

21 November 2024

Delivered via Planning Portal

Robert Griffin
Development Management Central Core
Planning Building Control and Licensing
Manchester City Council
M60 2LA

Ref: RIDM3004

Dear Mr Griffin

FULL PLANNING APPLICATION FOR THE REDEVELOPMENT OF A REPLACEMENT FACILITIES BUILDING AT THE UNIVERSITY OF MANCHESTER'S FALLOWFIELD CAMPUS

On behalf of the University of Manchester ('The University' or 'the Applicant'), we are pleased to submit a full application for the development of a new student accommodation facilities management and support services building at the University of Manchester's Fallowfield Campus, Manchester.

The following letter will provide a detailed description of the Proposed Development and an analysis of compliance with relevant planning policy, including the Development Plan, comprising Places for Everyone ('PfE') and the Manchester Core Strategy ('CS'), alongside any other material considerations.

The Applicant

The University of Manchester was formed in 2004 through the merger of the Victoria University of Manchester and UMIST, creating the largest single-site university in the UK. It currently has over 44,000 students, 13,000 staff, and 500,000 alumni from 190 countries. The University is recognised for its global research impact, excellent teaching, and commitment to social responsibility. Ranked 51st in the world¹ and 8th in the UK² by the Times Higher Education rankings, the University attracts students from 160 nationalities.

The Fallowfield Campus (hereby referred to as 'the Campus') is a popular residential location for University students, accommodating predominantly first years and international students who are eligible for University provided accommodation for the full academic year under the University's Accommodation Guarantee scheme.

In 2024, an outline application for the comprehensive redevelopment of the western part of the campus to provide up to 3,300 new student bedrooms (representing a net increase of 950 bedrooms) and ancillary development was approved by Manchester City Council (application reference 138126/OO/2023). The permission covers the area occupied by the current 'Limes' student accommodation facilities management and support services building, a critical infrastructure component for the Campus' operations. Recognising the ongoing need for these vital services, this application seeks permission for the development of a new, purpose-built facility to ensure uninterrupted support for the Campus while accommodating its redevelopment.

¹ [World University Rankings 2024 | Times Higher Education \(THE\)](#)

² [Best universities in the UK 2024 - University Rankings \(timeshighereducation.com\)](#)

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Application Documentation

The Application comprises an extensive range of detailed evidence and information. A full suite of Architectural and Landscaping drawings of the Proposed Development are submitted as part of the application and are listed at **Appendix 1** of the Covering Letter submitted as part of this application.

Site and Surrounding Land

The Site

The Site is located within the boundary of the existing Richmond Park car park located at the University owned and managed Fallowfield Campus. The car park primarily serves nearby student residences within the Campus, and offers approximately 130 spaces, including disabled car parking bays for neighbouring halls. This allocation of car parking is shared between the Energy Centre, Richmond Park student accommodation and other university land uses. The Site features centrally positioned trees, street lighting, and a bike shelter. It is situated within the northern part of the wider Campus. It benefits from two points of access from within the Campus – one to the west via Whitworth Lane and one to the east via Chancellors Way.

The northern boundary of the Site is bordered by trees, vegetation, and a boundary wall, behind which lies Redshaw Close, comprising a small cluster of modern two storey residential properties and an area of green space. The surrounding context to the east, west and south is provided by University owned and managed buildings which comprise the residential Fallowfield Campus, including Richmond Park student accommodation to the south, Unsworth Park student residential accommodation to the east and Ashburne Hall student residential accommodation to the west on the opposite side of Whitworth Lane.

Vehicular access to the Site is provided principally via Whitworth Lane on the western side which connects the Campus to the public highway at Old Hall Lane to the north. A secondary access is available via Chancellors Lane to the east which connects to the public highway at Mosely Road running along the southern boundary of the Campus. The Campus is well-connected with pedestrian and cycle paths, along with numerous green spaces, making Whitworth Lane a key thoroughfare running north to south.

Figure 1: Satellite image showing the application boundary identified in red (source: Google Earth)



Surrounding Area

The Site lies to the north-east of the centre of Fallowfield and approximately 5km south of the City Centre. The Site lies approximately 1.5km south of the main University Campus located off Oxford Road. **Figure 1** above illustrates the wider site context.

Wilmslow Road is a main arterial route within Manchester that provides north south links to Oxford Road and the City Centre as well as Rusholme, Withington, Didsbury and Parrs Wood. The Oxford Road Corridor - the city's higher education hub and a key economic area of the City Centre – can be accessed easily from the Site, on foot, cycle or by public transport.

Environmental Designations

The Environment Agency Flood Map³ for Planning classifies the Site as being in Flood Zone 1 and is therefore at low risk of flooding from rivers or the sea. The Environment Agency flood map indicates that the majority of the site is at very low risk of surface water flooding, indicating that each year this area has less than 0.1% chance of flooding.

The Site is not located within a designated Conservation Area. No listed buildings or structures are situated on the Site. Ashburne Hall (Lees, Mary Worthington, Ward and Central block), including the Alice Barlow memorial gates and Ashburne Hall Lodge is located approximately 70m to the north west and is a Grade II Listed Building.

The Site is not allocated for ecological value. There are no Local Nature Reserves (LNRs), National Nature Reserves (NNRs) or Site of Special Scientific Interest (SSSIs) within 1km of the Site. There are no European designated sites (Special Protection Areas (SPAs) or Special Areas of Conservation (SACs)) within 10km of the Site.

Relevant Planning History

Manchester City Council ('MCC') approved an application⁴ for the redevelopment of the Fallowfield Campus on 11th December 2015. This application proposed to replace the existing catering and maintenance facilities (the Limes) and significantly enhance these elsewhere within the campus. A Central Processing Unit (CPU) was proposed to effectively replace the existing Limes facility and its current functions and relocate to a new location within the existing Richmond Park car park. This permission has now been lapsed.

In January 2024, MCC approved a further application⁵ for the redevelopment of the Fallowfield Campus. This application included the demolition of existing buildings (including the Limes) and demolition has recently commenced.

Stakeholder and Community Consultation

Community Consultation

The submission of this planning application has been supported by a consultation process which demonstrated a focused approach to ensure nearby residents had the opportunity to feedback prior to submission of the application. A total of 45 letters were posted by the University in August 2024 to the residents within a catchment area (outlined in orange in **Figure 2** below). To date, only one response was received which outlined various concerns around residential amenity. The University responded to the resident and outlined a few measures which had been implemented to minimise any impacts on nearby residents.

³ [Flood map for planning - GOV.UK](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/611111/flood-map-for-planning.pdf)

⁴ LPA Ref: 110184/FO/2015/S1

⁵ LPA Ref: 138126/OO/2023

Figure 2: Catchment Area



Manchester City Council (MCC)

The Applicant undertook pre-application engagement with MCC in March 2024. The concluding comments from the the pre-application meeting were as follows:

- The location of noisy plant will need to be carefully considered to ensure that it is directed away from Redshaw Close to minimise any impacts on the residents.
- The appearance and scale of the scheme will need to be sympathetic to the surroundings.
- The materials will need to be of a high-quality finish.
- The application will be classified as ‘major’ and therefore a 10% gain in biodiversity will be mandatory.
- There will need to be an appropriate standoff with the existing trees to the north of the Site.
- Consideration of proposal’s massing in relation to the surrounding low-rise buildings.

The discussions with MCC have been constructive and the feedback and comments have been addressed as part of the design evolution and within the application submission.

The Proposed Development

Amount and Use

The Proposed Development will facilitate the relocation of the existing ‘Limes’ building which will be decanted from its current location through the redevelopment of the western part of the Fallowfield Campus recently granted outline planning permission in January 2024. The proposed facility provides a range of critical ‘centralised’ support services and facilities associated with the operation of the Campus. There is a continued need for this facility and so it must be relocated within the Fallowfield Campus.

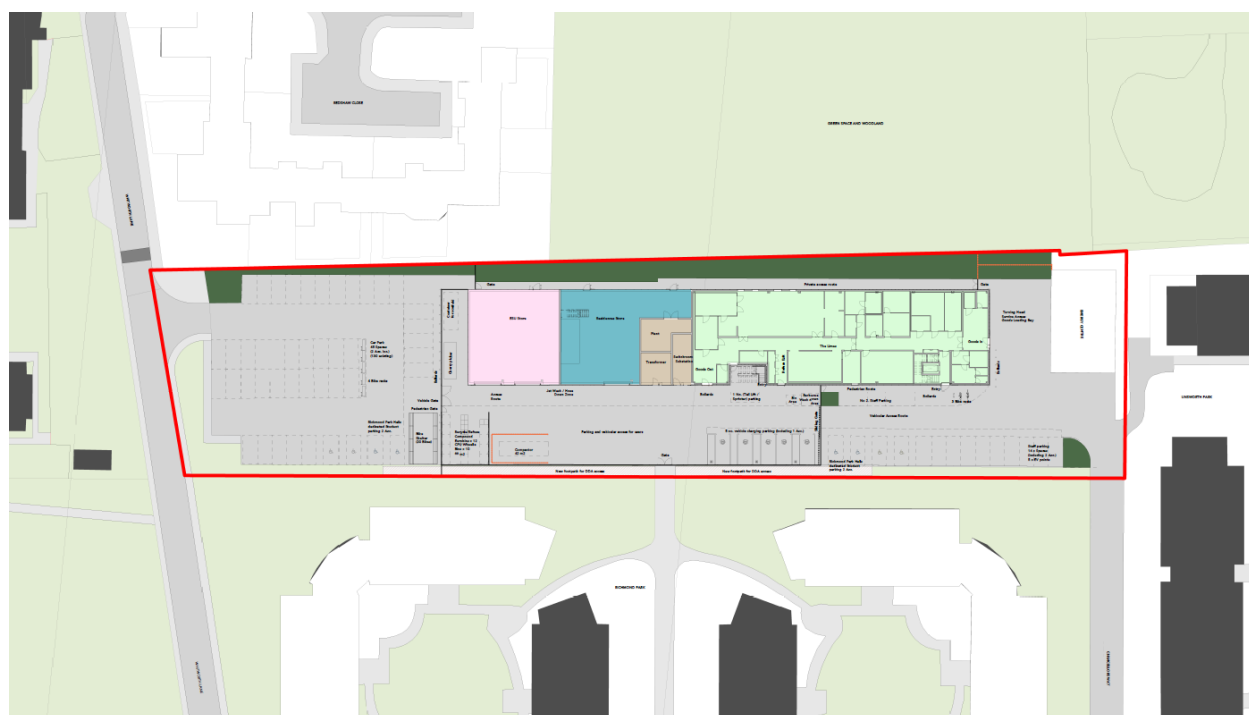
The existing car parking provision at the Site is noted to be surplus to requirement and is therefore rationalised to allow for part of the car park to be developed. There is currently an over provision of car parking in this location

relative to need, reflecting that students do not typically own cars. This car park is is therefore primarily used during student move in and move out events. Alternative provision will be made within the Campus for this purpose utilising other areas of car parking, with new provision as part of the development proposal covering the western part of the campus as referred to above. The relocation of the Limes Building will result in the reconfiguration of the existing car parking but will ensure that sufficient spaces are retained to facilitate residual demand.

The new facility will bring together the University's Catering CPU and operational space for the Campus's on site residencies support team, both currently accommodated within the existing Limes facility whilst also providing space for the Campus's Maintenance Services Units and Environmental Services Units which are responsible for the upkeep of buildings within the Campus and it's grounds. Both units require additional space for this purpose.

The proposed building provides a gross external area of 2,156 sqm. This is larger than the current Limes building reflecting that the new building will accommodate additional space not currented provided within the Limes as summarised above. The Site is divided into two main sections: the western part is designated for parking, while the eastern section houses the proposed building, which is split into the main building and the external stores. The building has been deliberately situated within the eastern part of the Site so as to not to have a direct interface with the residential properties on Redshaw Close to the north, with car parking retaining in the part of the Site immediately adjacent to these properties. **Figure 3** below illustrates the proposed site layout. A schedule of accommodation is provided within the Design and Access Statement (DAS) [page 63] prepared by Buttress.

Figure 3: Proposed Site Layout (dwg ref. LIMES-BUT-MS-R3-DR-A-04101-P01)



Main Building - Ground Floor

The ground floor accommodates key areas of the CPU, with Goods In located on the east side near the Energy Centre, and Dispatch at the southwest corner. It includes cold and freezer rooms, dry goods storage, preparation areas, a main cooking section, and dishwashing facilities, all supporting catering operations. A small office is situated near the main kitchen assembly for efficient workflow management. The floor also features internal and external stair cores, along with accessible WC/shower facilities, gender-neutral super-loos, and locker/changing areas.

Main Building - First Floor

The first floor's eastern corner is dedicated to CPU welfare, including staff rest areas, a main office, gender-neutral super-loos, lockers, and shower/changing facilities. The rest of the floor is occupied by the FMC team, featuring additional staff rest areas, offices, storage, a workshop, gender-neutral super-loos, shower/changing facilities, and plant rooms. External plant equipment is located on the west side of the building.

Main Building - Roof

Access to the main building roof is available through a ship's ladder in Staircore 1 and via the external stair (Staircore 2), which features gates and security measures for controlled access. The roof houses a series of PV panels.

External Stores

The external stores house equipment and vehicles for the Environmental Services Unit and Residences teams, with access provided through large roller shutters from the service yard. A detailed list of the equipment and vehicles is included in the Design and Access Statement. The store's roof does not house any plant equipment and is attached to the main building. It has a low profile, buffered by the existing tree line along the northern site boundary.

Appearance

The local material palette is predominantly brickwork, but the design of the nearby Energy Centre, built for industrial and infrastructure use, has significantly shaped the proposal's aesthetic. The Energy Centre stands out with its darker tones, using textured dark grey/blue brick and dark grey aluminium louvres. The approved scheme (2015) incorporated the same textured brick and colour palette, creating architectural harmony with the Energy Centre. Since the proposed building will serve a similar industrial function, it follows this design approach, using the same materials and colours to maintain a cohesive visual identity across the site.

The proposal is divided into the main building and the stores, but despite their distinct functions, the architectural design strives to present a cohesive and unified proposal through the following features:

- **Building envelope:** The building's elongated footprint is balanced by vertical elements, aligned with the grid layout. The Energy Centre's horizontal datum sets a consistent line for the façade's joints. Canopies frame the Goods In and Goods Out areas, emphasising key entry points for the CPU workstream.
- **Entrance slot:** The vertically designed entrance slot complements the external stair's height, enhancing the building's vertical rhythm. The use of accent colour emphasises the entrance, making it a focal point and guiding the visitor's arrival.
- **External stair:** The external stair provides a secondary entry and orientation, extending from the ground to the roof. Its vibrant colour contrasts with the dark façade, turning it into a sculptural feature integrated into the building's elevation. **Figure 4** provides a visual representation of the external stair approach.
- **Fenestration:** The box-frame windows on the south façade are designed for solar protection, featuring the accent colour for visual interest. In contrast, the north-facing windows and those on the ground floor are flush with the building's exterior, presenting a darker, seamless appearance.

Figure 4: Computer generated image of the Proposed Development (extract from DAS)



The proposal is designed within the context of the Fallowfield Campus, considering the mass and scale of nearby buildings. The elevations in **Figure 5** illustrate how the contemporary, functional design harmonises with its surroundings.

Figure 5: North and South Elevation of the Proposed Development (dwg ref. LIMES-BUT-B1-ZZ-DR-A-05001)



Access / Highways

The main entrance and exit are through Chancellor's Way to the east, with controlled gates managed by the University for safe vehicular movement. Entrances to the stores and main building are on the south elevation,

facing the primary vehicular route. The proposal includes fenced areas and gated access for security, privacy, and safety. A public footpath runs along the southern boundary for campus access, while a private path along the northern boundary is designated for service and maintenance.

The western side of the Site will provide 45 car parking spaces, inclusive of 4 accessible car parking space. It is noted that Richmond Park Halls will be allocated 2 dedicated accessible car parking spaces. The eastern side of the Site will provide 14 car parking spaces for staff car parking inclusive of 2 accessible car parking bays, 2 accessible car parking space will be dedicated to Richmond Park Halls for student parking; 5 electric vehicle (EV) car parking space will be provided inclusive of 1 accessible EV parking bay; and 1 parking space will be provided for Tail Lift/Sprinter parking. The total number of car parking spaces will be 66 and 1 Tail Lift/Sprinter parking. The overall car parking provision represents a reduction of 64 spaces. Additionally, a bike store with 20 cycle spaces and 7 cycle racks will be provided for staff and students outside the entrance to the main building.

Sustainability

The University has made a strategic commitment towards environmental sustainability⁶. The strategy for the scheme has been fulfilled through the following:

- Implementation of high-quality fabric, all electric systems and on-site solar PV.
- Avoiding fossil fuel tie in and benefiting from continual de-carbonisation of the grid.
- Offering EV charging, parking and cycle store provisions to encourage an active transportation shift to reduce carbon footprint.
- Retain employment and improve the future of the wider University offer and service.

Analysis of Proposed Development

Principle of Development

The principle of development was established through the adoption of the University of Manchester Fallowfield Campus Development Framework (2014). The Proposed Development effectively replaces the existing Limes facility and its functions. The Limes received Planning Permission for its demolition, along with its relocation to a new location within the existing Richmond Park car park in 2015 and 2024 respectively.

The University have commissioned and begun to deliver the first part of the Fallowfield Campus Regeneration (as per LPA. 138126/00/2023), comprising the demolition of the vacant Owens Park. Whilst the demolition of the Limes has yet to commence, as the facility is an integral part of the Fallowfield Campus operations, the Proposed Development will need to be built and operational ahead of the existing facility's demolition.

The proposal forms an integral and critical part of the operation of the existing and well-established University campus, being a form of infrastructure to support the continued operation of the campus. It sits wholly within the boundary of the campus which it forms an integral part of, replacing an existing infrastructure facility (surface car parking) which itself also serves the campus in a similar vein, albeit with an overprovision relative to need. To that end, the use is entirely appropriate for and to its location having regard to its ancillary function.

As a facility, it is not a direct generator of additional activity (vehicular movements and the like) being entirely ancillary to the existing campus.

⁶ [Our Sustainable Future \(manchester.ac.uk\)](https://www.manchester.ac.uk/our-sustainable-future)

High Quality Design

It is considered that the Proposed Development would deliver high quality design. The building would make a positive contribution to the area. It would reflect and take cues from its surrounding context, both in terms of its materials and its massing and height. The development would also add interest and make a positive contribution to the street scene. The colour and architectural elements of the building will create visual interest and character.

The massing of the building also limits amenity issues with surrounding buildings, particularly residents of Redshaw Close, by ensuring that appropriate interface distances can be delivered. The height of the building is also considered to be appropriate. It reflects the gradient of building heights in the surrounding area, and the proposed massing removes and overbearing impact on the surrounding streets.

On this basis, it is considered that the Proposed Development therefore complies with design policy in the Framework and the Development Plan, including CS Policies SP1 and EN1 and PFE Policy JP-J1.

Environmental Matters

Residential Amenity

The application is supported by a Noise Impact Assessment (prepared by Dragonfly Consulting) which confirms the following:

- The noise levels from site servicing operations affecting NSR1 (16 Redshaw Close) will be 0.7 dB lower than the representative background noise levels during the daytime, and 11.0 dB lower during the night. Noise from fixed plant will be at least 2.6 dB below the daytime background levels and 1.6 dB below the nighttime background levels.
- The Proposed Development incorporates significant noise mitigation through careful plant selection, aiming to minimize noise while still meeting the required cooling, heating, and airflow demands.
- A major source of plant noise is the use of air-source heating and cooling systems, which are necessary to meet sustainability targets. As a result, achieving noise emissions lower than the levels stated above is not realistically feasible.
- The Proposed Development includes substantial noise mitigation measures to reduce noise from HGV operations at nearby receptors, such as a 3.5m noise barrier positioned behind the HGV loading area at the site boundary. HGV operations are limited to the daytime, with no more than one arrival and unloading process per hour.
- It is recommended that planning consent be granted with appropriately worded conditions to address the following:
 - **Fixed Plant:** A pre-occupation condition to assess fixed plant requirements once final M&E details are available.
 - **Site Servicing Operations:** a compliance condition to limit the maximum number of HGV movements per hour between 07:00 and 23:00, and ensure the acoustic barrier remains in place on the north side of the loading area.

The application is supported by an Air Quality Assessment (prepared by Hydrock) which confirms the following:

- A qualitative construction dust risk assessment has been undertaken. Through good practice and implementation of appropriate mitigation measures outlined, it is expected that the release of dust would

be effectively controlled and mitigated, with resulting effects considered to be 'not significant'. All dust impacts are considered to be temporary and short-term in nature.

- An operational phase assessment has been undertaken and it is not anticipated that any significant adverse impacts on local air quality will occur. Future occupants of the Proposed Development should not be exposed to poor ambient air quality.

The application is supported by a Kitchen Odour Risk Assessment (KORA) (prepared by Hydrock), this confirms that the kitchen facilities have the potential to introduce cooking odours to high sensitivity receptors within 100m of the Site. The KORA indicates that a 'high' level of odour control would be required. The mitigation measures are shown at Section 5.2 of the KORA. It is considered that should these mitigation measures be implemented, the residual odour risk at nearby receptors can be reduced to negligible.

Subject to the approval of this application, the implementation of a Construction Environmental Management Plan (CEMP) pursuant to a suitably worded condition is welcomed. The CEMP would detail the measures that will be adopted during the construction phase in order to mitigate impacts associated with noise, dust and vibration. Standard working hours will be adopted no construction to take place on Sundays or Bank Holidays in order to protect the living conditions of nearby residents. In implementing the provisions of the CEMP during the course of construction activities, it is considered that the Proposed Development would not give rise to any unacceptable environmental impacts in accordance with CS Policy DM1. The CEMP will be implemented pursuant to a suitably worded planning condition.

No overlooking will occur and no unacceptable loss of daylight or sunlight, or overshadowing to nearby residents. No impact on the amenity of the majority of the residential receptors in the surrounding area will result. On this basis, it is considered that development protects residential amenity and complies with CS Policy DM1 insofar as it relates to effects on amenity, CS Policy H1 in respect of privacy and CS Policy EN16 and PFE Policy JP-S5 in respect of air quality.

Security, Crime Prevention and Fire Safety

The application is supported by a Crime Impact Statement (CIS) (prepared by Greater Manchester) which provides an analysis of crime within the area, alongside the security credentials of the Proposed Development and general recommendations with respect to additional measures required to design out crime. The CIS confirms that the following proposed features would make a positive contribution to the prevention of crime and fear of crime:

- Will bring additional activity and surveillance to the area, particularly during the day;
- Sits within an existing University campus with well-established management practices and security protocols; and
- The proposed and relocated parking spaces will be laid out in straight rows, with few obstacles to views across them at ground level, aiding surveillance opportunities.

The CIS concludes that the Proposed Development is capable of achieving Secure by Design accreditation, subject to the inclusion of recommendations set out in the CIS. The CIS confirms that the Proposed Development is supported by Greater Manchester Police. It is wholly consistent with CS Policies EC1 and DM1, and paragraphs 96(b) and 135(f) of the Framework insofar as they relate to security.

Highways

The application is supported by a Transport Statement (TS) (prepared by Hydrock). Additionally, the application is supported by an BREEAM Travel Plan (prepared by Hydrock) which sets out the measures expected to be included in a detailed Travel Plan to encourage the uses of sustainable modes of transport. The TS confirms that the Site is

highly accessible by sustainable modes of transport. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site. Furthermore, it is not considered that the Proposed Development would have a material impact on the surrounding highway network, considering the land use and scale of development.

The use of sustainable transport modes will be encouraged via a travel plan, which will be subject to monitor and review. The Proposed Development therefore accords with the requirements of CS policies CC5, TP1 and TP2, PFE Policy JP-C1, JP-C3, JP-Strat14 and Chapter 9 of the NPPF.

Sustainability

The application is supported by an Energy Statement (prepared by Hydrock) and an Environmental Standards Statement (prepared by RLB) which confirm the following:

- In line with the Places for Everyone Policy JP-S2 the ENE 01 credits have been assessed to achieve at least a 'Very Good' rating. The results indicate the Limes can achieve 7 credits for ENE 01 therefore surpassing the current requirement. The BREEAM assessment will be monitored throughout the design and construction phases to ensure that the 'Very Good' rating is maintained as a minimum.
- The adjacent Energy Centre to the proposed Limes facility, which operates a gas-fired district heating network, does not align with the University's Sustainable Future Strategy. Additionally, no spare capacity was identified, and issues with the CHP engine were observed during a survey. As a result, connections to the heat network are not being considered at this time.
- The energy strategy will be developed to minimise the energy consumed by a lean, clean and green approach. This will include minimising energy usage via the use of passive design measures such as high building fabric thermal performance, low air permeability and optimising the extent of external glazing to maximise natural day lighting without giving rise to excessive heat gains.
- Lighting will be efficient LED fixtures throughout, with energy saving automatic controls. The lighting controls will be presence detection in the offices, circulation and WC while catering will have manual controls. Whilst no lighting has been proposed as part of this application, it is anticipated that the detailed design of the external lighting will be submitted pursuant to a conditional approval prior to its installation.

On this basis, it is considered that the Proposed Development thus exceeds the requirements of CS policy EN6, EN8, EN9 and DM1, PFE Policy JP-S1, JP-S2 and JP-S6, and paragraphs 157, 159 and 162 of the Framework.

Ecology and Trees

The application is supported by an Ecological Impact Assessment Report, Landscape Environmental Management Plan ('LEMP') (prepared by Tyler Grange) and a completed Biodiversity Net Gain Metric. These confirm that:

- The development will primarily affect habitats of negligible ecological importance, such as hardstanding, modified grassland and immature trees. Any semi-mature boundary trees with local ecological importance to be lost to development should be replaced with additional native tree planting, which is expected to mitigate for the loss of these trees. Planting of mixed scrub could also enhance the habitats provided on-site. The Proposed Development will result in a biodiversity net gain ('BNG') of 39.08%. A HMMP to ensure the long-term management of the proposed habitat enhancements is expected to be secured via a suitable worded planning condition.
- All trees and buildings on-site provide negligible bat roosting potential. Therefore in line with Best Practice Guidelines, no further nocturnal surveys are required. No setts or badger field signs were identified on-site or within 30 m of the site. However, as badger are a highly mobile species, and can create a sett in a short

period of time, it is recommended that a pre-commencement check for badger is completed prior to the start of works to ensure no new setts have been created, specifically within the treeline immediately to the north of the site. Precautionary Working Methods to protect badger and hedgehog during construction are also recommended.

- All management works should take place within daylight hours to avoid the disturbance of commuting bats, or if this is unavoidable, dark corridors should be maintained around the Site. All tree, hedgerow and shrub cutting works should occur outside the main nesting period (September – March inclusive). The creation of landscape buffers, with additional hedgerow, shrub and tree planting will enhance key faunal groups and ensure commuting, foraging and nesting resources are maintained and enhanced within the Site for local fauna.
- It will be the responsibility of the University to employ a suitable contractor to undertake the management prescriptions set out in the LEMP and to appoint a Suitably Qualified Ecologist to undertake all monitoring for the duration of the LEMP.

The application is supported by an Arboricultural Impact Assessment (prepared by Tyler Grange) which confirms that nine low-quality trees (Category C) will be removed in order to facilitate the Proposed Development. The University will endeavour to provide compensatory planting at a 2:1 ratio within the Fallowfield Campus, and the wider University Campus. The report recommends that a detailed Arboricultural Method Statement (AMS) is provided to ensure the protection of the existing trees during construction. Overall, the Proposed Development would have no adverse ecological effects. On this basis, the Proposed Development is considered to be compliant with CS Policy EN9, EN15, PFE Policy JP-G8 and Chapter 15 of the NPPF.

Flood Risk and Drainage

The application is supported by a Flood Risk Assessment (FRA) (prepared by Hydrock) which confirms that as the Site is entirely located in Flood Zone 1 and is at a low risk of flooding from other sources, a Sequential Test and Exception Test is not required. The Site is considered to be at low risk of flooding. The FRA recommends that the ground floor thresholds are set above surrounding ground levels by a minimum of 150mm, in line with building standards. Since there are no surface water or fluvial flow routes on-site, the Proposed Development will not directly impact surrounding land. Access to the Site via Whitworth Lane and Chancellors Way is also deemed safe, as both routes are at low or negligible flood risk.

The application is further supported by a Drainage Strategy (prepared by Hydrock) which confirmed that the preferred drainage solution for disposal of surface water is to discharge unrestricted to the existing private sewer via a below ground gravity network. The Strategy also confirms that elements of Sustainable Drainage Systems (SuDS) have been incorporated into the proposal, and that the SuDS and other drainage elements will be regularly maintained by a nominated management company. Foul flows will be discharged to the existing private network at an unrestricted rate before connecting into the public United Utilities combined sewer south of the site.

In light of the above, the Proposed Development satisfies CS Policy EN14, PFE Policy JP-S4 and paragraphs 165, 173 and 175 of the Framework and subject to inclusion of the mitigation measures identified, it is anticipated that flood risk and surface water from the development can be managed safely and sustainably.

Heritage and Archaeology

The application is supported by a Heritage Statement (prepared by Turley Heritage) which concludes that there would be no harm to the significance of Ashburne Hall, therefore MCC can be satisfied that the statutory duty under s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 has been met.

The application is supported by an Archaeological Desk Based Assessment (prepared by Aspect Archaeology) which confirms that the Site has very low potential for significant archaeological remains and that the Proposed

Development will have no direct effect on any designated assets. The Proposed Development satisfies the CS Policies EN1, EN3, DM1 and Chapter 16 of the Framework.

Ground Conditions

The application is supported by a Ground Investigation Report (prepared by Hydrock). The report recommends that the further ground investigation, risk assessment and (where necessary) remediation will mitigate the potential effects of identified contaminants. None of these effects are considered to be significant or unacceptable and as such are in accordance with the requirements of CS Policy EN18 and Paragraphs 189, 191 and 217d of the Framework.

Conclusions

It is considered that the Proposed Development accords with the provisions of the Manchester Core Strategy, constituting sustainable development and for this reason should be permitted without delay, in accordance with paragraph 11 of the NPPF.

I trust that I have provided all of the information necessary for you to validate and progress the application. Please do not hesitate to contact me if you have any queries or require any further information.

Yours sincerely

Rebecca Boston
Planner

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