MANCHESTER CITY COUNCIL

Planning
Delegated Officer Report

SUMMARY OF APPLICATION DETAILS

Application reference:	PLA-2026-000292
Application type:	Householder planning permission
Proposal:	Installation of metal bicycle shed in front garden
Site address:	101 Nicolas Road Manchester M21 9LS
Ward(s):	Chorlton
Date application valid:	12 May 2026
Applicant name:	Dr Peter Davey
Agent (if any):	
Case officer:	Joshua Lee
Recommendation:	Approve
Date of recommendation:	01 July 2026

DESCRIPTION OF SITE, BUILDING AND/OR AREA

The proposal is related to a two-storey semidetached dwellinghouse on Nicholas Road. The property features hardstanding to the front for off street vehicle parking and garden to the rear.

The property is in a mostly residential part of the Chorlton ward.

DESCRIPTION OF DEVELOPMENT

The applicant is proposing the installation of metal bicycle shed in front garden.

The proposed bike shed is located on the boundary wall and measures 2200mm(W) x 1050(D) x 1463mm (H) constructed of metal, finished in green and designed to store 4no bicycles.

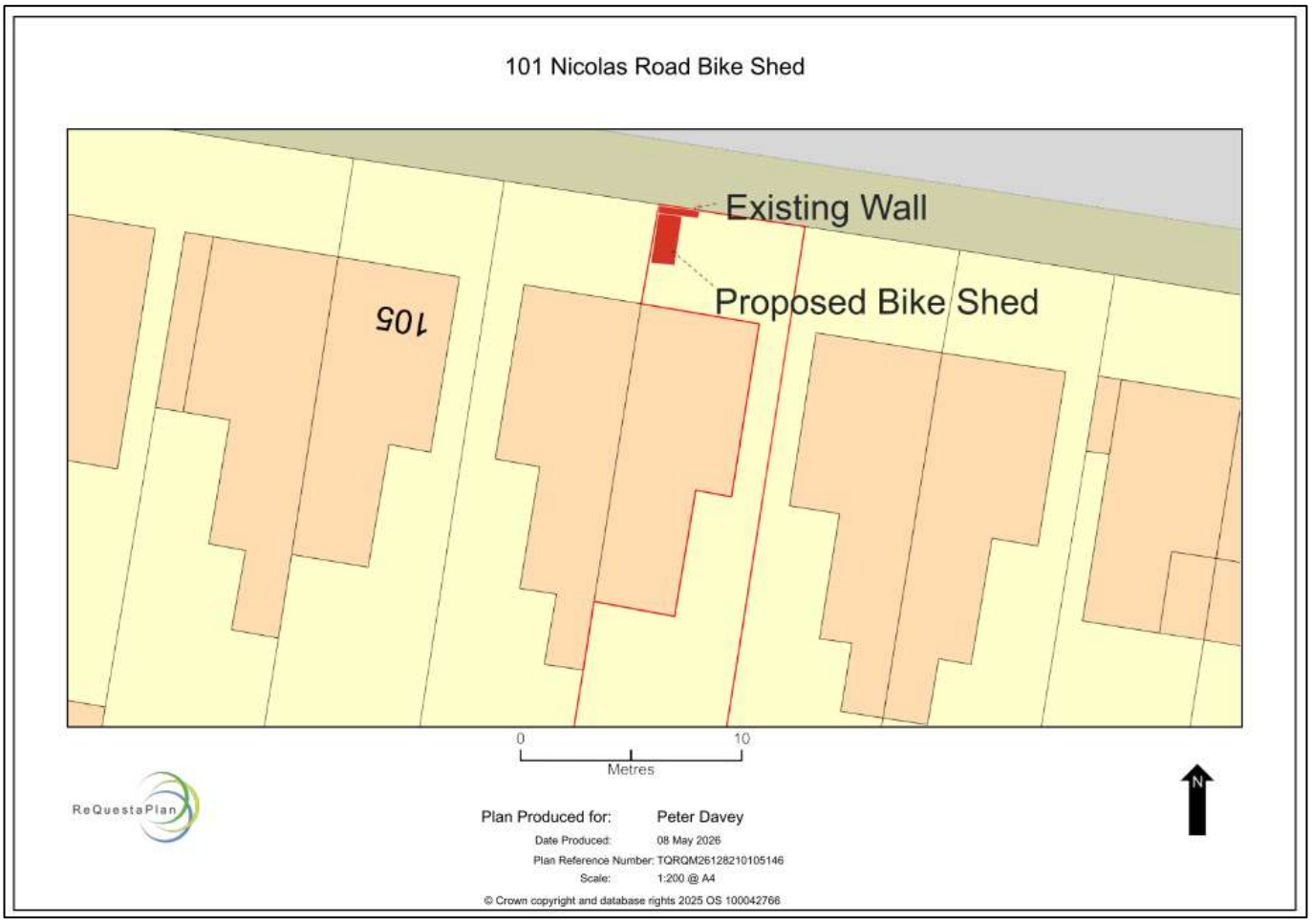


Figure 1. Proposed site plan

RELEVANT PLANNING HISTORY

None.

CONSULTATION, NOTIFICATION AND PUBLICITY RESPONSES

Notifications and publicity

Local Residents
No representations received.

NEGOTIATIONS

None required.

RELEVANT POLICIES

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, decisions on planning applications must be made in line with the statutory development plan, unless material considerations indicate otherwise.

For Manchester, the development plan comprises:

- The Core Strategy (2012–2027)
- Saved policies of the Unitary Development Plan (UDP)
- The Places for Everyone Joint Development Plan Document (2022–2039)

These documents are considered up to date and carry substantial weight in decision-making. Supplementary Planning Documents (SPDs) and other local guidance may also be relevant.

National planning policy, including the National Planning Policy Framework (NPPF), is a material consideration and provides overarching guidance.

The Government has published a consultation draft of the NPPF, intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. While this draft is not yet adopted, it is a material consideration.

Where applicable, the Council must give special regard to preserving the character of conservation areas and the setting of listed buildings, in line with statutory duties under the Planning (Listed Buildings and Conservation Areas) Act 1990.

The policies referenced in this report are those considered most relevant to the nature, scale and location of the proposed development as follows:

- 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 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (Deletions replaced by PfE Policy JP-S 2)
        - EN 8 – Adaptation to Climate Change (partially replaced by PfE Policies JP-S 2, JP-S 4 and JP-G 8)
- Guide to development in Manchester - supplementary planning document and planning guidance, April 2007
- Extant Unitary Development Plan (UDP) –
    - Citywide Development Control Policies
        - DC1 - Residential extensions
- Places for Everyone Plan Joint Development Plan Document 2022-2039-
    - Strategy
        - JP-Strat9: Southern Areas
    - Sustainable and Resilient Places
        - JP-S1: Sustainable Development
        - JP-S2: Carbon and Energy
        - JP-S5: Clean Air
    - Places for People
        - JP-P1 Sustainable Places
    - Connected Places
        - JP-C6: Walking and Cycling
- National Planning Policy Framework (NPPF) December 2024–
    - Section 2 - Achieving sustainable development
    - Section 4 – Decision-making
    - Section 9 – Promoting sustainable transport
    - Section 12 – Achieving well-designed places
    - Section 14 - Meeting the challenge of climate change, flooding and coastal change
- National Planning Policy Framework Draft for Consultation December 2025 - National decision-making policies
    - Chapter 3 – Decision-making policies
        - DM1: Preparing development proposals
        - DM2: Information requirements
        - DM3: Determining development proposals

        - DM6: Use of planning conditions and obligations
        - DM7: Relationship with other regulatory regimes
    - Chapter 4 - Achieving sustainable development
        - S3: Presumption in favour of sustainable development
        - S4: Principle of development within settlements
    - Chapter 5 - Meeting the challenge of climate change
        - CC2: Mitigation of climate change
        - CC3: Adaptation to climate change
    - Chapter 12 - Making effective use of land
        - L4: Residential extensions
    - Chapter 14 - Achieving well-designed places
        - DP3: Key principles for well-designed places
        - DP4: The Design process
    - Chapter 15 - Promoting sustainable transport
        - TR4: Street design, access and parking

ASSESSMENT

Principle of Development

The proposal relates to the installation of a small, domestic-scale bicycle storage shed within the front garden of an existing dwellinghouse. As a form of incidental development within the residential curtilage, the principle of such structures is generally acceptable, subject to wider considerations including design, visual impact and amenity.

The provision of secure cycle storage is supported in principle by local and national planning policy, including Core Strategy Policy T1 and Places for Everyone Policy JP-C6, which encourage sustainable transport choices and the uptake of cycling. The proposal would facilitate this by providing safe and convenient storage for bicycles at the property.

Given the modest scale and domestic nature of the structure, and its siting within an established residential plot, the development is considered acceptable in principle. There are no policy objections to the use of part of the front garden for this purpose, and the proposal aligns with the overall objectives of promoting sustainable, well-functioning residential environments.

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

The proposal consists of a modestly sized, prefabricated metal bicycle store positioned within the front garden, adjacent to the boundary. The structure measures approximately 2.2m in width, 1.05m in depth and 1.46m in height and is low in profile.

Given its limited scale and height, the structure would be clearly subservient to the host dwelling. Its siting along the boundary ensures it does not project prominently into the plot or interrupt the overall layout of the site. The simple design and form reflect a functional, domestic outbuilding.

Whilst constructed from metal, such materials are typical for secure bicycle storage and are acceptable in this context. Finished in dark green, the structure would integrate satisfactorily into the setting and would not appear incongruous.

Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

The surrounding area is residential in character, with properties generally featuring front garden spaces, some of which include hardstanding, boundary treatments and incidental domestic structures.

The proposed bike shed would be visible from the street, however its low height and limited footprint mean that it would not appear overly prominent or dominant within the street scene. It would be read as a minor addition within the curtilage of the dwelling.

Whilst structures within front gardens are not always typical, the scale and purpose of this development mean it would not detract from the overall character or appearance of the area. It would not disrupt established building lines or the spatial qualities of the street.

Effects on amenity

Privacy

The proposal does not include any windows or openings and therefore would not give rise to overlooking or loss of privacy.

Light

Given the modest height and position of the structure, it would not result in any material loss of daylight or sunlight to neighbouring properties.

Noise

The use of the structure for bicycle storage is incidental to the residential use of the property and would not generate noise beyond normal domestic activity.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

The proposal does not alter access to the dwellinghouse and would not create any barriers to accessibility.

The development positively supports sustainable transport by providing secure and convenient cycle storage, aligning with policies which encourage active travel. The site is located within an established residential area with good access to local services and public transport.

Community safety and crime prevention.

The provision of secure bicycle storage can contribute positively to community safety by reducing the risk of theft and encouraging responsible storage of cycles. The enclosed design of the structure enhances security for stored bicycles.

Design for Health

The proposal supports opportunities for active travel through improved cycle storage, which can have positive health benefits for occupants. There are no adverse health implications arising from the development.

Adequacy of internal accommodation and external amenity space.

The proposal does not affect internal accommodation.

Whilst it would result in a small reduction in front garden space, this would not compromise the overall provision of external amenity space for the dwelling, which retains a rear garden of sufficient size and quality.

Refuse storage and collection.

The proposal does not affect existing refuse storage arrangements. Adequate space remains within the property for the storage and collection of waste.

Vehicular access and car parking

The proposal would be located within the front garden but would not result in the loss of existing off-street parking provision. Vehicular access arrangements would remain unchanged.

The structure is positioned so as not to obstruct access or manoeuvring within the site.

Green Infrastructure including open space, both public and private

The proposal would have a minimal impact on green infrastructure, with the majority of the garden area, particularly to the rear, retained. It is also noted that a section of hedge would require pruning/trimming back to the boundary line; however, such works would not in itself require planning permission and whilst the impact is regretted it is not considered to be a significant impact in this instance to warrant refusal of the proposal.

Flood risk and drainage.

The site is not located within an area of significant flood risk. The proposal is minor in scale and would not materially affect drainage arrangements, which would continue to operate as existing.

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

On balance, the proposal is considered acceptable. It represents a modest and functional form of development that supports sustainable transport through the provision of secure cycle storage, without

giving rise to harm to the character of the area or the amenity of neighbouring occupiers. The development complies with relevant policies within the Development Plan, including Core Strategy policies DM1, EN1 and T1, and there are no material considerations that would indicate otherwise. Accordingly, the application is recommended for approval.

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. The proposal is considered to be acceptable and therefore determined within a timely manner.

RECOMMENDATION: APPROVE

CONDITIONS

1. 3-year time limit

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

Reason - Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Specified plans

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

a. LocationPlan.pdf - Location Plan - 12 May 2026
b. 101 Nicolas Road Bike Shed Plan.pdf - Site Plan - 12 May 2026
c. Bike Storage x3 Police Approved Annexe Plus E Asgard.pdf – Plan - 12 May 2026

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. Materials as agreed

The materials used in the external surfaces of the development hereby approved shall be as follows:

a. Dark green metal.

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.