



GERALDEVE

EXAMINATION IN PUBLIC OF

**Warwick District Local Plan**

**Hearing Statement in respect of Matter 5 – The economy and employment land**

On behalf of Jaguar Land Rover

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# **1 Introduction**

- 1.1 This Statement has been prepared by Gerald Eve LLP (Gerald Eve) on behalf of Jaguar Land Rover. It provides representations in relation to Matter 5 – The economy and employment land.
- 1.2 This Statement should be read in conjunction with earlier Representations submitted in respect of the draft Plan, as well as the Hearing Statements that are being submitted on behalf of Jaguar Land Rover in respect of other matters subject to Examination.
- 1.3 As set out within the Inspector’s Hearings Guidance Note, this Statement is limited only to matters considered necessary to assist consideration of the Matter and specific questions raised.

## **2 Question 1**

### 2.1 Question 1 asks:

“What is the basis for the overall amount of employment land planned in Policy DS8? Does evidence support this and is it justified? Is it realistic and how does it compare with past take up rates?”

2.2 Draft Policy DS8 seeks to provide for a minimum of 66 hectares of employment land to meet local need during the plan period.

2.3 The Council’s basis for the overall amount of employment land planned in Policy DS8 is an Employment Land Review (prepared by GL Hearn) in May 2013.

2.4 General support is expressed for providing employment land to meet the needs of the district, in accordance with the NPPF. However, given the Jaguar Land Rover business is one of the largest employers in the region, it is considered that Jaguar Land Rover’s existing operations within Warwick District and the wider region, including neighbouring Stratford-on-Avon District and Coventry, are formally recognised. It is key that Jaguar Land Rover’s aspirations for further growth, over the plan period, are acknowledged and supported by Planning Policy.

2.5 Growth of businesses within Jaguar Land Rover’s supply chain is supported.

### 3 Question 2

#### 3.1 Question 2 asks:

“How does it relate to overall jobs growth estimates and what is the relationship between overall housing and employment land provision?”

- 3.2 Jaguar Land Rover is a major international business which has a network of sites within the West Midlands. The business is an advanced premium automotive manufacturing firm developing leading technologies, including low emissions vehicles, and it is a key economic asset and significant employer within Warwick District and the wider West Midlands region, in addition to indirect employment within other businesses.
- 3.3 It is part of the District Council's role to address the supply of housing through the allocation of appropriate sustainable sites for the development of new homes.
- 3.4 A significant proportion of current Jaguar Land Rover employees within the District and the Region live in and, or, use facilities within Warwick District including the towns of Leamington Spa, Warwick and Kenilworth, and within neighbouring authorities. As Jaguar Land Rover's operations grow at Fen End and Whitley South and the number of employees increases as a result of business growth, then it is expected that a proportion of existing and future employees will continue to choose to live in, and use facilities located within Warwick District, and neighbouring Stratford-on-Avon and Coventry. In light of this, representations have also been submitted to Coventry Development Plan Document to reflect this fact.
- 3.5 Accordingly, it is considered that the Council, and adjoining authorities will need to ensure that an appropriate range of housing options are available in order to service the demand from a growing workforce generally, but also specifically from future growth of Jaguar Land Rover. This should be kept under review by the District Council as part of monitoring through to the end of the plan period and beyond, rather than being assessed by specific planning applications for development by Jaguar Land Rover. This is particularly necessary given the level of job growth expected across the sub-region within the advanced manufacturing and engineering (AME) sector alone.
- 3.6 The Coventry and Warwickshire Local Enterprise Partnership's (CWLEP) Strategic Economic Plan (SEP) (March 2014) sets out its priorities for driving forward the sub-regional economy. Building on its existing strengths, it is proposed that Coventry and Warwickshire will be recognised as a global hub in the advanced manufacturing and engineering (AME) sector which currently employs 34,000 people in the sub-region (57% greater than the national average). It is intended that through the delivery of the SEP direct employment in advanced manufacturing and engineering will increase by almost 9,000 people by 2025.

## 4 Question 3

### 4.1 Question 3 asks:

“What is the current situation regarding development so far in the plan period and existing commitments?”

### **Fen End**

- 4.2 The existing site at Fen End currently accommodates some of Jaguar Land Rover’s product research, vehicle testing and development facilities and includes a vehicle test track. The site is a long established employment location dating back to the 1950’s, with a history of accommodating land uses relating to the development and testing of motor vehicles since then.
- 4.3 Outline planning permission was granted for development of the site for an advanced engineering research and development campus (Class B1 (Business Uses) for the automotive and motor sport industries, Catalyst Centre, new access road and roundabout, infrastructure, parking and landscaping (including details of the Catalyst building) in 2007. This planning permission was renewed on 1 December 2011. A Reserved Matters application pursuant to the above outline planning permission was granted on 23 October 2014 (reference W/14/1152).
- 4.4 Jaguar Land Rover purchased the site in September 2014 and as part of its planned growth and expansion, Jaguar Land Rover is investing in significant new facilities at Fen End over the plan period.
- 4.5 Planning permission was granted in November 2015 for “the erection of a building to accommodate the vehicle operations division of Jaguar Land Rover, and ancillary works including car parking, 'work in progress' storage areas for part-prepared vehicles, amendments to the existing vehicle track circuit, track and infield access, site access, landscaping and other ancillary works” (reference W/15/1419).
- 4.6 The developments, which have been implemented, will improve and enhance the working environment, and will result in additional employment opportunities at the site.

### **Whitley South**

- 4.7 Jaguar Land Rover’s existing site at Whitley is home to the global headquarters and an advanced engineering centre for the Jaguar and Land Rover brands. Facilities include a powertrain engineering and design facility.
- 4.8 As Jaguar Land Rover has expanded over the last five years so has the number of staff and operations at the Whitley site. The growth has now reached a point where the existing site is at capacity. Growth is needed to further support the company’s decision to manufacture its own engines, placing pressure on accommodation at Whitley where its engineers,

researchers and support staff are based and its engine and gearbox development and testing facilities are located.

- 4.9 Accordingly an outline planning application was submitted to and Warwick District (Ref: W/16/0239) and Coventry City (Ref: OUT/2016/0405) Councils on 8th February 2016, on behalf of Jaguar Land Rover and Coventry City Council to provide a mixture of uses which include: research and development facilities and light industrial uses, a hotel, car showroom accommodation, small scale retail and catering establishments, a park and remodelling of junctions on the existing highway network.
- 4.10 On 26th April 2016, it was resolved that the Planning Committee is minded to approve those elements of the application within the administration area of Warwick District Council, subject to the conditions and subject to the Section 106 Agreement being signed.
- 4.11 The Jaguar Land Rover development will expand the existing Whitley site to the south (Whitley South), to an area of land which principally sits within Warwick District Council.
- 4.12 It is considered essential that the emerging Local Plan provides continued support for this growth which will safeguard and facilitate substantial investment at Whitley in modernising and expanding its research and development and engineering operations.
- 4.13 The expansion of the Whitley site will facilitate the need to continue the technological advancement of engine and product design and in low emission vehicles which is set to maintain Jaguar Land Rover at the forefront of automotive design and technology.
- 4.14 The development, to significantly expand the existing operations at Whitley, will deliver significant enhancements to help ensure the long-term sustainability of Jaguar Land Rover's business at the site in Coventry and Warwick, and within the wider Warwickshire district as a whole.
- 4.15 As a business Jaguar Land Rover needs to ensure that it can adapt quickly to external forces such as technological advances and changes in customer demand. Proposals for expansion at Whitley require adequate flexibility to allow for differing uses and activities to come forward, and policy support for this would be welcomed.
- 4.16 Appendix A of this submission shows a map of existing Jaguar Land Rover locations within Warwick District.

## 5 Question 8

5.1 Question 8 asks:

“Is the approach to new employment development set out in Policy EC1 appropriate?”

5.2 Draft Policy EC1 sets out that in urban areas, new employment development will be permitted in the following locations:

- Within employment land allocated as part of the Strategic Urban Extensions in policy DS9;
- Within established and committed employment areas in Policy EC3;
- in accordance with policy TR11, within the town centres, subject to the town centre policies or any subsequent Area Action Plan coming into effect after this plan.

5.3 In Rural areas, Draft Policy EC1 sets out that new employment development will be permitted in the rural areas in the following circumstances:

- To promote sustainable development in the growth villages (identified on the Policies Map)
- For the diversification of agricultural and other land based rural businesses in accordance with policy EC2
- Within the major sites identified on the policies map in accordance with Policy MS2.
- Within the allocated sub regional employment site where it provides for sub regional employment needs in accordance with DS16
- To support the sustainable growth and expansion of existing rural business and enterprise

5.4 With regard to Jaguar Land Rover’s existing sites within the District, currently Draft Policy EC2 only allows for new employment development to be permitted within the following two circumstances:

- Within a major site area (one of which is located at part of the Jaguar Land Rover’s Fen End site), which is identified on the policies map in accordance with Policy MS1; and
- To support the sustainable growth and expansion of existing rural business and enterprise.

5.5 As a global business and the UK’s largest automotive employer, creating both direct and indirect jobs within the UK, Jaguar Land Rover requires positive planning policies that provide certainty in order to have confidence in its ability to invest, expand and broaden operations in



the future as part of the long term plans for its operations within Warwick District and the wider area, which will be of benefit to the local, county, sub-regional and national economy, and to minimise planning risk in relation to future investment decisions.

- 5.6 Jaguar Land Rover is not only one of the main employers in the West Midlands, but is an integral part of the manufacturing future of the area and the UK as a whole. It is therefore essential that the business is supported by a facilitative planning framework that allows it to continue to grow. Currently the Warwick Local Plan does not do this, and draft Policy EC1 is not appropriate in supporting and facilitating the future growth of Jaguar Land Rover in line with its role as the region's largest employer, where the needs of the business should be future proofed.

## **Fen End**

### ***The Strategic Employment Land Study Update (October 2014)***

- 5.7 The Strategic Employment Land Study Update (2014) identifies Fen End as a key Strategic Employment Allocation within the District.
- 5.8 The Update provides numerous references to the automotive industry being seen as a key growth sector that will drive the demand for strategic employment sites in the short, medium and longer term. An example of this is provided in paragraph 5.14 of the Update which identifies the automotive industry and large big box logistics as being the two key growth sectors that will drive the demand for strategic employment sites in the short, medium and long term.
- 5.9 Fen End, as a key strategic employment site, has the potential to provide a significant contribution to economic growth over the plan period. As set out above, Fen End is now owned and operated by Jaguar Land Rover and has significant potential to provide further advanced facilities to further strengthen the District's role in the automotive sector.
- 5.10 Paragraph 159 of the NPPF outlines the importance of using an appropriate evidence base (in this case the Strategic Employment Land Study Update) to inform Local Plan policies and states:

*“Each local planning authority should ensure that the Local Plan is based on adequate, up-to-date and relevant evidence about both the economic, social and environmental characteristics and prospects of the area. Local planning authorities should ensure that their assessment of and strategies for housing, employment and other uses are integrated, and that they take full account of relevant market and economic signals.”*

- 5.11 The NPPF states that local planning authorities should have a clear understanding of business needs within economic markets operation in and across their area. Local authorities are also encouraged to work together with other bodies including county and neighbouring authorities, Local Enterprise Partnerships (LEPs) and the local business community when preparing and maintaining a robust evidence base. The NPPF asks local authorities to use

this evidence base to assess the requirements for employment land and floorspace and the existing and future supply of land available to meet identified needs.

5.12 Paragraph 182 of the NPPF states that Local Authorities should submit a plan for examination which it considers is “sound”.

5.13 It is not considered that Draft Policy MS2, nor Draft Policy EC1, as currently drafted, has been positively prepared, nor consistent with national policy for the reasons set out as follows.

***Draft Policy EC1, which includes development within Major Sites in the Green Belt, under Draft Policy MS2***

5.14 Jaguar Land Rover welcome the identification of the ‘Former Honiley Airfield’ (Fen End) as a key employment site in the District which plays an important role in the local, sub-regional and national economy.

5.15 Draft Policy MS2 sets out that in the case of the Former Honiley Airfield there may be very special circumstances to justify further development.

5.16 Within the supporting text (paragraph 3.151) the Council has acknowledged that the site has an important role in delivering the aims of the Coventry and Warwickshire Local Enterprise Partnership (CWLEP), in relation to the growth of manufacturing, particularly in the long term through the implementation of the planning permission.

5.17 Within the explanation text of the policy, paragraph 3.153 sets out that some small scale development will be necessary adjacent to the test track to assist in operations, but that the Council will ensure that the openness of the Green Belt is maintained.

5.18 The Fen End employment site has the potential to contribute to the aims and objectives of the Coventry and Warwickshire LEP. As a business, Jaguar Land Rover, due to its dynamic nature, needs to ensure that it can adapt quickly to external forces, such as technological advances and changes in customer demand. Proposals for future development of the site will require adequate flexibility to be provided which allows for differing uses and activities to come forward over the life of the plan. This will allow Jaguar Land Rover the necessary flexibility to respond to the continually evolving market within which it operates. Given the above, the current boundary of the MDS at Fen End is considered to be a major barrier to the potential growth of the site over the plan period. The site is a key priority for the CWLEP and Jaguar Land Rover have the potential to invest in the site’s usage and growth.

5.19 Given the importance and investment, the barrier of the current MDS boundaries will not provide any certainty for any future investment over and above the extant planning permission, over the plan period.

5.20 This goes against the Council’s own objectives and the objectives of the Strategic Economic Plan.

- 5.21 In order to make Draft Policy MS2 (and in turn Draft Policy EC1) 'sound' it is considered that the Council as a minimum re-examines the boundary of the MDS to include the test track as part of the overall site, in particular given its extensive areas of hard standing, its status as previously developed land, and recognising the fact that it has an established pattern of continued use for vehicle testing and driver training which is consistent with the principle use of the wider site.
- 5.22 It would be more appropriate, however, to go further than this and seek to remove the entire site out of the Green Belt to ensure that the site's future use is secured and that future development of employment generating uses are not restricted by the Green Belt or MDS allocation. See Appendix B for the suggested amendment to the Green Belt boundary at Fen End. Paragraphs 83 to 85 of the NPPF set out when a Council should review the Green Belt designation and amend boundaries. It is clear that local authorities 'should not keep land which it is unnecessary to keep permanently open' within the Green Belt and that the concept of a sustainable pattern of development has been agreed by the granting of the extant planning permission.
- 5.23 In summary, Jaguar Land Rover requires positive planning policies that provide certainty in order to have confidence in its ability to invest, expand and broaden operations in the future as part of the long term plans for Fen End, which will be of benefit to the local, county, sub-regional and national economy, and to minimise planning risk. In order to ensure that draft Policy MS2 is 'sound' and is consistent with the NPPF, the boundary of the proposed MDS should be increased to include the test track and other areas of development as part of the overall site. It may be most appropriate to remove the entire site from the Green Belt.

### **Other Jaguar Land Rover Sites**

- 5.24 As currently drafted, Draft Policy EC1 does not specifically permit new employment development to be directed into existing and established Jaguar Land Rover employment sites where future expansion is needed for the business to remain competitive and innovative as a leading automotive manufacturing business.

#### ***New Standalone Policy for Jaguar Land Rover***

- 5.25 The emerging Warwick Local Plan does not currently recognise the strategic importance of Jaguar Land Rover as a major employer in Warwick and the region. The Local Plan is therefore not 'positively prepared' nor 'effective'. The importance of Jaguar Land Rover and its contribution to advanced research, manufacturing and engineering needs to be identified and supported.
- 5.26 The current Local Plan, Publication Draft, acknowledges at paragraph 1.26 that the Council has participated in the City Deal for Coventry and Warwickshire. This has identified key employment sectors on which the sub-region can focus on for inward investment, with Advanced Manufacturing and Engineering being particularly important. While the outcomes of this process have included the identification of part of the former Honiley Airfield (Fen End) as an important investment site, it is imperative that Jaguar Land Rover's other existing

operations within Warwick District, should be acknowledged in the Local Plan. Jaguar Land Rover should be acknowledged as a key economic driver within the wider region.

- 5.27 Objective 1 (p11) of the Local Plan, "Providing sustainable levels of growth in the District", states that the plan will, inter alia, support the growth of advanced manufacturing and engineering businesses. In light of this and the Council's recognition for the importance of strategic planning and cooperation beyond the district, Jaguar Land Rover considers that formal acknowledgement of Jaguar Land Rover's key locations within the region is vital. Support and recognition for Jaguar Land Rover and specifically their proposals at the Leamington Spa Training Academy, and beyond Warwick District, the Gaydon site within Stratford-on-Avon would be in accordance with the CWLEP and the SEP. The district-wide support from the CWLEP to Jaguar Land Rover's expansion plans should be mirrored by Warwick District Council in the Local Plan.
- 5.28 It is considered that a standalone policy should be included in the emerging Local Plan to identify, maintain and support Jaguar Land Rover's existing and future operations at Gaydon in neighbouring Stratford-on-Avon, and at the Leamington Spa Training Academy within Warwick District, in order to ensure the company's continued success in the wider region and the competitive global automotive sector.
- 5.29 Jaguar Land Rover has very limited options to expand its other existing West Midlands sites, many of which are largely constrained by surrounding urban form. Expansion at Gaydon and the Training Academy is critical to the future growth and progression of the business, and an integral part of the economic future of Warwick District and West Midlands more generally.
- 5.30 A standalone policy would provide Jaguar Land Rover the certainty required in order to have confidence in its ability to invest, expand and broaden operations in the future as part of the long term plans for Gaydon and the Training Academy and its operations in the wider region.
- 5.31 It is important to highlight the positive approach that has been taken in the neighbouring Stratford-on-Avon Core Strategy which was adopted by the Cabinet and Council on 11 July 2016.
- 5.32 The adopted Core Strategy identifies Jaguar Land Rover throughout and states, at Policy CS.22, that *"a flexible approach will be taken to accommodating a wide range of employment generating uses, including public and community uses, on existing industrial areas."*
- 5.33 Additionally, Stratford-on-Avon's adopted Core Strategy includes an area strategy, 'Proposal GLH' at paragraph 6.10.14 which is dedicated to the development of part of Gaydon/Lighthorne Heath for Jaguar Land Rover activities. This reads as follows:

<p><i>“What is to be delivered</i></p>	<p><i>Land comprising approximately 100 hectares at the southern end of the allocation to enable the expansion of Jaguar Land Rover (JLR) to meet the business needs for uses that can include:</i></p> <ul style="list-style-type: none"> <li>• <i>Research, design, testing and development of motor vehicles and ancillary related activities.</i></li> <li>• <i>Other advanced engineering technologies and products.</i></li> <li>• <i>Offices.</i></li> <li>• <i>Low volume manufacturing and assembly operations.</i></li> <li>• <i>Development of associated publicly accessible event, hospitality, display, leisure and conference facilities and marketing infrastructure.</i></li> <li>• <i>Automotive education and training including ancillary accommodation.”</i></li> </ul>
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5.34 It is also noteworthy that during the EiP, the Inspector, in his Interim Conclusions letter to Stratford-on-Avon District Council (dated 18 March 2015) confirmed the following conclusions (extracts shown) in relation to Jaguar Land Rover:

*“(i) JLR*

*123. The 100 hectare allocation between the existing JLR site at Gaydon Proving Ground and Junction 12 of the M40 has now been identified on a plan as the southern end of the GLH allocation<sup>143</sup>. As the Council observed in its statement specific objections to the JLR component of the allocation are not obvious. Although I accept that the allocation is locally controversial, considerations such as the loss of countryside and agricultural land yield to the national significance of what is being proposed. To underline the point, JLR told the Hearing that the allocation being sought in the CS is ‘...about keeping JLR in the UK’.*

*124. I have no reason to doubt that the firm’s existing facility at Gaydon is the largest facility of its type in the UK, where the firm’s cars are designed and tested at a unique research and development facility. Strategic Policy AS11, for the existing site, is essentially agreed and I shall comment on the detail in my final report, but the proposed allocation is envisaged to replicate that facility. Gaydon is said to have a pivotal role in JLR’s business and it is claimed to be the only facility where product development and innovation can take place. In that context there are limited options for where such a large scale facility could be accommodated. Although Gaydon Proving Ground comprises an extensive area of land its form and function would rule it out as a practical option for a plant of the scale being proposed. In view of the new link road to Junction 12 of the M40, which is already under construction, the proposed site is the only realistic option.*

125. Although, given that the CS looks ahead to 2031, precise details of what is proposed are inevitably not available, I consider that the allocation is fully in line with the Government's emphasis on building a strong, competitive economy. Paragraph 18 of the Framework says the Government is committed to securing economic growth in order to create jobs and prosperity. Paragraph 19 continues by stressing that the planning system should do everything it can to support and encourage sustainable economic growth, rather than to act as an impediment. It requires significant weight to be placed on the need to support economic growth through the planning system. Paragraph 20 says LPAs should plan proactively to meet the development needs of business. That is precisely what the Council has done here.

....

128. For these reasons I am happy to give the clear indication requested by JLR, to enable future investment decisions to be made, that the 100 hectare allocation is appropriate. I do not, at this stage, propose to express a view on whether it might be necessary for the allocation to be identified separately from any housing allocation. I merely record that it is conceivable that it could come forward on that basis."

- 5.35 Similarly a positive approach was taken in the adopted Solihull Local Plan (December 2013) where the Council specifically identified (5.5.4) that the Council would contribute to economic growth by:

*"supporting and encouraging a broad range of development at Jaguar Land Rover to facilitate its function as a major vehicle manufacturer and providing opportunities for the location of supply chain businesses within the Borough".*

- 5.36 Additionally, Policy P1 "Support Economic Success" within the adopted Solihull Local Plan states that:

*"Jaguar land Rover (JLR)*

*JLR is important to the national, regional and local economy and is a major employer. JLR remains committed to the Lode Lane plant in Solihull and has the opportunity to develop advanced manufacturing, the low carbon economy and technology that will stimulate new skills and new opportunities.*

*The Council will support and encourage the development of Jaguar Land Rover within its boundary defined in this Local Plan. This will include a broad range of development needed to maintain or enhance the function of Jaguar Land Rover as a major manufacturer of vehicles. The reasonable expansion of the site into the Green Belt will be given positive consideration where economic need can be demonstrated and appropriate mitigation can be secured."*

- 5.37 In light of the above, it is considered appropriate that a formal, standalone policy be included in the emerging Local Plan. It is considered that the inclusion of a policy is justified and its absence does not present the most appropriate strategy when considered against the reasonable alternatives.
- 5.38 Jaguar Land Rover is committed to significant investment at the Gaydon and the Training Academy sites and within the wider region, for delivery of new jobs within the plan period. It is critical for Jaguar Land Rover to continue to secure and develop its activities in order to facilitate the potential for continued success in the competitive global motor manufacturing industry.
- 5.39 Expansion within Warwick District is therefore key to Jaguar Land Rover's future and an integral part of the economic future of Warwick and the West Midlands more widely. Similarly it is considered appropriate for a Local Development Order to be considered for some development which would provide further certainty for future development and investment.
- 5.40 Suggested wording for an additional policy in the emerging Warwick Local Plan as follows:

***“Jaguar Land Rover:***

*Jaguar Land Rover is a major international business with significance presence in the West Midlands. It is also one of the region's largest employers. Jaguar Land Rover creates a substantial contribution to the local and regional economy, providing direct and indirect employment, and is an integral part of the manufacturing future of the area and the UK as a whole, as a significant exporter.*

*Having regard to the strategic significance of Jaguar Land Rover within both the District and region, and the economic benefits that Jaguar Land Rover provides to Warwick District, the Council will support the existing operations and activities and expansion of Jaguar Land Rover's established employment land sites within Warwick District and the wider region, as well as appropriately located land and sites for future growth.”*

## 6 Question 10

### 6.1 Question 10 asks:

“What would be the effect of the policy on non-office development? Is this justified and consistent with national policy? In particular does it provide sufficient flexibility?”

### 6.2 In relation to non-office development specifically, Draft Policy EC1 sets out that:

*“Proposals for non-office employment development (i.e. development within Use Classes B1 (b) and (c) B2 and B8) not falling within any of categories a) to c) above will be resisted unless it is shown that no suitable sites are available within any of those categories.”*

### 6.3 In Urban areas these categories only relate to:

- a) Within employment land allocated as part of the Strategic Urban Extensions in policy DS9;
- b) Within established and committed employment areas in Policy EC3;
- c) In accordance with policy TR11, within the town centres, subject to the town centre policies or any subsequent Area Action Plan coming into effect after this plan.

### 6.4 In Rural areas, Draft Policy EC1 only permits new employment development in the following circumstances:

- To promote sustainable development in the growth villages (identified on the Policies Map)
- For the diversification of agricultural and other land based rural businesses in accordance with policy EC2
- Within the major sites identified on the policies map in accordance with Policy MS2.
- Within the allocated sub regional employment site where it provides for sub regional employment needs in accordance with DS16
- To support the sustainable growth and expansion of existing rural business and enterprise

### 6.5 We welcome and support Draft Policy EC1 and encourage new employment development to be directed into appropriate and sustainable locations. We do however consider that an additional standalone policy for Jaguar Land Rover, as set out at paragraph 5.38 of this statement, is also required to support and direct future growth within non-office sectors, including Research & Development, Manufacturing and Engineering, and Automotive activities into existing, sustainable and appropriate locations, such as the District’s existing and established Jaguar Land Rover sites.



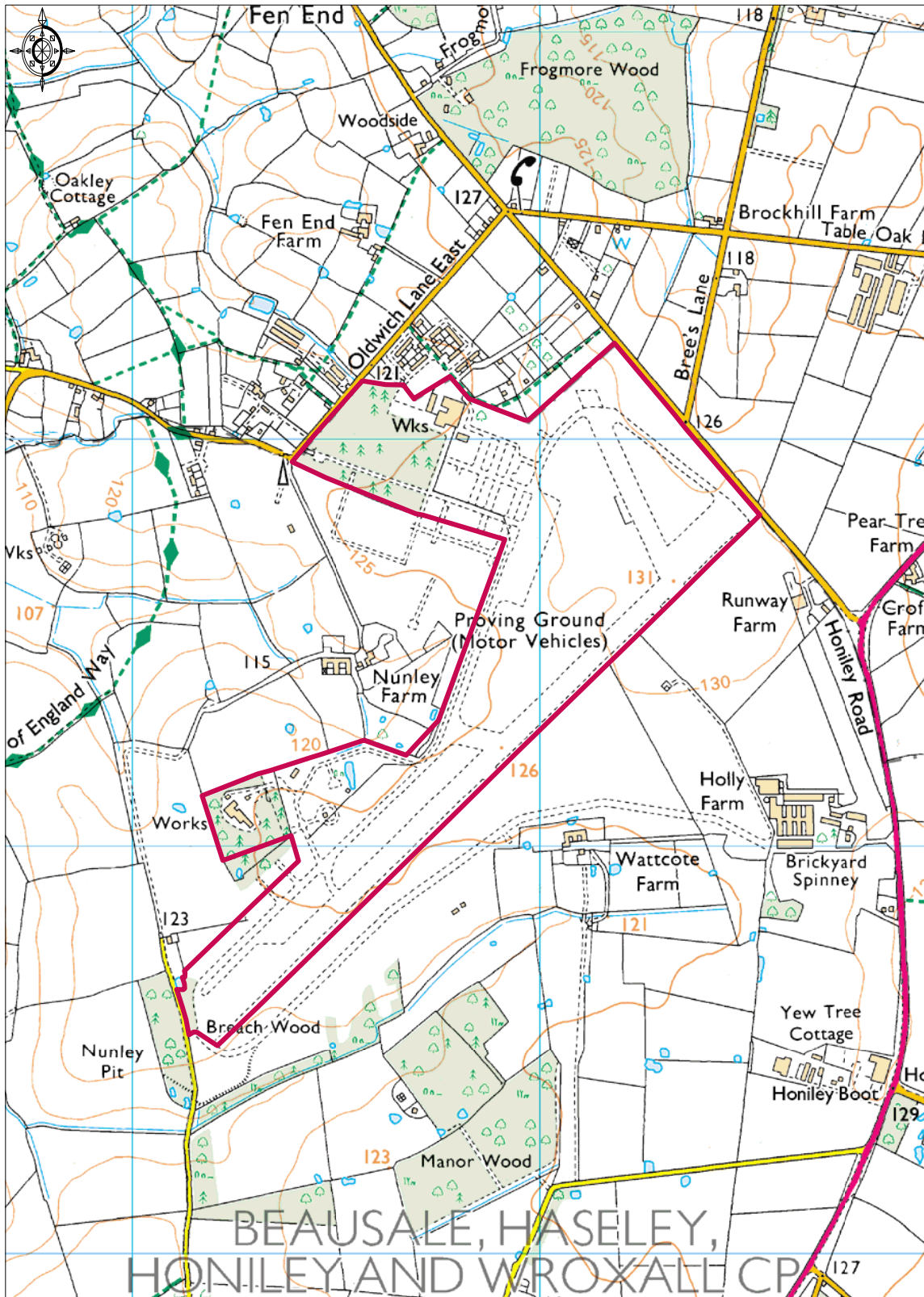
- 6.6 Recognition of Jaguar Land Rover's activities, and policy support for non-office development in the sectors of Research & Development, Manufacturing and Engineering, and Automotive sectors would be aligned with the district-wide support from the CWLEP.
- 6.7 The addition of a standalone policy for Jaguar Land Rover, as set out previously, is therefore required to support and direct future growth within these sectors into the businesses existing locations which are an integral part of the Districts, and region's economy.

## **Appendix A - Jaguar Land Rover: Warwick District Locations**



## **Appendix B - Jaguar Land Rover Fen End: Amended Green Belt Boundary**

The former Honiley Airfield, Oldwich Lane East, Wroxall, Kenilworth  
Suggested Amendment to Green Belt Boundary



BEAUSALE, HASELEY,  
HONILEY AND WROXALL CP

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