

Rusholme Bus Depot, Wilmslow Road, Rusholme, M14 5LN

Design and Access Statement for
Lidl Great Britain Limited

April 2025
Our Ref: 24-00928



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Quality Assurance

This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2015.

We confirm that the undersigned is an appropriately qualified and experienced Chartered Planner experienced in the commercial property sector.

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1 INTRODUCTION

- 1.1 This Design and Access Statement ('DAS') has been prepared by Rapleys LLP (Rapleys), on behalf of Lidl Great Britain Limited (Lidl), and is submitted in support of a full planning application for the erection of a new discount foodstore (Use Class E) with associated car parking and landscaping at the former Rusholme Bus Depot, Wilmslow Road, Rusholme, M14 5LN. A Site Location Plan is attached at **Appendix 1**.
- 1.2 A DAS is a statutory requirement for major developments, or where the floor space created by the development exceeds 1,000 sqm, in line with the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 1.3 This DAS sets out the design principles and concepts that have been applied to the development, demonstrating how the context of the development has been appraised and how the design of the development takes the context into account.
- 1.4 Following this, the DAS explains the applicant's approach to access and how relevant Local Plan policies have been taken into account, and how specific issues which might affect access to the proposed development have been addressed.
- 1.5 The DAS should be read in conjunction with the following accompanying documents submitted as part of this planning application in support of the development proposals, namely:

Documents	Prepared by
Application Drawings	HTC Architects
Design & Access Statement	Rapleys
Statement of Community Involvement	Rapleys
Transport Assessment and Travel Plan	Cora IHT
Flood Risk Assessment and Drainage Strategy	Cora IHT
Noise Impact Assessment	Miller Goodall
Air Quality Assessment	Miller Goodall
Ecological Impact Assessment	Biodiverse Consulting
Biodiversity Metric and Statement	Biodiverse Consulting
Landscape Plan	FDA
Energy Statement	DDA
Lighting Plan	Signify
Crime Impact Statement	GMP
Phase 1 and Phase 2 Site Investigation	Remada
Heritage Statement	Durham University

2 ASSESSMENT OF THE SITE AND ITS CONTEXT

- 2.1 This section sets out the steps taken to appraise the physical context of the application site and its surroundings.

METHODOLOGY

- 2.2 A desktop review of the site was undertaken to understand the existing context for the application site in relation to its surroundings. This was followed by a review of the planning history and planning policy to understand the existing planning context for the site before considering the design approach to the development proposal.
- 2.3 A full analysis of the development proposal against national and local policy is provided in the accompanying Planning and Retail Statement.

APPLICATION SITE AND SURROUNDINGS

- 2.4 The site is approximately 0.66ha in size and is located to the east of Wilmslow Road (A6010). The site is bound by vacant land and commercial uses to the north, residential uses fronting Marcus Grove to the east, the car park and resident amenity space of Platt Court to the south.
- 2.5 The surrounding area to the east and south of the site is predominantly residential in character. Platt Hall and Platt Fields Park is located to the west of the site beyond Wilmslow Road.

ACCESS

- 2.6 The site is currently accessed via two vehicular access points off Wilmslow Road.
- 2.7 Footways and cycle lanes are available on both sides of Wilmslow Road. The surrounding area benefits from a good level of pedestrian infrastructure.
- 2.8 There are very frequent bus services available from bus stops in very close proximity to the site along Wilmslow Road. These bus stops provide regular services to Manchester City Centre, East Didsbury, West Didsbury, Stockport, and Manchester Airport.

SITE CONSTRAINTS

- 2.9 The site does not contain any Listed or Locally listed building. Grade II* Listed Platt Hall is located approximately 45m to the south west. The site is not located within a Conservation Area.
- 2.10 There are no Tree Preservation Orders (TPO) within the site or the wider area.
- 2.11 The site is located within Flood Zone 1.

RELEVANT PLANNING HISTORY

- 2.12 A search of Manchester City Council's online planning portal has revealed the following planning applications, which are deemed to be of relevance to the proposed development.

Reference	Description	Decision
F14846	Single-storey extension to form a sales/control building.	Approved 27 th January 1981
021699	Extension of existing Car Showroom/Retail sales to enclose the covered unenclosed end two bays of the existing building	Approved 25 th July 1984
021700	Change of use from Car Showrooms/Retail use to Fast Food restaurant with take-away facility	Approved 25 th July 1984

Reference	Description	Decision
021701	Change of use from Car Showrooms /Retail use to offices	Approved 25 th July 1984
030295	Erection of a new petrol filling station control office with ancillary sales/accessories, and new pumps	Approved 9 th December 1987
042402	Installation of additional fuel storage tank	Approved 1 st February 1993
052709/FO/CENTL1/97	Installation of 27,000 litre fuel tank & pump after removal of existing pump and capping fuel tank to the rear of building on north elevation.	Approved 15 th September 1997
066785/FO/NORTH2/02	Revised application to form a part four storey part five storey building with 285 sq.m. of retail (A1) on ground floor, basement parking for 31 cars and six spaces on ground floor and creation of 27 apartments with roof garden.	Refused 18 th March 2004 Appeal Allowed 24 th February 2005
105238/FO/2014/S1	Demolition of forecourt canopy and accommodation to form bus and car parking area, enclosed by 2 metre high railings along the front boundary of the site and associated landscaping.	Approved 1 st August 2014
137699/DEM/2023	Prior Approval application for the demolition of former bus depot	Approved 22 nd November 2023

2.13 The above planning history confirms that the most recent use of the site was a Sui Generis use. This use has now ceased, and permission was granted in 2023 for the demolition of the former bus depot.

3 PUBLIC CONSULTATION

- 3.1 This section provides details of consultation undertaken in relation to the development proposal, and how the outcome of the consultation has informed the proposed development where relevant.

PRE-APPLICATION CONSULTATION

- 3.2 The National Planning Policy Framework (2024) (NPPF) Paragraph 40 identifies that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It is explained that good quality pre-application discussion enables better co-ordination between public and private resources, and improved outcomes for the community.
- 3.3 Therefore, considering the NPPF 2024 and the Government's Localism Agenda, Lidl has undertaken a pre-application consultation with both Manchester City Council and local residents. This consultation process has been extremely rewarding and has helped to refine the proposed development.

ENGAGEMENT WITH MANCHESTER CITY COUNCIL

- 3.4 Prior to submitting the planning application, the applicant undertook pre-application consultation with the LPA. This comprised a formal pre-application meeting between the applicant's development team and Jennifer Connor (Area Team Group Manager) and Mark Dickens (Assistant Director Planning & Building Control). The meeting took place on Wednesday 24th April 2024.
- 3.5 No written advice was received from the Council, however the applicant prepared minutes of the meeting which were shared with the Council following the meeting. Further information on the pre-application feedback is provided within the Planning and Retail Statement.
- 3.6 The applicant also attended an in-person meeting with the Rusholme Ward Councillors on the 7th November 2024, and a further pre-application consultation with Manchester City Council officers, Jennifer Connor and Steven McCoombe, on the 19th March 2025.

ENGAGEMENT WITH LOCAL COMMUNITY

- 3.7 The applicant also undertook consultation with the local community within which the application is proposed. This community consultation comprised:
- The delivery of 6,835 leaflets to surrounding addresses inviting people to view the proposals online, attend the public exhibition, and to provide feedback;
 - A dedicated phone number for residents to register their comments; and,
 - A Public Exhibition was held at Platt Lane Sports Complex, Yew Tree Road, Manchester from 3pm to 7pm on Thursday 24th October 2024.
- 3.8 The four-page A5 leaflets were printed in full colour and gave details of the proposed development, including a computer-generated visualisation of the store and the proposed site plan. The leaflets invited local residents to register their comments online.
- 3.9 Further details of the public consultation undertaken are provided in the Statement of Community Involvement that accompanies the planning application.

4 PLANNING POLICY CONTEXT

- 4.1 National planning policy is set out within the National Planning Policy Framework (2024) (NPPF), which is supplemented by the National Planning Practice Guidance (NPPG).
- 4.2 At the heart of the NPPF 2024 is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. This means that authorities should approve development proposals that comply with relevant policies without delay. Where there is an absence of relevant development plan policies or if the policies are out-of-date, planning permission should be granted unless:
- i. *“The application of policies in this Framework that protect areas or assets of particular importance provide a strong reason for refusing the development proposed, or*
 - ii. *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”*
- 4.3 Section 12 of the Framework (Achieving well-designed places) confirms that good design is a key aspect of sustainable development and creates better places in which to live and work. Good design also helps make development acceptable to communities.
- 4.4 Policies at the local level that dictate development within Manchester City Council Local Authority Area are contained within Places for Everyone (2024), the Manchester Core Strategy (2012) and the ‘Saved Policies’ of the Manchester Unitary Development Plan (UDP) (1995).
- 4.5 The planning policies most pertinent to design and access in the Local Development Plan are outlined below.

Places for Everyone (2024)

- 4.6 **Policy JP-P1 (Sustainable Places)** outlines that development should be distinctive, with a clear identity that respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.
- 4.7 **Policy JP-C5 (Streets for All)** outlines that streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.
- 4.8 **Policy JP-C6 (Walking and Cycling)** states that development creating safe, attractive and integrated walking and cycling infrastructure will be supported.

Manchester Core Strategy (2012)

- 4.9 **Policy CC9 (Design and Heritage)** outlines that the design of new buildings will need to be of the highest standard in terms of appearance and function.
- 4.10 **Policy EN1 (Design Principles and Strategic Character Area)** requires all new development in Manchester to follow the seven principles of urban design identified in the NPPF and have regard to the strategic character area in which the development is located.
- 4.11 **Policy T1 (Sustainable Transport)** states that the Council will support proposals which, amongst other things:
- Improve choice by developing alternatives to the car;
 - Promote regeneration and improve access to jobs;
 - Improve access for those whose mobility is impaired;
 - Enhance pedestrian routes and the pedestrian environment; and
 - Seek to improve Manchester’s cycle network.

- 4.12 **Policy DM1 (Development Management)** states that all proposals for new development should have regard to:
- Appropriate siting, layout, scale, form, massing, materials and detail;
 - Impact on the surrounding area in terms of design, scale and appearance as well as character;
 - Effects on amenity including privacy, light, noise, air quality and litter;
 - Accessibility by sustainable modes of transport and for disabled people;
 - Community safety and crime prevention;
 - Vehicular access and car parking;
 - Ecology, flood risk and drainage; and
 - Refuse storage and collection.
- 4.13 It is considered that there are no policies contained within the UDP (1995) that are of relevance to this Design and Access Statement.

5 DESIGN PROPOSALS

- 5.1 This section evaluates the existing site context to inform the design and rationale for the proposed development at the site. It explains the design principles and concepts that have been applied to the design of the development in terms of use, amount, layout, scale, appearance, and landscaping.

DESIGN RATIONALE

- 5.2 The scheme proposes the following:

- A new discount foodstore will be constructed;
- A high-quality landscaping plan will be delivered; and
- The provision of 91 car parking spaces.

- 5.3 The design rationale of the proposal has been informed by Lidl's operational requirements within the context of the site constraints and surrounding land uses.

USE

- 5.4 Policy advises that development proposals should aim to incorporate passive design measures through siting, design, layout and building orientation as well as ensuring that developments are designed to a high quality.

- 5.5 The proposed Lidl food store will be in Use Class E (retail). The store itself will include a sales area; warehouse delivery area; freezer room; bakery; manager's office; staff welfare facilities; and customer toilet. The development also includes associated landscaping, a car park (91 spaces), cycle parking (6 cycle hoops), and a delivery bay.

- 5.6 Further details on the principle of development are set out in Section 10 of the accompanying Planning and Retail Statement. The statement concludes that the proposed retail use is acceptable in principle. The proposed redevelopment of the site is considered to accord fully with the aspirations set out in Policies CC9, EN1, and DM1 of the Manchester Core Strategy, and the overarching principles of the NPPF 2024.

AMOUNT OF DEVELOPMENT

- 5.7 The site occupies approximately 0.66 ha. The proposal will deliver a retail unit which will extend to 1,962 sq.m gross internal area, with a net sales area of 1,334 sq.m. As set out above, the site will accommodate 91 car parking spaces, including 9 parent and child parking spaces, 6 accessible parking spaces, 2 EVC parking spaces, and 5 staff parking spaces.

- 5.8 The amount of development proposed is considered to strike the right balance between making the most efficient use of the land whilst providing a high-quality food store. It is therefore considered to fully accord with Policies CC9, EN1, T1 and DM1 of the Manchester Core Strategy, as well as the aspirations set out in Paragraph 128 of the NPPF 2024.

LAYOUT

- 5.9 The layout of the site is shown on the Proposed Site Plan (**Appendix 2**), which illustrates that the new store will be located to the south and south-east of the site. The car parking area is adjacent to and wraps around the store extending westwards and northwards, with servicing to the east of the store.

- 5.10 The layout proposed aims to ensure that the design contributes positively to the street scene with the glazed wall on the west elevation fronting the car park, providing openness and vibrancy as well as encouraging natural surveillance from increased activity around the store entrance and individuals using the car park.

- 5.11 Vehicular access to the Lidl store will be off Wilmslow Road. The delivery bay is located to the east of the store, utilising the same access from the Wilmslow Road. The main entrance to the Lidl store will be angled in the north-western corner of the building.

- 5.12 The proposed layout accords with Lidl's operational requirements and is designed to ensure good visibility into the site from the local highway network and effective functionality in terms of servicing.
- 5.13 Overall, the proposed layout is intended to promote legibility and excellent natural surveillance to promote safety as well as positive visual amenity.
- 5.14 The layout of the development is logical, sympathetic and appropriate for the site and its setting. Therefore, it is considered to be in accordance with Policies CC9, EN1, T1 and DM1 of the Manchester Core Strategy, and the overarching principles of the NPPF 2024.

SCALE

- 5.15 The scale of the development is necessary and consistent with Lidl's latest operational requirement. The new development will comprise a contemporary building with a sloping roof complementing the surrounding land uses in terms of its height and bulk.
- 5.16 Further details of the scale of the development proposed will be provided on the accompanying elevations plan.
- 5.17 The scale of the development is therefore considered to be in line with both the aspirations of Paragraph 128 of the NPPF 2024, and with Policies CC9, EN1, T1 and DM1 of the Manchester Core Strategy.

APPEARANCE

- 5.18 Paragraphs 131 and 135 of the NPPF advise that the new development proposals should be visually attractive as a result of good architecture and that design of the built environment is a key aspect of sustainable development.
- 5.19 The new Lidl building is a single-storey building, of contemporary design, and features a single height glazed curtain walling in grey and insulated metal cladding panels in white. The doors will be powder coated steel in grey.
- 5.20 The building will also have metal composite insulated roof panels with steel coping flashing along the perimeter in grey to match the cladding, and aluminium gutters and rainwater pipes. The roof of the store slopes slightly from north to south.
- 5.21 The new store will also provide a dedicated in-store bakery along with welfare facilities for staff and customers. Further details of the appearance of the proposed development can be found on the accompanying elevations plan.
- 5.22 Due to the building's high specification, distinguished quality and contemporary design, it is considered that the proposed Lidl food store will enhance the surrounding area.
- 5.23 The proposed surface materials are as follows:
- Block paving to pedestrian routes, trolley bay, and store entrance.
- 5.24 Further details of surface treatment can be found in the accompanying proposed surface finishes plan.
- 5.25 Overall, the proposed appearance of the building will improve the overall visual amenity of the existing locality and is therefore considered to fully accord with Policies CC9, EN1, T1 and DM1 of the Manchester Core Strategy, and the aspirations of Paragraph 131 of the NPPF 2024.

Landscaping

- 5.26 Paragraph 135 of the NPPF 2024 advises that planning proposals should be visually attractive and be complemented by result of appropriate landscaping.

- 5.27 The proposed development has undergone a considered and detailed landscaping design in order to assist the development in assimilating into the surrounding area and to enhance the appearance and visual amenity of the site.
- 5.28 The proposed development will incorporate landscaping along the perimeter of the site, predominantly on the northern and eastern boundaries. The proposed landscaping scheme will provide a positive contribution to the street scene and wider surrounding area.
- 5.29 Overall, the proposed landscaping will represent a significant enhancement to the visual amenity of the location by providing improved landscaped areas across the site. The proposed landscaping forms an intrinsic element of the overall design of the development proposal and is of a high standard in line with the policy objectives. The landscaping approach is considered appropriate to the proposed use and character of the development.
- 5.30 Further details of the proposed landscaping can be found in the accompanying proposed Landscape Plan.
- 5.31 The proposed development of the site is considered to accord fully with the aspirations set out in Paragraph 135 of the NPPF 2024, and Policies CC9, EN1, T1 and DM1 of the Manchester Core Strategy.

6 ACCESS CONSIDERATIONS

6.1 This section outlines how the issues have been addressed regarding access to the proposed development. In particular, this section addresses the following points as listed in the Town and Country Planning (Development Management Procedure) (England) Order 2015. Accordingly, this section:

- Explains the policy adopted to access, and how the policies relating to access in relevant local development documents have been taken into account;
- States what, if any, consultation has been undertaken on the issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explains how specific issues that might affect access to the development have been addressed.

6.2 Each of these points will be addressed in turn.

PLANNING POLICY CONTEXT

6.3 The NPPF advises that the transport system should be balanced in favour of schemes that promote sustainable transport modes, to provide people with a real choice about how they travel. The document further advises that encouragement should be given to development solutions which support reductions in greenhouse gas emissions and reduce congestion. Local planning authorities should therefore support schemes that seek to encourage and facilitate the use of sustainable modes of transport.

6.4 All developments that generate a significant amount of movement should be supported by a Transport Statement or Transport Assessment. Decisions should take account of whether:

- Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site;
- Safe and suitable access to the site can be achieved for all people; and
- Whether improvements can be undertaken within the transport network that effectively limit any significant impact of the development. Development should only be prevented or refused on transport grounds where residual cumulative impacts of the development are severe.

6.5 When promoting developments, Paragraph 115 of the Framework states that “it should be ensured that:

- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

6.6 Explaining further, Paragraph 116 says that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe.”

6.7 In the same character (paragraph 117), it is advocated that “within this context, applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug and other ultra-low emission vehicles in safe, accessible and convenient locations.”

- 6.8 In the adopted Development Plan for Manchester City Council, Policy T1 (Sustainable Transport) of the Core Strategy (2012) sets out the Council's position in relation to accessibility. The policy aims to promote a sustainable and improved transport system which is safe, reliable and convenient. The policies also require development proposals to contribute to encouraging more sustainable travel behaviour by ensuring that travel needs can be met by non-car modes.

ACCOUNT OF POLICY

- 6.9 From a review of national and local planning policy, it is clear that the provision of safe and adequate access to the site, and sustainable transport is important in the context of the development proposed. The proposal ensures that these aims are met in a number of ways.
- 6.10 The planning account application is accompanied by a Transport Assessment and Travel Plan, prepared by Cora IHT.
- 6.11 The Transport Assessment has reviewed the accessibility options by different modes of transport and confirmed that the site has good levels of accessibility on foot, by cycle and by public transport. Pedestrian access provision into the site will be of a high standard to encourage customers and residents to access the site by foot from the surrounding residential areas.
- 6.12 In addition, the Transport Assessment has reviewed potential traffic generated by the proposal and reviewed the proposed parking provision requirements.
- 6.13 The Transport Assessment concludes that the proposed development will not result in any adverse impact on safety or capacity of the local highway network:
- The scheme provides a total of 91 car parking spaces including 9 parent & child, spaces, 6 accessible spaces, 2 EVC spaces and 5 staff spaces;
 - 6 cycle parking hoops with a capacity for 12 cycles will also be provided for customers along the store's western elevation;
 - The site will be accessed off Wilmslow Road which will allow deliveries to satisfactorily enter, service, turn and exit the site in a forward gear;
 - The site is accessible by all non-car modes of transport;
 - The proposed site access signalised junctions would operate better than the existing base scenarios; and
 - The development impact from the proposed trips on the observed junctions are minimal.
- 6.14 The Travel Plan identifies the existing transport facilities at the development site and sets out a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.
- 6.15 In light of the above, it is considered that the proposed site layout provides safe and efficient movement for all users. The is positioned in a highly accessible location which promotes access by sustainable transport, including public transport, walking and cycling. This is in accordance with national and local planning policy.

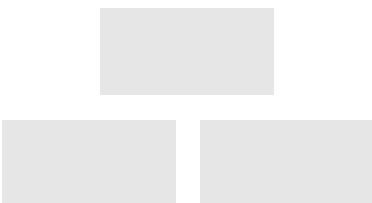
SUMMARY

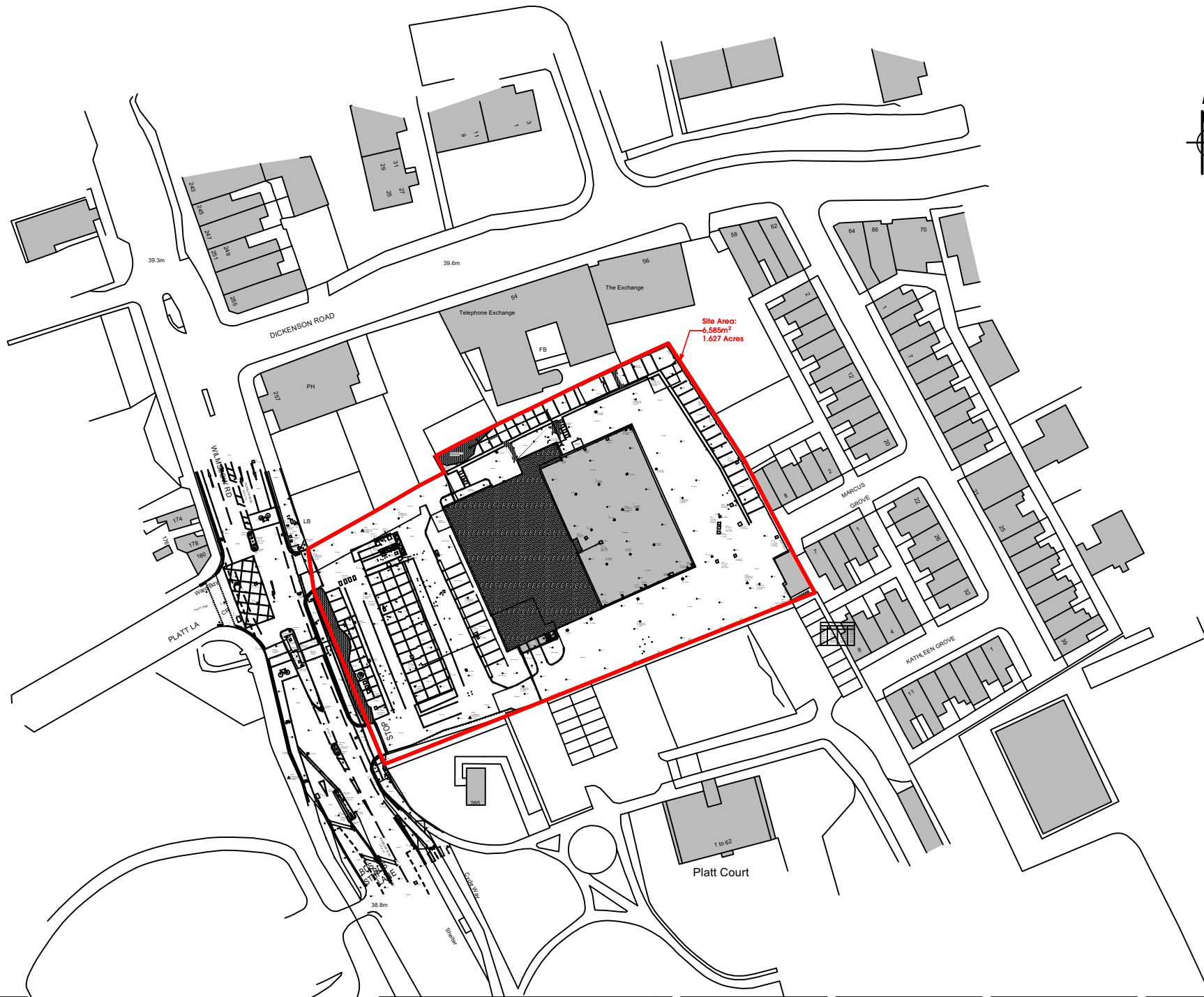
- 6.16 It is considered that the proposed development has taken full account of both national and local planning policy to ensure safe access for all and an appropriate level of parking at the site.

7 SUMMARY

- 7.1 This DAS has provided the design principles and concepts that have been applied to the development proposal for the erection of a discount foodstore (Use Class E) with access, parking, landscaping and other associated works at Former Rusholme Bus Depot, Wilmslow Road.
- 7.2 The DAS has provided the design principles and concepts that have been applied to the development proposals and outlined how issues relating to access for the development have been addressed. In particular, the document sets out the following:
- The scale and layout of the proposal is appropriate in the local context;
 - The proposed parking provision is sufficient;
 - The development proposes a high-quality design that has been informed by the site constraints and surrounding area, along with Lidl's operational requirements; and
 - The proposal will improve and enhance the visual amenity of the site whilst ensuring a good standard of amenity for existing and future occupiers.
- 7.3 The design rationale has been informed by the location of the site, Lidl's operational requirements, and how the site relates to its surrounding land uses. It is considered the proposed use, amount of development, layout, scale and appearance are acceptable in design terms and the proposals will deliver a contemporary design which will enhance the visual appearance of the site and the surrounding area.
- 7.4 National and local planning policy as well as feedback received during the pre-application consultation have been fully taken into account in the development of the site design. Overall, the proposed scheme will enhance the site, delivering and providing safe access for all users in accordance with the relevant design and access policy guidance.

Site Location Plan





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DO NOT SCALE!
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

Rev. Date Description

client



Lidl GB Ltd

project

Wilmslow Rd, Rusholme

drawing title

Site Location Plan

date

August 2024

status

Planning

scale

1:1250 @A4

drawn

JBH checked MH

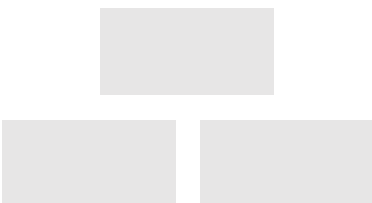
job no. 2594 dwg no. P401

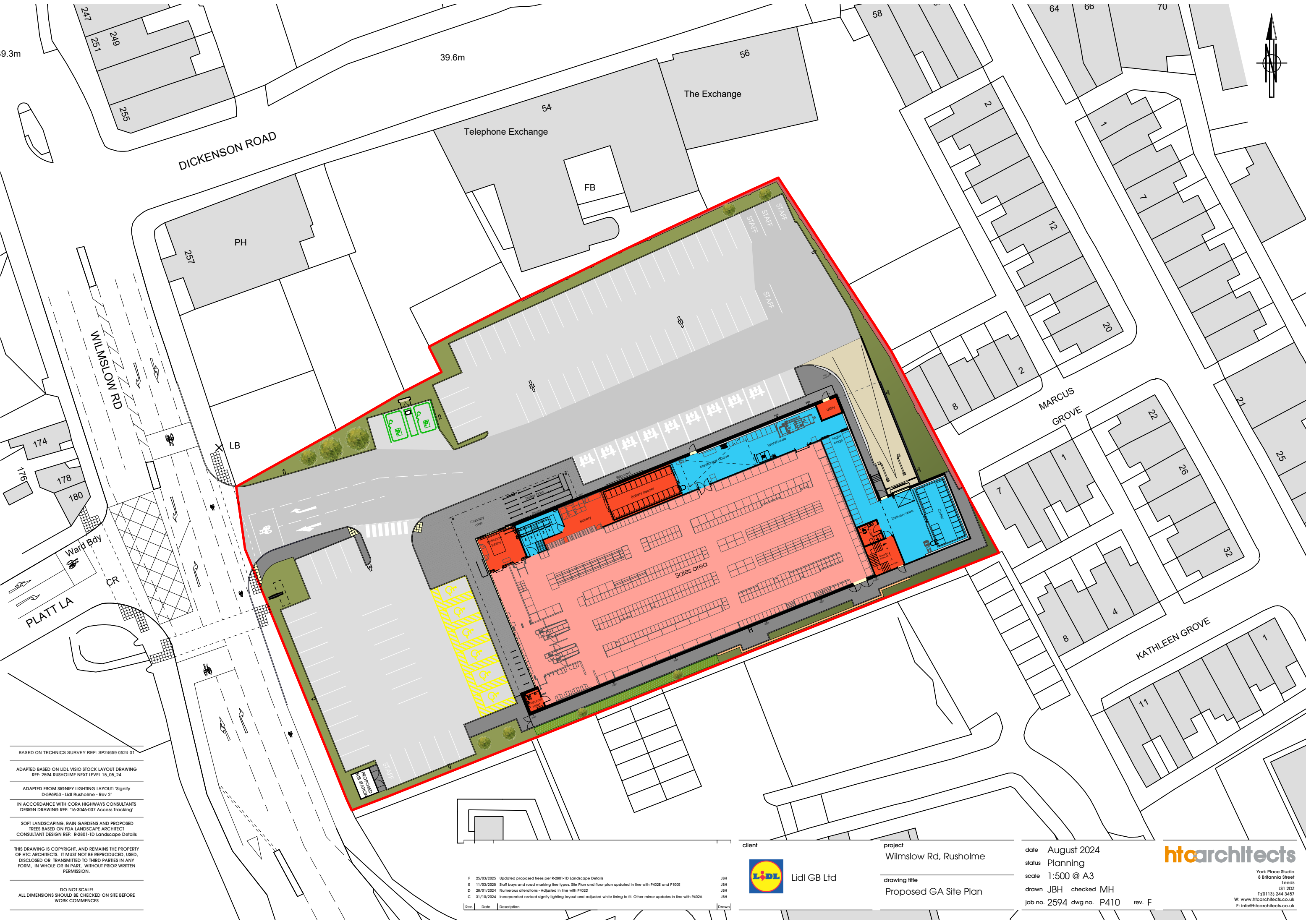
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Proposed Site Layout





BASED ON TECHNICS SURVEY REF: SP24659-0524-01

ADAPTED BASED ON LIDL VISIO STOCK LAYOUT DRAWING REF: 2594 RUSHOLME NEXT LEVEL 15_05_24

ADAPTED FROM SIGNIFY LIGHTING LAYOUT: 'Signify D-596953 - Lidl Rusholme - Rev 2'

IN ACCORDANCE WITH CORA HIGHWAYS CONSULTANTS DESIGN DRAWING REF: '16-3046-007 Access Tracking'

SOFT LANDSCAPING, RAIN GARDENS AND PROPOSED TREES BASED ON FDA LANDSCAPE ARCHITECT CONSULTANT DESIGN REF: R-2801-1D Landscape Details

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DO NOT SCALE!
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

F	25/03/2025	Updated proposed trees per R-2801-1D Landscape Details	JBH
E	11/03/2025	Staff boys and road marking line types, Site Plan and floor plan updated in line with P402E and P100E	JBH
D	28/01/2024	Numerous alterations - Adjusted in line with P402D	JBH
C	31/10/2024	Incorporated revised signifi lighting layout and adjusted white lining to fit. Other minor updates in line with P402A	JBH
Rev.	Date	Description	Drawn

client
 Lidl GB Ltd

project
Wilmslow Rd, Rusholme

drawing title
Proposed GA Site Plan

date August 2024
status Planning
scale 1:500 @ A3
drawn JBH checked MH
job no. 2594 dwg no. P410 rev. F

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