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Planning Department
Development Management
Planning Growth and Development
Manchester City Council
P.O. Box 532
Manchester
M60 2LA

22 May 2026

Our ref: I001787
SUBMISSION VIA PLANNING PORTAL

Dear Sir/Madam,

SUBMISSSION OF APPLICATION FOR FULL PLANNING PERMISSION AT ROPEMAKER COURT, MOSS LANE EAST, M14 4PL

On behalf of our Client, Ropemaker Propco limited (the 'Applicant'), we hereby submit an application for full planning permission to erect two detached single storey pavilions and a pergola to enhance the amenity provision for the existing use of Ropemaker Court (the 'Site') as purpose-built student accommodation ('PBSA'). The proposals also include the relocation of existing cycle and waste storage, enhanced servicing provision, and the installation of photovoltaic panels ('PV') at roof level of the existing building. Whilst not technically requiring planning permission, several internal upgrades are also being pursued to the current reception area, this includes improvements to the internal layout and fluidity of the space. These are included in this planning application for completeness.

The description of the proposed development is set out below:

"Erection of two detached pavilions, detached pergola, installation of photovoltaic panels on main building, re-location of existing cycle and waste storage, internal alterations and associated works'

The application has been submitted via the Planning Portal on 27 March 2026. The requisite planning application fee of £2,437.00 has been paid by the Applicant via the Planning Portal (ref. PP-14805696).

This covering letter, and the supporting documents, provide information relating to the submission of this full planning application. This letter provides the details of the proposed development and sets out justification in line with relevant Development Plan policy and guidance.

In addition to this document, a number of other documents have been prepared and are submitted in support of the planning application (as agreed by officers at pre-application stage). A drawing register has been submitted containing the relevant drawing numbers:

- Application form - prepared by Iceni Projects
- Site and Location Plan – prepared by NORR Architects
- Application Drawings- prepared by NORR Architects:
    - Location Plan
    - Proposed and Existing Elevations
    - Proposed and Existing General Arrangement plans
    - Existing and Proposed Site Plan
    - GA Sections A-A
    - GA Sections B-B
    - Existing and Proposed Pavilion Elevations
- Design and Access Statement – prepared by NORR Architects
- Ground Floor Sprinkler Layout – prepared by Armstrong Priestly

Iceni Projects is the trading name of Iceni Projects Limited. Registered in England No. 05359427

- Noise Impact Assessment– prepared by Cass Allen
- Transport Note – prepared by Iceni Projects
- Flood Risk Assessment and Drainage Strategy – prepared by Curtins
- Phase 1 Geotechnical Report- prepared by CC Geotechnical
- Utilities Assessment – prepared by Lucion
- Plant Information for Proposed Pavilions – prepared by NORR
- Tree survey and Constraints Report - prepared by Amenity Tree
- Arboricultural Impact Assessment (AIA) – prepared by Amenity Tree
- Tree Protection Plan – prepared by Amenity Tree
- Full Assessment of Biodiversity – prepared by Amenity Tree
- Biodiversity Net Gain Metric – prepared by Amenity Tree

The Site and Surroundings

The application Site lies just outside of the Manchester City Centre boundary, in an area called Rusholme. The Site comprises PBSA (Sui Generis Use Class) with associated landscaping, surface level car parking (total of 15 spaces, including five blue badge), bin storage and cycle parking in a centralised hardstanding courtyard. The student building forms the perimeter of the Site from north to west and is formed as an 'L' shape. The building varies in height, with the northern section fronting Moss Lane East, ranging from four to six stories. Whilst the western side, running parallel with Heald Grove, mirrors this approach.

The main access to the existing hardstanding courtyard is via Moss Lane East.

The Site is in a highly sustainable location, with regular bus services connecting the student accommodation to Manchester city centre and main train stations. Equally, the Site is located a 30 minute walk (1.3 miles) away from Manchester Oxford Road train station and a 40 minute walk (1.8 miles) from Manchester Piccadilly, connecting Manchester to major cities such as Liverpool, Birmingham and London. The Greater Manchester Accessibility Index (GMAI) puts the Site within an accessibility score of 8, with 8 being the highest level of accessibility and 1 being the lowest.

The Site itself is not listed nor does it lie within a designated Conservation Area. There is a Grade II listed pub within the immediate vicinity (Entry number 1255024), located directly to the east of the Site according to Historic England's register.

With reference to the Environment Agency ('EA') online mapping for planning, the Site lies wholly in Flood Zone 1, which is the lowest-risk flood zone. Small portions of the Site are highlighted as being subject to surface water flood risk (1 in 30).

Planning History

Planning permission was originally granted on 9 February 2011 (ref. 093074/FO/2010/S1) for the erection of a multi-height (ranging from 4 to 6 storeys) student accommodation building comprising 416 bedrooms together with car parking and landscaping. 15 car parking spaces were approved for the use of staff and essential users, including five Blue Badge Spaces. The Section 106 agreement prohibits the use of the car park by student occupiers of the existing building, save for disabled badge holders. We understand that permission ref. 093074/FO/2010/S1 has been implemented.

There is evidence of more recent non-material amendment permissions relating to minor external alterations and internal configurations to the existing building. A summary of notable planning permissions are included in Table 1.1 below.

Table 1 - Site Planning History

Application Reference	Description of Development	Decision

093074/FO/2010/S1	Erection of part 4, part 5, part 6 storey building to form student accommodation comprising of 416 bedrooms together with parking and landscaping.	Granted (February 2011)
096395/NMC/2011/S1	Non-Material Amendment to planning permission 093074/FO/2010/S1 to allow elevational alterations and changes to the external bin store together with some minor internal configurations.	Granted (20 June 2011)
099240/NMC/2012/S1	Non-material amendment to planning permission 093074/FO/2010/S1 to allow change of metal cladding to render	Granted (22 May 2012)

Surrounding planning history for Purpose Built Student Accommodation (PBSA) schemes has been provided for information within Appendix A. These provide a useful precedent of recent surrounding schemes.

Pre-Application Engagement

A pre-application submission was made to Manchester City Council in 06 November 2025 to seek initial officer advice prior to the submission of a full planning application. The Council provided the following comments on the emerging proposals on 13 November 2025. The below table summarises the feedback and the Applicant's response in evolving the proposals submitted herein. A response to initial comments relating to highways was also issued to the pre-application case officer on the 25.11.25 with confirmation that the comments had been accepted (as per written correspondence dated 09.12.25).

Officer Comment	Applicant Response
Validation Requirements: Documents included in pre-application cover statement confirmed as being required. This included Planning Statement, DAS, Land Contamination/Geo-Environmental Survey, Noise Assessment, Transport Statement (incl. parking plans). A desktop survey of the ground conditions was also recommended, where excavation is involved alongside a Waste Management Strategy.	A Geoenvironmental Report has been prepared by CC Geotechnical Limited to provide a survey of the ground conditions of the site. A Waste Management Strategy is expected to form part of a suitably worded condition. However, details relating waste management arrangements are included within the DAS.
Cycle Parking: Although the level of provision will remain unchanged, it would be useful to understand the level and quality of provision alongside cycle parking demand. An uplift in provision may work to counter against the loss of on-site parking and	There are currently 94 covered cycle parking spaces on site. This provision will be reflected on site. No further cycle parking has been provided as from recurring site visits carried out by the team, these facilities were also being underutilised. This is discussed in further detail within the submitted Transport Statement.

encourage sustainable travel, particularly for staff.	
Car Parking: The level of provision will reduce from 15no. staff parking spaces to 3no. disabled parking spaces. It is unclear whether the level of disabled provision will be retained. Disabled bays will need to align with MCC standards and subject to appropriate swept-path assessment. It is unclear whether there is any existing EV provision and whether this would be retained - EV provision would be welcomed. Whilst it is noted that the site is located within a sustainable location, and student residents (apart from blue-badge holders) do not have access to parking, further evidence/justification will be required in order to assess the level of provision and implications on surrounding on-street parking demands. On-site parking surveys and modal-share staff data obtained from the Travel Plan would be required alongside a review of surrounding TROs.	There are 5 existing blue badge spaces which are currently underutilised. The proposals include 3 x blue badge spaces, resulting in a loss of 2 x existing spaces. Given the high accessibility rating for the site and on review of other student schemes permitted elsewhere in the local area (where NIL/a similar provision of blue badge parking was acceptable; see supporting planning cover statement for details) this is justified. The existing spaces are also underutilised. Full justification is set out in the submitted Transport Statement (to be submitted within any forthcoming planning application). A swept path analysis has been undertaken to demonstrate that a fire, refuse and delivery vehicle can access the site as well as cars using the parking bays. These are provided within the Appendices of the Transport Note prepared by Iceni. No EV charging infrastructure is proposed as part of the development. This approach is considered appropriate and proportionate given the significant reduction in on-site parking provision, alongside clear evidence that the existing parking is currently underutilised. In this context, the introduction of EV charging facilities would result in inefficient use of space and resources, failing to reflect the actual demand associated with the site. Furthermore, the scheme promotes a reduced reliance on private vehicles overall, aligning with sustainable transport objectives. A Transport Note has been submitted alongside this application. The proposed development does not include any additional student accommodation nor does it result in an increase in staff numbers; accordingly, there would be no uplift in trip generation or parking demand associated with the site. The proposals should also be considered in the context of recent developments within the surrounding area, where significant reductions in on-site parking provision have been successfully implemented. The evidence presented demonstrates that existing parking levels are not fully utilised and that there is no substantive demand to justify retention of the current provision. The site occupies a highly sustainable location, with a wide range of local amenities and services

	accessible within a short walking distance, as well as strong public transport connectivity. Furthermore, students are not permitted to park on site unless they are Blue Badge holders, and no general staff parking is provided, as per the Section 106 agreement. As such, reliance on private vehicles is already inherently limited. In this context, the proposed reduction in parking provision is both logical and appropriate, reflecting the actual operational characteristics of the site and aligning with sustainable transport objectives.
Site Access: It appears that pedestrian access will be retained at the main access (via pedestrian gate at Moss Lane East) with Heald Grove retained as escape only. Highways would welcome any site access rationalisation works given that movement into the car-park/service yard will be significantly reduced. In addition, the access is not currently supported by tactile paving. Such improvements would work to enhance pedestrian movement in the vicinity of the site and accommodate the concentration of ped movement at this location, away from Heald Grove.	As noted, the main access for both vehicles and pedestrians will remain from Moss Lane East, with the side gate to the east of the site to remain as an emergency escape only. Tactile paving can come forward in this location and is expected to form part of a hard landscaping condition.
Amenity: Any application must also include a noise impact assessment, with particular attention to potential noise breakout. For the gym, this assessment should specifically address activities such as the dropping of weights and similar sources of impact noise.	A Noise Impact Assessment has been produced by Cass Allen, this covers the noise generated from the surrounding plant on site as well the newly provided amenity areas.
Servicing: It is proposed that refuse servicing will no longer take place internally but will take place directly off Moss Lane East. Highways request further information on current refuse servicing schedules/frequencies and plans showing proximity of servicing from the Oxford Rd signalised junction in order to determine whether there would be any likely highway implications. Bins will be presented on the footway for refuse servicing. Plans should demonstrate specific bin presentation locations, impact on the adopted section of footway and retained footway widths to allow appropriate highways assessment. Smaller deliveries would be retained internally. It is unclear how resident personal deliveries	A Transport Note has been prepared by Iceni, which clearly sets out the proposed servicing arrangements for the site. This includes a Waste Collection Strategy plan identifying the location for bin presentation and collection. As detailed within the Transport Note, the existing footway has a width of approximately 5 metres, which is considered more than sufficient to accommodate the temporary placement of bins along the building frontage on collection days, without giving rise to obstruction or conflict with pedestrian movement. Swept path analysis has been provided within the appendices of the Transport Note, demonstrating that service and delivery vehicles can safely access and manoeuvre within the site. The reception entrance is to be retained in its current position, enabling delivery drivers to utilise this area for short-stay parking and

(including food deliveries are/will be safely managed). Further information on these and all internal servicing activities/vehicle types will be required. Updated internal swept-path assessment will be required (including fire tender assessment). Should the updated arrangements be accepted by Highways, and updater Delivery & Servicing Management Strategy will be required.	unloading. In addition, there is adequate space within the site to allow vans to park and manoeuvre as required. It is anticipated that a Delivery and Servicing Management Plan will be secured by condition, ensuring that all servicing activities are appropriately managed and controlled.

Planning Policy Overview

Adopted Development Plan for Manchester City Council

The Core Strategy was adopted in July 2012 and covers the plan period up until 2027. There has been a recently released addendum to the Core Strategy titled Place for Everyone (2024) which is to be read alongside the Core Strategy (2012). This document acts as a joint development plan covering several areas around Manchester and will also form the framework applications will be assessed against.

The Local Development Framework for Manchester is supported by the following documents:

- Places for Everyone Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039 (December 2024)
- Core Strategy (July 2012)
- Interactive Proposals Map
- Extant (remaining) Unitary Development Plan Policies (April 2012)
- Greater Manchester Joint Waste DPD (April 2012)
- Greater Manchester Joint Minerals DPD (April 2013)

National Legislation

The National Planning Policy Framework (NPPF) (2024) is a material consideration for the planning application.

Emerging National Legislation

The Government published proposed reforms to the NPPF in December 2025, with the subsequent consultation running from 16 December 2025 to 10 March 2026. However, as the emerging Framework has not yet been formally adopted, it currently carries no weight in the decision-making process.

Key Policy Considerations

The below provides an overview of all policies deemed relevant to the Proposed Development which are discussed in further detail in the Key Considerations section of this Planning Statement.

Core Strategy (2012)

Policy C2: 'District Centres' notes that development will support thriving district centres, by providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services.

Policy DM1: 'Development Management' states that developments must protect local amenity by minimising impacts like noise, pollution, traffic, and loss of privacy, while considering existing environmental conditions.

Policy H12: 'Purpose Built Student Accommodation' states that PBSA sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area. Student accommodation should be carefully designed and laid out in relation to nearby uses to avoid harming surrounding residential amenity, particularly by preventing excessive noise, disturbance, or negative impacts on the street scene.

Policy EN3: 'Heritage' requires new developments to preserve, or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including listed buildings.

Policy EN4: 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' states that where possible new development will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.

Policy EN15: 'Biodiversity and Geological Conservation' notes that developers will be expected to identify and implement reasonable opportunities to restore or create new biodiversity either on site or adjacent.

Places for Everyone Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039 (2024)

Policy JP-C8: 'Transport Requirements of New Development' requires new development to reduce the negative effects of car dependency.

Relevant Supplementary Planning Documents

Manchester City Council's Supplementary Planning Document (MCC SPD) – Planning and Noise: Technical Guidance (October 2022)

Other Material Considerations

NPPF (2024)

Chapter 2 'Achieving Sustainable Development':

Paragraph 8 outlines what achieving sustainable development would look like and the three overarching objectives that all mutually support one another:

- An economic objective – ensuring sufficient land of the right type is available in the right places, whilst improving productivity.
- A social objective – to support strong, vibrant and healthy communities by fostering well-designed beautiful and safe spaces that reflect current and future needs and support communities' health, social and cultural well-being.
- An environmental objective – to protect and enhance our natural and built environment by making effective use of land, improving biodiversity, including moving to a low carbon economy.

Paragraph 167 specifically states that significant weight should be given to support energy efficiency of existing buildings.

Chapter 7 'Ensuring the Vitality of Town Centres':

Paragraph 90, part (a), notes that the aim of having a network and hierarchy of town centres ensures their long-term vitality and viability by enabling managed growth and diversification.

Chapter 5 'Delivering a sufficient supply of homes':

Paragraph 71 notes the range of benefits that mixed tenure sites, such as PBSA proposals, can bring such as enabling the creation of diverse communities.

Chapter 12 'Achieving Well-Designed Places':

Paragraph 135 specifies that decisions should ensure that developments are sympathetic to local character and will add value to the overall quality of the development of the area over the lifetime of the development.

Paragraph 136 notes that trees are an important contribution to the character and quality of the urban environment and that developments incorporate trees where possible, secure the long-term maintenance of new planting, and retain existing trees wherever possible.

Emerging NPPF (2025)

Policy HO9: 'Specialist forms of accommodation' states that PBSA should provide adequate living and storage space and sufficient shared cooking, laundry and amenity areas.

Proposed Development

This application seeks planning permission for the following:

- Provision of a new pavilion to deliver enhanced student amenity space, replacing the existing bin store and reconfiguring accessible parking;
- Introduction of a second pavilion to provide a dedicated on-site gym for students;
- Rationalisation of underused parking, retaining three accessible bays to create a more efficient and functional site layout;
- Creation of an attractive outdoor social space through new hard landscaping;
- Reconfiguration of the reception area to create a more open and welcoming environment (included for completeness); and
- Internal enhancements to modernise and improve the overall quality of the accommodation (included for completeness).

Key Planning Considerations

These proposals are considered to be compliant with all relevant Local Plan policies. A full assessment is included below – justifying the proposals in planning terms. This should be read alongside the submitted technical reports and design material.

Principle of Development

The proposals intend to support and improve the existing use of the Site as PBSA through the provision of enhanced amenity space for the use of existing student occupiers. This very much echoes the Core Strategy (2012) and the Place for Everyone Plan (2024) which emphasises the importance of universities and the knowledge economy as key strategic assets for Manchester.

The Site is located within a designated District Centre, which primarily focuses on providing a good range of accessible key features (as per Core Strategy Policy C2). This Policy also states that new development within the District Centre should positively contribute to the reuse and regeneration of an area whilst also taking opportunities to adapt to climate change.

In line with the government's growth agenda and the NPPF (2024), the retrofitting and repurposing of existing buildings is key in supporting economic growth – with the proposals actively supporting this

objective. The NPPF also seeks to improve communities' health, social and cultural well-being, further reinforcing the importance of enhancing the current student facilities.

The proposed development enhances an existing site currently used for student accommodation. The plans include significant improvements to the communal areas, alongside the introduction of an on-site gym aimed at supporting student health and well-being. This has become increasingly important, in a post Covid-era. The removal of underutilised car parking spaces enables the delivery of these enhancements by repurposing a disused part of the site, thereby maximising land use and contributing to the overall improvement of the built environment. The principle of the proposals are therefore justified on this basis.

Design and Setting

The importance of good quality design is emphasised in the NPPF. The National Design Guide sets out that well-designed place comes through making the right choices about layout, form and scale of buildings, appearance, materials and detailing.

The proposed scheme looks to improve the student experience at this building by providing additional amenity space including a multi-function room for karaoke/podcasts, a games area for pool/ping pong, an area for gaming and a gym.

This is achieved through the introduction of two new lightweight, single storey pavilions constructed separate to the main building(s) but within the ownership boundary of the site. The pavilions are proposed to be constructed from a simple but contemporary material palette complementary to the existing building(s).

As noted, to the east of the site lies a Grade II listed building which is now being used as a pub. The proposals will not impact this listing, nor will it impact the curtilage. Due to improving this underutilised area of outside space with a new high-quality design amenity building, the setting will instead be enhanced. Accordingly, the proposed works are considered to comply with Policy EN3 of the Core Strategy.

The Site's eastern boundary is directly adjacent to the rear of a neighbouring commercial property, whilst to the south, the current car parking spaces run parallel to further parking spaces associated with the retail and commercial uses to the rear of Ropemaker Court. With this in mind, the design and scale of the development will be such that it is expected to fit seamlessly within the existing context without disrupting the area's rhythm and allow the space to be used more efficiently. Landscape improvements will also enhance the area to the rear.

Highways and Parking

A Transport Note, commissioned by Iceni Projects on behalf of the Applicant, has been submitted alongside the planning application and confirms that the proposals raise no unresolved highways or transport concerns. Officers are directed to that document for full technical detail, but the key points are outlined below.

As the number of bedrooms is not increasing, there will be no uplift in student numbers and therefore no change in overall trip generation to and from the site, as such the proposed development would not result in any detrimental impact to the highway.

The existing hardstanding car park has become significantly underused over time and occupies space that could be put to better use through enhanced student facilities. The Site is in a highly sustainable location, consistent with Policy H12 (Purpose Built Student Accommodation), which supports ongoing investment in PBSA to maintain its contribution to the wider economic vitality of Manchester.

The introduction of a new pavilion building to the east of the car park will reduce parking provision from 15 spaces to 3 blue badge bays. Surveyed demand confirms that three bays are sufficient and reflects the Site's GMAL rating of 8 (very high), indicating excellent access to public transport. Students are

already prevented from obtaining parking permits through the Section 106 agreement, meaning parking is intended solely for staff and blue badge holders.

Cycle storage to the north-east remains in place, while the central cycle store will be used and relocated to the southern courtyard. Hard landscaping will ensure level and convenient access to the new location. The total number of cycle spaces is unchanged, and the usability of the facilities is fully maintained.

Overall, the proposed transport and servicing arrangements comply with Policy JP-C8 of the adopted Place for Everyone Plan (2024).

Deliveries and Servicing

A Transport**, c**ommissioned by Iceni Projects on behalf of the Applicant and submitted alongside the planning application, also addresses delivery and servicing arrangements for the scheme. Officers are directed to this document for full technical assessment, with the key points summarised below.

The Site is currently accessed via the existing vehicle entrance, which also serves the bin store within the car park. The proposed development introduces only minor adjustments to access and servicing, primarily involving the relocation of cycle parking and waste storage facilities.

Vehicle access arrangements will remain unchanged. Internal layout amendments will accommodate the reduced parking area while maintaining adequate manoeuvring space. Swept path analysis within the Transport Note confirms that fire appliances, refuse vehicles, delivery vehicles and cars can continue to enter, turn within, and exit the Site safely.

Two existing bin stores serving Blocks C and D are retained, while the Block B store will be replaced by a larger, consolidated facility adjacent to Pavilion 1 to serve Blocks A and B. As refuse vehicles will no longer enter the Site, bins will be transferred to Moss Lane East for collection by the on-site facilities management team, who will also return them to the store afterwards. An existing gate at the north-eastern corner provides direct access for this purpose, and bins will be positioned adjacent to this gate on collection days. The footway in this location is approximately 5 metres wide, providing sufficient space for temporary bin placement and safe collection from the carriageway. The proposed location of the temporary bin placement on the carriageway is shown in drawing 6.2 within the supporting Design and Access Statement.

Renewable Technology

The proposals include the provision of solar panels, covering the majority of the roof of the existing PBSA building. This will assist in improving the sustainability of the building and aligns with Manchester City Council's goal of reaching Net Zero by 2038. A Proposed Site Plan has been submitted in support of the application to indicatively show the location of the proposed solar panels.

Accordingly, the proposed works are considered to comply with Policy EN4 of the Core Strategy and Objective 7 of the Place for Everyone Plan (2024), both of which emphasise the need for development to minimise carbon emissions through the integration of renewable energy.

Neighbour Amenity

A Noise Impact Assessment by Cass Allen has been carried out to address national and local noise policy requirements for the development. Monitoring undertaken between 28 January and 2 February established baseline noise conditions and informed predictions of noise from the proposed mechanical plant and the operation of the amenity pavilions.

The assessment concludes that the scheme is acceptable in terms of potential noise breakout from the amenity pods. Detailed design will be submitted at the condition discharge stage, and noise limits set out in the assessment are expected to be secured through planning conditions.

BNG

A Full Assessment of Biodiversity along with the biodiversity metric has been prepared by Amenity Tree.

Due to the proposed pavilion and paved area removing over 25sq.m of modified grassland, the application therefore requires a net uplift in 10% or a contribution to off-site provision. The Biodiversity Assessment notes that the site has a deficit of 0.33 units. Due to the naturally constrained layout and size of the site, an off-site contribution is to be progressed with and incorporated into the Section 106. This is inline with Policy EN15 in enhancing biodiversity on site where possible whilst also reaching the 10% biodiversity uplift in line with the Environmental Act.

Trees

Amenity Tree were appointed to advise the Client on the current trees on Site to ensure the layout of the proposal was deliverable. It was noted within the Tree Survey and Constraints Report that there were no Category A, (high quality) or B trees (moderate) on Site. However, there were noted to be several Category C trees and one Category U tree on Site. Additionally, due to the root protection area of the off-site trees, the group of trees that lie to the eastern walled boundary of the Site have also been included within the report, two of which were noted as Category B trees.

It is proposed to remove the Category U tree identified as T3, together with three Category C trees identified as T1, T2 and G3, to facilitate the construction of the gym pavilion and associated paving and patio areas. The majority of trees within the Site will be retained.

It has also been concluded that, due to the existing walled perimeter surrounding the proposed gym pavilion, it is likely that the root system has been morphed to account for this. To protect the retained trees and their root protection areas (RPAs), permeable paving is proposed within the relevant RPA areas. Additionally, the proposed drainage corridor associated with the gym has been moved so it lies outside of the RPA.

Overall, trees have been retained on site wherever possible, in accordance with Paragraph 136 of the NPPF, whilst also ensuring the delivery of an enhanced and improved environment for students and the continued protection of the retained trees across the Site.

Summary

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning decisions must be made in accordance with the Development Plan unless material considerations indicate otherwise.

The proposals represent a well-considered and sustainable enhancement of the existing purpose-built student accommodation at Ropemaker Court. By replacing underused car parking with two high quality singles storey pavilions and a new outdoor amenity area, the scheme significantly improves onsite amenity provision; introducing new social, recreational and wellbeing spaces including a multifunction room, games area and dedicated gym. These upgrades directly support student health, social interaction and overall experience.

The development also rationalises servicing and parking, retaining three accessible bays in line with demand, while maintaining cycle storage and improving site layout efficiency. The installation of photovoltaic panels across the main roof further strengthens the building's sustainability credentials and aligns with Manchester's net zero ambitions.

Overall, the proposals make more effective use of the site, enhance the quality and functionality of the PBSA environment, and deliver meaningful improvements. The scheme is fully aligned with local and national planning policy, supports sustainable development, and contributes positively to the character and vitality of the area.

If you have any queries regarding the information set out above, or in the supporting documents, please do not hesitate to contact Katrina Corrigan (07345 426 632/ kcorrigan@iceniprojects.com) or Lucy Howes (07921 172 616/ lhowes@iceniprojects.com).

Yours sincerely,

Katrina Corrigan
PLANNER

Appendix A: Table of Surrounding PBSA Schemes

Application Reference and Address	Decision	Description of Development	Point of Note
143434/FO/2025 (College View 410 - 418 Moss Lane East Manchester M14 4PQ)	Withdrawn	Erection of part five, part three storey building for use as 132 studios for Purpose Built Student Accommodation (Use Class Sui Generis) following demolition of 410-418 Moss Lane East and associated landscaping, servicing, cycle parking and other associated works.	132 student rooms. **Parking:** Two disabled parking bays to be provided on site. **Refuse Collection:** Bin store located to the rear of the property. Management team would bring the bins out to a collection point along Acomb Street.
135544/FO/2022 (466 - 472 Moss Lane East Manchester M14 4PJ)	Approved November 2023	Erection of part nine, part eight, part seven storeys building for use as purpose built student accommodation and conversion of 466-468 to purpose built student accommodation use with link, associated landscaping, access and cycle parking following demolition of 470 - 472 Moss Lane East	207 student rooms. **Parking:** The site is a car free development and no parking will be provided. The site previously had 21 spaces. A spot parking survey was undertaken and which illustrated that a maximum of three spaces were occupied during the visit. **Refuse Collection:** Refuse bins will be taken from the basement by staff and placed on Heald Place for collection.
135278/FO/2022 (St Gabriels Hall 1 Oxford Place Manchester M14 5RP)	Approved March 2023	Erection of part 4 storey, part 5 storey buildings, together with the refurbishment and restoration of existing buildings to form student accommodation (sui generis) together with associated landscaping, cycle parking, car parking and associated works following demolition of certain existing buildings	319 student rooms. **Parking:** Development proposed to be largely car free. Two disabled parking spaces provided on site but intended to be used for drop-off and pick-up purposes only. **Refuse Collection:** Bin store included to the rear of the property. Management team to bring the bins out to a collection point located at the exit of the proposals. Refuse lorry would collect the bins from Oxford Place.