



Molesworth Street, Rochdale

 from McDonald's

Design & Access Statement

March 2025

Molesworth Street, Rochdale

Design & Access Statement



Contents

1.0	Introduction	3
2.0	Context	4
3.0	Opportunities and Constraints	9
4.0	Scheme Evolution	11
5.0	The Proposed Development	13
6.0	Sustainability	19
7.0	Assessment Against Policy	22



LF66885

Disclaimer

This document is formatted for double sided printing. Lichfields is the trading name of Nathaniel Lichfield & Partners Limited. Registered in England, no. 2778116. Registered office: 14 Regent’s Wharf, All Saints Street, London N1 9RL. © Nathaniel Lichfield & Partners Ltd 2025 All rights reserved.

All plans within this document by Lichfields are based upon Ordnance Survey mapping with the permission of His Majesty’s Stationery Office. © Crown Copyright reserved. Licence number 100017707.



1.0 Introduction

This Design and Access Statement has been prepared by Lichfields on behalf of McDonald's Restaurants Ltd. It accompanies a full planning application for the development of land at Molesworth Street, Rochdale.

The application seeks planning permission for the following:

"Erection of a drive-thru restaurant (Use Class E / Sui Generis) with associated access, servicing, car parking, hard and soft landscaping, substation and other associated works"

Scope of this report

This statement responds to the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO) requirement that certain planning applications be accompanied by a Design and Access Statement.

The application is not a major development, nor is it within a designated area. A Design and Access Statement is therefore not required under the DMPO, but it has been prepared to assist the local planning authority in its consideration of the application.

Structure of the Report

The report structure is as follows:

- **Section 2.0** summarises the context to the application proposals, including the description of the site and surroundings, its accessibility and relevant planning policy context;
- **Section 3.0** sets out the site's constraints and opportunities;
- **Section 4.0** describes the community consultation undertaken in respect of the proposed development and the evolution of the scheme design;
- **Section 5.0** describes the proposed development as contained in the subject application, and the key design principles adopted;
- **Section 6.0** considers the sustainability of the proposed development; and
- **Section 7.0** assesses the proposed development against design and access related planning policy.

2.0 Context

This section demonstrates the applicant's understanding of the physical characteristics of the site and its context. 'Context' relates to the physical, social and economic characteristics of the area, together with the planning history and policy context – particularly the policies and guidance that affect and shape the development of the site.

Physical Context

Site Description

The site measures approximately 0.39 ha is located to the west of Molesworth Street (A671), on the edge of Rochdale town centre.

The site is characterised by hardstanding and is currently in use as a surface car park and an extension of the Premier Kia outdoor car sales courtyard. It also accommodates a 'We Buy Any Car' compound. There is a small strip of woodland in the south-western corner of the site.

The site is bound by Water Street to the north; Molesworth Street to the east; car parking and an industrial unit with associated scrap yard to the south, separated by a belt of trees; and customer car parking

associated with the neighbouring Suzuki dealership to the west.

The site is not located in a Conservation Area and there are no listed buildings within or adjacent to it.

The site is wholly located within Flood Zone 1 and therefore at low risk of flooding.

The site is not subject to any ecological or landscape designations.

Surrounding Area

The surrounding area is characterised by commercial and industrial uses including a Suzuki dealership to the north, a Home Bargains discount store to the east, and an industrial unit and scrap yard to the south.

Rochdale Riverside and Number One Riverside are located to the north of the site, beyond the River Roch.

Accessibility

Full details of the site's accessibility are provided in the accompanying Transport Assessment prepared by Andrew Moseley Associates.

The site has three vehicle access points off Water Street. Water Street connects to Molesworth Street (A671), which links to the A58 and Milnrow Road (A640). It is proposed that two of the accesses would

be stopped up and the footpath reinstated as part of the proposals. The third access point off Water Street will be remodelled to accommodate the proposed development.

The nearest bus stop is located at Rochdale Interchange, approximately 200m east of the site. Rochdale Interchange is a public transport hub which is serviced by a range of bus routes that operate across Greater Manchester, West Yorkshire and Lancashire. Rochdale Tram Stop is approximately 450m northwest of the site and provides regular Metrolink services to East Didsbury via Oldham and Manchester City Centre.

There are also defined pavements on Water Street leading towards Rochdale Town Centre, and on Molesworth Street leading to nearby commercial, retail and industrial units.

Overall, the site benefits from a good level of walking, cycling and public transport accessibility.

Planning History

There have been a number of planning applications on the site, primarily relating to the former use for the sale of vehicles. Further information on the planning history of the site is set out in the Planning Statement submitted alongside this planning application.



Site Aerial Plan



Northward view on Molesworth Street



View into the site from Molesworth Street



Existing site access point

2.0 Context

Planning Policy Context

A brief summary is provided below of the policies and guidance which have affected and shaped the form of the development on the site.

National Planning Policy Framework

The most recent version of the National Planning Policy Framework ('NPPF') was published in December 2024. It provides guidance on design as part of its broader presumption in favour of sustainable development. It attaches great importance to the design of the built environment.

Paragraph 135 states that planning policies and decisions should ensure that developments:

- 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;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- 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);
- 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;

- 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,
- 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.

Paragraph 137 notes that design quality should be considered throughout the evolution and assessment of individual proposals. It states that early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests.



2.0 Context

With regard to transport, the NPPF sets out that transport issues should be considered in development proposals, so that opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised (Paragraph 109). Paragraph 110 sets out that the planning system should actively manage patterns of growth in support of these objectives.

Paragraph 117 also states that development should:

- give priority first to pedestrian and cycle movements within and around the scheme, and second to public transport;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and,
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Planning Practice Guidance

The Planning Practice Guidance ('PPG') which accompanies the NPPF was formally issued by the Secretary of State in March 2014. Subsequent sections have since been updated.

It advocates a positive approach to meeting forecasted retail needs, making it clear that local planning authorities should assess and plan to meet the needs of main town centre uses in full. It also states that:

"It may not be possible to accommodate all forecast needs in a town centre: there may be physical or other constraints which make it inappropriate to do so. In those circumstances, planning authorities should plan positively to identify the most appropriate alternative strategy for meeting the need for these main town centre uses, having regard to the sequential and impact tests."

The PPG recommends the National Design Guide to be read alongside the PPG guidance which covers the 10 characteristics of good design. These are:

- Context
- Identity
- Built form
- Movement
- Nature
- Public Spaces
- Uses
- Homes and Buildings
- Resources
- Lifespan

2.0 Context

The Development Plan

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning application proposals to be determined in accordance with the development plan unless material considerations (including the NPPF) indicate otherwise.

The statutory development plan for Rochdale comprises:

- Rochdale Core Strategy (CS) (adopted October 2016);
- Rochdale Borough Unitary Development Plan (UDP) (adopted June 2006); and,
- Places for Everyone Joint Development Plan Document (PfE) (adopted March 2024).

The CS provides the overarching objectives for development within the Borough for the period up to 2028. The UDP predates the CS but remains relevant in setting out relevant allocated sites and retained policies for the Borough until adoption of the emerging Allocations Plan.

In terms of specific design policies, the following are relevant:

1. **CS Policy P1 (Improving image)** seeks to enable development that improves the overall image of the borough, promoting the development and re-use of under-used land and the greening of the urban environment.
2. **CS Policy P2 (Protecting and enhancing character, landscape and heritage)** states that development should protect and enhance the borough's character, the distinctiveness of town centres, housing areas and countryside, and the qualities of its landscapes.

3. **CS Policy P3 (Improving design of new development)** states that new development, and associated landscaping, to adhere to high standards of design, respecting local context where it is positive with regard to the scale, density, massing, height, layout, landscaping materials and access of surrounding buildings and areas in general.
4. **CS Policy DM1 (General development requirements)** seeks to ensure that the development proposals are of quality design and take the opportunity to enhance the quality of the area.
5. **CS Policy T2 (Improving accessibility)** states that new development should prioritise pedestrians, cyclists, and users with impaired mobility, and that measures to alleviate congestion resulting from development proposals should be provided.

3.0 Opportunities and Constraints

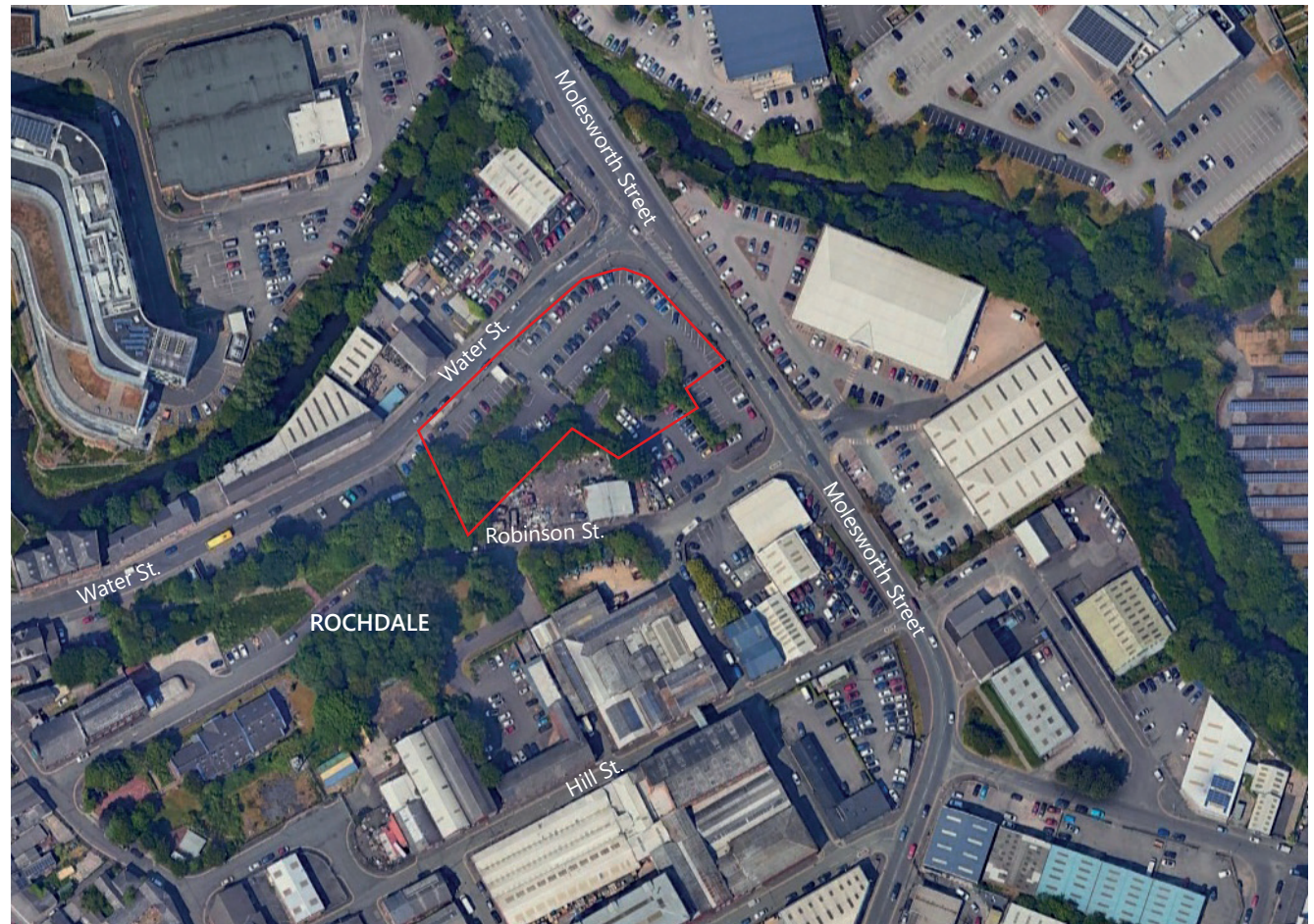
This section of the statement identifies potential opportunities and constraints and considers how these have influenced the development.

Opportunities

- Good connectivity to local and strategic highways infrastructure and public transport opportunities;
- Potential to create new local employment opportunities;
- Potential to bring an underutilised site on the edge of Rochdale town centre into beneficial use;
- Providing a use complementary to the surrounding commercial context.

Constraints

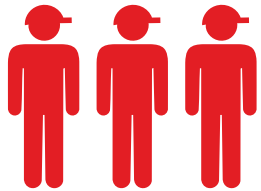
- Levels changes across the site;
- Existing trees and shrubs;
- Alterations to existing access point off Water Street and removal of on-street car parking spaces.



Site Plan

3.0 Opportunities and Constraints

Economic and Social Benefits



Support **185** direct FTE construction jobs, as well as supporting a further **225** indirect FTE jobs during the construction phase.



Create **120** direct headcount jobs (**90** direct FTE jobs) on-site, once the development is completed and operational. This could support a further **50** indirect and induced jobs in the wider regional economy.



Generate an additional **£10.75 million** of Gross Value Added during construction.



Deliver an uplift in business rates revenue in the order of **£74,800** per annum - of which **£74,050** would be retained locally.



4.0 Scheme Evolution

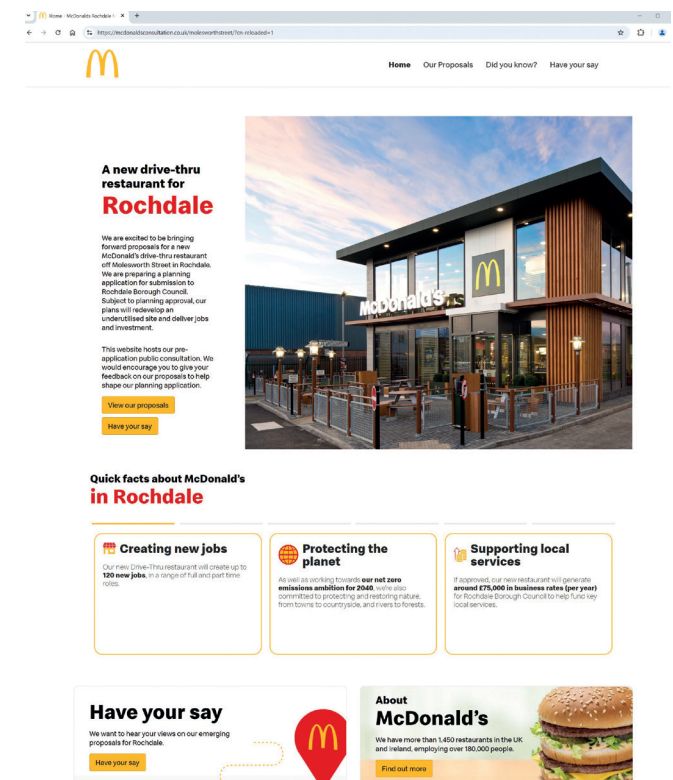
This section of the statement explains how the site context and planning policies outlined in the earlier sections have influenced the design approach to the proposed development. It outlines the consultation undertaken to inform the design proposals and describes how this has impacted on the concept of the scheme's design.

Community Consultation

The development proposals have been subject to a range of pre-application consultation, including the local community. Full details of the consultation process undertaken, and its outcomes, can be found in the Community Consultation Statement which accompanies the application submission.

However, in summary, this consultation has comprised:

- Distribution of a newsletter to properties in the local area, informing them of the application proposals and the consultation website; and,
- Publication of a website in order to inform the local community of proposals in more detail and to provide an opportunity for users to leave comments



Public Consultation Website

4.0 Scheme Evolution

Design Evolution

The design has evolved through a process of analysis to develop a scheme that responds appropriately to the site and its surroundings.

The design changes include (but are not limited to) the following:

- Various iterations of building model to be delivered on site, responding to site levels and requirements for positioning of drive-thru lane;
- Access proposals reworked to ensure most appropriate site access from Water Street;
- Layout amendments to ensure legibility for site users internally with the site, as well as pedestrian improvements to improve accessibility into the site; and,
- Layout revisions to achieve an adequate level of parking provision for the needs of all future site users, including staff, customers, cyclists and EV users.



5.0 The Proposed Development

Key Design Principles

The design concept for the proposal centres on the delivery of a high-quality development that enhances this underutilised site on the edge of Rochdale town centre. The proposed drive-thru restaurant will have a modern aesthetic which is inkeeping with the commercial setting of the area and integrates new landscaping and tree planting.

The core design principle is to create a logical and legible site layout that meets the operational demands of McDonald's and future users.

Use

Full planning permission is sought for a drive thru restaurant (Use Class E/Sui Generis) to be operated by McDonald's.

Amount

The restaurant building will extend to 474 sqm (GEA).



CGI

5.0 The Proposed Development

Layout

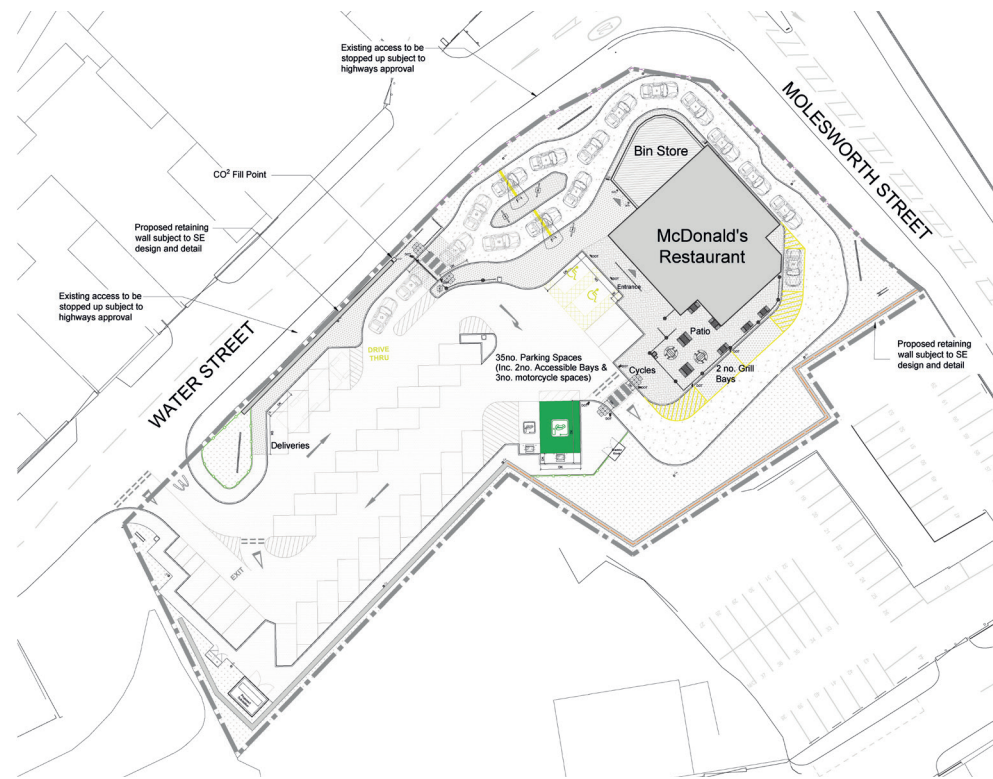
The development comprises a McDonald's restaurant with side-by-side drive thru lane facilities. The restaurant building has been located within the site to ensure it is visible to passing trade on both Water Street and Molesworth Street and to make the most of its gateway location.

The proposed layout includes a new dedicated pedestrian access off Water Street to integrate the development into the existing pedestrian network. Pedestrian pathways and crossings are delineated throughout the site for future site users.

An external seating area is proposed to the east of the restaurant and short-stay customer cycle parking is provided near to the entrance of the restaurant building to enhance the experience of future site users.

The position of the building, bin store location, accessible parking, patio / external seating layout and safety barriers take a lead from the location of the building and have had a direct influence on the site layout. They have been designed to meet the needs of customers and operational requirements, while making the most of the existing access.

Bins would be stored in the corral to the north of the restaurant, while the patio is situated to the south of the building and adjacent to the accessible parking spaces.



Proposed Site Plan



5.0 The Proposed Development

Scale

The proposed building will comprise a two storey McDonald's restaurant. The scale of the proposed building ensures that it will sit comfortably within the existing commercial context of the site in proximity to the town centre.

Appearance

The design characteristics of the proposed building include dark grey brick and timber effect panels with McDonalds branding.

The proposals would bring this underutilised site into active use and deliver a high quality and attractive scheme.



Proposed Elevation A



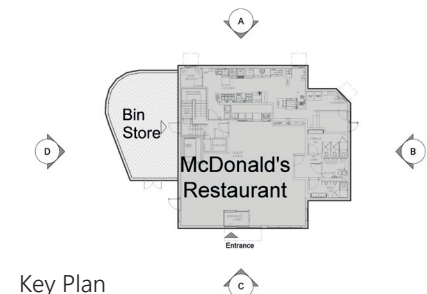
Proposed Elevation B



Proposed Elevation C



Proposed Elevation D



Key Plan

5.0 The Proposed Development

Landscaping

The design of the site incorporates both soft and hard landscaping.

The soft landscaping scheme includes the planting of new trees and new grassland verges. Nectar-rich shrubs will also be planted to encourage biodiversity and provide a food source for a variety of pollinator species, including bees.

The design intention is to create a coherent and attractive setting, not only for the customers of the restaurant but also to provide an enhanced external environment and biodiversity.

13 new native specimen trees are proposed to improve and soften the appearance of the site. The proposed landscaping scheme will deliver an overall 12.41% net gain to the biodiversity value of the site.

The hard landscaping includes the tarmac car park and footpaths, and the concrete drive-thru lane. Keyblok paving forms the immediate surrounding of the building to the north, south, and west, including the patio. Tactile paving is to be used to denote the drop kerb crossings.



Landscape Plan

5.0 The Proposed Development

Access

Full details of the proposed vehicular access and highway works are provided in the accompanying Transport Assessment prepared by Andrew Moseley Associates.

Vehicular access to the site from Water Street will be via a simple priority junction. It is proposed to alter and widen the existing vehicular access to the site to form a safe access for site users and to meet the requirements of deliveries/servicing arrangements.

A new pedestrian access is proposed from Water Street to integrate with the existing footpath which links to Rochdale town centre and Rochdale Interchange. Pedestrian pathways and crossings are delineated throughout the site for future site users.

35 total car parking spaces are proposed within the McDonald's site, including 2 accessible bays and 2 EVCPs. There would be 6 cycle parking spaces provided close to the entrance to the restaurant.



CGI

6.0 Sustainability

The scale of McDonald's business represents an opportunity to have a positive impact on some of the biggest challenges facing the world today. The threat of climate change is one such challenge and McDonald's are proud of the investment they have made to reduce their carbon footprint in the UK.

McDonald's was the first restaurant chain to set science-based greenhouse gas reduction targets at a global level. Working with all franchisees, their aim is to reduce greenhouse gas emissions related to all restaurants and offices by 36% by 2030. Additionally, McDonald's are committed to a 31% reduction in emissions intensity (per metric tonne of food and packaging) across the supply chain by 2030.

To meet these targets, McDonald's buy 100% renewable electricity and have invested in long term partnership agreements to develop the renewable energy infrastructure in the UK. The absence of on-site fossil fuel use, together with McDonald's electricity procurement agreements, eliminates the production of greenhouse gases from on-site operations. In

recognition of global warming potential ("GWP") associated with refrigeration gases, McDonald's have moved to the latest reduced GWP air conditioning refrigerants ahead of any legislation in this regard.

Waste and Use of Recycled Material in Construction

Materials used for construction of the restaurant are suitable for recycling and include steel portal frame and recycled materials, where possible.

Materials for the building are selected to provide the required aesthetics combined with maximum durability and robustness. The requirement for replacement, maintenance and repair will be minimal during the building lifecycles, thus providing a good low level of energy input over the whole lifecycle. From 2023, furniture was sourced from recycled or certified materials and designed to be recycled or reused at end of life, as part of the McDonald's Plan to Change.





The Restaurant Building

McDonald's are committed to developing buildings which have a low impact on the environment, achieved through their intelligent design, sustainable sourcing of materials, efficient use of energy and resources, and site waste reduction.

The design of the new building has been directly influenced by sustainability and the standard practices to enable the reduction in their carbon footprint. Approximately, 90% of new restaurants are built using modular construction techniques, which use considerably less energy, inclusive of the reduction of the total number of deliveries to site during the build. Modular construction takes place in a controlled environment, which allows a highly monitored and efficient process, where leftover materials can be used in future projects and ultimately reduce the general building waste. The construction time is also reduced, minimising the potential disruption to neighbours.

The external shell is designed to prevent air leakage and achieve the U-value required by current building regulation standards, and McDonald's utilise a

sophisticated building management control system with specifically engineered energy reduction strategies to maximise operating efficiencies. McDonald's kitchen appliances have standby reminders and a metering system has been introduced which measures the amount of electricity used in every half hour of the day. Restaurant Managers receive daily graphs to help them make energy saving adjustments.

All new restaurants are fitted with standard equipment and maintenance programmes, in line with Green Building Guidelines, which were introduced as a McDonald's Europe initiative and include:

- Lighting – LED lighting is also used, resulting in a 50% reduction in energy use compared to fluorescent lights.
- Water – auto shut-off taps fitted to wash-hand basins in addition to flow control limited to 6l/min; replacement of urinals with waterless units and WCs fitted with dual flush of 4.5l and 3l flushes (unless external drainage requires greater volume). In addition, systems are leak checked with hot water temperatures reduced to a maximum of 60 degrees C. Pipes are checked for missing insulation.

- HVAC – automatic closures fitted to all internal doors and draft-proofing fitted or repaired to all doors and windows, including the use of energy save reminder stickers in the back of house area. Variable speed control fans are installed so that they are not required to run when ventilation is not required, and room sensors installed to monitor internal air temperatures.

Minimising Transport Impacts and Reducing Carbon Dioxide Emissions

Cooking oil from restaurants is recycled into biodiesel using local collectors. The biodiesel is then used as fuel by McDonald's vehicles. Biodiesel is now being used in all delivery trucks and results in a carbon saving of 8,200 tonnes per annum.



Recycling Strategy and use of Recycled Materials

Within the supply chain, McDonald's vision is one where all food and packaging is sourced sustainably. They have undertaken a number of measures in recent years to try to promote better environmental standards through the whole supply chain.

McDonald's is committed to using recycled materials wherever possible, throughout the business and have stepped up their commitment to recycling further, setting global goals, including 100% of McDonald's product packaging will come from renewable, recycled or certified sources and 100% of product packaging will be recycled in McDonald's restaurants, by 2024.

The business has taken a number of steps to continue to lead when it comes to sustainable packaging and further address the issue of reducing plastic use across the supply chain:

- The removal of plastic lids from 'McFlurry' ice cream will see 385 tonnes of plastic removed from the supply chain each year, and the introduction of fibre-based salad boxes will also see 105 tonnes of plastic removed annually, and the new salad boxes can be recycled with any other paper. Indeed, McDonald's are a member of the National Cup Recycling Scheme which brings together major retailers waste management companies and UK paper mills with the shared aim of growing the infrastructure needed to increase the number of paper cups being collected and recycled across the UK. McFlurry cups can be recycled along with other paper cups in one of the many recycling points that has been established across the country through the collaboration of retailers including Pret a Manger, Costa and McDonald's restaurants.
- 22k tonnes of outer packaging cardboard is now recycled from restaurants every year, with zero waste to landfill. Only 8% of the packaging used for McDonald's products is made from plastic, with the majority already being made from fully certified fibre. McDonald's reuses delivery packaging wherever possible, in accordance with food safety laws. Over 80% of kitchen waste is recycled, which equates to 40% of total waste. Staff separate corrugated cardboard, used cooking oil, food waste, clean plastic paper and tin from all back of house areas for recycling.
- All restaurants aim to recycle 100% of their corrugated cardboard, which in itself accounts for 15% of a restaurant's average total waste. In addition, the delivery trays and crates are returned to suppliers for reuse. Delivery vehicles also carry recyclable materials on return trips, backhauling over 80% of all cardboard.



- McDonald's UK has a long-term goal to send zero waste to landfill by reducing operational waste, recycling as much as possible, and diverting the remainder to a more sustainable solution. To further minimise waste, McDonald's has joined the Valpak distributor take back scheme, which ensures that redundant equipment is recycled with accredited companies.
- Customer recycling stations are installed in all new restaurants, to allow customers to separate paper cups, plastic bottles and cups, and decant liquids. The cups will be sent to a specialist paper cup recycler and the plastic will be recycled along with the plastic from the kitchens. With good levels of separation, McDonald's new waste procedures could generate a recycling rate of up to 65%, exceeding the European target.



7.0 Assessment against Policy

The table below demonstrates how the proposal satisfies the key development plan policies outlined in Section 2.0.

Design Policy Objective	Response
CS Policy SD1 (Delivering sustainable development) seeks to deliver development that improves and meets the economic, social and environmental objectives of the borough in line with the presumption in favour of sustainable development.	The development has been designed to high sustainability standards. This Statement and the accompanying Planning Statement and Operator Statement demonstrate that the proposed development provides economic and social benefits within the local area. This includes investment into the area and job creation.
CS Policy P1 (Improving image) seeks to enable development that improves the overall image of the borough, promoting the development and re-use of under-used land and the greening of the urban environment.	The proposals bring an under-utilised site into an active use commercial use. The inclusion of soft landscaping planting to soften the proposals and green the local streetscape, as well as delivering Biodiversity Net Gain. The proposals provide an attractive building at a key corner in close proximity to recently completed schemes as part of the regeneration of Rochdale Town Centre.
CS Policy P2 (Protecting and enhancing character, landscape and heritage) states that development should protect and enhance the borough's character, the distinctiveness of town centres, housing areas and countryside, and the qualities of its landscapes.	The development seeks to deliver an active use on existing surface car parking. This will enhancing the local environment in keeping with the local character of the area. The distinctiveness of the proposals in comparison to the surrounding units elevate the area's character.
CS Policy P3 (Improving design of new development) states that new development, and associated landscaping, to adhere to high standards of design, respecting local context where it is positive with regard to the scale, density, massing, height, layout, landscaping materials and access of surrounding buildings and areas in general.	The modern restaurant building is of appropriate scale and aesthetic to the adjacent commercial uses. High quality soft and hard landscaping measures will also improve the appearance of the site and wider area.



Design Policy Objective	Response
CS Policy DM1 (General development requirements) seeks to ensure that the development proposals are of quality design and take the opportunity to enhance the quality of the area.	The proposals provide a visually attractive building that is distinctive in its appearance in comparison to the surrounding buildings, utilising the materials and massing synonymous with the McDonald's brand.
CS Policy T2 (Improving accessibility) states that new development should prioritise pedestrians, cyclists, and users with impaired mobility, and that measures to alleviate congestion resulting from development proposals should be provided.	The proposed layout accommodates a variety of future site users, connecting into existing footways via a new pedestrian access and the local road network. Accessible parking provision and dedicated accessible charging spaces are also provided. The accompanying Transport Assessment demonstrates the development is accessible for all users.

