

**TOWN AND COUNTRY PLANNING ACT 1990
PLANNING APPLICATION BY**

ABBHEYHEATH PROPERTIES LIMITED

**THE REDEVELOPMENT OF LOCK-UP GARAGES
TO CREATE RESIDENTIAL UNITS**

**AGNES COURT, VICTORIA ROAD,
FALLOWFIELD, M14 6AJ**

PLANNING STATEMENT

MARCH 2026

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APPENDIX 1: PRE-APPLICATION ENQUIRY AND RESPONSE

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1. INTRODUCTION

1.1. This application is for the redevelopment of 16 lock-up garages to provide residential units at Agnes Court, off Victoria Road, Fallowfield (“the Proposed Development” and “the Site”). The scheme entails adding a first floor to the existing garage block to provide four apartments at first floor level and two apartments on the ground floor. The Proposed Development provides six parking spaces and cycles storage at ground floor level under the four first floor apartments. It also makes provision for refuse bins immediately adjoining the building.

1.2. The planning application comprises the following:

1. Application form and certificates
2. 1497-SLP Site Location Plan
3. 1497-P-102 Existing Garages
4. 1497-P-001 Proposed Site Plan & Roof Plan
5. 1497-P-201 (rev b) Proposed Elevations
6. 1497-P-101 (rev a) Proposed Floorplans
7. 1497-P-3DV (rev a) 3D Visuals
8. Design & Access Statement
9. Transport Statement
10. Flood Risk Assessment and Drainage Strategy
11. Bat Roost Assessment Report
12. Planning Statement
13. List of Documents

1.3. The proposed development has been the subject of a pre-application enquiry¹. An informal response has been provided. Matters raised are the lack of dedicated amenity space within the proposal; the current and future parking demand given that the proposal results in the loss of garage space on the site; and a requirement for the ecological value of the garage building to be addressed with regard to Bats, given that the lock-up garages were redundant. The informal response also noted that as the proposed development would be lower than adjoining properties, overshadowing should not be a cause for concern and that the location of the proposed windows did not raise the issue of overlooking. The pre-application enquiry was made in respect of a scheme to create four first-floor apartments. Proposed Development differs in that it also provides two ground-floor apartments within the scheme making six apartments in total.

¹ The pre-application enquiry and the response from the Council is Appendix 1

- 1.4. This statement addresses the matters which have been raised. It serves to emphasise that the Site is a sustainable location for development and that the Proposed Development reuses an underutilised building within the urban area. National Policy is that such development should be approved unless substantial harm would arise².
- 1.5. The Site is either buildings or hardstanding. There are no areas of biodiversity value. Consequently, if approved, this development would not be subject to the biodiversity net gain condition as it would be unnecessary³.
- 1.6. The freehold of Agnes Court was acquired by Abbeyheath Properties (“Abbeyheath”), in January 2025. Abbeyheath are investigating the potential to improve, refurbish and maximise the potential of Agnes Court. This application forms the first element of that refurbishment. Other appraisals are being undertaken to improve security, improve the quality and value to residents of the central amenity space and to optimise parking provision.

2. THE SITE AND SURROUNDING AREA

- 2.1. Agnes Court comprises a series of linked, three-storey apartment blocks, sited around a central amenity space which fronts onto Wilmslow Road.
- 2.2. The sole vehicular access is off Victoria Road to the south. There are pedestrian accesses from Victoria Road and Wilmslow Road to the east. The Site comprises a row of lock-up garages located along the north-eastern boundary of Agnes Court adjacent to the vehicular entrance off Victoria Road.
- 2.3. The lock-up garages are brick-built with a flat, corrugated metal roof. They are in a poor condition. There are 16 garages in total, 13 of which are empty and are unused three garages are used for storage. None of the garages are used for the parking of cars.
- 2.4. Within Agnes Court there are a total of 68 apartments, 60 of these are one-bedroomed apartments, and eight are two-bedroomed. Car parking for residents comprises 13 spaces comprising marked parking bays and space for a further 29 cars in unmarked bays.

² National Planning Policy Framework (“the NPPF”) paragraph 125(c).

³ This statement and reason satisfies the requirement of Article 7 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

- 2.5. The central amenity space at Agnes Court is 1,874 square metres, mostly laid to grass.
- 2.6. Agnes Court is a sustainable location. As explained in the Transport Statement, it is within an acceptable walking distance of Fallowfield and Withington District Centres, and there are schools, health facilities and other services nearby⁴. Wilmslow Road, adjacent to the site, is an important bus route within the City. It also has a dedicated cycle route⁵. Details of public transport services are set out in the Transport Statement⁶. Some ten bus services pass Agnes Court on Wilmslow Road, some with a frequency of every 10 minutes, seven days a week. The Transport Statement refers to the Greater Manchester Accessibility Levels, which provides a measure of the accessibility of a location. The transport statement indicates that the location has a score of 7 out of 8, which shows it is a very highly accessible location⁷.
- 2.7. The boundary of the Site to the north-west comprises the rear brick wall of the lock-up garages. Beyond this is Number 8, Victoria Road which is a semi-detached three-storey Victorian villa. It has been extended to the rear and subdivided into apartments. There are various windows at first and second floor level which overlook Agnes Court above the lock-up garages.



⁴ See Transport Statement, Section 4, paragraphs 4.2 to 4.6.

⁵ Access by cycle is considered in paragraphs 4.7 to 4.11 of the Transport Statement.

⁶ *Ibid*, paragraphs 4.12 to 4.15.

⁷ *Ibid*, paragraphs 4.21 to 4.24.

3. THE PROPOSED DEVELOPMENT

- 3.1. The Proposed Development is described in the Design and Access Statement. It proposes the creation of four apartments by adding one-storey to the existing garages, and on the ground floor, the creation of two apartments and parking for six cars⁸. The undercroft area is designed to provide space for cycle parking⁹. A communal refuse bin storage area would be available immediately to the south of the lock-up garage block, adjacent to the access into the site¹⁰.
- 3.2. The Proposal has a single aspect with doors and windows facing inwards towards Agnes Court. There will be no window openings to the rear facing Number 8, Victoria Road. All of the proposed apartments are one-bedroomed, a one-person accommodation and are designed to meet the Nationally Described Space Standards.
- 3.3. The appearance of the proposal reflects design features a materials palette of the neighbourhood. Specifically external walls are red brick with a grey metal clad roof. Window openings adopt a vertical emphasis to reflect those in surrounding buildings.
- 3.4. As the Site is presently dilapidated lock-up garage units, the Proposed Development would deliver a visual and environmental benefit in improving the appearance of the area. The Application also has benefit because it delivers housing in a sustainable location and it will support local jobs.

4. RELEVANT PLANNING POLICIES

- 4.1. The Development Plan, as far as relevant to the Proposed Development, comprises Places for Everyone (2024); The Manchester Core Strategy (2012 and updated 2024) ("the Core Strategy"); and the extant policies of the Manchester Unitary Development Plan (originally adopted 1995 with an alteration adopted in 2005) (the UDP").
- 4.2. The Council are in the process of producing a new local plan ("the Emerging Plan"). Regulation 18 consultation took place in October and November 2025. Draft policies and proposals within the Emerging Plan are at a formative stage and no material weights can be attached to them for the purposes of decision taking.

⁸ See drawings 1497-P-201 (rev b) Proposed Elevations 1497-P-101 (rev a), Proposed Floorplans and 1497-P-3DV (rev a) 3D Visuals

⁹ See drawing 1497-P-101 (rev a), Proposed Floorplans

¹⁰ See drawing 1497-P-001 Proposed Site Plan & Roof Plan;

- 4.3. Other relevant planning guidance produced by the City Council includes the Guide for Development in Manchester (2007). The National Planning Policy Framework (2024) (“the NPPF”), is an important material consideration.

Places for Everyone

- 4.4. Places for Everyone sets out strategic policies and allocations for the period to 2039. It places emphasis on delivering sustainable development particularly through Policy JP-S1: Sustainable Development, and Policy JP-P1: Sustainable Places. It prioritises the use of brownfield land and the sustainability credentials of new developments (Strategic Objective 2 - Create Neighbourhoods of Choice); to focus development in locations accessible to the transport network (Strategic Objective 6 - Promote the Sustainable Movement of People, Goods and Information); improve the quality of the natural environment (Strategic Objective 8); and to ensure access to physical and social infrastructure (Strategic Objective 9).
- 4.5. The most relevant policies are summarised as follows:
- Policy JP-S1: Sustainable Development, which prioritises the development of previously developed land.
 - Policy JP-S4: Flood Risk and Water Environment, requires development to be located so as to minimise current and future flood risk. The policy expects development to manage surface water runoff through sustainable drainage systems.
 - Policy JP-H1: Scale, Distribution and Phasing of New Housing Development, which sets out the housing target for the plan area over the plan period. It states that new homes will be of good quality and design, adaptable, supported by available amenities and located where the need to travel will be reduced. Regarding apartment development, the justification for this policy states that smaller households are forecast to account for over half of the growth in households¹¹. It adds that this will strengthen the demand for apartments, particularly given the cost pressures and the increased reliance on private rented accommodation. Reference is also made to the downward pressures on dwelling size¹². It states that it is essential that new housing achieves minimum standards and that the provision

¹¹ Places for Everyone, paragraph 7.31

¹² *Ibid*, paragraph 7.33

of outdoor private amenity space is important to the delivery of high quality homes.

- JP-H3: Type, Size and Design of New Housing, which requires residential development across the plan area to incorporate a range of dwelling types and sizes. It requires all new development to comply with Nationally Described Space Standards and be built to an accessible and adaptable space standards of the building regulations, unless specific site considerations make this impractical. It states that development should be delivered at a density appropriate to the location and, *inter alia*, achieve an efficient use of land. Emphasis is placed on increasing densities in accessible locations as a means of reducing the amount of land required for development; protecting green field and green belt land; minimising the need for travel; enabling more people to live close to shops and services; an increasing population near to shops and services thereby supporting regeneration¹³.
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity. However for the reasons explained elsewhere in this report the requirement to deliver BNG is not engaged by the Proposed Development.
- Policy JP-C8: Transport Requirements of New Development, requires development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency and help to deliver high quality, attractive, liveable and sustainable environments. It sets out a number of ways in which this broad objective will be achieved. These include the provision of adequate parking which is integrated into the design and incorporating enough covered secure cycle parking.

The Core Strategy

4.6. The Core Strategy predates Places for Everyone and reflects National Policy at the time it was prepared. The most relevant policies are the following:

- Policy SP1: Strategic Principles, which out locational priorities for new development. It describes core development principles which include

¹³ Places for Everyone, paragraph 7.34

the creation of well-designed places and by reducing demand for travel by locating development close to jobs, services, education and open space with access to sustainable transport provision.

- Policy DM1: Development Management sets out matters for which more detailed guidance may be given within supplementary planning documents. However this policy does little more than identify topics that may be the subject of further non-statutory guidance.

Unitary Development Plan

4.7. Extant UDP policies provide a suite of development management policies. The following identify considerations that have relevance to the Proposed Development¹⁴:

- With regard to residential extensions, Policy DC1.1 states that development shall have regard to the effect on the amenity of neighbours; the overall appearance in the street scene; and the effect of the loss of on-street parking.
- Policy DC1.2 requires extensions not to be excessively large or bulky; that they will not be out of character by virtue of design, materials or constructional details; and they would not result in a loss of parking where there is a severe on-street parking problem that additional pressures would be created.
- Policy DC5.1 relates to flat conversions. It states that the council will have regard to the following:
 - a. The standard of accommodation for intended occupiers;
 - b. The potential disturbance arising from noise transmission through party walls;
 - c. The adequacy of car parking;
 - d. The general effects on the character of the neighbourhood;
 - e. Adequate private outdoor amenity space;
 - f. The desirability of achieving access for all;
 - g. The satisfactory provision of refuse storage and collection facilities.

¹⁴ However, the Proposed Development does not strictly fall within the scope of these policies, they nevertheless identify matters which are relevant to the determination of this application.

- Policy DC5.2 indicates that the Council will not normally approve developments that do not provide accommodation to the council's approved standards; where there is insufficient parking; where they do not have adequate private immunity space; and do not have satisfactory provision for refuse.

Non-Statutory Policy

4.8. The Guide to Development in Manchester (2007), contains principles that the Council expects to apply to new development in the City¹⁵. This Guide was designed to support the Development Plan which at the time it was prepared was the UDP.

4.9. Specific considerations that are relevant to the Proposed Development are summarised as:

- Design should respect and be informed by the location;
 - The buildings should relate well to each other;
 - Building height should be carefully considered;
 - The impact of car parking should be minimised;
 - Infill development should enhance the character of the area;
 - The conversion of existing buildings is encouraged;
 - There should be appropriate provision for refuse and recycling;
 - Is that new development should provide reasonable space standards with internal space for the storage of cycles;
 - There should be the provision of external amenity space.
- 4.10. The Manchester Residential Quality Guide (2017), is aimed to deliver high quality, sustainable neighbourhoods in the City. It is geared to offering a holistic approach to guide major residential developments. Of relevance to the Proposed Development is the guidance on making development practical. This deals with cars and cycles within a scheme and provision for waste. It recommends a car parking standard of 100% for apartment development outside the City Centre. The Proposed Development delivers this level of provision.

The Emerging Local Plan

4.11. The Emerging Local Plan is at a formative stage and consequently no material weight can be attached to policies and proposals especially if policy requirements are new and or not consistent with national policy and/or they are subject to representations objecting to them.

¹⁵ Guide to Development in Manchester, paragraph 13.1.

- 4.12. The most relevant draft policies are Policy H7: Design, which applies specifically to residential development, and Policy D1: Design Principles. It should be noted that the draft development management policies reflect those of the Unitary Development Plan.
- 4.13. Policy H7: Design, includes requirements that provision should be made for outdoor amenity space, including high density development; refuse storage; car and cycle parking. It also requires development to be designed to provide privacy to residents of a scheme and neighbours¹⁶.
- 4.14. Policy EN6: Urban Green Factor Policy, requires all development proposals to make provision to incorporate urban greening and to incorporate landscaping. Major applications are required to undertake an urban green factor calculation. The urban green infrastructure framework is based on an area standard of at least 40% average green cover in an urban residential neighbourhood. With regard to Agnes Court, the total area of the complex, including the Application Site and all areas of parking, vehicular circulation and hard standing is 5,214 square metres. The central amenity space within this area is 1,874 square metres. The current green space represents a green cover of 36%.
- 4.15. Policy T2: Sustainable Location of Development, applies to areas outside the City Centre and it sets the objective to seek to minimise car parking provision having regard to the council approach to sustainable development¹⁷.

The National Planning Policy Framework (“the NPPF”)

- 4.16. The NPPF sets out its purpose of providing a framework within which housing and other development can be provided in a sustainable manner. Chapter 2: Achieving Sustainable Development describes how the overarching objective will be achieved. Paragraph 11 within this chapter sets out a presumption in favour of sustainable development. Specifically, it states that proposals that accord with an up to date development plan should be approved without delay. In circumstances where there are no relevant development plan policies, or the policies which are most important

¹⁶ Representations objecting to this policy have been made because *inter alia*, the requirement for outdoor amenity space in all developments could be unreasonably onerous in circumstances when usable amenity space of an appropriate quality is available nearby. Representations argue that there should be no specific requirement to provide further space on site or as a component of a scheme. These circumstances may arise where residential use is the optimum viable use of an existing building and an onerous requirement would inhibit the delivery of an otherwise acceptable proposal. These representations have been made by the Feltham Group on 17 November 2025 and acknowledged by the Council on 21 November (no reference number has been allocated to representations).

¹⁷ Parking is addressed in the Transport Statement forming part of the application and later in this Statement.

for determining the application are out-of-dates, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination¹⁸.

4.17. Paragraph 110 which Chapter 9: Promoting Sustainable Transport states that development should be directed to sustainable locations. Within Chapter 11: Making Effective Use of Land, paragraph 125(c) states that substantial weight should be given to the value of using underutilised land and buildings within settlements and that proposals should be approved unless substantial harm would arise. The emphasis on reusing previously developed land is against the backdrop of a requirement to significantly boost the supply of homes¹⁹.

4.18. The importance of access to open space is noted in Paragraph 103 under the heading Open Space and Recreation. In Chapter 12: Achieving Well-Designed Places, Paragraph 135 sets out matters that decisions and applications should consider. These include the optimisation of the potential of a site to accommodate development, being sympathetic to local character, being visually attractive and that they function to add to the quality of an area.

5. ASSESSMENT

5.1. This application proposes the development of a row of underused lock-up garages to provide six apartments. The Site is within the urban area in a sustainable location with a range of shops, services, employment opportunities and other facilities within walking distance and many more available by public transport. The Proposed Development is acceptable in principle and supports the main purpose of National Policy and the Development Plan to secure a sustainable pattern of development. NPPF Paragraph 124(c) indicates that proposals which use underutilised buildings in sustainable locations should be approved unless substantial harm would be caused. NPPF paragraph 11 sets out the presumption in favour of sustainable development.

¹⁸ Where policies are not up to date or absent, paragraph 11 also indicates that the presumption will not apply if there are policies in the NPPF that protect areas or assets of particular importance which provide a strong reason for refusing the development proposed. However, there are no such policies relevant to the Proposed Development.

¹⁹ NPPF paragraph 61.

5.2. The informal pre-application response from the Council identifies three matters which are:

- The impact of the proposed development on the amenity of neighbouring properties;
- The lack of outdoor amenity space; and
- the impact of the proposal on car parking.

Impact on Neighbouring Properties

5.3. This issue is raised in the Council's response to the pre-application enquiry. However, it is dealt with shortly. The response notes that the Proposed Development would be lower than the adjoining properties, particularly no.8 Victoria Road, and as such should be no cause for concern in terms of overshadowing. It adds that the same could be said for overlooking given there are no window openings on the elevation of the Proposed Development facing towards no. 8 Victoria Road.

5.4. With regard to the relationship between the Proposed Development and development to the south-west, the nearest apartments within the Proposed Development would be 6 metres from the gable wall of the adjacent properties on Victoria Road which lie across the access road and outside of the Agnes Court complex. To the north within Agnes Court, the main elevation of the Proposed Development is about 20 metres from the nearest residential block within Agnes Court.

5.5. The scale, orientation and design of the proposed development would ensure there will be no harm to the amenities of neighbouring properties because of overshadowing, scale of overlooking.

Amenity Space

5.6. Whilst due to the nature and location of the Site and the constraints on development, no amenity space can be provided within the Proposed Development, future residents of the apartments would have the central amenity space with Agnes Court close to hand. The nearest apartments within the Proposed Development would be approximately 18 metres from the central amenity space. The furthest apartments would be about 40 metres away. This is sufficiently close to be of value to residents of the Proposed Development.

5.7. The area of the central amenity space is 1,874 square metres. It represents about 36% of the site area of Agnes Court, including the Site. Reference above has been

made to draft Policy EN6: Urban Green Factor Policy, of the Emerging Local Plan that requires development proposals to make provision to incorporate urban greening²⁰. Major developments are expected to achieve at least 40% average green cover in an urban residential neighbourhood. Within regard to Agnes Court, the current green space represents a green cover of 36%. This is so close to the target of 40%, the difference is immaterial and in any event has to be balanced against the requirements of NPPF Chapter 11 to make the most effective use of land.

- 5.8. However, draft Policy EN6 addresses the availability of greenspace as a quantitative matter. It does not consider the quality of greenspace as an amenity for those around it or who use it. Further, the target of 40% greenspace in site coverage applies to major developments. It is wholly unrealistic to apply this target to small schemes such as the Proposed Development as that would potentially undermine the objectives of National Policy to secure a sustainable pattern of development and to make the most efficient use of land²¹.
- 5.9. Consequently, private, communal amenity space is available a very short distance from the Proposed Development.

Loss of Car Parking

- 5.10. There are 16 lock-up garages, none of which are presently used for car parking (three are used for storage, the remainder are unused). Consequently, in real terms, there would be no loss of parking spaces within Agnes Court.
- 5.11. Presently there are 13 marked parking bays at Agnes Court and a further 29 unmarked spaces (49 spaces in total). These numbers do not include the garage spaces within the Site. There are 68 apartments. The maximal occupancy survey is undertaken by SCP and recorded in the Transport Statement was 29 spaces resulting in a spare capacity of 13 spaces. The Transport Statement concludes at times when local residents are likely to be at home, there is noticeable spare capacity within Agnes Court²².
- 5.12. Further, a survey of on-street parking has also been undertaken by SCP. There are estimated to be 108 on-street spaces within 200 metres of Agnes Court. The survey indicates that the number of spaces occupied during the evening and at night time

²⁰ As noted earlier, representations objecting to this policy have been made.

²¹ NPPF Chapter 2: Achieving Sustainable Development and Chapter 11: Making Effective Use of Land.

²² Transport Statement, paragraph 2.15.

was 64 leaving 44 spaces available. The transport statement concludes that there is significant spare capacity within the local on-street parking provision²³.

- 5.13. Notwithstanding that the surveys indicate there is space parking capacity at Agnes Court, the Proposed Development provides six spaces, one for each apartment within the scheme. The Transport Statement refers to the Council's guidance on parking provision which is that new apartment development will be expected to provide 100% parking provision as a starting point. The Proposed Development satisfies this guidance. All of the apartments are designed to be one bedroom single person accommodation and the prospect of two car households in this instance is negligible. There is no evidence to indicate that greater provision is necessary. Moreover, the pattern of car ownership at Agnes Court, given the parking surveys which have been undertaken, the level of parking available and the number of apartments indicates that car ownership levels are relatively low. This is no doubt because of a sustainable location, that it is easily accessible on foot to shops, services and other facilities and that Agnes Court is adjacent to Wilmslow Road which is an important bus route within the City.
- 5.14. The council's parking requirements are satisfied. Further, having regard to evidence of parking demand within Agnes Court and evidence of the availability of spaces in surrounding streets, there is no reason to oppose the proposed development on the grounds of insufficient parking provision being available or that it would result in additional demand on an area where there is currently pressure on car parking.

Other Matters

- 5.15. Other matters relevant to the determination of the application include the living conditions of future residents of the Proposed Development; the adequacy of the existing access to serve the Proposed Development; flood risk and drainage; biodiversity; and the provision of facilities for refuse.

Living Conditions of Future Residents

- 5.16. The Design & Access Statement explains that as single aspect units the need for attractive internal spaces for future residents has been borne in mind²⁴. All rooms meet Nationally Described Space Standards and would be constructed to at least current Building Regulation requirements in relation to energy conservation (Part L). Further, the properties have been designed to comply with Building Regulation Part M4(2) where required.

²³ *Ibid*, paragraph 2.22

²⁴ See Design & Access Statement, Section 5.

The Adequacy of the Existing Access

- 5.17. The Transport Statement explains that the existing access to Agnes Court is suitable and can accommodate vehicular movements that may be generated by the Proposed Development. Further, there are no recurring road safety issues on the highway in the vicinity of the Site²⁵. The overall conclusion of the Transport Statement is that the Site is in a sustainable location; that parking provision is appropriate; and the traffic impact of the Proposed Development is acceptable²⁶.

Flood Risk and Drainage

- 5.18. The Flood Risk Assessment and Outline Drainage Strategy explains that the application site is within Flood Zone 1 with regard to fluvial sources and low or very low risk of flooding from other sources. Surface water drainage would be by a SUDS feature to connect to the combined water sewer within Victoria Road adjacent to the Site, via a geocellular attenuation tank with flow control. The Drainage Strategy Plan is drawing PGC 1501-DR-C-001 P3 at Appendix C to the Flood Risk Assessment and Outline Drainage Strategy.

Ecology and Biodiversity

- 5.19. The response to the pre-application enquiry indicated that due to the age and condition of the existing lock-up garages, would be advisable. A survey has been undertaken and forms part of the application. The conclusion of the Bat Roost Assessment is that the Proposed Development represents a very low risk of impact on bat populations. It explains that works could proceed in compliance with bat-related wildlife legislation with minimal risk of harm to bats, bat roosts or the local bat population²⁷.
- 5.20. The question of biodiversity net gain has been addressed in the introduction to this Statement. The whole of the Site is either building or hardstanding. It has no biodiversity value.

Provision for Waste and Refuse

- 5.21. The proposed development makes provision for the storage of waste bins on land immediately to the south of the lock-up garages which is the site of the underground attenuation tanks. The Design & Access Statement explains that the designated bin store area is indicated on the proposed site plan is sufficient for the storage of bins containing non-recyclable and recyclable waste in accordance with Council's current refuse and recycling system and procedures. The location of the

²⁵ See Transport Statement paragraph 2.12.

²⁶ *Ibid*, Section 6.

²⁷ Bat Roost Assessment, Conclusions, paragraph 7.1.1.

bin storage area is next to the vehicular access to Agnes Court for ease of the refuse collectors²⁸.

Assessment Against the Development Plan

- 5.22. The Proposed Development involves the provision of housing on previously developed land in a sustainable location with a range of transport options near to hand. As a matter of principle it is compliant with Places for Everyone Policy JP-S1: Sustainable Development, which prioritises the development of previously developed land and Core Strategy Policy SP1: Strategic Principles.
- 5.23. With regard to the form of the Proposed Development Places for Everyone Policy JP-H1: Scale, Distribution and Phasing of New Housing Development, requires new homes to be of good quality and design. It states that it is essential that new housing achieves minimum standards and that the provision of outdoor private amenity space is important to the delivery of high quality homes. Policy JP-H3: Type, Size and Design of New Housing, requires all new development to comply with Nationally Described Space Standards, it requires development to be at a density appropriate to the location and, *inter alia*, achieve an efficient use of land. The Proposed Development would be of good quality and of a design appropriate to the site and surrounding area, meeting policy objective of increasing the density of development. The Proposed Development is design to Nationally Described Space Standards, appropriate car parking is provided as is space for undercover cycle storage. The Site is close to the private, communal amenity open space at Agnes Court.
- 5.24. The Proposed Development meets the requirements of Places for Everyone Policies JP-H1 and JP-H3.
- 5.25. None of the extant policies of the UDP apply to the Proposed Development. However, whilst UDP Policy 5.1 relates to flat conversions²⁹, it identifies matters which are material to the consideration of the Proposed Development. In respect of the most relevant matters:
- The standard of accommodation for future occupiers is designed to meet Nationally Described Space Standards. It would therefore provide an appropriate standard of accommodation;

²⁸ See Design & Access Statement paragraph 4.16.

²⁹ The Proposed Development is not a flat conversion.

- Car parking is provided at an appropriate level;
- There would be no harmful effects on the character of the neighbourhood. Indeed the proposal would be beneficial by improving the visual amenity of the immediate area;
- Private, communal outdoor amenity space is available at Agnes Court;
- Provision is made for refuse storage and collection.

5.26. The Proposed Development meets the requirements of the Development Plan taken as a whole.

5.27. National Policy is an important material consideration. It sets out the overarching function of the planning system to deliver sustainable development. The reuse of urban land in sustainable locations is crucial in that context. NPPF paragraph 125(c) states that substantial weight should be given to the value of using underutilised land and buildings within settlements and that proposals should be approved unless substantial harm would arise.

6. OVERALL CONCLUSION

6.1. The Proposed Development involves the redevelopment of vacant buildings in a sustainable location within the urban area. The Development has been designed to have regard to the existing buildings on the site and the character of the surrounding area. It would deliver high quality accommodation, with parking for cars and cycles with access to communal open space within Agnes Court.

6.2. The Proposed Development accords with the Development Plan as a whole. It benefits from the presumption arising from paragraph 11 of the NPPF. Having regard to Section 38(6) of the Planning and Compulsory Purchase Act, there are no material considerations that justify a decision other than in accordance with the Development Plan.

APPENDIX 1: PRE-APPLICATION ENQUIRY AND RESPONSE

From: [Alyn Nicholls](#)
To: [Robert Griffin](#)
Subject: Request for Pre-application Advice, Agnes Court, off Wilmslow Road,
Date: 24 July 2025 15:13:00
Attachments: [1497-GC-PA-101 - Garages Conversion - Proposed Floor Plans.pdf](#)
[1497-GC-PA-201 - Garages Conversion - Proposed Elevations.pdf](#)
[Location Plan.pdf](#)

Dear Rob

I am unsure as to whether you are the most appropriate person to direct this enquiry. If not, I would be grateful if you would forward this to whoever is.

I act for the Feltham Group who own most (but not all) of the apartment blocks at Agnes Court off Wilmslow Road, Fallowfield. I am writing to request pre-application advice in respect of a proposal to create four apartments by way of developing a range of lock-up garages at Agnes Court.

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Obviously, please advise if additional information is necessary. If a Teams call or meeting on site would be helpful, please let me know.

Kind regards

Alyn

Alyn Nicholls BA(Hons) MRTPI

**ALYN
NICHOLLS**
CHARTERED TOWN PLANNER

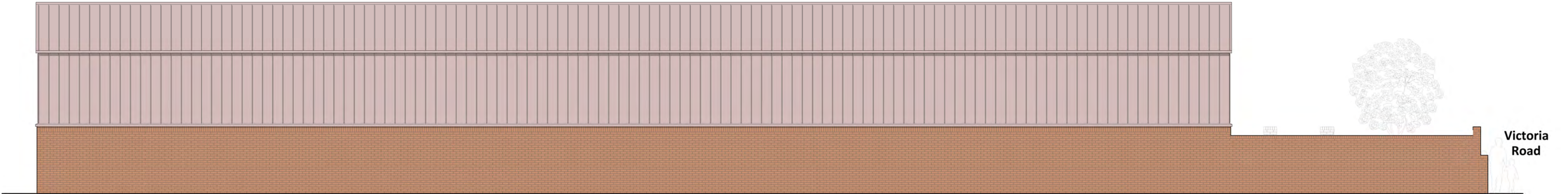
T: 01484 860000
M: 07836 654108

E: akn@alynnicholls.com
W: www.alynnicholls.com

140 Denby Lane
Upper Denby
Huddersfield HD8 8UN



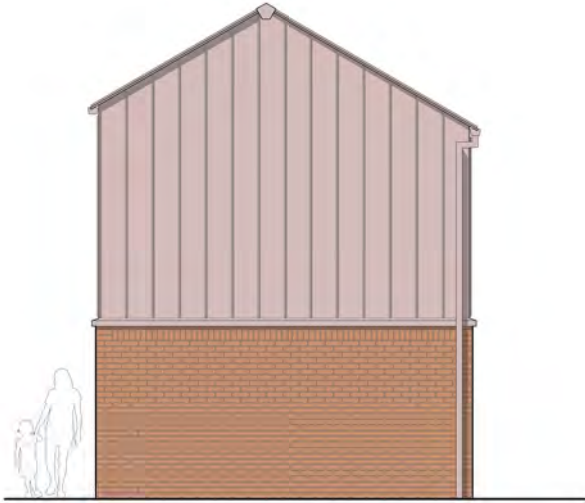
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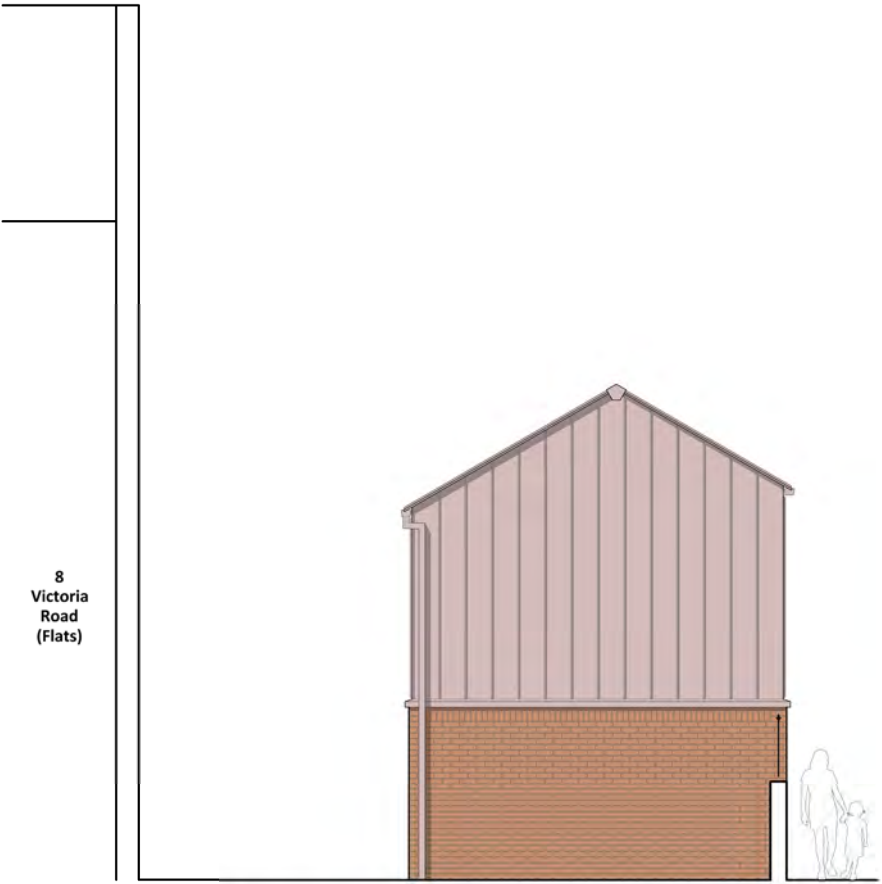
Proposed Garages Conversion - North West (Rear) Elevation



Proposed Garages Conversion - South East (Front) Elevation



Proposed Garages Conversion - North East (Gable 02) Elevation



Proposed Garages Conversion - South West (Gable 01) Elevation

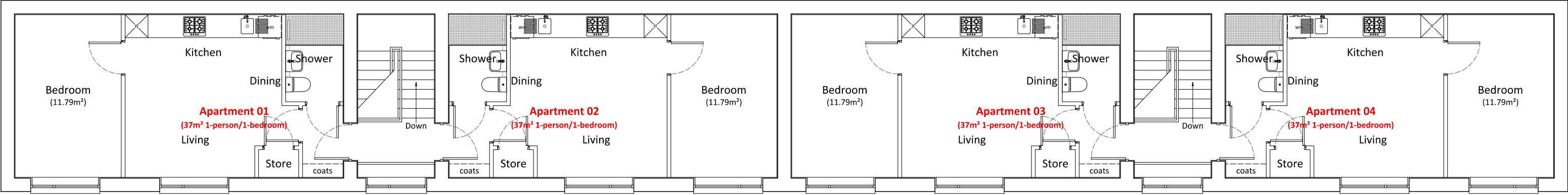


Finish to the upper half of the façade and roof of the proposed dwellings to comprise Pigmento Red Zinc cladding.

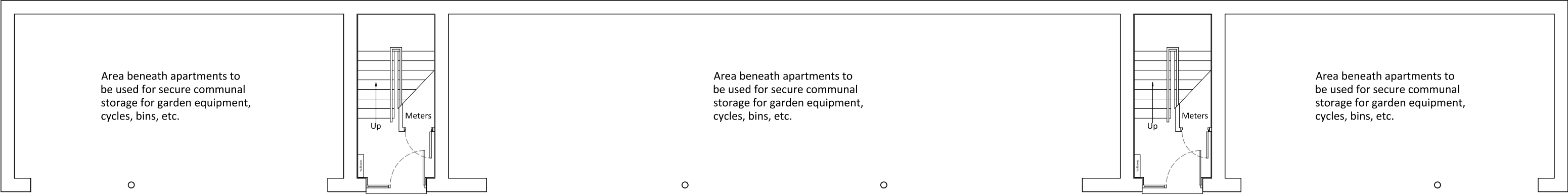
REV	DATE	AMENDMENT	BY	CHKD

HNA architects
Architecture | Planning | Design

PROJECT:	Agnes Court, Wilmslow Rd/Victoria Rd, Manchester			
CLIENT:	-			
DRAWING:	Garages Conversion - Proposed Elevations			
DRAWN BY:	DB	CHECKED BY:	MB	CREATED: 29/04/2025 SCALE: 1:100 @ A2
STATUS:	Concept Design		DRAWING No: 1497/GC/PA-201	REVISION:



Proposed Garages Conversion - First Floor Plan



Proposed Garages Conversion - Ground Floor Plan

REV	DATE	AMENDMENT	BY	CHKD

PROJECT:	Agnes Court, Wilmslow Rd/Victoria Rd, Manchester			
CLIENT:	-			
DRAWING:	Garages Conversion - Proposed Floor Plans			
DRAWN BY:	DB	CHECKED BY:	MB	CREATED: 29/04/2025 SCALE: 1:100 @ A3
STATUS:	Concept Design		DRAWING No: 1497/GC/PA-101	REVISION:

From: [David Lawless](#)
To: [Alyn Nicholls](#)
Subject: Request for Pre-application Advice, Agnes Court, off Wilmslow Road,
Date: 13 August 2025 14:17:29
Attachments: [image.png](#)

Alyn,

Hope you are well.

I appreciate that the proposal would be lower than the adjoining properties and as such should be no cause of concern in terms of overshadowing. The same can be said for overlooking, given the location of window openings.

What is potentially a concern is the lack of dedicated amenity space for the development, I'm not sure if we'll be comfortable with this as usable amenity space:



In addition, the lock-up garages were obviously placed there for use by the residents of Agnes Court, if no longer used as such we'll need to understand the current and future parking demand.

In terms of ecology reports, given the age and redundancy of the lock-up garages I think it would be advisable to undertake a bat survey.

I'll speak to senior colleagues regarding the principle of the proposal and the issues raised above and revert back to you asap.

regards

David Lawless,
Senior Planner,
Development Management South,
Planning, Building Control and Licensing
Growth and Development Directorate
Manchester City Council,

0161 234 4543

Manchester City Council
Planning
PO Box 532
Town Hall
Manchester
M60 2LA

Web address: www.manchester.gov.uk

From: Alyn Nicholls <akn@alynnicholls.com>
Sent: Thursday, July 24, 2025 15:13
To: Robert Griffin <robert.griffin@manchester.gov.uk>
Subject: Request for Pre-application Advice, Agnes Court, off Wilmslow Road,

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