



JLR

PLANNING, DESIGN & ACCESS STATEMENT

Proposed Storage Building, Halewood



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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 (herein referred to as 'JLR') (the applicant) in support of a planning application submitted to Knowsley Council for a storage building located at the Halewood plant, Liverpool.
- 1.1.2. The Halewood plant has one existing storage canopy (see details at Section 3 below). This facility stores low quantities of chemicals which support existing paint shop productions.
- 1.1.3. The new building will be located on the far western edge of the Halewood Operations Plant. The new building will sit adjacent to the existing canopy and provide additional storage space for chemicals associated with the painting of cars.
- 1.1.4. This application is therefore seeking planning permission for the:
"Erection of 1No. Industrial Building (Use Classes B2/B8) together with other associated works".
- 1.1.5. 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.
- 1.1.6. 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 highway network.
 - JLR continue to contribute to the local economy within Knowsley demonstrated through their continued investment into the plant and commitment to net zero car production by 2035.
- 1.1.7. 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.
 - This Planning, Design and Access Statement, prepared by WSP.
 - A Hazardous Substance Chemical Note, prepared by WSP.

STRUCTURE OF THE REPORT

- 1.1.8. 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.
 - Section 6 sets out the conclusions.



- 1.1.9. 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 100sqm (see Site Location plan at Appendix A)
- 2.1.3. The site sits within an industrial area. The site is bound to the east by existing JLR operations and will sit adjacent to the south of the exiting storage canopy. The storage facility currently in situ aids storage capacity for the paint shop. To the west lies various other industrial facilities outside the JLR boundary such as Magna Exteriors and I A C Group.
- 2.1.4. The existing site is currently used for Work-In-Progress (WIP) parking. The car parking provides storage capacity for cars which are currently in production before they are moved to the final stages of production.
- 2.1.5. The closest residential properties are on Holland Road, approximately 350m north of the site. It is separated from the site by North Road, a 4-track railway and existing landscape buffers between the site and the residential properties.
- 2.1.6. The Google Maps image below shows the location of the proposed storage building, with Holland Road in the background.

Figure 2-1 - Google Maps image looking North



- 2.1.7. Access to the wider JLR 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.
- 2.1.8. The site lies within Flood Zone 1, classified as very low risk in terms of risk of flooding from rivers and seas.
- 2.1.9. 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.
- 2.1.10. 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. Both informal and formal pre-application discussions have taken place with Knowsley Planning Department to discuss the development proposals.
- 3.1.2. A formal pre-application meeting took place on 16th August with Kevin Foster (Group Planning Manager) to discuss the submission documents for the planning application which have been enclosed with the application. Likewise, these were further discussed with John Fleming (Planning Officer) during an informal discussion dated 29th September, and a subsequent site visit dated 4th October. It was agreed that a Social Value Strategy or Health Impact Assessment would not be required nor appropriate for this development proposal.

3.2 PROPOSED DEVELOPMENT

- 3.2.1. The application seeks permission for:

“Erection of 1No. Industrial Building (Use Classes B2/B8) together with other associated works”.
- 3.2.2. ‘Associated works’ include the relaying of the foundations to form an isolated slab disassociated with WIP car parking for the proposed building.

3.3 DESIGN AND ACCESS

USE

- 3.3.1. The proposed building will be used to store small quantities of chemicals that are used to support existing paint shop operations. It will be used in conjunction with the existing storage facility to the north to allow JLR to increase its storage capacity as the plant prepares for new model lines.
- 3.3.2. A hazardous substance advice note has been prepared to determine if the quantities to be stored trigger the need for separate consent to allow these to be stored. It has been confirmed that hazardous substance consent is not required for the chemicals which are to be located within the storage building.

AMOUNT

- 3.3.3. The planning application seeks a total floorspace of 100 sqm. The building will be simply an enclosed area of floor space, with no internal racking or shelving proposed within.
- 3.3.4. The proposed development will displace approximately 60 sqm of existing WIP car parking space.

LAYOUT

- 3.3.5. A new slab is proposed to replace the existing foundations currently used as WIP car parking. The new foundations will provide a physical separation between existing car parking and storage space.
- 3.3.6. The proposed building will be located adjacent to the existing chemical storage canopy for operational efficiency and to minimise visual impact.

- 3.3.7. Chemicals will enter the building at ground level via a roller shutter door located on the western elevation. This allows for forklift trucks which will be used to manoeuvre the chemicals to comfortably access and egress the building.
- 3.3.8. Two pedestrian doors are also proposed on the western and eastern elevations for maintenance purposes and will also serve as emergency exits.

SCALE

- 3.3.9. The scale of the development is in keeping with the JLR site. It can be read in the context of the wider factory.
- 3.3.10. The temporary structure will be 4m tall, which will be of a similar height to the existing storage canopy.

APPEARANCE

- 3.3.11. Wall cladding will consist of 40mm composite wall panels, the roof made of 40mm insulated roof panels, both in Goosewing Grey.
- 3.3.12. The two pedestrian doors will be in a standard grey.
- 3.3.13. The roller shutter door will be 4.5 x 4m and electrically operated. The door will be constructed of galvanized steel.

PARKING AND ACCESS

- 3.3.14. The site is currently being used for WIP car parking. The proposed development will displace approximately 60 sqm of existing WIP car parking space.
- 3.3.15. WIP car parking is a temporary parking solution for cars which are in production. Future development proposals upcoming at Halewood will look to offset the loss of WIP parking caused by this development.

DRAINAGE

- 3.3.16. No foul drainage is proposed. 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.

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.
- ENV4 – Hazardous Substances: Explains how developments involving the use or storage of hazardous substances including those that are modifying existing establishments won't be accepted if it would cause unacceptable risk to users of the site, surrounding land or the environment.

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 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.
- 5.2.2. The building 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.
- 5.2.3. 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.
- 5.2.4. 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.
- 5.2.5. 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 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 site, 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 will be 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, notably the green area which separates the site from adjacent businesses to the west.
- 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 the sites 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. Currently, additional chemicals are stored around the plant due to capacity constraints. As a result, the development will provide additional storage space to absorb the overspill which is unable to be accommodated within the existing storage facility. The proposed development will not result in a net increase in traffic or parking volumes. It is therefore deemed the proposals are in accordance with Policy CS7 (Transport Networks).
- 5.3.6. The site is approximately 350m from the nearest residential properties on Holland Road. The site is separated from these dwellings by North Road, a 4-track railway and a significant landscape buffer. Likewise, existing JLR operations sit between the proposed storage building and existing properties providing significant separation distance between the two. The proposed building responds positively and integrates well with the existing characteristics of the immediate surroundings including the existing canopy.
- 5.3.7. Likewise, the proposed storage building has been mindful to complement the existing materials, scale and massing of the existing built environment demonstrated within the plant, notably providing a logical link to the existing storage provision to aid current paint shop operations.
- 5.3.8. Therefore, it is concluded that the proposed building would not impact on residential amenity with regard to light pollution or noise and integrate effectively within existing development in accordance with saved policies of the Knowsley Unitary Development Plan (UDP) Policy ENV2 (Noise and Vibrations and ENV3 (Light Pollution).

5.4 STORAGE OF CHEMICALS

- 5.4.1. The development is to be used in conjunction with the existing storage facility which sits adjacent to the site. The canopy currently operates as a storage facility. The proposed development will increase storage capacity for the use of chemicals required to support paint shop operations in conjunction with the existing facility.
- 5.4.2. A hazardous substance note has been prepared to support the planning application (see Table 1). The note demonstrates that 6 chemicals: Pfinder AP13/18, Teroson RB 8275 JA, FT2478361300 CathoGuard 800 RE, 1979 JFS, 1984 and Bonderite M-AD 339L (Parco) are to be stored within the proposed development. The note concluded that due to the proposed amounts used by JLR, the quantities do not trigger the requirement for hazardous substance consent.
- 5.4.3. Therefore, it is seen that the proposals have considered in full the requirements under saved UDP policy ENV4 (Hazardous Substances) and adhere to the policy in full.

6

CONCLUSION



6 CONCLUSION

- 6.1.1. This Planning, Design and Statement has been prepared to support a planning application for a new single storey building to provide additional storage capacity to support existing paint operations, located at JLR, Halewood.
- 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. The site will not be visible from residential properties which lie to the north.
- 6.1.4. As JLR move to the production of electrical vehicles at Halewood, the facility will provide a permanent, safe and enclosed storage space for chemicals associated with the paint shop.
- 6.1.5. It has been demonstrated that the quantities proposed within the building do not trigger the need for Hazardous Storage consent, and therefore planning permission is to be secured for a single storey storage building.
- 6.1.6. 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.
- 6.1.7. 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.

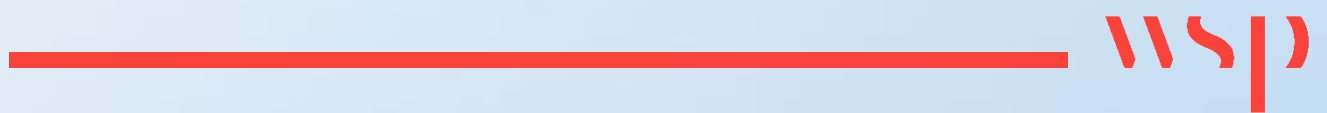
Appendix A

SITE LOCATION PLAN



Appendix B

HAZARDOUS SUBSTANCE NOTE





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PUBLIC