



JLR

PLANNING, DESIGN & ACCESS STATEMENT

ASRS, Halewood





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PLANNING, DESIGN & ACCESS STATEMENT

ASRS, Halewood

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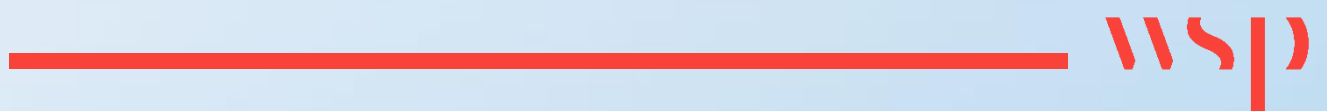
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1

INTRODUCTION



1 INTRODUCTION

- 1.1.1. This Planning Statement has been prepared by WSP on behalf of Jaguar Land Rover (the applicant) in support of a planning application submitted to Knowsley Council for a second ASRS Building, located at the Halewood plant, Liverpool.
- 1.1.2. The Halewood plant has one Automated Storage and Retrieval System (see details at section 3 below). This facility stores incoming car bodies before being sequenced and transported to the production line.
- 1.1.3. An additional ASRS building is required to support the Halewood plant in its transition to become an all-electric production facility.
- 1.1.4. The new building will be located to the west of the existing ASRS building within the centre of the Halewood plant.
- 1.1.5. This application is therefore seeking planning permission for the:
- “Erection of 1 No. industrial building (Use Class B2/B8) together with other associated works.”*
- 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 Jaguar Land Rover in line with Policy CS2 and CS4;
 - The proposal is in-keeping with the existing industrial site and is acceptable in design terms;
 - The development will not have a severe or detrimental impact on highways with no changes proposed to the existing highways.
- 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;
 - Photographs of the site; and
 - This Planning, Design and Access Statement, prepared by WSP.

STRUCTURE OF THE REPORT

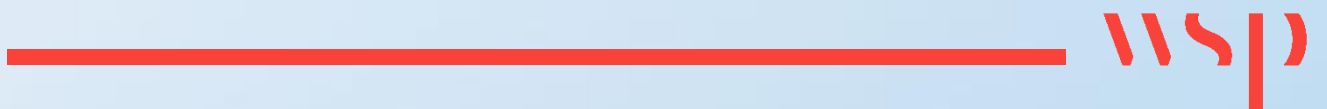
- 1.1.9. This Planning Statement is structured as follows:
- Section 2 sets out the site context and its surroundings;
 - Section 3 details planning history associated with the application site including an overview on the pre-application discussions with Knowsley Council undertaken prior to submission;
 - Section 3 outlines the proposed development, including design and access;
 - Section 4 sets out the relevant planning policies at a local and national level;
 - Section 5 provides the case for development and explains why the principle of development is acceptable; and
 - Section 6 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 site comprises a rectangular parcel of hardstanding extending to 1,284sqm (see Site Location Plan at Appendix 1 and existing site photographs at Appendix 2).
- 2.1.3. The site is surrounded on all sides by industrial uses associated with JLR operations.
- 2.1.4. The closest residential properties are on Norley Place, approximately 200m north of the site. It is separated from the site by North Road, a 4-track railway and significant landscape buffers.
- 2.1.5. The Google Maps image below shows the existing ASRS building, with Norley Place in the foreground.

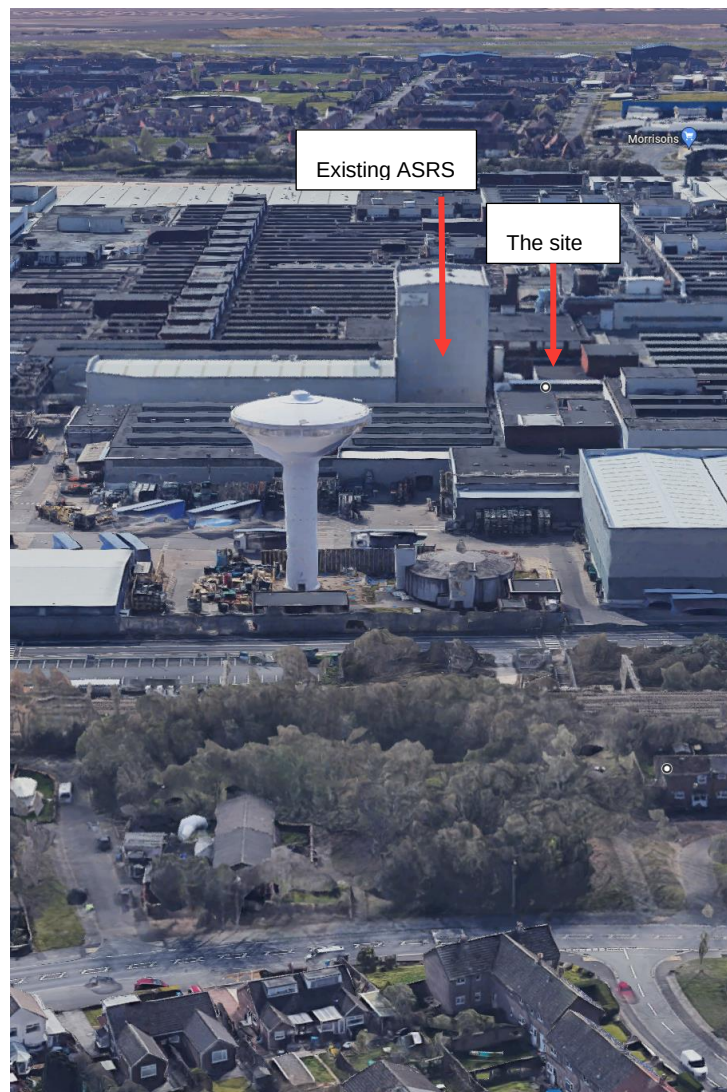
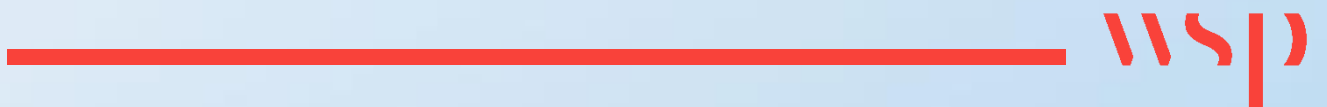


Figure 2-1 - Google Maps image looking south.

- 2.1.6. 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.
- 2.1.7. The site lies within Flood Zone 1, classified as very low risk in terms of risk of flooding from rivers and seas.
- 2.1.8. JLR Halewood is within a designated primary industrial area under saved policy EC3 of the Knowsley Replacement Unitary Development Plan whereby the council supports the delivery and retention of B1, B2 and B8 uses.
- 2.1.9. The Knowsley Core Strategy further supports the site's employment status through policy CS4 which directly supports the principle of new development to assist the continued operation of existing employment sites through 164 hectares of employment land. The site is identified as a key employment site which forms an essential part of the borough's overall employment land supply.

3

DESCRIPTION OF PROPOSALS



3 DESCRIPTION OF PROPOSALS

3.1 PRE-APPLICATION ADVICE

- 3.1.1. Informal pre-application discussions have taken place with Knowsley Planning Department.
- 3.1.2. A discussion took place on 14 October 2022 to discuss the submission documents for the planning application, which have subsequently been enclosed with the application. It was agreed that a Social Value Strategy or Health Impact Assessment would not be required for this structure.

3.2 PROPOSED DEVELOPMENT

- 3.2.1. The application seeks permission for:
“Erection of 1 No. industrial building (Use Class B2/B8) together with other associated works.”
- 3.2.2. ‘Associated works’ include the relaying of the slab foundations with a 1m depth.

3.3 DESIGN AND ACCESS

USE

- 3.3.1. The proposed building will be used to store incoming car bodies before being sequenced and transported to the production line. It will be used in conjunction with the existing ASRS building to the east to allow JLR to increase its production capacity for new model lines.

AMOUNT

- 3.3.2. The planning application seeks total floorspace of 1,284 sqm. Within the building will be a completely automated storage facility.

LAYOUT

- 3.3.3. A new slab is proposed to a depth of 1m to replace the existing foundations. This will support the proposed racking system where the wall cladding will be supported.
- 3.3.4. The proposed building will be located adjacent to the existing ASRS building for operational efficiency and to minimise visual impact.
- 3.3.5. The ASRS buildings will share conveyors that will guarantee the entry and exist of the car bodies. These conveyors are installed inside the existing adjacent T&F building (shown on the submitted drawings).
- 3.3.6. Car bodies will enter the building at ground and first floor via conveyor. Four cranes inside the building will then place the car bodies on racking.
- 3.3.7. Four access doors are proposed on the north elevation for maintenance purposes (equipment entry from the outside) and will also serve as emergency exits.

SCALE

- 3.3.8. The scale of the development is in keeping with the JLR site. It can be read in the context of the wider factory.

- 3.3.9. The building will be 28.8m tall. This will sit below the ridge height of the existing ASRS building (36.2m to ridge), thereby being of an appropriate scale and massing in its context.

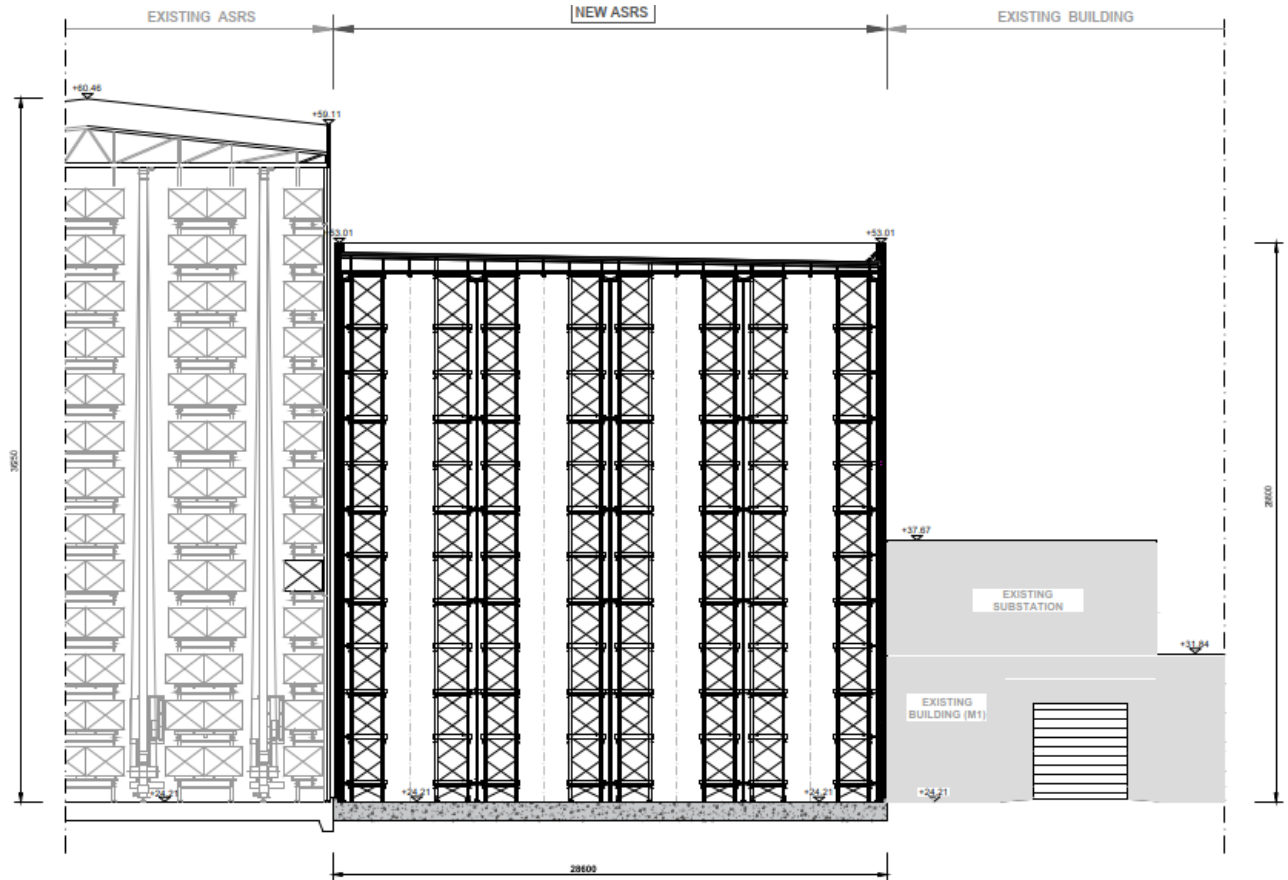


Figure 3-1 - Proposed ASRS building in its context.

APPEARANCE

- 3.3.10. Wall cladding will be Rockspan Extra in RAL Prisma Spectrum 9006 (silver). This will be supported off the proposed racking system.
- 3.3.11. Roof cladding will be Kingspan KS1100 Quadcore in RAL 7046 (mid grey).
- 3.3.12. Steel security doors will be in RAL 9006 (silver).

PARKING AND ACCESS

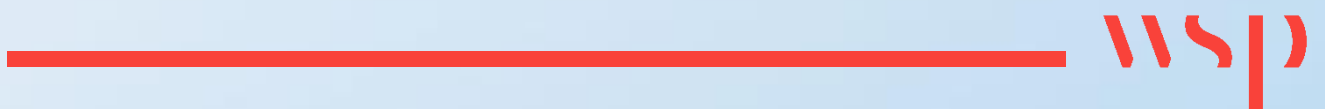
- 3.3.13. No alterations will take place to existing car parking or road alignments.

DRAINAGE

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

4

PLANNING POLICY



4 PLANNING POLICY

4.1 PLANNING POLICY CONTEXT

- 4.1.1. In the context of this application, planning policy operates at two levels:
- **National:** The Government produces national policy in the form of the National Planning Policy Framework ('NPPF') (2021) and the supporting National Planning Policy Guidance ('PPG'); and
 - **Local:** The Knowsley Local Plan Core Strategy was adopted in January 2016 to inform development through the use of detailed policies up to 2028 and beyond.
- 4.1.2. 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.

4.2 NATIONAL PLANNING POLICY

- 4.2.1. The NPPF was published on 24 July 2018 with amendments made in July 2021. Any applications made after this date are required to give material consideration to this version, even if the adopted development plan documents were adopted under the previous NPPF (2012).
- 4.2.2. The NPPF (2021) emphasises the importance of sustainable development and sets out the core planning principles guided by the Government's planning policies. Under paragraph 47, development proposals that accord with the development plan should be approved without delay.
- 4.2.3. 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.

4.3 LOCAL PLANNING POLICY

- 4.3.1. 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.

4.3.2. 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.

4.4 OTHER MATERIAL CONSIDERATIONS

4.4.1. The following Supplementary Planning Documents ('SPD') are considered to be relevant to this proposal:

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

5

PLANNING CONSIDERATIONS



5 PLANNING CONSIDERATIONS

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

5.2 PRINCIPLE OF DEVELOPMENT

- 5.2.1. The development fully accords with the site's allocation as a primary industrial area, in accordance with Core Strategy policies CS2 and CS4.

The structures will operate under use class B2 and B8 and therefore contributes towards economic development. It will support the Halewood plant in its transition to become an all-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.

- 5.2.2. JLR Halewood is recognised as a large industrial site which plays a crucial economic role within the City Region. The proposed development is necessary to ensure JLR can enhance its logistic operations to continue to meet current demands and ensure seamless manufacturing with zero losses.
- 5.2.3. The site is within a designated primary industrial area under saved Policy EC3 of the Knowsley Replacement Unitary Development Plan whereby the council supports the delivery and retention of B1, B2 and B8 uses. The Knowsley Core Strategy further supports the site's employment status through Policy CS4 which directly supports the principle of new development.
- 5.2.4. The site is identified as a key employment site which forms an essential part of the borough's overall employment land supply and therefore the principle of development is established. Whilst the development will not create any additional employment, it will enable JLR to maintain and enhance its operations at the Halewood plant, where many local residents are already employed. This will enable a continued prioritisation of staff upskilling and emphasis on ensuring a future-facing, resilient workforce.

5.3 DESIGN AND LAYOUT

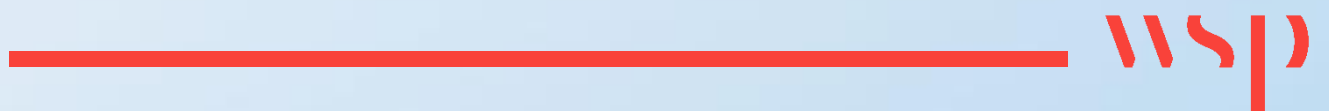
- 5.3.1. The development has been designed to reflect the industrial nature of existing site. The materials, scale and overall design is wholly in keeping with the other industrial buildings within the JLR complex, taking a cohesive design approach. The development is therefore compliant with Core Strategy policy CS19. The scale of the development is in keeping with the JLR site and will sit at a lower height than the existing ASRS building. It is read in the context of the wider factory.
- 5.3.2. There are no proposed changes to developed or undeveloped land as such there will be no impact on trees and ecology.
- 5.3.3. The application site is on land owned by JLR and within the extents of JLR, Halewood. Direct access to the site is provided via the existing highway network circulating the site, with direct connections to the A561 Speke Boulevard and the A562 Higher Road via Old Hutte Lane.
- 5.3.4. 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.

- 5.3.5. The development does not result 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 a net increase in traffic or parking volumes.
- 5.3.6. The site is approximately 200m from the nearest residential properties on Norley Place. The site is separated from these dwellings by North Road, a 4-track railway and significant landscape buffers. Therefore, the proposed building would not impact on residential amenity with regard to light pollution or noise, in accordance with Policy ENV3 (light pollution).

6

CONCLUSION



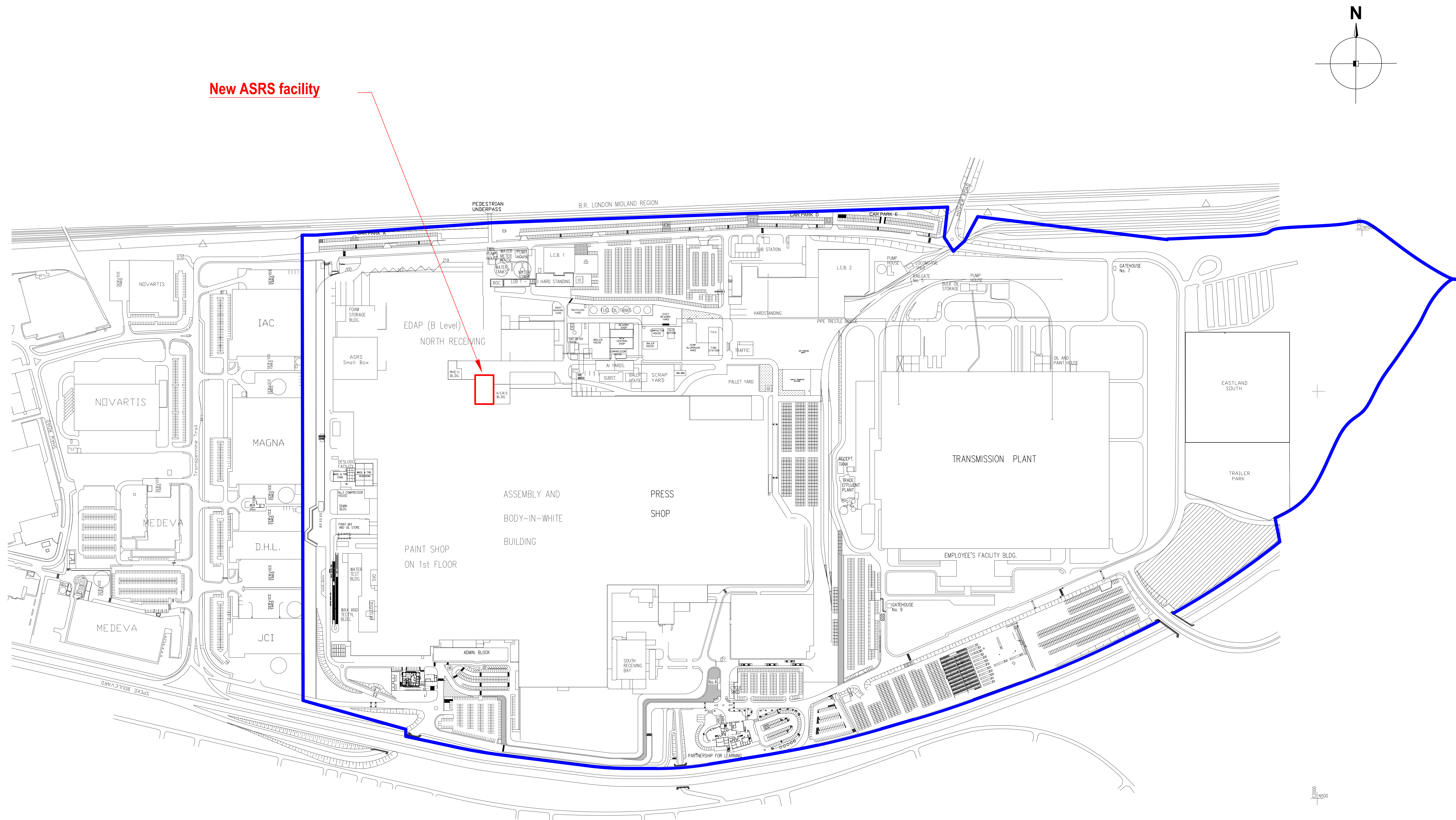
6 CONCLUSION

- 6.1.1. This Planning Statement has been prepared to support a planning application for a new building to accommodate an Automated Storage and Retrieval System (ASRS).
- 6.1.2. The development results in improvements to the operational efficiency of the site and supports the function of the industrial use of the land which is in accordance with the adopted Local Plan.
- 6.1.3. The building has been designed to be consistent with the industrial aesthetic of the wider site and will therefore blend acceptably with the surrounding buildings. Whilst the site will be visible from residential properties to the north (and likely south), it is separated by over 200m and will be read in the context of the existing taller ASRS building.
- 6.1.4. 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.
- 6.1.5. This Planning Statement and all other supporting documentation demonstrates that the scheme is compliant with local and national planning policies, and it should therefore be approved without delay.

Appendix A

SITE LOCATION PLAN





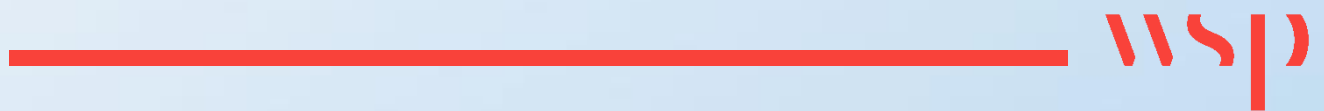
New ASRS facility

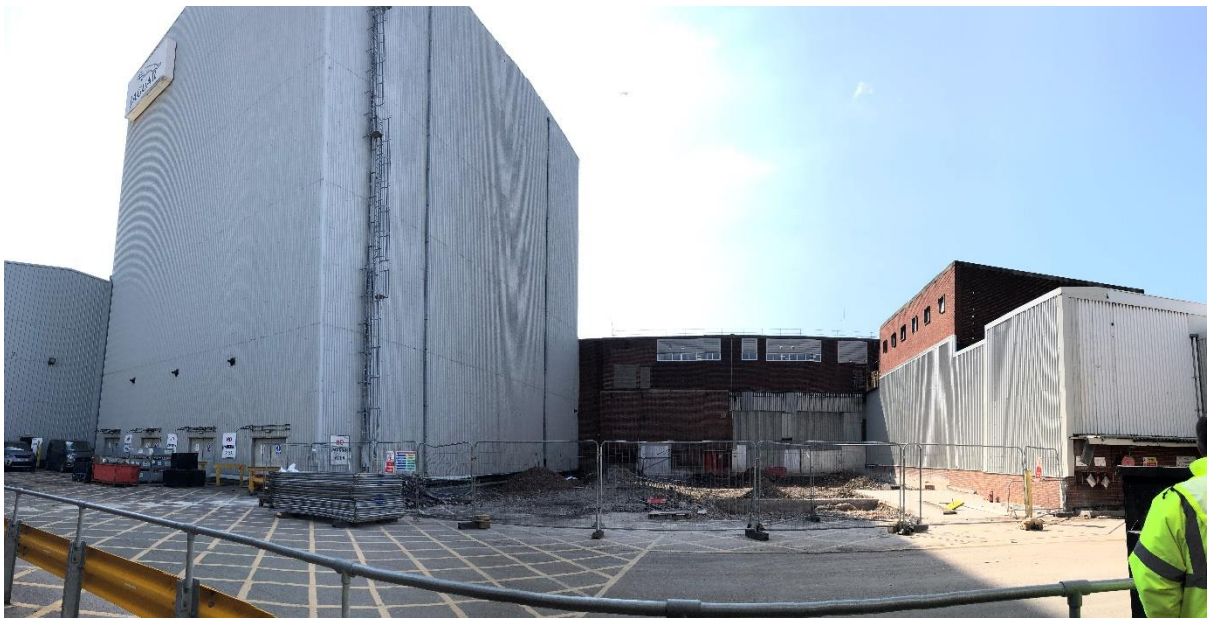
- JAGUAR LAND-ROVER OWNERSHIP BOUNDARY
- APPLICATION SITE BOUNDARY

Rev.	Description	By	Date
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Drawn		Date drawn	May/23
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Project (Viewpoint numbers)			
Consultant/ Contractor:			
GLOBAL ME			
Jaguar Land Rover Limited, Abbey Road, Whitley, Coventry CV3 4JF Registered in England No. 1422247			
Plant:	Halewood	Building:	ASRS
Project: New ASRS (T&F) - Halewood			
Title: LOCATION PLAN			
Drawing Number:	ASRS-PP-01-03/22	Revision:	JL
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Appendix B

EXISTING SITE PHOTOGRAPHS







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PUBLIC