Design & Access Statement

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GDD25028-GDA-MB-ZZ-PP-A-1835-P02

Renold's Corner
Burnage, Manchester

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RIBA Chartered Practice

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01

Introduction

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Artist's impression of proposal, along Lane End Road

01 / Introduction

Purpose of this Design and Access Statement

This document has been produced pursuant to the requirements of Section 327(b) of the Town and Country Planning Act 1990 and Article 4(c) of the Town and Country Planning (General Development Procedure) Order 1995 and is also in accordance with Circular 01/2006 as well as the guidance produced by CABE entitled 'Design and Access Statements - How to write, read and use them' which was published in 2006.

It is intended as a positive and helpful tool for the Council and interested third parties, and demonstrates how the design proposals have evolved,having regard to detailed consideration of the site opportunities and constraints, the pre-application engagement undertaken, and other nearby schemes that have been awarded consent. The document has been prepared by Group D Architects Ltd.

The site, subject to this application, located on the prominent junction of Lane End Road and Kingsway (A34) and is currently occupied by two detached retail units - Everest Pharmacy along with the neighbouring Manchu Wok Building. Negotiations have been concluded to with the operator of Everest Pharmacy to retain the largest of the ground floor retail units proposed as part of the scheme, enabling the pharmacy to move into larger, more modern premises and, thus, allowing the pharmacy to enhance its offering to the local community.

This document aims to highlight design proposals, principles and considerations with regards to the development of the land at Lane End, Burnage, and aims to demonstrate how the proposed development sits within the wider and local contexts of the area.



Artist's impression of Fog Lane Elevation

The Vision

The project vision was to make efficient use of a brownfield, accessible site by redeveloping it to accommodate a mixed-use development, comprising retail (Use Class E) at ground floor level and residential development (Use Class C3) above.

This redevelopment aims to maximise the site's potential as a mixed-use opportunity, utilising its strategic location at a key junction on a gateway into Manchester. The new development is intended to create a vibrant, dynamic space that contributes to the local economy whilst also providing much-needed residential accommodation, enhancing the overall functionality and appeal of this prominent urban location.

Design Approach Summary

The proposed mixed-use development aligns with key national and Manchester-specific policy guidance, including the "Places for Everyone" Plan and the "Make It Manchester" design principles. Its high-density approach, public transport accessibility, and careful design considerations respond to the NPPF's emphasis on sustainable land use and quality design. The scheme supports Places for Everyone Policy JP-H3 by delivering a balanced mix of high-quality, accessible dwellings that meet NDSS standards and Part M4(2) requirements, while also addressing local housing needs. The development also reflects Policy JP-P1, creating a sustainable, well-connected place through integration of residential and commercial uses, provision of rooftop amenity space, and investment in green infrastructure. In addition, the project's materiality and architectural treatment respond to Manchester's character and context, particularly at this prominent junction, while advancing the wider PfE ambition to deliver distinctive, high-quality urban environments. Together, these elements contribute to Manchester's goals for sustainable growth, climate resilience, and the creation of vibrant, liveable neighbourhoods.

The Scheme

We are proposing a mixed-use apartment block that will feature 56 high-quality residential units, consisting of 36 one-bedroom apartments and 17 two-bedroom apartments and 3 three-bed apartments. These apartments have been carefully designed in accordance with relevant planning policies, ensuring they meet the NDSS standards for size, layout, and accessibility. In accordance with Policy JP-H3 of the Places for Everyone Plan, the dwellings are designed in accordance with Part M4 (2) of the Building Regulations.

On the ground floor, the development will include four retail units totalling 524 square meters. These units have been designed with flexibility in mind, allowing them to accommodate a variety of retail opportunities that will serve the local community and enhance the economic vitality of the area. Paramount to the success of the retail units is the retention of Everest Pharmacy who have agreed to lease the largest of the retail units. Negotiations with the pharmacy have been ongoing throughout the design process to ensure that they have sufficient space to match their aspirations, providing a space they can grow into and continue to provide the vital community service.

Courtyard amenity space has been provided exclusively for residents at first floor level and roof top amenity spaces, offering a private and serene environment. This space will be thoughtfully landscaped as part of our broader strategy to improve biodiversity within the development, creating a green retreat in an urban setting.

To meet the needs of residents, the development includes 24 car parking spaces, three of which are accessible. Additionally, secured and covered 100% bike storage is provided for residents, promoting sustainable transportation options. Additional cycle store for the retail users can be located on the pavement at street level.

The building's appearance has been carefully designed to reflect the historical context of the nearby junctions, where larger-scale



Artists impression of Kingsway elevation



Artists impression of Lane End Road elevation

buildings traditionally served as focal points. The materiality of the building echoes both the character of the local area and the broader architectural heritage of Greater Manchester, using a combination of modern and traditional elements to create a development that is both contemporary and contextually appropriate.

Planning Policy Guidance

Relevant planning policy guidance will be referred to throughout the document. Key policy guidance includes the following:

National Planning Policy Framework (NPPF)

Making Effective Use of Land: Encourages the use of suitable brownfield land within settlements for homes and other uses, particularly in locations with good public transport links, to promote sustainable growth and higher-density development.

Achieving Well-Designed Places: Stresses the importance of developments contributing to the overall quality of the area, creating strong, attractive, inclusive, and healthy environments.

Promoting Sustainable Transport: Advocates for locating developments in areas that offer sustainable transport options, reducing reliance on cars, and promoting walking, cycling, and public transportation

Places for Everyone (2024)

Policy JP-P1 – Sustainable Places: Establishes the need for development to be located in sustainable, well-connected areas, making efficient use of land and infrastructure, and creating places that support healthy, inclusive community.

Policy JP-H3 – Type, Size and Design of New Housing: Requires new housing to meet nationally described space standards (NDSS), provide accessible and adaptable homes, and ensure a mix of dwelling types and sizes that reflect local needs.

Manchester Core Strategy (2012)

Policy CC9 - Design and Heritage: Requires new developments to respect the city's heritage and contribute positively to the character and quality of the area, particularly in design and materiality.

Manchester Residential Quality Guidance (2016)

Provides detailed criteria for the quality of residential development, including apartment sizes, layouts, amenity spaces, and accessibility. This guidance ensures that new residential developments offer a high standard of living and are designed with long-term sustainability in mind.

"Make It Manchester" (2016)

Contextual Design: Encourages designs that are responsive to Manchester's unique character and heritage. Developments should incorporate local materials and architectural details that reflect the city's industrial past while embracing contemporary design.

Urban Grain and Scale: Advises that developments should consider the scale and massing of surrounding buildings, particularly at key junctions, to ensure they are in harmony with the local streetscape. This guide supports the creation of larger, landmark buildings at prominent locations that mark important intersections, contributing to the city's urban identity.

Public Realm and Active Frontages: Emphasises the importance of engaging with the street through active frontages, particularly at ground level, and enhancing the public realm to create lively, pedestrian-friendly environments

Manchester Green & Blue Infrastructure Strategy (2015)

Emphasises the integration of green spaces, such as landscaped areas and roof terraces, within urban developments to enhance biodiversity, improve environmental quality, and provide recreational opportunities for residents.

02

Site Context & Analysis

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02 / Site Context and Analysis

Site Location - Kingsway Road

The site is located on Kingsway Road - a key artery into central Manchester with a 15 minute connection via both Bus and Train public transport methods.

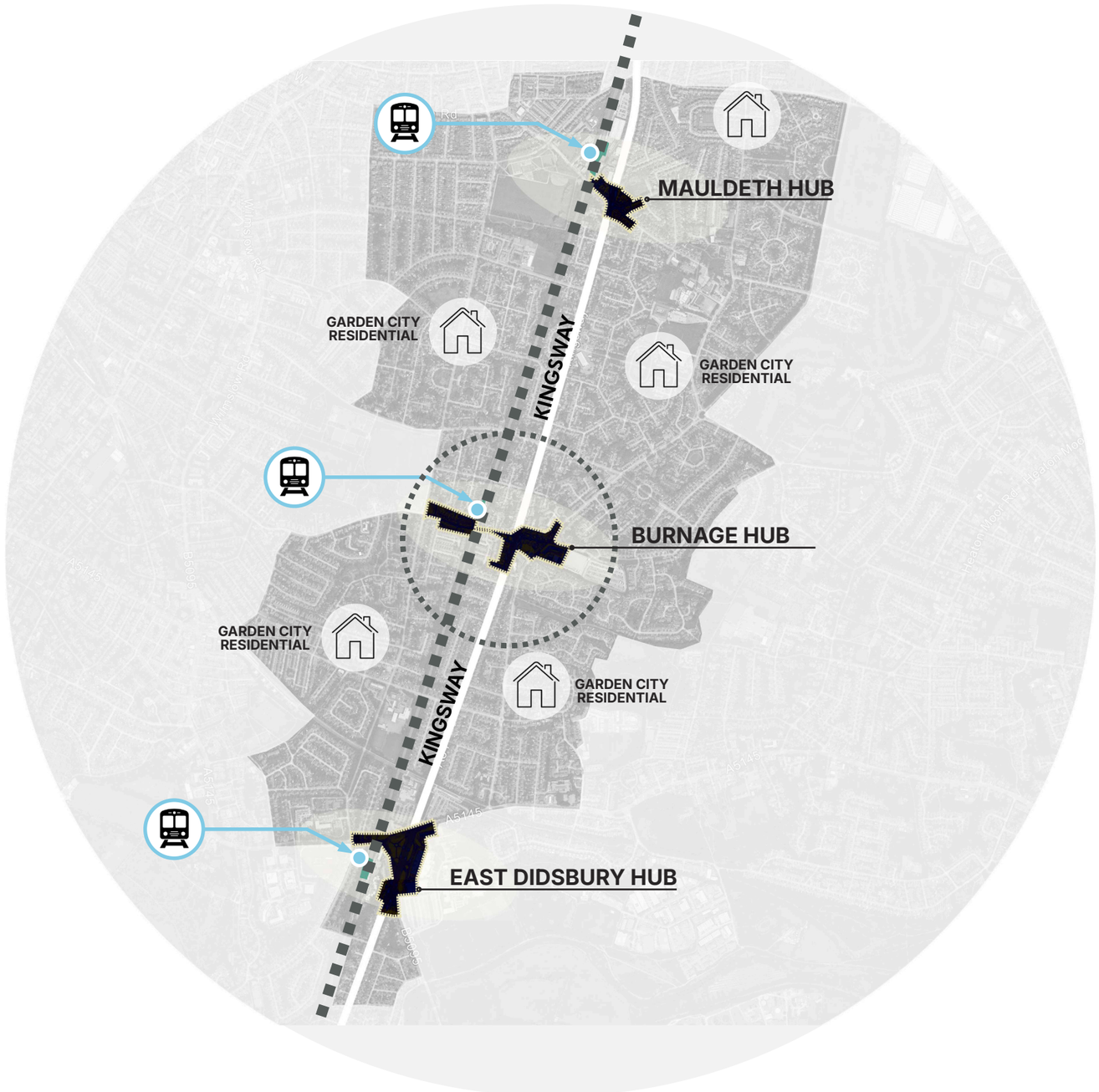
The site benefits from strong connections to Manchester through an extensive public transport network, including trains and busses. This high level of accessibility reflects the NPPF's focus on sustainable locations and is reinforced by Places for Everyone Policy JP-P1 (Sustainable Places), which emphasises locating development in well-connected areas that support active travel and reduce reliance on private vehicles.

Higher-Density Potential: Given its well-connected location, the site is suitable for higher-density development. This approach is consistent with the NPPF's and Manchester Core Strategy's goals of making efficient use of land and supporting sustainable urban growth.

Enhanced Local Character: Developing on this well-connected site allows for a project that integrates seamlessly with existing infrastructure and contributes positively to the local urban fabric. The design will reflect the surrounding context, as shown in the 'Design Evolution' section, and make efficient use of the site's transport advantages, aligning with the policies that promote developments responsive to their location.

Key Bus and Car Route

Key Rail Route



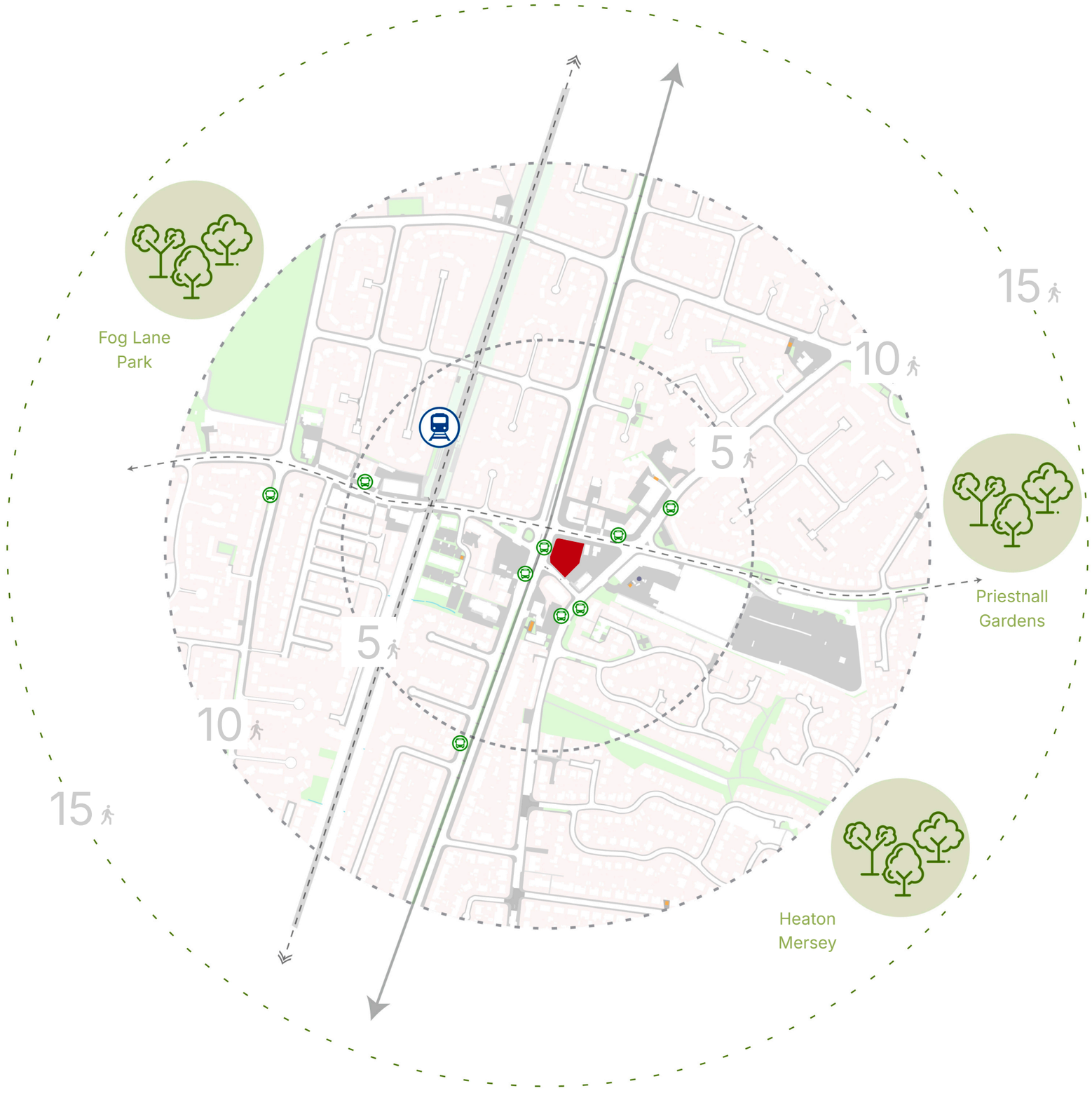
02 / Site Context and Analysis

Site Location - Kingsway Road

Historically, the junctions along Kingsway where it met high streets leading to train stations and local centres were strategically developed as important economic and cultural hubs. These junctions served as focal points in the urban fabric, fostering the growth of local economies and community life through a diverse mix of buildings and uses.

These hubs contain an assortment of commercial high-street buildings—such as shops, offices, and services, such as the bank that sat on our proposed development site. Additionally, industrial buildings like the Renold Chains Factory played a significant role in these areas, providing employment opportunities and contributing to the local economy. The presence of such industrial facilities underscored the multifunctional nature of these junctions, blending commercial and industrial activities.

The integration of commercial, industrial, and cultural buildings at these junctions created vibrant local centres that were both economically and socially significant. This mix of uses fostered a sense of place and identity, making these junctions important destinations within the broader urban landscape of Kingsway



02 / Site Context and Analysis

Site Location - Transport and Green space

The site is bounded on three sides by roads, with its main elevation fronting Kingsway (A34), a key arterial route into Manchester. Lane End Road and Fog Lane define the northern and southern boundaries. Multiple public transport options are within a short walking distance, including Burnage train station less than 0.5 miles to the northwest.

In accordance with Manchester's Core Strategy Policy T1, the site's high accessibility supports the use of sustainable transport modes such as walking, cycling, and public transport. Policy T2 reinforces the need for developments to be well-connected by these modes, highlighting the site's suitability for redevelopment.

These principles are further supported by Places for Everyone Policy JP-P1 (Sustainable Places), which emphasises locating development in well-connected areas to reduce reliance on private vehicles and encourage active travel.

With excellent transport links and alignment with local transport policy, the site represents a strong opportunity for sustainable redevelopment. In addition, nearby open spaces such as Preistnall Gardens and Fog Lane Park provide valuable recreational amenity space for residents and the local community.

Major Arterial Roads

Railway Link

Burnage Station

Bus Stop

Public Park / Open Green space



Historic Economic Drivers for the Burnage Hub

At these key junctions, where Kingsway intersected with high streets leading to important destinations like train stations, local centres naturally evolved into economic hubs. These areas became central points of commerce and industry, essential to the growth and vitality of the surrounding neighbourhoods

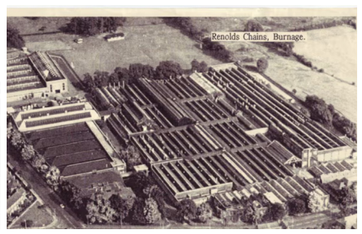
Burnage Train Station

Opened in 1910, the station provided a vital connection to the centre of Manchester, serving the Renolds Chains Factory and the surrounding garden suburbs of Burnage and Didsbury East.

Former Bank Building

The corner plot where the proposed development sits was a significant commercial unit in the area; a Nat West bank, until it burned down in the 1980s.





Renolds Chains and Railings

Renolds Chains Factory was a key employer for Burnage and Didsbury with over 1500 workers. Built in 1906 it was a employer for the garden city approach of Burnage and Didsbury until it was demolished in the mid twentieth century. The important of Renolds can still be felt with numerous factories still remaining across Manchester.



02 / Site Context and Analysis

Burnage Hub: Land-Use

Burnage Economic Hub (identified by the buildings in pink) is focused around the intersection between Kingsway road and Burnage Train Station.

The buildings that constitute the economic hub are a range of mixed-use (high street buildings with residential upper floors), commercial buildings (such as the Tesco Superstore) and Cultural buildings such as St Nicholas Church.

The Site for our proposed scheme sits in the centre of this economic hub for the area.

Residential

Site

Burnage Station

Vehicle Link

Train Link

Burnage ‘Hub’ Buildings: Mixed-Use, Commercial and Cultural



02 / Site Context and Analysis

Surrounding Buildings: Height and Massing

The local areas of Burnage and Didsbury East are predominantly two-storey residential buildings built in the 1930s-1950s.

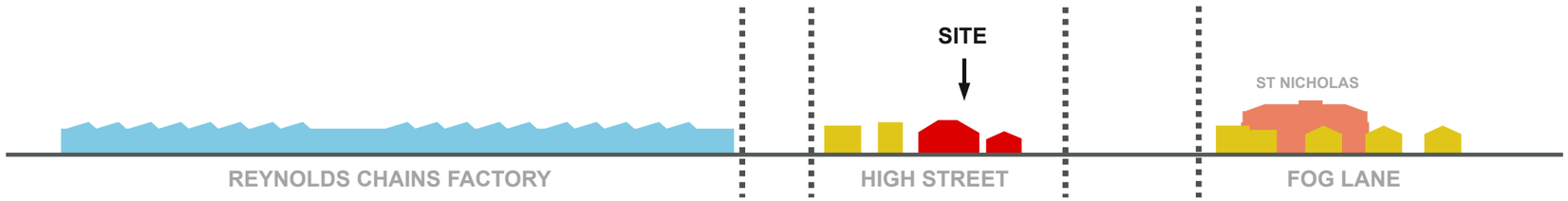
At the key junctions bisecting Kingsway, (the economic hubs described in a previous diagram), typically adjoining a road leading to a Train Station, the buildings become more varied both in terms of Use and of Scale.

A number of the buildings around the junction are mixed-use, containing residential units of two, three and four storeys above a commercial ground floor.

The average height of the developments has increased over time, with the tallest buildings, highlighted in orange and all of the 4+ storeys, being constructed in the past 20 years.

Surrounding Buildings: Height and Massing

- **Two-Storey**
- **Three Storey**
- **> Four Storey**



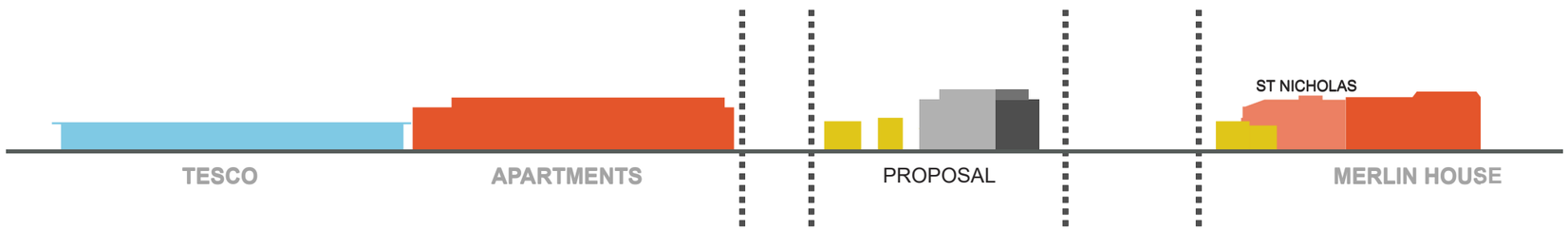
Surrounding Buildings: Height and Massing

Street Scene Elevation 1950s-2000



Surrounding Buildings: Height and Massing

Street Scene Elevation Current



Surrounding Buildings: Height and Massing

Street Scene Elevation - Proposed.

Surrounding Buildings: Height and Massing

In recent decades, the architectural landscape around the junction where our development is situated has undergone significant changes in terms of building heights. Since the 2000s, there has been a trend toward taller structures, with the four most recent developments in the immediate vicinity all reaching four storeys in height. This trend reflects a broader urban shift towards higher-density development in accessible locations, especially at key junctions along major roads like Kingsway.

Given that our site is at the very centre of this junction, our proposal looks to continue this trend with a 16.5m design that steps in at the 5th floor to read predominantly as a four-storey building from street level.

Surrounding Buildings: Height and Massing

- **Two-Storey (Commercial or Mixed-Use)**
- **Three Storey**
- **> Four Storey**





Approximate Heights of Surrounding Developments

02 / Site Context and Analysis

Planning History: Height and Massing

The massing of the proposed development has evolved as a result of pre-application discussions with Manchester City Council officers over a three-year period, outlined below:

Pre-App 1 - September 2022

We initially proposed a taller (24m) building with 43 dwelling units, given the site's prominence on the busy junction between Burnage Lane and Kingsway, and opportunity to create a key landmark on the corner of the high street.

Feedback

This was deemed too large for its context and it was advised that a scaled-back approach to the development should be taken.

Pre-App 2 - September 2024

We proposed a reduced scheme of 35 dwelling units at a height of 18.5m, with a stepped massing down to the Fog Lane side.

Feedback

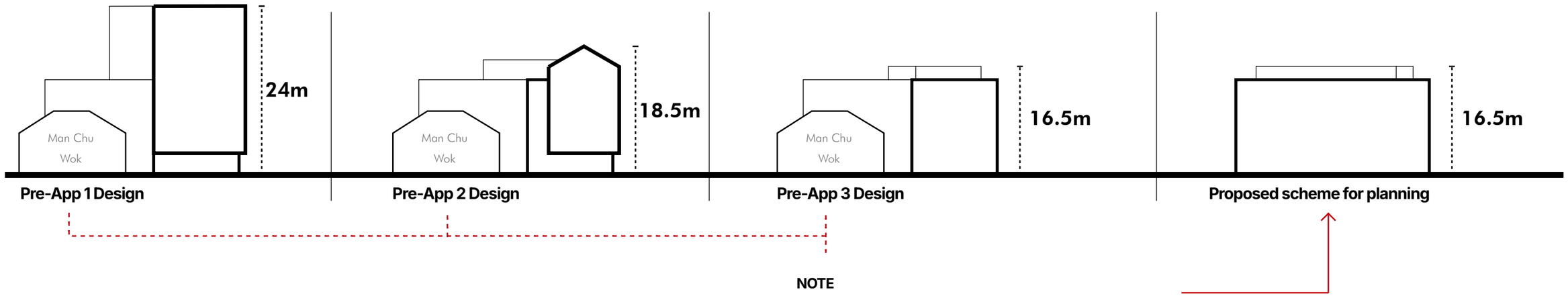
This was deemed more suited to its context in terms of amount of units, but the height difference from the neighbouring buildings was still considered to me be too much of a 'jump in scale'.

Pre-App 3 - February 2025

We have significantly reduced the overall height of the proposed building to 16.5 metres. We have adjusted the massing and reduced the size of the upper floor so that the perceived height from street level matches the surrounding 14 metre tall developments and reads as a 4 storey building. As a result there is less of a "jump in scale" in relation to immediately adjacent properties.

Feedback

The comments from the Heritage and Urban Design officers have been addressed and the design was commented on positively by Planning Officers from the LPA.

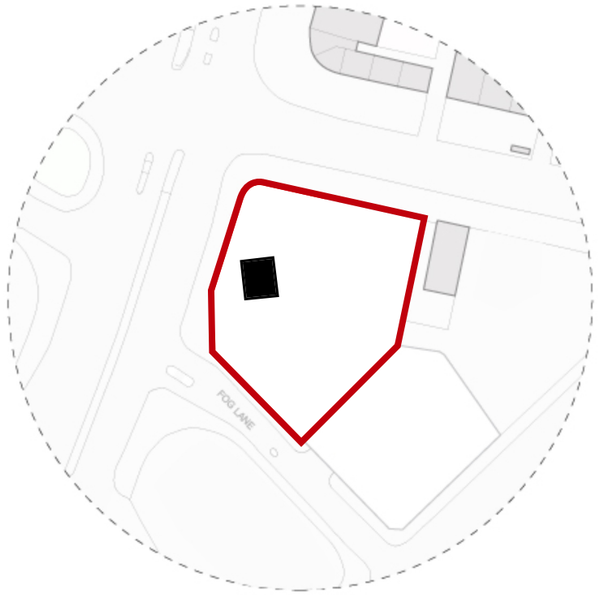


NOTE

The Man Chu Wok building has since been brought into the Applicant's ownership, and will therefore be demolished as part of this application

Land Ownership History

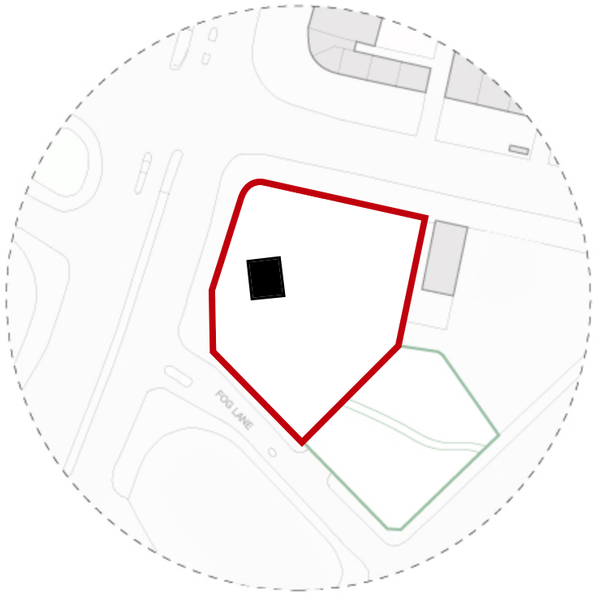
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Historic: Pre-1970s

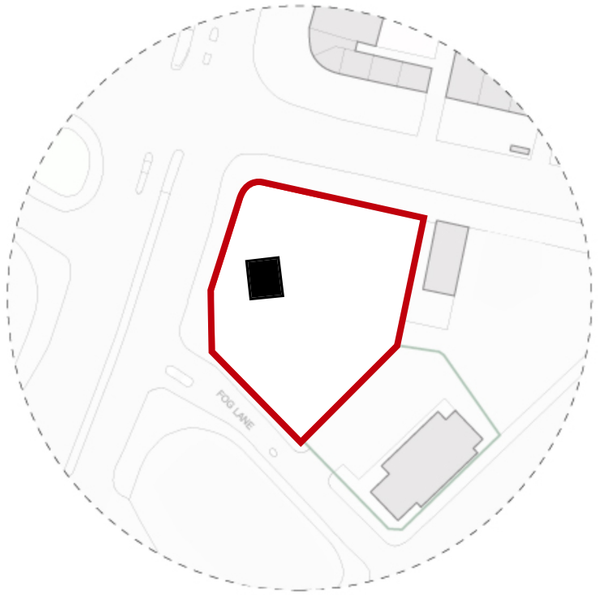
The title deeds for the plot show the extents of the original site boundary

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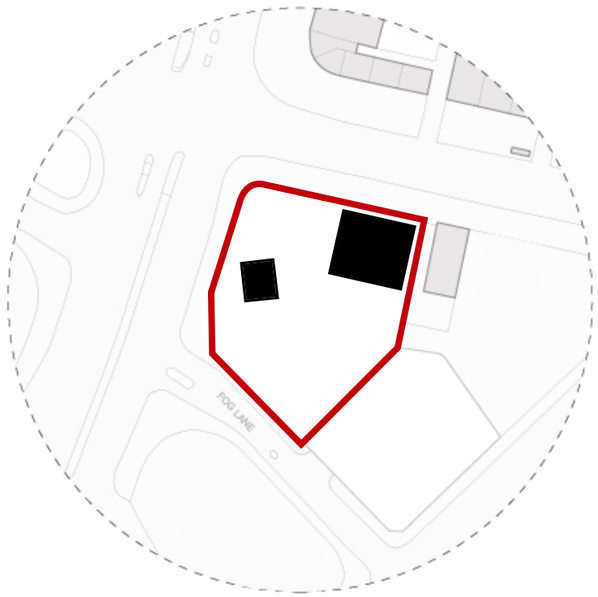
Historic: 1970s-2009

At some point during the 1970s, part of the site was ‘gifted’ to the council for use as a Garden of Rest, with a path running through Fog Lane to Burnage Lane.



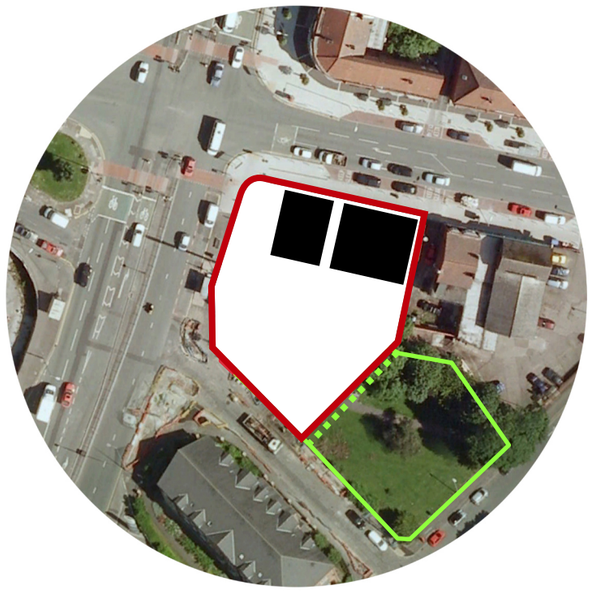
Present Day

In 2009, a medical centre was erected on the council’s plot of land. A fence was built around the original site boundary, and usage of the land was relinquished from the council and handed back to the owner of the Lane End Site.



Historic: Pre-1970s

The title deeds for the plot show the extents of the original site boundary.



Historic: 1970s-2009

Usage of the site was gifted to the council for use as a public ‘Garden of Rest’ between Fog Lane and Burnage Lane.

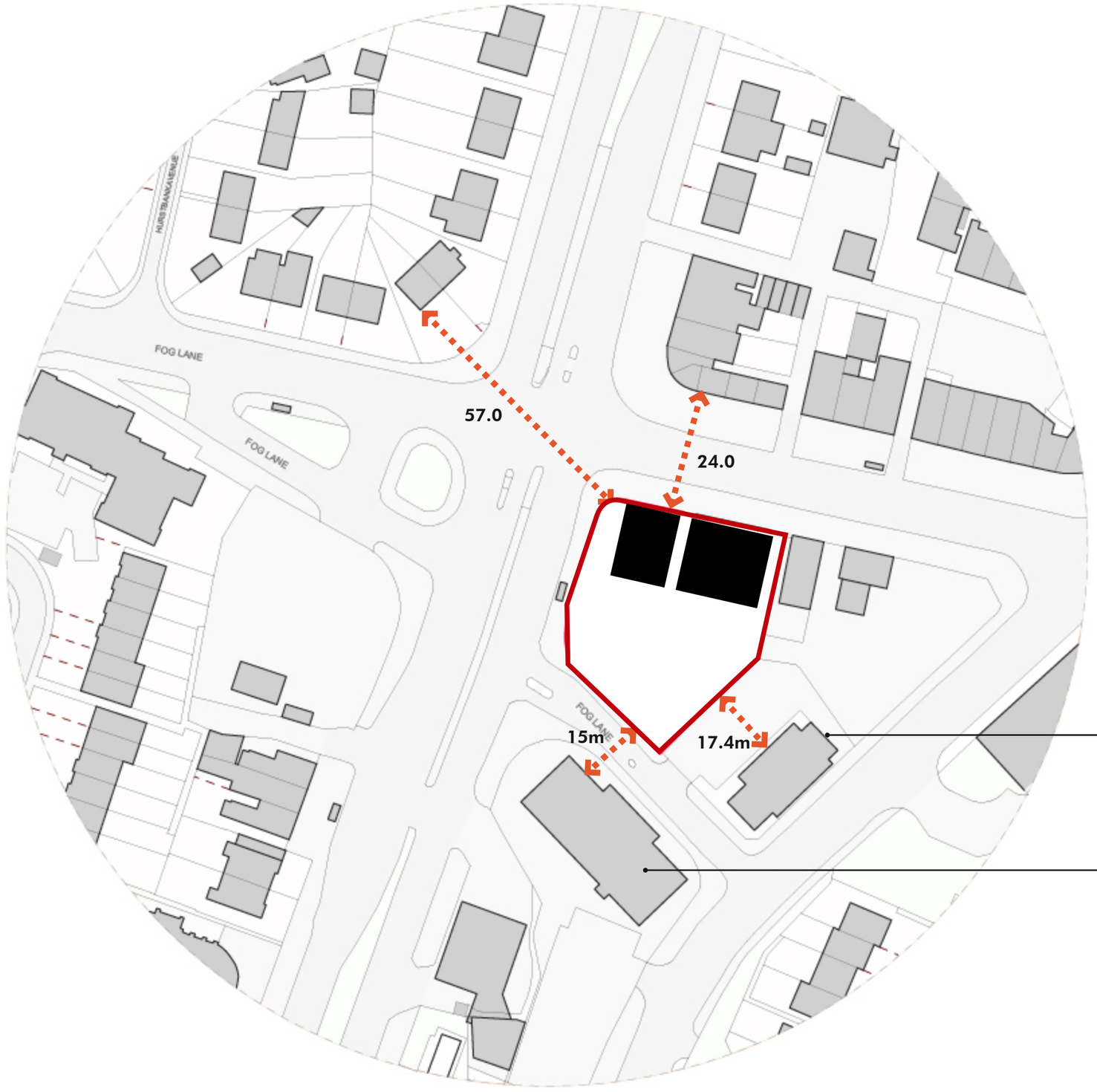
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Present Day

The construction of the Medical Centre with its associated fence has rendered the Garden of rest unusable as a route from Fog Lane to Burnage Lane.

It is assumed that a ‘stopping-up’ order was issued as part of the implementation of the application for the Medical Centre.



02 / Site Context and Analysis

Site Constraints: Interface Distances

The footprint of the site has certain interface challenges, namely at the rear of the Man Chu Wok building, that must be addressed through the design. These are explored in the Architectural Design section.

The proposed reduced interface distances are considered appropriate given the site's District Centre context and the prevailing urban character demonstrated in comparable Manchester suburban centres. Established district centres such as Didsbury Village and West Didsbury exhibit compact built form, continuous frontages and mixed-use buildings where upper-floor residential accommodation sits above commercial premises. These areas typically display tighter building relationships and reduced separation distances compared with suburban residential environments, reflecting the historic urban grain and the need to maintain active high streets. The proposed development adopts a similar compact form which supports active frontage, efficient land use and sustainable access to services. Design mitigation measures, including offset window placement, screening and the positioning of non-habitable rooms, ensure that privacy and residential amenity remain acceptable despite the reduced interface distances.

Interface Distance with Medical Centre

The 17m interface with the medical centre should be deemed acceptable since the use is not residential

Interface Distance with Fog Lane Apartments

Typically there is the requirement of a minimum of 21 meters between facing habitable room windows as such the proximity of the neighbouring apartments across Fog Lane should be considered. However, as theses apartments are street facing and in a built up urban environment we feel that this distance should not preclude development. The approach is consistent with the objective of optimising brownfield land and supporting sustainable, walkable neighbourhood centres as promoted within Greater Manchester regeneration frameworks.

Photographic Study of Site and Surroundings








Photo study

Aerial footage of site and surroundings

Photographic Study of Site and Surroundings



View 1

Looking North up Kingsway



View 2

Looking West up Lane End Road



View 3

Looking East across Kingsway from Fog Lane



View 4

View from site across to opposite corner shops on Lane End Road



View 5

View from site across Kingsway looking to car garage



View 6

View of existing site from Kingsway



Surrounding Buildings: Contemporary Developments
The Depot, Princess Road



Surrounding Buildings: Contemporary Developments
Cancer Research, Cotton Lane



Surrounding Buildings: Contemporary Developments
93 Princess Road

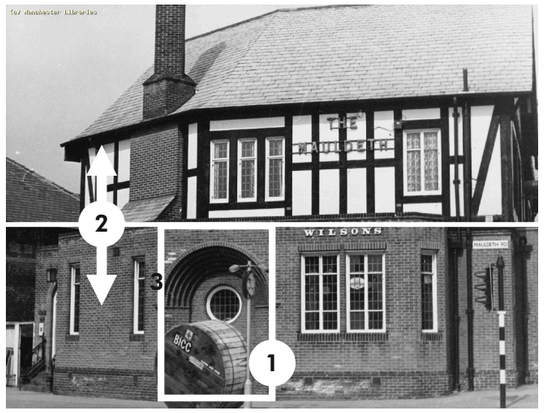


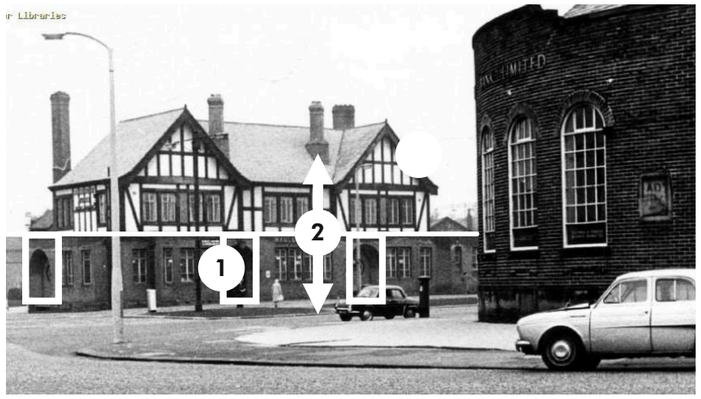
Surrounding Buildings: Contemporary Developments
Leaf St, Meccano Architects

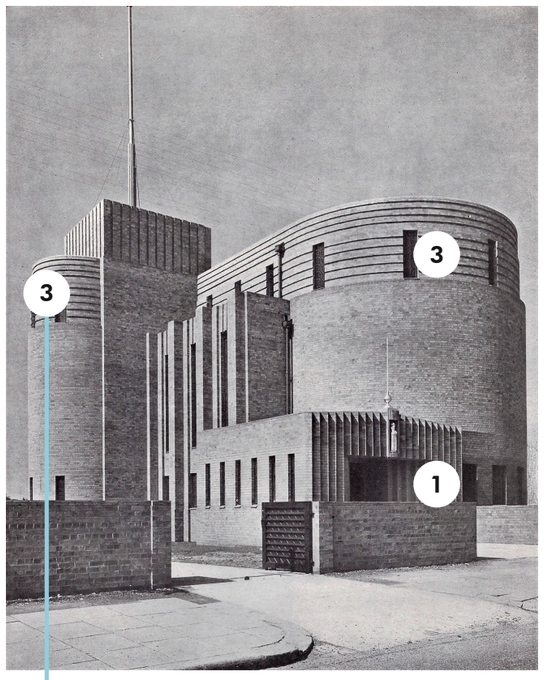
Surrounding Buildings: Contemporary Developments on Nearby Corner Junctions

Several contemporary developments in the vicinity have effectively used the policy guidance from the National Planning Policy Framework (NPPF), Manchester Core Strategy (2012), and Manchester Residential Quality Guidance (2016) to inform their design approach. These buildings, like our proposal, are situated at prominent street corners or junctions and have been designed with increased scale and massing to serve as visual landmarks.

Most of these precedents have utilised materials and design features typical of the local vernacular—such as brickwork, cornices, and window detailing—to ensure that the larger building forms still resonate with the character of the area.









Common Feature 1:
Portals, archways and corbels at ground level of Corner Junctions

Common Feature 2:
Lower-Storey band of Brick with contrasting material above

Common Feature 3:
Horizontal banding

Surrounding Buildings: Local Character and Materiality / Historic Corner Buildings

Historically, the urban design along Kingsway has been characterised by the presence of larger, more prominent buildings at key junctions where the road intersects with high streets leading to important local destinations, such as train stations. These buildings played a significant role in shaping the streetscape and creating a distinctive sense of place.

Historical Pattern of Development: Along Kingsway, it was common for buildings at major intersections, particularly where Kingsway was intersected by a high street leading to a train station, to be larger in scale compared to the surrounding structures. These larger buildings served as visual markers, guiding people towards important nodes of activity, such as transport hubs. Their increased scale helped them stand out in the urban landscape, making them easily identifiable landmarks within the area.

Brick Detailing and Design Elements: These historically larger buildings often incorporated distinctive architectural features that further enhanced their street presence. Brick arches were a common element, adding both structural integrity and aesthetic appeal to the façades. This contributed to a rich architectural language that distinguished these key buildings from the more modest structures surrounding them.

The combination of larger scale and distinctive design elements created a strong street presence at these junctions. These buildings did not just serve functional purposes; they also helped define the identity of the area, contributing to a cohesive and visually engaging streetscape along Kingsway.

03

Statement of Community Involvement

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Statement of Community Involvement

Introduction

In accordance with national and local planning policy requirements and Manchester City Council's Statement of Community Involvement (approved August 2025), community consultation was carried out prior to the submission of this planning application. The aim was to inform local residents, businesses, and stakeholders of the proposals and provide an opportunity for them to share feedback

Consultation Methods

Letter Drop

On 3 June 2025, consultation leaflets were delivered to households and businesses within the identified consultation area (see accompanying map on subsequent page). The leaflet directed people to a dedicated online consultation webpage, which provided further information about the proposed development and included a questionnaire for people to "have their say."

The online feedback form remained open for a period of two weeks following the letter drop to allow sufficient time for responses.

Website address: www.groupd.co.uk/renoldscorner

Note

This consultation was done with a previous scheme. Since this consultation the neighbouring site has been brought into the development area. In doing so we have redesigned the proposal with the new larger site and the concerns of the local residents in mind

Ward Councillor Engagement

Councillors for Burnage Ward and Didsbury East Ward were contacted by the project team in May/June, July and August 2025. Following a query from Councillor Craig, it was confirmed that the pharmacy was to be retained as part of the proposals. No response was received from Didsbury East Ward Councillors

Consultation Feedback

In total, the consultation received approximately 72 responses through the online feedback form.

Summary of Responses and Key Themes:

25% of respondents expressed strong support for the proposals, highlighting positive aspects of the scheme.
45% expressed strong opposition, raising a variety of concerns.
30% provided mixed feedback, acknowledging benefits but also identifying issues.

Common concerns highlighted within the feedback are;

Car parking and traffic: Concerns about increased parking pressure and congestion in the area.
Local litter: Frequent reference to existing litter issues linked to the nearby "Miami Crispy" chicken shop.
Pharmacy provision: Widespread concern about the potential loss of Everest Pharmacy.
Ground floor retail: Some respondents raised the risk of new retail units remaining unoccupied, citing examples from nearby developments.
Massing and aesthetics: Objections to the overall scale and design of the building.
Crime: Concerns, regarding an increase in local crime rates as a result of the proposals.
Loss of trees: Some respondents highlighted the environmental and amenity impact of losing existing trees on the site.

Affordable Housing Update

The consultation leaflet from the letter-drop stated that the apartments would be delivered as a 100% affordable housing by a registered provider. Following a viability assessment carried out by Avison Young, it was demonstrated that the development would be financially unviable if affordable housing units were to be delivered on-site. As such, the current proposal does not include affordable housing provision.

Conclusion

The consultation process has provided valuable insights into local views on the scheme. While there is a level of community support, concerns were primarily raised in relation to parking, design, and the future of the pharmacy. The design team has taken these concerns into account and sought to address them where possible, particularly by confirming the retention and improvement of the Everest Pharmacy**,** incorporating high-quality design, and providing biodiversity and landscaping measures to mitigate tree loss where possible.

Addressing Comments Received

Car Parking and Traffic Congestion: A Transport Statement has been prepared and submitted alongside this planning application which assesses any potential impacts on the surrounding area from a traffic and transportation perspective. The Transport Statement demonstrates that the level of car parking proposed is appropriate for the scale, nature and location of the proposed scheme. A Framework Travel Plan has also been prepared to encourage active and sustainable travel targeted at both residents and staff at the ground floor uses. Provision for the secure storage of one bicycle per apartment has been allocated on the ground floor.
Pharmacy provision & Retail Units: The pharmacy provision on the site will not be lost and will instead be improved, utilising either one or both of the new retail units on the ground floor.
Massing and Aesthetics: The applicant has undertaken pre-application engagement with the Council as detailed on pages 14-15 of the DAS. The feedback received has informed the scale and massing of the proposed development, which has been designed to read as a four-storey building.
Crime: The car parking and bicycle storage will be secured 24 hours and for residents use only. Further details can be found in the Crime Impact Statement.



Public Consultation Letter Drop Map

Residents and people contacted in the local area

Our plans for Renold's Corner have been driven by three core principles...

/



A sensitive and respectful design that blends contemporary features with traditional materials and references the area's industrial and architectural heritage.



Supporting community regeneration by delivering much-needed high quality housing and community facilities bringing vitality and investment to a neglected vacant site.



A development that's green and sustainable, making optimum use of a connected site and improving local ecology and biodiversity.



Your views matter

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Renold's Corner is an important and prominent site in Burnage. That's why we are consulting you before any planning application is submitted. To find out more and have your say before by 16th June 2025, scan the QR code above or visit our consultation page at www.groupd.co.uk/renoldscorner

Your feedback is important and will be carefully considered by our team ahead of the planning application being submitted to Manchester City Council. There will then be a further opportunity to comment on the final proposals through the Council's own formal consultation process.

A new landmark at Lane End

/

group/d
architects +
developments

Public Consultation Leaflet
Back Page

Our proposals for Renold's Corner

/

The site is at a key location at the junction of Kingsway and Lane End Road. It is currently occupied by a chemist, associated car parking and poorly maintained green space. The scheme proposes a high quality, sensitively designed mixed-used space for working and living.

Spaces for living
A mix of 32 one and two-bed affordable apartments to be managed by a local Housing Association.

New retail units
Two new retail units to fulfil community need and provide employment for local people.

Solar panels
Solar Panels will run across the rooftop providing green energy to the building.

Rooftop garden
This roof terrace will include various ecological features such as beehives, bat boxes, swift boxes and native species planting.



Detailing
Brick piers and horizontal banding around curved corner referencing St Nicholas Church.



Planting
Tree planting to enhance the streetscape and support local biodiversity

Parking
The design incorporates 13 parking spaces, with two allocated disability spaces as well as cycle stores for every apartment.



Find out more and have your say at www.groupd.co.uk/renoldscorner

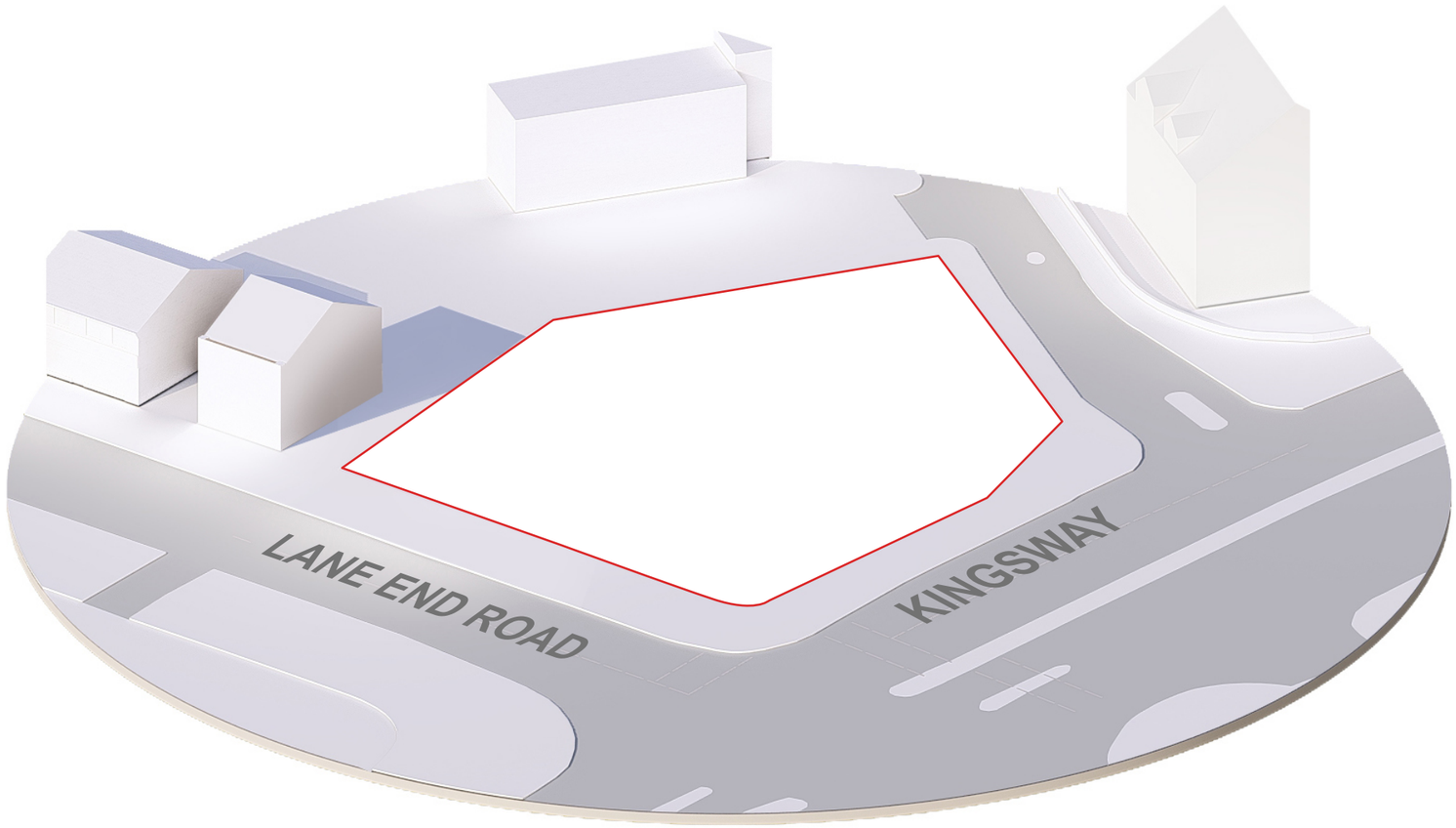
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Public Consultation Leaflet
Back Page

04

Massing

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SITE BOUNDARY

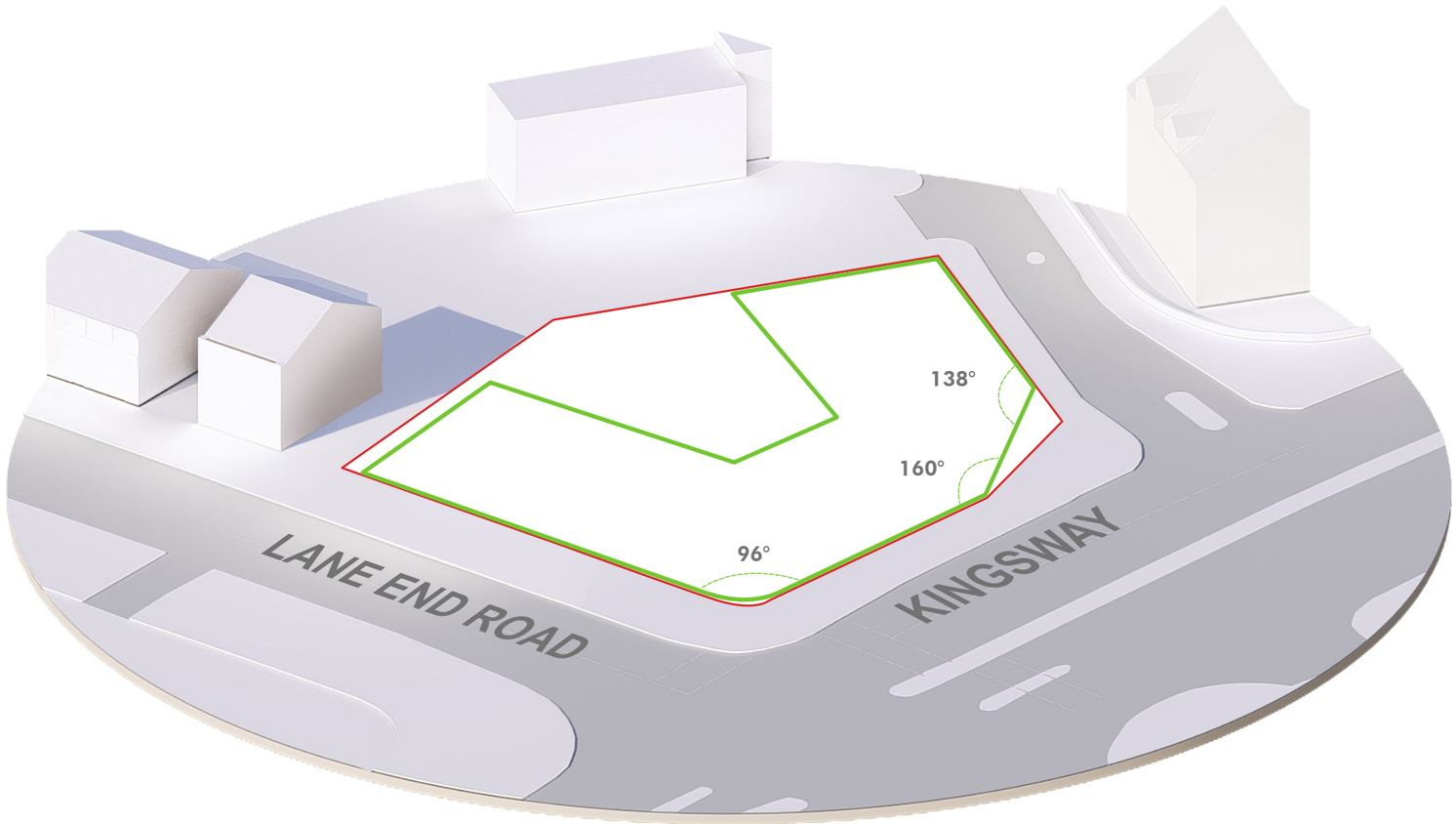
04 / Massing

Massing Evolution; Site Footprint

The development of brownfield sites is strongly supported by both national and local planning policies, which emphasise the efficient use of land, the regeneration of under-utilised areas, and the promotion of sustainable development.

Making Effective Use of Land: The NPPF encourages the use of previously developed or 'brownfield' land, particularly in urban areas, to promote sustainable development and reduce the need to build on greenfield sites. It supports higher densities where appropriate and encourages developments that make optimal use of the potential of each site.

Manchester Residential Quality Guidance (2016): This guidance further supports the development of brownfield sites, particularly for residential use, emphasising the importance of high-density, well-designed schemes that contribute to the character and sustainability of the local area.



BUILDING FOOTPRINT

04 / Massing

Massing Evolution; Rationalised building footprint

The building footprint is shaped through a careful balance between urban responsiveness and internal efficiency.

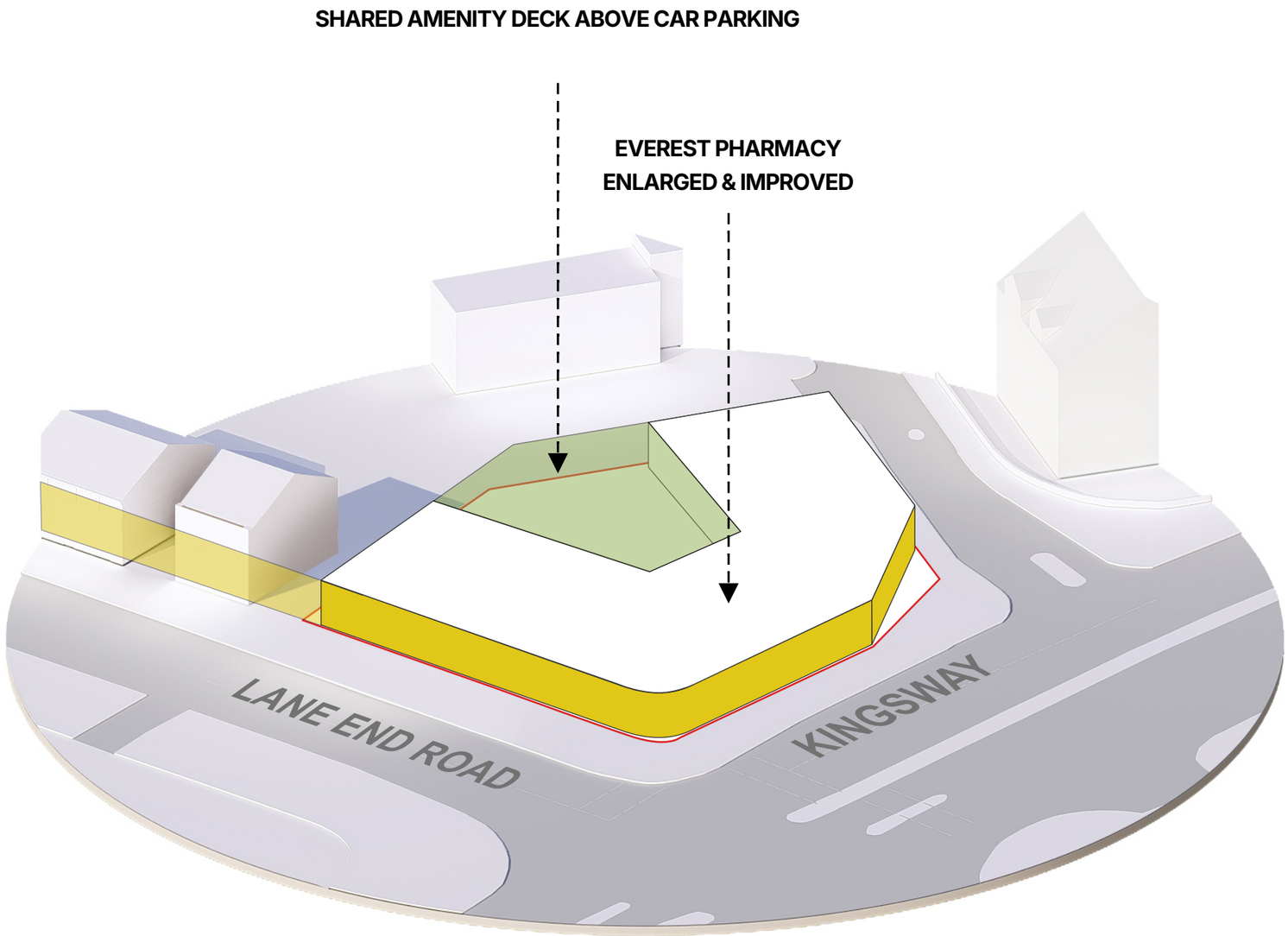
Along the site edges, the footprint subtly adjusts to align with the geometry of the surrounding bounding streets. These calibrated shifts reinforce the street wall, respond to varying street orientations, and enhance the building's relationship to the public realm. By addressing each street edge directly, the design supports active frontages, clear entrances, and a cohesive urban presence that respects the existing block structure.

Behind this street-facing articulation, the building resolves into a predominantly orthogonal internal geometry. This disciplined grid supports building efficiencies by simplifying structural spans, optimising unit layouts, and streamlining construction and servicing. The orthogonal organisation allows for repeatable residential modules, efficient circulation cores, and flexible unit planning without compromising design intent.

The resulting form creates a central internal courtyard, sheltered from street noise and activity. This courtyard functions as a vital outdoor amenity space for residents—providing access to daylight, fresh air, landscape, and opportunities for social interaction. By opening inward, the courtyard fosters a sense of community and offers a calm, semi-private environment that contrasts with the surrounding urban streets.

Together, this approach enables the building to engage the city with a responsive perimeter while maintaining a rational, efficient internal footprint—using the courtyard as the spatial and social heart of the project.

04 / Massing



RETAIL

Massing Evolution; Ground Floor Retail as a Continuation of Lane End Road

Contributing to the economic hub by incorporating retail space into the proposal and ensuring that there are active frontages at ground floor level.

In line with Manchester Core Strategy Policy EC1 – Land for Employment and Economic Development, the scheme promotes the use of brownfield sites for mixed-use development that supports employment opportunities, enhances the vitality of the area, and encourages economic growth and regeneration.

Everest Pharmacy

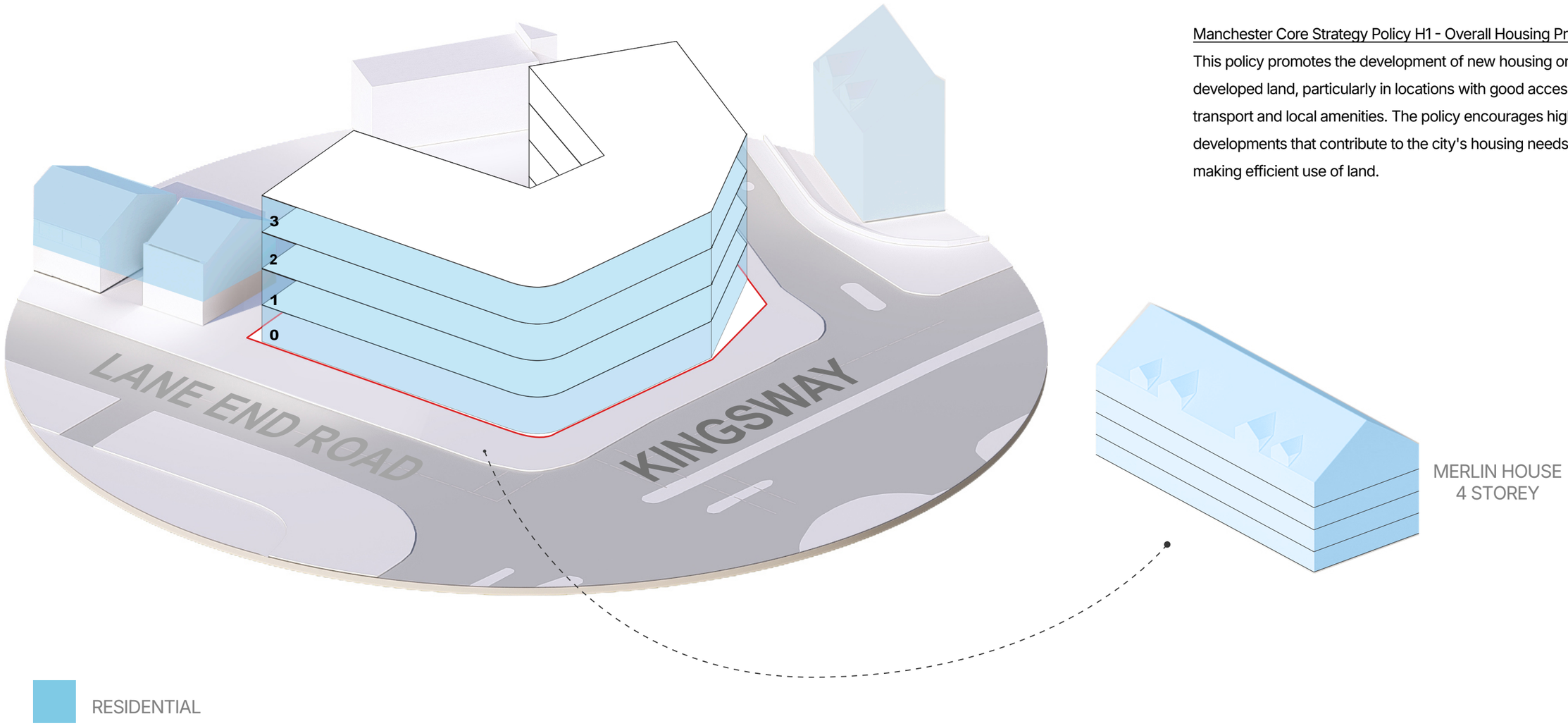
The Everest Pharmacy, which currently exists on the site, will move into the prominent corner unit (COM-00-03) fronting both Lane End Road and Kingsway in order to continue to serve the local community.

04 / Massing

Massing Evolution; Extruding footprint to accommodate 4 storeys of residential

The footprint is extruded by 4 storeys to match the neighbouring apartment blocks at Merlin House and Fog Lane

Manchester Core Strategy Policy H1 - Overall Housing Provision:
This policy promotes the development of new housing on previously developed land, particularly in locations with good access to public transport and local amenities. The policy encourages higher-density developments that contribute to the city's housing needs while making efficient use of land.

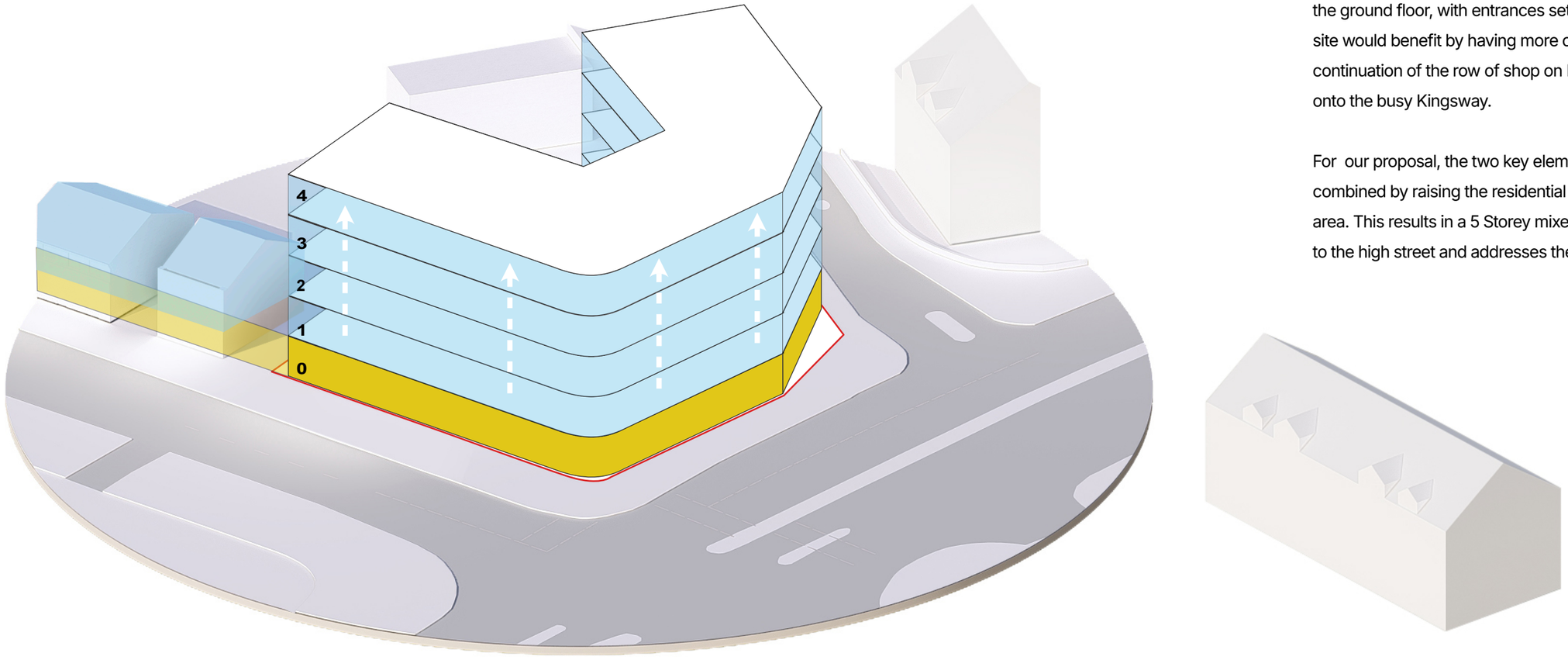


04 / Massing

Massing Evolution; Lifting the resi mass up by 3 metres to accommodate a ground floor retail space and contribute to the Lane End High Street at ground level

The adjacent Merlin House development has private residential on the ground floor, with entrances set back from the pavement. Our site would benefit by having more of an active frontage as it is a continuation of the row of shop on Lane End Road and faces out onto the busy Kingsway.

For our proposal, the two key elements of resi and commercial are combined by raising the residential block above a ground floor retail area. This results in a 5 Storey mixed-use massing that contributes to the high street and addresses the corner junction.



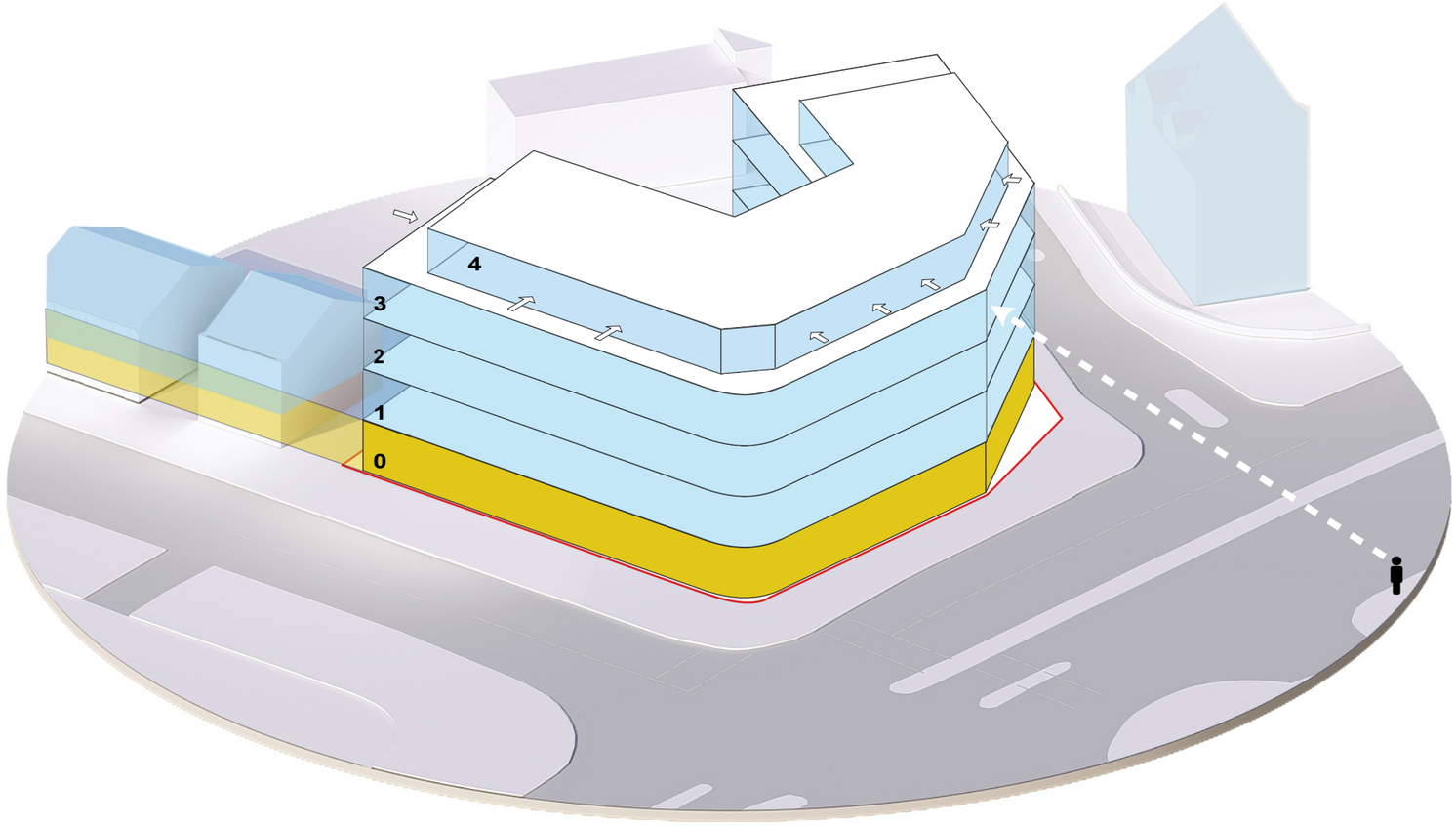
RESIDENTIAL

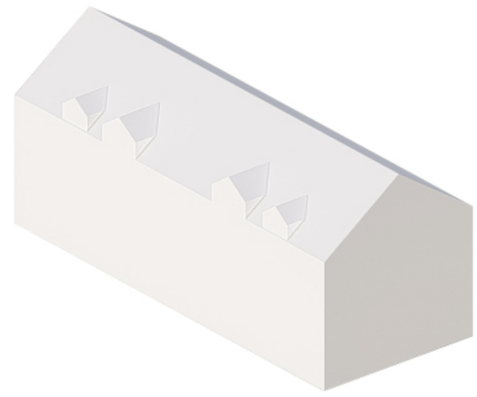
RETAIL

04 / Massing

Massing Evolution; Pushing back the top floor to reduce the visual impact from street level.

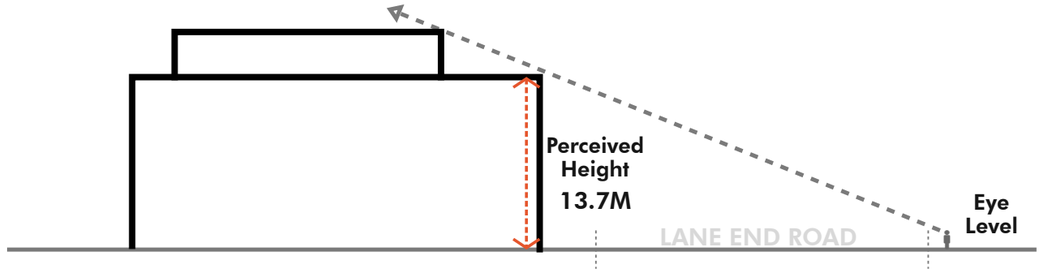
Adjusting the massing and reduced the size of the upper floor so that the perceived height from street level matches the surrounding 14 metre tall developments and reads as a 4 storey building.





RESIDENTIAL

RETAIL

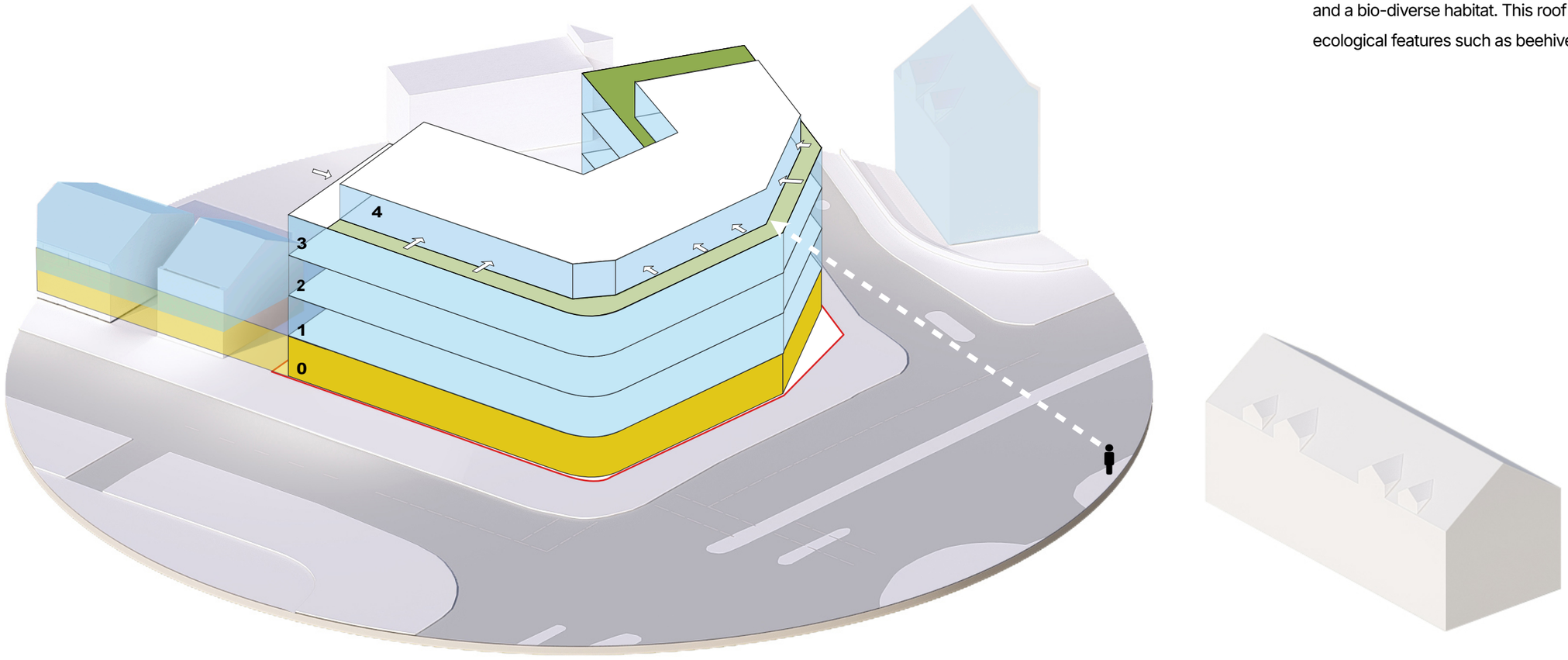


Pushing back the top floor to minimise visual impact of 4th Floor at street level

04 / Massing

Massing Evolution; Providing public and private rooftop amenity space

A landscaped roof terrace will be incorporated into the design of the apartment building, serving as both an amenity space for residents and a bio-diverse habitat. This roof terrace will include various ecological features such as beehives and native species planting.



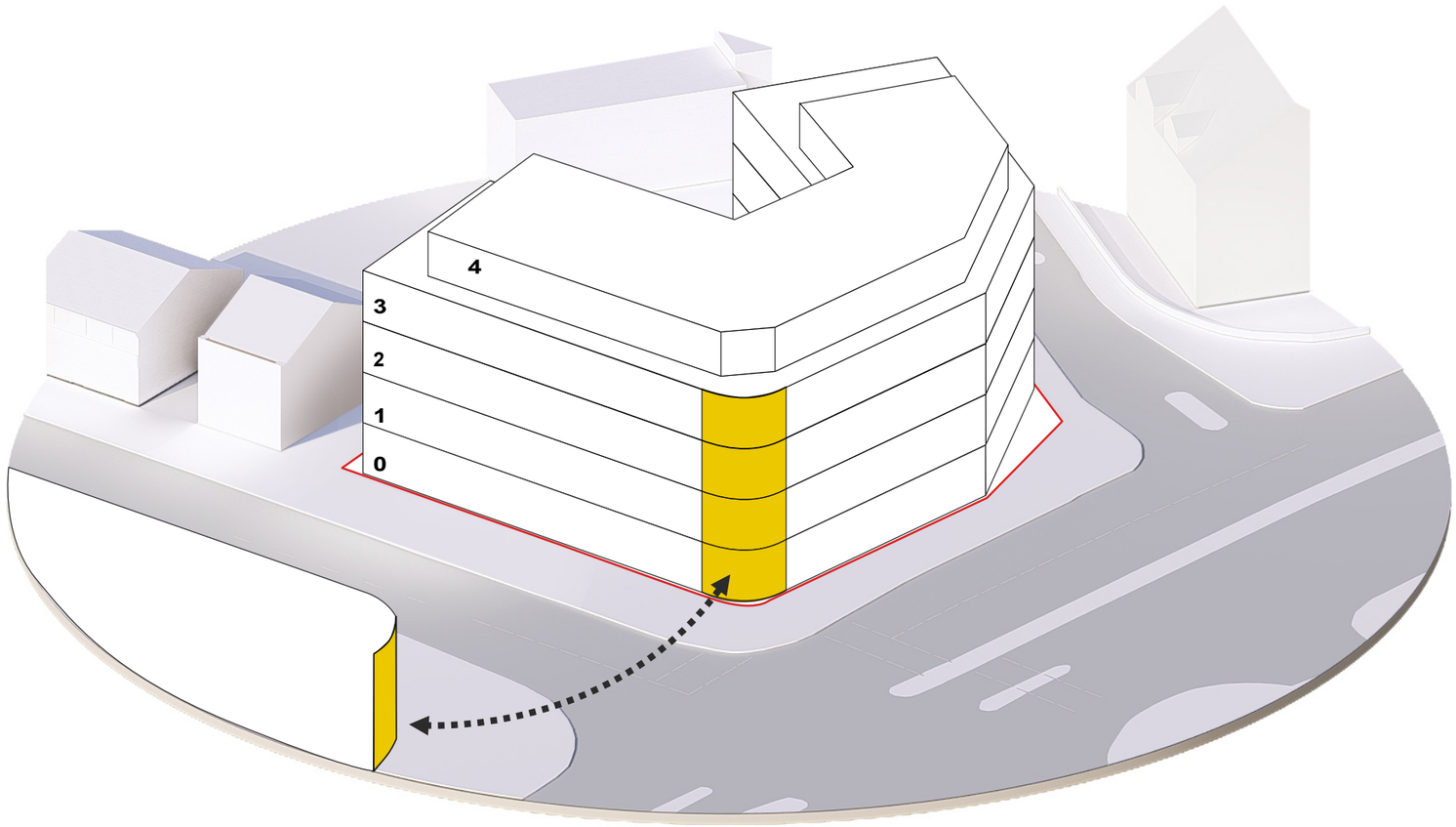
SHARED AMENITY

PRIVATE AMENITY

05

Design Evolution

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05 / Design Evolution

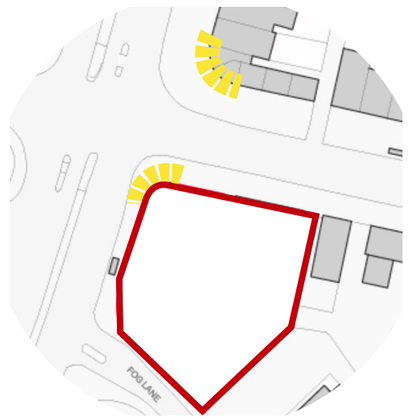
Curving the corner at Kingsway and Lane End Road to celebrate and echo the form of the buildings opposite, as well as those at the other Kingsway junctions.

Feedback Pre-App 2

"We would suggest that the development explores a architectural form that is of high quality and celebrates the corner with a positive distinguishing presence to create a marker building in a key location... a curved form is a possible option that would resonate with the curved buildings on the opposite corner "- Urban Design Officer Pre-App Consultation Feedback

Design Response

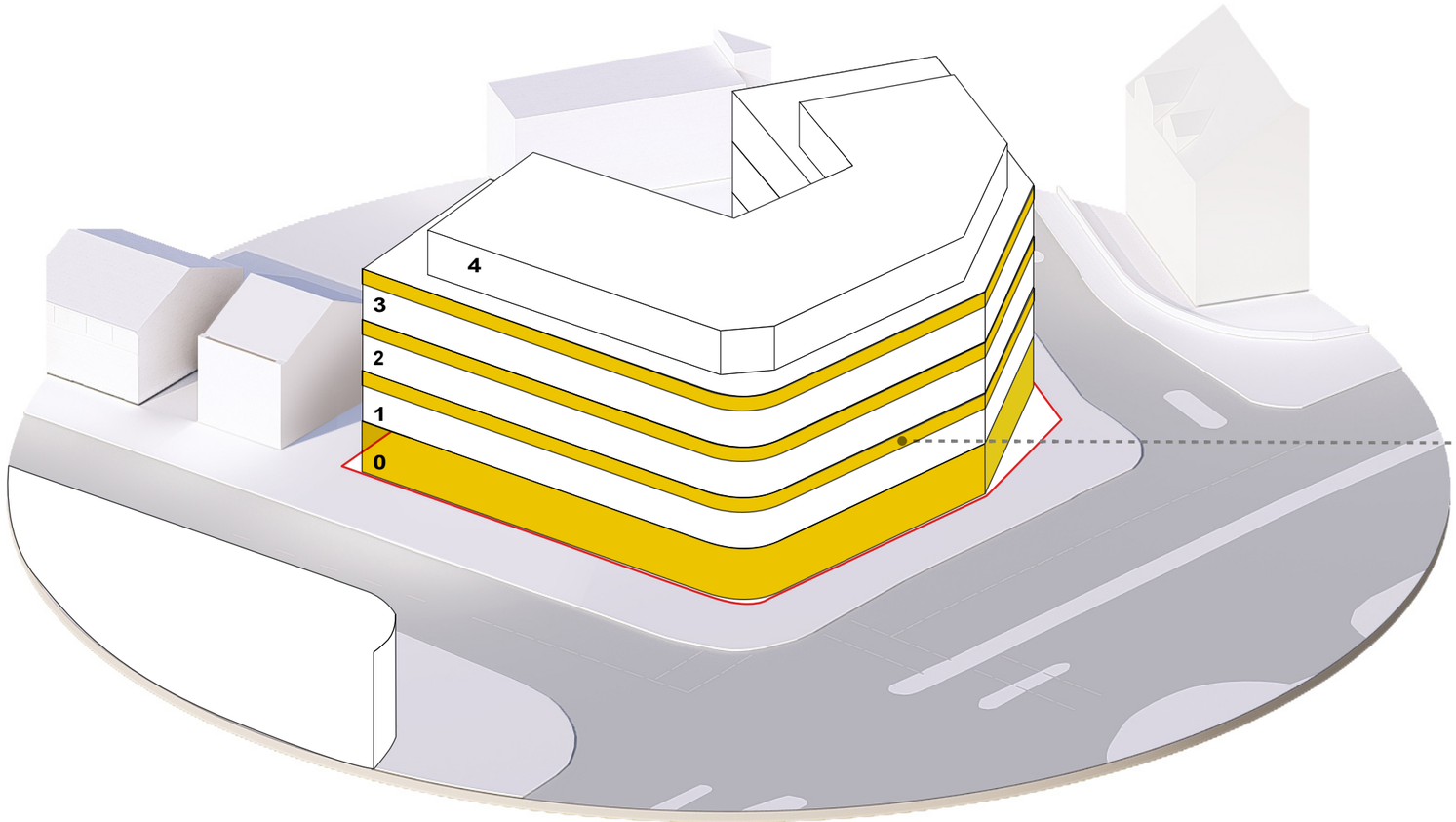
Taking on board the Urban Design Officer's comments, the new proposal now echoes the curved form of the opposite building on the high street corner to help stitch the urban fabric together, whilst celebrating the key junction by providing visual interest in a curved brick detailing and shopfront.

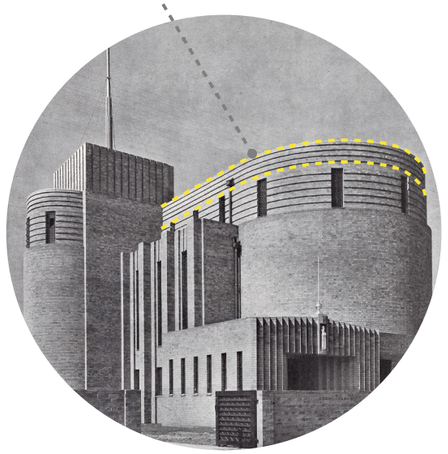


05 / Design Evolution

Incorporating design features from St Nicholas Church to provide facade articulation and visual interest.

Strong horizontal banding breaks up the massing between floors. An alternative material here will emphasise this and provide additional visual interest.

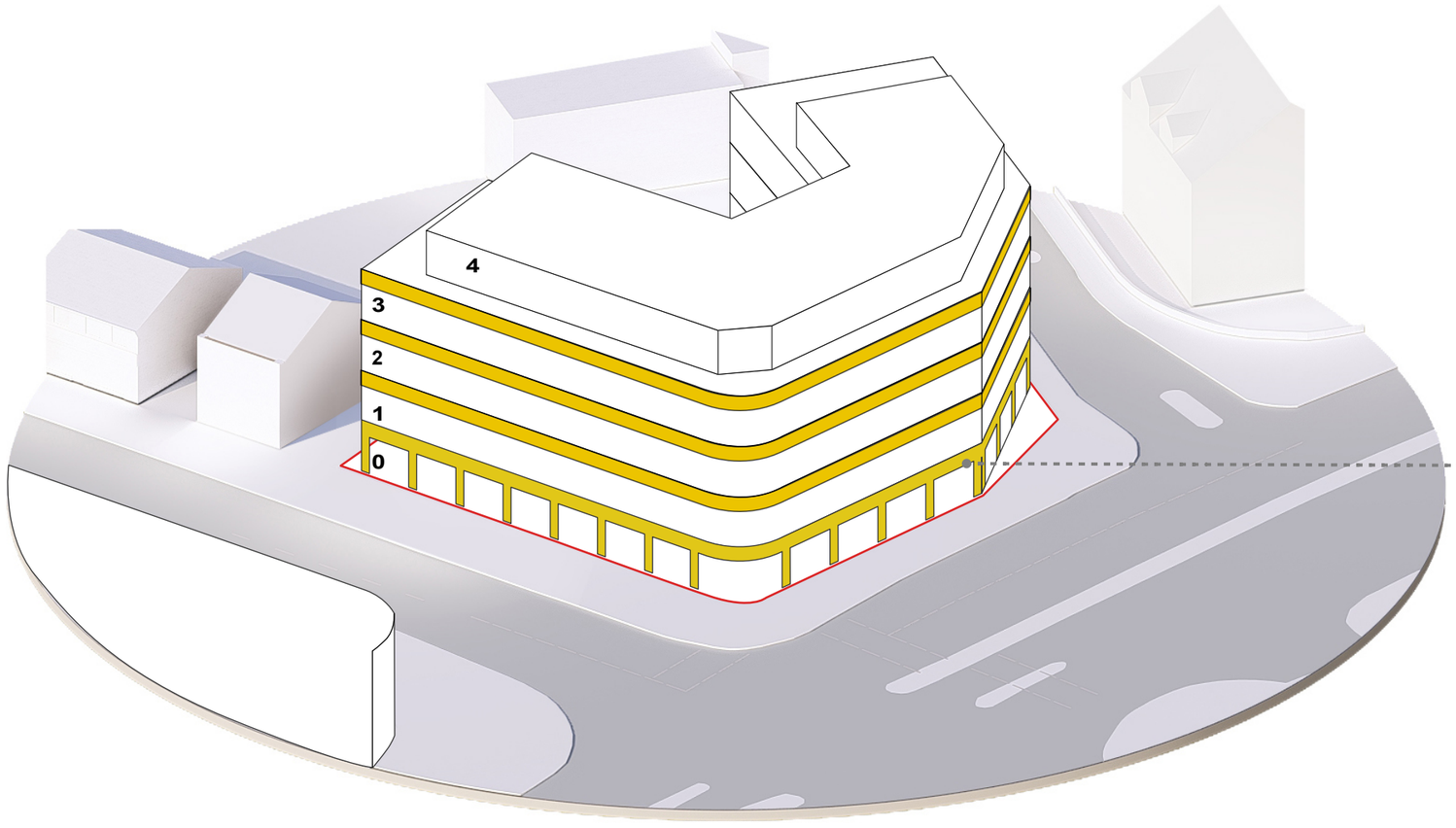


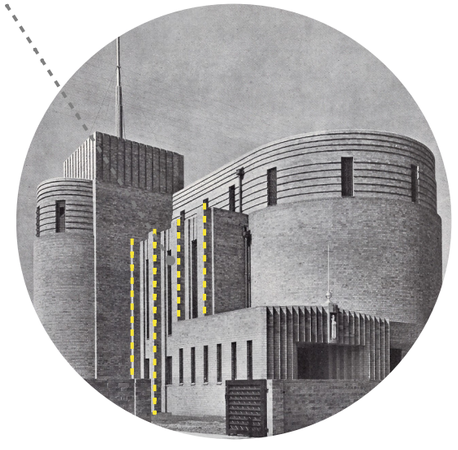


05 / Design Evolution

Incorporating design features from St Nicholas Church to provide facade articulation and visual interest.

Vertical rhythm is provided by protruding brick piers, creating a hierarchy of reveals and further articulating the facade, resonating with St Nicholas Church.







Materiality Considerations - Manchester Vernacular

The resulting proposal is a culmination of distinctive features of both the immediate surroundings of Burnage and East Didsbury, but also distinctively Greater Manchester. The form takes its massing cues from the area's historic legacy, whilst providing a contemporary cornerstone for the Burnage hub - a key gateway into central Manchester.

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PALETTE A (Subservient rooftop)

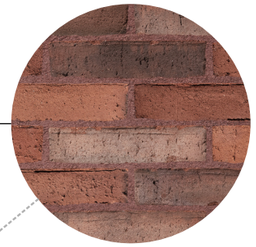


Metal Cladding

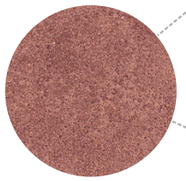


Matching Fittings

PALETTE B (main building)



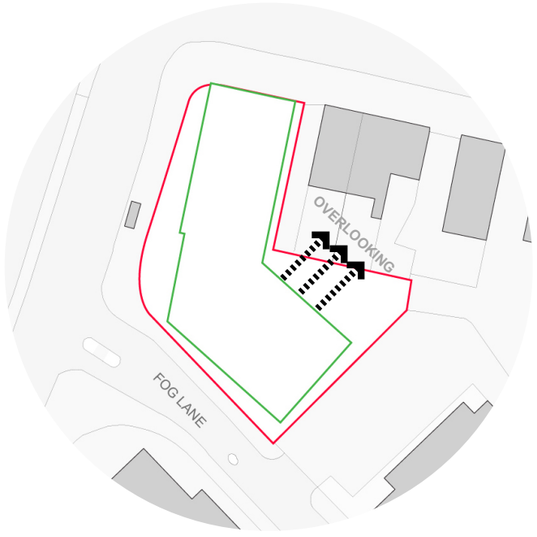
Red Brick



Red Sandstone



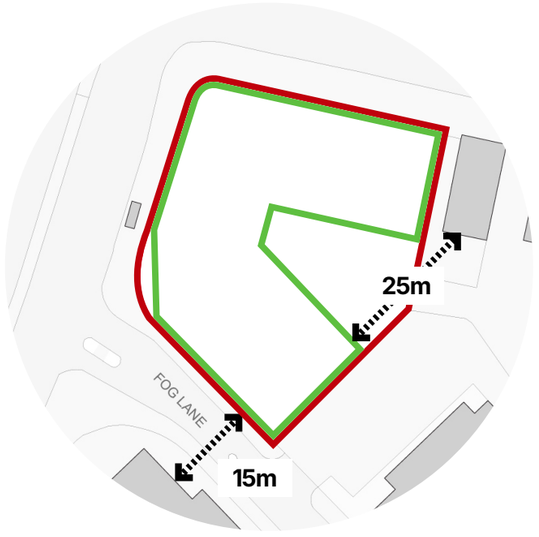
Dark Grey/Bronze Fittings



Massing - initial site boundary



New site boundary



Overlooking

The close proximity of the rear of the development to the rear gardens of plots 2 and 4 creates an overlooking and outlook issue for both parties.

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How it was dealt with

This was addressed by introducing a saw-tooth floor plan, to adjust the angle of the outlook and mitigate any overlooking issues to the rear.

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Further Massing Considerations - Interfaces

Manchester Core Strategy Policy DM1 - Development Management: Amenity Considerations

This policy highlights the importance of protecting the amenity of existing and future residents, requiring developments to be designed in a way that prevents issues such as overlooking, overshadowing, and loss of privacy.

In response to these key policies, and the guidance described in Manchester Residential Quality Guidance (2016), we have taken steps in the design evolution of the apartment scheme to address and mitigate potential overlooking issues.

The updated site boundary eradicates the Man Chu Wok as an overlooking issue which makes for a less impactful scheme as demonstrated opposite.



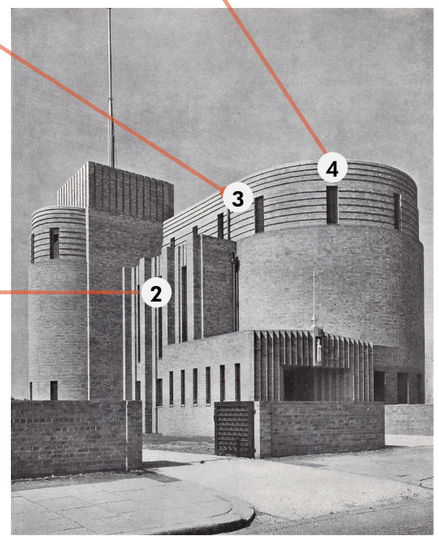
Revised Design Following Pre-App Feedback

STONE & BRICK WRAPPING AROUND CURVED CORNER

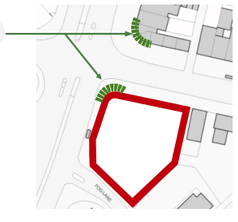
STRONG HORIZONTAL BANDING

VERTICAL PIERS

CURVED CORNER MIRRORS THE FORM OF THE OPPOSITE BUILDINGS ON BURNAGE LANE



St Nicholas Church



05 / Design Evolution

Architectural Features and Detailing

Feedback Comments Summary

"Detailing façade elements and architectural features should be carefully considered to provide relief and visual interest." - Planning Officer Pre-App Consultation Feedback

"There may be scope to reference the vertical or horizontal brick pattern on St Nicholas church on part of the façade for example to provide contrast and relief to the brick finish"- Planning Officer Pre-App Consultation Feedback

Explanation of Design Response

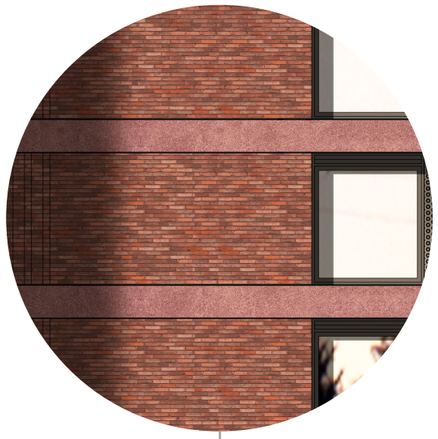
In response to the Pre-App feedback we have looked more locally for design inspiration to help the proposal respond in a way that is more reflective of the local character.

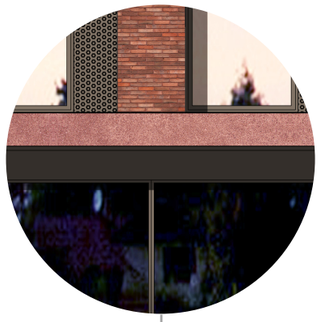
The proposed form is now curved at the corner of Lane End Road and Burnage Lane, to reflect the existing high street buildings opposite.

This curved brick form, with glazed retail units at ground floor, helps to 'celebrate' the corner with a positive distinguishing presence and creates a marker building in a key location.

A number of design features of nearby St Nicholas Church have been referenced in the new proposal, such as the horizontal banding. Combined with recesses and piers, this helps to articulate the facade and avoid the 'vertical pattern' of windows that put the previous scheme at odds with the local character.

Detailing
Brick piers and horizontal banding around curved corner referencing St Nicholas Church.





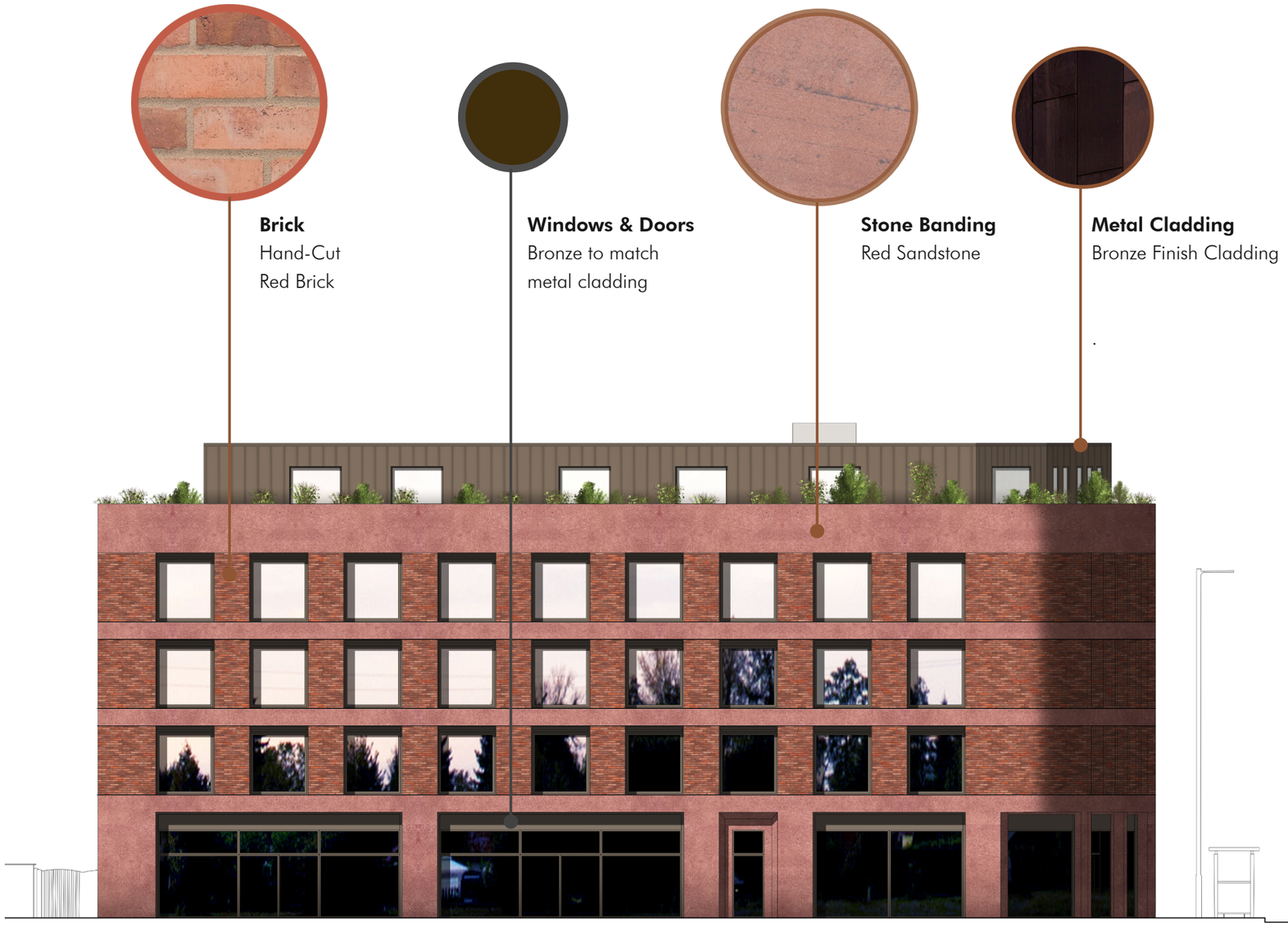
Stone Commercial Entrances
Difference in ground floor material signifying commercial entrance.



Metal Cladding
Rooftop element is metal clad and set back, to strongly distinguish it from the mass of the main building



Artist's impression of Kingsway Elevation



Artist's impression of Fog Lane Elevation

05 / Design Evolution

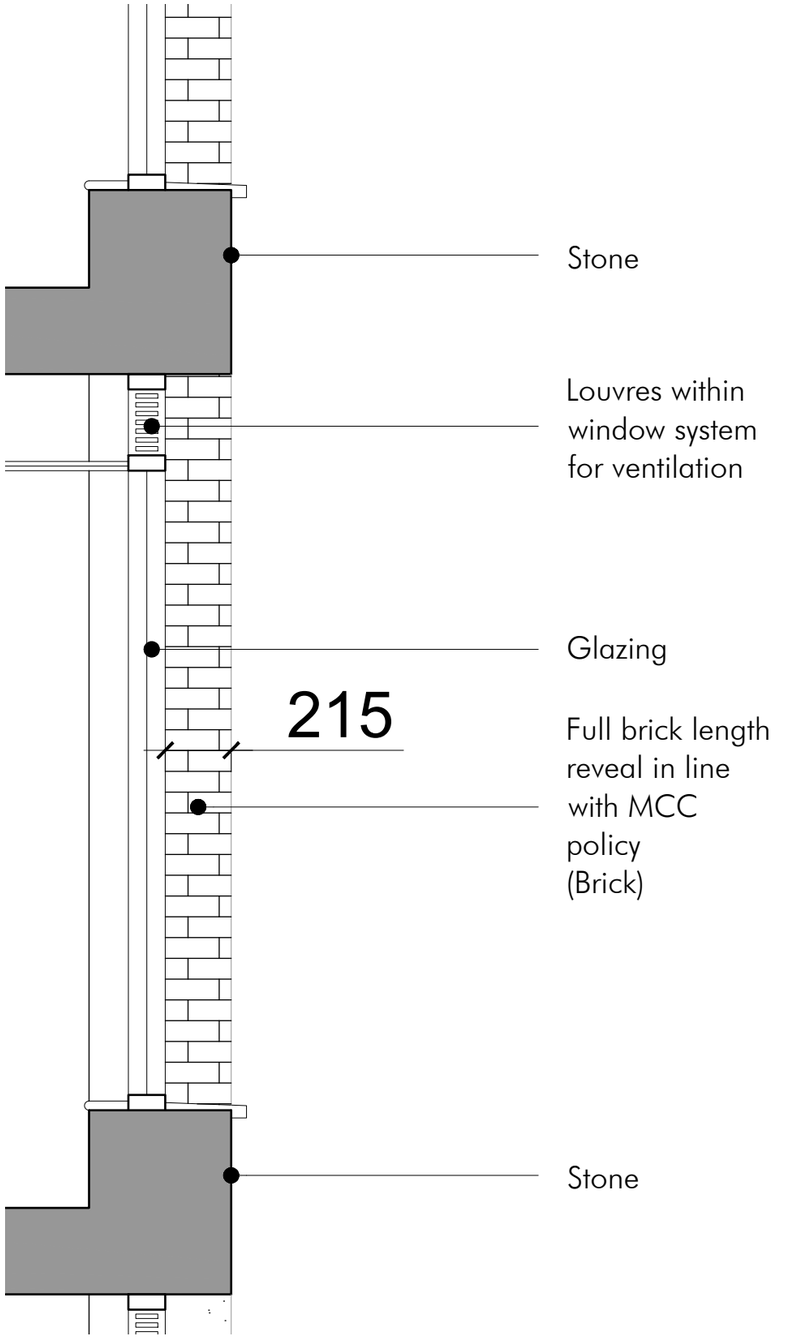
Materiality

The approach to the materiality of the proposed apartment scheme uses selected materials that both respect and enhance the local character of the area. To integrate harmoniously with the historic context of Manchester, we have chosen to use two types of red brick as the primary external material. This choice ties the new development into the area's well-established vernacular, where red brick is a predominant feature in the surrounding buildings. The variation in brick types will add subtle texture and visual interest, echoing the rich architectural heritage while ensuring the building feels rooted in its context.

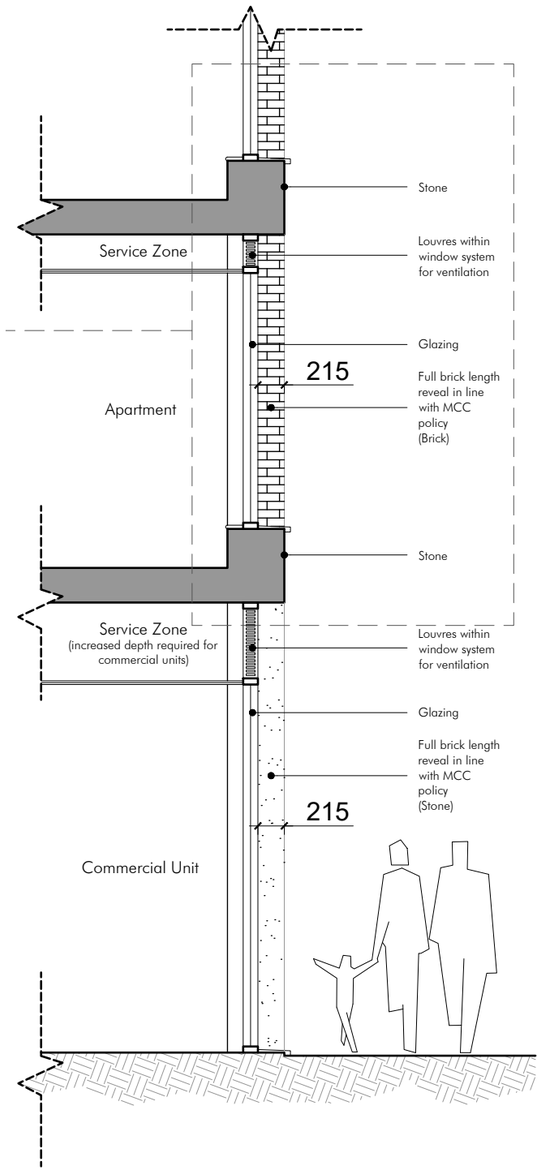
To complement the traditional brickwork and introduce a modern touch, a bronze aluminium will be used for the window frames. This material provides a sleek, contemporary contrast to the red brick, enhancing the overall aesthetic by blending the old with the new. The sharp finish of the bronze aluminium will accentuate the windows, creating a distinctive yet respectful dialogue between the historic and modern elements of the design.

This combination of materials ensures that the development is both sensitive to its surroundings and forward-looking, contributing positively to the local streetscape

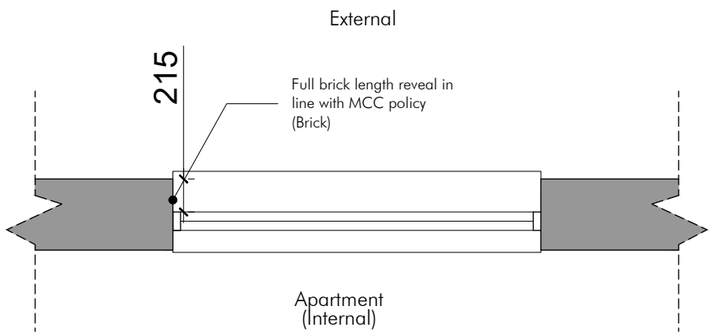
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Window Reveal
Window Section



Window Reveal
Window Section



Window Reveals Detail
Window Bay Plan

05 / Design Evolution

Window Reveals Detail

Following pre-application discussions with the planning officer and feedback from the Council's heritage consultee, the design of the brick piers has been developed to create a brick-length reveal around every window. This approach ensures attractive façade articulation and contributes to the visual quality of the scheme, in with local policy guidance, which requires developments to achieve high-quality design that responds to local character and context. The careful detailing also reflects PfE Policy JP-P1 (Sustainable Places), by supporting the creation of distinctive, well-designed environments that reinforce place identity.

06

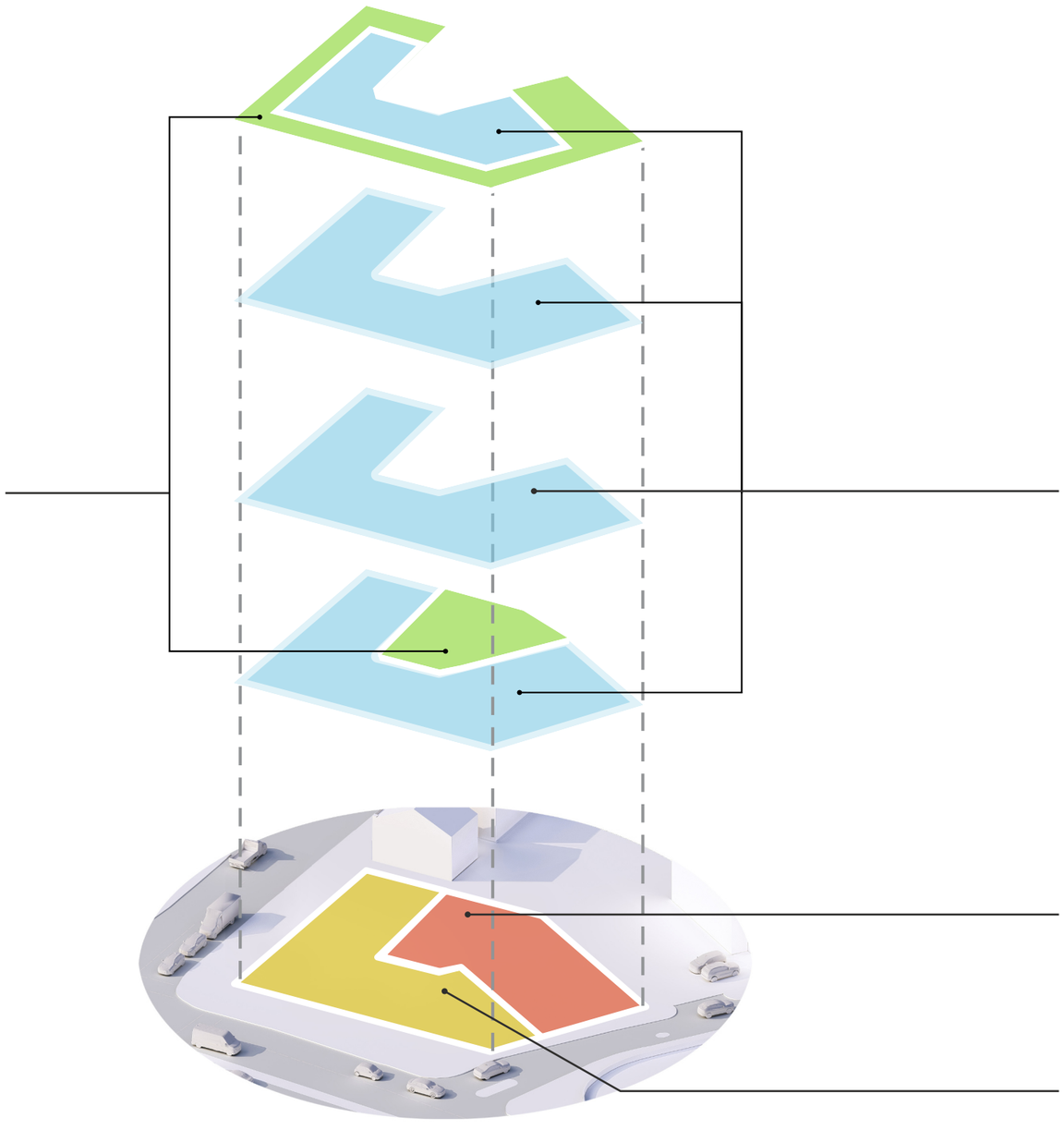
Access & Use

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06 / Access & Use

Amount: Accommodation Schedule

EXTERNAL AMENITY
525m²
Level access



RESIDENTIAL
56 Apartments
36 One-Bed Apartments
17 Two-Bed Apartments
3 Three-Bed Apartments

PARKING
25 Car Parking Spaces
22 Standard Bays, 3 Accessible
100% Secure and Covered Cycle Storage Provision

RETAIL
4 Retail Units
524m² Retail Provision

RESIDENTIAL
RETAIL
VEHICLE ACCESS
ROOF TERRACE



RESIDENTIAL ACCESS

RETAIL FRONTAGE

VEHICLE ACCESS

SERVICE ACCESS (SUBSTATION)

06 / Access & Use

Access: Private & Public Pedestrian and Vehicular

Entrances to both the residential and retail areas are designed with level access and circulation in line with Building Regulations Part M and Manchester Core Strategy Policy DM1, ensuring inclusive and accessible environments. These principles are further supported by Places for Everyone Policy JP-H3 (Type, Size and Design of New Housing), which promotes accessible, adaptable, and inclusive housing design that meets the needs of all residents.

The development includes 24 car parking spaces to meet the needs of residents and visitors. Refer to transport statement and highways strategy provided by Curtins for analysis and justification

3 of the 24 parking spaces have been specifically designated as accessible, with wider dimensions and adjacent transfer zones to accommodate wheelchair users. These spaces are positioned to provide short routes to the building's entrance, ensuring compliance with the NPPF and Building Regulations Part M.

In addition to car parking, secure bicycle storage facilities have been provided for each apartment. The location of the site is very well-connected to local public transport options, supporting sustainable transport in line with Policy T2 of the Manchester Core Strategy.



- Retail
- Plant & Ancillary
- Circulation
- 1 Bed Apartment
- 2 Bed Apartment
- 3 Bed Apartment

GA Floor Plan
Ground Floor Plan

06 / Access & Use

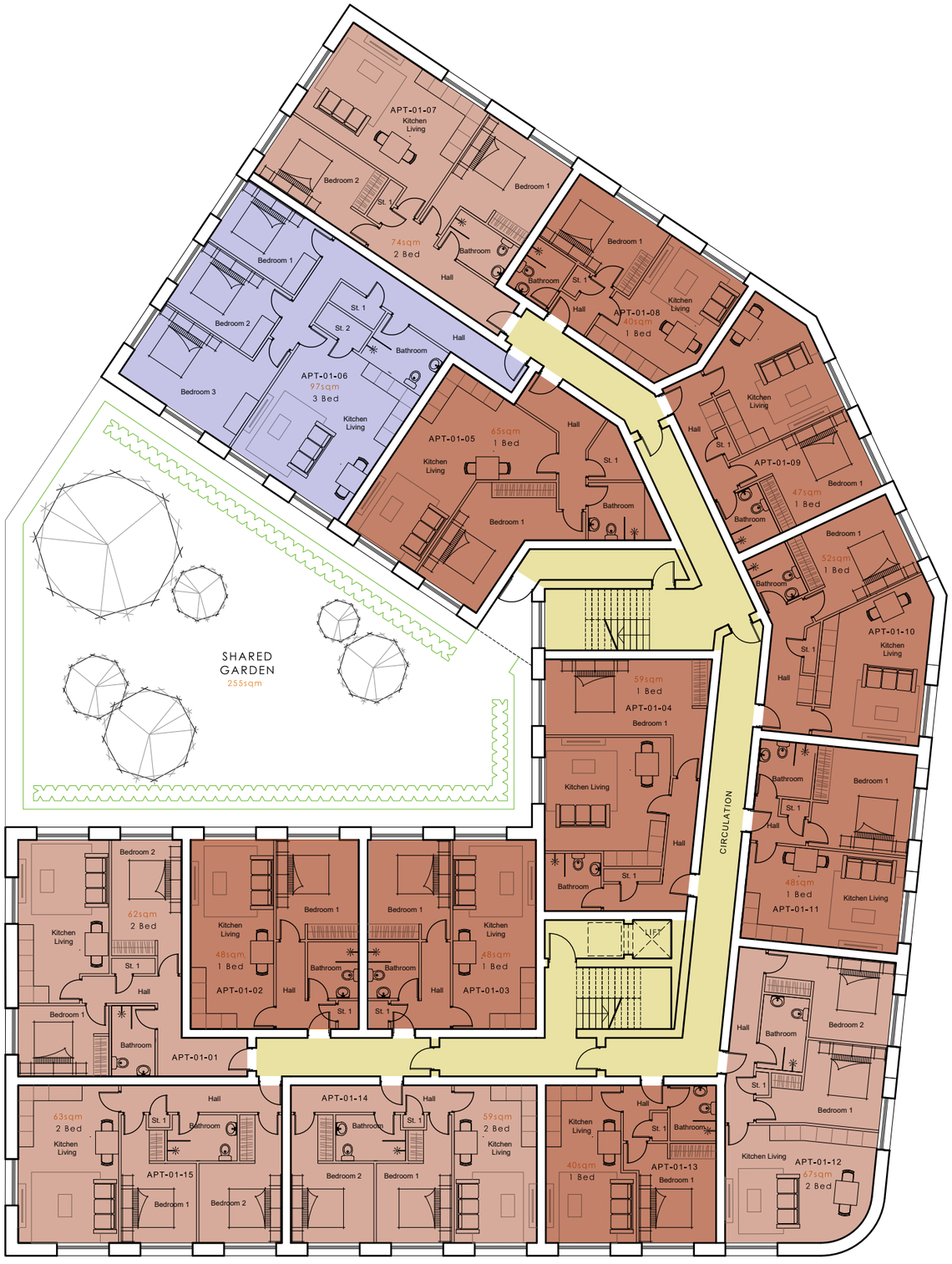
Proposed Scheme Layout; GA Plans

Manchester Core Strategy Policy EC4 - Small Businesses:
This policy supports the provision of spaces for small businesses, including retail units, within new developments. It emphasises the importance of integrating retail spaces in areas that contribute to the local economy and support the needs of the community.

In alignment with these key policy guidelines, we have designed the apartment scheme to include ground-floor retail units that contribute to the local economy and enhance the vitality of the area.

We have incorporated four ground-floor retail units into the development, strategically positioned as a continuation of the existing Lane End high street. This design choice supports the local economy by providing new spaces for businesses, which will contribute to the diversity and vibrancy of the high street.

Everest Pharmacy
The Everest Pharmacy, which currently exists on the site, will move into the prominent corner unit (COM-00-03) fronting both Lane End Road and Kingsway in order to continue to serve the local community.



- Retail
- Plant & Ancillary
- Circulation
- 1 Bed Apartment
- 2 Bed Apartment
- 3 Bed Apartment

GA Floor Plan
First - Third Floor Plan

06 / Access & Use

Proposed Scheme Layout; GA Plans

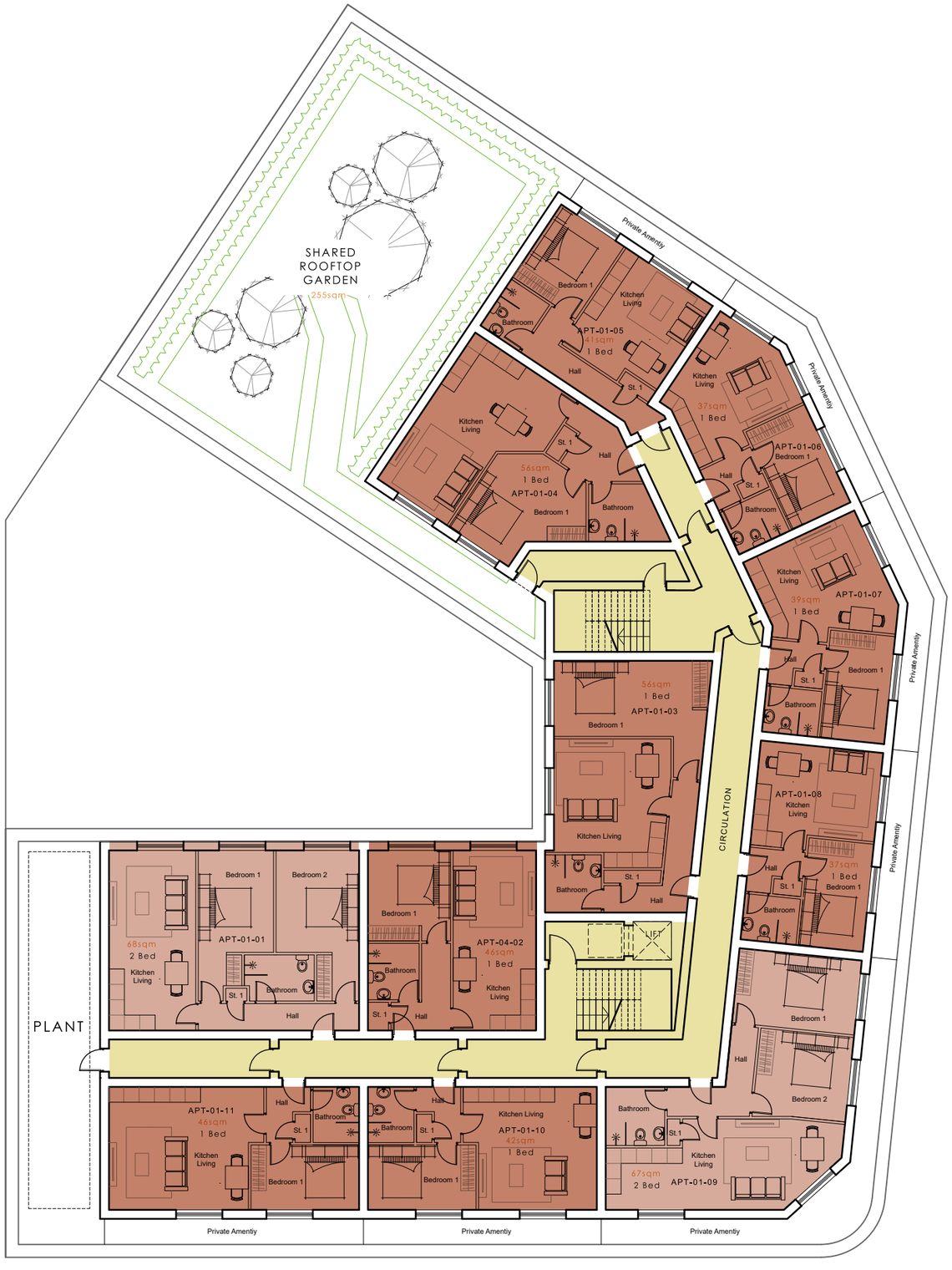
Key Guidance:
Nationally Described Space Standards (NDSS),
Building Regulations Part M (Access to and Use of Buildings),
Manchester Core Strategy (2012) Policy DM1,
Manchester Residential Quality Guidance (2016).
Places for Everyone (2024)

All apartment units meet or exceed the minimum internal space requirements set out by the NDSS. This includes providing sufficient room sizes for bedrooms, living areas, and kitchens, as well as adequate built-in storage space. By adhering to these standards, each apartment offers a comfortable and functional living space that supports the everyday needs of residents.

The layouts of the apartments have been carefully designed to maximise natural light and ventilation, with open-plan living areas combined with well-defined private spaces, such as bedrooms and bathrooms, to create a balanced and harmonious living environment. The placement of windows and doors has been considered to ensure efficient circulation and to reduce any potential noise transfer between units.

All apartments are designed to Part M4(2) standards of the Building Regulations, ensuring all dwellings are accessible and adaptable for people with disabilities. This approach is supported by Places for Everyone Policy JP-H3 (Type, Size and Design of New Housing), which requires new homes to be designed inclusively, providing accessible, adaptable, and high-quality living environments for all residents.

By aligning the design approach with the relevant policy guidance, the created apartment layouts are spacious, well-designed, and accessible, offering a high-quality living environment that caters to the needs of all residents. This approach not only meets regulatory requirements but also contributes to the overall success and sustainability of the development.



Retail
Plant & Ancillary
Circulation
1 Bed Apartment
2 Bed Apartment
3 Bed Apartment

GA Floor Plan
Fourth Floor Plan

06 / Access & Use

Proposed Scheme Layout; GA Plans

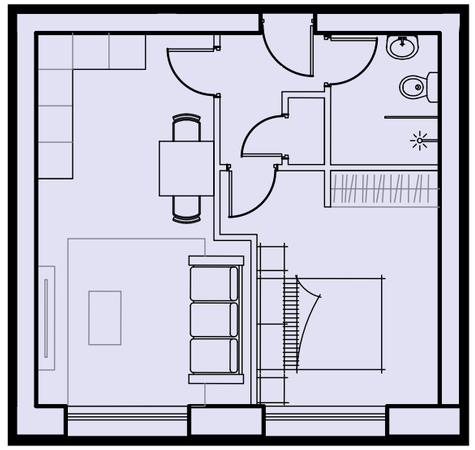
NPPF: Achieving Well-Designed Places highlights the importance of well-designed amenity spaces that contribute to the overall quality of developments. It emphasises the need for developments to include outdoor spaces that are functional, attractive, and accessible, supporting the health and well-being of residents

Manchester Core Strategy Policy DM1 requires new developments to provide adequate private and communal amenity space that meets the needs of residents. It stresses the importance of integrating well-designed outdoor spaces within residential developments to ensure a high standard of living

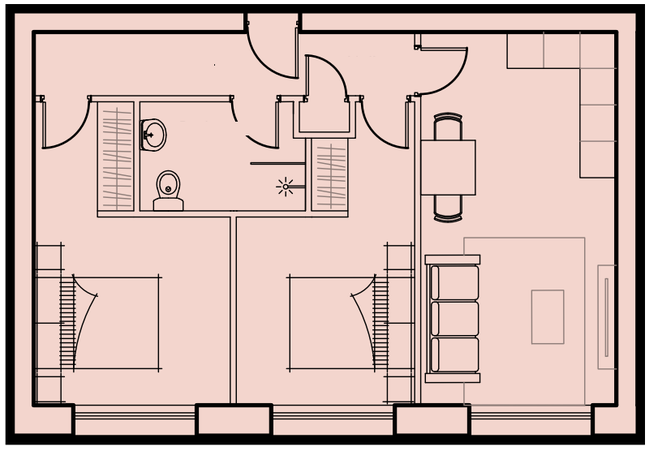
Manchester Core Strategy Policy EN1 Design Principles and Strategic Character Areas: This policy promotes the inclusion of green infrastructure, such as gardens, terraces, and communal outdoor spaces, as part of high-quality urban design. It encourages developments that enhance the local environment and provide recreational opportunities for residents

In response to the key policy guidance regarding amenity space provision, a landscaped roof terrace has been incorporated as a communal outdoor amenity space for residents. The terrace includes seating areas, greenery, and open spaces that cater to a variety of uses, aligning with the NPPF's emphasis on creating well-designed places that enhance quality of life.

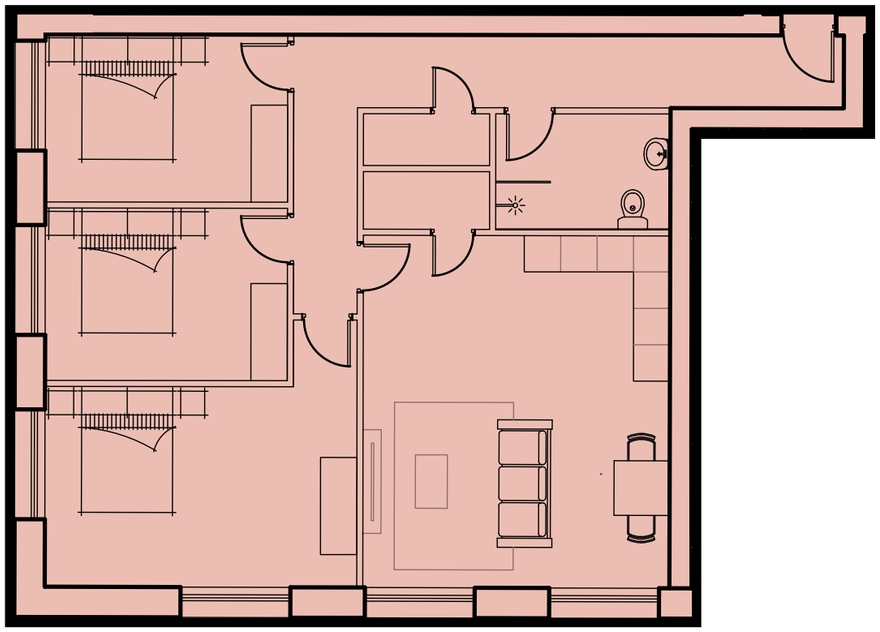
Each roof terrace is easily accessible from all residential units via elevators and staircases. This approach meets the requirements of Manchester Core Strategy Policy DM1, which calls for accessible and inclusive amenity spaces, and is further supported by Places for Everyone Policy JP-H3 (Type, Size and Design of New Housing), which emphasises the provision of accessible, adaptable, and inclusive communal spaces for residents.



Typical One Bedroom Apartment



Typical Two Bedroom Apartment



Typical Three Bedroom Apartment

1 Bed Apartment
2 Bed Apartment
3 Bed Apartment

		NDSS		
Unit Reference	Type	Standard	%	Status
APT-01-01	2B	61	102%	✔
APT-01-02	1B	37	130%	✔
APT-01-03	1B	37	130%	✔
APT-01-04	1B	37	159%	✔
APT-01-05	2B	61	107%	✔
APT-01-06	3B	74	131%	✔
APT-01-07	2B	61	121%	✔
APT-01-08	1B	37	108%	✔
APT-01-09	1B	37	127%	✔
APT-01-10	1B	37	141%	✔
APT-01-11	1B	37	130%	✔
APT-01-12	2B	61	110%	✔
APT-01-13	1B	37	108%	✔
APT-01-14	1B	37	159%	✔
APT-01-15	2B	61	103%	✔
APT-02-01	2B	61	102%	✔
APT-02-02	1B	37	130%	✔
APT-02-03	1B	37	130%	✔
APT-02-04	1B	37	159%	✔
APT-02-05	1B	37	203%	✔
APT-02-06	3B	74	131%	✔
APT-02-07	2B	61	121%	✔
APT-02-08	1B	37	108%	✔
APT-02-09	1B	37	127%	✔
APT-02-10	1B	37	141%	✔
APT-02-11	1B	37	130%	✔
APT-02-12	2B	61	110%	✔
APT-02-13	1B	37	108%	✔
APT-02-14	1B	37	159%	✔
APT-02-15	2B	61	103%	✔
APT-03-01	2B	61	102%	✔
APT-03-02	1B	37	130%	✔
APT-03-03	1B	37	130%	✔
APT-03-04	1B	37	159%	✔
APT-03-05	1B	37	203%	✔
APT-03-06	3B	74	131%	✔
APT-03-07	2B	61	121%	✔
APT-03-08	1B	37	108%	✔
APT-03-09	1B	37	127%	✔
APT-03-10	1B	37	141%	✔
APT-03-11	1B	37	130%	✔
APT-03-12	2B	61	110%	✔
APT-03-13	1B	37	108%	✔
APT-03-14	1B	37	159%	✔
APT-03-15	2B	61	103%	✔
APT-04-01	2B	61	111%	✔
APT-04-02	1B	37	124%	✔
APT-04-03	1B	37	151%	✔
APT-04-04	1B	37	151%	✔
APT-04-05	1B	37	111%	✔
APT-04-06	1B	37	100%	✔
APT-04-07	1B	37	105%	✔
APT-04-08	1B	37	100%	✔
APT-04-09	2B	61	110%	✔
APT-04-10	1B	37	114%	✔
APT-04-11	1B	37	124%	✔

Proposed Scheme Layout; Typical Apartments Overview

As demonstrated in the area schedule opposite, all proposed residential units have been assessed against the Nationally Described Space Standards (NDSS). The schedule demonstrates that 100% of apartments meet or exceed the minimum gross internal floor area requirements for their respective unit types.

1-bedroom units (minimum 37 sqm) exceed NDSS requirements, ranging from 100% up to 203% of the standard.

2-bedroom units (minimum 61 sqm) consistently exceed the standard, typically achieving 102–121% compliance.

3-bedroom units (minimum 74 sqm) exceed the standard at approximately 131%.

No units fall below the minimum NDSS thresholds, with several units significantly exceeding the requirements. This uplift in internal space supports accessibility, flexibility of furniture layouts, and long-term comfort, which is particularly appropriate for the intended occupier profile of the development.

Accordingly, the proposed development is fully compliant with NDSS and provides a high standard of internal accommodation across all unit types.



06 / Access & Use

Refuse & Waste Management Strategy

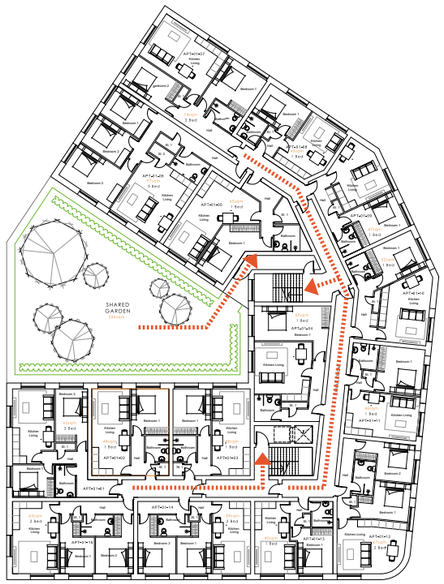
The waste strategy has been designed in line with the NPPF, as well as Manchester Core Strategy Policy DM1 and EN19, ensuring maximum efficiency and minimum impact on the surrounding area. This information should be read in conjunction with the transport statement provided by Curtins.

To address potential traffic and operational concerns the collection area is located on the less busy Fog Lane side of the development. This decision was made to avoid the traffic congestion and potential safety issues that might arise from refuse collection operations on the more heavily trafficked Lane End Road side.

The refuse area is easily accessible to both residents and waste collection services. It is designed with sufficient space to accommodate all necessary waste and recycling bins, while ensuring that the area remains tidy and secure. The refuse area is screened and integrated into the design, ensuring it does not detract from the overall aesthetic of the development.



Ground Floor Plan



Typical Floor Plan



Fourth Floor / Roof Terrace Plan

Means of Escape

Building Regs Part B1 - Means of Warning and Escape: sets out the requirements for providing safe and effective means of escape in the event of a fire. It emphasises the importance of designing buildings with clear, unobstructed escape routes that are protected from fire and smoke, ensuring that all occupants can evacuate safely.

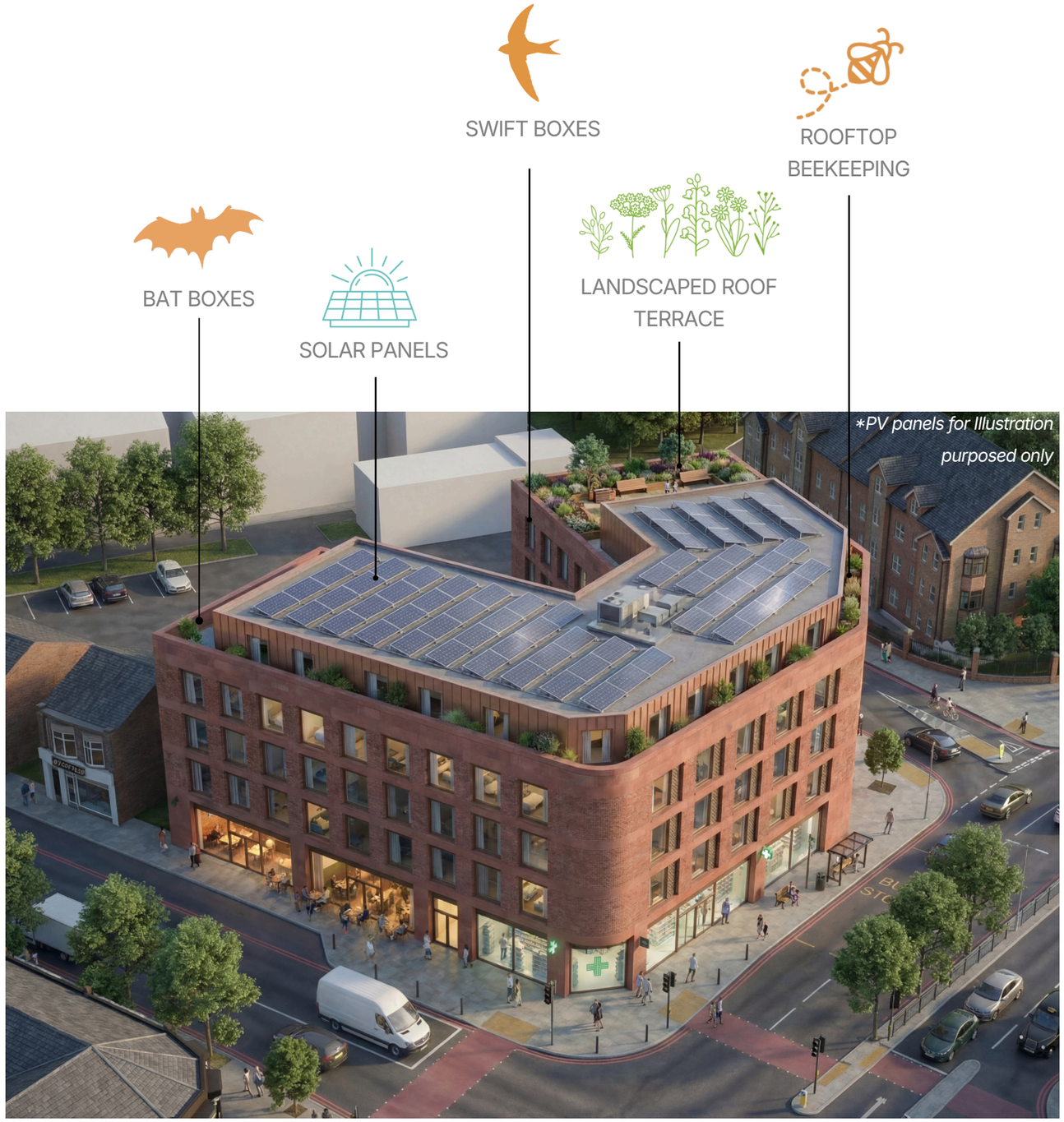
Building Regs Part B3 - Internal Fire Spread (Structure): covers the internal fire spread within a building, requiring that the structure and layout limit the spread of fire and provide sufficient time for safe evacuation

The building has been designed with a fire safety and escape strategy in mind, ensuring that all residents can evacuate safely and efficiently in the event of a fire through the routes marked on the plans.

07

Environmental Strategy & Biodiversity Net Gain

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07 / Environmental Strategy & BNG

Environmental Strategy

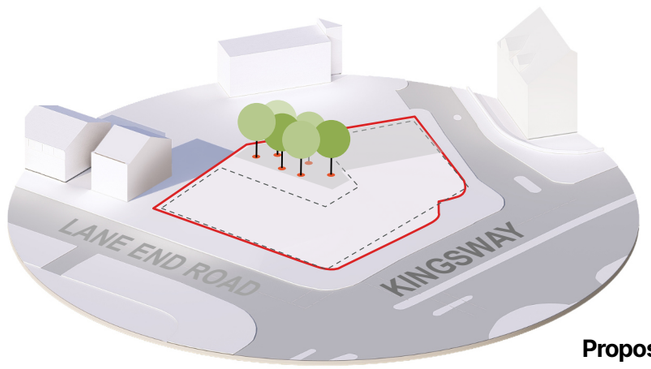
The NPPF encourages developments to provide biodiversity net gains, meaning the creation or enhancement of habitats to deliver more biodiversity than what was originally present.

Policy EN15 - Biodiversity and Geological Conservation: This policy requires that new developments protect and enhance biodiversity. It encourages integrating biodiversity features into the design of buildings and spaces.

Additional Guidance: Manchester Biodiversity Action Plan (MBAP), Manchester Residential Quality Guidance (2016), and Places for Everyone (2024)

In line with national and local policy guidance, the apartment scheme has been designed to integrate biodiversity-enhancing features, ensuring the development contributes positively to the local environment and mitigates the loss of existing mature trees on the site.

The two terraces provide a total of 510sqm of external landscaped amenity space is included within the design, primarily in the form of a landscaped roof terrace and a landscaped amenity deck. These will provide both a resident amenity space and a bio diverse habitat, incorporating features such as beehives and native planting. This approach reflects the MBAP and Manchester Residential Quality Guidance (2016) while supporting PfE's objectives for high-quality, sustainable, and environmentally sensitive development.





Proposed On-Site Mitigation Strategy
Landscaped Roof Terrace Amenity
Landscaped Amenity Deck



Existing Trees on Site
2 x Large
1 x Medium Tree
3 x Small Tree

Baseline Biodiversity = 0.91

The baseline biodiversity units (i.e. the site's pre-development condition) has been calculated at 0.91 Habitat Units.



Habitat Units

GREEN EARTH DEVELOPMENTS GROUP

RSK wilding



Off-Site strategy

Additional Habitat Units provided at Green Earth Development Group's nearby Salford Habitat Bank.

07 / Environmental Strategy & BNG

On-Site BNG Strategy

The proposed development with the on-site mitigation strategy will result in an approximate loss of 0.78 biodiversity units.

In order to meet the 10% BNG target, an additional 0.861 Off-Site Habitat Units will be required to offset the loss.

Off-Site BNG Strategy

The aim is to provide the 0.861 additional Habitat Units as close to the site as possible for maximum environmental benefit.

Manchester City Council do not currently offer an offsetting Habitat Bank, therefore we are proposing to utilise the nearest available Habitat Bank.

RSK Wilding Ltd have assisted in locating the nearest suitable habitat bank - a Green Earth Developments site in the neighbouring local authority of Salford.

Combined BNG Result

With the combination of on-site mitigation and off-site habitat units, the **total BNG = 1.001 representing a 10% net increase**

08

Street Scenes & Visualisations

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Artist's impression of proposal, looking along Lane End Road

4 St Paul's Square | Liverpool | L3 9SJ | T: 0151 542 5027 | E: info@groupd.co.uk



Artist's impression of proposal, looking at the corner of Kingsway and Lane End Road

Renold's Corner
Burnage, Manchester

4 St Paul's Square | Liverpool | L3 9SJ | T: 0151 542 5027 | E: info@groupd.co.uk

group/d architects

RIBA Chartered Practice