

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141466/FO/2024

Date registered valid: 14 November 2024

Proposal: Conversion of existing basements to form 2no. x two-bedroom apartments (Class C3) together with associated elevational alteration, lightwells and external bin stores.

Address: 37-39 Central Road, Manchester, M20 4YE

Ward(s): Old Moat Ward

Applicant: Mr John Williams

Agent (if any): Mr DK Seddon, Howard & Seddon ARIBA

Case officer: Joshua Lee
Tel: 0161 219 2851
Email: joshua.lee@manchester.gov.uk

Recommendation: Refuse

Date of recommendation: 15 January 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 20/11/2024

Standard consultations:

Printed: 15 November 2024 Expired: 6 December 2024

Neighbour notifications

Printed: 15 November 2024 Expired: 6 December 2024

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

Description of site/building

The proposal relates to a pair of attached 3 storey dwellinghouses converted to 6No. 2bed apartments and 1No. 1bed apartments on Central Road. The properties feature a large two storey outrigger to the rear and further single storey extension. The properties feature hardstanding to the front for vehicle parking and hardstanding to the rear.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable



Figure 1. Street scene

Description of area

The properties are located in a mostly residential part of the Old Moat ward of Manchester.



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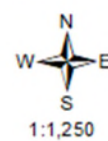


Figure 2. Location plan

Description of development

The applicant proposes the conversion of existing basements to form 2no. x two-bedroom apartments (Class C3) together with associated elevational alteration, lightwells and external bin stores.

The new dwellings would be entirely at basement level with access from a rear stairwell with new light wells at front, side and rear.

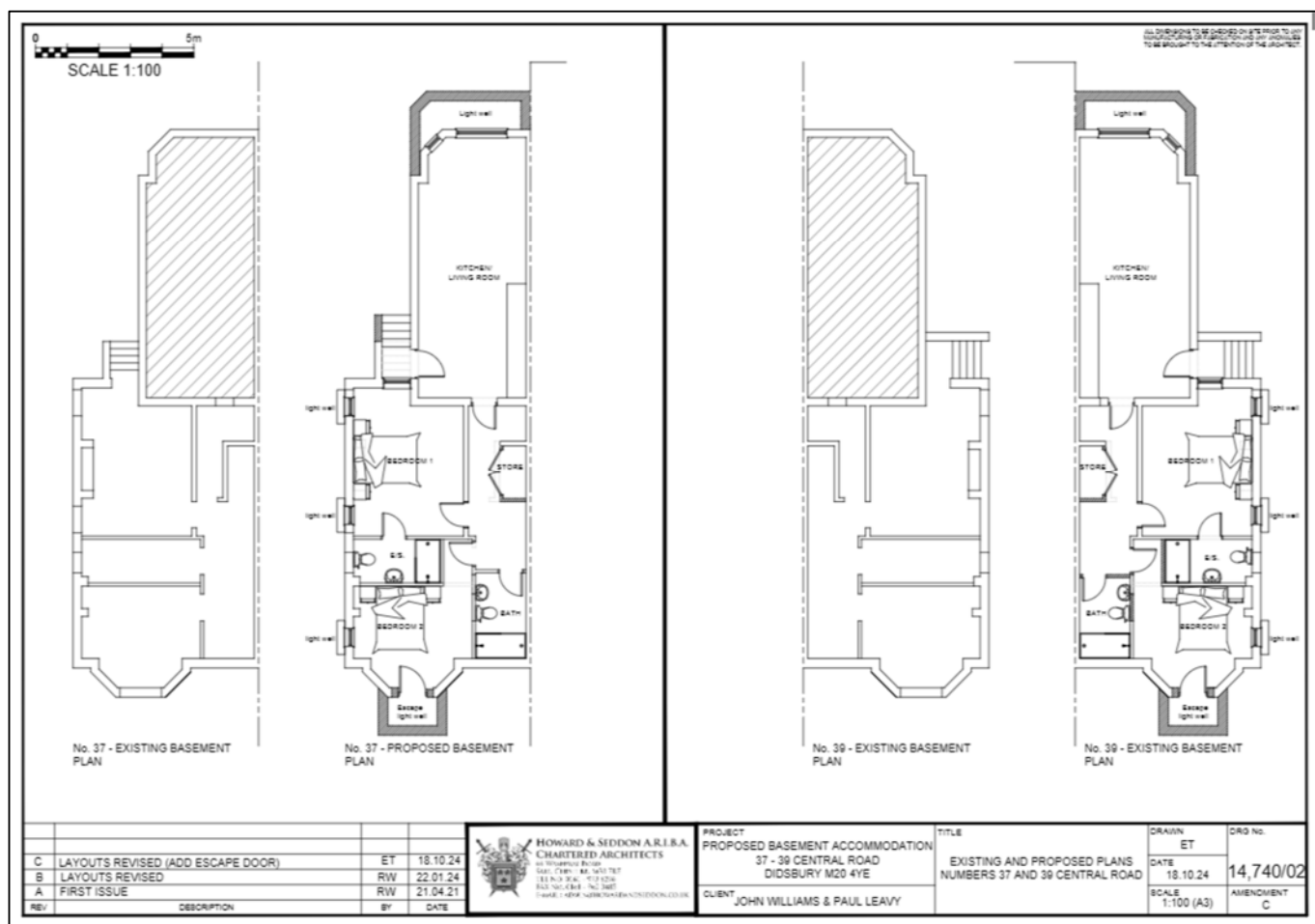


Figure 3. Floor plans

Planning History

018894

Description: Erection of a single storey extension at the rear.

Decision: Approved 24/02/1983

Consultation, notification & publicity responses

Consultations

Manchester City Council Highways Services

Manchester City Council Highways Service were consulted on this application and had no objection to the proposed development.

Manchester City Council Environmental Health

Manchester City Council Environmental Health were consulted on this application and had no objection to the proposed development recommending several conditions related to residential sound insulation and waste storage.

Greater Manchester Police

Greater Manchester Police were consulted on this application and had no concerns in relation to the use of the basement as a flat or the introduction of an entrance in the lightwell. However, they would highly recommend that access to the rears of the properties where access will be taken is restricted to residents i.e. with a gate. Both the entrance to the apartment and the lightwell should have door sets certified to a burglary resistant standard.

Notifications

Local Residents

As stated in Appendix 1, people who live near the area were told about the proposal.

1 no local resident commented in opposition to the proposal with concerns regarding

- Disruption cause by ongoing construction
- Cordoned off parking at the front of the property

Relevant comments will be taken into consideration when assessing the proposal in the sections below.

Relevant policies & the principle of development

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.

After careful consideration, it is concluded that the proposal is acceptable and aligns with the following local, regional and national policies.

- [The Manchester Core Strategy Development Plan Document 2012-2027](#)
 - o Development Management and Planning Obligations
 - DM 1 - Development Management
 - o Objective 1 - Spatial Principles
 - SP 1 - Spatial Principles (Partially replaced by PfE Policy JP-S 1)
 - o Objective 3 - Housing
 - H 1 – Overall Housing Provision (Partially replaced by PfE Policy JP-H 1)
 - H 6 – South Manchester
 - o Objective 6 Environment
 - EN 1 - Design Principles and Strategic Character Areas
 - EN 19 – Waste

- [Extant Unitary Development Plan \(UDP\)](#) –
 - o Citywide Development Control Policies
 - DC5 - Flat conversions
 - DC7 - New housing development
 - DC26 - Development and Noise
- [Places for Everyone Plan Joint Development Plan Document 2022-2039-](#)
 - o Strategy
 - JP-Strat9: Southern Areas
 - o Sustainable and Resilient Places
 - JP-S1: Sustainable Development
 - o Places for Homes
 - JP-H3: Type, Size and Design of New Housing
 - JP-H4: Density of New Housing
 - o Places for People
 - JP-P1 Sustainable Places
 - o Connected Places
 - JP-C8: Transport Requirements of New Development
- [The National Planning Policy Framework \(The NPPF\)](#) –
 - o Section 2 - Achieving sustainable development
 - o Section 4 – Decision-making
 - o Section 5 – Delivering a sufficient supply of homes
 - o Section 12 – Achieving well-designed places

DM 1 – Development Management

New developments must adhere to the 'Development Principles' and design guidance in the Supplementary Planning Documents.

We have assessed the proposal against the following issues.

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

The additional dwellings at the location would add to the existing 6no 2 bed and 1no 1 bed apartments at 37-39 Central Road. The addition of these dwellings would add to the density of the buildings.

The new basement dwellings would feature sunken access at the rear of the properties which would create dark, hidden accesses with low natural surveillance. It is the preference for flat conversions to share the main external door on the principal elevation to provide a good level of natural surveillance. There are no proposed security measures to mitigate this impact proposed as part of this scheme.

The unit's size is approx. 72sqm which is above the Nationally described space standards of 70sqm for a 2-bedroom 4 person dwelling over 1 floor.

On balance the added density created by the potentially 8no new persons would be harmful to the residential amenity and character of the area.

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 addition of the basement dwellings at the property would further intensify the use of the buildings.

The properties on Central Road are generally large dwellings which have been historically converted to small flats. The character of the area is low density residential, and the addition of the proposed basement dwellings would further impact the character of the area by adding additional density (with the additional harms this brings).

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.

The addition of 2no 2 bed dwellings at the address, with separate rear entrances, would give rise to unacceptable impacts on occupiers of existing flats and future occupiers of the proposed basement dwelling by reason of the comings and goings and other activity.

The rear access would mean an increased level of comings and goings to the rear of the properties increasing footfall to an area where quietude would be reasonably expected. These rear accesses would not be the subject of surveillance and there is no security measure proposed to mitigate security risks to future occupants.

New lightwells are proposed to add light to the property to ensure a minimal amount of natural light to the properties.

Given that the proposed development would result in 2 additional residential dwellings, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

Community safety and crime prevention.

The proposal adds new rear sunken access.

Greater Manchester Police were consulted on the proposal and advised that access to the rear should be gated, and further burglary resistant access should be in place.

As submitted the scheme does not provide for these however it is recognised that these recommendations could be implemented if the scheme was acceptable in other areas, therefore a reason for refusal on this basis is not included.

Adequacy of internal accommodation and external amenity space.

The proposal adds 2no 2bed flats to the addresses which already have limited external space. The further intensification of the site would further imbalance the internal vs external space.

Refuse storage and collection.

The new dwellings would increase waste from the building. The applicant provided a waste proforma detailing the expected waste arisings but no details on secure waste storage has been provided.

As submitted the scheme does not have secure waste storage however it is recognised that these recommendations could be implemented if the scheme was acceptable in other areas.

Vehicular access and car parking

The applicant has confirmed that there will be no off-street car parking at the site as part of the proposals.

The applicant has confirmed that a cycle store (for up to 2 cycles) will be provided for each dwelling. The plan confirms that these will be provided at the rear of the properties.

With no off-street parking provided for the 2no 2 bed dwellings the proposal could give rise to a significant rise in car parking demand on Central Road.

On balance, the proposal has a harmful impact on vehicle access and car parking, so it opposes this principle of development management.

Flood risk and drainage.

The site is not located in a flood risk area and therefore does not require a flood statement or assessment.

The proposal has a negligible impact on drainage using the existing drainage on site.

The proposal is therefore in accordance with this development management principle.

Other Material Considerations

Other material considerations & policy may be relevant to the proposal as follows:

- [Guide to Development in Manchester Supplementary Planning Document and Planning Guidance \(April 2007\)](#)
- [Manchester Residential Quality Guide \(July 2016\) \(MRQG\)](#)
- [Manchester, Salford, and Trafford Strategic Flood Risk Assessment](#)
- [Manchester City Council Highways Developer Design Guidance – Sustainable Drainage Systems](#)
- [Manchester City Council Planning and Noise Technical Guidance \(2022\)](#)
- [Air Quality & Planning Technical Guidance \(2022\)](#)
- [Planning and Contaminated Land Technical Guidance \(2021\)](#)
- [Greater Manchester Joint Waste Development Plan Document \(GMJWDPD\)](#)
- [Waste Storage and Collection Guidance for New Developments \(2017\)](#)
- [Hot Food Takeaway Supplementary Planning Document \(2017\)](#)
- [Manchester City Council Houses in Multiple Occupation Guidance and Amenity Standards \(2020\)](#)
- [Manchester Tree and Woodland Action Plan 2024-2034](#)
- [Manual for Streets \(2007\)](#)
- [National design guide & National Model Design Code \(2021\)](#)
- [Outdoor advertisements and signs: a guide for advertisers \(2007\)](#)

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 policies 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

In conclusion, the proposed conversion of the basements at 37-39 Central Road into two-bedroom apartments has been recommended for refusal. The main reasons include the negative impact on residential amenity, over-intensification of the property, lack of adequate security measures, insufficient waste management solutions, and increased parking demand. These issues collectively lead to the proposal being contrary to several key planning policies and principles, ultimately resulting in the recommendation to refuse the application.

Recommendation: Refuse

Article 35 Declaration

In this instance the principle of the application proposal is contrary to the adopted development plan and are not considered to improve the economic, social or environmental conditions of the area. It is not considered, in this instance, that amendments could be made that would make them acceptable. The applicant's agent was informed of these concerns prior to the determination of the application.

Reasons for recommendation to refuse

1. Residential amenity harm

The relationship of the proposed basement accommodation and access, to the shared communal space and wider area that would be in use by other dwellings within the property would give rise to unacceptable impacts on occupiers of existing flats and future occupiers of the proposed basement dwelling by reason of the comings and goings in a location where one would expect quietude, counter to policies DM 1, SP 1 and EN 1 of the Manchester Core Strategy; DC1 of the Extant UDP; JP-Strat9, JP-S1, JP-P1 of the Places for Everyone Plan and; Section 5 and 12 of the NPPF.

2. Harm to character of the area

The proposed scheme would represent an over intensive use of the property. The additional comings and goings and associated noise disturbance would be detrimental to amenity of residential occupiers in the area. The proposed development is therefore contrary to Policies SP1 and DM1 of the Manchester Core Strategy and extant Policies DC5 and DC26 of the Unitary Development Plan for the City of Manchester. JP-Strat9, JP-S1, JP-S6, JP-P1 of the Places for Everyone Plan and; Section 5 and 12 of the NPPF.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

33A Central Road, Manchester, M20 4YE
Flat 4, 36 Central Road, Manchester, M20 4ZD
Flat 3, 36 Central Road, Manchester, M20 4ZD
Flat 2, 36 Central Road, Manchester, M20 4ZD
Flat 4, 42 Central Road, Manchester, M20 4ZD
Flat 3, 42 Central Road, Manchester, M20 4ZD
Flat 2, 42 Central Road, Manchester, M20 4ZD
Flat 1, 42 Central Road, Manchester, M20 4ZD
39 Central Road, Manchester, M20 4YE
35 Central Road, Manchester, M20 4YE
33 Central Road, Manchester, M20 4YE
Flat 3, 43 Central Road, Manchester, M20 4YE
Flat 2, 43 Central Road, Manchester, M20 4YE
Flat 1, 43 Central Road, Manchester, M20 4YE
Basement Flat, 44 Central Road, Manchester, M20 4ZD
Flat 2, 44 Central Road, Manchester, M20 4ZD
Flat 1, 44 Central Road, Manchester, M20 4ZD
Flat 4, 43 Central Road, Manchester, M20 4YE
Flat 4, 38 Central Road, Manchester, M20 4ZD
Flat 3, 44 Central Road, Manchester, M20 4ZD
Flat 3, 41 Central Road, Manchester, M20 4YE
Flat 1, 41 Central Road, Manchester, M20 4YE

Flat 4, 39 Central Road, Manchester, M20 4YE
 Flat 1, 39 Central Road, Manchester, M20 4YE
 Flat 1, 38 Central Road, Manchester, M20 4ZD
 Flat 1, 37 Central Road, Manchester, M20 4YE
 Flat 3, 35 Central Road, Manchester, M20 4YE
 Flat 2, 34 Central Road, Manchester, M20 4ZD
 Flat 2, 42 Goulden Road, Manchester, M20 4ZF
 Flat 1, 42 Goulden Road, Manchester, M20 4ZF
 Flat 5, 42 Goulden Road, Manchester, M20 4ZF
 Flat 4, 42 Goulden Road, Manchester, M20 4ZF
 Flat 3, 42 Goulden Road, Manchester, M20 4ZF
 Flat 5, 40 Goulden Road, Manchester, M20 4ZF
 Flat 2, 40 Goulden Road, Manchester, M20 4ZF
 Flat 1, 36 Central Road, Manchester, M20 4ZD
 Flat 1, 38 Goulden Road, Manchester, M20 4ZF
 34 Goulden Road, Manchester, M20 4ZF
 Flat 3, 34 Central Road, Manchester, M20 4ZD
 Flat 2, 32 Goulden Road, Manchester, M20 4ZF
 Flat 1, 32 Goulden Road, Manchester, M20 4ZF
 32 Goulden Road, Manchester, M20 4ZF
 Flat 3, 32 Goulden Road, Manchester, M20 4ZF
 41 Central Road, Manchester, M20 4YE
 Flat 4, 41 Central Road, Manchester, M20 4YE
 Flat 2, 41 Central Road, Manchester, M20 4YE
 Flat 5, 39 Central Road, Manchester, M20 4YE
 Flat 3, 39 Central Road, Manchester, M20 4YE
 Flat 2, 39 Central Road, Manchester, M20 4YE
 Flat 3, 38 Central Road, Manchester, M20 4ZD
 Flat 2, 38 Central Road, Manchester, M20 4ZD
 Flat 3, 37 Central Road, Manchester, M20 4YE
 Flat 2, 37 Central Road, Manchester, M20 4YE
 Flat 5, 35 Central Road, Manchester, M20 4YE
 Flat 4, 35 Central Road, Manchester, M20 4YE
 Flat 2, 35 Central Road, Manchester, M20 4YE
 Flat 1, 35 Central Road, Manchester, M20 4YE
 Flat 1, 34 Central Road, Manchester, M20 4ZD
 Flat 20, 33 Central Road, Manchester, M20 4YE
 Flat 19, 33 Central Road, Manchester, M20 4YE
 Flat 18, 33 Central Road, Manchester, M20 4YE
 Flat 17, 33 Central Road, Manchester, M20 4YE
 43 Central Road, Manchester, M20 4YE
 Flat 4, 38 Goulden Road, Manchester, M20 4ZF
 Flat 3, 38 Goulden Road, Manchester, M20 4ZF
 Flat 4, 40 Goulden Road, Manchester, M20 4ZF
 Flat 3, 40 Goulden Road, Manchester, M20 4ZF
 Flat 1, 40 Goulden Road, Manchester, M20 4ZF
 Flat 2, 38 Goulden Road, Manchester, M20 4ZF
 36 Goulden Road, Manchester, M20 4ZF
 30 Goulden Road, Manchester, M20 4ZF

42A Central Road, Manchester, M20 4ZD

40 Central Road, Manchester, M20 4ZD

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 (Less) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: SOUTH AREA