MANCHESTER CITY COUNCIL

# PLANNING

# GROWTH & DEVELOPMENT

# DELEGATED OFFICER REPORT FOR PLANNING APPLICATION

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| **Application no.** | 143643/FO/2025 |
| **Date registered valid:** | 5 August 2025 |
| **Proposal:** | Erection of Storage Building and relocation of cycle store |
| **Address:** | 22 Portway, Manchester, M22 1UB |
| **Ward(s):** | Woodhouse Park Ward |
| **Applicant:** | Mr. Basem Abdulrazak, Bafa Services Ltd |
| **Agent (if any):** | Mr Philip Bakes, P N Bakes Architectural Consultancy |
| **Case officer:** | Joshua Lee<br>Tel: 0161 219 2851<br>Email: joshua.lee@manchester.gov.uk |

**Recommendation:** Approve

**Date of recommendation:** **05/11/2025**

## APPLICATION DETAILS

**Type of application:** Full Application Consent

**Development type:** Minor Other

**Date of site visit:** 21 August 2025

**Standard consultations:** Printed: 14 August 2025 Expired: 5 September 2025

**Neighbour notifications:** Printed: 14 August 2025 Expired: 5 September 2025

**Site notice:** No site notice has been produced

**Press advert:** No press advert had been published

**Departure from Development Plan:** No

**Environmental Statement:** Not required

**Listed building:** Not applicable

**Conservation area:** Not applicable

**Tree Preservation Order:** Not applicable

## Description of site/building

The proposal relates to a parcel of grassed amenity space as part of an approved development for the erection of 9 No. dwellinghouses and a 3-storey apartment building providing 9 Assisted Living Apartments (Class C2), together with landscaping, associated access and car parking following demolition of existing public house. The development is currently under construction.

## Description of area

The proposal is in a mostly residential part of the Woodhouse Park ward of Manchester. A small row of shops sits adjacent on Portway.

## Description of development

Erection of Storage Building and relocation of cycle store

### Erection of storage building

The proposed storage building would sit on the western boundary adjacent the approved 3 storey apartment building. The proposed storage building is approx. 7546mm x 7880mm with a angled side which follows the boundary line (retaining a 776mm gap) and is single storey flat roof with a maximum height of 2625mm. The building is finished in red brickwork to match the adjacent apartment block with black fascia, high level windows, a personnel door and roller shutter door access.

It would be for use of the Management Company looking after the apartments and would be used by the caretaker to store garden equipment, lawn mower and tools for the upkeep of the apartments and grounds.

There may be some basic materials in common use also stored in there i.e. paint, timber and fixings such as nails and screws.

The hours of use would be normal working hours - 8am to 6pm Mon - Friday and 8am to 12 noon on Saturdays.

### Relocation of cycle store

The proposed cycle store would sit alongside parking bay 10 relocated from the location of the proposed storage building.

## PLANNING HISTORY

### 136331/JO/2023

Description: Variation of condition no. 2 attached to planning permission 128682/FO/2020 to allow for the repositioning of the dwellinghouses and amendments to the design of the apartment building.
Decision: Approved 21/07/2023

### 128682/FO/2020

Description: Erection of 9 No. dwellinghouses and a 3 storey apartment building providing 9 Assisted Living Apartments (Class C2), together with landscaping, associated access and car parking following demolition of existing public house

Decision: Approved 08/12/2021

### 111422/FO/2016/S2

Description: Erection of eight x two-storey, three-bedroom dwelling houses and two x three-storey, four-bedroom dwelling houses, with associated landscaping and car parking, following the demolition of the existing public house

Decision: Approved 10/06/2016

### 108328/FO/2015/S2

Description: Erection of 11no. two-storey dwellinghouses with associated parking, landscaping and boundary treatments following demolition of existing public house

Decision: Refused 31/07/2015

## CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES

### Consultations

Manchester City Council Highways Services
Manchester City Council Highways Service were consulted on this application and has issues with the location of the proposed cycle store and recommended that the bicycle store be a secured shelter store with limited access.

Manchester City Council Environmental Health
Manchester City Council Environmental Health were consulted on this application and had no objections. They noted that there is a condition on application 128682/FO/2020, Condition 13, for the site. As yet they have not received the Site Investigations from this but the PRA suggests that there is a very low risk of ground gas as there are no sources on the site. Therefore, the risk to this building is low and so no con land condition is required.

Manchester City Council Flood Risk Management
Since planning permission was granted for the wider site development (128682/FO/2020 & 136331/JO/2023), updated Environment Agency national flood risk mapping indicates that an area within the north of the site boundary is considered to be at high risk of surface water flooding. A condition has been attached for an updated surface water drainage layout to be submitted prior to commencement.

Greater Manchester Police
Greater Manchester Police were consulted on this application and recommended that the bicycle store be a secured shelter store with limited access and that secured by design features be incorporated.

### Notifications

Local Residents
No representations received.

## NEGOTIATIONS

Issues have arisen in the consultation phase which required negotiations in positive and proactive manner.

Agent was asked to provide specification and details of the proposed cycle store.

## Updated proposed development

The updated scheme now features a secure and sheltered store measuring 4100mmx2100mm with polycarbonate curved shelter and anti-lift sliding mesh doors.

# CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES TO UPDATED DESCRIPTION OF DEVELOPMENT

Not required due to minimal change.

# RELEVANT POLICIES

## Relevant Policies

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise.

The following policies are considered relevant.

- The Manchester Core Strategy Development Plan Document 2012-2027
  - Development Management and Planning Obligations
    - DM 1 - Development Management
  - Objective 1 - Spatial Principles
    - SP 1 - Spatial Principles (Partially replaced by PfE Policy JP-S 1)
  - Objective 5 – Transport
    - T 1 – Sustainable Transport (partially replaced by PfE Policy JP-C 1)
  - Objective 6 Environment
    - EN 1 - Design Principles and Strategic Character Areas
    - EN 14 – Flood Risk (partially replaced by PfE Policy JP-S 4)
    - EN 18 - Contaminated Land and Ground Stability

- Extant Unitary Development Plan (UDP) –
  - Citywide Development Control Policies
    - DC26 - Development and Noise
- Places for Everyone Plan Joint Development Plan Document 2022-2039-
  - Strategy
    - JP-Strat9: Southern Areas
  - Sustainable and Resilient Places
    - JP-S1: Sustainable Development
  - Places for People
    - JP-P1 Sustainable Places
  - Connected Places
    - JP-C6: Walking and Cycling
- The National Planning Policy Framework (The NPPF) –
  - Section 2 - Achieving sustainable development
  - Section 4 – Decision-making
  - Section 12 – Achieving well-designed places

# ASSESSMENT

## Principle of development

The proposed development, comprising the erection of a storage building and the relocation of a cycle store, is considered acceptable in principle. The works are ancillary to the approved residential scheme and support its ongoing management and functionality. The storage building would serve the site's management company for maintenance purposes, while the cycle store relocation maintains provision for sustainable travel. The proposal aligns with the spatial principles of Policy SP1 which supports development that contributes to the creation of sustainable, inclusive, and well-managed places. It also

accords with Policy JP-P1 of the Places for Everyone Plan, which promotes sustainable places, and Policy JP-C6, which encourages walking and cycling infrastructure. The development does not introduce any new or incompatible uses and is therefore acceptable in principle

As stated in Policy DM 1 of the Manchester Core Strategy, all development should have regard to the following specific issues:

## Appropriate siting, layout, scale, form, massing, materials, and detail

The new storage building addition is designed to match the materials of the approved apartments using red brick.

The proposed building would be single storey in the corner of the site with minimal massing impacts to the neighbour with over 700mm to the shared boundary.

The cycle store is an accepted feature of the development, and the move is relatively minor and would not have a significant impact. Details have been submitted for a secure sheltered store which is acceptable. The proposed cycle storage would sit 1250mm from the apartment building. The secure shelter features sliding mesh gates to avoid opening onto the pathway.

Due to its, size, position and location in relation to neighbours, the proposal would not create and over-dominant or overbearing feature.

## Impact on the surrounding areas in terms of the design, scale, and appearance of the proposed development.

The main proposed works are capable of being seen from the street. Given the position of the building and the limited massing, together with the use of proposed materials, the character of the development would not be unduly affected.

The proposal is similar in size and scale to other buildings nearby, especially when seen in context of the wider site and would not therefore disrupt the area's existing features.

## Effects on amenity

### Privacy

The proposed building includes high level windows and given the proposed use the impact to privacy is minimal. The cycle store has negligible privacy impacts sitting away from the apartment blocks access and egress and would be no more harmful than existing outlook from ground floor windows.

### Light

Given the proposal is entirely at ground floor level, and the distance to nearest buildings the impact to light from the added massing is minimal especially considering the context of the wider site with large apartment building.

### Noise

The cycle store is not expected to generate any noise beyond what would be reasonably expected of a similar store.

A condition has been attached to ensure that the storage building usage is limited to working hours to ensure that there is no harm to noise outside of working hours.

### Road Safety and Traffic Generation

The location has negligible impact to road safety and the cycle store we help remove vehicle traffic from the development.

## Accessibility

The proposal does not change how people can get in and out of the buildings.

## Community safety and crime prevention.

GMP recommended a secure and sheltered bike store, and details have been provided.
While Manchester City Council Highways Services raised concerns regarding the proposed location of the cycle store, Greater Manchester Police (GMP) supported the revised siting on security grounds, noting it offered improved surveillance and access control. Given the emphasis on secure cycle storage in both

local and national policy, and the fact that the revised location is considered an improvement over the originally approved position, greater weight has been given to GMP's advice in this instance.

The new storage building will be secured and is acceptable.
A condition has been attached for secure by design details to be submitted. This is to ensure that the proposed development does not have a harmful impact to the approved scheme which was discharged on CDN/22/0653.

## Adequacy of internal accommodation and external amenity space.

The proposal removes some external amenity space to the development however a good level of external amenity space would be maintained post development, notably to the rear of the apartment block.

## Refuse storage and collection.

The proposal itself has little impact on waste from the site. It uses the storage and collection methods as previously approved.

## Vehicular access and car parking

The proposal doesn't change how vehicles access and park at the site.

## Effects relating to biodiversity, landscape, archaeological or built heritage

### Biodiversity

Biodiversity Net Gain does not apply due to the deminimis exemption with the location being hardstanding prior to the construction.

### Landscape

There are no significant changes to the landscaping of the approved development.

## Green Infrastructure including open space, both public and private

The proposal has a minor impact to green infrastructure compared to the approved scheme however the impact is minimal, and the benefits of the scheme would outweigh any harm.

## Flood risk and drainage.

Since planning permission was granted for the wider site development (128682/FO/2020 & 136331/JO/2023), updated Environment Agency national flood risk mapping indicates that an area within the north of the site boundary is at high risk of surface water flooding. A condition has been attached for a surface water drainage layout which takes into account the new layout of the site.

## Existing or proposed hazardous installations.

Environmental Health noted that there is a condition on application 128682/FO/2020, Condition 13, for the site. As yet they have not received the Site Investigations from this, but the PRA suggests that there is a very low risk of ground gas as there are no sources on the site. Therefore, the risk to this building is low and so no con land condition is required.

# OTHER LEGISLATIVE REQUIREMENTS

## Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

## Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

## CONCLUSION

The proposed development, comprising the erection of a storage building and relocation of the cycle store, is considered acceptable in principle and in accordance with relevant local and national planning policies. The design, scale, and siting of the proposals are appropriate to the context of the site and would not result in undue harm to residential amenity, visual character, or site functionality. Conditions have been attached to secure appropriate use, hours of operation, and security standards. The application has been assessed in a positive and proactive manner, and approval is recommended.

## RECOMMENDATION: APPROVE

### Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. There were minor changes required to meet the requirements for approval and the officer and applicant worked together to find an amicable solution.

## CONDITIONS TO BE ATTACHED TO DECISION FOR APPROVAL

### 1. 3-year time limit

The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

### 2. Specified plans

The development hereby approved shall be carried out in accordance with the following drawings and documents:

a. Application Form 05 Aug 2025 APPLICATION FORM
b. Drawing - Location Plan 05 Aug 2025 THE LOCATION PLAN
c. Drawing - Site Plan 22 Sep 2025 B/20/1267/01T PROPOSED SITE PLAN
d. Drawing - Proposed 05 Aug 2025 B/20/1267/31B STORAGE BUILDING PLAN AND ELEVATIONS
e. Drawing - Proposed 22 Sep 2025 B/20/1267/32 CYCLE STORE PLANS AND ELEVATIONS
f. Design & Access Statement 05 Aug 2025 DESIGN AND ACCESS STATEMENT
g. Supporting Information 22 Sep 2025 SECURE CYCLE STORE CANAL CURVE SHELTER SPECIFICATION.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 & of Places for Everyone.

### 3. Specified materials

The materials used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the existing buildings.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and the requirements of the National Planning Policy Framework.

## 4. Surface Water Drainage

Prior to the commencement of the development hereby approved, a surface water drainage layout for the development site shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:

(a) Evidence of drainage hierarchy adherence.
(b) Finalised surface water drainage layout including all components, levels and connectivity.
(c) Evidence of connection approval in principle.
(d) Maintenance and management plan including responsible party and a schedule of tasks/frequencies for the components.
(e) Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.
(f) The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system and to ensure that the hereby approved development is aligned with the Surface Water Drainage Strategy approved under CDN/23/0262 and reflects updated Environment Agency guidance (See informative), pursuant to policy EN14 & EN17 of the Core Strategy.

## 5. Secure by design

No above ground works shall commence until details of the measures to be incorporated into the development to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority.

Reason - To reduce the risk of crime and to ensure that the hereby approved development is aligned with the Secure by design details approved under CDN/23/0262 to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

## 6. Storage building incidental use

The store hereby approved is to only be used as incidental store in conjunction with properties at the site. For the avoidance of doubt this is not for residential use.

Reason - To ensure that the development has minimal impact on the amenity of the area pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 & of Places for Everyone.

## 7. Storage building hours of use

The storage building hereby approved should not be used outside of the following hours:

a. Mon – Fri: 0800- 1800
b. Saturday: 0800 - 1200

Reason - In the interests of local residential amenity, particularly around noise impacts of comings and goings outside of working hours, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

# INFORMATIVE(S)

## 1. Surface water drainage

Since planning permission was granted for the wider site development (128682/FO/2020 & 136331/JO/2023), updated Environment Agency national flood risk mapping indicates that an area

within the north of the site boundary is considered to be at high risk of surface water flooding. The applicant should consider making buildings suitably flood resistant and resilient, such as through flood resistance/resilience measures or raised finished floor levels.

## APPENDIX 1 – LIST OF CONSULTEES & NEIGHBOURS NOTIFIED

Highway Services

Environmental Health

MCC Flood Risk Management

Greater Manchester Police

11 Flaxcroft Road, Manchester, M22 1RA

21 Flaxcroft Road, Manchester, M22 1RA

15 Flaxcroft Road, Manchester, M22 1RA

9 Flaxcroft Road, Manchester, M22 1RA

3 Flaxcroft Road, Manchester, M22 1RA

24A Portway, Manchester, M22 1UB

9 Bibury Avenue, Manchester, M22 1RH

5 Bibury Avenue, Manchester, M22 1RH

2 Bibury Avenue, Manchester, M22 1RH

12 Bibury Avenue, Manchester, M22 1RH

1 Bibury Avenue, Manchester, M22 1RH

23 Flaxcroft Road, Manchester, M22 1RA

28 Portway, Manchester, M22 1UB

26 Portway, Manchester, M22 1UB

24 Portway, Manchester, M22 1UB

19 Flaxcroft Road, Manchester, M22 1RA

17 Flaxcroft Road, Manchester, M22 1RA

13 Flaxcroft Road, Manchester, M22 1RA

7 Flaxcroft Road, Manchester, M22 1RA

5 Flaxcroft Road, Manchester, M22 1RA

28A Portway, Manchester, M22 1UB

26A Portway, Manchester, M22 1UB

22A Portway, Manchester, M22 1UB

8 Bibury Avenue, Manchester, M22 1RH

7 Bibury Avenue, Manchester, M22 1RH

6 Bibury Avenue, Manchester, M22 1RH

4 Bibury Avenue, Manchester, M22 1RH

3 Bibury Avenue, Manchester, M22 1RH

16 Bibury Avenue, Manchester, M22 1RH

14 Bibury Avenue, Manchester, M22 1RH

11 Bibury Avenue, Manchester, M22 1RH

10 Bibury Avenue, Manchester, M22 1RH

## APPENDIX 2 – PLANNING CONSTRAINTS

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Susceptible to Surf Water Flood (More) -

Area Team Boundary - Name: SOUTH AREA