

Application Number	Date of Appln	Committee Date	Ward
089986/OO/2009/S2	1st May 2009	25 <sup>th</sup> June 2009	Woodhouse Park Ward

Proposal     OUTLINE APPLICATION for the approval of layout and means of access for the erection of 20 no. x two storey dwellinghouses and 6 no. x three storey self-contained apartments

Location     The Talisman PH, Oatlands Road, Wythenshawe, M22 1BE, Manchester, M22 1BE,

Applicant    IEM Developments Ltd, 59a Washway Road, Sale, M33 7SS

Agent        Soulla Harrison,  
MPSL Planning and Design Ltd, 14 Commercial House, West Point Enterprise Park, Clarence Avenue, Trafford Park, M17 1QS

### **Description**

The application site is approximately 0.46 hecatres and is currently occupied by the former Talisman Public House and associated car parking area. There is also a vacant piece of land to the north of the site which is included within the application area. The site occupies a prominent position on the corner of Portway and Oatlands Road.

The site is within the heart of the Woodhouse Park ward, and although unallocated within the Proposals Maps contained within the Unitary Development Plan, the surrounding area is predominately residential with dwellinghouses to the north and west of the application site. To the north east of the site is the Oatlands Road MOT base with its associated taxi base. To the south of the site is a small neighbourhood shopping area which offers amenities such as a shop and fish and chip restaurant. There are also other amenities further along Portway with a children's play area and the Woodhouse Park Lifestyle Centre. There is an efficient public transport links along Portway and Oatlands Road going to Wythenshawe Town Centre and other parts of Wythenshawe.

The applicants are seeking outline planning permission for the approval of the layout and means of access for the erection of 20 number two storey dwellinghouse and 6 number three storey self contained flats.

### **Consultations**

Local residents/Businesses – Two letters have been received from local residents raising the following concerns:

1. There is a concern that the land is contaminated;
2. Congestion on Oatlands Road has increased greatly since the MOT centre has been open. Buses have difficulty in stopping at the bus stop on Oatlands Road due to the taxis;
3. The MOT centre often open outside the agreed working hours including Sundays and Bank Holidays;
4. There are too many properties being proposed.

One of the objections received is from 221 Portway their comments are as follows:

1. Clarification is required in terms of how close the first house will be to our property and garden;
2. What will happen to the bus stop on Portway?
3. There has been no consultation by the applicant with the local community;
4. The border of our house on our deeds is different from that shown on the plans;
5. What will happen to the taxis?
6. Is it not unsightly to have an MOT centre in the middle of a residential area.

Wythenshawe Regeneration Team- There are no objections in principle. The development will bring a derelict site back into positive use and provide private housing which will help diversify the tenure across the area. The design and layout also appear acceptable.

Housing Services – No objections provided that the social rented element of the proposal is not maintained in perpetuity.

Head of Highway Services- No comments at the time of writing this report. Any comments will be reported to the Committee for consideration.

Head of Environmental Health (Contamination)- There is historical information relating to this site which indicates the possible presence of significant levels of contamination. Whilst a preliminary Environmental Desk Study has been undertaken for this site, there is insufficient site investigation works and no remediation strategy. It is recommended that a condition be imposed on any planning permission to ensure that these details are submitted and approved.

Environment and Operations Technical Services (Trees) – Concurs with the contents of the tree report.

Environment Agency- No objection in principle to the proposed development and no comment to make.

Design for Security (Formerly Greater Manchester Police Architectural Liaison Unit)- A Crime Impact Statement has been prepared in support of this application. Should the applicant follow the recommendations of this report the application is supported.

## **Issues**

Major Development - The proposal, by virtue of the number of residential units, has been classified as a major development. As such, the proposal has been advertised in the local press as a major development.

The Development Plan

Policy DP1 outlines the key principles which underpin the RSS these include the need to promote sustainable communities and promote sustainable economic development.

Policy DP4 development should accord with the following sequential approach:

- First, using existing buildings (including conversion) within settlements, and previously developed land within settlements;
- Second, using other suitable infill opportunities within settlements;
- Third, the development of other land where this is well located in relation to housing jobs, other services and infrastructure.

Policy L4 'Regional Housing Provision' states that through development control decisions on proposals and schemes, Local Authorities should:

- Work in partnership with developers and other housing providers to address the housing requirements of different groups and communities to ensure the construction of a mix of appropriate house types, sizes, tenures and prices;
- Encourage new homes to be built to Code for Sustainable Homes standards;
- Maximise the re-use of vacant and underused brownfield land and buildings.

Policy MCR 3 'Southern Part of the Manchester City Region' plans and strategies should sustain and promote economic prosperity consistent with the environmental character of the area and the creation of attractive and sustainable communities by:

- Allowing residential development to support local regeneration strategies and to meet identified local needs in sustainable location which are well served by public transport.

*Unitary Development Plan (UDP) for the City of Manchester (Adopted 1995) –*

The application site is unallocated within the Proposal Maps contained within the UDP. However, the relevant policies contained within the UDP which are of relevance to this proposal are as follows:

Policy H1.2 states that the Council wishes to ensure that the housing stock contains a wide enough range of housing types to meet the needs of people who want to live in Manchester. In particular, it will encourage the further provision of:

- a) Accommodation for 1 & 2 person households;
- b) Accommodation for larger households;
- c) Low cost housing for sale or rent;
- d) Accommodation specifically designed for disabled people.

Policy H2.1 states that the Council will encourage environmental improvements to make residential areas safer and more attractive.

In giving effect to this, policy H2.2 outlines that the Council will not allow development which will have an unacceptable impact on residential areas. The matters which the Council will consider in coming to such decisions will include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

In addition policy H2.7 states that new housing scheme will be expected to be of high standard of design and make a positive contribution towards improving the City's environment. They should not create areas of incidental open space outside the curtilage of dwellings unless there are proper and enduring arrangements for its maintenance.

The contribution that development proposal can also make to sustainability objectives is also important. Policy E1.5 states that the Council will contribute towards energy conservation by:

- a) Ensuring where practicable that new major development is located where it can be easily served by public transport; and
- b) Encouraging high standards of energy efficiency in new development.

Furthermore, policy E1.6 requires building materials used in new developments be environmentally friendly where this is possible.

Policy E3.2 states that the Council will reduce the problem of derelict small sites, including derelict buildings, where shape and location would discourage proper maintenance for open spaces, by encouraging redevelopment.

Promoting development that will lead to a safer environment for all people living in and using the City is also important for the City Council. Policy E3.5 includes a variety of ways that this could be achieved:

- a) Ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated area;
- b) Designing landscaping schemes so as to minimise the risk of attack;
- c) Providing safe places for children to play.

Policy L1.5 states that the Council will seek to upgrade other parks and recreation areas, wherever possible making use of private sector finance, to provide safe, secure and attractive areas accessible to all which provide a range of recreational activities to suit different groups of people.

Policy T2.4 states that the City Council will expect developments to make adequate provision for their car parking requirements. In deciding appropriate levels, the Council will have regard to the environmental capacity of the site both in the physical appearance of the car parking and its effect on neighbouring activities and the ability of the local network to accommodate the traffic generated by the proposed development.

The specific area policy for the East Wythenshawe is contained within EW1. In deciding its attitudes to proposals in this area the Council will have regard to the general policies in Part 1 of the Plan in order to:-

- Protect and improve the quality of both the built and the open environment.

Within Part Two of the UDP the following policy is applicable:

DC7 'New Housing Development' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

Other Relevant Policies and Guidance-In considering development proposals, reference is not only made to the UDP, but also other guidance, policies and supplementary planning guidance.

*The Guide to Development in Manchester SPD (2007)-*

This document provides detailed guidance on the making Manchester a City in which people choose to live, learn, work and relax.

The Guide states that each new development should be designed having full regard to its context and the character of the area (Paragraph 2.3). In addition to this, buildings should present their main face and pedestrian entrance to the main street to contribute to its vitality and interest (Paragraph 2.12).

In terms of the appearance of new building, the scale, position and external appearance should respect their setting and relationship to adjacent building, enhance the street scene and consider their impact on the roof line and skyline. Building should recognise the common building line created by the front face of adjacent buildings (Paragraph 2.13).

The impact of car parking should also be minimised. The location, design and treatment of these areas could have a major impact on the street scene and will need to be carefully considered (Paragraph 2.21).

Housing mix should be carefully considered as part of new residential development proposals. Successful neighbourhoods offer a choice of housing to enable residents to continue to live in an areas as their needs and aspirations change. Social and private housing should complement each other to deliver choice and balance (Paragraph 2.45).

Infill developments should enhance the character of the area. New development should respect the existing scale, appearance, grain and mix of uses and make a positive contribution to the quality and character of the area (Paragraph 2.53).

The Guide also place strong emphasis on the promotion of renewable energy and the compliance with Design for Access 2.

*Wythenshawe Strategic Regeneration Framework (2004)*

Policy H1 seeks to diversify the housing stock through the introduction of new private sector development.

Policy H4 seek to improve the built form through better design and mix of properties.

PPS3 'Housing'

PPS3 provides very specific guidance on the type of sites which are suitable for new housing developments. Paragraph 36 states that suitable sites are those that have links to local infrastructure such as jobs and community facilities and can be achieved by making use of existing land.

*"The priority for development should be previously developed land, in particular vacant and derelict sites and buildings"*

This is reiterated further in paragraph 40 which seeks to ensure the most effective use of land by re-using land that has been previously developed.

Paragraph 45 seeks to determine appropriate housing densities.

*"Good design is fundamental to using land efficiently. Local Planning Authorities should facilitate good design by identifying the distinctive features that define the character of a particular local area"*

Paragraph 49 to 51 discusses specifically density and making the most efficient use of land.

PPS3 states that careful attention should be given to design particularly when it involves the intensification of the existing urban fabric.

*"More intensive development is not always appropriate. However, when well designed and built in the right location, it can enhance the character and quality of an area. Successful intensification need not mean high rise development or low quality accommodation with inappropriate space"*

Paragraph 50 goes onto to states that:

*"Density is a measure of the number of dwellings which can be accommodated on site or in an area. The density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form. If done well, imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment"*

### Principle

The applicant is seeking outline planning permission for the principle of redevelopment this site for residential purposes and to determine the acceptability of the layout and means of access. Matters of appearance, landscaping and scale are therefore not being considered at this stage and will

be determined through the submission of reserved matters application(s) should outline consent be granted.

The application site is the former Talisman Public House which is situated on the corner of Portway and Oatlands Road. The buildings and car parking area has been derelict for some time and has fallen into disrepair which is having a negative impact on the appearance of the surrounding area.

Whilst the site is unallocated within the UDP, it is considered that the application site is suitable for redevelopment. The site is located within a well-established residential area and is in close proximity to shops and other services along Portway.

The proposal predominately consists of dwellinghouses for family houses. There are, however, 6 apartments proposed. Although there is a general over supply of such accommodation in the City, it is considered that they are acceptable as part of this proposal as it will assist in the regeneration of this part of Wythenshawe.

It is therefore considered that the principle of the proposal is acceptable in principle as it satisfies the sequential approach set out within policy DP4 of the RSS and E3.2 of the UDP and a view which is supported by Wythenshawe Regeneration Team.

As the principle is considered to be acceptable, consideration has been given to matters of tenure, property type, density and layout, means of access, impacts on surrounding residential amenity, highways/traffic implications and whether the proposal has successfully designed out crime.

Each matter will be addressed in turn.

### Tenure

The housing stock that will be created as part of this development will be private, open market housing. This approach is considered to be acceptable as it will satisfy the objectives of the Guide to Development in Manchester SPD and the Wythenshawe SRF (policy H1) which seeks to alter the tenure mix in locations where there is a high percentage of social housing. This proposal will therefore offer greater choice and diversity in the area.

It is anticipated that 20% of the properties, when built, will be available for rental purposes. After 6 months, if these properties are not let, then they will be placed on the open market.

This approach is welcomed by Housing Services who support the introduction of private housing in this part of Wythenshawe.

### Property Type

A total of 26 units are proposed as part of this development. This will include a mixture of the following property types:

- Six, 1 bedroom apartments;

- Six, 2 bedroom new properties; and
- Fourteen, 3 bedroom semi detached properties.

It is considered that the proposal provides a real mix of property type for the area contributing to creating a sustainable development which will attract both families and single/young professionals.

### Density and Layout

The character and form of the surrounding area is a mixture of semi detached and terrace property types. The Guide to Development states that in determining appropriate densities and layout regard must be had for the surrounding context.

One of the letters from the surrounding residents stated that there was concern that too many dwellings were proposed. It is considered that the 26 units fit comfortably within the site. The application site is 0.46 hectares equating to a ratio of 56 dwellings per hectare.

The layout and density proposed is consistent with the form and character of the surrounding area. The proposal offers an efficient use of land and has in no way compromised the standard of accommodation proposed or that of the surrounding properties.

This has been measured against a number of indicators as outlined within the Guide to Development in Manchester SPD and PPS3 which requires higher densities and layouts which enliven the street scene, add to the character and quality of the area, provide areas of well designed car parking and adequate amenity provision.

The elimination of this derelict site and building, in such a prominent location, is welcomed with the replacements of well laid out dwellings and improvements to the local environment is acceptable.

Plots 11 to 26 all present their main pedestrian face to either Portway or Oatlands Road. This will ensure activity and interest is introduced to the street scene. Plots 1 to 10 overlook the new access road, created as part of the proposal, which will encourage natural surveillance in what is essentially a cul-de-sac arrangement in order to ensure that it does not feel like 'dead space'.

Plots 16 to 26 are set back slightly due to the existing sewer easement which cannot be moved. However, it is not considered this affects the street scene as the set back is not excessive. This arrangement is also minimised through the introduction of the apartment block on the corner of Oatlands and Road and Portway which will enable this corner to be held by a building with scale and mass.

The layout of the car parking also demonstrates that the plot sizes for each dwelling are adequate whilst being designed to have minimal impact on the street scene. Plots 11 to 26 have their car parking spaces within the rear curtilage of the plot, whilst plots 1 to 10 spaces are located at the side of the dwellings. The locations of the car parking spaces are safe and secure and

have been designed to conform with the principle outlined with the Guide to Development in Manchester.

Amenity space is another indicator as to whether a site is being over developed. However, in this particular case adequate amenity space is provided for each dwelling. Although the amenity spaces varies for each plot, there is sufficient space for safe children's play, drying of clothes and other such activities of an average household.

The apartments have access to the grassed area at the front of the building created by the set back for the easement. This at least provides some space, however, in mitigation of the limited provision and in order to benefit the development as a whole, a contribution has been sought to make improvements to off site amenity in the local vicinity to the application site.

### Means of Access

Vehicular access to the new development will be positioned in the current location of the existing access to the rear car parking of the public house. The access is to be widened to 5.5 metre with visibility splays and footpaths introduced.

Subject to any comments being received by the Head of Highway Services, the means of access is considered to be adequate. The access will be subject to separate scrutiny should the applicants wish the new road layout to be adopted highway.

### Highway/traffic implications

It is not considered that the traffic generated by this proposal will have a negative impact on the local network than the previous use of the site as a public house. Each house and flat has its own designated car parking area which should mean that there will be no congestion or on-street parking problems. The site is also well served by public transport with the local bus corridor running directly outside the site.

A condition is also recommended in order that safe cycle provision is provided for each dwelling.

Concern has been raised regarding the bus stop outside the site on Portway. If this is required to be moved, as a result of the proposal, the applicant will be required to consult GMPTE.

Issues have also been raised regarding the taxis, associated with the existing taxi base at the Oatlands Road MOT centre. They currently use the car park of the public house as an unauthorised parking area. Whilst this is clearly an issue, in terms of displacing unauthorised parking, the taxis should not really be parking on land which is not within their ownership.

### Residential amenity

The surrounding area is a predominately residential area. As such, it is considered that the proposed use of the site will complement the area. The rear

gardens of plots 6 to 10 will back onto the rear gardens of 6 to 14 Goodridge Avenue. There will be a separation distance of 20.9 metres between these properties which is considered to be an adequate privacy distance.

The rear gardens of plots 1 to 5 back onto the rear gardens of 1 to 13 Hucclecote Avenue. The privacy distances vary from 21 metres to 9.6 metres. Whilst this is slightly less than the other plots, the separation is still considered to be acceptable. It is anticipated that adequate boundary treatment and landscaping will be put along these boundaries to protect amenity.

Plot 11 will sit adjacent to 221 Portway there will 5.6 metres between the gables. The current occupants of 221 Portway have expressed concern about the close proximity of plot 11. It is considered that the separation distance is acceptable and the two plots will be separated by appropriate boundary treatment approved by the City Council. If there is some doubt over the extent of the boundaries between the application site and 221 Portway it is recommend that they seek appropriate legal advice.

The Oatlands Road MOT base is located north east of the application site. It will be necessary to ensure that the proposed properties close to this use are appropriately screened and insulated from its activities. There are, however, appropriate conditions on the MOT centre permission which controls the noise and use of the forecourt areas.

Overall, it is considered that the proposal will have a positive impact on the residential area by bringing this vacant site into use and increasing the activity and interest in this part of the street scene.

#### Environmental Health Considerations

The application site has been identified by the Head of Environmental Health as having historical evidence of contamination. Whilst an environmental desk top study has been undertaken, the investigation requires further site work to be undertaken and remediation proposed.

It is recommended that the application be conditioned accordingly. This will overcome the concerns of the local residents.

#### Designing out crime

The application has been assessed by design for security who have undertaken a crime impact assessment of the proposal. A series of recommendations have been made which will ensure that the proposal achieves secure by design accreditation. These are mainly matters which will be dealt with at the reserved matters stage, however, it is recommended that the proposal is conditioned in order that secure by design accreditation is achieved on completion of the development.

#### Trees

There are 10 trees on the site that have been surveyed as part of the proposal. A total of 6 trees will be removed as a result of this proposal. These have been

assessed by the City Arborist who concurs that these trees are in a poor condition and are not worthy of retention.

In mitigation, it is recommended that a condition be imposed to ensure that adequate tree replacement is sought on site.

#### Section 106 Agreements

In line with policy L1.5, the Council has sought monies from the applicant to improve amenity provision in the local area.

#### Other issues

As indicated above matters such as scale, design and landscaping will be considered as part of reserved matters application(s). However, it is anticipated that the development will following the rhythm of the street scene in providing predominately two storey properties.

Early indications also suggest that disabled access standards will also be met, particularly as this is a site which the City Council has an ownership interest in.

#### Conclusion

The proposal will see the redevelopment of this derelict site. The site is within a sustainable location in close proximity to public amenities and local public transport. The layout offers the most efficient use of the land and will offer clearly defined plots with adequate car parking and amenity. Matters of designing out crime and contamination will be addressed as part of the proposal and a Section 106 has been sought to provide off site amenity provision.

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 the right to a fair hearing and to this end the Committee 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 Unitary Development Plan, the Head of Planning 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. He believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

#### Recommendation

**MINDED TO APPROVE subject to the signing of section 106 for contribution of off site amenity improvements works in the local area and on the**

**signing of this section 106 to allow the Head of Planning to delegate approval**

**Reason for recommendation**

**The proposal will see the redevelopment of this derelict site. The site is within a sustainable location in close proximity to public amenities and local public transport. The layout offers the most efficient use of the land and will offer clearly defined plots with adequate car parking and amenity. Matters of designing out crime and contamination will be addressed as part of the proposal and a Section 106 has been sought to provide off site amenity provision.**

**The proposal accords with the Council's UDP in particular policies H1.2, H2.1, H2.2, H2.7, E1.5, E1.6, E3.2, L1.5, T2.4, EW1 and DC7, policies DP1, DP4 and L4 of the North West of England Plan RSS, The Guide to Development in Manchester SPD 2007, Wythenshawe Strategic Regeneration Framework (2004) and PPS3 and there are no material considerations of sufficient weight to indicate otherwise.**

**Conditions and/or Reasons**

1) Applications for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Approval of the details of the appearance, landscaping and scale (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced.

Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

3) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority:

Drawings:

3597.01, EP026/TOO and 9028 01 stamped as received by the City Council, as Local Planning Authority, on the 1st May 2009.

Supporting Documents:

Tree Survey Report, Crime Impact Statement and Design and Access Statement stamped as received by the City Council, as Local Planning Authority, on the 1st May 2009.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policy H2.2; of the Manchester Unitary Development Plan.

4) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

5) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the first use of the development hereby approved;. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

6) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies H2.2 and T2.6 of the Unitary Development Plan for the City of Manchester.

7) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment

shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to H2.2 of the Unitary Development Plan for the City of Manchester.

8) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies T3.1, T3.6 and T3.7 of the Unitary Development Plan for the City of Manchester.

9) Before the development hereby permitted is commenced a scheme showing the provision of the residential units being accessible for disabled people shall be submitted and approved in writing by the City Council, as Local Planning Authority. Such details shall include floor plans and layout of the residential

dwellings, route widths, levels and gradients. The agreed scheme shall be implemented before the development hereby permitted is brought into use.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester Policy DC7 of the Unitary Development Plan for the City of Manchester (1995).

10) Before the development commences an acoustic attenuation scheme including particulars of the acoustic glazing and acoustically treated ventilation to be installed as part of the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

11) The development hereby approved shall achieve a post-construction rating of at least three stars under the code for sustainable homes. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, policies ER13 and DP3 of Regional Planning Guidance for the North West (RPG13) and the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

12) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no garages or extensions; shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

13) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of residential amenity pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

14) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until

the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

15) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with Policies 2.4 and 2.6 of the Unitary Development Plan for the City of Manchester.

16) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with Policies 2.4 and 2.6 of the Unitary Development Plan for the City of Manchester.

17) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

18) Prior to the commencement of the development, details of an appropriate tree replacement scheme (including species, size and location) shall be submitted and agreed in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented prior to the first occupation of the building. If within a period of 5 years from the date of the planting of any tree, that tree or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place, unless otherwise agree in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory tree replacements for the development, that they are carried out and respects the character and visual amenities of the area, in accordance with policy H2.2; of the Unitary Development Plan for the City of Manchester and Manchester City Council Tree Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 089986/OO/2009/S2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Environment Agency

Greater Manchester Police

Steve Hobson, Crime Reduction Officer

25 Hucclecote Avenue, Manchester, M22 1AL

69 Oatlands Road, Manchester, M22 1AH

67 Oatlands Road, Manchester, M22 1AH

23 Hucclecote Avenue, Manchester, M22 1AL

21 Hucclecote Avenue, Manchester, M22 1AL

19 Hucclecote Avenue, Manchester, M22 1AL

15 Hucclecote Avenue, Manchester, M22 1AL

17 Hucclecote Avenue, Manchester, M22 1AL

11 Hucclecote Avenue, Manchester, M22 1AL

13 Hucclecote Avenue, Manchester, M22 1AL

9 Hucclecote Avenue, Manchester, M22 1AL

7 Hucclecote Avenue, Woodhouse Park, Wythenshawe, Manchester, M22 1AL

5 Hucclecote Avenue, Manchester, M22 1AL

3 Hucclecote Avenue, Manchester, M22 1AL

1 Hucclecote Avenue, Manchester, M22 1AL

62 Oatlands Road, Manchester, M22 1BE

73 Oatlands Road, Manchester, M22 1AH

71 Oatlands Road, Manchester, M22 1AH

219 Portway, Manchester, M22 1SL

13 Goodridge Avenue, Manchester, M22 1QN

15 Goodridge Avenue, Manchester, M22 1QN

7 Goodridge Avenue, Manchester, M22 1QN  
9 Goodridge Avenue, Manchester, M22 1QN  
11 Goodridge Avenue, Manchester, M22 1QN  
1 Goodridge Avenue, Manchester, M22 1QN  
3 Goodridge Avenue, Manchester, M22 1QN  
5 Goodridge Avenue, Manchester, M22 1QN  
17 Goodridge Avenue, Manchester, M22 1QN  
19 Goodridge Avenue, Manchester, M22 1QN  
20 Goodridge Avenue, Manchester, M22 1QN  
18 Goodridge Avenue, Manchester, M22 1QN  
16 Goodridge Avenue, Manchester, M22 1QN  
12 Goodridge Avenue, Manchester, M22 1QN  
6 Goodridge Avenue, Manchester, M22 1QN  
2 Goodridge Avenue, Manchester, M22 1QN  
4 Goodridge Avenue, Manchester, M22 1QN  
8 Goodridge Avenue, Manchester, M22 1QN  
10 Goodridge Avenue, Manchester, M22 1QN  
14 Goodridge Avenue, Manchester, M22 1QN  
221 Portway, Manchester, M22 1SL  
The Talisman, Portway, Manchester, M22 1SL  
Wythenshawe Private Hire, Oatlands House, Oatlands Road, Manchester, M22 1BE  
St. Mark Manse Rest Home, Oatlands Road, Manchester, M22 1AH  
James Bradley & Sons, Oatlands Road, Manchester, M22 1AH  
25 Lullington Close, Manchester, M22 1LY  
27 Lullington Close, Manchester, M22 1LY  
29 Lullington Close, Manchester, M22 1LY  
31 Lullington Close, Manchester, M22 1LY  
33 Lullington Close, Manchester, M22 1LY  
300-302, Portway, Manchester, M22 1TE  
Sunflower, 304 Portway, Manchester, M22 1TE  
Ladbrokes Ltd, 306 Portway, Manchester, M22 1TE  
Willow Park Housing, 294 Portway, Manchester, M22 1TG  
The Cut Inn, 296 Portway, Manchester, M22 1TE  
Ambas Newsagent, 298 Portway, Manchester, M22 1TE  
2 Cranesbill Close, Manchester, M22 1GH  
4 Cranesbill Close, Manchester, M22 1GH  
11 Cranesbill Close, Manchester, M22 1GF  
7 Cranesbill Close, Manchester, M22 1GF  
9 Cranesbill Close, Manchester, M22 1GF  
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23 Cranesbill Close, Manchester, M22 1GF  
22 Cranesbill Close, Manchester, M22 1GH  
20 Cranesbill Close, Manchester, M22 1GH  
25 Cranesbill Close, Manchester, M22 1GF

Representations were received from the following third parties:

7 Hucclecote Avenue, Woodhouse Park, Wythenshawe, Manchester, M22 1AL  
221 Portway, Manchester, M22 1SL  
Design for Security  
Environment Agency

Relevant Contact Officer : Jennifer Atkinson  
Telephone number : 0161 234 4517  
Email : [j.atkinson@manchester.gov.uk](mailto:j.atkinson@manchester.gov.uk)