



JLR

PLANNING, DESIGN & ACCESS STATEMENT

Material Planning & Logistics (MP&L) Temporary
Structures and Canopy, Halewood





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PLANNING, DESIGN & ACCESS STATEMENT

Material Planning & Logistics (MP&L) Temporary Structures
and Canopy, Halewood

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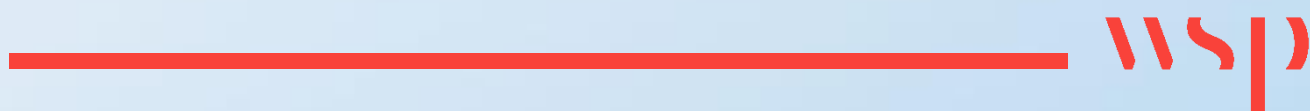
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1

INTRODUCTION



1 INTRODUCTION

- 1.1.1. This Planning Statement has been prepared by WSP on behalf of JLR (the applicant) in support of a planning application submitted to Knowsley Council to form an extension to the existing Materials Planning & Logistics (MP&L) operations, located at the Halewood plant, Liverpool.
- 1.1.2. The temporary structures expand the existing MP&L storage facilities located to the south of JLR. The structures were constructed in October 2022 and thus this application seeks retrospective approval.
- 1.1.3. This application is therefore seeking planning permission for the:
- “Erection of three temporary structures and canopy (5 years) to provide manufacturing and storage space (use class B2 and B8) and associated works (retrospective).”*
- 1.1.4. 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.
- 1.1.5. 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 Materials Planning & Logistics 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;
 - The development is reinstating a development which was previously approved and implemented following expiry of planning permission; and
 - The technical reports submitted conclude the site and proposed development is acceptable.
- 1.1.6. 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 as-built development; and
 - This Planning, Design and Access Statement, prepared by WSP.

STRUCTURE OF THE REPORT

- 1.1.7. This Planning Statement is structured as follows:
- Section 2 sets out the site context and its surroundings;
 - Section 3 details planning history associated with the application site including an overview on the pre-application discussions with Knowsley Council undertaken prior to submission;
 - Section 4 outlines the proposed development, including design and access;
 - 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.

1.1.8. 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. The site comprises an irregular parcel of land extending to 3,210sqm and situated to the immediate south of the existing MP&L storage building.
- 2.1.2. The site previously housed three temporary tent structures which were removed in early 2022. The tent aided MP&L operations providing 3,000 sqm of manufacturing and storage space (Use Classes B2/B8). The hardstanding has been reused to construct the development subject of this application.
- 2.1.3. The site is surrounded on all sides by industrial uses associated with JLR operations. The site is bound by South Road which runs to north of the application site, which facilitates access to the wider JLR complex. An internal link road is found to the site's immediate east, which provides direct access to existing MP&L operations seen to the north.
- 2.1.4. Direct access to the site is provided via the existing highway network circulating the site, with direct connections to the A561 Speke Boulevard and the A562 Higher Road via Old Hutte Lane.
- 2.1.5. The site lies within Flood Zone 1, classified as very low risk in terms of risk of flooding from rivers and seas.
- 2.1.6. The closest residential properties are on Clough Road, approximately 250m south of the site. It is separated from the site by the Speke Boulevard and significant landscape buffers provided to the north of these existing properties.
- 2.1.7. 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.
- 2.1.8. The Knowsley Core Strategy further supports the site's employment status through policy CS4 which directly supports the principle of new development to assist the continued operation of existing employment sites through 164 hectares of employment land. The site is identified as a key employment site which forms an essential part of the borough's overall employment land supply.

3

BACKGROUND TO THE APPLICATION



3 BACKGROUND TO THE APPLICATION

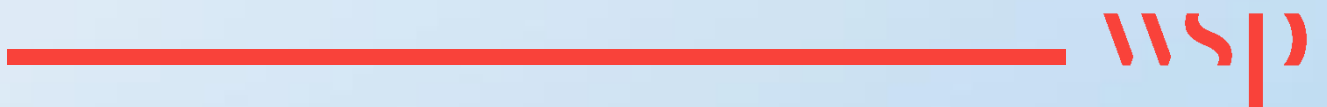
- 3.1.1. The JLR Halewood Operations was first opened by the Ford Motoring Company in 1963, in which 1993 saw the Halewood press shop begin production of Jaguar body panels. JLR currently employs 3700 people directly, supporting a further 1000 people indirectly through its suppliers and contractors. Appropriately a third of JLR Halewood Operations workforce live in Knowsley. This equates to around 1,200 employees.
- 3.1.2. MP&L has been operating for many years and plays a key role in the production of cars at JLR, Halewood. The department is responsible for ensuring seamless manufacturing with zero losses attributable to material supply. The operations play a vital role in supporting production and drive delivery performance at Halewood.
- 3.1.3. MP&L are ultimately responsible for determining how much and what type of products and materials to hold, and where in the supply chain, ensuring seamlessness for logistic operations at Halewood.
- 3.1.4. The proposal provides temporary facility space for MP&L operations to expand. The structures connect to the existing MP&L facility to the north via a covered canopy and provide a better solution to meet the operational requirements at this stage than a permanent structure.
- 3.1.5. The proposed development is part of a wider strategy for the Halewood site to increase operational efficiency of the manufacturing facility, allowing the business to be economically resilient for the long-term and respond to future demands of car manufacturing.

3.2 PRE-APPLICATION ADVICE

- 3.2.1. Informal pre-application discussions have taken place with Knowsley Planning Department.
- 3.2.2. 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 temporary structure.

4

DESCRIPTION OF PROPOSALS



4 DESCRIPTION OF PROPOSALS

4.1 EXISTING OPERATIONS

- 4.1.1. The temporary structures will be used in conjunction with the existing MP&L operations to the north.
- 4.1.2. Whilst the temporary structures will be seen as standalone development, it should be read as an extension to the existing MP&L operations which forms a vital part of the car production at JLR. The development will provide additional floorspace to allow MP&L to increase its production capacity and enable production to become resilient to the future market of electric car manufacturing.
- 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 structures and canopy subject of this application were constructed in October 2022. As such, retrospective consent is sought.
- 4.2.2. The application seeks permission for:

“Erection of three temporary structures and canopy (5 years) to provide manufacturing and storage space (use class B2 and B8) and associated works (retrospective).”
- 4.2.3. The main pedestrian access to each building is set back from the existing internal road located to the north of South Road.

4.3 DESIGN AND ACCESS

USE

- 4.3.1. The proposed building will be used in conjunction with the existing MP&L operations to the north. It will provide additional floorspace to allow MP&L to increase its production capacity for new model lines.

AMOUNT

- 4.3.2. The planning application seeks total floorspace of 3,000 sqm.

LAYOUT

- 4.3.3. Whilst a standalone development site, it should be read as an extension to the existing Materials Planning and Logistics operations.
- 4.3.4. The majority of the floorspace will be for MP&L storage and anticipated Body in White increased volume production operations subsequent of planning application 22/00458/FUL.
- 4.3.5. Materials enter the building via an opening under the canopy link. A secondary access point is via a roller shutter on the southern elevation.

SCALE

- 4.3.6. The scale of the development is in keeping with the JLR site. It can be read in the context of the wider factory.
- 4.3.7. Each temporary structure has an eaves height of 6.2m.

- 4.3.8. The building, when set in the context of the wider JLR factory, will be of a similar scale and massing to the previous temporary structures when viewed from public vantage points on Speke Boulevard or South Road.

APPEARANCE

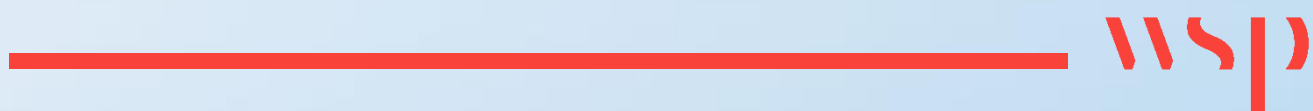
- 4.3.9. Walls are constructed of 40mm composite wall panels in Goosewing Grey. The roof is insulated PVC in white. There are 8 pedestrian doors in grey. There is 1 5x5m roller shutter door. The structures are fixed to the ground using anchors.

PARKING AND ACCESS

- 4.3.10. No alterations will take place to the existing car parking.
- 4.3.11. The internal road alignment of South Road (approved under planning application 16/00452/FUL) will be retained.

5

PLANNING POLICY



5 PLANNING POLICY

5.1 PLANNING POLICY CONTEXT

- 5.1.1. In the context of this application, planning policy operates at two levels:
- **National:** The Government produces national policy in the form of the National Planning Policy Framework ('NPPF') (2021) and the supporting National Planning Policy Guidance ('PPG'); and
 - **Local:** The Knowsley Local Plan Core Strategy was adopted in January 2016 to inform development through the use of detailed policies up to 2028 and beyond.
- 5.1.2. Section 38 (6) of the Planning and Compulsory Purchase Act (2004) requires any planning application to be determined in accordance with the development plan unless material considerations indicate otherwise.

5.2 NATIONAL PLANNING POLICY

- 5.2.1. The NPPF was published on 24 July 2018 with amendments made in July 2021. Any applications made after this date are required to give material consideration to this version, even if the adopted development plan documents were adopted under the previous NPPF (2012).
- 5.2.2. The NPPF (2021) emphasises the importance of sustainable development and sets out the core planning principles guided by the Government's planning policies. Under paragraph 47, development proposals that accord with the development plan should be approved without delay.
- 5.2.3. In addition, the NPPF advocates for planning policies and decisions to help create the conditions in which businesses can invest, expand and adapt, with significant weight to be placed on the need to support economic growth and productivity.

5.3 LOCAL PLANNING POLICY

- 5.3.1. The Knowsley Local Plan Core Strategy was adopted in January 2016 and includes various policies of relevance to this development.

POLICIES

- SD1 – Sustainable Development: Reflects the desire for sustainable and positive development advocated for within the NPPF.
- CS1 – Spatial Strategy for Knowsley: Sets out Knowsley Council's Spatial Development Priorities and how it aims to achieve them. One such priority includes the desire to "enhance existing employment areas".
- CS2 – Development Principles: Establishes the Council's 5 development principles and approaches to achieve them, these principles vary to address challenges including income inequality, carbon emissions, car dependency, environmental issues and resource efficiency.
- CS4 – Economy and Employment: Lists the interventions to be used by the Council to support economic prosperity within the region.
- CS11 – 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 Supplementary Planning Documents ('SPD') are considered to be relevant to this proposal:

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

6

PLANNING CONSIDERATIONS



6 PLANNING CONSIDERATIONS

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

6.2 PRINCIPLE OF DEVELOPMENT

- 6.2.1. The development fully accords with the site's allocation as a primary industrial area, in accordance with Core Strategy policies CS2 and CS4.
- 6.2.2. The structures will operate under use class B2 and B8 and therefore contributes towards economic development. It will allow for the extension to existing works associated with MP&L operations, subsequently improving business productivity at JLR and subsequently within the wider area. Policies CS2 and CS4 support such uses and seek to promote sustainable economic growth to meet the development needs of established employment sectors.
- 6.2.3. JLR Halewood Plant 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 attributable to material supply. MP&L are ultimately responsible for determining how much and what type of products and materials to hold, and where in the supply chain, ensuring seamlessness for logistic operations. MP&L is a fundamental component of Halewood operations, safeguarding the site's productivity and certifies the economic output of the plant remains sustainable.
- 6.2.4. The site is within a designated primary industrial area under saved Policy EC3 of the Knowsley Replacement Unitary Development Plan whereby the council supports the delivery and retention of B1, B2 and B8 uses. The Knowsley Core Strategy further supports the site's employment status through Policy CS4 which directly supports the principle of new development.
- 6.2.5. The 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.

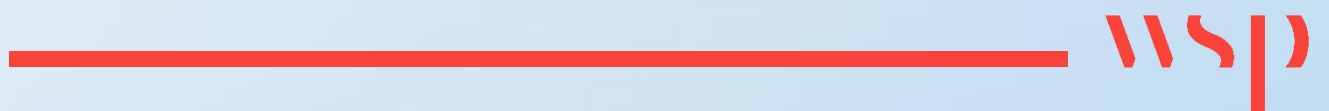
6.3 DESIGN AND LAYOUT

- 6.3.1. 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. It is read in the context of the wider factory and the previously erected tents.
- 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 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.
- 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. 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.
- 6.3.6. The site is approximately 250m from the nearest residential properties on Clough Road. The site is separated from these dwellings by the Speke Boulevard and North Road. Therefore, the temporary structures do not impact on residential amenity with regard to light pollution or noise, in accordance with Policy ENV3 (light pollution).

7

CONCLUSION



7 CONCLUSION

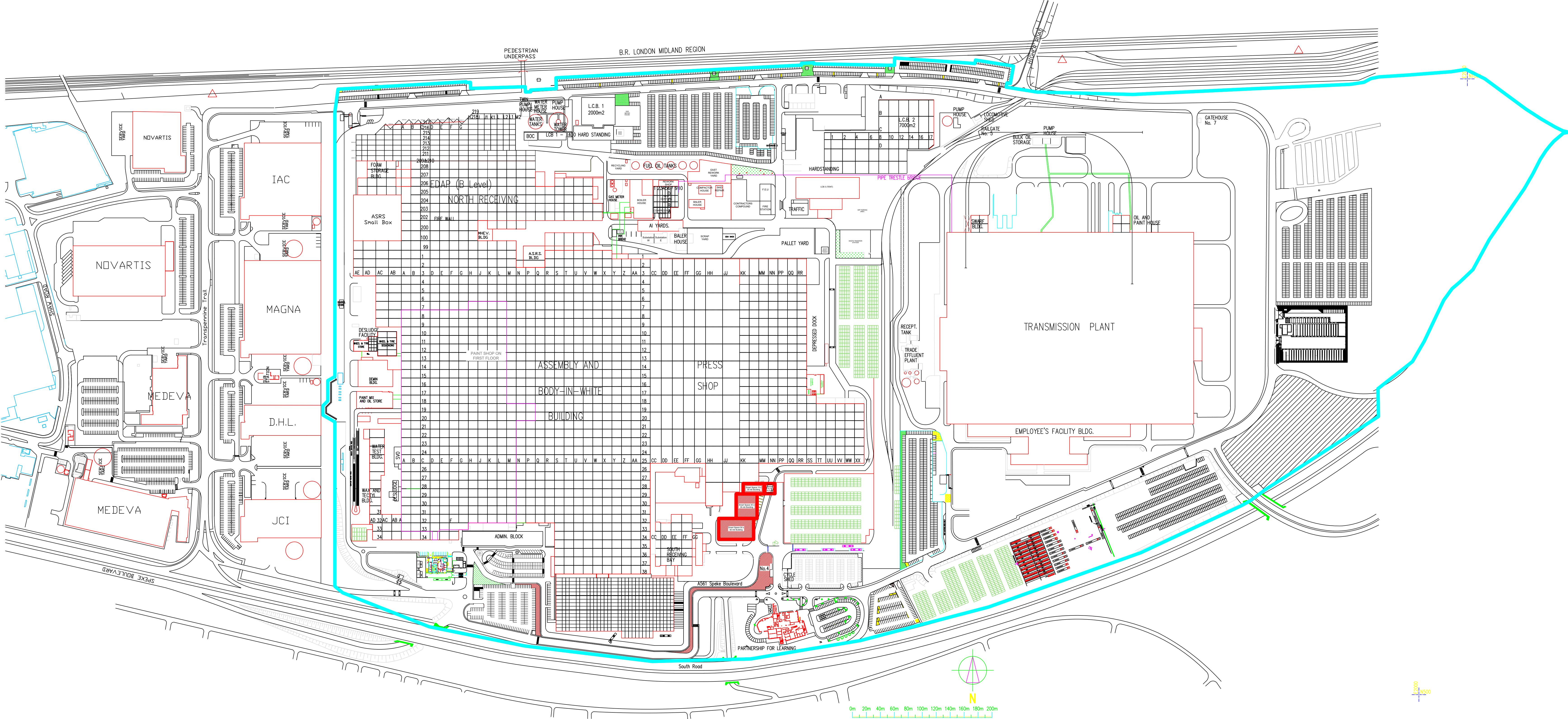
- 7.1.1. This Planning Statement has been prepared to support a retrospective planning application for the extension to the MP&L facility at JLR Halewood.
- 7.1.2. The development results in improvements to the operational efficiency of the site and supports the function of the industrial use of the land which is in accordance with the adopted Local Plan.
- 7.1.3. The temporary structures and linking canopy 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 cannot be seen by the residential properties located further north and south which are separated by Speke Boulevard.
- 7.1.4. Taken together, the submission documents demonstrate that the development will lead to an uplift in operational efficiency and create additional storage space for JLR.
- 7.1.5. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning decisions must be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 7.1.6. This Planning Statement and all other supporting documentation demonstrates that the scheme is compliant with local and national planning policies, and it should therefore be approved without delay.

Appendix A

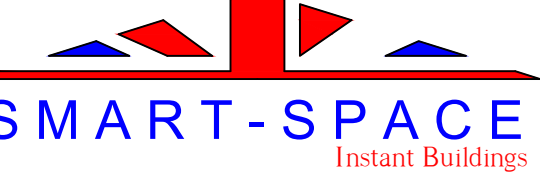
SITE LOCATION PLAN



HALEWOOD MASTER OCTOBER 2019

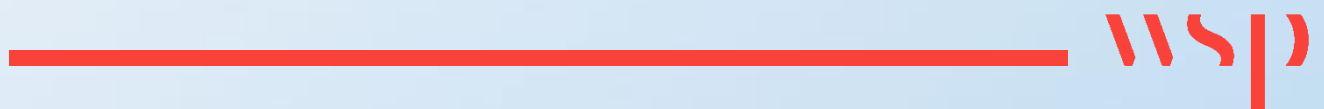


Site Address - Speke Blvd, Speke, Liverpool L24 9BJ

REVISION	
 Kingsbury Link, Trinity Rd, Tamworth B78 2EX TEL. 01827 330000	
CLIENT BILL-MORRIS	
CONTRACT JLR-HALEWOOD	
ITEM LOCATION-PLAN	
DATE 27-07-2022	SCALE 1:2500@A0
DRG.No. SS-051-BC 1	

Appendix B

AS-BUILT SITE PHOTOGRAPHS



As built site photographs taken on 18 April 2023



Small pallet storage inside South Tent



Racking inside South Tent



East Elevation of South Tent



Ceiling structure of South Tent



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