

CAP/5578a/01(11July2022)AppSub

Planning Department
Manchester City Council
Town Hall
Albert Square
Manchester
M60 2LA

11 July 2022



Dear Sir/Madam,

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING APPLICATION SEEKING FULL PLANNING PERMISSION AND ADVERTISEMENT
CONSENT FOR THE SITING OF A 'BARCLAYS BANK POD'
MORRISONS, WILBRAHAM ROAD, CHORLTON-CUM-HARDY, MANCHESTER, M21 0UA**

Introduction and Context

Peacock + Smith have been instructed by our client, WM Morrison Supermarkets Ltd (Morrisons), to prepare and submit an application to Manchester City Council seeking full planning permission and advertisement consent.

The application relates to the siting of a 'Barclays Pod' (hereafter referred to as the Pod) with associated advertising affixed to the Pod in the car park of the existing Morrisons foodstore in Chorlton-cum-Hardy. The Pod would be ancillary to our client's existing retail convenience offering.

In addition to this planning covering letter, the following documents and plans are submitted with this application:

- Drawing 383_PL_01 Location Plan
- Drawing 383_PL_02 Proposed Site Plan
- Drawing BB_PL_01 Rev A Proposed Elevations, including Advertisement Details
- Design and Access Statement, prepared by Whittam Cox Architects

The planning application fee of £366 has been paid via the Planning Portal.

Site and Surroundings

The application relates to part of the car park that is adjacent to the taxi pick-up area associated with the adjacent Morrisons foodstore along the southern elevation of the Morrisons building.

The overall Morrisons site is bounded by a Screwfix warehouse and children's play centre to the north, Metrolink tracks to the east, Wilbraham Road to the south and Albany Road to the west. Vehicular and pedestrian access and egress into the site are from separate points along Albany Road. The Chorlton Metrolink stop is directly adjacent to the site and there are bus stops along Wilbraham Road providing further accessibility to the site.

The wider area is predominantly residential, however the site is within the Chorlton-cum-Hardy District Centre so there are many other commercial buildings and uses nearby. Directly to the south of the site, on the other side of Wilbraham Road, there are commercial uses at ground level including bars and restaurants. Outside of the District Centre to the north of the site there is a trading estate and to the west of the site on the opposite side of Albany Road there are residential dwellinghouses.

The site is not within a Conservation Area and does not contain any listed buildings or Scheduled Ancient Monuments. There are also no listed buildings in the vicinity of the site. There are no known Tree Preservation Orders at the site. The site is situated in Flood Zone 2.

Planning History

The Council's planning portal reveals the following applications that are considered relevant to the current application (in chronological order):

- **039752** - approved 21 November 1991 - *Extension to supermarket and alterations to car park*
- **024503** - approved 31 July 1985 - *Construction of an additional 95 car parking spaces*
- **023241** - approved 21 March 1985 - *New shop front to supermarket and detailed car park layout*

The Proposal

The Barclays Pod is a new standalone physical banking format enabling Barclays Bank to be present in more flexible locations for their customers. The Pod would be hosted by local branch colleagues to provide face-to-face financial support. This might include checking balances, making transfers, setting up online banking or opening a new account. Customers would be able to "walk in" or book an appointment in advance via www.barclays.co.uk/local. As the pod service is a cashless site, everyday banking transactions including cash deposits and withdrawals can be completed at a local Post Office.

The Chorlton-cum-Hardy Morrisons foodstore has been specifically selected due to the footfall associated with the site and to provide additional convenience to customers who can undertake both their banking and shopping at the same location, thus reducing journeys and increasing linked trips. The Pod format has not been designed to replace the traditional high street branch that has already closed in Chorlton-cum-Hardy. The decision to close this particular branch was made long before the Chorlton-cum-Hardy Morrisons foodstore was selected for the siting of a Barclays Pod format.

The proposal has been designed to be fully accessible with a wide entrance door and ramp and would accommodate two private desk areas to enable interaction between staff and customers.

The Pod is designed to be a cashless banking facility, however it would be secured out of hours using two heavy duty door locks and include internal CCTV and a tamper alarm. The latter would automatically alert the Barclays central security team if triggered.

At the end of the Pod's use on this Site, it would be removed. No car parking spaces are being lost as a result of the proposal.

The first Pod has recently opened in St Austell, Cornwall, and has received positive feedback from customers. Below is an image of the Pod in situ for context.



Development Plan

The Statutory Development Plan comprises the Core Strategy Development Plan Document, adopted 11 July 2012, and accompanying Manchester LDF Proposals Map. It sets out the vision, strategies and policies to guide how Manchester should develop over the coming years.

The policies considered relevant to this application are as follows:

SP1 – Spatial Principles - The emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

EC9 – South Manchester - District Centres of Chorlton, Didsbury, Fallowfield, Levenshulme and Withington. These will be suitable for mixed use development providing local needs and services

C1 – Centre Hierarchy - District centres have an essential role in providing key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. Development in these centres should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres.

C2 – District Centres - Development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. The Council will ensure that retail remains the principal use in Primary Shopping Areas, but also ensure that provision is made in District Centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres.

T2 – Accessible areas of opportunity and need - New development should be easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

EN14 – Flood Risk - Development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding.

DM1 – Development Management - All development should have regard to many specific issues, including appropriate siting, layout, scale, form, massing, materials and detail, impact on the surrounding areas in terms of design, scale and appearance, effects on amenity, road safety and traffic generation, accessibility and community safety and crime prevention.

The National Planning Policy Framework is a material planning consideration that must be taken into account where it is relevant to a planning application. The following paragraphs are considered relevant to the proposed development:

Paragraph 88 - vitality of town centres

Paragraphs 110-112 - considering development proposals re: sustainable transport

Paragraph 130 - high quality design

Paragraph 136 - advertisements

Paragraph 159 - flood risk

Planning Considerations

Principle of Development

The Site is within the Chorlton-cum-Hardy district centre so would provide an accessible key service within an established residential area, however we consider that the banking Pod is ancillary to the Morrisons foodstore and not considered a destination in its own right. Customers are highly likely to use the Pod facility as and when they are visiting the foodstore due to the high levels of footfall associated with the store.

The Barclays Pod concept follows many supermarkets around the country that have provided small, ancillary uses as part of their overall offering.

On this basis, we consider that the proposed development would accord with the requirements of Core Strategy Policies SP1, EC9, C1, C2 and T2 and NPPF Paragraph 88.

Design

The Pod is proposed to be sited in the existing Morrisons car park, adjacent to the southern elevation of the foodstore building. It is small enough to be considered inconspicuous in the context of the wider site.

The Pod has been designed to have a long service life of up to 20 years. It would be constructed from pre-laminated glass reinforced polymer and PET and incorporate two fixed double-glazed units and a sliding door on the front facing elevation. These materials are specified to reduce the chance of deterioration and to prolong its life. The dimensions of the Pod would be approximately 4.3m(w) x 2.5m(d) x 2.6m(h). A small air conditioning unit is proposed to be located on the roof to provide heating and cooling.

The Pod will not require plumbing. Staff and customers would use the WC facilities located within the Morrisons foodstore. Staff would also use the dining facilities and other ancillary functions of the Morrisons store.

The Pod would be finished in Barclays 'Cyan' blue and aluminum framed glazing in dark grey to provide a contemporary appearance. Barclays vinyl graphic signage, as illustrated on the proposed elevations plan, would be included on the side and rear elevations. It would not incorporate external illuminance.

Bollards are proposed around the Pod and these would match the bollards in the wider car park area.

Based on the proposed design, and the details provided within the Design & Access Statement and proposed plans, the Pod is considered to accord with the requirements of Core Strategy Policy DM1.

Flood Risk

The proposed use is categorised as a less vulnerable use and is small scale in nature. The Pod will be located on the existing car park tarmac finish which will be retained and not disturbed by the development, and as such, will have no impact on the existing site drainage. As a result, the proposed development is considered to accord with Core Strategy Policy EN14 and NPPF Paragraph 159.

Highways and Parking

The Pod will be accessed using the same road infrastructure to access the Morrisons foodstore. No changes are proposed to be made to accommodate the proposed development. There are not expected to be any single use trips to the Pod. Instead, the foodstore is very likely to remain the primary reason for customers visiting, thus creating linked trips.

The Pod is proposed to be sited adjacent to the taxi pick-up area. No car parking spaces would be lost during the development. On this basis, the proposed development is considered to accord with Core Strategy Policies DM1 and NPPF Paragraph 111.

Conclusions

This application seeks full planning permission and advertisement consent for the siting of a Barclays Pod in the Morrisons foodstore car park in Chorlton-cum-Hardy.

It is proposed to be a small, ancillary use in conjunction with the foodstore and will not be a destination in its own right. The proposed Pod has been designed to have a contemporary appearance and ensure longevity, whether that be at the Site, or elsewhere in the future.

We trust that the information enclosed in this letter, and supporting documents and plans, will enable the Council to validate and determine the application in the normal timeframes. Should you have any questions, please do not hesitate to contact Carolyn Attwood-Parry by email: carolyn.attwood-parry@peacockandsmith.co.uk.

Yours faithfully,



PEACOCK AND SMITH