

Land at Junction of Water Street and Molesworth Street, Rochdale

Planning Statement

McDonald's Restaurants Ltd

20 March 2025

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1.0 Introduction

This Planning Statement has been prepared by Lichfields on behalf of McDonald's Restaurants Limited ('McDonald's'). It accompanies a full planning application in relation to the development of Land at Junction of Water Street and Molesworth Street, Rochdale (hereafter referred to as the 'site').

1.1 The application seeks planning permission for the following:

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

1.2 The purpose of this statement is to assess the application proposals against the development plan for Rochdale Borough Council ('the Council'), as well as other material considerations, including relevant national planning policy. This Statement should be read in conjunction with other documents which accompany the application, including:

- 1 Application form and certificates;
- 2 Application drawings (prepared by AEW Architects);
- 3 Covering Letter (prepared by Lichfields);
- 4 Community Consultation Statement (prepared by Lichfields);
- 5 Design and Access Statement (prepared by Lichfields);
- 6 Operator Statement (prepared by Lichfields);
- 7 Air Quality Assessment (prepared by Encon Associates);
- 8 Biodiversity Net Gain Inputs (prepared by Encon Associates);
- 9 Ecological Appraisal (prepared by Encon Associates);
- 10 Odour Control Assessment (prepared by CDM Partnership);
- 11 Construction Environmental Management Plan (prepared by Glanville);
- 12 Landscaping Scheme and Landscape Management Plan (prepared by Encon Associates);
- 13 Lighting Plan (Prepared by CDMP and LAUK (prepared by Signify);
- 14 Phase 1 Contamination Report (prepared by Southern Testing);
- 15 Drainage Statement (prepared by Glanville);
- 16 Noise Impact Assessment (prepared by Acoustic Associates SW);
- 17 Odour Control Assessment (prepared by CDM Partnership);
- 18 Transport Assessment (prepared by Andrew Moseley Associates);
- 19 Travel Plan (prepared by Andrew Moseley Associates); and,
- 20 Tree Survey and Arboricultural Impact Assessment (prepared by Hayden's Arboricultural).

1.3 The structure of the statement is as follows:

- **Section 2.0** summarises the background of the application proposals, including details of the application site and surroundings;
- **Section 3.0** provides a summary of the application proposals;
- **Section 4.0** sets out relevant national and local planning policy;
- **Section 5.0** summarises the sequential site assessment;
- **Section 6.0** assesses the scheme against the statutory development plan;
- **Section 7.0** assesses the proposed development against the presumption in favour of sustainable development, as set out in the National Planning Policy Framework (NPPF); and,
- **Section 8.0** provides conclusions on the above.

2.0 Site Context

- 2.1 The site measures approximately 0.39 ha and is located at the junction of Molesworth Street and Water Street, on the edge of Rochdale Town Centre.
- 2.2 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.
- 2.3 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.
- 2.4 The site is located within Flood Zone 1 and is not subject to any ecological or landscape designations.
- 2.5 The site is not located in a Conservation Area, nor are there any listed heritage assets within it. 10 Water Street, a locally listed building is located around 150m to the south-west of the site.
- 2.6 The area immediately surrounding the site is characterised by industrial, commercial, and retail uses, including car and motorbike dealerships (Premier Suzuki, Premier Kia and Robinsons of Rochdale), a scrap yard, an Aldi foodstore and The Point Retail Park which comprises a Home Bargains and TK Maxx store.

Accessibility

- 2.7 Full details of the site's accessibility are provided in the accompanying Transport Assessment prepared by Andrew Moseley Associates [AMA].
- 2.8 The site has three vehicle access points off Water Street. Water Street connects to the A671 (Molesworth Street), which links to the A58 and A640 (Milnrow Road). It is proposed that two of the accesses along Water Street 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.
- 2.9 The nearest bus stop is located at Rochdale Interchange, approximately 300m 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 375m northeast of the site and provides regular Metrolink services to East Didsbury via Oldham and Manchester City Centre.
- 2.10 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.
- 2.11 Overall, the site benefits from a good level of walking, cycling and public transport accessibility.

Planning History

- 2.12 There have been a number of planning applications relating to the former and existing uses on the site. The table below summarises the planning history of the site.

Application Ref.	Description of Development	Decision / Decision Date
79/Do8150	Motor vehicle show room alongside existing garage and petrol filling station to provide manufacturers agency for new vehicles	Decision not available online
80/D10807	Extension to fascia to showroom and hand carwash unit facility	Decision not available online
81/D13287	Use of building as parts and spares department and vehicle display in connection with adjoining repair garage and car showroom and use of land for vehicle parking	Decision not available online
90/D24806	Showroom extension	Approved July 1990
98/D35655	Erection of food store and video library rental store	Withdrawn September 1999
13/00797/FUL	Change of use of land to form car park including the demolition of former carcraft buildings	Approved September 2013
13/00798/ADV	Erection of 13 non illuminated advertisement hoardings to south and west boundaries of the former carcraft site	Refused September 2013
13/01109/ADV	Installation of one non-illuminated advertisement hoarding (Resubmission of 13/00798/ADV)	Approved December 2013
14/00584/ADV	One non-illuminated advertisement hoarding (retrospective)	Approved July 2014

Summary

- 2.13 The site predominantly comprises previously developed land and is located at the edge of Rochdale town centre. It is currently in use as a mix of car sales and surface car parking, and is surrounded by industrial, commercial and retail premises. The proposals would transform this underutilised and prominent site, providing a high-quality, sustainable development on the edge of Rochdale town centre.

3.0 The Proposed Development

- 3.1 Full planning permission is sought for a 474 sq. m GEA drive-thru restaurant (Use Class E/Sui Generis) to be operated by McDonald's.
- 3.2 The restaurant will be located to the east of the site to ensure that it is visible to passing trade, as well as ensuring the layout is suitable in terms of access and highways safety. The main entrance of the restaurant building is located on the south-west elevation, facing toward the approach from Rochdale Town Centre, along Water Street.
- 3.3 The restaurant will be McDonald's latest 'convenience of the future' format. The building will be two storeys and constructed from a modern materials palette including dark grey brick and timber effect panels with McDonald's branding.
- 3.4 35 no. total car parking spaces are to be provided, including 2 no. accessible bays, 2 no. grill bays and 2 no. EV parking bays. In addition, 3 no. motorcycle parking spaces and 6 no. cycle parking spaces are also proposed close to the restaurant building.
- 3.5 The layout of the unit seeks to retain existing trees where possible. The landscaping scheme includes the planting of 13 no. new specimen trees, species rich grass areas with wildflowers and ornamental shrub planting, and this will ensure that an overall biodiversity net gain (of around 12% over and above the baseline position) will be delivered on site. Hard landscaping includes surfaced footways to provide a legible and safe pedestrian environment and a patio area with outdoor seating to the south of the restaurant building.
- 3.6 Proposed engineering works include levelling the site and the construction of a retaining wall along the southern perimeter, on top of part of which will be a 1.1m armco barrier. The maximum height of the retaining wall will be 9.1m in the southwestern corner of the site. The retaining wall would be clad with timber to soften its appearance.
- 3.7 Vehicular access will be taken from Water Street via a simple priority junction. This will require the remodelling and widening of an existing access. The remaining two existing accesses from Water Street would be stopped up and the footpath reinstated as part of the proposals. The restaurant will include a drive-thru lane, with two dedicated grill parking bays for customers waiting for orders - to reduce congestion on the site.
- 3.8 A new dedicated pedestrian access is proposed from Water Street into the site. Pedestrian links will be provided through the car park, including zebra crossing facilities to give priority to pedestrians within the car park and across the drive-thru lane to the restaurant building.

Environmental Impact Assessment

- 3.9 The proposed development does not fall within Schedule 1 the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). It also falls below all thresholds set out in Part 10(b) of Schedule 2 of the same Regulations which includes urban development projects of this nature. It is not located within an environmentally sensitive location and its surroundings are characterised by built development that is similar in scale and character to the proposed scheme. The proposed development is not likely to give rise to significant effects and does not constitute EIA development.

4.0 Planning Policy Context

- 4.1 This section of the Planning Statement outlines the planning policy context against which the application should be assessed. The Planning and Compulsory Purchase Act 2004 at Section 38 (6) requires the determination of planning applications to take place in accordance with the development plan unless material considerations, such as the National Planning Policy Framework, indicate otherwise.

The Development Plan

- 4.2 The statutory development plan for Rochdale comprises:
- 1 Rochdale Core Strategy (CS) (adopted October 2016);
 - 2 Rochdale Borough Unitary Development Plan (UDP) (adopted June 2006); and,
 - 3 Places for Everyone Joint Development Plan Document (PfE) (adopted March 2024).
- 4.3 The CS provides the overarching objectives for development within the borough for the period up to 2028. The UDP predates the CS but remains in place until the Allocations Development Plan is adopted.
- 4.4 The site is not allocated for any use, nor is it subject to any specific designations (i.e. it is 'white land').
- 4.5 Whilst the site is located outside of Rochdale Town Centre (as defined on the UDP Proposals Map), it lies within 300m of the town centre boundary. It is therefore 'edge of centre' in planning policy terms.
- 4.6 The development plan policies relevant to the proposed development include:
- CS Policy SD1: Delivering sustainable development;
 - CS Policy SP2: The Spatial Strategy for the borough;
 - CS Policy E1: Establishing thriving town, district and local centres;
 - CS Policy E1/R: Establishing Rochdale as a thriving town centre;
 - CS Policy E2: Increasing jobs and prosperity;
 - CS Policy C6: Improving health and well being;
 - CS Policy P1: Improving image;
 - CS Policy P2: Protecting and enhancing character, landscape and heritage;
 - CS Policy P3: Improving design of new development;
 - CS Policy G7: Increasing the value of biodiversity and geodiversity;
 - CS Policy G8: Managing water resources and flood risk;
 - CS Policy G9: Reducing the impact of pollution, contamination and land instability;
 - CS Policy T2: Improving accessibility;
 - CS Policy DM1: General development requirements;
 - UDP Policy G/S/1 (Hierarchy and Role of Centres);

- UDP Policy S/10: Food and Drink Outlets;
- PFE Policy JP-S1: Sustainable Development;
- PFE Policy JP-S2: Carbon and Energy;
- PFE Policy JP-S4: Flood Risk and the Water Environment; and,
- PFE Policy JP-G7: Trees and Woodland.

Other Planning Guidance

Guidelines & Standards for Hot Food Takeaway Uses Supplementary Planning Document

- 4.7 The Guidelines & Standards for Hot Food Takeaway Uses SPD was initially adopted in April 2015 and was updated in February 2017 following the adoption of the CS. The SPD provides additional guidance on the development of hot food takeaways in Rochdale, to complement the policies set out in the CS and UDP.

Milkstone, Deeplish and Newbold Supplementary Planning Document

- 4.8 The Milkstone, Deeplish and Newbold SPD was adopted in September 2010 and details the regeneration strategy for the area, with a focus on Sandbrook Park, Central Retail Park, and the Canal Basin Area of Opportunity. The SPD promotes the efficient use of existing employment and vacant land for new housing and employment development that supports business growth, satisfies local employment needs, and attracts people to live in the area.
- 4.9 The site falls within the economic growth corridor identified in the SPD, however there are no specific proposals relevant to the site.

Biodiversity and Development Supplementary Planning Document

- 4.10 The Biodiversity and Development SPD was adopted in January 2008, and subsequently updated in February 2017. This SPD seeks to ensure that there is no net loss of ecological interest or assets that occurs when a development is proposed, and that opportunities to enhance ecological features are incorporated where possible. The SPD identifies different priority species present within the borough, and sets out the local initiatives for implementing biodiversity enhancements.

Other Material Considerations

National Planning Policy Framework

- 4.11 The National Planning Policy Framework [NPPF] was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied.
- 4.12 At the heart of the NPPF is the presumption in favour of sustainable development (Paragraph 11).

- 4.13 The NPPF confirms that significant weight should be placed on the need to support economic growth and productivity, taking into account both local needs and wider opportunities for development (Paragraph 85).
- 4.14 Paragraph 91 of the NPPF states that planning applications for main town centre uses, such as the proposed drive-thru restaurant, which are not in a defined centre and do not accord with an up-to-date development plan, should be subject to a sequential test. Such uses should be located in town centres, followed by edge-of-centre locations and, only if suitable sites are not available (or expected to become available within a reasonable period), should out-of-centre sites be considered.
- 4.15 Paragraph 97 states:
- “Local planning authorities should refuse applications for hot food takeaways and fast food outlets:*
- a within walking distance of schools and other places where children and young people congregate, unless the location is within a designated town centre; or*
 - b in locations where there is evidence that a concentration of such uses is having an adverse impact on local health, pollution or anti-social-behaviour.”*
- 4.16 Paragraph 109 sets out that transport issues should be considered from the earliest stages of development proposals, so that opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised. Paragraph 109 sets out that the planning system should actively manage patterns of growth in support of these objectives.
- 4.17 Paragraph 116 is clear that *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.
- 4.18 Paragraph 124 states that planning policies and decisions should support development that makes efficient use of land.

Planning Practice Guidance

- 4.19 Planning Practice Guidance (PPG) provides detailed guidance to support the interpretation of the NPPF. In relation to the sequential approach, the PPG requires local authorities to consider whether the identified need can be accommodated in or on the edge of town centres. As such a sequential site assessment should be undertaken which considers the suitability, availability and viability of sites with particular regard to the nature of the need that is to be addressed.
- 4.20 In addition, the PPG states that the use of the sequential test should recognise that certain main town centre uses have particular market and locational requirements which mean that they may only be accommodated in specific locations. It also recognises that, as promoting new development in town centre locations can be more expensive and complicated than elsewhere, local planning authorities need to be realistic and flexible in terms of their expectations.

5.0 Sequential Site Assessment

- 5.1 The proposals comprise a McDonald's drive thru restaurant (Use Class E/Sui Generis) which is a 'main town centre use' as defined in the NPPF. The proposed restaurant comprises a total of 474 sqm (GEA) floorspace.

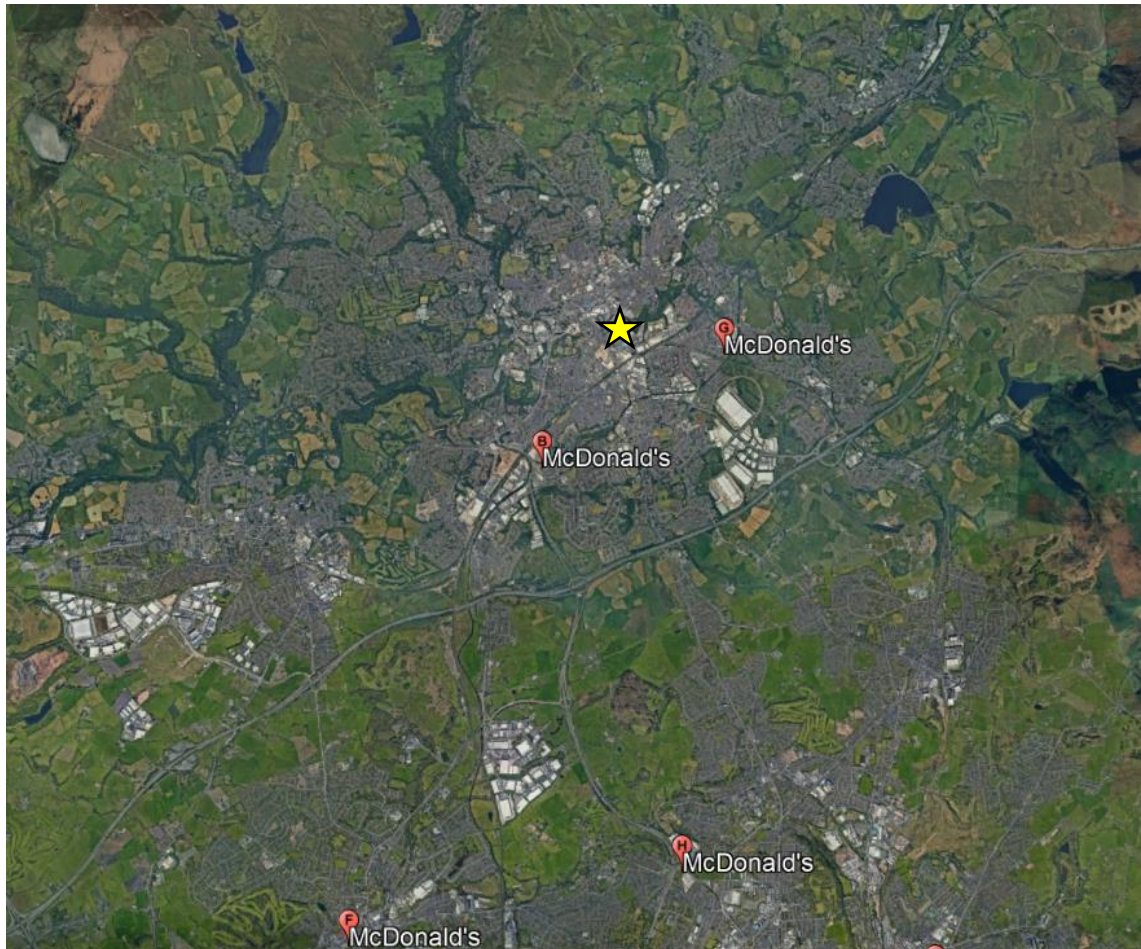
Policy Context

- 5.2 The site is located c. 150m north-west of Rochdale Town Centre as defined on the UDP Proposals Map. It is therefore 'edge-of-centre' in planning policy terms.
- 5.3 CS Policy E1 states that the Council will apply a town centre first approach to retail, leisure, cultural, office, residential and other development. A sequential test will be applied to planning applications for main town centre uses that are not in an existing centre. Town centre uses should be located in town centres and then in edge of centre locations. Only if suitable sites are not available will out of centre sites be considered.
- 5.4 Paragraph 91 of the NPPF states that *'local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.'*
- 5.5 In accordance with the development plan and provisions of the NPPF, an assessment of potential alternative sites within defined town centre locations has been undertaken.
- 5.6 Given the limited scale of the proposed restaurant, which is well below the 2,500 sq. m threshold set out in the NPPF, the scheme does not warrant an assessment of the scheme's impact. Whilst CS Policy E1 sets a lower threshold of 2000 sq. m of gross, this relates to proposals for retail, leisure and office uses and is therefore not applicable to the application, both in terms of the floorspace and use.

McDonald's Commercial Requirements

- 5.7 In undertaking a sequential site assessment, it is important to consider, from the outset, the commercial need that the proposed development is seeking to meet.
- 5.8 In this case, this need is McDonald's requirement for an additional drive-thru restaurant to serve central Rochdale and the residential areas to the north of the borough, as well as being able to conveniently meet the needs of passers-by / other motorists travelling through the area.
- 5.9 This commercial requirement takes into account McDonald's existing network of restaurants in the area, which include:
- 1 Kingsway Retail Park, 1 Wallhead Road, Rochdale OL16 5AF
 - Sandbrook Park Retail Park, Edinburgh Way, Rochdale OL11 1RY
 - 28 Middleton Gardens, Middleton M24 4DF
 - 3 Elk Mill Retail Park, Broadway, Royton, Oldham OL2 5HX

Figure 5.1 - Existing McDonald's Coverage (Site location indicated by star)



- 5.10 An assessment of the spatial distribution of existing McDonald's restaurants demonstrates that the central and northern areas of Rochdale are not currently served by a conveniently accessible McDonald's restaurant. As set out in the Operator Statement that accompanies this planning application, the nearest existing McDonald's restaurant (Kingsway Retail Park) serves a separate catchment to the south and east of Rochdale, as well as linked trips to the retail park.

The Sequential Approach

- 5.11 The NPPF requires that a sequential approach to site selection be applied to all proposals for main town centre uses, on sites which are not within an existing centre or allocated in an up-to-date Local Plan. Paragraph 91 of the NPPF makes clear that, in adopting a sequential approach, sites should be considered in the following order:

- town centres; then
- edge-of-centre locations; and then
- out-of-centre sites, only if suitable sites are not available (or expected to become available within a reasonable period)

- 5.12 Paragraph 92 of the NPPF states that when considering edge-of-centre and out-of-centre proposals, preference should be given to accessible sites which are well connected to the town centre.
- 5.13 Taking into account the above and the applicant's commercial requirements, we set out below a sequential site assessment to assist Officers in the determination of the application and provide assurances that there are no suitable and available sites within the following centres that are capable of accommodating the application proposals:
- 1 Rochdale Town Centre;
 - 2 Local Centres (Oldham Road, Milkstone Road, Spotland Road, Milnrow Road, Whitworth Road, and Yorkshire Street); and
 - 3 Linear Commercial Areas (Oldham Road, Drake Street, and Milnrow Road).
- 5.14 The proposed restaurant with associated surface level car parking and drive-thru responds to the specific business model requirements of McDonald's. The drive-thru elements of the proposal are integral to the viability of the operator's business model in order to capitalise upon passing trade from traffic along Molesworth Street and Water Street. As such, in undertaking the sequential approach, consideration should be given to whether the potential alternative sites could accommodate the proposed development in its entirety. Notwithstanding this, the NPPF states that applicants and local authorities should demonstrate flexibility on issues such as form and scale.
- 5.15 This policy interpretation is consistent with the legal judgement on the sequential approach in *Tesco Stores Ltd v Dundee City Council* Supreme Court Judgement on 21 March 2012 which is binding to LPAs across the UK. This judgement confirmed that the understanding of what is suitable (in the context of the sequential test) is not a matter of planning judgement, but of legal interpretation. As such, if a developer of an out-of-centre site has demonstrated a degree of flexibility in assessing whether they are available and suitable, the sequential test is satisfied.
- 5.16 In addition, the Inspector considering an appeal against a refusal of planning permission for a drive-thru restaurant at Treloggan Road, Newquay stated *"it is difficult to envisage how a developer could be flexible in respect of the format of a drive through restaurant. Unlike a conventional restaurant, which could easily be accommodated on any of the identified sites, a drive-through by definition requires vehicular access and circulation through or around the building"*.
- 5.17 A site visit undertaken in July 2024 and a review of the development plan has led to the identification of the following potential alternative sites located within/edge of existing centres.

Rochdale Town Centre

- 5.18 There are a number of vacant units within Rochdale Town Centre that are actively marketed for sale/to let but are too small to accommodate the proposed restaurant, even without its associated surface level car parking and drive-thru lane. These units have therefore been discounted at the outset, and include:
- 1 The Butts, Rochdale OL16 1ES

- 2 48B Drake Street, Rochdale OL16 1NZ
- 3 4-5 Market Way, Exchange Shopping Centre
- 4 52 Market Way, Exchange Shopping Centre
- 5 61-62 Market Way, Exchange Shopping Centre
- 6 12-13 Market Place, Exchange Shopping Centre
- 7 28 Market Place, Exchange Shopping Centre

5.19 Other units that were vacant at the time of the site visit or are actively marketed are considered below.

84 – 86 Yorkshire Street, Rochdale OL16 1JZ

5.20 This unit is located on Yorkshire Street, adjacent to the former Wheatsheaf Shopping Centre. It comprises 525 sq. m of internal floorspace across 4 floors. Whilst the unit is currently being marketed, the ground floor is currently let to Poundzone (North West) Ltd from 2022 on a five-year lease, and therefore will be not available until 2027. Alongside this, the unit does not benefit from adjacent surface level car parking and it does not offer scope to accommodate a drive-thru lane. The site is therefore not considered to be suitable or available to accommodate the proposed development.

Figure 5.1 – 84 – 86 Yorkshire Street, Rochdale (Source: Lichfields site visit)



The Wheatsheaf Shopping Centre

5.21 The Wheatsheaf Shopping Centre has been vacant since its closure in 2020, with the exception of the terraced retail units that front Yorkshire Street. The centre comprises 26 units, management accommodation and a former library, totalling 15,130 sq. m. A planning application for the *'Change of use and conversion of floor levels 5 and 6 to form Banqueting Hall including erection of two storey extension to form new entrance from car park'* was granted on 20th February 2025 (LPA ref. 24/00632/FUL). According to the

owner of the site, DHA Corporates Ltd, extensive renovations are underway, and it will reopen as a “premier retail destination”.

- 5.22 Taken as a whole, the site is significantly larger than McDonald’s require, and it could not meet the specific requirements associated with a drive-thru restaurant, as outlined above. As such, the Wheatsheaf Shopping Centre is not suitable to accommodate the subject proposals, nor is it available.

11-31 School Lane, Rochdale OL16 1QP

- 5.23 11-31 School Lane is a large unit split over three floors. The lower ground floor currently houses two vehicle repair garages. The property is currently marketed for sale.
- 5.24 According to the sales particulars, the unit is occupied with active leases running until May 2029 and is therefore not available for redevelopment. In addition, the limited external areas associated with the unit mean that a sufficient volume of parking and drive-thru lane could not be accommodated, therefore it is concluded that this unit is not suitable nor available.

Figure 5.3 – 11-31 School Lane, Rochdale (Source: Lichfields site visit)



8-12 St. Marys Gate, Rochdale OL16 1DZ

- 5.25 8-12 St. Marys Gate is located on the northern edge of the town centre and comprises a double-fronted commercial unit (currently in use as a gym) with residential uses above. The property is currently marketed for sale.
- 5.26 The site could not accommodate the form of development proposed in the subject application as it does not offer scope to accommodate a drive-thru lane or adjacent surface level car park, nor the proposed floorspace of the restaurant. In this context, the site is not suitable to accommodate the proposed development.

Figure 5.4 – 8 – 12 St May's Gate, Rochdale (Source: Lichfields site visit)



Local Centres and Linear Commercial Areas

5.27 Within the vicinity of the site there are several Local Centres and Linear Commercial Areas, including:

- 1 Milkstone Road at Maldon Street;
- 2 Milkstone Road;
- 3 Drake Street;
- 4 Oldham Road and Milnrow Road;
- 5 Yorkshire Street;
- 6 Whitworth Road; and,
- 7 Spotland Road.

5.28 Site visits were undertaken to the above centres in July 2024. However, given the scale of the scale and nature of the centres (i.e. primarily small parades of terraced units that serve local needs), no vacant units or sites were identified that were sufficient in size to accommodate the proposed restaurant building alone, nor could they provide the required surface level car parking and drive-thru lane.

Summary

5.29 An assessment of potential alternative sites has been undertaken in the context of the sequential approach outlined in local and national planning policy.

5.30 No vacant sites or development plots were identified within Rochdale Town Centre or the surrounding Local Centres and Linear Commercial Areas. Whilst a number of vacant units were identified, all were either too small, unavailable or unsuitable for the proposed development.

- 5.31 On this basis, it is concluded that the proposals meet the town centre and retail policy requirements of the NPPF and development plan policy.

6.0 Compliance with Planning Policy

- 6.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act, this section assesses the proposals against the planning policy identified in Section 4.0.

Principle of Development

- 6.2 The site is not allocated for any use, nor is it subject to any specific designations (i.e. it is 'white land'). It is located in close proximity to Rochdale Town Centre as defined on the UDP Proposals Map, which is identified as the borough's principal town centre and a centre of sub-regional significance in CS Policy E1 and UDP Policy G/S/1. CS Policy SP2 outlines the desire to deliver the majority of development in the south of the borough, with a focus in and around Rochdale Town Centre.
- 6.3 In order to ensure new development improves the image of the borough, CS Policy P1 promotes the development and reuse of underused land and PfE sets out that the use of brownfield land should be prioritised. The NPPF is clear that planning policies and decisions should make effective use of land. In this context, it is highlighted that the site is predominantly previously developed land that is currently used for surface car parking and car sales. The proposals represent an opportunity to transform this prominent and underutilised site and provide a modern, high-quality development that is well-connected to the town centre (offering the potential to generate linked trips with existing facilities) and is complementary to the surrounding land uses.
- 6.4 McDonald's do not currently operate a restaurant in this area of Rochdale and the proposals will provide a new local restaurant for visitors to the town centre, local residents and workers in the surrounding employment areas. Given the location of the site in relation to the highway network, it will also cater for passing trade along Molesworth Street.
- 6.5 Policy E1 sets out that development for main town centres uses outside of town centres will be subject to sequential testing. The site is closely related to Rochdale Town Centre but is edge of centre in planning policy terms. However, the sequential site assessment set out above demonstrates that there are no sequentially preferable sites that could accommodate the proposed development.
- 6.6 UDP Policy S/10 (Food and Drink Outlets) is permissive of proposals for restaurants and hot food or fast-food takeaways on the basis that they do not result in an overconcentration of such uses and can be integrated into the surrounding context. Further guidance is contained in the Guidelines & Standards for Hot Food Takeaway Uses Supplementary Planning Document (Updated February 2017) (the HFT SPD) which sets a restrictive 400m buffer around secondary schools (HF1) and limits for the appropriate concentrations of hot food takeaways and clustering (HF3).
- 6.7 The revised NPPF (December 2024) introduced a new paragraph (97) relating to hot food takeaways. It states:
- "Local planning authorities should refuse applications for hot food takeaways and fast food outlets:*
- a *within walking distance of schools and other places where children and young people congregate, unless the location is within a designated town centre; or*

- b *in locations where there is evidence that a concentration of such uses is having an adverse impact on local health, pollution or anti-social-behaviour.*

- 6.8 The NPPF does not provide a definition as to what constitutes walking distance. In the absence of clear guidance within the NPPF or PPG, we have therefore applied the 400m buffer established by the HFT SPD (HF1). There are no secondary schools within a 400m buffer and the nearest is Rochdale Islamic Academy, some 1.2km walking distance from the site. There are no places where young people are likely to congregate within walking distance of the site. Therefore, it is not considered that part (a) of Paragraph 97 is not relevant to the consideration of the proposals.
- 6.9 In relation to Paragraph 97b, the site is located in an established commercial area on the edge of Rochdale Town Centre. There are no adjacent food takeaways, therefore there would be no clustering of such uses. There is therefore no evidence that a concentration of such uses would have an adverse impact on local health, pollution or anti-social behaviour.
- 6.10 The proposed development will deliver sustainable economic growth through the construction and operational phases of development. As set out further in Section 7.0, there are clear economic benefits associated with the redevelopment of the site, including job creation (with around 90 full-time equivalent staff likely to be employed) and training opportunities, which will assist in meeting the objectives of CS Policy E2. In addition, as set out in Section 7.0, McDonald's is a strong advocate of sustainability – it is committed to using recycled materials wherever possible and almost all restaurants powered by 100% renewable energy.
- 6.11 Overall, the principle of development in this location is established and the proposals would deliver a range of social, economic and environmental benefits.

Health Impacts

- 6.12 CS Policy C6 (Improving health and well-being) sets out that development proposals should positively contribute to the health of the borough, and that the overconcentration of takeaway food premises where they may impact adversely on the amenity of residents and/or encourage unhealthy eating habits will not be supported. CS Policy DM1 (General development requirements) states that new development must not have a detrimental impact on health.
- 6.13 With regard to the potential of the proposed development to contribute to an overconcentration of take away uses, there are no hot food takeaways in close proximity to the site. Furthermore, the site is located within an area characterised by commercial and employment uses, with the nearest residential uses lying around 200m away. There is, therefore, no prospect that the proposed development would adversely impact upon the amenity of local residents.
- 6.14 Furthermore, in relation to the wider issue of impacts upon health, McDonald's have now had a nutrition strategy in place in the UK for over 15 years. During this time, McDonald's has reformulated over 200 of their ingredients and invested heavily in broadening its menu of balanced healthy options. They have introduced more salad options, as well as fruit and vegetable bags, orange juice, mineral water and organic semi-skimmed milk. Currently, 92% of the core food and drink menu is under 500 calories.

- 6.15 Around 70% of items in the McDonald's Happy Meal menu is non-high in fat, salt and sugar (non-HFSS), according to the UK Government's Nutrient Profiling Model.
- 6.16 As set out in more detail in Section 7.0, McDonald's also plays an important role in encouraging young people to have active lifestyles – for example, the Fun Football programme is the UK's largest mass participation football programme and has successfully provided five million hours of free fun football for children across the UK ahead of the 2022 target.
- 6.17 Taking into account all of the above, it is clear that the proposals would not have a not have a detrimental impact on health or local residential amenity. The development there complies with the relevant policies of the development plan (CS Policy C6 and CS Policy DM1).

Design and Landscaping

- 6.18 CS Policy P1, P2 and P3 requires new development (including associated landscaping) to adhere to high standards of design, protect the borough's heritage, improve the image of the borough and enhance the character and distinctiveness of the local area.
- 6.19 The design and layout of the proposed restaurant has been developed taking into account the site constraints and opportunities and responds positively to the surrounding context through its high-quality design, use of sustainable materials and introduction of new soft landscaping and tree planting.
- 6.20 The building features grey cladding, dark grey brick, with timber cladding panels which achieves a natural feel whilst being attractive and durable. The proposed materials and colours reflect the company corporate image and the surrounding commercial context. In terms of scale, the two-storey building is in keeping with the scale of the surrounding commercial units. The proposals are appropriate to the location of the site on the edge of Rochdale town centre and will deliver a high-quality development that transforms the appearance of this prominent and underutilised site.
- 6.21 Hard landscaping includes surfaced footways to provide a legible and safe pedestrian environment. New soft landscaping is proposed to provide a high-quality setting for the development. This includes specimen tree planting and ornamental shrub planting to provide interest and soften the layout, along with areas of species rich grass verges with wildflowers. The proposed species have been carefully considered and selected based their suitability to the site, colour, form and seasonal interest.
- 6.22 Overall, the proposals are considered to comply with the relevant policies of the development plan and the NPPF.

Ecology and Trees

- 6.23 CS Policy G7 (Increasing the value of biodiversity and geodiversity) states that development should protect and include existing biodiversity, taking opportunities to promote the creation of new habitats using landscaping, building, and construction features where possible, helping to achieve a net gain in biodiversity.

- 6.24 An Ecological Appraisal (February 2025) has been prepared by Encon Associates which confirms that the site is not subject to any statutory or non-statutory nature conservation designations and that the walkover survey did not identify the presence of any protected, or priority and notable species.
- 6.25 The site currently comprises an area of hardstanding with two small areas of scrub and ruderal vegetation. A small area of woodland lies within the south-west boundary. The Ecological Appraisal concludes that the proposals will not result in any significant ecological effects as a result of habitat loss or damage and that no further ecological surveys are required.
- 6.26 The recommended biodiversity enhancements for the site includes the sowing of grassland to benefit wildlife, and the planting of new trees and shrub species to benefit pollinators, birds and other urban wildlife. As set out above, a detailed landscaping plan is submitted which accords with these recommendations. The 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.
- 6.27 The accompanying completed Biodiversity Net Gain Metric prepared by Encon Associates demonstrates the proposals will result in a 12.41% biodiversity net gain.
- 6.28 In relation to trees, an Arboricultural Impact Assessment (December 2024) [AIA] has been prepared by Hayden's Arboricultural Consultants which assesses the condition and value of existing trees. A single group of trees was identified within the site, which comprise predominantly of willow on a steep bank. It will be necessary to fell 7 no. Category B trees, comprising alder, sycamore and willow trees, from within this group to facilitate the construction of the retaining wall. The AIA notes that as a group the trees are a prominent feature, but when assessed as individuals there are few of merit. As set out above, 13 no. new native specimen trees are proposed to mitigate the loss of existing trees. The remainder of the group will be retained and protective fencing installed during the construction of the proposed restaurant to minimise any impact.
- 6.29 Overall, the proposals comply with the requirements of CS Policy G7, PfE Policy JP-G7 and the NPPF, as well as the Biodiversity and Development SPD.

Highways and Transport

- 6.30 CS Policy T2 states that proposals for new development should be located in areas with good public transport connections; accessible on foot and by cycle; accessible for users with impaired mobility; minimise the requirements for travel by car; demonstrate that additional traffic can be safely and accommodated within the highway network; and adheres to the parking requirements associated with the proposed use.
- 6.31 A Transport Assessment [TA] ((February 2025) prepared by Andrew Moseley Associates has been submitted with this application which considers the impact of the proposed development on the local highway network.
- 6.1 The TA identifies that the site is highly accessible by public transport and benefits from good walking and cycling links. It is therefore considered to be in a sustainable location for access by non-car modes.

- 6.2 As previously set out, the site will be accessed via an upgraded T-junction to the north of the site from Water Street. Pedestrians can use existing footways to access the site and pedestrian links and zebra crossing facilities will give priority to pedestrians within the car park and across the drive-thru lane.
- 6.3 The proposed parking levels are compliant with the maximum standards set out at CS Appendix 5, and as assessed within the TA, are sufficient to accommodate the operational demand for the restaurant, as well as the swept path of delivery vehicles.
- 6.4 The TA sets out that the majority of trips to the proposed restaurant are forecast to be existing or shared trips, with just 19% of trips during the Friday PM peak and 21% during the Saturday peak being new trips on the road network. It therefore concludes that the traffic associated with the development proposals can be accommodated on the surrounding highway network without having a severe impact.
- 6.5 The submitted Interim Travel Plan, prepared by Andrew Moseley Associates (February 2025) shows that a relatively low number of staff drive to McDonald's restaurants and provides recommendations to reduce this further. New staff will be encouraged from the outset to make more sustainable modal choices. A co-ordinator will be appointed to implement the Travel Plan and meet the proposed targets for single occupancy car trip reduction once operational.
- 6.6 Overall, it is considered that the proposals accord with the provisions of the development plan and the NPPF.

Amenity

Air Quality

- 6.7 An Air Quality Assessment (AQA) (February 2025) prepared by Encon Associates accompanies the planning application. The AQA has been prepared in accordance with IAQM guidance and establishes the air quality baseline in the vicinity of the site.
- 6.8 The AQA assesses potential construction phase air quality impacts from fugitive dust emissions as a result of earthworks, construction and trackout activities. It concludes that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.
- 6.9 Impacts on annual mean NO₂ concentrations as a result of vehicle movements associated with the operation of the proposed development have been assessed and were predicted to be negligible at all receptor locations. Furthermore, the AQA assesses that the overall significance of operational phase road traffic emission impacts was determined as negligible.
- 6.10 In the context of the above, the proposals comply with national air quality regulations, CS Policy DM1 (General development requirements) and the NPPF.

Noise

- 6.11 CS Policy DM1 (General development requirements) sets out that proposals must mitigate, where necessary, any impacts due to noise.

- 6.12 An Environmental Noise Assessment has been prepared by Acoustic Associates SW Ltd (February 2025). The Environmental Noise Assessment determines the current environmental sound levels, identifies any impacts associated with the proposals and sets out any measures that are required to mitigate these impacts.
- 6.13 The Environmental Noise Assessment identifies fixed plant noise, customer vehicle noise, and delivery as the three main potential sources of noise arising from the proposed development.
- 6.14 The predicted attenuated plant noise levels is 27 dB LAeq,T and 23 dB LAeq,T. at the nearest neighbour in the day time and night time respectively, which is below the background sound level and will result in a 'very low' impact.
- 6.15 In terms of customer activity noise and ambient sound levels, it is predicted that the sound level outside the closest sensitive neighbour (40m from the site) will increase by less than 1 dB which is a negligible impact. Noise from car door slams will also be negligible and below the 60 dB L_{max}.regular W.H.O. derived criteria, at 37 dB L_{max}.
- 6.16 Delivery noise levels are predicted to be less than the background sound level between during the day time and would therefore have a very low impact during these hours. Delivery noise is 4 dB L_{max} greater than the background sound level the during the night time hours and would therefore have a less than significant adverse impact.
- 6.17 Overall, the noise impacts from the development accord with BS4142, national policy requirements outlined in the NPPF, and CS Policy DM1.

Odour

- 6.18 CS Policy DM1 (General development requirements) sets out that proposals must mitigate, where necessary, any impacts due to odour. HF2 of the Hot Food Takeaway Uses SPD similarly provides guidance on the extraction of odour for such uses, ensuring that extraction/ventilation equipment should ensure that odours cause no significant nuisance to nearby properties.
- 6.19 An Odour Control Assessment (November 2024) has been prepared by CDM Partnership which outlines the odour-related risks and identifies the recommended equipment and techniques to minimise the impact of the restaurant kitchen extract system.
- 6.20 The report identifies that the nearest residential sensitive receptors are approximately 200m from the restaurant. Therefore, whilst the size and nature of the restaurant dictate a high level of required odour control, in this situation there are no sensitive receptors likely to experience nuisance from the kitchen extract discharge. When used previously, the proposed grease and odour control measures have demonstrated effective eradication of odours.
- 6.21 The proposed odour control measures are considered to overcome the risk of adverse impacts. Therefore, the proposed development is considered to comply with CS Policy DM1 and the Hot Food Takeaway Uses SPD.

Flood Risk and Drainage

- 6.22 CS Policy G8 (Managing water resources and flood risk) requires new development to be well protected from flood risk, without leading to any form of increased flooding locally or further downstream and ensure prudent use of water resources. PfE Policy JP-S4 (Flood Risk and the Water Environment) similarly requires new development to manage surface water runoff through sustainable drainage systems and as close to source as possible.
- 6.23 As the site falls within Flood Zone 1 and extends to less than 1 ha a site-specific flood risk assessment is not required.
- 6.24 A Drainage Statement (DS) (February 2025) has been prepared by Glanville Consultants Ltd. It sets out that infiltration is unsuitable for the site and run-off will therefore be discharged to the nearby surface water sewer at a restricted rate. The sustainable surface water drainage system is designed to accommodate a 1:100-year event plus the appropriate climate change allowance. The proposed design ensures that flood risks are not increased by the development.
- 6.25 A Drainage Maintenance Plan (DMP) has also been prepared by Glanville Consultants Ltd setting out how the proposed drainage strategy for the site will be inspected and maintained upon implementation and operation.
- 6.26 The DS demonstrates that the proposals have been designed in accordance with relevant planning policy and best practice guidance. The proposals are therefore compliant with CS Policy G8 and PfE Policy JP-S4.

Ground Conditions

- 6.27 CS Policy G9 (Reducing the impact of pollution, contamination and land instability) requires that risks arising from contaminated land or land instability, and appropriate actions to address these risks, are identified prior to any development taking place on that land and the identified actions taken.
- 6.28 A Phase 1 Desk Study (February 2025) has been prepared by Southern Testing. The desk study indicates that site has a history of industrial land use, including a clay brick and tile manufacturer, printworks, ironworks and garages. It concludes that the overall risk of on-site contamination associated with both the historical and current land use is considered low to moderate in the context of the proposed use. Furthermore, the risk of off-site contamination migrating on to the subject site from contemporary sources is also considered low to moderate. A Phase II intrusive investigation is recommended, which could be secured by condition.
- 6.29 A low Unexploded Ordnance (UXO) risk has been determined for the site.
- 6.30 A Coal Mining Report did not identify any mining activity within the near vicinity of the site or any evidence of investigation, remedial activity or future mining activity near the site.
- 6.31 Overall, it is considered that the proposals accord with CS Policy G9 with regards to land contamination and ground conditions.

Summary

- 6.32 Overall, the proposals are considered to accord with the relevant policies of the adopted development plan when read as a whole. In particular, the proposals are consistent with the Spatial Strategy set out in CS Policy SP2 and it has been demonstrated that there are no sequentially preferable sites that could accommodate the development. Furthermore, the technical reports submitted with the planning application demonstrate that there are no technical or amenity issues arising from the proposals.
- 6.33 There are clear benefits associated with the proposal - including the transformation of a prominent and underutilised site on the edge of Rochdale Town Centre, job creation (with around 90 full-time equivalent staff likely to be employed) and training opportunities, which are significant material considerations which weigh in favour of the proposed development.

7.0 **The Presumption in Favour of Sustainable Development**

7.1 The NPPF explains at Paragraph 8 that there are three dimensions to sustainable development:

- An economic objective;
- A social objective; and
- An environmental objective.

Economic Sustainability

7.2 The economic benefits of the proposed development are considerable and include:

- Support 185 direct FTE construction jobs, as well as supporting a further 225 indirect FTE jobs during the construction phase;
- Generate an additional £10.75 million of Gross Value Added during construction;
- Create 120 direct headcount jobs (90 direct FTE jobs) on-site, once the proposals are completed and operational. This could support a further 50 indirect and induced FTE jobs in the wider region; and
- Deliver an uplift in business rates revenue in the order of £74,800 per annum – of which £74,050 would be retained locally.

7.3 In addition, McDonald's itself employs around 170,000 people across the UK - including 21,450 in the North West - with a mix of all ages and life stages. People are at the heart of the business and, as a responsible and proud employer, McDonald's are committed to investing in them. To ensure the needs of all staff are met, and so attract and retain the best talent, the range of employment options has been expanded, with the Guaranteed Minimum Hours Contracts (GMHC) rolled out to all UK restaurants.

7.4 In the workplace, flexibility, opportunity, equality and development are promoted. McDonald's believes in hiring people on their qualities and giving them the opportunity to progress and gain qualifications with us. McDonald's commitment to learning and development is seen in McDonald's Investors in People Gold award as well as the £62.5 million invested in training in 2023.

7.5 Further details of the economic benefits of the proposed development are discussed in the accompanying Operator Statement.

Social Sustainability

7.6 The proposals will bring social benefits. McDonald's is committed to being a valued and responsible member of communities in which it operates. Alongside strong staff training programmes and environmental initiatives McDonald's also supports Ronald McDonald House Charities (RMHC) and encourages young people to lead more active lives. They are also a partner of Children in Need working together to reach one million children and young people to empower them to reach their potential.

Training

- 7.7 McDonald's commitment to staff education incorporates both internal training programmes and externally recognised qualifications. The McDonald's training philosophy centres on career long learning – "from the crew room to the boardroom". McDonald's is recognised as a "heavy lifter" by the Work Foundation as it recruits on the qualities not the qualifications of applicants. Crew members receive ongoing training of which regular assessment forms a part. The ratings from these assessments are then discussed at each employee's Performance Review. McDonald's invested £62.5 million in training in 2023 and those employed at the proposed restaurant would be given the chance to undertake structured training including the opportunity to gain nationally recognised qualifications in hospitality, literacy and numeracy all the way up to full business degrees.

Football

- 7.8 Since 2002, McDonald's has provided financial support to improve the standards and growth of grassroots football across England, Scotland, Wales and Northern Ireland. Local employees and restaurants have also been involved. McDonald's Club Twinning was launched in 2008 and there are now over 900 restaurants twinned with local clubs, providing coaching and business support as well as providing thousands of players with donated kit and equipment. McDonald's Fun Football programme is the UK's largest mass participation football programme and has successfully provided five million hours of free fun football for children across the UK ahead of the 2022 target.
- 7.9 The ongoing partnership will help ensure that McDonald's can continue to play a role in encouraging young people to have a lifelong love of sport and an active lifestyle. To date, the programme has included:
- Training over 30,000 new qualified grassroots coaches
 - Supporting over 10,000 grassroots clubs
 - Providing over 250,000 new football kits to kids teams across the UK
 - Recognising over 5,000 local football volunteers, clubs, and projects to date via our nationwide Grassroots Football Awards programme

House Charities

- 7.10 Ronald McDonald House Charities UK (RMHC) is an independently registered charity which helps support families while their children are in hospital or a hospice. RMHC provide free 'home away from home' accommodation to allow families to stay close to their ill children. They operate 12 Houses from NHS hospitals across the UK and give families a warm and comfortable place to rest, eat and relax, just moments away from their child's hospital ward. Since 1989, RMHC have supported over 50,000 families and now support 6,000 families each year.
- 7.11 RMHC has been McDonald's charity of choice since it was founded in the UK in 1989. Since then, McDonald's and its Franchisees have raised over £85 million for the charity.
- 7.12 As well as donating part of their profits, McDonald's and its Franchisees also hold annual fundraising days, provide free office space, business resources and advertising.

- 7.13 The charity's biggest source of income comes from the collection boxes in McDonald's restaurants, through which customers give millions of pounds each year. In 2017, these boxes provided over £3 million donated by McDonald's generous customers. In 2019, the option of donating to RMHC via the cashless in-store kiosks was introduced, which has significantly increased the amount donated by customers. This allows customers to round up to the nearest pound or give set donations of 1p, 10p or 20p of which 100% is given to RMHC.

Anti-Social Behaviour

- 7.14 Tackling Anti-Social Behaviour is also a key part of delivering the best possible customer experience for McDonald's customers, and providing a great place to work where employees feel energised, safe and valued.
- 7.15 McDonald's is committed to tackling litter in as many different ways as possible. It is company policy to conduct a minimum of three daily litter patrols, whereby employees pick up not only McDonald's packaging, but also any other litter that may have been discarded in a 150m vicinity of a restaurant. This may be expanded to suit local needs. Litter bins are provided outside all restaurants, as shown on the drawings and packaging carries anti-littering symbols to encourage customers to dispose of litter responsibly. Anti-littering signage is displayed within restaurants and car parks, and support is given to Keep Britain Tidy.

Environmental Sustainability

- 7.16 In terms of the proposed McDonald's restaurant, the scale of the business means McDonald's have 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.
- 7.17 McDonald's was the first global 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.
- 7.18 In the UK and Ireland, McDonald's have committed to Net Zero Restaurants and Offices by 2030. McDonald's already buy 100% renewable electricity and have invested in long term partnership agreements to develop the renewable energy infrastructure in the UK. McDonald's are now focusing on the phase-out of gas used in our restaurants and moved to the latest reduced GWP air conditioning refrigerants ahead of any legislation in this regard.

Waste and Use of Recycled Material in Construction

- 7.1 Materials used for construction of the restaurant are suitable for recycling and include steel portal frame and recycled materials, where possible.
- 7.2 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 used in all new build and refurbished restaurants will be 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

- 7.3 The design of the new building has been directly influenced by sustainability and the standard practices to enable the reduction in their carbon footprint. McDonald's have developed a restaurant blueprint in line with the UKGBC Net Zero Framework for construction and operational energy which is verified through independent advisors. The new restaurant for Sheffield will be developed against this blueprint. 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.
- 7.4 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.
- 7.5 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

- 7.6 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 significant carbon saving.

Recycling Strategy and use of Recycled Materials

- 7.7 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.
- 7.8 McDonald's is committed to using recycled materials wherever possible, throughout the business and have stepped up their commitment to recycling further, setting UK goals, including 100% of McDonald's customer packaging will be made from renewable, recycled or certified sources and will be designed to be recycled or reused at end of life, by 2024.
- 7.9 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 across the supply chain:
- 7.10 The removal of plastic lids from McFlurry 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.
- 7.11 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. The vast majority of kitchen waste is recycled. Staff separate corrugated cardboard, used cooking oil, food waste, clean plastic paper and tin from all back of house areas for recycling.
- 7.12 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.
- 7.13 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.
- 7.14 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.

Summary

- 7.15 It has been demonstrated that the application proposals comprise sustainable development in the context of the NPPF and will have a positive impact on the local economy and employment generation. As such, taking all relevant considerations from the NPPF into account, and in line with the development plan, there should be a presumption in favour of the application proposals.

8.0 Conclusions

- 8.1 This Planning Statement has been prepared by Lichfields on behalf of McDonald's Restaurant Ltd to accompany a planning application for full planning permission for the following:
- 'Erection of drive-thru restaurant (Use Class E / Sui Generis) with associated access, servicing, car parking, hard and soft landscaping, substation and other associated works'*
- 8.2 This document sets out the context of the proposed scheme, and assesses the application proposals against the statutory development plan, as well as other material considerations including relevant national policy.
- 8.3 The proposals represent the sustainable use of land and would deliver a new drive-thru restaurant on the edge of Rochdale Town Centre, providing a complementary use to the surrounding employment and commercial uses and transforming an underutilised and prominent site.
- 8.4 In line with the requirements of national and local planning policy, a sequential site assessment has been undertaken. This has demonstrated that there are no sequentially preferable opportunities within Rochdale Town Centre, nor the identified Local Centres and Linear Commercial Areas which could realistically accommodate the proposed development. On this basis, it is concluded that the proposals meet the town centre policy requirements of the NPPF and the development plan.
- 8.5 In accordance with CS Policy E2 and the economic objective of the NPPF, the scheme will result in several economic benefits for Rochdale including:
- Supporting 185 direct FTE construction jobs, as well as supporting a further 225 indirect FTE jobs during the construction phase;
 - Generating an additional £10.75 million of Gross Value Added during construction;
 - Creating 120 direct headcount jobs (90 direct FTE jobs) on-site, once the proposals are completed and operational. This could support a further 50 indirect and induced FTE jobs in the wider region;
 - Commitment to staff education incorporating both internal training programmes and externally recognised qualifications once operational; and,
 - Delivering an uplift in business rates revenue in the order of £74,800 per annum – of which £74,050 would be retained locally.
- 8.6 Overall, the proposed development accords with the development plan when considered as a whole and represents sustainable development as defined by the NPPF. The application should therefore be approved without delay.

the 1990s, the incidence of *S. flexneri* has increased in the United Kingdom [10]. In the United States, *S. flexneri* has been reported as the most common serotype in children with acute bacterial dysentery [11]. In the United Kingdom, *S. flexneri* has been reported as the most common serotype in children with acute bacterial dysentery [12].

There is a need to develop a vaccine against *S. flexneri* to protect children in the United Kingdom and other countries where the incidence of *S. flexneri* is high. The purpose of this study was to determine the serotypes of *S. flexneri* isolated from children with acute bacterial dysentery in the United Kingdom, and to determine the serotypes of *S. flexneri* isolated from children with acute bacterial dysentery in the United States.

METHODS

Study area

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