

UK | November 2023

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Planning Statement

Barclays- Cables Retail Park

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1. Introduction

- 1.1. JLL has been instructed by Barclays to prepare this Planning Statement in support of a planning application for the for the siting of a Pavo banking POD at Cables Retail Park, Steyley Way, Prescott, L34 5NQ. The description of development as set out on the application form as follows:

“Temporary permission of three years for the erection of a Barclays Pavo banking POD (Use Class E(c)(i)) within existing car park at Cables Retail Park, Prescott.”

- 1.2. In addition to this Planning Statement, the planning application is accompanied by the following supporting documents:

- Application form and certificates prepared by JLL;
- Drawings:
- Design and Access Statement
- Transport Assessment

- 1.3. The statutory application fee has been paid by the applicant via the Planning Portal.

- 1.4. This Planning Statement identifies and addresses the issues relevant to the consideration of the application submission, as follows:

- Description of Site and Surrounding Area – describes the physical characteristics of the planning application site and its immediate surroundings;
- Planning History of the Site– sets out the planning history for the site
- Proposed Development – provides a description of the proposed development;
- Relevant Planning Policy – describes the planning policies which are relevant to the proposed development;
- Planning Assessment - provides an assessment of the planning application proposals against the relevant planning policies and sets out the ‘planning balance’ in relation to the proposed development; and
- Conclusions - sets out the conclusions of this statement.

2. Application Site and Proposed Development

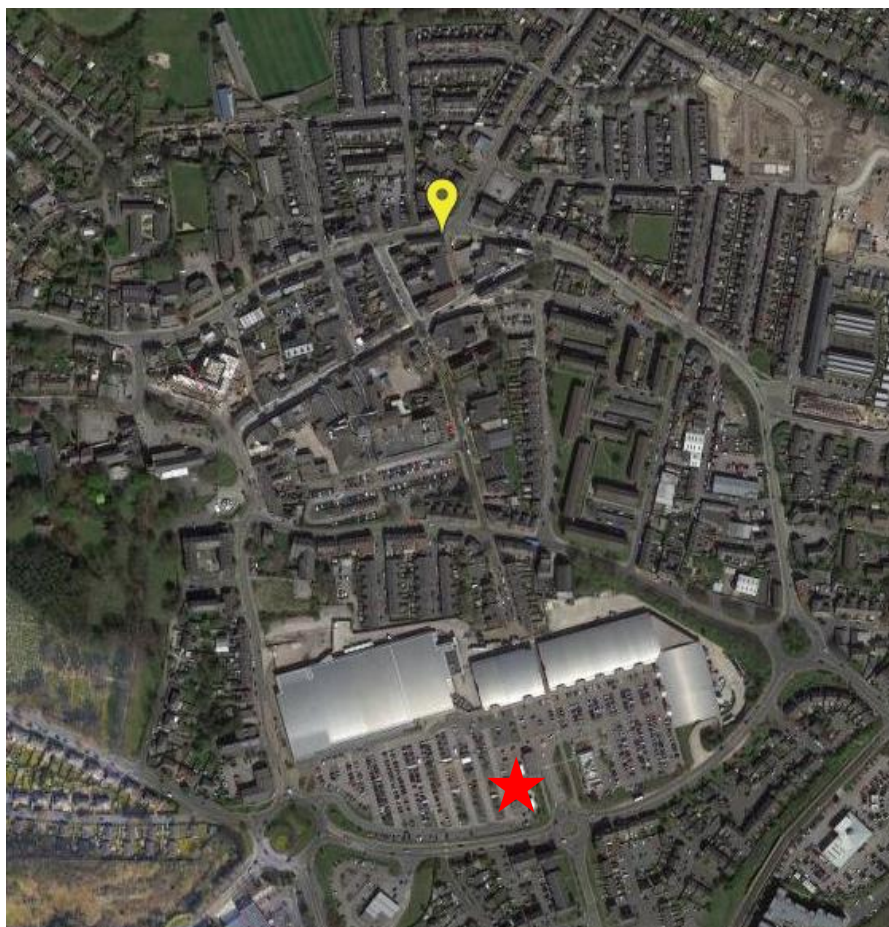
The Application Site & Surroundings

The Site

- 2.1. The site is situated within the Knowsley Council Authority area and sits within the existing car park of the Cables Retail Park in Prescot. The proposed site currently comprises six car parking spaces which will be replaced by the Pavo banking POD, also known as 'Barclays Local'.
- 2.2. The site itself sits within the existing car park of the retail park, which is used by customers of Tesco Superstore, The Range, TKMaxx, B&M, Pets At Home and M&S Simply food. There is a 'We Buy Any Car' pod which sits directly to the south of the site which is of a similar calibre to the proposed development.

Surrounding Area

- 2.3. Cables Retail Park is immediately surrounded by residential dwellings. To the southwest is the Prescot business park and Prescot train station is 0.4km south of the site. Prescot Town Centre is approximately 0.48km from the proposal site as shown on the map below.



- ★ The Site
- 📍 Town Centre

- 2.4. The retail park is accessible by bus services 239, 248 and 289 which run at regular intervals. There is a population of approximately 1,912 within 0.5km of the site and a population 12,100 within 1km of the site suggesting the proposed development is in a sustainable location for many residents to be able to access by foot.



Planning History

- 2.5. The below table sets out the planning history of the site according to the Knowsley Council public access. There are a number of permissions on the wider site, however the planning history sets out permissions that are relevant or similar to the proposed development.

Reference No.	Proposal	Decision and date
14/00323/FUL	Erection of Click and Collect pod with canopy within existing car park	Approved 1 st Aug 2014

Proposed Development

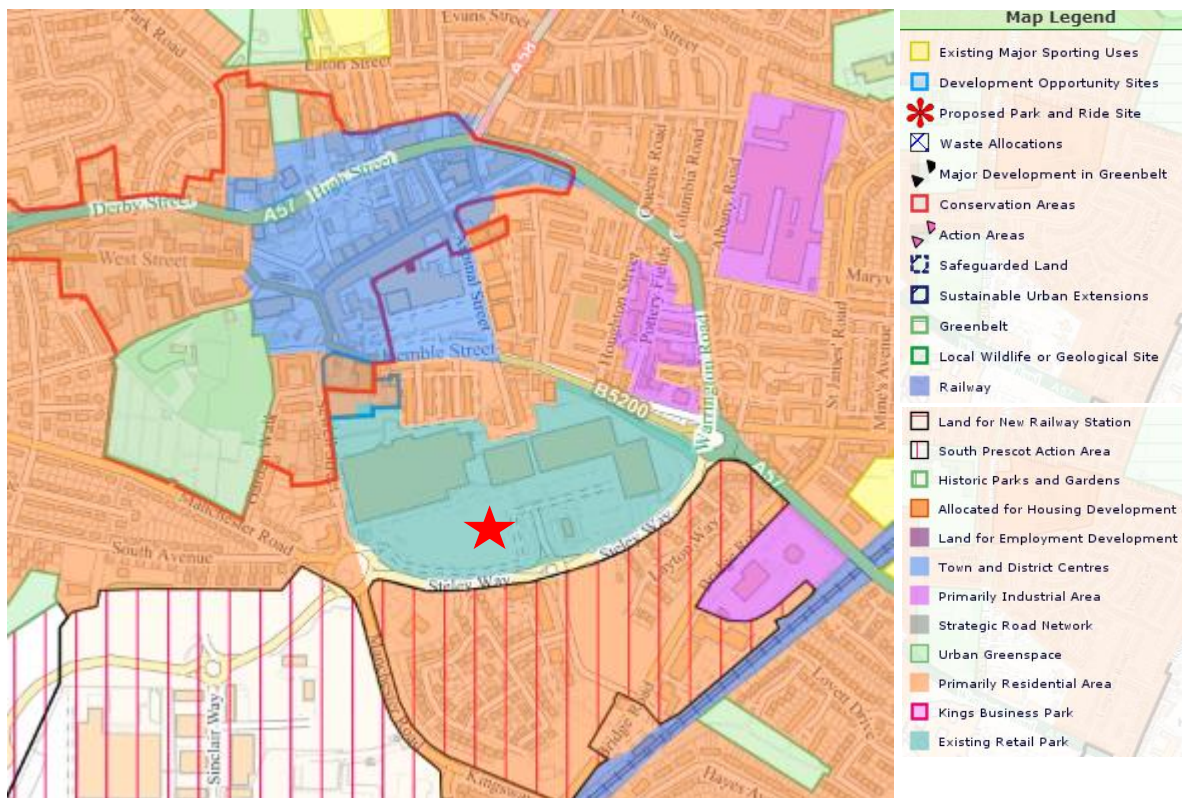
- 2.6. The proposed development is to situate a purpose built, temporary 9.8sqm Pavo Pod which will provide in person banking and financial support to local community. The opening hours of the pod would be as follows:
- Mondays: 10am-6pm
 - Tuesdays: Closed
 - Wednesdays-Saturdays: 10am-6pm
 - Sundays: Closed

- 2.7. Currently there is no existing Barclays presence within Prescott and due to declining customer branch usage, alongside the increase in customers using digital channels to bank, there has been a change in customer needs. The nearest Barclays branch is approximately 6.2km from the site, however the proposed pod, also known as 'Barclays Local', is a response to these changing needs and act as a way of providing in person and maintaining a community service without the need of a permanent branch.
- 2.8. The services provided in branch by the Barclays Local colleagues will provide face to face assistance, helping customers with their everyday finances and money management needs, as well as free digital workshops and fraud and scam awareness events to benefit the local community.
- 2.9. It should be noted that the pod will not involve any cash transactions and will not incorporate any other types of cash services such as ATM's or the ability to pay in money. The pod will only be used for banking advice and support and no cash will be present on site at any time.

3. Planning Policy Context

Introduction

- 3.1. When determining any planning application, the relevant authorities (in this case Knowsley Metropolitan Borough Council) are under a statutory obligation, as imposed by Section 54a of the Town and Country Planning Act, repeated in Section 38(6) of the Planning and Compulsory Purchase Act 2004 to make their determination in accordance with the development plan unless material considerations indicate otherwise.
- 3.2. In this instance, the relevant development plan comprises the Core Strategy adopted in January 2016, the interactive online Policies Map and a number of 'saved' Unitary Development Plan Policies (2006).
- 3.3. Other material considerations include the NPPF and a range of Supplementary Planning Guidance adopted by Knowsley Metropolitan Borough Council Local Planning Policy
- 3.4. An extract of the Local Plan Policies Map is shown below.



Local Planning Policy

Development Plan Saved Policies

- 3.5. The original Unitary Development Plan (UDP) was approved in 2006 and has since been replaced by the Knowsley Local Plan Core Strategy. All but four of the 82 individual UDP policies were

“saved” by the Secretary of State on 12 June 2009. An additional three UDP policies were replaced on adoption of the Merseyside and Halton Joint Waste Local Plan. A further 36 policies were deleted on adoption of the Local Plan Core Strategy.

- 3.6. The following ‘saved’ policies are considered to be of relevance to the proposal.
- 3.7. **Policy 10: Access for the Less Mobile** sets out that all new development will be required to have adequate access for those less mobile or with sensory impairments. They must be adaptable to meet lifetime design standards for homes and other buildings in accordance with the Disability Discrimination Act 1995 and its successors.

Core Strategy Local Plan (2016)

- 3.8. The Core Strategy is the main strategic document within the Local Plan for Knowsley and sets out the strategic policy framework for the district up to and beyond 2028. The Core Strategy was adopted by Knowsley Metropolitan Borough Council in January 2016.
- 3.9. The following policies are considered to be of relevance to the proposal.
- 3.10. **Policy SD1: Sustainable Development** confirms that the Council will take a positive approach in determining planning applications, reflecting the presumption in favour of sustainable development. The Council will work with applicants in a proactive manner in order to identify joint solutions to enable planning permission to be granted wherever possible. Where planning applications accord with the Local Plan policies, planning permission will be granted without delay (unless material considerations indicate otherwise).
- 3.11. **Policy CS2: Development Principles** sets out that new development in Knowsley will be expected to follow specific development principles. Principle 3 of the policy is to reduce the need to travel and to increase accessibility by selecting locations that reduce the need to travel, especially by car, and enable people as far as possible to meet their needs locally.
- 3.12. **Policy CS19: Design Quality and Accessibility in New Development** states that local distinctiveness, identity and accessibility of places is to be retained. New developments will be expected to integrate characteristics of the surrounding area through materials, scale, mass and density of the existing built environment. Complementing and enhancing the existing environment and provision of landmark buildings will also be expected as well as accommodating social interaction with high quality public realm space.
- 3.13. **Policy CS22: Sustainable and Low Carbon Development** sets out how the borough aims to achieve its development needs in a sustainable way so that the link between carbon emissions and growth is broken and communities are protected from fuel poverty. The policy addresses this by encouraging the provision of appropriate renewable and low carbon energy infrastructure, and increasing energy efficiency through sustainable construction techniques.
- 3.14. **Policy DQ2: Security in the Built Environment** sets out that new development should be designed in a way that provides good levels of security. This includes visibility of public highways, footpaths and cycle routes; designed to avoid hiding places; gates and fences included where necessary and a good amount of natural surveillance. Security features should be designed so as to avoid causing harm to the visual amenity, the amenities of occupiers nearby and highway safety.

National Planning Policy Framework

- 3.15. The revised National Planning Policy Framework (NPPF) was updated in September 2023 and contains national planning policy for England.
- 3.16. The 2023 NPPF in paragraph 8 states that there are three overarching objectives to sustainable development. The economic role that the planning system must perform involves building a strong, responsive and competitive economy. This will be achieved by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity.
- 3.17. Section 6 is entitled 'Building a strong, competitive economy' and paragraph 81 sets out that *'planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential'*.
- 3.18. Paragraph 83 goes on to state that *'planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.'*
- 3.19. Section 11 is entitled 'Making effective use of land' and within paragraph 119 recognises that *'planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land'*.
- 3.20. Section 12 is entitled 'Achieving well-designed places' and it is noted within paragraph 126, that *'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. It goes on to state that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process'*.
- 3.21. Paragraph 130 notes that 'planning policies and decisions should ensure that developments:
 - a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*

- d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience’.*

4. Planning Assessment

Principle of the Proposed Development

- 4.1. As identified on the Local Plan policies map, the site is located in an existing Retail Park with similar structures as the proposed Barclays Pods in the locality, such as the Click and Collect pod for Tesco's and the 'We Buy Any Car' POD. The wider area is surrounded by a Primarily Residential Area as shown on the policies map. In line with policy H5, the proposed temporary POD will have little to no impact on the neighbouring residential amenity nor adversely impact the street scene or character of the area.

Design and Access

- 4.2. Local and national planning policy encourages high quality design in new development. For example, Paragraph 126 of the NPPF recognises good design as a key aspect of sustainable development. This is echoed in Local Planning Policy which advises which advises high quality design which is appropriate to context, enhances character and incorporates appropriate scale, density, height, massing, layout and materials (Policy CS19).
- 4.3. The proposal involves the situation of a temporary modular building with lift access. The colours for the pod will be 'Barclays Cyan Blue- RAL5012' and 'Anthracite Grey-RAL7016'. In terms of the massing and design, the POD will integrate into its surrounding areas and will not impose on the existing retail units or other PODS on the wider site in line with policy CS19.
- 4.4. In line with Policy 10 and CS19, the proposal is inclusive for all members of the community by providing lift access for those less mobile or with sensory impairments.

Sustainable Development

- 4.5. The site is in a location which allows local residents to access the site by walking and multiple bus routes thus reducing the need to travel by car. The retail park is also within a convenient location to Preston train station. There is only one banking branch in the town centre, so having an alternative banking service available to local residents within walking distance allows for those who want or need in-person financial advice or services to access them.
- 4.6. The construction of the pod is in the form of a prefabricated building which will mean there will be minimal waste on site and there will be minimal disruption to the surrounding area during construction. Using prefabrication is energy efficient due to better wall insulation and a generally more sustainable form of construction.

Security

- 4.7. The development is proposed in an already established retail park where there are sufficient amounts of security provisions. In line with policy DQ2, the proposal is unlikely to cause concern for increase security risks due to its massing module style. The pod will also run as a cashless service and will purely be used for financial advice and guidance only which reduces the risk of the building being broken into.

5. Conclusions

- 5.1. This Planning Statement is submitted in support of an application for '*Temporary permission of three years for the erection of a Barclays Pavo banking POD (Use Class E(c)(i)) within existing car park at Cable Retail Park, Prescot*'. The proposal aims to meet changing customer needs while still providing in person financial services for local communities without a Barclays branch.
- 5.2. The proposal will result in the development of a temporary modular structure which will act as a banking service pod for local residents to seek assistance for banking and financial advice, digital workshops and fraud and scam awareness workshops.
- 5.3. The proposed development is considered to be in line with all relevant policies in terms of design, accessibility, security and impact on the surrounding amenity. The design is sympathetic to the existing retail park and will take up six existing car parking spaces, therefore it is unlikely to impact the parking facilities. Lift access has been incorporated into the proposal to allow those less immobile to access the service.
- 5.4. Overall, it is concluded that the proposals represent sustainable development in a suitable location which meets all relevant policy set out in the Local Plan and NPPF. Therefore, it is considered that the application should be granted planning permission.

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reflects your business needs and priorities**

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