

REF: P1153

PLANNING STATEMENT

Location: Beech Court, Willow Bank, Manchester, M14 6XT

Applicant: G&O Securities Limited

Date: September 2025



QUALITY ASSURANCE

Status	Issue	Date	Prepared By	Checked By
FINAL	1	October 2025	BW	AR

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of Planning Insight Limited.

CONTENTS

1.0	INTRODUCTION	4
2.0	PLANNING CONTEXT	6
3.0	PLANNING POLICY	9
4.0	PLANNING ASSESSMENT	11
5.0	CONCLUSION	22
APPENDIX A. ENVIRONMENTAL STANDARDS STATEMENT		23

1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared by Planning Insight on behalf of G&O Securities Limited (hereafter referred to as 'the Applicant') to accompany a planning application to Manchester City Council in respect of the proposed development at Beech Court, Willow Bank, Manchester, M14 6XT (the 'Application Site'). The description of development is as follows:

"Addition of a single-storey extension comprising residential units on the existing detached block of flats, associated parking, storage and landscaping following demolition of single-storey outbuilding".

- 1.2 The overall objective of the scheme is to bring forward a high-quality design that assimilates within the character of the surrounding area. It will contribute to the provision of housing within a highly sustainable location within the sub-area of Fallowfield.
- 1.3 This *Statement* describes the application in more detail and provides an assessment of the proposed development against the development plan and other material considerations.

The Proposal

- 1.4 The scheme proposes the erection of a single-storey upward extension to the four-storey block of flats at Beech Court. The development comprises the addition of 4no. units, each benefitting from sufficient access to daylight and meeting Nationally Described Space Standards (NDSS). Additional car and cycle parking, and refuse storage provisions are included as part of this proposal.
- 1.5 This *Statement* demonstrates that the proposed development is acceptable in planning terms.

Application Documents

- 1.6 The Applicant has commissioned a consultant team to prepare a Full Planning Application for the proposed development. This *Statement* should be read in conjunction with the following specialist reports which have been prepared in support of the application as provided in the following table.

Document	Consultant
Planning Statement	Planning Insight
DAS	ME Architects
Drawings Package	ME Architects
Daylight & Sunlight Assessment	Herrington
Arboricultural Impact Assessment	Lally Tree Management
Transport Statement	SCP Transport
Biodiversity Net Gain Assessment	Rachel Hacking Ecology
Sustainability Statement	Planning Insight

1.7 The above documents are considered as appropriate throughout this document.

2.0 PLANNING CONTEXT

SITE AND SURROUNDINGS

- 2.1 The application site, Beech Court, is located within the City of Manchester, within ease of access to the District Centre of Fallowfield. The site is bounded by Willow Bank, within a predominantly residential context. Three-storey terraces oppose Beech Court to the west, with a traditional four-storey flatted block to the south (Willow Court), a traditional four-storey block with a single-storey rooftop extension to the north (7 Wynnstay Grove), and a modern part three/part four-storey building to the east (2 Willow Bank). The Site Plan is contained below.

Figure 1: Site Plan



- 2.2 The immediate context is characterised mainly by three/four-storey buildings, with a range of roof forms including flat and pitched elements. The local character varies in terms of architectural styles and is relatively non-uniform in its materiality and finish.

- 2.3 Notably, 7 Wynnstay Grove, benefits from a contemporary single-storey airspace at roof level, resulting in a five-storey building. An application for a three-storey side extension and roof extension was consented in 2018 under reference 119205/FO/2018. The airspace is set-in from the side elevations, minimising the prominence of the addition when viewed from the wider street scene, and provides an appropriate level of contrast to the host building and local context.
- 2.4 The subject premise is a four-storey mid-20th-century flatted block, broken up by its articulation at each elevation. It accommodates a total 16no. residential (Use Class C3) flats. The building is relatively unique in its context, featuring 4no. projecting elements which are centred around a main core. It is consistent with the design of the opposing Willow Court. The structure is set back from the frontage of the site by a grassed area and paving, bounded by a low hedge. The remainder of the site benefits from garages to the north/eastern boundaries, with amenity space immediately surrounding the building. Trees and hedges extend along the eastern and western boundaries. Vehicular access is achieved from the front of the site, with hardstanding extending through the site. Pedestrian access is achieved from each flank and the main core. There is landscaping in the form of planting and shrubs along the grassed areas.
- 2.5 The fenestration pattern comprises uniform white UPVC windows. The materiality of the building consists primarily of light brickwork, with sand-coloured brickwork banding at each level. Projecting balconies extend from the main living areas of each unit.
- 2.6 The site is located within a highly sustainable location in the centre of Fallowfield; it has a Greater Manchester Accessibility Level of 6 (out of 8) – a relatively high score. It is situated 1.1km from Mauldeth Road Train Station to the south-east, providing coverage across the north-west. There are ample bus services that operate along Wilmslow Road and the vicinity. Fallowfield has comprehensive access to a range of local amenities and services, including retail and employment opportunities.
- 2.7 The site is not located within a Conservation Area, nor is it within the immediate vicinity of any nearby heritage assets. Norton Place, a Grade II listed building, is the nearest designated asset, situated to the eastern side of Wilmslow Road.
- 2.8 The application site is located in a Flood Zone 1.

PLANNING HISTORY

- 2.9 A search of the Council's online planning database for the application site identified the following application concerning external alterations to the main entrance of the building:
- 130293/FO/2021** - Elevation alterations to main entrance (**Approved – 29th June 2021**).
- 2.10 The above consent has been implemented, comprising a modern automated polyester-coated aluminium sliding door in white to match the windows and cladding.
- 2.11 There are no further applications associated with the site.
- 2.12 The above *Planning History* is referred to as appropriate in the *Planning Assessment* section of this *Statement*.

3.0 PLANNING POLICY

- 3.1 This section of the Statement provides an overview of the planning policy context in which the proposed development should be considered in accordance with the relevant planning legislation and national policy guidance.
- 3.2 Planning decisions in England and Wales should be taken in accordance with the development plan unless material considerations indicate otherwise. This statutory requirement is set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004.
- 3.3 The National Planning Policy Framework (NPPF) is clear in Paragraph 11 that development that accords with an up-to-date Local Plan should be approved without delay.

DEVELOPMENT PLAN

- 3.4 The statutory development plan for the City of Manchester consists of:
- Places for Everyone (PfE) Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039 (2024).
 - Core Strategy DPD (2012) & Addendum to Manchester Core Strategy (2024).
 - Extant Unitary Development Plan Policies.
- 3.5 The above planning policies are considered in the context of the development proposals in the *Planning Assessment* section.

MATERIAL CONSIDERATIONS

- 3.6 While not forming part of the statutory development plan, the following documents remain important material considerations for the determination of planning applications in the City of Manchester:
- National Planning Policy Framework (NPPF).
 - National Planning Practice Guidance (NPPG).
 - Supplementary Planning Documents and Guidance (SPDs/SPGs).

National Planning Policy Framework

- 3.7 On 12th December 2024, the government adopted the revised National Planning Policy Framework (NPPF) in response to the proposed reforms to the National Planning Policy Framework and other changes to the planning system consultation. The document provides a consolidated framework of planning policy and replaces the previous National Planning Policy Framework (December 2023).

- 3.8 The NPPF outlines the presumption in favour of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives: economic, social, and environmental.
- 3.9 The new NPPF is pro-growth, reflective of the government's commitment to radically boosting the supply of housing through effective delivery. This is a key theme that transcends throughout the policy document.
- 3.10 The framework is clear in Paragraph 11 that development that accords with an up-to-date Local Plan should be approved without delay.
- 3.11 The NPPF constitutes a material consideration in determining applications.

National Planning Practice Guidance

- 3.12 The Government launched the Planning Practice Guidance web-based resource in March 2014. The resource is continually updated, with the most recent update reflecting the revised National Planning Policy Framework adopted in February 2019.

Supplementary Planning Documents (SPDs)

- 3.13 The following SPDs have been produced by MCC and are relevant to the proposals. The documents set out guidance to assist developers in bringing forward successful development proposals:
- Guide to Development in Manchester SPD and Planning Guidance (2007).
- 3.14 The above documents are considered as appropriate.

4.0 PLANNING ASSESSMENT

PRINCIPLE OF DEVELOPMENT

- 4.1 The below provides an assessment of the proposed airspace development at the Willow Court to create a total of 4no. new residential flats, in the context of planning policy and material considerations. The principle of development relates to the delivery of housing via densification; the acceptability of such is demonstrated below.

Housing Delivery

- 4.2 NPPF Chapter 5 supports boosting housing supply, with paragraph 73 recognising that small and medium sites contribute significantly to housing requirements and part (d) supporting windfall site development within existing settlements. Chapter 11 promotes effective land use for housing needs, with paragraph 125(e) supporting airspace development above existing residential premises where development matches prevailing height and form, features high-quality design, and maintains safe access. The scheme fulfils these NPPF objectives.
- 4.3 Paragraph 7.8 of the PfE document states there is a strong focus on directing new housing towards previously developed sites within the existing urban area. Locations such as these are often in relatively sustainable locations, close to facilities and served by existing infrastructure. Paragraph 7.10 states that a further source of housing will be small sites, which are typically not identified comprehensively in brownfield registers and strategic housing land availability assessments. The supply of new dwellings on small sites will continue at the same rate in each district as has been seen over the last five years.
- 4.4 Policy JP-H4 promotes the delivery of new housing development at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design that the most is made of each site in density terms. As the site is located just outside of the Fallowfield District Centre (within 400m of an 'other designated centre') the minimum net residential density (dwelling per hectare) is 50. The increase in unit numbers would be consistent with the wider character of the area in terms of density.

- 4.5 Core Strategy Policy H1 and H2 maintain similar objectives to the above. It is expected that 90% of all new housing developments are delivered on previously developed land, with densities reflective of the site's locality. On this basis, densification within an urban context is supported. Policy H1 also states that development sites near centres or high-frequency transport routes should be prioritised. Given that the site is within the immediate vicinity of Fallowfield and Wilmslow Road, a major bus corridor, residential development should be supported.
- 4.6 Optimising housing sites and achieving adequate densities is required at all policy levels, similarly, the value of smaller housing sites is reflected within the NPPF. Such matters, therefore carry significant weight.

Housing Supply

- 4.7 Policy JP-H1 requires a minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305. Table 7.2 indicates that an annual total of 3,533 is to be delivered within the City of Manchester.
- 4.8 Core Strategy Policy H6 states that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy, accounting for the delivery of 3,240 residential units across the plan period.
- 4.9 In the context of the above, the site is considered suitable for airspace development for residential use. The addition of 4no. residential units would comply with the relevant criteria set out in Chapters 5 and 11 of the NPPF; PfE Policies JP-H1 and JP-H4; and Core Strategy Policies H1, H2 and H6, subject to compliance of technical details. The principle of development regarding the delivery of housing is acceptable.

HOUSING

Housing Mix

- 4.10 Policy JP-H3 seeks for development across the plan area to incorporate a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods. Core Strategy Policy H1 reiterates the above, suggesting that the housing mix will be assessed on a site-by-site basis, influenced by local housing need and economic viability. Policy H6 specifies that outside of District Centres, priorities will be for housing which meet identified shortfalls, including family-housing.

- 4.11 The latest Housing Needs Assessment for the City of Manchester (2023) evidence that there is a total need of 45-50% for three-bedroom dwellings within the 'market' tenure. This constitutes the greatest market need within the South Manchester sub-area. Paragraph 7.31 of PfP states there is scope to increase the number of families living in apartments, especially if higher density neighbourhoods can be made more inclusive for all age groups. The development comprises 4no. three-bedroom (four-person) flats contained within a single-storey, fourth-level airspace addition at Beech Court. There is an inherent need to bring three-bedroom dwellings to market within the South Manchester sub-area; the existing local context, comprising flatted blocks with similar housing sizes supports the proposals.
- 4.12 It is considered that the provision of three-bedroom family-sized units would contribute positively to the borough's housing mix in a sustainable location just outside of the Fallowfield District Centre.

Quality of Accommodation

- 4.13 Core Policy DM 1 requires all development to have regard to the effects of amenity, including privacy, light, noise and adequacy of internal accommodation and external amenity space to promote a high standard of habitable living for all occupants. This section demonstrates that the development complies with the relevant criteria.

Internal Floorspace

- 4.14 Policy JP-H3 states that all new dwellings must comply with Nationally Described Space Standards (NDSS) – an internal space standard for new dwellings suitable for all applications. Table 1 below sets out the Gross Internal Area (GIA) for each unit and demonstrates that they all exceed NDSS requirements.

Table 1: Internal Floorspace

Unit No. (Floor)	Unit GIA (sqm)	NDSS Requirement (sqm)	Type
A	78	74	3b4p
B	76	74	3b4p
C	75	74	3b4p
D	76	74	3b4p

- 4.15 The quality of accommodation proposed is of a high-quality and would positively contribute to the borough's housing stock.

Private Amenity Space

- 4.16 Policy H1 notes that all residential proposals should make provision for appropriate usable amenity space, including in high density development. The development plan provides no specific minimum amenity space standards.
- 4.17 The development does not propose balconies at the additional level. This is due to the design incorporating setbacks to minimise the prominence of the airspace from the surrounding street scene. The application site benefits from communal outdoor amenity space that encloses the host building in accordance with policy H1.
- 4.18 The site also benefits from being a short distance from Platt Fields Park to the north which has an abundance of open space and facilities, and is well-served in this regard. Future occupants would therefore have access to sufficient amenity and open space.

Daylight & Sunlight

- 4.19 All units are dual-aspect, featuring a minimum of one window to each habitable room, enabling the provision of adequate natural light.

Privacy

- 4.20 The design of the development has ensured that window-to-window relationships between existing and proposed units maintain appropriate distances. The scheme has been designed so that primary living quarters are outward facing, which means that overlooking across the building from the proposed flats would not occur. Bathroom-windows can be obscure glazed as appropriate, secured via the attachment of a planning condition.

Outlook

- 4.21 The proposed layout has been designed to maximise the number of windows to main habitable living areas where appropriate, each habitable room benefits from a quality outlook.

Noise

- 4.22 The application site is located in a predominantly residential context; the existing building is wholly in Class C3 use. The additional of 4no. units at upper level would be acceptable in noise terms.
- 4.23 Given the above, the proposed development would positively contribute to a high-quality living environment for the future occupants of all units.

DESIGN

- 4.24 PfE Policy JP-P1 requires all new development to respect and acknowledge the character and identity of the locality in terms of design, siting, scale, size and materials used, creating visually stimulating and attractive buildings through good quality design. Development should be built to last, using durable and robust materials that reflects the local character, weather well and easily maintained.
- 4.25 Core Strategy Policy SP-1 encourages development in all parts of the City to make a positive contribution to neighbourhoods by creating well-designed places that enhance or create character. Policy EN1 states that all development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located in. In this respect, the Southern Character Area (No. 8) applies. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road, and rail routes.

Scale and Massing

- 4.26 Beech Court is a flatted building that projects four-storey storeys in height. The development proposes the addition of a single-storey extension at roof level. In terms of the distribution of massing, the structure features 4no. projecting elements which are centred around a main core. The proposed airspace development is to incorporate a 1m set-back to each elevation to reduce the extent of massing, appearing subordinate when viewed from the street scene.
- 4.27 It is acknowledged that the extension will increase the height of the overall structure by approximately 3m. There are examples of similar developments within proximity to the site. Notably, 7 Wynnstay Grove immediately to the north (ref – 119205/FO/2018), benefits from a contemporary single-storey airspace at roof level with insets, resulting in a five-storey building. On this basis, the proposed development would be acceptable in scale and massing terms. The building could absorb a single-storey airspace and would assimilate with the surrounding context. The design responds to the existing building and is successful in this regard.

Appearance

- 4.28 In terms of the design approach, the applicant has sought to create a distinctive contrast between the extension and the existing building, featuring a contemporary aesthetic at roof level. The extension comprises a zinc cladding materiality, akin to that at 7 Wynnstay Grove. In this regard, it adds an appropriate level of variety to the street scene, complementing the neighbouring comparable airspace extensions, and creating visual interest to the host building which is a positive aspect of the design.

- 4.29 Zinc cladding is deemed a sustainable and high-quality material which is both lightweight and durable. Sustainable design, durable construction methods, energy efficiency, and climate mitigation measures will be utilised as appropriate.

Fenestration

- 4.30 Floor-to-ceiling glazing encased in aluminium profiles is proposed that would sit behind the parapet. The windows are to match the alignment of the lower building where applicable. The layout and window placement have been designed to maximise the quality of living, occupants will benefit from high quality outlook and daylight/sunlight levels.
- 4.31 A Design and Access Statement (DAS) prepared by ME Architects support this submission and provides a full analysis of the scheme. As demonstrated in this design section, the scheme meets the requirements of PfE Policy JP-P1, Core Strategy Policy SP-1 and EN1.

HERITAGE

- 4.32 Core Strategy Policy EN 3 states that new developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including listed buildings.
- 4.33 Beech Court is not located within a Conservation Area, nor is it a statutory listed building. Norton Place, a Grade II listed building, is the nearest designated asset, situated along the eastern side of Wilmslow Road, approximately 150m east of the application site.
- 4.34 The proposed development will not be readily visible from Wilmslow Road. 2 Willow Bank, a three-storey modern building with a projecting pitched element, is positioned directly within view of Norton Place to the west. There is also an abundance of mature trees. The application building would therefore be fully screened from the listed asset, as such the impact of the proposals would not harm any designated heritage assets.
- 4.35 It is therefore considered to conserve the significance of Norton Place, nor does it harm its setting, in accordance with Policy EN 3. The scheme is acceptable in heritage terms.

NEIGHBOURING AMENITY

- 4.36 Core Policy DM 1 requires all development to have regard to the effects of amenity, including daylight, sunlight and privacy to neighbours. This section demonstrates that the development complies with the relevant criteria.

Daylight and Sunlight

- 4.37 A *Daylight and Sunlight Assessment* was prepared by Herrington and accompanies this submission. The assessment is based on the various numerical tests laid down in the Building Research Establishment (BRE) Guide 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice'. The report provides conclusions on tests regarding daylight to windows (vertical sky component and no sky line analysis); sunlight availability to windows (annual probable sunlight hours (ASPH) analysis); and sunlight to amenity areas (sun on the ground).
- 4.38 In terms of daylight and sunlight to neighbouring properties and amenity spaces, it is concluded that the proposed scheme would result in almost full compliance with the above tests against the BRE guidelines. There is a minor shortfall in a singular room at 7 Wynnstay Grove when applying the no sky line analysis, and one window at Beech Court as per the winter probable sunlight analysis.
- 4.39 Notwithstanding, there are mitigating factors to justify these. The affected room at 7 Wynnstay Grove results in a ratio of 0.78 from the existing and proposed transgression, totalling a 22% reduction. It is important to note that a 20% transgression threshold (0.8 ratio) is widely accepted. As such, the resultant impact would fall within the 'minor adverse' category, falling only 2% short of the BRE target. Moreover, the room would serve a bedroom. The BRE guidelines recognise that bedrooms have a lower requirement for daylight and whilst they should be tested, they hold less weight than main living areas.
- 4.40 The affected room at 7 Wynnstay Grove is a secondary bedroom serving a multi-bedroom dwelling. The BRE Guide acknowledges that bedrooms are less sensitive to daylight loss than principal living spaces. Furthermore, the room will retain 78% of its existing daylight distribution, meaning the majority of the room will continue to receive adequate natural light. The exceedance is marginal (2% beyond the guideline threshold) and occurs in the context of an urban environment where some flexibility in applying BRE guidelines is appropriate, as acknowledged in the BRE Guide itself which states the guidelines should be applied flexibly depending on context.
- 4.41 In terms of the ASPH analysis, the BRE guidelines indicate that all three tests would need to fail to adversely affect the available sunlight to neighbouring windows. The overall loss of WSPH would be minor, totalling only 1% from the existing situation due to one window falling short of the guidelines at Beech Court. Crucially, all windows pass the annual thresholds. It should therefore be considered that neighbouring occupants will still receive adequate sunlight following the proposed development.

- 4.42 It is important to reiterate that BRE consider the results of a daylight and sunlight assessment as numerical guidelines which should be interpreted flexibly since natural lighting is only one of many factors in site layout design. The proposals would not result in a significant impact in daylight and sunlight terms and is acceptable on this basis.

Privacy

- 4.43 The proposed windows for each of the units will maintain sufficient separation distances from neighbouring habitable room windows and will not result in any overlooking and loss of privacy.
- 4.44 In light of the above, the proposed development is acceptable regarding neighbouring amenity.

TRANSPORT AND PARKING

- 4.45 A *Transport Statement* prepared by SCP Transport accompanies this application and provides further detail regarding transport. The application development proposes appropriate car and cycle parking provisions, with policy-compliant levels and arrangements of waste.
- 4.46 Core Strategy Policy T 2 sets out that all new development out of the City Centre should provide appropriate car parking and cycle parking facilities, taking into account of the guidance and car parking standards contained in Appendix B. The standards are set for two different types area types, including district centres and areas not within city centre or district centres. The car parking standards are maximums, however, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate. Cycle parking directs to minimum standards.

Car Parking

- 4.47 A total of 4no. additional spaces are to adjoin the existing bays. The 4no. additional spaces provision complies with the Core Strategy expectation for apartment developments in highly accessible locations. The guidance contained in the standards is that 1 space per unit should be the starting point, which is met in this instance.
- 4.48 Vehicular access will take place from Willow Bank via the existing access. As per Manual for Streets, 2m x 25m visibility splays in both directions are recommended in accordance with the visibility requirements. As the existing arrangements would not comply with this, a 2m set back to the hedge is proposed along the frontage of the site. Thus, the visibility splays would not conflict with any landscaping on-site, enabling sufficient visibility for residents exiting the site in forward gear.

- 4.49 The Transport Statement confirms that the site is in a highly accessible location Accessibility, within proximity to a host of public transport services, local amenities and services. It has a Greater Manchester Accessibility Level of 6 (out of 8).
- 4.50 SCP Transport undertook a TRIP Generation assessment. It sets out that the proposed development, comprising 4no. dwellings would generate approximately one two-way vehicle movement during the AM and PM peak hours. It is considered that the effect of the additional traffic on the local highway would barely be perceptible during the peak hours and even less so outside of these periods. The traffic impact is therefore acceptable in planning terms.

Cycle Parking

- 4.51 A total of 8no. cycle parking spaces are proposed on-site, totalling 2no. spaces per proposed dwelling. This complies with the cycle parking minimum standards. The spaces are to be secured via 4no. Sheffield cycle stands, located within a designated store to the north-west of the site, are enclosed by new low shrubs. To enable sufficient access, the area to the north of the store is to utilise grass pavers to reduce the visual impact compared to typical hardstanding. Further details of the cycle storage can be secured via the attachment of a planning condition.

Refuse Collection

- 4.52 A new enclosed refuse store is to be located to the north-west of the site, screened by proposed low shrubs. The Domestic Waste and Recycling Service Standard (2024) document sets out a range of criteria applicable for new residential development, including a high-rise building.
- 4.53 The proposed refuse store contains 1 x 1100L Eurobin (blue bin for paper, card and cartons), 1 x 1100L Eurobin (brown bin for glass, cans and plastic bottles), 3 x 1100L Eurobins (black bins for household waste) and 2 x 240L wheelie bin (for food waste). The capacities are considered adequate to accommodate the development. A management company will transfer the bins from the collection point to the designated store. Further details can be secured via the attachment of a planning condition.
- 4.54 A designated bin collection point is located towards the frontage of the site. It is within a sufficient drag distance for operatives to collect the bins on collection days, transport them kerbside to Willow Bank for disposal and return to the collection point. This complies with the guidance set out in the relevant document.

SUSTAINABILITY

- 4.55 Policy EN4 seeks to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices. All development must follow the principles of the energy hierarchy to reduce need for energy. Policy EN6 states that minor developments will be expected to meet the minimum CO2 targets, where viable, although they won't be required to submit an energy statement.
- 4.56 An Environmental Standards Statement is included in Appendix 1, as set out, securing renewables would be carried out as part of the detailed design and can be secured by a planning condition.

TREES

- 4.57 The submission is accompanied by an *Arboricultural Impact Assessment* prepared by Lally Trees Management. It confirms that the proposed development will no impact on trees, subject to mitigating measures.

LANDSCAPING

- 4.58 As alluded to above, the proposed development will result in a minor loss of existing lawn to facilitate the introduction of a cycle store, refuse store, bin collection point and grass pavers. A 2m setback to the existing hedge along the frontage of the site is also proposed to enable adequate visibility.
- 4.59 Notwithstanding, the proposed amendments to the landscaping are relatively minor and are predominantly contained to the rear of the site, out of view from the immediate street scene. In this respect, the site layout would be acceptable on design grounds, and there would be ample quality space serving existing and future occupants.

BIODIVERSITY NET GAIN

- 4.60 Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development.
- 4.61 A *Biodiversity Net Gain Assessment* prepared by Rachel Hacking Ecology accompanies this submission. In accordance with the Mitigation Hierarchy, it is considered that on-site mitigation has been maximised via habitat enhancement and creation to the extent possible given the size and usage constraints of the site.

- 4.62 It confirms that the proposed development achieves a 10% net gain in hedgerow units, with no mitigation required. In contrast, it only delivers an uplift of 2.32% habitat units, representing a unit deficiency of 0.31 habitats units. As this is below the 10% mandatory net gain, mitigation by purchase of biodiversity units to compensate the shortfall in habitat units will be agreed. Off-site mitigation is not feasible since the applicant has no access to additional land off-site to offset the loss of habitat units.
- 4.63 Protection of ecological features during the construction phase will be described in a Construction Environmental Management Plan (CEMP). Mitigation measures and prescriptions to protect, maintain, enhance retained habitats and to create the habitat proposed will be described in a Habitat Monitoring and Management Plan (HMMP). Both can be secured via the imposition of planning conditions.
- 4.64 It is considered that the proposed development satisfies the requirement for BNG and is acceptable on this basis.

5.0 CONCLUSION

- 5.1 The proposal comprises the *“addition of a single-storey extension comprising residential units on the existing detached block of flats, associated parking, storage and landscaping”*.
- 5.2 The site presents an opportunity to deliver an airspace development via appropriate densification; the proposal will contribute positively to the Borough’s housing supply, delivering an appropriate mix, within a highly sustainable location.
- 5.3 This *Statement* considers the principle of residential development as acceptable based on adopted Development Plan policies. Each unit meets NDDS and provides high-quality living spaces. It proposes appropriate provisions and arrangements of waste, car and cycle parking. The supporting technical documents demonstrates that the development is acceptable in daylight/sunlight, trees and transport terms.
- 5.4 In terms of the design and architectural approach, the scheme is of a high-quality using dark zinc cladding materiality and a set-back of 1m to the parapet at all elevations, reducing the bulk of the extension when viewed from the surrounding street scene. As demonstrated through this *Statement* and the *DAS*, the development would add an appropriate level of variety to the application building, It complements the materiality and form of the neighbouring airspace at 7 Wynnstay Grove, consented in 2018, and assimilates in scale and massing terms. The proposed development would not impact any designated heritage assets.
- 5.5 This *Statement* has demonstrated the positives arising from the proposed development, there would be no significant and demonstrable adverse impacts arising from the proposal. As no harm would arise and the scheme would bring a number of demonstrable benefits as detailed above, this leads to the conclusion that planning permission should be granted.



PLANNING
INSIGHT

Appendix A. Environmental Standards Statement



ENVIRONMENTAL STANDARDS STATEMENT

To: Manchester City Council
From: Planning Insight
Date: October 2025
Re: Beech Court, Proposed Airspace Extension

Sustainability Statement - Beech Court Development

Introduction

This sustainability statement has been prepared to accompany the planning application for the proposed upward extension at Beech Court, Willow Bank, Manchester M14 6XN. The proposal seeks to deliver four additional three-bedroom residential units through a sustainable approach that aligns with the strategic objectives outlined in Places for Everyone and the Manchester Core Strategy.

Policy Context

The development responds to the pressing need for housing identified in the Manchester Core Strategy. The Core Strategy establishes a strategic framework for sustainable development across Manchester, emphasising the importance of making efficient use of existing urban land and buildings whilst minimising environmental impact.

Policy H1 of the Manchester Core Strategy supports the provision of new housing development, particularly where proposals make efficient use of land and contribute to meeting identified housing needs. The proposal directly addresses this objective by adding four high-quality residential units to an existing building without consuming additional greenfield land. The Core Strategy sets a target of approximately 60,000 new dwellings between 2009 and 2027, with 90% of residential development to be on previously developed land.



Efficient Use of Land

The proposed development represents a sustainable urban intensification, fully aligned with Policy SP1 (Spatial Principles) and Policy H1 (Overall Housing Provision) of the Core Strategy.

Sustainable Transport and Accessibility

Beech Court benefits from an excellent location in terms of sustainable transport connectivity. The site is well-served by public transport links, with bus routes providing regular services to Manchester city centre and surrounding districts. This accessibility reduces reliance on private car use and supports the transition to more sustainable travel patterns.

The provision of secure cycle storage for eight bicycles encourages active travel and provides residents with a practical alternative to car ownership. This provision exceeds the existing site facilities and demonstrates a commitment to promoting sustainable travel choices, supporting the objectives of Places for Everyone Policy JP-C7 on transport infrastructure.

Energy Efficiency and Climate Change

In accordance with Policy EN6 (Target Framework for CO₂ reductions from low or zero carbon energy supplies) of the Core Strategy, the development will be required to achieve a minimum CO₂ emissions reduction target. The Core Strategy sets clear requirements for residential developments to meet specified carbon reduction targets, with the policy establishing that applications for residential development of 10 or more units must demonstrate compliance through an energy statement.

The proposed development falls within Target 3 (Micro-generation areas) of Policy EN6, which requires a 15% increase on Part L 2010 Building Regulations standards for domestic properties. To achieve this target and ensure compliance with the Core Strategy's renewable energy requirements, a planning condition will be imposed requiring the installation of renewable energy technologies. This will be secured through the submission of detailed specifications prior to commencement of works on the fourth-floor extension.

Suitable renewable energy technologies for this development could include photovoltaic (PV) panels to be installed on the roof of the new extension and/or air source heat pumps to serve the proposed units. The final specification and capacity of the renewable energy systems will be determined through detailed design work and will be required to demonstrate that the development achieves at least the minimum 15% carbon reduction target over and above Part L 2010 compliance. This would be secured by a planning condition.



Conclusion

The proposed development at Beech Court represents a sustainable approach to meeting housing needs that aligns with the strategic objectives of Places for Everyone and the Manchester Local Plan. Through efficient use of urban land, high-quality design, enhanced facilities, and a location well-served by sustainable transport, the proposal delivers environmental, social, and economic benefits that support Manchester's transition to a more sustainable future.



PLANNING
INSIGHT