partnership with local retailers.
- A Centre for Wellness at Halewood where personal health and wellbeing information is provided, including exercise classes and health monitoring. Physio and counsellor provision is also available onsite.
- JLR Employee Learning Scheme provides funded training opportunities for employees on a range of community-based courses or activities from weaving to cycle maintenance training. Depending on the cost of the activity the funding for each person can contribute to an initial taster session or a short course. A key gap identified is the lack of cycle training in Merseyside or other similar sustainable travel training such as efficient driver training.

Summary

3.67 In summary, Eastlands is located east of Halewood Operations but is limited in its accessibility to and from Halewood Operations and the surrounding area due to an absence of footpaths in the vicinity and the lack of shuttle bus provision.

3.68 JLR employees are not encouraged by JLR to walk from Eastlands and the site has not been in use for employee parking for a number of years.

3.69 Halewood Operations itself is located within an accessible location, with good access to frequent public transport services, and is accessible to a range of local amenities and local sustainable travel routes. The car parks on-site at Halewood have the opportunity for greater car share space allocation and EVC spaces.

4. Development Proposals

Introduction

- 4.1 The chapter sets out an overview of the development site, development proposals and proposed operation and access strategy.

Development Site Context

- 4.2 As set out in the introductory chapter of this TS, the site was originally used for lorry parking before being partially re-developed as a temporary car park in 2014 (14/00440/FUL) to accommodate a short-term increase in JLR employees and supplies associated with the launch of new vehicles from Halewood Operations. These works provided an aesthetic uplift to the area and included repairs to existing fencing, installation of new lighting and provision of a terminus for the internal shuttle bus service which has since been discontinued.
- 4.3 The car park received temporary planning permission in 2016 and 2022 and was served by a shuttle bus between the car park and the main entrance up until 2020 when this was discontinued.

Development Proposals

- 4.4 The development proposals comprise replacing the extant temporary planning permission (22/00575/FUL) for 1,589 car parking spaces at Eastlands car park with permanent planning permission for a unified area for production vehicle storage purposes.
- 4.5 Specifically, JLR intend to make use of use of Eastlands as a car storage compound of approximately 2,129 spaces for WIP parking on a permanent basis and also FVD storage at a later date. FVD is otherwise known as batch and hold parking, whereby launch vehicles will be stored for the first six weeks of production of each new vehicle to iron out issues.
- 4.6 The proposed spaces are for internal production vehicles only, and will effectively remove the opportunity for employee car parking at Eastlands by 1,589 in comparison to the existing planning context. However, Eastlands has not been utilised for car parking for a number of years.
- 4.7 The WIP and FVD parking layout will be set out in a 'ferry style' whereby cars are parked nose to tail in order to maximise storage capacity. **Appendix B** contains the proposed site layout which shows that the parking area configuration will comprise blocks of 4 rows of spaces, meaning that only one car would need to be removed in order to access any vehicle. The bays will be 3.0m x 5.5m in size, and the layout will include lanes 6m in width.
- 4.8 A suitable level surface will be installed in order to protect vehicles during storage. Appropriate security measures will also be installed including high security fencing and lighting.
- 4.9 Any EVs to be stored on-site will have a level of charging to enable them to depart the site when required. If additional charging is required to any enable vehicles to depart the site, mobile EV charging can be provided as required.

Access and Servicing Strategy

- 4.10 Access to Eastlands is proposed to be via two secure two-way access junctions located to the west of the site upon commencement of operation. A third access at the southeastern corner will also be provided from East Road to future proof access to the site, however this is not proposed to be used for access to the site upon commencement of operation. These access points will be security controlled in order to manage inbound and outbound traffic movements and will be covered by CCTV.
- 4.11 Given the intended operation of the site, no new pedestrian routes or access to the site will be provided.
- 4.12 Production vehicles will be driven to the site by JLR employees via the perimeter road for WIP and FVD storage purposes, and employees will be transported back to Halewood Operations via a fleet of movement vehicles or via WIP vehicles that are returning to the plant.

- 4.13 Swept Path Analysis is provided as **Appendix C**. This demonstrates access and egress from the site onto the East Road and circulation within the site perimeter by a large 5.5m car.

Traffic Impacts

- 4.14 The proposed development will not generate any additional external trips over and above that already permitted for JLR Halewood, or change the external highway network assignment of existing employees or visitor trips to Halewood Operations. It will simply enable the more efficient operation of WIP and FVD vehicle storage on-site, as JLR continue to reshape how the JLR Halewood operates to reflect the EMA Programme. This will mean less vehicles will need to be transported off-site and stored before they move onto either customers or back to the plant to be completed. The proposals will effectively reduce the permitted supply of visitor / employee car parking at JLR Halewood by 1,589 in comparison to the existing planning context.
- 4.15 However the proposals will have no impact on how JLR employees access and egress JLR Halewood, as employees have not utilised Eastlands for a significant period. The proposed development prevents JLR employees or visitors / contractors from parking at Eastlands therefore no additional employee / visitor / contractor demand will occur due to the proposals. As such, there will be no change in traffic movements on the external highway network from employees, contractors or visitors to JLR Halewood Operations.
- 4.16 The proposals will also not alter the site access strategy to JLR Halewood or the local highway network.
- 4.17 Currently, WIP parking for production vehicles occurs elsewhere at JLR Halewood, or occurs off-site, with transport undertaken by HGV movements. The development proposals will enable a greater amount of WIP and FVD parking operation to be rationalised at one on-site location, with a ferry style parking layout whereby cars are parked nose to tail in order to maximise storage capacity.
- 4.18 This additional capacity for on-site WIP and FVD parking will reduce the need to transfer vehicles off-site for storage via HGV movements. The proposals will therefore result in a reduction in off-site HGV trips for WIP storage purposes, due to an increase in on-site production vehicle storage provision at Eastlands.
- 4.19 Given the above the impact in terms of transport on the wider highway network cannot be considered to be severe.

Road Safety

- 4.20 Change in road safety risk is related to change in traffic volumes or the form of the road layout. The development proposals will:
- Not result in an any new employee trips to JLR Halewood, or change the assignment of existing employee trips to Halewood Operations.
 - Result in a reduction in off-site HGV trips for WIP storage purposes, due to an increase in on-site WIP provision at Eastlands.
 - Not alter the site access strategy to JLR Halewood or the local highway network.
- 4.21 As such, it can be concluded no material change in road safety risk will occur on the local highway network.

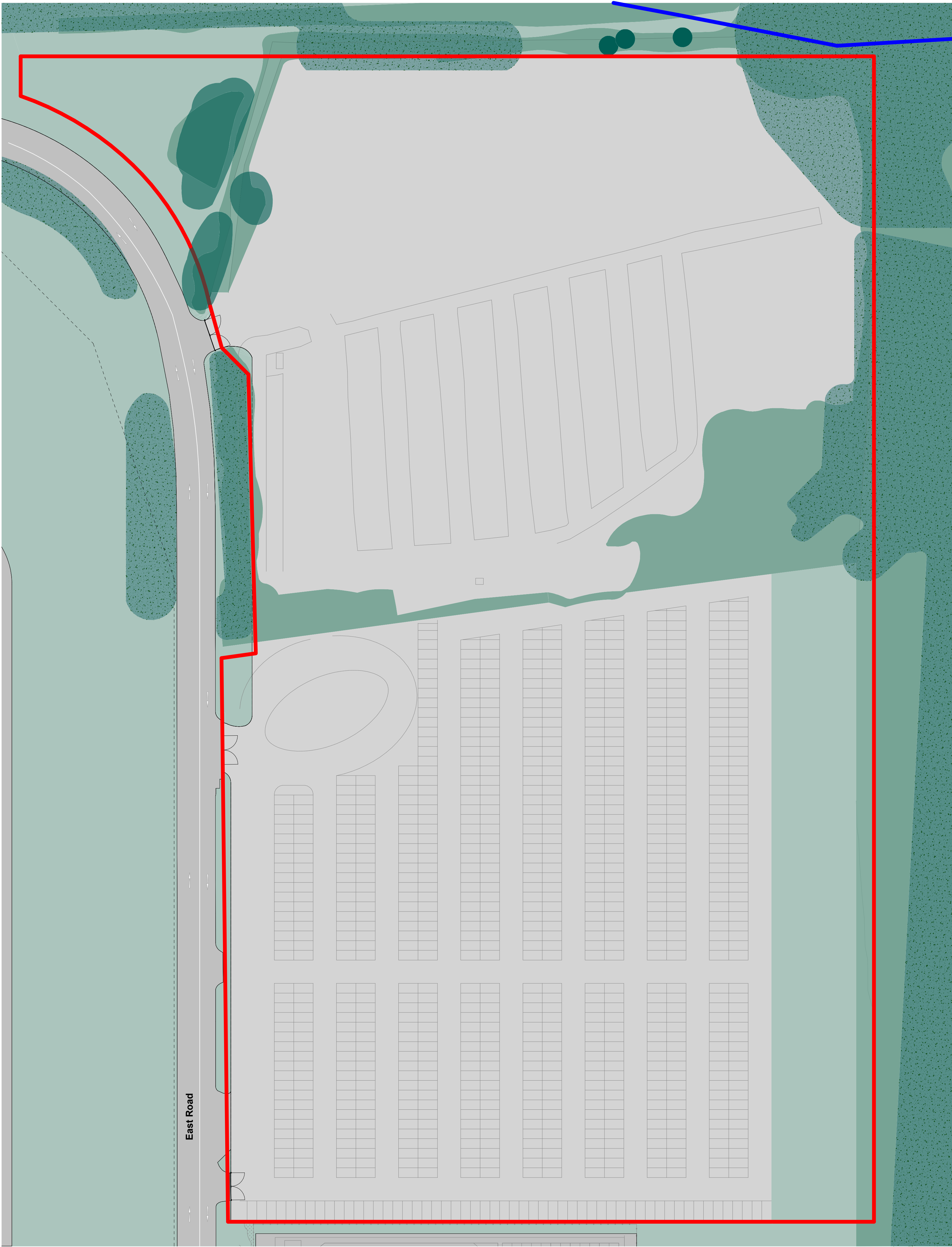
Summary

- 4.22 In summary, the proposed development is not considered to generate any additional trips over and above that already permitted for JLR Halewood. It will simply enable the more efficient operation of WIP and FVD vehicle storage on-site, as JLR continue to reshape how the JLR Halewood operates to reflect the EMA Programme. Given this, it is concluded that no further assessment is required in terms of traffic and transportation as the impact is not severe.

5. Summary and Conclusions

- 5.1 This TS has been prepared to accompany a planning application for permanent car parking provision at the Eastlands car park, located at the eastern extent of the wider JLR Halewood site. This planning application for permanent car parking status will supersede the extant temporary permission (22/00575/FUL) for 1,589 car parking spaces, the consent for which is due to expire in December 2027.
- 5.2 The consent is sought in order to maintain business and operational flexibility at Halewood Operations.
- 5.3 The proposals will not result in any new employees at JLR Halewood, and employees are expected to access and egress JLR Halewood by the same routes they currently use. As such that there will be no change in employee traffic movements on the external highway network.
- 5.4 The proposals will result in a reduction in off-site HGV trips for WIP and FVD storage purposes, due to an increase in on-site car storage provision at Eastlands.
- 5.5 The proposals will not alter the site access strategy to JLR Halewood or the local highway network.
- 5.6 As such, the overall impact of the development proposals is considered not to be severe on the local highway network in transport terms, and will not increase the current consented travel demand associated with JLR Halewood.
- 5.7 Based on the above, it is considered that the proposals are acceptable in highway terms, and it is concluded that there are no traffic or transport grounds to preclude the granting of planning permission.

Appendix A – Existing Site Plan



ST_EXISTING SITE PLAN_PLANNING

1 : 500

KEY

- Site Boundary
- Ownership Boundary

- Tarmac Hardstanding
- Concrete Hardstanding
- Soft Landscaping
- Dense Shrubberty
- Trees

Reference Drawing

Topographical Survey: 'LST26001-D001'

NOTE: Refer to Arboriculturalist survey drawing 'UK0028072.5026-ARB-TSP' for details of existing soft landscaping.

Refer to Boundary Treatment Plan for perimeter fencing details.

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CLIENT:



IN ASSOCIATION WITH:

PROJECT:
EASTLANDS CARPARK

TITLE:

EXISTING SITE PLAN

DRAWN BY:	RD	CHECKED BY:	KS	APPROVED BY:	KS
SCALE:	As indicated @ A1			DATE:	01/30/26
STATUS:	DESCRIPTION:				
S2	PLANNING				

DRAWING No: ECP - RDG - ZZ - ST - D - A - 000002

PROJECTNUMBER - ORIGIN - FUNC - SPATIAL - FORM - DIS - NUMBER
ECP - RDG - ZZ - ST - D - A - 000102

REV:
P01

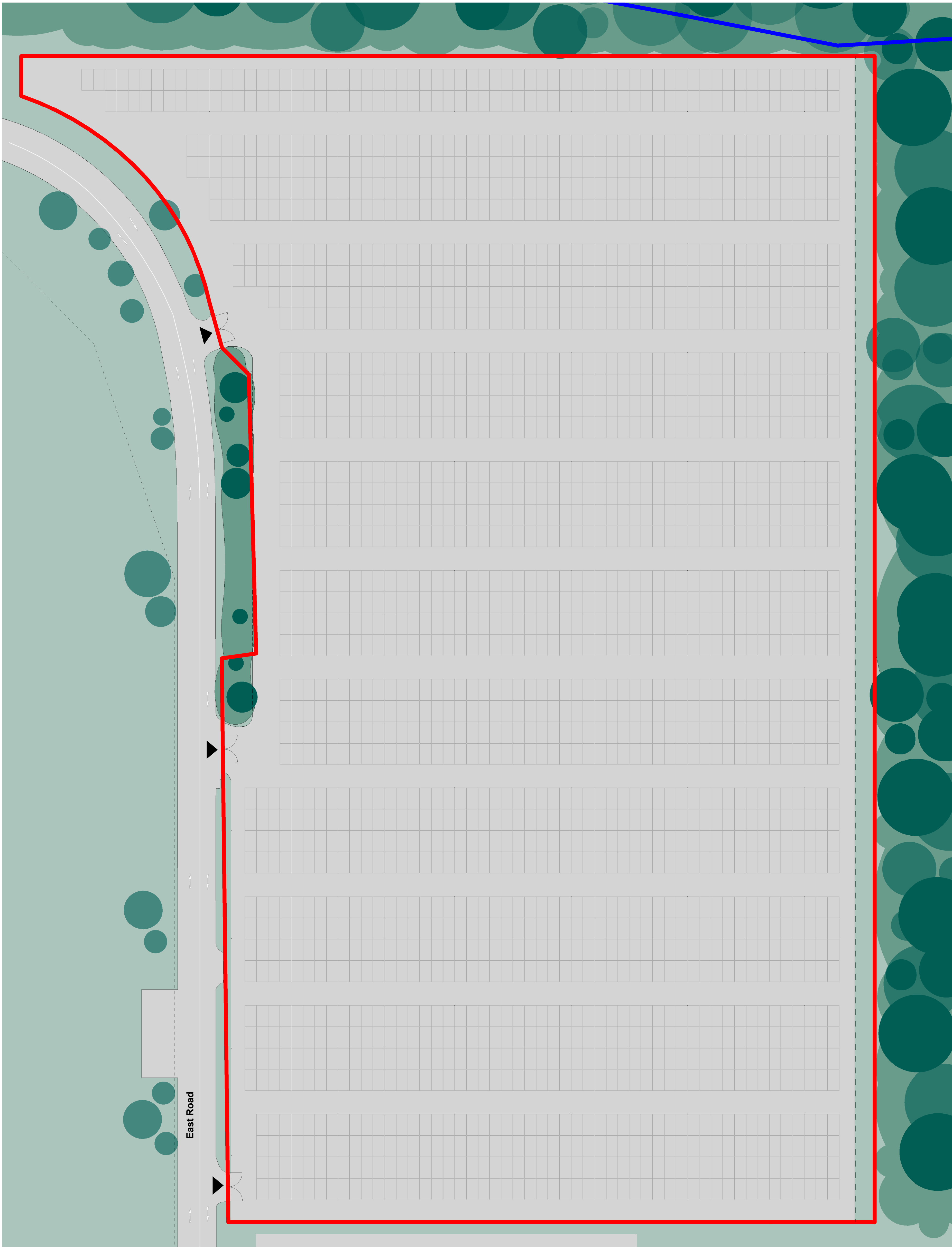
RIDGE PROJECT No:
ECP

REV	DESCRIPTION	DATE	BY	CHKD
001	PLANNING ISSUE	27/03/26	KS	KS

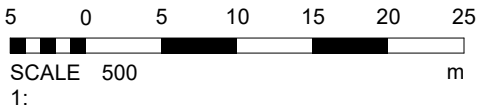
ORIGINATOR:

RIDGE

Appendix B – Proposed Site Plan



ST_PROPOSED SITE PLAN
1 : 500



KEY

- Site Boundary
- Ownership Boundary
- Site Entrance
- Tarmac Hardstanding
- Soft Landscaping
- Dense Landscaping

Reference Drawing

Topographical Survey: 'LST26001-D001'

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CLIENT:



IN ASSOCIATION WITH:

PROJECT:
EASTLANDS CARPARK

TITLE:

ST_PROPOSED SITE PLAN

DRAWN BY: KS CHECKED BY: KS APPROVED BY: KS
SCALE: As indicated @ A1 DATE: 01/30/26

STATUS: S2 DESCRIPTION: FOR INFORMATION

DRAWING No: ECP - RDG - A -
PROJECTNUMBER - ORIGIN - FUNC - SPATIAL - FORM - DIS - NUMBER
ECP- RDG-ZZ-ST-D-A-010003

REV:
P03

ORIGINATOR:

RIDGE

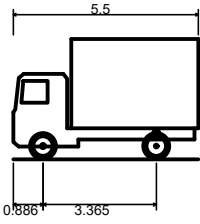
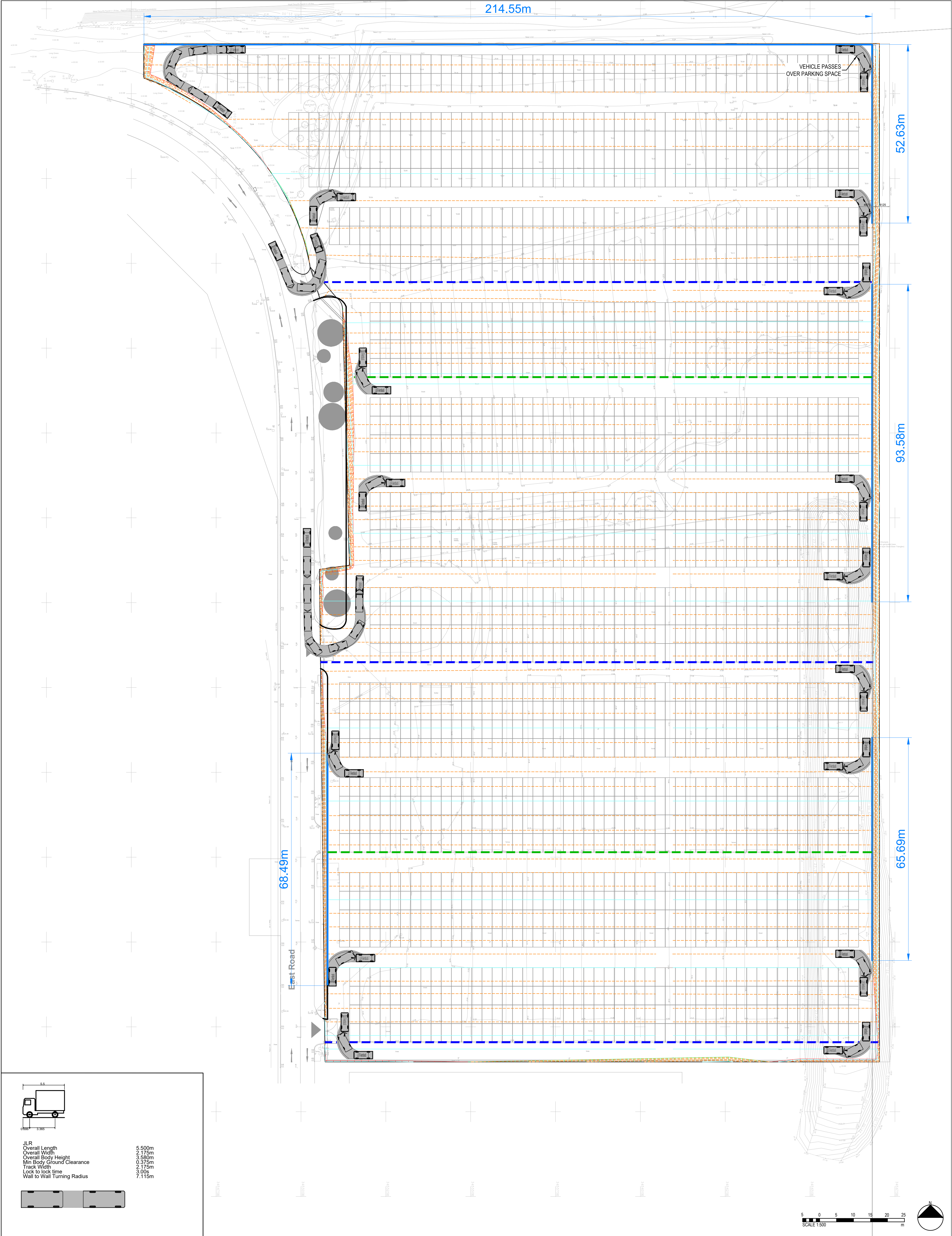
RIDGE PROJECT No:
ECP

P03 REVISED TO INCLUDE UPDATED RED LINE BOUNDARY EAST BY 3m
P02 REVISED TO INCLUDE PLB KEY AND GATES
P01 FIRST ISSUE FOR COORDINATION

20/03/2026 KS KS
02/03/2026 RD KS
04/02/2026 KS KS

REV DESCRIPTION DATE BY CHKD

Appendix C – Swept Path Analysis



JLR
Overall Length 5.500m
Overall Width 2.175m
Overall Body Height 3.590m
Min Body Ground Clearance 0.375m
Track Width 2.175m
Lock to lock time 3.00s
Wall to Wall Turning Radius 7.115m



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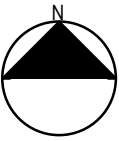
P01	INITIAL ISSUE	30.03.2026	LP	EDM
REV	DESCRIPTION	DATE	BY	CHKD

PROJECT: EASTLANDS CAR PARK

TITLE: VEHICLE TRACKING
5.5m VEHICLE

DRAWN BY:	LP	CHECKED BY:	EDM	APPROVED BY:	ED
SCALE:	1:500	@	A1	DATE:	30/03/2026

ORIGINATOR: www.ridge.co.uk



RIDGE

PROJECT NUMBER: 5031818							
STATUS:		DESCRIPTION:					
S2 FOR INFORMATION							
DRAWING No: 5031818-RDG-XX-XX-D-C-111001							
PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
5031818	RDG	XX	XX	D	C	111001	P01

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