MANCHESTER CITY COUNCIL

# Planning

## Growth & Development

## Delegated officer report for planning application

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| **Application no.** | 144476/OO/2025 |
| **Date registered valid:** | 1 December 2025 |
| **Proposal:** | Outline application (access, appearance, layout and scale to be considered, landscaping to be reserved) for the erection of a two-storey detached building to form 4 no. self-contained flats. |
| **Address:** | 127 Oswald Road, Manchester, M21 9GE |
| **Ward(s):** | Chorlton Ward |
| **Applicant:** | Mr Mohammed Yusuf |
| **Agent (if any):** | Mr Daanyal Shairaz DS Design & Planning |
| **Case officer:** | David Lawless<br>Tel: 0161 234 4543<br>Email: david.lawless@manchester.gov.uk |
| **Recommendation:** | Refuse |
| **Date of recommendation:** | 14 January 2026 |



**Application details**

**Type of application:** Outline Consent

**Development type:** Minor Dwellings

**Date of site visit:** 15 December 2025

**Standard consultations:**
Printed: 9 December 2025 Expired: 2 January 2026

**Neighbour notifications**
Printed: 9 December 2025 Expired: 2 January 2026

**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/area**

No. 127 Oswald Road is a 2 storey end terraced property located to the southwest of the Oswald Road/Kensington Road. It consists of a ground floor commercial use, which appears to be currently vacant, with residential accommodation above. To the rear of no. 127 Oswald Road stands no. 127B Oswald Road, a single storey detached building currently in use as a photography studio. Vehicular access to the site is gained via double gates off Kensington Road.

The area is predominantly residential in nature, consisting of Victorian and Edwardian properties. The area is also within Flood Zone 2.

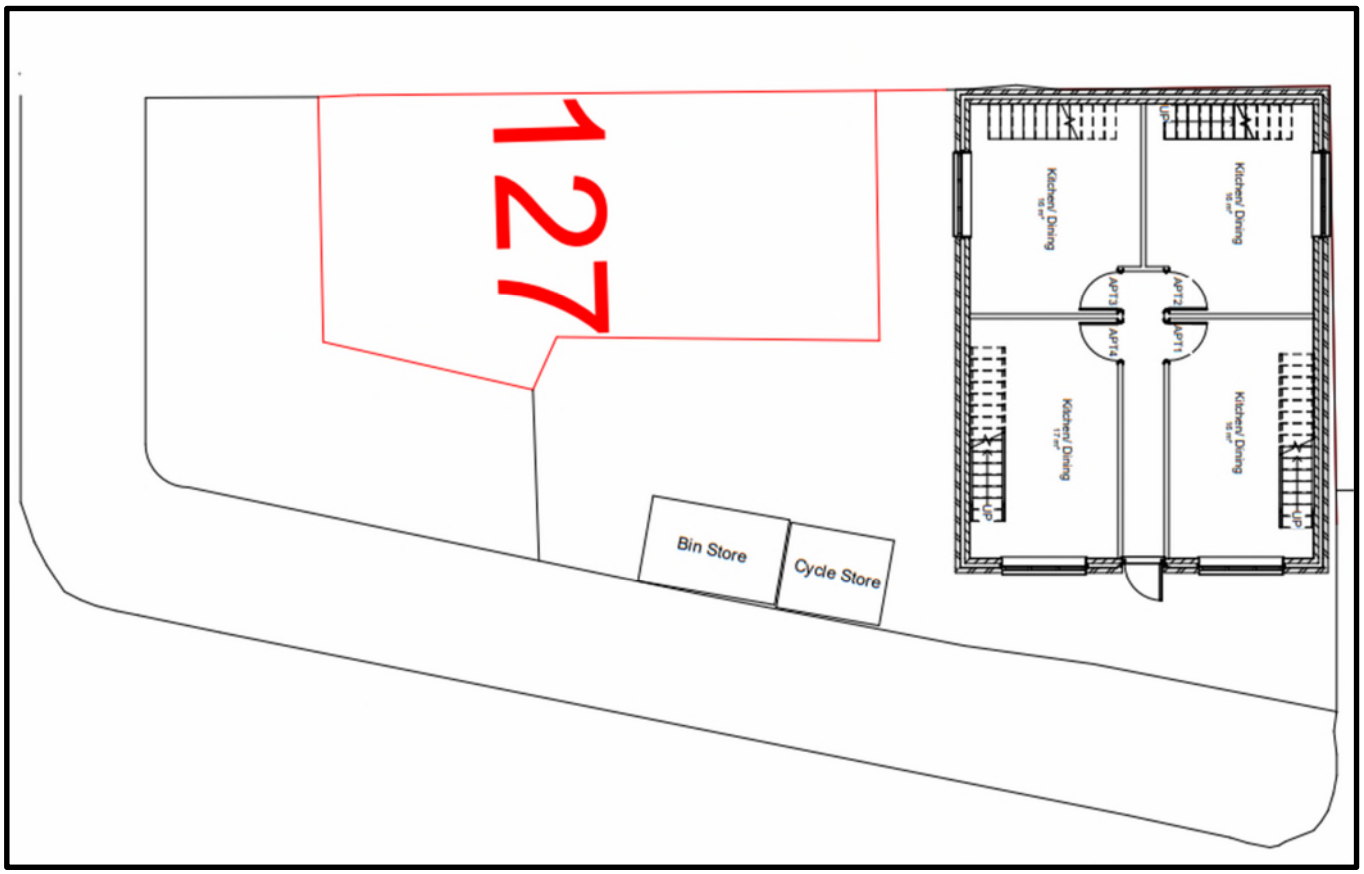



**Listed building:** No
**Conservation area:** No
**Tree Preservation Order:** No

## Description of development

The applicant is seeking outline consent to erect a two-storey building at the rear of no. 127 Oswald Road to form four 1-bed apartments. The applicant is seeking for the access, appearance, layout and scale of the building to be considered, with landscaping to be a reserved matter. To facilitate the proposal no. 127BOswald Road would be demolished.

No off-street parking spaces are proposed, though a cycle and bin store is proposed to be sited adjacent to the existing boundary wall. The proposed layout is shown below:




## Consultations & Notification Responses

**Local Residents –** 14 letters of objections have been received, the comments are summarised as follows:

- The proposal represents a clear case of overdevelopment of a constrained corner plot. The existing building on the site is a single-storey commercial structure, with limited fenestration, that is visually subservient to surrounding residential properties. It does not overlook neighbouring homes or gardens and has a minimal impact on residential amenity. The proposal seeks to replace this modest single-storey commercial building with a two-storey residential block containing four self-contained flats, introducing a level of massing, height and intensity that represents a substantial escalation over the existing built form and use.
- The proposal introduces a three-storey building in place of a single-storey structure, resulting in a significant increase in height and massing within a confined space; disruption of the established rear terrace pattern and rhythm; an intrusive and overbearing relationship with neighbouring properties, amounting to clear overdevelopment.

- The proposal would result in a severe and unacceptable loss of privacy, representing a substantial and harmful departure from the existing situation. The current building on the application site is a single-storey commercial structure with limited windows, none of which face towards my property or result in overlooking of neighbouring homes or private amenity space. As a result, the existing relationship between the site and surrounding residential properties is one of privacy, separation and reasonable amenity. By contrast, the proposed development introduces multiple upper-floor residential windows at first-floor and roof level, positioned in extremely close proximity to my property. These windows would have direct, face-to-face sightlines into private rear gardens, upstairs bedrooms and ground-floor living spaces.
- The height and proximity of the proposed building would overshadow gardens and rear-facing rooms, reducing daylight and sunlight; create a dominant and enclosed environment, materially harming residential amenity compared to existing conditions.
- The development provides no off-street parking for four flats, placing all demand on the public highway. Existing parking stress is severe, particularly during events at nearby stadiums, leaving residents unable to park near their homes. Increased on-street parking would reduce visibility, obstruct footways and restrict access for refuse and emergency vehicles.

**Highway Services (HS) –** HS have made the following comments:

- In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.
- There are concerns that the development will contribute to the level of on-street car parking on Oswald Road and Kensington Road.
- A cycle store is proposed within the red line boundary of the site. This should provide 100% cycle parking provision.
- It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.
- A refuse storage area is noted within the site. This is acceptable in principle.
- A Construction Management Plan should be conditioned.

**Environmental Health (EH) –** EH suggests the imposition of a number of conditions designed to protect residential amenity and public health.

**MCC Flood Risk Management (FRM) –** FRM requests that a condition regarding a surface water drainage layout be attached to any consent granted.

**United Utilities Water PLC (UU) –** UU encourage all developments to include sustainable drainage systems to help manage surface water and to offer new opportunities for wildlife to flourish. We request that Local Planning Authorities and applicants do all they can to avoid surface water entering the public sewer. The flows that come from this surface water are very large when compared with the foul water that comes from toilets, showers, baths, washing machines, etc. It is the surface water that uses up a lot of capacity in our sewers and results in the unnecessary pumping and treatment of surface water at our pumping stations and treatment works. If new developments can manage flows through sustainable drainage systems that discharge to an alternative to the public sewer, it will help to minimise the likelihood of sewers spilling into watercourses and the flooding of homes and businesses.

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) advise that surface water from new developments should be investigated and delivered in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

The applicant should consider their drainage plans in accordance with the drainage hierarchy outlined above.

**Greater Manchester Police (GMP) –** GMP have made the following comments:

- The front entrance and rear yard area should be illuminated in the hours of darkness via the use of dusk till dawn sensors on the light fixtures.
- An intercom system should be used at the communal entrance so that residents can vet visitors before opening the door to them. There should be no unrestricted trade access into the building.
- A secure mail delivery system should be supplied, to allow delivery without access to the whole building (i.e. secure through the wall mailboxes).
- The building should be complete to the Secured by Design standards.

**Greater Manchester Ecology Unit (GMEU) –** GMEU have stated the following:

- Given that building demolition is proposed, we would expect to at least a bat Preliminary Roost Assessment (PRA) to be provided to determine the level of suitability the building has for roosting bats and to inform any further surveys, mitigation or enhancement requirements. Bats are a material consideration in the planning process.
- It is assumed that the proposal would also be exempt from a Biodiversity Net Gain (BNG) assessment as it would meet the de-minimis exemption (e.g. less than 25m$^2$ of habitat removal / no tree removal).

## Policies

**Draft National Planning Policy Framework (December 2025) –** The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. A draft revised NPPF was published for consultation on 16 December 2025. The consultation period runs for 12 weeks and will close on 10 March 2026.

The draft NPPF proposes significant changes to the structure and content of national policy. These include a move to Local Plan-style policy sections, a clearer distinction between plan-making and decision-making policies, and the reintroduction of strategic planning through Spatial Development Strategies. Other notable changes include an expanded presumption in favour of sustainable development, policies promoting higher densities around transport hubs, and support for small and medium-scale housing schemes through a new "medium development" category. The draft also integrates National Development Management Policies, strengthens climate change and biodiversity policies, and introduces measures to encourage clean energy and critical minerals development.

Once adopted, the revised NPPF will replace the current framework and form a key part of national planning policy. At this stage, as the document is subject to consultation and has not yet been finalised, while still a material consideration, it can only be afforded limited weight in the determination of planning applications. In this instance, the relevant sections are outlined below:

Policy DM3 (*Determining development proposals*) – When considering development proposals, local planning authorities should:

a) Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision;
b) Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;
c) Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals;
d) Consult statutory or internal consultees only where it is necessary to do so. Decisions on development proposals should not be delayed in order to secure advice from a statutory or internal consultee beyond their statutory deadlines unless there is insufficient information to make the decision or more detailed advice may enable an approval rather than a refusal;
e) Consider whether otherwise unacceptable development proposals could be made acceptable through the use of planning conditions or planning obligations; and
f) Not refuse applications for development which should clearly be approved, having regard to its accordance with the development plan, the policies in this Framework and any other material considerations.

Policy HO7 (*Meeting the need for homes*) – In applying the policies in this Framework, substantial weight should be given to the benefits of providing accommodation that will contribute towards meeting the evidenced needs of the local community, taking into account any up-to-date local housing need assessment, and other relevant evidence (including the extent to which there is a five year supply of deliverable housing and traveller sites, and performance against the Housing Delivery Test).

Policy L2 (*Making effective use of land*) – Substantial weight should be given to the benefits where a development proposal would achieve one or more of the following:

a) Remediating despoiled, degraded, derelict, contaminated or unstable land;
b) Making better use of vacant and under-utilised land and buildings (such as by bringing back into residential use empty homes and other suitable buildings; converting space above shops; redeveloping under-utilised retail sites; and building on or above service yards, lock-ups, car parks and other transport infrastructure);
c) Making effective use of previously developed land and buildings through temporary uses, in situations where alternative development is anticipated within a reasonable period (including as a result of the land being allocated for an alternative purpose in the development plan);
d) Creating additional homes within settlements by using the airspace above existing residential and commercial premises, or through sensitive redevelopment or additional development within existing plots (including, but not limited to, the addition of mansard roofs, proposals to fill gaps in the existing roof line, the introduction of higher buildings at street corners and additional units within residential curtilages). Such proposals should:

    i. be consistent with the overall street scene, other than where it is appropriate to have larger buildings such as at street corners, or where specific changes are provided for through a design code which forms part of a development plan;

ii. maintain safe access and egress for occupiers and users, and acceptable living standards for residents and neighbours in terms of access to daylight, sunlight, privacy and external amenity space; and 56 iii. where the development would involve the use of residential curtilages, not occupy more than twice the footprint of the existing building on the site, and retain at least 50% of the non-developed area within the building curtilage.

Policy DP3 (*Key principles for well-designed places*) – To respond to their context and create well-designed places development proposals should:

a) Context: respond to the history, character and features of the site and its setting, so that it integrates into and enhances its surroundings (such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets).
b) Liveability: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after.
c) Climate: contribute to climate change mitigation and adaptation and the transition to net zero, by using building layouts, building orientation, massing, landscaping and materials which conserve energy and other resources, and which minimise risks from the impacts of climate change including overheating.
d) Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport.
e) Built Form: use the pattern of buildings to define the arrangement of streets, squares and other spaces, promote compact forms of development to optimise the site's potential, distinguish between public and private areas, create focal points and, where appropriate, enhance views into and out of the scheme.
f) Identity: create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.

It states further that development proposals that are not well designed should be refused, when assessed against this policy and local design policies, guides, codes and masterplans set out in the development plan. Substantial weight should be given to compliance with these policies when assessing the design quality of proposals.

Policy TR4 (*Street design, access and parking*) – To contribute to creating well-designed places, transport considerations should be integral to the design of development, e.g. proposals should provide a suitable number of parking spaces where appropriate, reflecting the location and nature of the development, any locally-set standards in the development plan, and including adequate provision of spaces that allow for the charging of plug-in vehicles in safe, accessible and convenient locations.

Policy P3 (*Living Conditions*) – Development proposals should:

a) Be appropriate for their location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment.
b) Provide healthy living conditions for occupiers and users in terms of having adequate access to light and avoiding exposure to levels of air, noise, artificial light or other sources of pollution which could have an unacceptable adverse effect on health and wellbeing; and

c) Not give rise to, or contribute to, an unacceptable level of access to daylight and sunlight for neighbouring residents and occupiers, or unacceptable levels of air, noise, artificial light, water, soil or other forms of pollution on or beyond the site.

**The National Planning Policy Framework (December 2024) –** The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

c) approving development proposals that accord with an up-to-date development plan without delay; or
d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear strong reason for refusing the development proposed; or
ii. 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 combination.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

In addition to the above, Sections 5 (*Delivering a sufficient supply of homes*), 8 (*Promoting healthy and safe communities*) and 12 (Achieving well-designed places) are of relevance:

Paragraph 61 in section 5 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.

Paragraph 73 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;

b) seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom-build housing;
c) use tools such as area-wide design assessments, permission in principle and Local Development Orders to help bring small and medium sized sites forward;
d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and

e) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

Paragraph 103 in Section 8 states that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change. It states further that planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision.

Paragraph 104 states that existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless:

a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Paragraph 131 in Section 12 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 137 states that design quality should be considered throughout the evolution and assessment of individual proposals.

Paragraph 138 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

**The Places for Everyone Plan –** This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-Strat9 (Southern Areas) – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

**Core Strategy Development Plan Document –** The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sited in sustainable locations and which takes account of
- the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H6, *South Manchester* – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

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

- 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.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

**Manchester Residential Quality Guidance 2016 –** Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

**Guide to Development in Manchester Supplementary Planning Guidance –** Recognises the importance of an area's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

**Issues**

**Principle of the Proposal –** The neighbourhood exhibits a strong grid pattern, characteristic of late 19th to early 20th-century planned suburban expansion in south Manchester. The dwellinghouses along this section of Oswald Road are predominantly terraced, arranged in a linear form with uniform plot sizes. They are aligned parallel to the street, featuring small front gardens and longer rear gardens and their design reflects the typical characteristics of late Victorian or Edwardian housing.

Towards the northern section of Oswald Road, the pattern varies slightly as the west side comprises semi-detached properties, while the east side retains terraced housing. Despite this variation, both forms are consistent with the architectural style and layout of the period and their siting reinforces the established development pattern. In contrast, there are no dwellinghouses fronting Kensington Road within this location, which serves primarily as a boundary street rather than a frontage for residential development.

Although the site is situated within a predominantly residential area, the principle of constructing what would, in effect, amount to an apartment block on this plot cannot be supported. The land in question comprises the rear yard of No. 127 Oswald Road, and its proposed redevelopment to accommodate four self-contained flats is considered wholly inappropriate. The introduction of a building in this location would constitute a marked and incongruous departure from the established pattern of development that characterises the surrounding neighbourhood, thereby undermining its prevailing form and layout.

In addition, the very limited size of the plot precludes the provision of satisfactory private amenity space for future occupiers. Notably, no private garden area is proposed, and there is a complete absence of off-street parking facilities, which would further exacerbate pressure on existing on-street parking provision in the locality.

For these reasons, the principle of erecting a detached, self-contained residential building in this location is considered unacceptable and contrary to the established pattern of development.

**Standard of Accommodation –** The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards for residential developments. The proposed development has been assessed against these standards.

The amount of floor space proposed for each apartment and that required under the guidance is detailed below:

- Apartment 1 - 53m² (Standard: 39-50m²)
- Apartment 2 - 49m² (Standard: 39-50m²)
- Apartment 3 - 50m² (Standard: 39-50m²)
- Apartment 4 - 54m² (Standard: 39-50m²)

While the proposal meets the City Council's internal space standards, the overall quality of the residential environment is compromised by the disproportionate ratio of built footprint to plot size. The limited plot depth severely restricts the ability to provide meaningful and usable private amenity space. Consequently, the development fails to deliver an acceptable standard of outdoor amenity space for future occupiers, contrary to the expectations of good residential design and established policy requirements.

**Design –** The area predominantly consist of Victorian and Edwardian homes, properties that are characterised by ornate detailing such as decorative brickwork, bay windows, stone lintels and sills and gables with embellishments. The proposed apartment building is very plain, with simple rectangular windows and minimal ornamentation, which contrasts sharply with the richness of period architecture. It is boxy and symmetrical, with flat elevations and no projecting elements, which puts it at odds with the more interesting façades of the dwellings on Oswald Road, Kensington Road and Grange Road.

Victorian and Edwardian houses often feature steeply pitched roofs, chimneys, and sometimes decorative ridge tiles. The proposed building has a simple gable roof with a shallow pitch and no chimneys, giving it a more utilitarian appearance.

As is seen in this neighbourhood, these period properties typically have vertically proportioned sash windows with decorative surrounds. The proposed design uses modern casement-style windows with uniform sizing and placement which lack the vertical emphasis of traditional sash windows.

The proposal would introduce a more modern, utilitarian designed building into a streetscape defined by historic character and architectural richness. Its simplicity, lack of ornamentation, and uniformity would create an incongruous feature in the streetscene which ultimately would have a detrimental impact upon the levels of visual amenity enjoyed in this part of Chorlton.

While it is recognised that there is a place for more modern pieces of architecture in traditional neighbourhoods, national guidance and local policies require that the design of new buildings is informed by their context. It is clear that this is not the case in this instance.

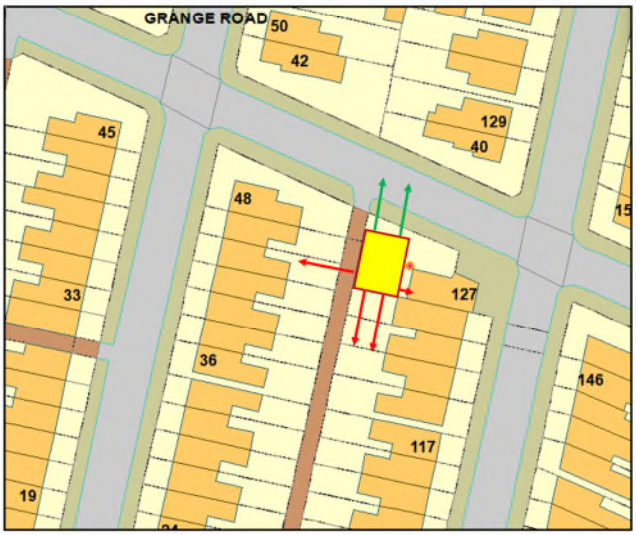
To summarise, the proposed apartment building fails to respond positively to the established character of the surrounding area, which is defined by Victorian and Edwardian properties of notable architectural richness. Its plain, box-like form, shallow roof pitch, lack of ornamentation, and use of modern casement windows result in a design that is incongruous within a streetscape characterised by detailed façades, vertical proportions, and traditional features. While contemporary architecture can have a place in historic settings, national guidance and local policy require that new development is informed by its context and enhances local character. In this instance, the proposal does neither and would cause harm to the visual amenity and distinctiveness of the area.

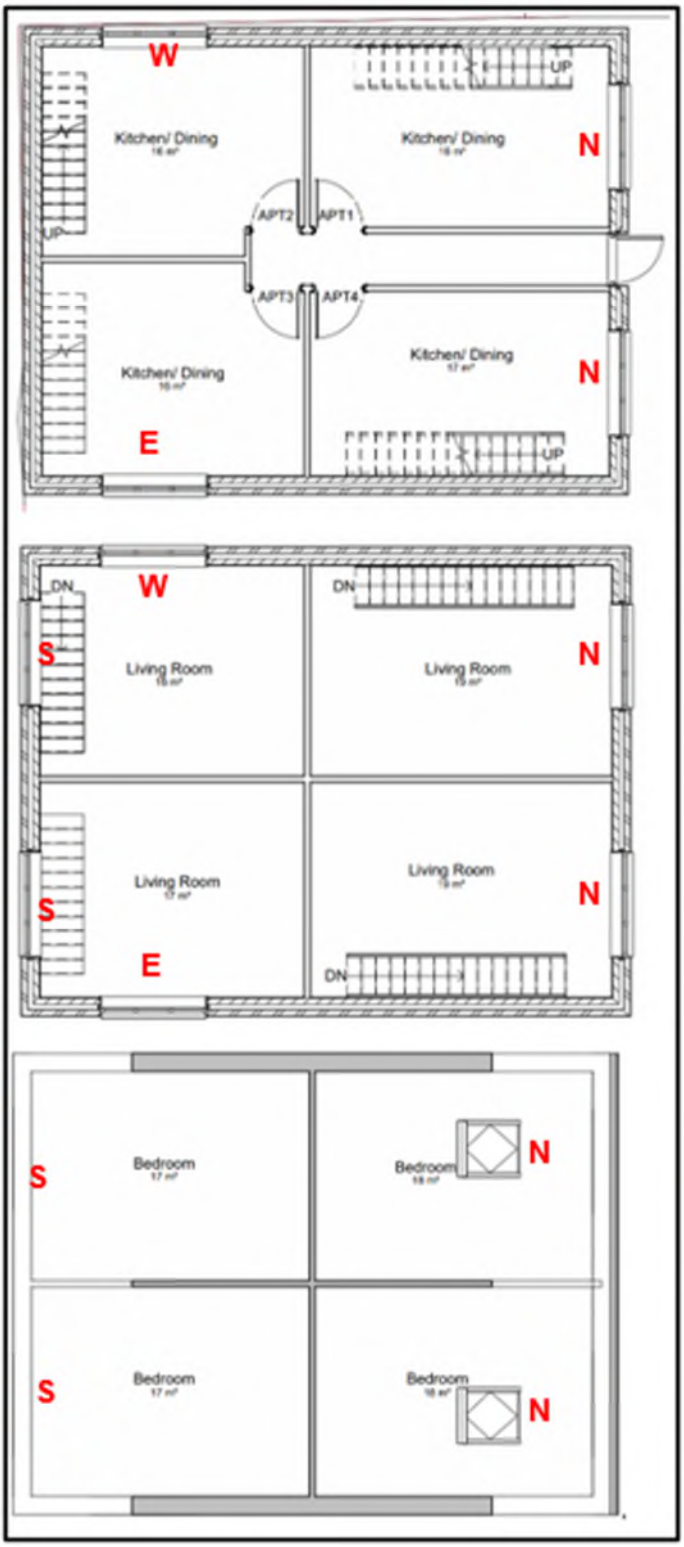
**Residential Amenity –** A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Impact on Privacy - The proposed building would abut the western (W) and southern (S) boundaries of the site. The inclusion of windows in these elevations is considered to result in unacceptable levels of overlooking toward several dwellings on Grange Road and Oswald Road, together with their associated garden areas. This would cause a significant loss of privacy for the occupants of those properties.

Additionally, windows are proposed in the eastern (E) elevation, positioned in very close proximity to No. 127 Oswald Road. Their presence would have a clear and detrimental impact on the privacy enjoyed by the residents of that property and could also affect No. 125 Oswald Road.

By contrast, windows in the northern (N) elevation face Kensington Road, a public highway. As this arrangement reflects typical street-facing relationships found throughout South Manchester, these windows are not considered to result in unacceptable overlooking or loss of privacy.




Noise – The introduction of an apartment building within the rear yard of no. 127 Oswald Road, capable of accommodating up to eight occupants, would significantly erode the levels of residential amenity currently enjoyed by neighbouring properties. The intensified use of the site would inevitably result in frequent comings and goings by future residents and their visitors, generating increased noise, disturbance, and activity in an area that is presently quiet and relatively private. This level of movement, combined with the proximity of the building to shared boundaries, would materially alter the character of the space and lead to an unacceptable degree of intrusion for adjoining occupiers.

Daylight/Overshadowing – Given the siting and orientation of the proposed building, it is anticipated that only nos. 125 and 127 Oswald Road would experience any degree of overshadowing, with no. 127 being most affected due to the close proximity of the apartment block to its rear elevation. This proximity would also result in a material reduction in daylight levels within the rear ground-floor room of no. 127, causing a significant adverse impact on the living conditions of its occupants.

To conclude, it is considered that the proposed development would have an unacceptable impact on the levels of residential amenity enjoyed by the occupants of the neighbouring properties. The combination of significant overlooking and loss of privacy, increased noise and disturbance arising from intensified use of the site, and the material reduction in daylight and increased overshadowing, particularly affecting No. 127 Oswald Road, would collectively lead to a substantial deterioration in the living conditions of adjoining occupiers.

**Visual Amenity –** The proposed development fails to reflect the key architectural features, scale, and established rhythm that define the character of dwellings in this neighbourhood. The design does not successfully respond to the prevailing form, detailing, or materials characteristic of the surrounding built environment. In addition, the siting of the proposed dwelling in such close proximity to the neighbouring properties would result in a cramped appearance, undermining the sense of openness between the rows of terraced dwellings that currently contributes to the visual quality of the streetscape. As such, it is considered that the proposal would result in an incongruous and visually intrusive form of development, to the detriment of the visual amenity currently enjoyed within the locality.

**Pedestrian and Highway Safety –** The absence of any dedicated parking provision for the proposed apartment building is considered unacceptable. The development would inevitably exacerbate existing on-street parking pressures along Oswald Road, Kensington Road, and the wider highway network, where parking demand is already high. Additional on-street parking would further restrict available space, leading to increased congestion and obstruction of the carriageway. These conditions would compromise the safe and efficient operation of the highway, reducing visibility for pedestrians and manoeuvrability for drivers, thereby creating conflict between vehicles and pedestrians. This would have an unduly detrimental impact upon the levels of pedestrian and highway safety currently enjoyed in the area.

**Drainage –** The proposal does not present any drainage issues that cannot be satisfactorily addressed through the application of the standard surface water drainage condition.

**Ecology –** The comments of GMEU are noted. However, in view of the significant concerns regarding the siting and overall impact of the proposal, it was concluded that requiring the applicant to submit a Preliminary Roost Assessment would not be proportionate or necessary in this instance.

**Air Quality –** During the construction phase of the development there is the potential for air quality impacts. However, assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the site. However, given the number of units proposed the overall significance of potential impacts is considered to be low.

**Security –** Although the proposal is not supported, it is noted that it does not give rise to any security or safety concerns.

**Other benefits –** It is noted that the proposals would contribute towards provision of new residential dwellings within an established and sustainable urban area. Whilst these benefits are acknowledged they are not considered to outweigh the harm identified in the previous sections of this report.

## 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.

**Recommendation:** Refuse

**Article 35 Declaration**

The proposal was assessed against the policies within the Manchester Core Strategy Development Plan Document and the guidance contained within the National Planning Policy Framework. The applicant was advised that the proposal would have a detrimental impact upon the existing levels of visual and residential amenity enjoyed within the vicinity of the site. As the nature of the proposal is considered to be unacceptable and the applicant has requested that the proposal be determined in its current format, a solution that was acceptable to both the Local Planning Authority and the applicant could not be reached.

**Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse**

1) The proposed development, by reason of its scale, siting, and plot subdivision, would represent an overdevelopment of the site that would result in a cramped and incongruous form of development out of keeping with the established pattern of development and overall character of the surrounding area. The development would therefore be detrimental to existing levels of visual amenity enjoyed within the vicinity of the site, contrary to Policies JP-H2 and JP-H3 in The Places for Everyone Joint Development Plan Document, the guidance contained within the National Planning Policy Framework and National Design Guide, Policies SP1 and DM1 in the Manchester Core Strategy.

2) The proposed development, due to its design and siting, would provide inadequate levels of private amenity space which would lead to the creation of poor living standards. As a result, the proposal would be contrary to the guidance contained within the Manchester Residential Quality Guidance, the National Planning Policy Framework, the National Design Guide, Policies JP-H2 and JP-H3 in The Places for Everyone Joint Development Plan Document and Policies SP1 and DM1 in the Manchester Core Strategy.

3) The windows in the proposed rear and side elevations, due to their close proximity to the boundaries with no. 125 Oswald Road, the alleyway and the rear elevation of no. 127 Oswald Road, would lead to the direct overlooking of the nearest dwellings and associated rear gardens, resulting in a sense of intrusion and loss of privacy that would have a detrimental impact upon the levels of residential amenity enjoyed by the residents of those properties. This would be contrary to Policy DM1 in the Manchester Core Strategy and guidance contained within the National Planning Policy Framework.

4) The proposed development, due to the lack of proposed off-street car parking, would lead to an increase in on-street parking in an area that experiences a high demand for on-street parking spaces. This increase in on-street parking would have a detrimental impact upon the levels of pedestrian and highway safety enjoyed along Kensington Road, Oswald Road and the surrounding highway network, contrary to Policy DM1 in the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

**Appendix 1 – List of consultees & neighbours notified**

Highway Services
Environmental Health
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police
Greater Manchester Ecology Unit
127B Oswald Road, Manchester, M21 9GE
150 Oswald Road, Manchester, M21 9GJ
146 Oswald Road, Manchester, M21 9QF
127A Oswald Road, Manchester, M21 9GE
125 Oswald Road, Manchester, M21 9GE
119 Oswald Road, Manchester, M21 9GE
48 Grange Road, Manchester, M21 9NY
42 Grange Road, Manchester, M21 9NY
131 Oswald Road, Manchester, M21 9QL
144 Oswald Road, Manchester, M21 9QF
40 Kensington Road, Manchester, M21 9AX
50 Grange Road, Manchester, M21 9WX
129 Oswald Road, Manchester, M21 9QL
142 Oswald Road, Manchester, M21 9QF
46 Grange Road, Manchester, M21 9NY
44 Grange Road, Manchester, M21 9NY
40 Grange Road, Manchester, M21 9NY
38 Grange Road, Manchester, M21 9NY
42 Kensington Road, Manchester, M21 9AX
156 Oswald Road, Manchester, M21 9GJ
154 Oswald Road, Manchester, M21 9GJ
152 Oswald Road, Manchester, M21 9GJ
39 Kensington Road, Manchester, M21 9GH
123 Oswald Road, Manchester, M21 9GE
121 Oswald Road, Manchester, M21 9GE

**Appendix 2 – Planning constraints**