

REF: P1153

PLANNING STATEMENT

Location: Hilltop Court, 13 Brooklands Road, Crumpsall, Manchester, M8 4JH

Applicant: G&O Securities Limited

Date: September 2025

QUALITY ASSURANCE

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

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1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared by Planning Insight on behalf of G&O Securities Limited (the 'Applicant') to accompany an application for Prior Approval to Manchester City Council ('MCC') in respect of the proposed development at Hilltop Court, 13 Brooklands Road, Crumpsall, Manchester, M8 4JH.
- 1.2 This document is submitted under the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (GDPO), Part 20, Class A for the upwards extension at the application site.
- 1.3 Development under Part 20, Class A is permitted, subject to the condition that the developer applies to the Local Planning Authority (LPA) for a determination on whether Prior Approval from the authority is required before commencing the development.
- 1.4 The description of development is as follows:

"Application for prior notification of development for a single-storey upward extension above the detached flatted building, to provide residential flats, car parking, cycle parking and associated storage".
- 1.5 The overall objective of the scheme is to bring forward 6no. studio flats to market in an established residential area, contributing positively to the housing supply in Manchester. The site is a sustainable location with access to local transport services and amenities.

The Proposal

- 1.6 This application proposes an airspace development comprising a single-storey extension to the large, flatted block on-site. The design introduces a contemporary aesthetic at the roof level that provides an appropriate level of contrast to take on the character and appearance of the existing building. It is considered that the scale, massing and design of the development would assimilate with the immediate context and wider locality. Each unit complies with the Nationally Described Space Standards (NDSS) and the proposals provide appropriate levels of car and cycle parking, and waste storage.
- 1.7 This *Statement* will demonstrate that the proposals are fully compliant with the criteria set out in Class A and as such are 'Permitted Development' by virtue of the Order (as amended). This *Statement* describes the application in more detail and provides an assessment of the proposed development against the legislative context of Part 20, Class A of the GPDO, relevant development plan policies and other material considerations.

APPLICATION DOCUMENTS

1.8 The below documents accompany the application:

Document	Consultant
Planning Statement	Planning Insight
Drawings Package	ME Architects
Design and Access Statement	ME Architects
Daylight/Sunlight Report	Herrington
Transport Statement	SCP Transport
Arboricultural Impact Assessment	Lally Tree Management

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

2.0 PLANNING CONTEXT

SITE AND SURROUNDINGS

- 2.1 The application site, Hilltop Court, is located to the north of Manchester, within the sub-area of Crumpsall. The site is on a corner plot, accessed from Brookland Road to the north and bounded by Middleton Road to the east. The surrounding area is a relatively compact urban setting, predominantly containing residential uses.
- 2.2 To the east of the site is Lovell Court, a traditional three-storey flatted block; to the north, west and south are two and three-storey dwellings that extend along Brooklands Road, Cedric Road and Bettwood Drive respectively. The properties within the vicinity vary in terms of their architectural design and materiality. There are examples of four-storey flatted developments to the south fronting Middleton Road. It is noted that there is a change in levels that slopes off towards the east, and rises again to the eastern side of Middleton Road.

Figure 1: Site Plan



- 2.3 The subject building is a four-storey flatted block that accommodates a total of 24no. existing residential flats, 6no. contained across each level. In design terms, the block is broken down with an inset to the core at the northern elevation. The external elevations comprise primarily dark brickwork, with brown tiled window features that extend vertically between the fenestration patterns. Car parking is contained to the western part of the site, with garages extending along the western boundary. There is communal amenity space in the form of grassed areas across the eastern extent of the site, as well as a number of mature trees and hedges along the boundaries. Pathways connect the building entrances to the wider site.
- 2.4 The site is in a sustainable location; it has a Greater Manchester Accessibility Level of 5 (out of 8). It benefits from a range of services and amenities along Brooklands Road and within Cheetham Hill District Centre, located approximately 15-minute walk to the south. This includes retail and employment opportunities. In terms of public transport, Bowker Vale Metrolink stop is located just 300m north, with tram services operating between Bury and Altrincham (via Manchester City Centre). Regular bus services operate along Middleton Road; the nearest bus stops adjoin the site to the east. The site is not located in a Conservation Area, nor are there any designated heritage assets within the vicinity.
- 2.5 There are a number of Tree Preservation Orders (TPOs) to the eastern part of the site.
- 2.6 The site is in Flood Zone 1.

PLANNING HISTORY

- 2.7 A search of the Council's online planning database for the application site identified a number of applications relating to TPOs. There are no other applications of relevance to the site.

3.0 LEGISLATIVE CONTEXT

- 3.1 Part 3 of the Town and Country Planning Act 1990 ("the 1990 Act"), states that planning permission is required for the development of land. The Act states that planning permission may be granted on application to an LPA by a development order made under the 1990 Act. Planning permission granted under the General Permitted Development Order ("GPDO") is known as a "Permitted Development Right" ("PDR"). The effect is that an application for planning permission does not need to be made to the LPA. However, in some cases, PDRs require the LPA to approve certain key matters before development can proceed. This is known as "Prior Approval".
- 3.2 In August 2021, the GDPO was updated and introduced Part 20 to Schedule 2. This Order amended the Town and Country Planning (General Permitted) (England) Order 2015 (S.I.2015/596) ("the General Permitted Development Order") to introduce a permanent permitted development right to allow a variety of buildings to be extended up to two storeys in height to create new residential homes.
- 3.3 Part 20 is subject to obtaining prior approval, as stated in Paragraph 026 of the National Planning Practice Guide (NPPG):

"Prior approval means that a developer has to seek approval from the local planning authority that specified elements of the development are acceptable before work can proceed. The matters from prior approval vary depending on the types of development and these are set out in full in the relevant Parts in Schedule 2 to the General Permitted Development Order. An LPA cannot consider any other matters when determining a prior approval application."

- 3.4 The GPDO grants planning permission for everything in Schedule 2, subject to the exceptions and conditions of prior approval.
- 3.5 Whilst the GDPO is the principal consideration for determining the Prior Approval, development plan policies can be material considerations where they relate specifically to matters subject to prior approval. They are considered appropriate within the below Assessment section.

PART 20, CLASS A OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) ORDER 2015 (AS AMENDED)

- 3.6 The site to which this application relates consists of a purpose-built block of residential flats. Class A – *New Dwellinghouses on Detached Blocks of flats*, permits the construction of up to two additional storeys of new dwellinghouses immediately above the existing topmost residential storey on a building which is a purpose-built, detached block of flats subject to Prior Approval.

RELEVANT PLANNING POLICY

- 3.7 As far as applicable Development Plan Policies are relevant, the Statutory Development Plan for Manchester City Council is the:
- Places for Everyone Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039 (2024) (known as 'PfE').
 - Core Strategy 2012 to 2027 (2012) (known as 'CS') & Addendum to Manchester Core Strategy 2024.

- 3.8 The relevant development plan policies and guidance from SPDs are discussed in the *Assessment* section of the *Statement*.

Supplementary Planning Documents (SPDs)

- 3.9 SPDs are also of relevance in assessing proposals for new development. The following documents are relevant to this proposal:
- Guide to Development in Manchester SPD (2007).
 - Waste Storage and Collection Guidance for New Developments (2023).
- 3.10 The relevant development plan policies and guidance from SPDs are discussed in the *Assessment* section of the *Statement*.

4.0 PLANNING ASSESSMENT

Compliance with Class A

- 4.1 Class A states that Permitted Development is permitted if it consists of work for the construction of up to two additional storeys of new dwellinghouses immediately above the existing topmost residential storey on a building which is a purpose-built, detached block of flats, together with any or all –
- (a) engineering operations reasonably necessary to construct the additional storey and new dwellinghouses.
 - (b) works for the replacement of existing plant or installation of additional plant on the roof of the extended building reasonably necessary to service the new dwellinghouses.
 - (c) works for the construction of appropriate and safe access to and egress from the new and existing dwellinghouses, including means of escape from fire, via additional external doors or external staircases.
 - (d) works for the construction of storage, waste or other ancillary facilities reasonably necessary to support the new dwellinghouses.
- 4.2 The table below sets out an assessment of the pre-qualifying factors.

Table 1: Pre-Qualifying Factors Assessment

Development not permitted.	Complies?
a) the permission to use any building as a dwellinghouse has been granted only by virtue of Class M, MA, N, O, P, PA or Q of Part 3 of this Schedule.	YES
b) above ground level, the building is less than 3 storeys in height.	YES
c) the building was constructed before 1st July 1948, or after 5th March 2018.	YES
d) the additional storeys are constructed other than on the principal part of the building.	YES
e) the floor to ceiling height of any additional storey, measured internally, of any storey exceed the lower of - (i) 3 metres; or (ii) the floor to ceiling height, measured internally, of any storey of the principal part of the existing building.	YES
f) the new dwellinghouses are not flats.	YES

Development not permitted.	Complies?
g) the height of the highest part of the roof of the extended building would exceed the height of the highest part of the roof of the existing building by more than 7 metres (not including plant, in each case);	YES
h) the height of the highest part of the roof of the extended building (not including plant) would be greater than 30 metres.	YES
i) development under Class A.(a) would include the provision of visible support structures on or attached to the exterior of the building upon completion of the development.	YES
j) development under Class A.(a) would consist of engineering operations other than works within the existing curtilage of the building to— I. strengthen existing walls; II. strengthen existing foundations; or III. install or replace water, drainage, electricity, gas or other services;	YES
k) in the case of Class A.(b) development there is no existing plant on the building;	YES
l) in the case of Class A.(b) development the height of any replaced or additional plant as measured from the lowest surface of the new roof on the principal part of the extended building would exceed the height of any existing plant as measured from the lowest surface of the existing roof on the principal part of the existing building;	YES
m) development under Class A.(c) would extend beyond the curtilage of the existing building;	YES
n) development under Class A.(d) would— I. (i) extend beyond the curtilage of the existing building; II. (ii) be situated on land forward of a wall forming the principal elevation of the existing III. building; or IV. (iii) be situated on land forward of a wall fronting a highway and forming a side elevation of the existing building;	YES
o) the land or site on which the building is located, is or forms part of— I. article 2(3) land; II. a site of special scientific interest; III. a listed building or land within its curtilage; IV. a scheduled monument or land within its curtilage; V. a safety hazard area; VI. a military explosives storage area; or VII. land within 3 kilometres of the perimeter of an aerodrome.	YES

- 4.3 The above assessment confirms that the existing building qualifies under Class A and that the proposed works for one additional storey falls within the scope of Class A.

Prior Approval Matters

- 4.4 Where development under Class A is permitted subject to the condition that before beginning the development, the following conditions are subject to Prior Approval by the LPA. This section provides an assessment of the above matters in the context of the proposal and demonstrates the acceptability of the scheme.

a) Transport and highways impact of the development.

- 4.5 A Transport Statement prepared by SCP Transport accompanies this application and provides further detail regarding transport. The application development proposes appropriate car parking provisions, with policy compliant levels of cycling and waste provisions.
- 4.6 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

- 4.7 The scheme proposes a total of 4 additional car parking spaces for the 6 new apartments. The proposed provision represents approximately 67% parking provision for the uplift scheme (4 spaces for 6 units). This brings the total site provision to 14 spaces for 30 apartments overall.
- 4.8 The census (2021) indicates that an average of 70% of households own a car; given the proposed scheme comprises studio (1-bed single person) units, car ownership for these unit types is typically lower. As such, the level of car parking proposed meets the anticipated need for the new units.
- 4.9 The site's GMAL rating of 5 out of 8, proximity to bus stops (150m) and Bowker Vale Metrolink stop (300m), further demonstrates that lower car ownership is anticipated. The site's excellent sustainable transport accessibility means prospective residents will not be reliant on private car use.

Cycle Parking

- 4.10 Manchester Residential Quality Guidance requires adequate and secure cycle parking. The development provides cycle parking for up to 8 bicycles, offering appropriate provision for residents.

Refuse Collection

- 4.11 MCC's Waste Storage and Collection Guidance for New Developments (2023) document provides a range of guidance in relation to the associated matters. The existing refuse store is located in the south western corner, there is enough capacity to increase the storage commensurate to the new dwellings proposed. The same approach to collection as existing would take place.
- 4.12 For completeness, the storage (cycle) areas are permitted development by virtue of falling within A.(d) for '*works for the construction of storage, waste or ancillary facilities reasonably necessary to support the new dwellinghouses*'. It is noted that each of the cycle and bin stores remains behind the principal elevation of the blocks, nor are they situated on land forward of a wall fronting a highway and forming a side elevation of the existing buildings, in accordance with paragraph A.1(n)(i) and (ii).
- 4.13 On the above basis, the proposed development is acceptable in transport and highway terms, in accordance with paragraph A.2.(1)(a).

b) Air traffic and defence asset impacts of the development.

- 4.14 When taking into consideration the proposed height and the location of the application site, it would not have an impact on any air traffic and defence assets.
- 4.15 It is therefore deemed acceptable, in accordance with paragraph A.2.(1)(b).

c) Contamination risks in relation to the building.

- 4.16 The application site has not been identified as having any contamination risks. As the main proposed works are at roof level, it would not involve any substantial groundwork. Given the established use on-site (Class C3) and predominantly residential use within the surrounding area, it is considered that there is a low risk of contamination.
- 4.17 In this regard, it is considered acceptable, in accordance with paragraph A.2.(1)(c).

d) Flood Risks in relation to the building.

- 4.18 The application site is located within Flood Zone 1 as identified in the Gov Flooding Map for Planning, nor does it experience any critical drainage problems. The development will not result in any changes to the surface water drainage arrangement of the site.

4.19 As such, there is a low risk of flooding on-site and it is acceptable, in accordance with paragraph A.2.(1)(d).

e) The external appearance of the building.

4.20 PfE Policy JP-H3 states that innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing that can help to improve the speed of delivery and increase building standards.

4.21 Core Strategy Policy SP 1 require all development in all parts of the City to make a positive contribution to the neighbourhoods of choice, by creating well-designed places that enhance or create character, make a positive contribution and protect and enhance the built and natural environment. Core Strategy Policy CC 9 supports new buildings that are of the highest standard of design in terms of appearance and function.

Scale and Massing

4.22 Paragraph 125 of the NPPF discusses *making effective use of land*. Part (e) states that planning policies should support opportunities to use the airspace above existing residential and commercial premises as a way of contributing to gentle increases in density. Densification via airspace development is therefore supported at national policy level.

4.23 PfE Policy JP-H4 supports development proposals outside of City and District Centres which optimise densities to make efficient use of land, appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport. On this basis, densification is supported at strategic and local policy levels.

4.24 Hilltop Court is a large building that extends up to four-storeys. In terms of the distribution of massing, it features an 'inset' to the middle of the northern elevation which breaks up the building when viewed from the street scene. The overall height of the building will increase by a single-storey upward extension. The scale and massing have largely been led by the existing building, maintaining the articulation, whilst incorporating 1m setbacks to each elevation at roof level to minimise the prominence.

Detailed Design & Fenestration

- 4.25 The design of the scheme is contemporary, proposing a stylish dark zinc cladding finish to the external elevations at fourth-floor level. The dark-coloured materiality provides a modern aesthetic, distinguishing it from the lower portions of the building. Given the surrounding area is relatively non-uniform in its materiality with various examples of brick types and render that range in colour, the upper level will add an appropriate level of variety to the street scene through the introduction of a zinc cladding finish, in turn, creating visual interest. The proposed materiality is considered appropriate due to its robust nature and longevity.
- 4.26 The positioning of the openings would align with the existing fenestration, creating a consistent façade. The layout of the units has been established to maximise the quality of habitable living space and cater to all its occupiers' needs, whilst providing a quality outlook for future occupiers and natural surveillance from each elevation.
- 4.27 A *Design and Access Statement (DAS)* prepared by ME Architects support this submission and provides a full analysis of the scheme in design terms.
- 4.28 As demonstrated in this design section, the scheme meets the objective of Policies JP-H3, JP-H4, SP 1 and CC 9. Therefore, it is considered acceptable in accordance with paragraph A.2(1)(e).
- f) The provision of adequate natural light in all habitable rooms of the new dwellinghouses.**
- 4.29 Core Policy DM 1 requires all development to have regard to the effects of amenity, including adequate natural light within all habitable rooms of the new development to promote a high standard of habitable living for all occupants.
- 4.30 The proposed layout for all units has been designed to provide windows to all habitable rooms and will be dual-aspect, allowing cross ventilation. Given the location of the extension at roof level providing dual-aspect units, the provision of adequate natural light to all habitable rooms.
- 4.31 In this respect, the proposal complies with paragraph A.2(1)(f).
- g) Impact on amenity of the existing building and neighbouring premises, including overlooking, privacy and loss of light.**
- 4.32 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.

- 4.33 The proposed development involves the addition of a single-storey upward extension to the existing flatted blocks on-site. It is considered that the scheme will preserve neighbouring amenity, as demonstrated in the assessment below.

Overlooking and Privacy

- 4.34 The proposed development features windows to each elevation, including those served by habitable rooms. The fenestration pattern aligns with the facades below where possible, and the extension sits behind the parapet. As such, separation distances would be maintained and are of sufficient distance to not result in any overlooking or loss of privacy.

Daylight and Sunlight

- 4.35 The scheme has been tested in relation to the impact on neighbours in the context of the BRE's 'Site Layout Planning for Daylight and Sunlight – A Good Guide To Practise' (2022). A *Daylight and Sunlight Report* is submitted with the application prepared by Herrington. It demonstrates that neighbouring properties would not be adversely affected by the development proposal.
- 4.36 The assessment demonstrates that the proposed development complies with the BRE Guidelines. No neighbouring windows will experience a reduction in daylight beyond the acceptable BRE threshold, nor will the provision of daylight exceed the acceptable threshold. The majority of neighbouring rooms satisfy the BRE criteria. Where minor reductions have been identified, these have been accounted for within the assessment as a worst-case scenario or relate to bedrooms, which have the lowest daylighting requirements under the guidelines.
- 4.37 The assessment further demonstrates that no neighbouring properties will experience a reduction in sunlight beyond the BRE thresholds, confirming that the impact is acceptable.
- 4.38 In addition, the analysis concludes that all neighbouring amenity areas will continue to receive a good level of direct sunlight on 21st March with the proposed development in place, thereby satisfying the BRE sunlight requirements for external amenity spaces.
- 4.39 The proposed development is therefore considered to have an acceptable impact on the daylight and sunlight amenity of neighbouring properties, in accordance with BR209 2022 guidance.

4.40 As demonstrated above, the scheme would not result in an adverse impact on habitable rooms in daylight and sunlight terms. Thus, the proposed development is considered acceptable with regard to the amenity of the existing building and neighbouring premises, including matters of overlooking, privacy and loss of light, in accordance with paragraph A.2(1)(g).

h) Whether because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15 March 2012(1) issued by the Secretary of State.

4.41 As the proposed development is located in Manchester, it will have no impact on a protected view as identified in the Directions Relating to Protected Vistas dated 15 March 2012(1) issued by the Secretary of State.

4.42 On the above basis, it is considered acceptable, in accordance with paragraph A.2.(1)(h).

i) Where the existing building is 18 metres or more in height, the fire safety of the external wall construction of the existing building.

4.43 As the proposed building would be under 18m, including the extension, this part is not relevant. As such, it is acceptable in accordance with paragraph A.2.(1)(i).

j) Where the development meets the fire risk condition, the fire strategy impacts on the intended occupants of the building, and the provisions of Paragraph B (prior approval) of this Part in relation to that application.

4.44 As per above, the development would not meet the fire risk condition. It is therefore deemed acceptable in accordance with paragraph A.2.(1)(j).

Space Standards

4.45 The GPDO requires all new housing development created by PDR to meet the Nationally Describes Space Standards (NDSS). The proposed airspace creates 6no. studio (1b1p) flats. Each unit has a Gross Internal Area (GIA) which complies with NDSS respective to the required minimum size (39sqm), ranging from 45.7sqm to 47.3sqm. All units benefit from adequate built-in storage space. The proposed development complies with the GPDO in this regard.

4.46 The proposed flats therefore meet the NDSS in compliance with Article 3, Paragraph 9A of the GPDO and is acceptable in this regard.

Other Matters

Trees

- 4.47 Whilst it is not a matter of Prior Approval an Arboriculture Assessment is enclosed that demonstrates the trees located on the southern boundary would not be adversely affected by the proposed development.

Biodiversity Net Gain

- 4.48 Developments that are granted planning permission by a development order (including PDR) are exempt from statutory BNG. Therefore, this is not a relevant consideration and does not apply to the proposals.

5.0 CONCLUSION

- 5.1 The proposed development comprises a single-storey upward extension to the flatted building at the application site, accommodating 6no. flats.
- 5.2 This *Statement* has demonstrated the positives arising from the development, there would be no significant and demonstrable adverse impacts arising from the proposal. It provides a detailed assessment that evidences the scheme would result in a high-quality designed extension that assimilates within the surrounding context. Appropriate provisions and arrangements of car parking, cycle parking and waste support the development.
- 5.3 Whilst not matters of considerations under Class A of Part 20, Class of the GPDO, there are no concerns regarding ecology and trees. Moreover, the additional 6no. residential units would contribute positively to the housing supply in Manchester, within a sustainable location.
- 5.4 It is concluded that the scheme is fully compliant with the criteria and conditions set out in Part 20, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (GPDO). Accordingly, it is considered to be 'Permitted Development' by virtue of the Order.



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