

REF: P1153

PLANNING STATEMENT

Location: Balholm Court, 640 Wilmslow Road, Manchester, M20 6AH

Applicant: G&O Securities Ltd

Date: October 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	8
4.0	PLANNING ASSESSMENT	10
5.0	CONCLUSION	21
APPENDIX A. ENVIRONMENTAL STANDARDS STATEMENT		22

1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared by Planning Insight on behalf of G&O Securities Ltd (hereafter referred to as 'the Applicant') to accompany a planning application to Manchester City Council in respect of the proposed development at Balholm Court, 640 Wilmslow Road, Manchester, M20 6AH (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 and external alterations, associated parking, storage and landscaping".

- 1.2 The overall objective of the scheme is to bring forward a high-quality design that assimilates within the local context and character of the Ballbrook Conservation Area (the 'CA'). It will contribute to the provision of housing within a sustainable location, along Wilmslow Road.
- 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 existing three-and-a-half-storey building at Balholm Court. The development comprises the addition of 2no. one-bedroom and 1no. two-bedroom units, each benefitting from sufficient access to daylight and meeting Nationally Described Space Standards (NDSS). Additional car and cycle parking, and bin storage provisions are included as part of this proposal.
- 1.5 The scheme proposes a number of external refurbishment works to the building and wider site, enhancing the appearance of the structure. This *Statement* demonstrates that the proposed development is acceptable in planning terms and accords with the development plan.

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.

Table 1: Application Documents

Document	Consultant
Planning Statement	Planning Insight
DAS	ME Architects
Drawings Package	ME Architects
Heritage Statement	Hamilton-Grey Heritage Services Ltd
Daylight & Sunlight Assessment	Herrington
Transport Statement	SCP Transport
Baseline Biodiversity Net Gain Assessment	Rachel Hacking Ecology
Environmental Standards 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, Balholm Court, is located within the City of Manchester, in close proximity to the Didsbury District Area.
- 2.2 The site is bounded by Wilmslow Road, within a predominantly residential context. Large, traditional, three-storey buildings and dwellings with pitched roofs and gable ends characterise the CA, including Mulberry House to the south, Lodore Lodge to the north, and 139 Lapwing Lane to the west. To the east side of Wilmslow Road are large four-storey flatted blocks that are significantly taller than the surrounding built form. Whilst they fall outside of the CA, they form part of the context. The Site Plan is contained below.

Figure 1: Site Plan



- 2.3 The adjacent building, Lodore Lodge, rises taller than the application building in its current form. The local character is relatively uniform in terms of architectural styles, with gable ends an established feature. In terms of materiality, the surrounding area is relatively uniform, comprising primarily of brickwork, as well as secondary render and tiled finishes.

- 2.4 The subject premise is a three-storey 20th-century flatted block, in the form of an L-shape. It accommodates a total 9no. residential (Use Class C3) flats. The building is relatively unique in its context, featuring a hipped roof. The structure is set back from the frontage of the site by a grassed area bounded by a low hedge and brick wall. The remainder of the site benefits from garages along the western boundary, with amenity space immediately surrounding the building. Vehicular access is from the front of the site, with hardstanding extending through the site; pedestrian access is achieved from the northern elevation. There is landscaping in the form of planting and shrubs along the grassed areas, and a mature tree is located on the frontage.
- 2.5 The fenestration pattern comprises white UPVC windows that match between each storey. The materiality of the building consists primarily of brickwork, with tiled detailing below a number of the windows at the northern, eastern and southern elevations.
- 2.6 The site is located within a sustainable location along Wilmslow Road; it has a Greater Manchester Accessibility Level of 7 (out of 8). It is situated 1.16km from Burnage Railway Station to the east, providing coverage across the north-west. There are ample bus services that operate along Wilmslow Road and within the vicinity. Didsbury has comprehensive access to a range of local amenities and services, including retail and employment opportunities.
- 2.7 The site is located within the Ballbrook Conservation Area; it is not within the immediate vicinity of any nearby heritage assets. Given that the site is located within a CA, all trees are subject to Tree Preservation Orders (TPOs).
- 2.8 It 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 roof works to the building:
- 037541** - Erection of pitched roof over existing block of flats (**Approved – 16th August 1990**).
- 2.10 There are no further applications associated with the site.
- 2.11 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 the City of Westminster 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 3no. 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

The NPPF supports significantly boosting housing supply through small and medium-sized sites, including windfall development within existing settlements (Chapter 5, paragraph 73). Chapter 11 promotes effective land use, with paragraph 125(e) supporting airspace development above existing residential premises where this aligns with surrounding street scene, features high-quality design, and maintains safe access. The scheme would align with these objectives.

- 4.2 Paragraph 7.8 of the PfE document notes there is a strong focus in this Plan on directing new housing towards previously developed sites within the existing urban area. 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.
- 4.3 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. Regard should be had to the minimum densities. As the site is located just outside of the Didsbury District Centre (within 400m of an 'other designated centre') the minimum net residential density (dwelling per hectare) is 50. In this regard, the proposed development complies and is consistent with the policy aspirations of this type of location.
- 4.4 Core Strategy Policy H1 and H2 are consistent with 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. 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

- 4.5 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.
- 4.6 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.
- 4.7 The addition of 3no. 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. The principle of development regarding the delivery of housing is acceptable.

HOUSING

Housing Mix

- 4.8 Policy JP-H3 seeks development across the plan area to incorporate a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods. Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.
- 4.9 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 meets identified shortfalls.
- 4.10 The development comprises 2no. one-bedroom flats and 1no. two-bedroom flat contained within a single-storey, third-floor level airspace addition at Balholm Court. The latest Housing Needs Assessment for the City of Manchester (2023) evidence that there is a total need of 35-40% for two-bedroom dwellings within the 'market' tenure. This constitutes the greatest market need within the South Manchester sub-area, as such, this would contribute directly to an identified housing need. The scheme would therefore meet identified need.

Quality of Accommodation

- 4.11 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

- 4.12 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 Floorspaces of the Proposed Residential Units

Unit No. (Floor)	Unit GIA (sqm)	NDSS Requirement (sqm)	Type
A	50.5	50	1b2p
B	50.5	50	1b2p
C	62.2	61	2b3p

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

Private Amenity Space

- 4.14 Policy H1 notes that all residential proposals should make provision for appropriate usable amenity space, including in high-density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). The development plan provides no specific minimum amenity space standards.
- 4.15 The development does not propose balconies at the additional level. This is due to the design of a mansard roof, which is encased within the parapet to minimise the prominence of the airspace from the surrounding street scene. Balconies would be inappropriate in the context of the CA and the host building. They are not a characteristic of the wider area. The application site benefits from a communal amenity space that encloses the host building on the eastern and southern elevations.
- 4.16 The site is a short distance (approximately 550m) from Fog Lane Park, which has open space and facilities, and is well-served in this regard. Future occupants would have access to sufficient communal amenity space and public open space.

Daylight & Sunlight

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

Privacy

- 4.18 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.

Outlook

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

Noise

- 4.20 The application site is located in a predominantly residential context; the existing building is wholly in Class C3 use. The addition of 3no. units at the upper level would be acceptable in noise terms.
- 4.21 Given the above, the proposed development would positively contribute to a high-quality living environment for the future occupants of all units.

DESIGN

- 4.22 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 building through good quality design. Development should be built to last, using durable and robust materials that reflect the local character, weather well and are easily maintained.
- 4.23 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 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

- 4.24 Balholm Court is a detached building with a hipped roof, three and a half storeys in height, and flats located across three floors. The proposal seeks the addition of a single-storey extension at roof level. This would involve removal of the existing roof to accommodate a mansard style addition. It has been developed to reflect the wider character of the area in terms of scale and massing and is deemed a suitable location for increased height.
- 4.25 The local context features a mixed character regarding building sizes and form; the immediate context comprises predominantly of three and a half storey flatted buildings, with Digby Lodge, a large four-storey flatted block to the eastern side of Wilmslow Road. Due to the low roof pitch, the existing building sits below the neighbouring building, Lodore Lodge (north) and Mulbery House (south). Whilst an uplift in height would naturally increase the height of the structure, in this case the increase in height would only be relative due to the existing roof pitch. The scheme would achieve gentle densification in a sustainable location. The proposed extension would increase the overall roof height by approximately 0.6m or 5.45%.
- 4.26 Part (e) of Paragraph 125 in the NPPF includes a section which promotes mansard roof extensions on suitable properties where their external appearance relates to the original building. Well-designed mansard roofs are supported as a design approach and are strongly encouraged.
- 4.27 The proposed mansard design is a recessive form that is set-in from the parapet, reducing the scale and mass of the proposal. The extension integrates with the existing building by appearing as a subservient addition when viewed from the surrounding street scene. On this basis, the proposed development assimilates with the surrounding context and is considered acceptable in scale and massing terms. Detailed evidence is contained in the accompanying *Heritage Statement*.

Detailed Design

- 4.28 The extension is to incorporate projecting dormers to each of the elevations to enable habitability at the roof level. In design terms, the surrounding area benefits from strong articulation at roof level, including dormers and gable ends which have a strong local presence. The proposed dormers are to include flat roofs to create an appropriate level of variety and strong visual interest, and are common features on mansard roofs.

- 4.29 The primary materiality of the upward extension comprises red clay tiles that would be in keeping with the materiality and palette of the local context. The dormer windows are to be encased in grey aluminium profiles, providing a subtle contemporary approach. The layout of the units has been established to maximise the quality of habitable living space and cater to all its occupiers' needs, whilst matching the existing fenestration pattern where possible to the below facades.
- 4.30 The proposed works involve removing the existing cladding and replacing it with brick slips to the front elevation and a brick plinth at ground floor level. This will create a unified facade across all elevations, improving the building's appearance and providing visual continuity from ground to roof level.
- 4.31 The brick finish will improve the building's contribution to the street scene. It provides a high-quality, durable facade that is more appropriate to the local character than the existing cladding, creating a more attractive and cohesive streetscape.
- 4.32 Sustainable design, materials, and construction methods will be utilised as appropriate.
- 4.33 The proposal includes the following additional external improvements:
- New entry door to the block.
 - Installation of the entry intercom system.
 - Renewal of existing pathways.
 - Updated boundary treatment in the form of a low brick wall along the frontage of the site.
- 4.34 This intervention would improve the overall external building and create a cohesive, successful building in the street scene and CA. The above alterations to the existing building, wider site and the proposed airspace would meet the requirements of PfE Policy JP-P1, Core Strategy Policies SP-1 and EN1.
- 4.35 A *Design and Access Statement (DAS)* prepared by ME Architects support this submission and provides a full analysis of the scheme in design terms.

HERITAGE

- 4.36 Chapter 16 of the NPPF focuses on '*Conserving and enhancing the historic environment*'. Paragraph 212 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to an asset's conservation. Paragraph 213 states that any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification.

- 4.37 PfE Policy JP-P2 and Core Strategy Policy EN 3 states that new developments must be designed 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 CAs. The policy reiterates that regard should be had to the above NPPF policies.
- 4.38 A *Heritage Statement* prepared by Hamilton Grey Heritage Services Ltd provides a full assessment of the heritage significance of Balholm Court in the context of the proposed development and accompanies this submission.
- 4.39 Balholm Court is a purpose-built 20th-century flatted building located within the Ballbrook CA, a designated heritage asset. MCC's Conservation Area Appraisal provides an analysis of the area.
- 4.40 Assessing the significance of the heritage asset is integral in informing the design process and assessing potential impact. Through rigorous assessment, the *Heritage Statement* evidences that the host building has no archaeological, architectural, artistic or historic interest; it is a neutral contributor; and is not identified as a building of merit. As such, the structure has negligible to no significance.
- 4.41 As appraised in detail in the Heritage Statement, the proposed works will have a neutral impact on the Ballbrook Conservation Area. The replacement of the existing pitched roof with a mansard design introduces accommodation at roof level, aligning with the character of historic buildings in the area. The steeper pitch and red clay tiles are more sympathetic to the conservation area than the current shallow roof. External refurbishment, including the replacement of cladding with brick slips and a brick plinth at ground level, uses traditional materials consistent with the conservation area's palette. The modest increase in height will not adversely affect neighbouring properties, as the building currently sits lower than comparable structures.
- 4.42 Overall, the proposals preserve the conservation area while enhancing the building's visual contribution to the streetscape. The design team has brought forward a proposal that would preserve and enhance the setting of the Ballbrook CA, satisfying the relevant clauses of NPPF paragraphs 212 and 213, PfE Policy JP-P2 and Core Strategy EN3. On the above basis, the scheme is acceptable in heritage terms.

NEIGHBOURING AMENITY

- 4.43 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

- 4.44 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.
- 4.45 The report provides conclusions on tests regarding daylight to windows (vertical sky component and no skyline analysis); sunlight availability to windows (annual probable sunlight hours (ASPH) analysis); and sunlight to amenity areas (sun on the ground).
- 4.46 In terms of daylight and sunlight to neighbouring properties and amenity spaces, it is concluded that the proposed scheme would result in full compliance with the above tests against the BRE guidelines. It is acknowledged that there is a shortfall to 642 Wilmslow Road (Mulberry House), whereby 2 of the 8 tested rooms would have minor adverse impacts beyond the BRE threshold. Based on the layouts available, the first-floor room serves a bedroom, whilst the ground-floor room is unknown.
- 4.47 Whilst it is acknowledged, there is a minor shortfall; a worst-case assumption has been applied, assuming each room is single aspect. The BRE guidance suggests that lesser weight should be given to rooms where layouts are unknown and bedrooms that have a lower requirement for daylight. Based on evidence available, Mulberry House is a short-term serviced accommodation; as such it is unreasonable to apply the same rigorous testing, as occupants may only be staying a short time. The two affected rooms experience minor reductions of only 26% and 25% respectively, falling just short of the 20% threshold. The BRE guidance is explicit that these are numerical guidelines that should be interpreted flexibly, particularly in inner-urban areas such as the application site. Given the relative shortfall and that it would only affect limited rooms used as short-term accommodation, material harm would not occur.
- 4.48 As concluded in the independent daylight assessment, the proposed development is in accordance with the BR209 2022 guidance.

Privacy

- 4.49 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.
- 4.50 On the above basis, the proposed development is acceptable in neighbouring amenity terms.

TRANSPORT AND PARKING

- 4.51 A *Transport Statement* prepared by SCP Transport accompanies this application and provides further detail regarding transport. The application development proposes policy-compliant levels of car and cycle parking, waste capacities and arrangements.
- 4.52 Core Strategy Policy T 2 sets out that all new development outside the City Centre should provide appropriate car parking and cycle parking facilities. The standards are set for two different area types, including district centres and areas not within the city centre or district centres. The car parking standards are maximums; however, the LPA 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

- 4.53 A total of 2no. additional spaces are to adjoin the existing bays to the north of the building. The Parking Standards for Manchester City Council are set out in the Manchester Residential Quality Guidance, recommending a 100% parking provision as a starting point for new apartments outside the city centre, totalling 3no. parking spaces. As per above, this is considered a maximum standard.
- 4.54 Notwithstanding, the Transport Statement confirms the application site is located within a highly sustainable location (Greater Manchester Accessibility Level of 7 out of 9) with access to a number of local transport links, including bus services operating along Wilmslow Road and West Didsbury Tram Station and Burnage Railway Station.
- 4.55 The proposed development seeks to introduce 2no. one-bed and 1no. two-bed, generated an expected low parking demand. Prospective purchasers or tenants will be aware of the level of parking provided on-site. If overspill were to occur, the key critical areas and junctions within the vicinity are controlled by Traffic Regulation orders. As such, it is envisaged that a total of 2no. additional parking spaces are appropriate for this development.

- 4.56 Vehicular access will continue to take place from Willow Bank via the existing access.
- 4.57 SCP Transport undertook a TRIP Generation assessment. It sets out that the proposed development 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

- 4.58 A total of 4no. cycle parking spaces are proposed on-site, serving the additional units. This complies with the minimum standard. The spaces are to be secured via Sheffield cycle stands, located within a designated store to the south of the site. Further details of the cycle storage can be secured via the attachment of a planning condition.

Refuse Collection

- 4.59 The existing refuse store is located at the north-western corner of the site, is to be maintained. The Domestic Waste and Recycling Service Standard (2024) document sets out a range of criteria applicable to new residential development, including a high-rise building.
- 4.60 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), 2 x 1100L Eurobins (black bins for household waste) and 2 x 240L wheelie bins (for food waste). The capacities are considered adequate to accommodate the development.
- 4.61 The collection arrangements are to be maintained as existing. Further details can be secured via the attachment of a planning condition.

SUSTAINABILITY

- 4.62 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 the 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.
- 4.63 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.

LANDSCAPING

- 4.64 Minor alterations to the communal areas will take place to facilitate cycle and car parking. The applicant intends to carry out improved landscape buffers and planting; as such, a condition to secure details would be an appropriate means to secure this. As detailed above, improvements to the biodiversity and planting on the site through planting are envisioned.

BIODIVERSITY NET GAIN

- 4.65 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%. PfE Policy JP-G8 requires a net enhancement of biodiversity for all new development. Whilst the site is likely exempt from statutory BNG, policy JP-G8 still requires an uplift.
- 4.66 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.
- 4.67 It confirms that the proposed development requires a minimum of 0.04 habitat units to achieve a 10% biodiversity Net Gain and 0.01 hedgerow units to achieve a 10% net gain. It is acknowledged that planting five trees (if possible) would deliver 0.06 units, resulting in an overall net gain of 14.92%. This may not be possible due to the lack of available space on site. Alternatively, the existing modified grassland could be enhanced to support a greater diversity of species. However, due to the shading effect from adjacent mature trees and buildings, the successful establishment of a diverse sward may be constrained, and the feasibility of this enhancement should be carefully assessed on site.
- 4.68 Should this not be possible, mitigation by the purchase of biodiversity units to compensate for 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.
- 4.69 The application demonstrates that the scheme can result in a BNG uplift in accordance with policy JP-G8 of PoE.

5.0 PLANNING BALANCE AND CONCLUSION

- 5.1 The proposal comprises the *“addition of a single-storey extension comprising residential units on the existing detached block of flats and external alterations, associated parking, storage and landscaping”*.
- 5.2 As demonstrated in the Heritage Statement, the existing building is a neutral contributor with negligible significance. The proposed airspace development and facade improvements have been designed to be sympathetic to the character of the CA. The mansard roof features recessed elevations set-in from the parapet, appearing subservient when viewed from the street scene. The red clay tiles are in keeping with the materiality and palette of the local context, and the proposed dormers complement the articulation of neighbouring roof spaces within the street scene.
- 5.3 The impact assessment concludes that the proposals would have a neutral impact on the conservation area and cause no harm to the designated heritage asset. It is therefore not necessary to weigh harm arising to the designated heritage asset; however, should it be deemed that there is less than substantial harm, the following benefits are identified.
- **Housing Delivery:** Three additional residential units contributing to housing supply in a sustainable location. **Significant Weight.**
 - **Efficient Use of Land:** The site presents an opportunity to deliver an airspace development via appropriate densification, making efficient use of an accessible urban site close to Didsbury District Centre. **Significant Weight.**
 - **Design Quality:** The scheme provides high-quality living spaces and proposes appropriate levels of parking, storage and landscaping. **Moderate Weight.**
- 5.4 The proposed development satisfies the requirements of national and local planning policy. It delivers meaningful public benefits through additional housing provision on a sustainable, accessible site without causing harm to heritage assets. The scheme represents appropriate densification of a previously developed site in a highly sustainable location, making efficient use of urban land in accordance with the development plan.



Appendix A. Environmental Standards Statement



PLANNING
INSIGHT