

Application Number	Date of Appln	Committee Date	Ward
118206/FO/2017	9 th Jan 2018	28 th June 2018	Didsbury East Ward

Proposal Erection of a two storey restaurant/hot food takeaway (Class A5/Class A3 use) with basement, car parking (including electric charging bays), landscaping including new pedestrian access and associated works

Location Tesco Stores Ltd, Land At Tesco Car Park, Parrs Wood Lane, Manchester, M20 5NP

Applicant McDonalds Restaurants Ltd, 11-59 High Road, East Finchley, London, N2 8AW,

Agent Mr Matthew Carpenter, Planware Ltd, The Granary, 37 Walnut Tree Lane, Sudbury, CO10 1BD

Description

This application relates to an element of the existing car park at the Tesco supermarket, located to the west of the Parrs Wood Lane/Kingsway junction. The site is 1,733m² in size and is currently occupied by 55 car parking spaces, associated landscaping and 15 trees. Vehicular access to the Tesco supermarket is obtained via an access road off Parrs Wood Lane.

To the north of the site lies the remaining car parking facilities and the supermarket building itself, beyond which lies the Metrolink line. To the west of the site lies the access road into the supermarket and its associated recycling facilities. Beyond that lies a railway line and dwellinghouses located on Parrs Wood Avenue. To the south of the site lies Parrs Wood Lane, a triangular plot of formal open space, followed by Wilmslow Road and several apartment buildings (Citipeak and Parrs Wood Court). To the east of the site is Kingsway (A34), one of the main arterial roads into Manchester. On the opposite side of Kingsway stands a hotel and to the south of that Parrswood Entertainment Centre.

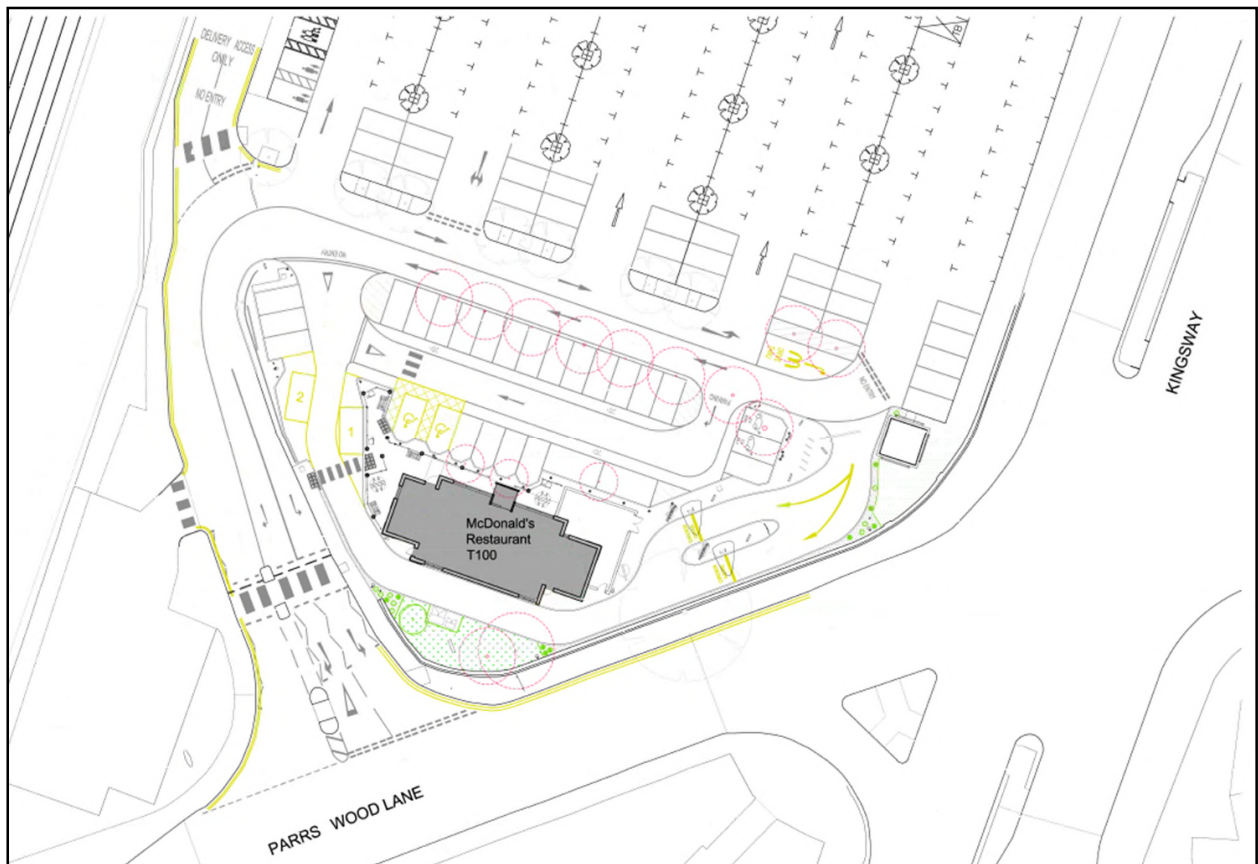
Parrswood Entertainment Centre consists of a number of restaurants (Bella Italia, Chiquito, Frankie and Benny's, Nando's and Pizza Hut), a cinema, a casino, a ten pin bowling alley, a health club, a laser tag game and a hotel and associated pub. The site's location (marked by an X) and its context is shown overleaf:



The applicant is proposing to erect a detached building on the site to form a restaurant/hot food takeaway (Class A5/Class A3 use). The proposal consists of the following:

- A 2 storey (with basement) detached restaurant/hot food takeaway unit (442m² GIA/490m² GEA), with drive-thru facilities.
- Associated car parking for 29 vehicles, including 2 dedicated for use by disabled patrons, 2 reserve bays for drive-thru customers and 2 bays with electric vehicle charging points.
- Access roads for the drive-thru facilities and car parking.
- Provision of 10 cycle parking spaces.
- External seating, landscaping and a refuse storage area.
- Associated street furniture (bollards, fencing panels, ordering points, bins, lighting columns etc)
- Vehicular access to the proposed restaurant/hot food takeaway will be from the existing access point off Parrs Wood Lane, which is located approximately halfway between the Kingsway and Wilmslow Road junctions.
- Highway improvements consisting of a) upgrading of the “Keep Clear” markings on Parrs Wood Lane at the Tesco entrance, b) provision of CCTV equipment at the Parrs Wood Lane/Kingsway and Parrs Wood Lane/Wilmslow Road junctions to allow closer monitoring, and c) relocation of the traffic signal loop on Parrs Wood Lane to enable the junction to operate more efficiently.
- The applicant has estimated that 30 full time and 35 part time jobs will be created.

The existing Tesco car park will reduce from 344 spaces to 286 spaces to accommodate the proposal and 15 trees will be felled. The proposed development is shown overleaf:



Consultations

Local Residents/Members of the Public – 1,191 letters of objection have been received, along with a petition containing 23 signatures. The points raised are summarised below:

- Manchester has an existing problem with childhood obesity, which is worse here than in most of the rest of the country. The City Council's Hot Food Takeaway Supplementary Planning Document (March 2017) states a commitment to reduce children's exposure to unhealthy foods. A McDonald's outlet so close to two schools would be a prime attraction for pupils before, during and after school when they would be making food choices without an adult to guide them. Parrs Wood High School and the Barlow High School are both less than 400 metres from the proposed site.
- The applicants have claimed that, door to door, the walking route from Parrs Wood is more than 400 metres. However, a quick measurement of the route from the exit of the school shows that it is less than 400 metres to the proposed McDonald's. Furthermore, the document mentions nothing about walking distance, and so must be assumed to be referring to a straight-line measurement.

- The proximity of the fast-food takeaway to two schools and bus stops in heavy use by their pupils will promote the increased consumption of junk food by children, leading to worsening childhood obesity in Manchester. Even for those pupils who do not eat there, the heavy traffic and resultant air pollution caused by this new drive-through takeaway will lead to increased cases of respiratory illness, and also an increased likelihood that they will be struck by a car.
- Policy 3 of Manchester's Hot Food Takeaway Supplementary Planning Document, which was adopted in March 2017, would restrict the weekday opening hours to after 5.30pm on weekdays. McDonald's have not taken this into consideration in their application. If the proposal is allowed its opening hours should be limited, and it should not be allowed to open before 5:30pm on a weekday, as per the Council's policy. It cannot be allowed to open as a sit-in diner before then as McDonald's food is served in disposable boxes and paper bags, so it is easy for school children to take out and consume off the premises.
- An appeal (ref. APP/B4215/W/17/3174366) for a proposed hot food takeaway at 46 Bury New Road was dismissed due to its proximity to a nearby school.
- The roads and junctions around the proposed site are already extremely congested at peak morning and evening travel times. The proposal would exacerbate these problems and would also have a knock-on effect in the wider area. No thought seems to have been given to the hundreds of commuters who travel through this area every day or the local residents. It does not appear that the applicant has taken sufficient account of this or the likely traffic impact of HGV deliveries to the site and its proximity to the entrance and exit to the Tesco store, which will be shared with the restaurant and drive-through. This is a main artery for travellers going towards Manchester centre and a very busy bus route. There is already a very busy bus stop opposite the proposed restaurant and exit from Tesco, extra traffic will only exasperate the problems which are already present there.
- There are huge anti-social behaviour issues in this area. The presence of a McDonald's will only serve to exacerbate the dangerous climate these youths are creating by giving them a new space to congregate and cause misery for the neighbourhood.
- The application does not give enough detail about how it would deal with the impact of antisocial behaviour, crime prevention and community safety. This is relevant as both the nearby Parris Wood Entertainment Complex and the East Didsbury tram stop have been targets for aggressive antisocial behaviour requiring weekend dispersal orders. (March-April 2016).
- A number of McDonald's outlets in Manchester and throughout the country have been the subject of ant-social behaviour from large gatherings of youths with several having to employ security staff to manage the problem.
- The proposed opening hours of the McDonald's would not be appropriate due to its proximity to residential areas. These would be longer than any other local takeaway or restaurant. No consideration seems to have been given to people who live in the local area and the impact this would have on their lives.
- The proposal would lead to increased litter on the surrounding streets. Patrons would likely eat their food at the bus stops, Metrolink station, railway station, and walking to and from school. Litter would pile up in and around these routes, well away from the area that McDonald's staff would be cleaning.

- Food waste from partially consumed food left in the packaging and discarded on the street will encourage vermin. McDonald's opening hours would extend the time-frame and increase the volume. There will be an increase to the vermin population which already exists in that area.
- The location and scale of the McDonalds development will create an imposing, highly visible structure which is out of character with the area and will have a detrimental impact upon visual amenity.
- Navigating the junctions around the site in a wheelchair is already difficult given the condition of the pavements and current traffic conditions. The proposal would exacerbate the situation due to increased traffic movements.
- The noise and activity associated with customers travelling to and from the site and also using the facility will have a detrimental impact upon the levels of residential amenity enjoyed by people who live nearby, especially at the Citipeak apartments opposite the site. The noise from delivery vehicles will make the situation worse.
- Fume and smells from the kitchens will have an impact upon the amenities of local residents.
- The planning submission contains errors, omissions and inconsistencies, the application seems to be an "Insert your town here", for instance no reference is made to the Metrolink, and a key bus stop is missing from plans. To further re-enforce the "Insert your town here" approach to the application, supporting information includes mistaken references to Carlisle and Warwick sites, rather than this one.

Several detailed objections in respect of highway matters have been received and those comments are summarised below:

- There are significant issues with both the internal layout of the car park and with the unmitigated impact of the additional trips on the local road network.
- The Transport Assessment (TA) states that there are no issues with regard to delivery vehicles. However, from reviewing the figures, it is clear that in order to access the proposed building, the delivery vehicle needs to overrun four car parking spaces. As the TA states that deliveries will happen during opening hours, this is a problem that should be mitigated for before the development is approved. It is astonishing that the TA can simultaneously provide a figure that clearly shows issues with the tracking whilst concluding that there are no issues.
- With regard to the LinSig (traffic modelling) assessment of the impact of the development on the local road network, it is clear from a review of the figures provided that there are significant deficiencies in the modelling. For example, the following issues with the model are apparent simply from reviewing the figures:
 - a) The modelled network should include the junction of A34 (south) with Wilmslow Road to/from Cheadle as the operation of the network modelled cannot be properly assessed without the inclusion of this junction which impacts on the upstream and, critically, the downstream distribution of traffic. This means that the distribution of traffic in the network modelled is not accurate and therefore not robust

- b) Arm 2/4 is modelled as four long lanes but is actually two long lanes with a nearside and offside flare. The model therefore has the potential to significantly overestimate capacity and underestimate queuing.
 - c) Arm 2/9 is modelled as three long lanes but is actually two long lanes with an offside flare. The model therefore has the potential to significantly overestimate capacity and underestimate queuing.
 - d) Arm 3/9 should be connected downstream to Arm 3/3 and not Arm 2/8
 - e) The flows provided in earlier figures are in 'vehicles' and the model is in 'pcu' and so it is not possible to check the consistency of the flows. However, it is clear from a review of the LinSig figures that there are flow discrepancies between Junction 1 and Junction 3 where there should not be. The model may therefore be underestimating demand and not providing for a robust assessment
 - f) The timing dial next to Arm 3/2 suggests a five second stage with no intergreen period which is of concern.
- Given the issues apparent from a review simply of the figures provided, it is of great concern that the assessment has fundamental errors in it, accordingly it is recommended that the application is rejected until these issues are dealt with by the developer's consultant. Notwithstanding the above, the output of the model clearly suggests that the development will have a severe and unacceptable impact on the operation of the local network. For example:
 - a) Traffic turning right into the development will queue beyond the ghost island that has been provided blocking the ahead movement which in turn could block the A34 in the Saturday Peak model. This is surely unacceptable to the local authority
 - b) Queues on the A34 southbound are predicted to grow to 42pcu per lane in the Evening Peak model (MMQ) which equates to around 500m at the end of the peak hour. Taking into account of the nearside lane actually being flared, it can be assumed that a corrected model would predict an end of peak hour queue in the Evening Peak just short of 1km in the nearside lane. This is surely unacceptable to the local authority
 - c) Queuing for the right turn on the A34 northbound are predicted to grow to 31pcu in the Evening Peak model (MMQ). This equates to an end of peak hour queue of around 350m which is well beyond the stacking space provided and would lead to block of both the bus layby and movement in from Wilmslow Road to the south. This is surely unacceptable to the local authority
 - Overall, the model appears to have a number of fundamental flaws in it but, notwithstanding those flaws, the model clearly predicts unacceptable operation of the local highway network with the development in place at opening year. The level of mitigation that is proposed by the developers' consultants is negligible and is therefore deemed to be insufficient to mitigate for the severe and unacceptable impact of the development related traffic on the local highway network. Finally, because the LinSig tool is limited in its ability to model blocking back and because the model predicts severe blocking back issues, it is suggested that the developers' consultant develop a more appropriate assessment tool

101 letters in support of the proposal have been received, the points raised are summarised below:

- This will be a good affordable dining option to the area which is lacking in Didsbury.
- Parrswood complex would benefit from a McDonald's restaurant.
- The proposal will be great for employment and bring jobs to the local community. McDonald's provides excellent opportunities to school leavers going into further education & existing students in higher education, this aids students massively financially and allows them to support themselves through their studies. McDonald's actively recruits young people from these groups and offers its own support in working around core university/college hours via flexible shifts etc. It is imperative that we as a community support ways for children to advance their futures. A new McDonalds at the Tesco site would do that.
- The site is ideally placed and already manages a large volume of traffic successfully. For example, in the week leading up to Christmas, the busiest week of the year for that Tesco site, there was no congestion leading to stationary traffic and zero collisions.
- The nearest residential area is separated from the proposed site by a railway line.
- If all development in Didsbury is opposed the area will end up with more boarded up shops, or more charity shops and barbers.
- Traffic will not be worse as a result of the proposal. The traffic being generated by the building of the new Beaver Road school site will be far worse.
- McDonald's offers an affordable alternative when visiting Parrs Wood Entertainment Complex, the restaurants there are too expensive for us.
- Most restaurants in Didsbury charge extortionate prices, establishments such as McDonald's are needed to prevent further social cleansing of the locality.
- McDonald's create employment and are a secure business. People may critique it for being junk food but their menu offers plenty of healthy choices fruit and salad being amongst that. They are no different to any other establishment as they provide a varied and balanced menu.
- It will add to the Parrs Wood complex and making the surrounding places better places to live. East Didsbury could become a more popular place similar to West Didsbury or Didsbury village if places like this were built.
- This part of the Tesco car park is underused.
- Like everything, McDonald's is absolutely fine in moderation!

Parrs Wood High School – Objects to the proposal for the following reasons:

- Having a new hot food store open well within 400 metres of a school is a breach of the planning Policy 3 in Hot Food Takeaway Supplementary Planning Document March 2017. The school has over 2000 students on roll and the walking distance from Parrs Wood to McDonalds is well below the recommended 5 minutes. Unfortunately, this distraction could also encourage punctuality issues with our students.

- Having a fast food restaurant could inevitably lead to our students eating more processed food. Young people in Manchester already have higher than national obesity rates, without the temptation of another fast food outlet. It would also concern us that the young people may congregate in the vicinity without adequate supervision and this could lead to an increase in local anti-social behaviour issues.
- The increased traffic that would inevitably come to the store is a real cause for concern. The junction is already extremely busy and many of our students cross the busy A34 (Kingsway) and the other associated branching roads, including Didsbury Road and Parris Wood Lane. The increase in traffic could increase the risk to our students crossing and cycling on the even more congested road.
- The current traffic congestion at the local Parris Wood Complex is already an issue. It regularly takes many of my staff and parents over an hour to leave the carpark due to the traffic on the A34 and this key intersection between Stockport and Manchester is prone to severe congestion. The McDonald's store will only increase the volume of cars, affecting commuters and would also disrupt school events. This could be a breach of the Manchester Policy 2 regrading Highway Safety and Existing Traffic conditions (Hot Food Takeaway Supplementary Planning Document March 2017).
- McDonalds has a real civic and moral responsibility as a global business to respond to the needs of the local community, in fact one of its core focus areas is to be a leader in the local community and therefore aim to 'help make the world a better place'. By building this store in the proposed location, McDonald's is not making the world a better place, as is it is contrary to the wishes of the local community and the schools that service it.

Councillor Andrew Simcock – Objects to the proposal for the following reasons:

- Traffic and congestion issues at the Parris Wood series of road junctions are already very significant at peak hours and if this proposal was agreed it would make matters much worse.
- Proximity to two local secondary schools is in contravention of the City Council's Hot Food Take Away Policy. Barlow High School and Parris Wood High School are both less than 400 metres away.
- With one or two exceptions there is almost complete unanimity in opposing this application from the local community.

Councillor James Wilson – Objects to the proposal for the following reasons:

- The Council's supplementary planning guidance on hot food takeaways states that "the use should not create an unacceptable impact on neighbouring residential uses due to noise, traffic and disturbance" and states that there must be consideration "given to the potential impacts of the proposal on the wider community; and any known unresolved amenity, traffic or safety issues arising from existing uses". This application does not do this.

- Traffic congestion is a major problem in the vicinity of the proposed site during rush hour with long queues regularly backing up down Wilmslow Road. A small increase in traffic created by the McDonalds restaurant in the car park of Tesco (where there is no traffic control and vehicles turning right are forced to cut across traffic travelling out of Didsbury on Parrs Wood Lane) would exacerbate this problem to an unacceptable level.
- The East Didsbury site is near to where two arterial routes out of a large city meet. The three restaurants which are used as 'comparisons' in the assessment do not seem to be comparable at all as they are all in very different locations to the one proposed in Didsbury. In fact, the Folkestone site cited in the assessment is on a retail outlet in a small town on the Kent coast. It's hard to see what this has in common with the Parrs Wood site other than it being adjacent to a supermarket. The validity or usefulness of the comparison data in this section of the report is doubtful. Given that there are two drive-thru lanes on the plans, it would seem that McDonalds are planning for this facility to be very well used.
- The baseline assessments of the traffic flows seem questionable as well. Friday is when rush hour is least busy compared to the other weekdays as people are much more likely to leave work early on that day of the week so using Friday rather than any other weekday is likely to understate the issue. However, even taking this into account, the queues back onto Wilmslow Road at rush hour are often longer than the figures quoted in the assessment and it is not uncommon for it to stretch back as far as Towers Business Park.
- The 'mitigation' laid out in the transport assessment is wholly inadequate. The idea that these congestion problems would be solved by painting 'Keep Clear' boxes on the junction is incredible.
- As a city, Manchester faces big public health challenges including tackling childhood obesity. It introduced its supplementary planning guidance on hot food takeaways as an attempt to help tackle this problem. The proposed restaurant opening normal business hours would be contrary to these aims of reducing childhood obesity and improving public health. The guidance on hot food takeaways states that no hot food takeaway should be able to open before 5:30pm within 400 metres of a secondary school. As the site is less than 400 metres from Parrs Wood High School, this condition should be applied.

Councillor Kelly Simcock – Objects to the proposal for the following reasons:

- Traffic congestion is a major concern for this area. This proposed restaurant would sit at a junction on the A5145 junction that is already incredibly congested. Already known for its position on what is known as the 'busiest bus route in Europe', this junction experiences high levels of traffic at all time of the day, not least at peak times such as school start and end, and during 'rush hour'. Traffic congestion at the Parrs Wood Complex is already an issue and this addition can only add to the problem.

- The case put forwards in transport assessment submitted as part of this application was unconvincing. The evidence put forwards relied heavily on comparisons to other McDonald's restaurants and made little reference to cases with a similar position to that of this proposed restaurant. There was no mention as to how the surrounding road network will manage this increased traffic flow. The position of this restaurant on such a busy arterial route also means that those wishing to access it are more likely to rely on cars to do so thus increasing traffic further.
- The development of a McDonald's restaurant on this site will inevitably lead to the students of Parrs Wood (and indeed young people from the surrounding areas) being encouraged to eat more fast food. Furthermore, this is a breach of planning policy 3 (Hot Food Takeaway Supplementary Planning Document March 2017) which was adopted by the Council in the same month. The recommendations are clear that such a development contradicts the policy's desire to encourage young people to make 'healthy choices' with regards to their diet. Recent and updated research by CEDAR, the Centre for Diet and Activity Research at Cambridge University points to the proximity of this restaurant to super output areas (areas of deprivation) and the higher level risks of young people from the schools closest to this site becoming obese and or developing health related problems. Whilst such information may have not 'material' effect on this planning application the decision to position a restaurant here is in direct contradiction to the council's policy adopted in March 2017. Given that there was a 47% (from 30-44) increase in the number of hot food takeaway within one mile of this proposed development between 2014-2017, the council has some considerable ground to make up on its commitment to this policy.

Councillor Suzannah Reeves – Objects to the proposal for the following reasons:

- Having a new hot food store open within 400 metres of a school is a breach of the Policy 3 in the Hot Food Takeaway Supplementary Planning Document March 2017. There are over 2000 students on roll and the walking distance from Parrs Wood to McDonalds is well below the recommended 5 minutes. Unfortunately, this distraction could also encourage punctuality issues with students.
- Having a fast food restaurant could inevitably lead to students eating more processed food. Young people in Manchester already have higher than national obesity rates without the temptation of another fast food outlet. It is also a concern that the young people may congregate in the vicinity without adequate supervision.
- The increased traffic that would inevitably come to the store is a real cause for concern. The junction is already extremely busy and many students cross the busy A34 (Kingsway) and the other associated branching roads, including Didsbury Road. The increase in traffic could increase the risk to students crossing the road

- The current traffic congestion at the local Parrs Wood Complex is already an issue. It regularly takes many teachers and parents over an hour to leave the carpark due to the traffic on the A34. The McDonalds store will only increase the volume of cars and this would disrupt school events. This could be a breach of the Policy 2 regrading Highway Safety and Existing Traffic conditions.
- McDonald's has a real civic and moral responsibility as a global business to respond to the needs of the local community, in fact one of its core focus areas is to be a leader in the local community and therefore aim to 'help make the world a better place'. By building this store in the proposed location, McDonald's is not making the world a better place as it is contrary to the wishes of the local community and schools that service it.

Jeff Smith MP – The Member of Parliament objects to the proposal for the following reasons:

- The location is entirely unsuitable for this development for two main reasons; firstly the traffic congestion which already blights the road junctions at this location; and secondly the establishment of a fast food takeaway at a location which is close to secondary schools and heavily used by local school children.
- The A5145 junction, which would form the entrance/exit to the site, is already often extremely congested, with detrimental effect on air quality, traffic flow and potentially pedestrian safety at this important junction. Traffic back up and gridlock is particularly notable at rush hour and school run times. Even a small increase in traffic generated at this site would cause an unacceptable increase in congestion. The case made in the transport assessment submitted as part of the application, which relies on comparisons to other McDonald's developments within store car parks, provides no evidence about the suitability of the surrounding road networks to cater for increased traffic. It is also a feature of this site that pedestrian footfall (other than schoolchildren) is limited by the nature of the road junctions and the development is likely to rely more heavily on vehicle access than others.
- According to the Council's supplementary planning guidance on hot food takeaways the use should not create an unacceptable impact on neighbouring residential uses due to noise, traffic and disturbance. The development is contrary to this guidance, which states that there must be consideration given to the potential impacts of the proposal on the wider community; and any known unresolved amenity, traffic or safety issues arising from existing uses
- Planning officers and the Planning Committee should take into account the fact that both Parrs Wood High School and The Barlow High School are close to the proposed site (five minutes walk or less).

- Research indicates the most popular time for purchasing food is after school and many secondary school children leave school premises at lunchtime (viii) (ix). There is evidence that the type of food on sale nearest to schools influences the diet of school children, and that the availability of “unhealthy” foodstuffs makes healthier choices more difficult to make. The Council’s policy on hot food takeaways notes the undesirability of hot food takeaways being open in the vicinity of schools. This development proposal is contrary to the spirit of the guidance, which aims to help tackle the problem of childhood obesity and promote healthy lifestyles.
- There is particular concern that this development would be a draw for pupils from Parrs Wood High School. A large majority of pupils at Parrs Wood live north and/or west of the school, and will pass close to this site on their way to and from school. A McDonald’s on this site would certainly be an attraction for these pupils, and would be easily accessible for them at lunchtimes (when they would have to quickly cross the very busy A34 to access it). In addition to the concerns over healthy eating, there are potential detrimental effects on punctuality, pedestrian/pupil safety and - due to congregation of children from the different schools – anti-social behaviour if this proposal were to go ahead.

Didsbury Civic Society – The civic society have objected to the proposal on the ground of traffic, proximity to schools/childhood obesity and litter/anti-social behaviour. The comments are summarised as follows:

- The proposed site for the drive-through takeaway is at the junction of the A34 and A5145, which already sees heavy traffic, jams, and cars backing out beyond the traffic lights. The proposed road entrance would be the existing entrance to Tesco, which already causes problems with traffic turning into or out of the superstore, especially when combined with the nearby bus stop.
- The busiest periods for the fast-food takeaway would be during peak periods in the morning and evening, when its impact on traffic would be at its most pronounced. Thus, the application falls foul of the council's planning supplement on hot-food takeaways, point 4.12.
- The application fails to adequately assess the likely impact of the restaurant due to deficient comparators, and completely ignoring the bus stop that is directly opposite the entrance to the McDonald's.
- Two secondary schools (Parrs Wood High School, and Barlow RC High School) are within 400 metres of the proposed fast-food takeaway. The pupils of these schools already walk to the Tesco on site in the morning, at lunchtime, and in the evening, and five bus stops used by the pupils of these schools lie even closer to the proposed McDonald's.
- McDonald's sells high-fat, high-sugar fast food, and its ready availability to school children will lead to greater childhood obesity.
- The increased traffic and gridlock caused by the fast-food takeaway will present a health risk to children from air pollution and traffic accidents.
- The siting of this hot-food takeaway within 400 metres of two schools is contrary to policy 3 of the council's hot-food takeaway planning policy.

- The nature of McDonald's fast food is that it is served in paper wrappings and boxes that are designed to be taken away. In the event that this application is approved, then it must not be permitted to open before 5:30pm, as per the above-mentioned planning policy 3.
- The proposed litter-prevention measures are inadequate. Staff may pick up litter from the immediate site, but wrappers and boxes will be strewn all around the surrounding area between the McDonald's, the bus stops and tram stops, and the two schools. This has been an issue with the McDonald's in Fallowfield, about which similar promises were made.
- Litter of partially-eaten food waste will also lead to an increase in vermin in the area.
- It is likely that the proposed fast-food takeaway will be a target for anti-social behaviour, as the nearby entertainment complex and tram station have both been in the recent past, leading to weekend dispersal orders.
- The application has no limits on opening. There are residents close by on whom this would have an adverse effect, contrary to 3.10 of the planning statement. 24-hour operation is also unprecedented in Didsbury, where other restaurants close before midnight.

Didsbury Traders' Association – A letter of objection, reiterating the points of objection raised by Didsbury Civic Society, has been received from the traders' association.

East Didsbury Not Lovin' It Campaign Group – The campaign group oppose the planning application for the following reasons:

- Manchester City Council adopted the Hot Food Takeaway Supplementary Planning Document in March 2017. The application appears to ignore the restrictions clearly outlined in policy three of this document. Namely, where a hot food take away is proposed, it should not to open to the public before 5.30pm on weekdays if within 400 metres of a secondary school.
- Para 7.17 of the planning application states that the nearest school is over a 400 metres walk from the site. However after conducting our own research it has been found that Parrs Wood High School, a 2000 plus student school, is well within 400 metres of the proposed site, both as the crow flies and in walking distance. It is also less than a 5 minute walk. It should also be noted that Parrs Wood High School has two entrances, both used by students with the distance from the stables entrance being much shorter. Barlow High School is also very close to the site.
- We would also like to refer to a precedent set by a comparable metropolitan authority dating back 2014 when Newcastle City Council refused a very similar application on the grounds of close proximity to a 2000 pupil school, road safety and that the plan would provide 'greater access and opportunity for people and especially children to eat unhealthily'. An appeal by the applicant was subsequently withdrawn after they were made aware of a change in planning policy to take into consideration the proximity of certain businesses to schools.

- The Drive thru restaurant by its very nature attracts car born trade. The proposed plan is located on a prominent position at an already congested stretch of road & multi directional junction, especially at peak times and on a major radial route to many districts, even small increases in traffic volumes are likely to have a disproportionate impact on the traffic congestion in the area. The proposal will not only attract passing trade (that would not normally stop at this junction) but also trade from within the neighbourhood and the wider community.
- The applicant has given insufficient consideration to the mitigation required at one of South Manchester's busiest road junctions. This is a public safety issue and there is a real danger this proposal will lead to a higher accident risk for pedestrians, particularly school children who walk or cycle to the two large schools close by. The proposal would have a significant impact on the traffic within the area and adversely affect the amenity and safety of residents and as such the proposal conflicts with policies SP1, DM1 and C10 of the Core Strategy and saved UDP policies DC10 and DB9 (b). The plan is also contrary to Policy T1 as by its very nature it promotes car use.
- The Council's Hot Food Takeaway Supplementary Planning Document also makes clear that planning permission will only be granted 'where there would not be an adverse impact on highway safety and the amenity of the surrounding area'.
- The traffic assessment provided by the applicant should be dismissed as it dates back to 2016, uses data from its other sites that have no bearing to the proposed site and does not take into account extra traffic from the new housing development (St James Park) or the building of the new school on Wilmslow Rd, all of which will add significant congestion to the surrounding area. It also contains many 'cut & paste' errors from other traffic assessments such as 'Warwick', and 'Carlisle' which questions the validity of the whole assessment and its relevance to this application and also shows an unacceptable arrogance.
- In Manchester, 25% of 11-year-olds in Manchester are now obese, one of the highest rates in the country. A hot food takeaway so close to two schools would be a prime attraction for pupils before and after school when they would be making food choices without an adult supervision. Whilst the applicant states they have some healthy food options, young adults are unlikely to make an informed choice or read the available nutritional guidance.
- There is evidence that takeaway food is appealing to children. Interviews with children in nursery, primary and secondary schools in London and other parts of the UK, conducted by Barnardo's, identified that pupils view 'fast food' as the most tasty and desirable food (Ludvigsen A and Sharma N (2004) Burger Boy and Sporty Girl). In 2014 a survey conducted with nearly 2,500 Brent secondary school pupils showed that pupils attending schools with takeaways within 400 metres are more likely to visit a hot food takeaway after school at least once a week (62%) than pupils at schools with no takeaways within a 400 metres radius (43%). Whilst obesity is a complex and multi-faceted issue it should be recognised that the location of hot food takeaways near schools can promote unhealthy food choices.

- The two storey design is excessive for the location due to size, positioning and relationship to and impact upon the appearance of the area. It would certainly have a detrimental impact on the visual amenity and character of the neighbourhood and is overlooked by CitiPeak apartments.
- Whilst the proposed development is in a location that has a number of other commercial (leisure and retail) developments (none of which are two storey), they are all situated in such a way as to be set back from the road to minimise their impact. The location and scale of the planned development does not follow this policy and will create an imposing, highly visible structure, it's design also does not fit in with the surrounding area and as per the Manchester core strategy policy C6 it does not 'compliment the overall character of the centre'. The design is also contrary to Policy DM 1 bullet points 1 and 2.
- The applications does not appear to supply its opening hours however as precedents to any late night or 24 hour opening reference should be made to previous planning applications made for the Fallowfield chain which is within a similar residential area:
 - a) Application number: 101464/JO/2013/S1 - Variation of Condition No.7 to planning application 23447 to allow 24 hours a day 7 days a week opening – decision refused. The proposal would have a detrimental impact on the amenity of neighbouring residents, contrary to the provisions of Core Strategy policies SP1, DM1 and C10 and Saved Unitary Development Plan policies DC10 and DC26.
 - b) Appeal Ref: APP/B4215/A/14/2213780 - dismissed as the application would detract unacceptably from the living conditions of adjacent residents contrary to Policies SP1, DM1 and C10 of the adopted Manchester City Council Core Strategy 2012 and Policies DC10 and DC26 of the adopted Unitary Development Plan 1995.
- The application makes no consideration in respect to crime prevention & community safety. Greater Manchester Police have previously carried out operations to reduce crime at the Parris Wood leisure complex, which is situated immediately opposite the proposal, following a spate of instances of aggressive anti-social behaviour. For example, police in Didsbury put weekend dispersal orders in place in March & April 2016. Anti-social behaviour has recently been on the rise in Didsbury and is well documented, the proposed restaurant is in close proximity to residential units yet no careful consideration in the application has been given to ensuring the lives of people in the local area are not negatively affected by amenity issues.
- In 2016 the McDonald's store in neighbouring Chorlton had to take measures to restrict youths going into the restaurant and hire security officers. Anti-social behaviour was also experienced in Stockport by the same chain which suggests the chain is a magnet for anti-social behaviour and a threat to local residents in terms of public safety. The application is therefore contrary to Policy DM1 bullet point 5 and shows no regard for it.
- Whilst the applicant states they take responsibility for litter on the premises there is evidence to suggest the area covered is not wide enough and litter will therefore become an issue in the surrounding area attracting vermin and affecting public health and well-being.

- Evidence from a refused planning application for the Fallowfield branch of the chain (101464/JO/2013/S1) states ‘residents supplied anecdotal evidence of litter being dropped in the area, that due to its distinctive wrapping, can be traced to the Drive- Thru, much wider than the litter patrols employed by the applicant could reasonably cover’. This is contrary to Policy DM 1, bullet point 3.
- Policy EC9 states that South Manchester is not expected to make a significant contribution to employment provision within the city. New development is expected to mainly comprise office development. South Manchester has many existing employment locations and whilst proposals for high technology, industry and research will be supported the application does not fall into this category. East Didsbury is also not a district centre so we believe it does not fall into the category of mixed use development.

Parrs Wood Avenue Residents’ Group – The residents’ group object to the proposal and have made the following comments:

- Manchester City Council recently adopted the Hot Food Takeaway Supplementary Planning Document (March 2017) to reinforce the aim to improve the health of people living in Manchester as set out in the Manchester Strategy and Core Strategy Policy CS1. This also adheres to the principles set out in the National Planning Policy Framework, specifically paragraph 69 which promotes the creation of healthy, inclusive communities.
- The premise of the SPD and the policies contained within it are therefore highly applicable to these proposals and should be applied rigorously in order to ensure that the SPD is an effective decision making tool, in line with the Council’s strategic objectives and the requirements of the Framework.
- Policy 3 (Hot Food Takeaways and Schools) in the SPD is of relevance to this application. It states that where a hot food takeaway is proposed within 400 metres of a primary or secondary school, then opening hours should be restricted as follows:
 - a) A primary school: the hot food takeaway is not open to the public between 3 pm to 5.30pm on weekdays.
 - b) A secondary school: the hot food takeaway is not open to the public before 5.30pm on weekdays
- Having reviewed the Planning Statement it is of serious concern that at paragraph 7.17 the following claim is made: “The nearest school is over a 400m walk away from the site. It is considered restrictions on opening hours are not applicable to this proposal.” This is deliberately misleading and is factually incorrect. Parrs Wood High School is located well within the 400 metres/5 minute walk threshold i.e. approximately 270 metres walking distance from the proposed McDonalds. The minimum stand-off distance criteria set out under SPD Policy 3 cannot therefore be satisfied and should the Council be minded to approve the application then a restriction must be applied to the opening times, i.e. it cannot open before 5.30pm on weekdays. It is assumed that this would not be satisfactory to the operating needs of the occupier and so this in effect renders the proposals unacceptable as a matter of principle. Applying this restriction will ensure that the policies contained within the SPD are upheld and the reason the City Council took the time and effort to draft and adopt the policy document is justified.

- Significant weight has been applied to the application of this policy requirement elsewhere in Manchester. A planning application for a Change of Use to a Hot Food Takeaway at 46 Bury New Road in Cheetham Hill was refused and was then the subject of a recent appeal (LPA ref: 114761/FO/2016; Appeal Ref: APP/B4215/W/17/3174366). When considering the proposals in the light of the newly adopted SPD, significant weight was given to the purpose and implementation of this policy, with the Inspector concluding: *“15.Therefore, notwithstanding the presence of other establishments nearby, the development does not support the SPD’s aim of ensuring that the environment and availability of hot food takeaways avoids encouraging unhealthy choices, particularly during times when children may be making food choices, such as after school. 16. On the basis of the information before me I cannot, therefore, conclude that the development makes a positive contribution to the health and wellbeing of residents and as such is contrary to CS Policy SP 1, as supported by the SPD.”*
- The weight the Inspector applied to the SPD is then reinforced in his concluding comments as the planning balance is considered: *“27. Whilst I have not found material harm in respect of the development’s effect on regeneration, the character and amenity of the area or parking and servicing, the avoidance of harm in these respects do not amount to positive considerations in support of the proposal. For the above reasons the development harms the area’s wholesale trade function and fails to make a positive contribution to the health and wellbeing of residents, contrary to the development plan as supported by supplementary guidance. The appeal is therefore dismissed.”*
- Case law precedent therefore exists that significant weight should be applied to SPD Policy 3, even when weighed against any potential economic benefits that may exist.
- The proposal is likely to have an impact upon the safe and convenient operation of the highway network surrounding the application site. This is already a heavily trafficked and congested location and so an increase in vehicle movements in this location will inevitably add further problems to a highway network operating well beyond its operational capacity. The junction and servicing arrangements are also sub-standard and on this basis Mr Coupe is clearly of the view that the proposals would result in a severe impact upon the highway network.

Withington Civic Society – The civic society objects to the proposal for the following reasons:

- Having a new hot food store within 400 metres of a school is a breach of Policy 3 of The Hot Food Takeaway Supplementary Planning Document, March 2017.
- The likely increase in the volume of traffic in and around the entrance/exit to the Tesco car park and will have an effect on pedestrian safety.
- The proposed development would, in addition, reduce the car parking area available to Tesco customers with the prospect of bunching of vehicles at the entrance at peak times.

Didsbury Liberal Democrats – Object to the proposal for the following reasons:

- The proposed McDonald's would be at the junction of two of the busiest main roads in Manchester, both of which are key commuter routes to and from the city centre. The A34 (Kingsway) crosses Wilmslow Road and Parrs Wood Lane/Didsbury Road (A5145) at this point. There is usually heavy traffic, and the junction is governed by multiple sets of traffic lights. Traffic frequently queues in all directions at the various sets of lights, and it can back up through them in busy periods.
- At the entrance to the Tesco store, the problem is particularly bad as on one short stretch of Parrs Wood Lane, there is a bus stop, a ghost island for turning right into the store, and two sets of traffic lights. Traffic frequently backs up here as people try to turn right into the Tesco carpark or to turn right out of it.
- The traffic problems are heaviest at peak times (weekday mornings and evenings), when rush-hour traffic can lead to cars backing up a kilometre or more.
- New developments along Wilmslow Road will already be putting extra strain on traffic coming through the area, especially that turning off Kingsway or coming from Parrs Wood Lane and Didsbury Road. The new housing development at Didsbury St James on the former site of MMU; the annex to Beaver Road Primary School being built opposite; and the former Southway office at the corner of Wilmslow Road and Wingate Drive, recently purchased by a developer, will all generate a great deal of extra traffic and congestion during the morning and evening rush hours.
- The application has a number of inadequacies and inconsistencies. The example stores that are used as benchmarks against which to compare the proposed McDonald's are not truly comparable. The applicants have based two of their traffic comparisons on sites with supermarkets that are standalone, out-of-town locations, so will get different sorts of commuters and traffic throughout the day.
- The accident data for the junction is also flawed. Anecdotally, many minor accidents happen on the junction that are never recorded, along with many near misses. The junction is already at capacity and dangerous as it is.
- The application estimates no serious increase in traffic, but it includes two drive-through windows and is a two-storey development, so it must anticipate doing serious amounts of business.
- The applicant's transport assessment fails to take into account the presence of the bus stop opposite the entrance to the site on Parrs Wood Lane. Neither is it mentioned in the transport assessment when they propose a yellow 'keep clear' diamond box to go across the entrance.
- The applicants state that their peak times are Friday and Saturday, based on their inadequate comparators, but with high volumes of people commuting to work or school past the proposed McDonald's, they can expect their busiest times to be in the morning and evening during the week as those commuters and school children pass through the area.

- The existing situation and likely effect on traffic will be to worsen the existing rush-hour congestion. As cars queue on Parrs Wood Lane near the bus stop to turn into the drive-through, traffic will back up further out onto Kingsway. This will exacerbate northbound and southbound queues on Kingsway, which will be further worsened by extra cars on Kingsway queuing to turn onto Parrs Wood Lane to access the McDonald's.
- Traffic will additionally back up along Wilmslow Road as cars turning into or out of the Tesco car park already frequently block eastbound traffic on Parrs Wood Lane. Even a proposed diamond grid will not stop this problem from occurring, as the slow and chaotic nature of the traffic on this stretch of road can frustrate even well-intentioned drivers and leave them stranded where the box would go.
- The increase in traffic from the new McDonald's will be compounded by the extra traffic from the new school and residential developments slightly further up Wilmslow Road, making already near-hellish traffic conditions positively abysmal.
- The additional clogging of the roads by increased traffic will cause several problems, amongst the most minor of which will be the increased delays to commuters and buses trying to go through this junction. Traffic jams cause worsened air quality in the area, which is already suffering from some of Greater Manchester's worst pollution. Worsened jams will lead to cars idling for longer, moving more slowly, and stopping and starting more frequently, all of which increases the air pollution in the area.
- The likely traffic jams that this development will cause will also hamper emergency vehicles.
- With large numbers of flats nearby, the Parrs Wood Entertainment Centre, two secondary schools, and a Metrolink terminus, the footfall in this area is very heavy, and the increased danger to pedestrians from the increased traffic cannot be overstated.
- This planning application goes against Manchester City Council's Hot Food Takeaway Supplementary Planning Document in which it states "It is important that vehicle movements associated with customers and deliveries do not worsen existing traffic conditions in the immediate area. To avoid this, proposals will need to demonstrate that they will not adversely affect existing traffic conditions..."
- The proximity of the proposed McDonald's to two secondary schools is also a concern. The proposed site is within 400 metres of both schools, and right next to four bus stops used by the pupils of these schools, many of whom use the Tesco in the morning and afternoon.
- There is a likelihood that pupils walking to or from their buses before and after school will go to the McDonald's and buy food there. A hot-food takeaway like McDonald's will promote the increased consumption of junk food by children. Manchester already suffers from an obesity epidemic amongst its children that is worse than the national average, and the placement of a new McDonald's in close proximity to two secondary schools will make that problem worse.
- The proposal is not within a designated district centre, and if it is allowed, then it must not open to the public before 5:30pm on weekdays in line with Council policy.

Centre for Diet and Activity Research (CEDAR), University of Cambridge –
CEDAR have made the following comments:

- CEDAR work forms part of a growing body of UK research, which has examined neighbourhood food environments and their role in shaping diet and health.
- In a major study of over 5,000 adults in Cambridgeshire published in the BMJ, CEDAR recently examined the effect of takeaway access (including McDonald's) at home, at work, and along commuting routes on diet, body weight and likelihood of being obese. They found that having greater access to takeaway outlets was associated with increased takeaway consumption, with greater body mass index, and with obesity. Those with the highest takeaway exposure were almost twice as likely to be obese as those with least access. This association existed even after accounting for other important factors that are related to diet and obesity, such as socioeconomic status, and it is believed that these results are generalisable across the UK. In a follow-up study, the effects of this exposure were also greater for those of lower socioeconomic status. The three schools in close proximity to the proposed restaurant site all fall within lower super output areas that rank among the top 40% or 50% in terms of neighbourhood deprivation in England.
- A recent analysis of the National Diet and Nutrition Survey showed that takeaway consumption frequency peaks in older children and young adults in the UK, and data from London showed that 30% of fried chicken shop customers were less than 12 years old. Takeaway food outlets represent a very low cost option to children, who are highly price sensitive. Takeaway outlets serve large portions on average, further increasing value for money, yet encouraging accidental over consumption of energy-dense, nutrient poor food. In adults, CEDAR research showed that greater likelihood of being obese and consuming an unhealthy diet were uniquely associated with use of takeaway food outlets, and not with use of food outlets of other types. Elsewhere, regular use of fast food outlets and regular consumption of fast food over time has been linked to weight gain.
- Data from the Food environment assessment tool (Feat) shows that numbers of takeaways rose by 16% in Manchester local authority from June 2014 to 2017, which was double the national average growth in this sector (8%). Within one mile of the proposed site (M20 5NP), the number of takeaways rose by 47% (30 to 44 outlets) over this three year period.
- A nationwide study using data from the National Child Measurement Programme found that children living in close proximity to a high density of takeaway food outlets and other less-healthy food outlets were more likely to be overweight. Importantly, living in close proximity to a high density of supermarkets and other food shops was not associated with increased weight. Another study found that year 6 pupils living in areas of Berkshire with the highest density of takeaways were heavier than those who had no access.

- Exposure to takeaway food outlets in the school neighbourhood may be particularly influential because of the amount of time children spend at school, and travelling to and from school, and because of the autonomy they have to engage with retailers in this setting. Recent UK research has linked consumption of a healthy diet to attending a school where fast food outlets are relatively far away, or where the balance of fringe retailing is mixed, and not skewed towards fast food.
- The determinants of diet and obesity are complex and multifaceted, but must be addressed to protect and improve public health. These drivers include modifiable environmental factors, such as neighbourhood takeaway food outlet exposure, the geography of which can be regulated by planners to support healthier food choices. The effectiveness of conventional, individually-focussed obesity prevention efforts, such as improving nutrition knowledge and skills, may also be limited if we continue to (and increasingly) live in neighbourhoods that make unhealthy choices the easy choices.

Parrs Wood Entertainment Centre – Object to the proposal for the following reasons:

- The submitted Transport Assessment (TA) calculates the traffic and trip types expected at the proposed restaurant. The applicant has obtained survey data from three existing McDonald's restaurants: one in Nottingham, two on the south coast. The basis for selecting these restaurants is not made clear in the TA, and as such they may present a flawed basis for the trip calculation of the proposal. They each have very different characteristics to the application site, and as such are not considered to be a credible barometer for the likely trip generation. For example: 1. Nottingham - not on an arterial road, significantly lower density of development than Manchester 2. Plymouth - retail park, no development to the north, significantly lower density of development than Manchester, access from major junction 3. Folkestone - retail park location, no development to the north, significantly lower density of development than Manchester,
- Overall none of the sites on which the application bases its additional traffic statistics and impact on are considered to be a true reflection of the site at Parrs Wood. The information set out in the TA has not taken into account the close proximity of the Parrswood Centre and adjoining school. None of the quoted sites are in a close proximity of a leisure destination with adjoining High School and a combined vehicle footfall of 3 million + per annum. Moreover, the applicant has not taken into account any additional peak traffic which can occur i.e. popular cinema releases which can produce a significant amount of traffic which is higher than normal peak trading. It would also be helpful if the applicant provided the equivalent data for restaurants in the local context, for example the existing McDonald's drive-thrus at Stretford, Hulme and Fallowfield, which are all on arterial roads leading out of Manchester, and may therefore be more appropriate comparator outlets.
- There is only one exit shared by Parrs Wood Entertainment Centre and Parrs Wood High School and the traffic backlog during peak hours severely restricts visitors from exiting the centre and Parrs Wood High School onto Wilmslow Road in the direction that the new restaurant is proposed. The proposal will exacerbate the problem.

- No assessment of the effect of the proposals on the access to the Parrs Wood site have been undertaken. This is a major flaw of the application, especially given the mitigation measures proposed would directly affect traffic queues at the Parrs Wood site, to the detriment of its safe and viable operation.
- The TA estimates that the proposal will generate up to 286 2-way trips during the peak hour. This number of trips has clear potential to have a severe impact on the network and adjoining junctions.
- The TA states that the LINSIG results demonstrate that Parrs Wood Lane/A34 junction would be close to capacity during both the 2018 base and total scenarios with the McDonald's restaurant. The evidence on the ground is that operation of the junction already exceeds its capacity regularly.
- The submitted TA identifies the potential different types of trip that will be generated by the new McDonalds restaurant based on the analysis of the three 'comparator stores' referenced above. For the reasons set out previously, none of these are realistic comparators and therefore the division of trip types may not be reliable. However, the identified types of trip fails to recognise that there would be many linked between the existing Parrs Wood Entertainment Centre and the new McDonald's across the short strip of the A5145. Whilst this would be a very short vehicle trip, it would be across an already heavily congested junction, particularly at peak times. Adding to this issue, by allowing additional development that generates traffic at junctions which consequently hinders access to commercial properties, is contrary to Council Policy T1.
- The increased traffic at the junction could create a higher risk of incidents, which raises safety concerns for pedestrians and other road users using the junction to access the Parrs Wood complex or other surrounding commercial uses. Insufficient analysis of the causes of accidents and the effect of the proposals on the likelihood of further accidents arising has been provided.

Highway Services – Highway Services have made the following comments:

- Site observations and the modelling provided by the Agent clearly demonstrate that the highway network local to the proposed development site is operating close to and over capacity during peak periods. There is a significant level of queuing and delays on many links.
- The following junctions are operating over or close to capacity:
 - Parrs Wood Lane/Tesco
 - A34/Parrs Wood Lane
 - A5145/Parrs Wood Lane
 - A5145/B5095 junction
- The addition of additional trips to the network as a result of the proposed development will add to the pre-existing capacity and operational issues.
- It is acknowledged that the number of trips generated by the proposed development is low relative to existing flows on the network, however any additional trips are likely to increase delays and queuing on the network. Additional congestion is likely to result in the following driver behaviours:
 - Queuing across pedestrian crossings
 - Vehicles weaving between lanes
 - Driver frustration and risk taking (disobeying signals, speeding etc)

All of these behaviours are likely to result in a decrease in highway safety and increase the risk of collisions.

- The collision history (for the most recent 36 month period) for the local network was provided in the TA. It is stated there were 8 personal injury accidents in the last 3 years on the study network. The history does not indicate any connection to, or lack in highway infrastructure. However the majority of recorded collisions appear to have resulted from driver error at the signal junction stop lines. The type of collisions recorded include shunts, pedestrian collisions and incidents involving right turners. A notable number of these incidents occurred during peak periods.
- In summary MCC Highways believe that an increase in queuing and delays on the local highway network is likely to result in an increased risk of highway collisions.

Environmental Health – Recommend that conditions regarding the following be attached to any approval granted:

- Hours of operation
- Hours of delivery and servicing
- Refuse storage and disposal
- Acoustic insulation of the restaurant building
- Acoustic insulation of external plant and machinery
- Extraction of fumes, vapours and odours
- Contaminated land
- Construction management

MCC Flood Risk Management – Recommends that a surface water drainage condition be attached to any approval granted.

Work & Skills Team – Should the application be approved it should be accompanied by a Local Labour Agreement for the end use.

Metrolink – Metrolink have no comments to make.

Greater Manchester Police (GMP) – GMP have made the following comments:

- There is concern regarding the anti-social behaviour the fast food restaurant would attract. Crime statistics show that there has been a few personal robberies on Parrswood Lane as well as criminal damage to the bus stop on Parrswood Lane. GMP fear that these acts of crime will follow the proposed development.
- As the ground level changes from Parrswood Lane to the proposed site, the site is then placed within a 'sunken basin', which decreases natural surveillance and chances of an offender being caught. As the proposed site is somewhat already out of the public eye, the lack of lighting does not help this case and will make it harder for an offender to be caught via CCTV images.
- To overcome these concerns the property should be built to *Secured by Design* standards and a condition requiring this should be attached to any approval granted.

- The success of the development will be dependent upon the effective management and maintenance of the site. A security management plan should include measures to deal with the following:
 - External security should be present at all times the facilities are open.
 - Frequent inspection and prompt repair of security features (e.g. lighting, CCTV, signage, barriers, chairs and tables).
 - Regular litter and graffiti removal (if applicable)

United Utilities Water PLC – Suggests the imposition of conditions regarding foul and surface water and provision of a surface water drainage scheme.

Policies

The National Planning Policy Framework (NPPF) – The NPPF was published on the 27 March 2012 and replaces and revokes a number of Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) previously produced by Central Government.

The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining planning applications. It does not change the statutory status of the development plan, i.e. the Core Strategy, as the starting point for decision making and it states further that development that accords with an up-to-date local plan, such as the Core Strategy, should be approved unless other material considerations indicate otherwise.

The NPPF states that the planning system must contribute to the achievement of sustainable development. These are encapsulated into three categories: economic, social and environmental.

Paragraph 17 of the NPPF sets out the core land use planning principle, it states that planning should:

- be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area.
- not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- take account of the different roles and character of different areas, promoting the vitality of our main urban areas.
- support the transition to a low carbon future in a changing climate.
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework.

- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas.
- conserve heritage assets in a manner appropriate to their significance.
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

In addition to the Core Principles, the following elements of the NPPF are considered of relevance in this instance.

Section 2 (Ensuring the vitality of town centres) - Paragraph 24 states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.

Section 7 (Requiring good design) – This element of the NPPF states in paragraph 56 that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It states further in paragraph 58 that planning policies and decisions should aim to ensure that developments respond to local character and history, and reflect the identity of local surroundings and materials, create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

Section 8 (Promoting healthy communities) – This states that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. It states further that planning policies should aim to achieve places which promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

National Planning Policy Guidance (NPPG) – The NPPG on health and wellbeing is of relevance in this instance.

It states, in paragraph 002, that planning can influence the built environment to improve health and reduce obesity and excess weight in local communities. Local planning authorities can have a role in enabling a healthier environment by supporting opportunities for communities to access a wide range of healthier food production and consumption choices.

In addition, it states that local planning authorities can consider bringing forward, where supported by an evidence base, local plan policies and supplementary planning documents, which limit the proliferation of certain use classes in identified areas, where planning permission is required. It continues stating that local planning authorities and planning applicants could have particular regard to the following issues:

- proximity to locations where children and young people congregate such as schools, community centres and playgrounds,
- evidence indicating high levels of obesity, deprivation and general poor health in specific locations,
- over-concentration and clustering of certain use classes within a specified area,
- odours and noise impact,
- traffic impact,
- refuse and litter.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy and are detailed below.

Policy SP1 (Spatial Principles) – States that development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and which make a positive contribution to the health, safety and wellbeing of residents.

Policy T1 (Sustainable Transport) – This policy states that to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Improve pedestrian routes and the pedestrian environment.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

Policy C9 (Out-of-centre development) – Development of town centre uses in locations which are outside a centre identified in policy C1 or a strategic location identified for such uses will be inappropriate unless it can meet the following criteria:

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the City Centre and designated district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,
- The proposal is appropriate in terms of its scale and function to its location.

Policy C10 (Leisure and the Evening Economy) – States that new development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted, subject to a number of considerations, the most relevant of which are:

- In areas where there is already a concentration of bars (Class A4), hot food takeaways (Class A5) and other night-time uses there will be a presumption against further facilities which are detrimental to the character or vitality and viability of the centre,.
- The proposal should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.

When considering the impact of a proposed bar or hot food take away regard will also be had to following:

- The existing number of similar establishments in the immediate area and their proximity to each other;
- The type and characteristics of other uses, such as housing, shops and public houses;
- The existence of vacant shop units and the condition of the unit;
- The importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community;
- The character of the centre and its frontage, and the nature of the use proposed;
- The potential impacts of the proposal on the wider community; and
- Any known unresolved amenity, traffic or safety issues arising from existing uses in the area.

Policy DM1 (Development Management) – This policy states that all development should have regard to a number of specific issues, the most relevant of which are detailed below:-

- Appropriate siting, layout, scale, form, massing, materials and detail.

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Refuse storage and collection.
- Vehicular access and car parking.

Polices CC1 (Primary Economic Development Focus), CC2 (Retail) and CC9 (Design and Heritage) – The applicant has made reference to these three policies and considers that the proposal complies with them. It should be noted that these policies relate to the City Centre and as such it is not considered that they are of relevance in this instance.

Saved UDP Policies – Policy DB9 (b) states that the Council will improve the safety of pedestrians and cyclists at the Parrswood Lane/Wilmslow Road/Kingsway junction.

Citywide Development Control Policies – Policy DC10 (Food and Drink Uses) states under DC10.1 that in determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises (whether or not other activities, such as a nightclub, are included), the Council will have regard to:

- a. the general location of the proposed development, including any reference to the area in other policies in the Plan;
- b. the effect on the amenity of neighbouring residents;
- c. the availability of safe and convenient arrangements for car parking and servicing;
- d. ease of access for all, including disabled people; and
- e. the storage and collection of refuse and litter.

The policy states further under DC10.2 that the Council will normally accept the principle of developments of this kind in the City Centre, industrial and commercial areas, in shopping centres and, at ground level, in local shopping parades of more than 8 shops or offices.

DC10.3 states that development will not normally be permitted where:

- a. it is proposed outside the general locations mentioned above, or
- b. there is a house or flat on the ground floor next to the proposed business, or only separated from it by a narrow street or alleyway.

Policy DC10.4 states that where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby residents. These conditions may, amongst other things, include limitations on the hours of opening, and the need to deal satisfactorily with noise, fumes, smells, and the storage of refuse and the collection of litter.

Finally, policy DC10.5 states that the Council will consider on their individual merits proposals for larger, free-standing restaurants, public houses, and clubs etc. which require a main road location and do not clearly meet the locational criteria set out in policy.

Hot Food Takeaway Supplementary Planning Document (March 2017) – There are three policies contained within the SPD relating to vitality/viability, amenity and the relationship of hot food takeaways to schools.

Policy 1 (Vitality and Viability) states that hot food takeaways (Class A5) will not be supported in district and local centres where the cumulative impact of introducing the facility would be detrimental to the vitality and viability of a centre and would affect the balance between the day time and night time economy and the health of the population.

Policy 2 (Amenity) states that hot food takeaways (Class A5 uses) will be considered against Core Strategy Policy DM1 Development Management and specific considerations include hours of opening, waste/litter and the impact upon highway safety. These considerations are expanded on below:

Hours of Opening – Unless affected by Policy 3 of this SPD, the hours of opening of a hot food takeaway will depend on whether it can be demonstrated that there would be:

- no unacceptable impact on residential amenity as set out in DM1 Development Management,
- there is an established night time economy
- it would not adversely affect the character and function of the immediate area, including existing levels of background activity and noise.

Extraction of odours and noise abatement – Hot food takeaways must provide appropriate extraction systems to effectively disperse odours and show that they are meeting the minimum guidance in the Department of Environment, Food and Rural Affairs Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems 2005 and Odour Guidance for Local Authorities 2010.

Hot food takeaways must consider their impact on noise sensitive developments and any proposal that has the potential to cause noise disturbance to existing residential development or noise sensitive properties should be accompanied by a noise survey and assessment and only approved if the impact is shown to be acceptable.

Disposal of Waste Products and Customer Litter – All planning applications should be accompanied by a waste management strategy setting out how a hot food takeaway will deal with its own waste and also the waste generated by customers. All waste generated by the business should be accommodated on site. Consideration should also be given to the need to mitigate for the impact of customer waste on the surrounding area.

Highway Safety – Planning permission for hot food takeaways will only be granted where there would not be an adverse impact on highway safety and the amenity of the surrounding area. Proposals should take account of the likely needs of both customers and the operator's delivery requirements. Regard will be given to:

1. Existing traffic conditions;
2. The availability of public parking provision in close proximity to the premises, including suitable on-street parking;
3. The availability of an adequate loading and unloading area.

Policy 3 (Hot Food Takeaways and Schools) states that where a hot food take away is proposed within 400 metres of a primary or secondary school, and the proposal meets planning policy in other respects, planning permission will only be permitted subject to the condition that opening hours are restricted to the following:

- A primary school: the hot food takeaway is not open to the public between 3 pm to 5.30pm on weekdays.
- A secondary school: the hot food takeaway is not open to the public before 5.30pm on weekdays.

The only exception to this approach will be where the proposal is within a district centre designated in the Local Plan and can demonstrate that the introduction of such a use will meet all other relevant policies.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Issues

Principle of the Proposal – As it is recognised that the various junctions around the site are operating close to and over capacity during peak periods, the proposal's impact upon this highway network and the associated levels of pedestrian and highway safety must be fully assessed. Furthermore, given the proximity of residential accommodation and Parris Wood High School to the site, consideration must also be given to potential impacts upon residential amenity and the health and wellbeing of pupils. These assessments are detailed below.

Proximity of Nearby Schools – The Council's priorities are set out in the Core Strategy. They include attractive neighbourhoods, which meet the needs of a growing population, and where people are supported in living healthy lives. The Hot Food Takeaway Supplementary Planning Document (SPD) seeks to build on those priorities and encourage centres and neighbourhoods which are vibrant and which contribute to the Council's objective of improving the health of people living in Manchester.

The availability of hot food takeaways is important to local communities, especially when they are part of a balanced mix of town centre uses. In recent years, changing shopping patterns have led to fewer traditional shops, as more shopping takes place off the high street. The loss of traditional shops has happened at the same time as increases in other uses, such as hot food takeaways. These trends have led to growing concerns about the vitality and viability of some centres due to the mix of uses, shuttered frontages during the day, litter and other amenity issues.

For some time, concern has been growing nationally and locally, about the levels of obesity in both children and adults. The problem is being tackled in a range of ways, by the Council and other organisations, in schools and by public health practitioners. Encouraging opportunities to lead healthy lifestyles through the active use of planning policies can create further opportunities to work with partners to improve the health of the population.

In recent years, various reports have encouraged planning to be used as a tool to go further in the creation of healthy environments. Local and national policy makers have been encouraged to use the planning system to make it easier for people to choose a healthier diet and lifestyle. They have recommended using the levers available to the planning system such as Supplementary Planning Documents (SPDs). The guidance on the Prevention of Cardiovascular Disease by the National Institute for Health and Clinical Excellence recommends using planning to restrict access to unhealthy foods and hot food takeaways in specific areas such as within walking distance of schools. With this in mind the Council adopted its Hot Food Takeaway Supplementary Planning Document in March 2017.

Supporting the health and wellbeing of residents is a priority for the Council and it is recognised that through its wide range of functions, the Council is well placed to contribute towards creating healthier environments for all residents. The planning system is just one area in which local government can act, however it should be considered as part of a whole systems approach to promoting healthy lifestyles and tackling obesity.

The national monitoring of children's weight takes place at reception (4 to 5 year olds) and year 6 (10-11 year olds). The latest National Child Measurement Programme (NCMP) data for Manchester (2014/15) shows that 10.8% of reception children are obese and 24% of Year 6 children are obese. When those who are overweight and obese are combined 39% of Year 6 pupils are either overweight or obese. The evidence from the NCMP shows that the proportion of Year 6 children in Manchester who are classified as obese is increasing and is currently 25% higher than the national average.

Reducing children's exposure to foods contributing to obesity, such as those sold in hot food take-aways, can reduce access to foods high in fat, salt and sugar. The aim of Policy 3 in the Hot Food Takeaway Supplementary Planning Document is to ensure that during times when children are making food choices, such as lunchtime and after school, the environment and availability of hot food take-aways is not encouraging unhealthy choices. The use of a 400 metres buffer, as stated in Policy 3, is considered to be approximately a 5 minute walk and a reasonable distance from schools within which to control environments to the benefit of children. It is worth reiterating that Policy 3 does not set out to preclude the siting of a hot food take-away within 400 metres of a school, rather its aim is to limit the hours of opening for when children are "making food choices".

In their supporting document the applicant has stated that the nearest school, Parris Wood High School, is over 400 metres walk away from the application site and that as such the following hours restrictions, as required by Policy 3, are not applicable:

- *A secondary school: the hot food takeaway is not open to the public before 5.30pm on weekdays.*

The applicant's assertion is incorrect as the images overleaf demonstrate.

There are a number of routes pupils on foot can take to the application site, if pupils walk through the entertainment centre's car park and then head north to the application site that route is approximately 500 metres. However, it is acknowledged that pupils take the footpath to the north of the entertainment centre and this route is 340 metres and 380 metres in length between the approximate location of the proposal and the 6th Form building and the main school complex respectively. Given the proximity of Parrs Wood High School to the application site, should the proposal be recommended for approval, it will be subject to the hours restriction stated in Policy 3.



Southern route to the proposed site from Parrs Wood High School – approximately 500 metres



Northern route from Parrs Wood High School – approximately 380 metres



Northern route from Parrs Wood High School 6th form – approximately 340 metres

It should be noted that Barlow RC High School is a 780 metres walk away from the application site.

Pedestrian and Highways Safety – The application has been accompanied by a Transport Assessment (TA) which has used traffic modelling, surveys and examples of other McDonald’s restaurants to determine the likely impact of the proposal upon the local highway network, in particular the junctions of Parrs Wood Lane/Kingsway, Wilmslow Road/Parrs Wood Lane and Wilmslow Road/Kingsway. This impact has been assessed for the McDonald’s peak trading periods, which are from 4.00pm to 7.00pm on a Friday and 11.00am to 3.00pm on a Saturday, coinciding with the Friday PM commuter network peak and Saturday lunchtime retail peak.

During the Friday PM peak period the TA determined that the proposal will result in:

- an extra 102 vehicles at the Parrs Wood Lane/Kingsway junction,
- an extra 49 vehicles at the Wilmslow Road/Parrs Wood Lane junction, and
- an extra 31 vehicles at the Wilmslow Road/Kingsway junction.

During the Saturday peak period the TA determined that the proposal will result in:

- an extra 72 vehicles at the Parrs Wood Lane/Kingsway junction,
- an extra 45 vehicles at the Wilmslow Road/Parrs Wood Lane junction, and
- an extra 25 vehicles at the Wilmslow Road/Kingsway junction.

The applicant is proposing a package of mitigation measures to ameliorate the proposal’s impact and these will consist of

- a. upgrading of the “Keep Clear” markings on Parrs Wood Lane at the Tesco entrance,
- b. provision of CCTV equipment at the Parrs Wood Lane/Kingsway and Parrs Wood Lane/Wilmslow Road junctions to allow closer monitoring, and

- c. relocation of the traffic signal loop on Parrs Wood Lane to enable the junction to operate more efficiently.

Site observations and the modelling provided by the applicant clearly demonstrate that the local highway network is operating close to and over capacity during peak periods. There is a significant level of queuing and delays and the following junctions are operating over or close to capacity:

- Parrs Wood Lane/Tesco
- Parrs Wood Lane/Kingsway
- Wilmslow Road/Parrs Wood Lane
- Wilmslow Road/Kingsway

While it is acknowledged that the number of trips generated by the proposed development is low relative to the existing traffic flows experienced in the vicinity of the site, given the pre-existing capacity and operational issues on the network, it is considered that any additional trips are likely to increase delays and queuing on the roads/junctions close to the site. Additional congestion is likely to result in the following driver behaviours, all of which are likely to result in a decrease in pedestrian and highway safety and increase the risk of collision:

- Queuing across pedestrian crossings
- Vehicles weaving between lanes
- Driver frustration and risk taking (disobeying signals, speeding etc)

The collision history for the local highway network was provided in the TA and it has shown that there were 8 personal injury accidents in the last 3 years. The majority of recorded collisions appear to have resulted from driver error at the signal junction stop lines and there is no indication that there is any connection to, or lack, in the highway infrastructure. The type of collisions recorded include shunts, pedestrian collisions and incidents involving right turners and a notable number of these incidents occurred during peak periods.

Given the existing traffic conditions experienced in the vicinity of the site, it is believed that an increase in queuing and delays on the local highway network as a result of the proposal will increase the risk of highway collisions. Furthermore, it is not considered that the proposed highway mitigation works will diminish this risk to warrant approval of the development.

As Policy 2 in the Hot Food Takeaway Supplementary Planning Document states that planning permission for hot food takeaways will only be granted where there would not be an adverse impact on highway safety, and it is considered the development will have a detrimental impact upon the levels of pedestrian and highway safety enjoyed within the vicinity of the site, the proposal is considered to be contrary to that policy. As the proposal would not improve “the pedestrian environment” and would not reduce “road accident casualties”, as referenced in Core Strategy Policy T1 and it would have a negative impact upon road safety (Core Strategy Policy DM1), the proposal is also considered to be contrary to Policies T1 and DM1.

Residential Amenity – Concerns have been raised about the impact of the proposal upon the levels of amenity that are enjoyed by the occupants of nearby residential accommodation, particularly those residing in the apartments at Citipeak and Parrs Wood Court and on Parrs Wood Avenue. Citipeak and Parrs Wood Court are located approximately 87 and 118 metres to the south of the proposed development, while the dwellings on Parrs Wood Avenue are located 90 metres to the west.

This area already experiences a higher ambient noise level than might be expected in more traditional residential areas. The food offers at Parrs Wood Entertainment Centre (Pizza Hut, Nando's etc) are open until 11.00 pm, the casino operates 24 hours a day, while the ten pin bowling centre close at midnight or 1.00 pm depending upon the day of the week. In addition, the Tesco supermarket opens between 6.00 am to 11.00 pm (Mondays to Saturdays) and closes at 5.00 pm on Sundays and Bank Holidays.

It is recognised that the type of use proposed does give rise to noise and disturbance. By its very nature a drive through restaurant attracts car borne trade and ordering takes place using an intercom system which is in itself a cause of noise over and above the noise generated from the cars themselves, such as engines revving and radios being played loudly. Patrons arriving by car, but eating inside give rise to slamming car doors and groups of people talking loudly.

However, given the operating times of the various units within the Parrs Wood Entertainment Centre and the Tesco supermarket, along with the activity associated with the main roads in the vicinity of the site (Wilmslow Road and Kingsway), and the fact that many of the trips to the restaurant/hot food takeaway will be linked trips with visits to the entertainment centre and supermarket, it is not considered that the comings and goings of patrons to the site, whether by foot or in vehicles, will have an unduly detrimental impact upon the existing levels of residential amenity enjoyed by the occupants of Citipeak, Parrs Wood Court and Parrs Wood Avenue. It should be noted that Environmental Health did not raise objections in terms of the proposal's impact as a result of noise.

Sequential Test – Policy C9 of the Core Strategy confirms that an assessment of impact will be required for out-of-centre development of more than local significance. The supporting text to this policy sets a floorspace threshold of 650m² below which proposals will be regarded as "of local significance only". As the proposed restaurant/hot food take-away has a floorspace of 442m² it is regarded as being "of local significance only".

Notwithstanding the above, the applicant has undertaken a sequential test to ascertain whether there are any suitable sites for the proposal within or on the edge of the Didsbury District Centre. The NPPF requires that where identified sites exists they should be considered for development and or it should be demonstrated that such sites are not *suitable, available or viable*.

The applicant has ruled out traditional shop/restaurant units within Didsbury District Centre as they would lack drive-thru capabilities and therefore not be representative of the development proposed on the Tesco site. The only site that might be considered appropriate is the Shell Garage on the corner of Wilmslow Road and Grange Lane, which is located at the southern end of Didsbury District Centre. Given the predominantly residential nature of the neighbourhoods on the edge of this district centre no “edge of centre” site has been identified.

The submitted sequential test has demonstrated that the Shell Garage site is too small to accommodate the proposal and as a result it is neither *suitable* nor *viable*. Enquiries by the applicant have also confirmed that the site is not for sale and as a result is not *available*. Given the findings of the sequential test, it is acknowledged that there is no sequentially preferable site for the proposed development in Didsbury District Centre or the periphery of it, and that the sequentially preferred location is the Tesco car park.

In terms of the likely impact upon the vitality and viability of both the Didsbury District Centre and the Parrs Wood Entertainment Centre, the proposed use is a different offer to any available within there and as such it is not considered that it will hinder the vitality and viability of both of these successful centres. On the contrary, it is recognised that a number of visits to the McDonald’s outlet will be linked to trips to Didsbury District Centre and Parrs Wood Entertainment Centre and vice versa and that as a result the proposal may contribute to their continued success.

Design – The proposed building is contemporary in design. It will be flat roofed and be constructed from a neutral and natural palette of materials (glazing, aluminium cladding, Italian Walnut cladding and contemporary grey block work) which will be arranged to add vertical emphasis. The building will be topped by a projecting flat roof which will be accompanied by brise soleil. Given the variety of design styles that exist at the junction of Kingsway and Wilmslow Road, a contemporary design approach is considered acceptable in this instance.

Views into the site are limited with the development only being highly visible from Parrs Wood Lane in the vicinity of the site. Close-up views from Kingsway are limited given the topography of the site and long range views from Wilmslow Road and further down Kingsway are obscured due to topography and the presence of street-trees and trees located within the public open space to the south of the site. Given this and the proposed design approach, it is not considered that the proposal will have a detrimental impact upon the levels of visual amenity that are enjoyed within the vicinity of the site.

Scale and Massing – As the proposed development would only be 2 storeys in height and the proposed materials (cladding and glazing) would help to break up its overall bulk, it is not considered that the scale and massing of the proposal would have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

Crime and Anti-Social Behaviour – GMP have raised concerns about elements of the proposed layout due to the site's topography and the resultant lack of natural surveillance. However, they do acknowledge that constructing the development in accordance with *Secured by Design* standards will overcome these concerns.

Many objections have been received from local residents regarding anti-social behaviour at the proposed development once in operation. These concerns are based on anecdotal evidence of other McDonald's premises in the Manchester area and throughout the country and issues of anti-social behaviour at the Parris Wood Entertainment Centre. These concerns have also been recognised by GMP. Notwithstanding this, GMP have stated that the implementation of a robust security management plan will address issues of anti-social behaviour.

It is considered that the imposition of conditions requiring the development to achieve *Secured by Design* accreditation, as well as the implementation of a security management plan, will ensure that the development is safe and secure and instances of anti-social behaviour are kept to a minimum.

Car Parking Provision for the Restaurant/Hot Food Takeaway Unit – The applicant is proposing 29 spaces for the patrons of the proposed development and it has been demonstrated that the drive-thru lane can accommodate an additional 15 vehicles.

The applicant has undertaken a survey of a number of their other units to determine an appropriate level parking. These surveys have shown that the parking demand averages out at 18 vehicles on a Friday and 19 vehicles on a Saturday, with maximum levels of 21 and 24 vehicles respectively. Given these findings, and the availability of the adjoining parking spaces on the remaining Tesco site, it is considered that the proposed car parking provision is acceptable.

Car Parking Provision for the Tesco Supermarket – Currently there are 344 parking spaces for use by patrons of the supermarket and this will be reduced to 286 spaces to accommodate the proposed development. Current parking standards require that a maximum of 298 spaces are provided for a supermarket of this size.

While the remaining 286 spaces falls short of this figure it should be noted that the 298 spaces suggested is a maximum. Given this, and the fact surveys have shown the existing parking facility rarely operates at maximum capacity (between 27% and 48% during the peak period surveyed), the 286 spaces remaining for use by patrons of the Tesco supermarket is considered acceptable.

Waste Recycling and Storage – The proposed refuse storage facilities will cater for segregated waste storage and recycling. It will consist of three 1,100 litre bin for general waste (collected 9 times a week), a 1,100 litre bin for mixed recycling (collected three times a week) and a 360 litre barrel for food waste (collected twice a week). This provision is considered acceptable.

Employment – The proposed restaurant/hot food takeaway is expected to employ 65 full and part time staff. In their supporting statement the applicant has outlined their commitment to employ staff from the locality and continue with their education with both internal training programmes and externally recognised qualifications. If approved the applicant will be expected to sign-up to a Local Labour Agreement to ensure that the local community benefit from the proposal.

Vermin – Concerns about the proliferation of vermin as a result of the proposal are recognised. However, it is acknowledged that the applicant employs litter patrols daily to collect not only its own packaging discarded in the vicinity of its restaurant but also other litter. It is considered that this, combined with the on-site waste storage facilities, will ensure that the presence of vermin is minimised.

Trees – To facilitate the proposal the applicant is proposing to fell 15 trees, of which 6 are category B (moderate quality) trees and 9 are Category C (low quality) trees. The applicant has indicated on the submitted layout that one replacement tree will be planted. The level of replacement planting is considered inadequate. If approved, the applicant will be required to plant additional trees within the site or contribute to significant off-site tree planting.

Ecology – Given the nature of the site, it is not considered that the proposal will impact upon any protected ecological features.

Conclusion

Many objections have been received from the community objecting to the proposal due to its proximity to Parrs Wood High School and the fact that pupils can easily access the proposal via foot, i.e. it is within the 400 metre buffer referred to in Policy 3 of the Hot Food Takeaway Supplementary Planning Document. A hot food takeaway's location within 400 metres of a school is not reason alone to refuse planning permission as Policy 3 states that permission can be granted subject to a restrictive hours condition. In this case the applicant has been asked to confirm whether or not they would be willing to have this condition imposed should the applicant be approved. If the applicant does not agree to the condition then consideration will be given to the need for an additional reason for refusal.

It is recognised that the local highway network is operating close to and over capacity during peak periods and that there is a significant level of queuing and delays at the major junctions. The applicant has acknowledged that their proposal will exacerbate these problems and as a result has tabled a number of highway improvements works. Highway Services have analysed the applicant's findings and have ascertained that they will not ameliorate the detrimental impact the restaurant/hot food take-away will have upon the local highway network.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the refusal of the application is proportionate to the wider benefits of refusal and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation REFUSE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Officers have communicated their concerns about this proposal to the applicant but these concerns cannot be overcome. The proposal is considered to be contrary to the development plan and is therefore refused.

Reason for recommendation

1) The proposed development will lead to an increase in traffic movements in the vicinity of the site and will in particular have a detrimental impact upon the Parrs Wood Lane/Tesco, Parrs Wood Lane/Kingsway, Wilmslow Road/Parrs Wood Lane and Wilmslow Road/Kingsway junctions. As a result it is considered that the development will have a detrimental impact upon the levels of pedestrian and highway safety enjoyed at these junctions and in the vicinity of the site, contrary to Policies DM1 and T1 in the Core Strategy Development Plan Document and Policy 2 in Hot Food Takeaway Supplementary Planning Document.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 118206/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Withington Civic Society
Network Rail
Greater Manchester Police
United Utilities Water PLC
Transport for Greater Manchester

Didsbury Civic Society

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Ward Councillors
Withington Civic Society
Greater Manchester Police
United Utilities Water PLC
Didsbury Civic Society

Relevant Contact Officer : David Lawless
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 Application site boundary  Neighbour notification
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