Application Number	Date of Appln	Committee Date	Ward
084955/FO/2007/N2	7th Jul 2008	24th Jul 2008	Ardwick Ward

Proposal Erection of part three part single storey extension to form 14 additional bedrooms and day room with single storey link corridor in association within existing nursing home

Location Overton House, 2 Newton Avenue, Longsight, Manchester, Manchester, M12 4EW,

Applicant Mrs A Asomaning, Overton House, 2 Newton Avenue, Longsight, Manchester, Manchester, M12 4EW,

Agent Peter Summersgill Architecture 45 Cote Green Road, Marple Bridge, Stockport, SK6 5EW

Description

The application site is an existing nursing home, comprising a two storey detached building with single storey outbuildings to the rear. The property was converted into a nursing home from a single dwellinghouse in 1987. The site measures 0.83 hectares and is characterised by a large house set in mature landscaped gardens. The site is bounded by a petrol filling station to the north, residential properties to the east and west, and the junction of Stockport Road, St Johns Road and Kirkmanshulme Lane to the south.

Planning permission is sought for the erection of a part three, part single-storey extension to form 14 additional bedrooms and day room with single storey link corridor in association within existing nursing home. This is to increase the accommodation from 2 dayrooms, 1 dining room, 8 double rooms and 3 single rooms up to 3 dayrooms, an enlarged dining room, 24 single rooms and 3 double rooms. This will increase the amount of beds from 19 up to 30 beds in total. This will involve the demolition of the existing single storey outbuildings to the rear of the house and the creation of a car park to the frontage of the house, with vehicular access from Newton Avenue.

Site History

A previous application for an extension to the care home was refused in May 2007, as the proposal was considered to be contrary to planning policy and also on the evidence supplied at the time it was considered that the proposal would lead to an over-concentration of supported housing type uses within the area.

The design of the extension by reason of its height, size, massing and position immediately adjacent the rear boundary with No. 1 Kirkmanshulme Lane was considered to be seriously detrimental to the residential amenity of the occupiers creating an undue loss of daylight/sunlight from overshadowing and an overbearing presence and there were also concerns with the level of amenity space and off street car parking provided within the site.

Consultations

Neighbours

Occupiers of the nearby properties were consulted (see appendix for full list). No comments were received.

Standard consultations

Ward Councillors - All three Councillors, Councillor Tom O'Callaghan, Councillor Bernard Priest and Councillor Mavis Smitheman are all fully supportive of the planning application.

Landscape Practice - Support this application subject to the following requirements;

1. The applicant should provide a detailed hard and soft landscaping plan, incorporating proposed grounds, drainage plan, boundary treatment and an additional street tree-planting scheme.

2. The existing trees to be retained on site should be protected in accordance with BS 5837:2005 and we will require submission of the following to confirm this:
   Arboricultural Method Statement
   Tree Protection Plan and details of protective barriers

Head of Engineering Services has requested further information on where the additional visitors who drive to the premises are to park their vehicles, considering the existing on-street parking problems in the area. With regards to the refuse lorry entering the site, the applicant needs to check by vehicular swept path details that this manoeuvre can be made within the available carriageway width, as any encroachment onto the existing footpaths will not be acceptable. It has also been stated that if the new access from Newton Avenue is to be gated, the gates must not open out onto the existing public highway. Nor should the existing gates of the emergency access on Stockport Rd open outwards onto the public highway and that- 2.0m x 2.0m pedestrian visibility splay and dropped kerbs rather than kerb radii to be provided at the new access on Newton Avenue.

Head of Regulatory and Enforcement Services has no objection to the application.

Supported Housing Monitoring Group - Following consultation at the Supported Housing Monitoring Group the group have confirmed that the above application is supported. Although Overton House is in a category A area which has high provision and high unsustainability, it was agreed to support the expansion as there is a local need for places for the Elderly Mentally Infirm. The owner has agreed to register all new beds as EMI provision. She has also provided figures as evidence that the conversion of the present building to reach CSCI standards would reduce the number of beds and make the business unviable. The Adult Social Care Commissioner for older people and the Mental Health Commissioner both support the expansion of Overton House.

South Manchester Regeneration - In the case of this application, they are prepared to offer support on the basis that the application refers to an established care home rather than a new business, it is targeted at adults with significant care needs who are unlikely to be unsupervised and the scheme is

located at the far south end of Ardwick (it is immediately adjacent to Longsight District Centre) and is less likely to have a negative impact on residents living in Ardwick neighbourhoods.

Greater Manchester Police Architectural Liason Officer
- recommends that any new glazing at ground floor level/easily accessible from ground floor level should be laminated to a minimum thickness of 7.5mm (on at least one pane in a double-glazed unit) and any new windows/doors are to 'Secured By Design' (SBD) standards (please see www.securedbydesign.com for more details).
- Lighting should be provided to the front and rear of the building (including the parking area and all entrances).
- Any vegetation existing or proposed at the front of the site should be kept to a maximum height of 1000mm and any foliage to trees should be at a height exceeding 2000mm, so as not to create potential hiding places for would-be criminals to exploit or impede natural surveillance of and from the building or parked vehicles.
- The bin store should be fully enclosed and lockable so that the bins are not vulnerable to attack.

Issues

National guidance

Planning Policy Statement 1 (PPS1): Delivering Sustainable Development

This statement advises that planning should facilitate and promote sustainable and inclusive patterns of urban development by making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life, contributing to sustainable economic development, protecting and enhancing the natural and historic environment, ensuring high quality development through good and inclusive design and efficient use of resources, and ensuring development supports existing communities and contributes to the creation of safe, sustainable, liveable mixed communities with good access to jobs and key services for all members of the community.

Planning Policy Statement 3 (PPS3): Housing

In deciding planning applications, LPAs should have regard to achieving high quality housing, ensuring developments achieve a good mix of housing reflecting the accommodation requirements of specific groups, in particular families and older people, the suitability of a site for housing including its environmental sustainability, and using land effectively and efficiently, and ensuring the proposed development is in line with planning for housing objectives, reflecting the need and demand for housing in an area.

Regional Planning Guidance

Regional Spatial Strategy for the North West - Formerly RPG13, this provides planning guidance for the North West region. Since 2004, the RSS has formed part of the development plans; as such the weight to be attached to its policies

has increased. It contains policies that address core principles of development including the following:

DP2 Enhancing the Quality of Life - ensuring development provides a high quality of life for this and future generations

DP3 Quality in New Development - ensuring that new development demonstrates good design and respect for its setting.

Unitary Development Plan - In deciding its attitudes to proposals within Longsight the Council will have regard to the general policies in Part 1 of the plan in order to improve the quality and range of housing to meet the needs of the local community, improve the quality of the local environment and reduce the amount of through traffic passing through residential areas so as to improve safety and quality of environment.

The property is on the corner of Stockport Road and therefore policy environmental policy E3.3 is applicable to this application. E3.3 states that the council will upgrade the appearance of the city's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

Policy E3.5 states that the council will promote measures which will lead to a safer environment for all people living in and using the city. These measures will include ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas and designing landscaping schemes so as to minimise the risk of attack.

Transport Policy T2.4 states that the City Council will expect developments to make adequate provision for their car parking requirements. In deciding whether the level of car parking associated with any development is acceptable, the Council will have regard to the environmental capacity of the site both in terms of the physical appearance of the car parking and its effect on neighbouring activities and also the ability of the local road network to accommodate the traffic generated by the proposed development. In addition T2.6 states that the Council will expect adequate car parking provision to be made for disabled people so that they can get easy access both to existing and new facilities in the City.

Relevant housing policies include H1.2, H1.5, H2.1, H2.2 and H2.7. Policy H1.2 states that the Council wishes to ensure that the City's various communities remain, or become more, sustainable in economic and social terms. In this respect, whilst generally welcoming housing developments, which will provide accommodation for people with special needs in appropriate locations, the Council will seek to avoid an over-concentration of such provision in any one area. H1.2 continues 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 accommodation for 1 & 2 person households including units suitable for elderly people and accommodation specifically designed for disabled people.

The council will encourage environmental improvements to make residential areas safer and more attractive pursuant to policy H2.1 and as stated in H2.2 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 determining planning applications for extensions to residential nursing homes and rest homes, the council will consider policies DC1.1-DC1.4, which have regard to the general character of the property, the effect upon the amenity of neighbouring occupiers the overall appearance of the proposal in the street scene and the effect of the loss of any on site car parking.

Extensions to residential properties will be allowed subject to compliance with other relevant policies of the plan and the following:- that they are not excessively large or bulky; they do not create an undue loss of sunlight; daylight or privacy; they are not out of character with the style of development in the area or the surrounding street scene by virtue of design, use of materials or constructional details and they would not result in the loss of off street car parking in a situation where there is so severe an existing on street car parking problem that unacceptable additional pressures would be created. The council will not normally approve rearward extensions greater than 3.65m in length or extensions which conflict with the councils guidelines on privacy distances.

In considering proposals for 2 storey side extensions, the council will have regard to the general guidance above and also to supplementary guidance to be issued. In particular, the council will seek to ensure that the actual or potential result of building the extension will not be the creation of a terracing effect, where this would be unsympathetic to the character of the street as a whole and the actual or potential result of building the extension will not be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationships between elements of the buildings involved. As a guide the council will normally permit 2 storey house extensions which, when built, would leave a minimum of 1.52m (5ft) between the side wall and the common boundary.

DC2.1 states that in determining planning applications for rest homes, nursing homes and other uses within Class C2 of the Use Classes Order, the Council will have regard to the effect of the operation of the business on the amenity of neighbouring residents, the standard of accommodation for the intended occupiers of the premises, including the availability of private outdoor amenity space, the effect of the proposals on visual amenity and the availability of adequate, safe and convenient arrangements for car parking and servicing. Also the ease of access for all, including disabled people, the desirability of avoiding an over-concentration of special needs or housing in any one area of the City and the desirability of broadly maintaining the existing character of a residential street or group of adjoining streets.

Planning permission will be refused when it cannot be demonstrated that development proposals will contribute to a more even spread of "special needs" accommodation within local areas and across the City as a whole. This is to encourage provision closer to where needs arise and avoid the need for people

to move from their local community to find the accommodation they require. Also to avoid stigmatising a particular neighbourhood or a particular type of accommodation and to avoid creating disproportionate stress on local services, such as health and education and to avoid additional pressure on primary and secondary health care provision in local areas.

DC2b.1 continues that the Council will only grant planning permission for special needs housing proposals where it can be demonstrated that the proposals will not have an adverse impact on the character of the street or the locality in respect of additional car parking space involving the loss of mature trees and landscaping, especially in front gardens, design of vehicular cross-overs to parking spaces in front gardens and additional comings and goings from officials and professional visitors. There will be a general presumption in favour of Class C2 uses within residential areas, subject to other relevant policies of the Plan however the Council will require any development in this category to meet the Council's current approved accommodation standards for developments of this kind and to provide usable external amenity space.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City. This document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Principle -The principle of extending an existing nursing home may be considered to be acceptable. However, the need for this significant increase in elderly accommodation and the impact of the extension on adjacent residential properties will need to be assessed.

The proposed use - As outlined in the Special Needs and Supported Housing Supplementary Planning Guidance dated April 1998, the application site falls within a category A area which has high provision and high unsustainability, however it was agreed to support the expansion as there is a local need for places for the Elderly Mentally Infirm and the expansion is also supported by the Adult Social Care Commissioner for older people and the Mental Health Commissioner.

Siting and Layout - The proposal has its principle frontage to Kirkmanshulme Lane, to continue the built form adjacent to the residential dwellings. The new build will not go beyond the building line on Kirkmanshulme lane and there will be slight staggered frontage so the building addresses the corner junction with a more detailed and varied footprint to that of the existing building. Although the footprint of the new build will be set at a different angle to the existing, this allows for the building to follow the building line of Kirkmanshulme Lane and face onto the junction with Stockport Road. To ensure a reduced impact on the amenity and character of the area, the development retains much of the landscaping around the perimeter of the site. Although the scheme will reduce the amount of outdoor space, a sufficient area at the rear has been retained for the residents and visitors to enjoy with a landscaped courtyard and water feature. The vehicle access point into the site is being provided from Newton

Avenue, where the main pedestrian entrance is also located, which as this is not a principle road is the preferred option. Therefore, it is considered that the siting and layout of the proposal is acceptable in this instance.

Design - The scheme includes a three-storey building that will complement the height of the existing Overton House and the adjacent residential dwellings. The design includes variations in heights, with a new single storey building linking the existing building to the proposed. Discussions have been held with the agent to negotiate an acceptable scheme in terms of siting and design at this prominent location and it is now considered that the proposed scheme, while offers a modern addition to the site, also reflects the character of the existing buildings on site. Particular attention has been given to the variation of rooflines and window detail, with the roofline being adjusted to continue the roofline of the properties along Kirkmanshulme Lane. The window cills have been added to give additional features to the building. Also the extent of render has been reduced to expose more brickwork to accord with the adjacent buildings. Therefore, the design and external appearance of this development is considered to be acceptable.

Trees, Landscaping and Amenity Space - It is acknowledged that the proposal for redeveloping this site does not include the removal of existing trees. Although the landscaped front garden will be replaced with hard standing to accommodate a car park for the premises, however the existing 900mm boundary wall will be retained as will the existing privet hedging. The rear yard will be paved and gardens beds will be planted providing a safe rear courtyard for clients of the facility. The existing trees to be retained would be protected by a condition relating to BS5837 'Trees in relation to Construction', further conditions would also be included in any approval relating to landscaping. Therefore, it is considered that the landscaping for this development is acceptable.

Residential Amenity - It is acknowledged that there are residential properties directly adjacent to the application site and there would be a significant increase in the amount of development on the site compared to the existing buildings and rear yard. The proposed scheme works to overcome the objections of the previous proposal, as the footprint and massing of the building have been altered to reduce the impact on the neighbouring residential properties. The highest part of the development will be three storeys with a single storey extension sited along the boundary with no. 1 Kirkmanshulme Lane. The majority of three-storey element of the extension will not extend beyond the rear building line of the properties along Kirkmanshulme Lane, however there will be a two-storey outrigger, which will out extend rearwards by 2m, although this is set away from the boundary. As the development will not include the loss of trees to the rear of the site, this will help to shield the development along the boundary with Kirkmanshulme Lane and Stockport Road

Although the extension would be located to the south of the adjacent residential property, due to the siting of the extension it is not considered that the sunlight received within the adjacent property and garden will be seriously affected by the building of the extension. Therefore, taking into account the above and the orientation of the site, it is not considered that there would be a significant reduction in the light currently received by existing properties. As this is a residential proposal in nature, there should not be a significant increase in the

noise generated from the site and the general activity should be limited to residents, staff and visitors leaving and returning to the accommodation. Therefore, it is not considered that this proposal would have a detrimental impact on the residential amenity currently enjoyed by the surrounding occupants.

Car Parking and Highway Safety - This development is for a supported housing use, so members of staff and visitors to the facility will require car parking provision. At present the facility does not have any off street car parking spaces. The plan shows the provision of four spaces to be created on the existing front garden area. Although, this would include the loss of shrub planting, the limited proposed parking is vital to the scheme due to the increased number of people that would live at the property, plus the increased comings and goings of visitors that could require off-street car parking. The agent has confirmed that visits by medical professionals will be arranged by appointment only during normal business hours and visits by relatives will be directed to weekends or evenings to avoid congestion to the car park and Newton Avenue. The site is also located in an area of good public transport provision, for visitors to the site. The Head of Engineering Services has raised concerns in relation to the position of the vehicular access gates into the car park and the visibility splays at this access point. Therefore, conditions have been included that require all highways issues to be addressed through the submission of further more detailed highway drawings.

Supported Housing - The supported housing monitoring group have confirmed that they are happy to support the application as it was agreed that there is a local need for places for the Elderly Mentally Infirm. The Adult Social Care Commissioner for older people and the Mental Health Commissioner also both support the expansion of Overton House.

Security - Greater Manchester Police Architectural Liaison Unit have been consulted and their comments will be accommodated within the scheme further comprehensive planning conditions to increase security to the building. The agent has confirmed that the recommendations made by Greater Manchester Police will be fully incorporated into the scheme and that the proposed bin store will be fully lockable. The comments regarding glass thickness and location, window design, security lighting and the control and maintenance of trees and shrubs on the site have also been noted and all the points raised will be incorporated within the design and future maintenance recommendations for the site.

Disabled Access - Although the City Council do not own the land the scheme has tried to comply with Design for Access 2 standards. The proposed new build will include a lift to all floors as well as all corridors and bedrooms having turning circles, of a minimum of 1.8m. The 14 bedrooms in the new build will have en-suite facilities, the bedrooms vary in size, however all have an external width of over 3 metres and length of 4 metres. The en-suites also vary in size although the smallest is not below 2m x 1.5m. It is therefore considered that an excellent level of accessibility has been achieved in this development.

Conclusion - The proposed development offers a much needed community facility, supported by the Ardwick Ward councillors, South Manchester Regeneration and the Supported Housing Monitoring Group. Although the

proposal will significantly increase the built form on the site, on site provision for car-parking, bin storage and amenity space has been accommodated. The design of the extension has been negotiated so that the scheme will respect its siting and have a reduced impact on the residential amenity of the area. It is therefore considered on balance that the proposed scheme is acceptable in terms of its need, design, siting, impact on residential amenity and character of its prominent location and as such is recommended for approval.

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 APPROVE

It is considered that the proposal will generally accord with the policies contained within the Development Plan, specifically the Unitary Development policies LL1, DC2, DC2a.1, DC2b.1, DC2.2, DC2.3, DC1.1-DC1.4, H1.2, H1.5, H2.1, H2.2, E3.3, T2.4 and T2.6 of the Manchester Unitary Development Plan, and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1, Planning Policy Statement 3 and DP2 and DP3 of the Regional Spatial Strategy, in that the development would provide modern and up to date supported housing for people in need of accommodation, would significantly improve the accommodation, car parking and the overall appearance of the site, and generally the proposal would provide a high quality facility within the area to the benefit of the wider surrounding community allowing the continuing regeneration of the locality and there are no material considerations of sufficient weight to indicate otherwise.

Conditions and/or Reasons

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

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

2) 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: 06/SC.02, 07/REV C and 08/REV D received 7th July 2008

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.

3) 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.

4) No development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub 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 or shrub 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 landscaping scheme for the development is carried out that 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.

5) 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 E2.4 and E2.6 of the Unitary Development Plan for the City of Manchester.

6) Prior to the commencement of the development hereby approved, a Tree Protection Plan and Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority. This should include correctly calculated construction exclusion zones, proposals for protection barriers and ground protection measures, engineering construction details where foundations and paving fall within the root protection areas of the retained trees, and details of any necessary tree surgery to facilitate construction operations. The development shall then be constructed in full accordance with the approved details, unless otherwise agreed in writing with 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, pursuant to Policies E2.6 of the adopted UDP for the City of Manchester.

7) Notwithstanding the approved drawings, prior to the commencement of the development a scaled drawing showing the required 2.0 metres by 2.0 metres pedestrian visibility splays at the new vehicular access point onto Newton Avenue should be submitted to and approved in writing by the City Council as the Local Planning Authority. The scheme should then be implemented in full accordance with the approved details.

Reason - In the interests of pedestrian and highway safety, in accordance with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

8) No development shall commence until details of the measures to be incorporated into the development 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, unless otherwise agreed in writing by City Council as local planning authority.

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".

9) Notwithstanding the hereby approved plans, swept path details of vehicles entering and leaving the proposed site car park shall be submitted and approved in writing by the City Council as the Local Planning Authority, unless otherwise agreed in writing with the City Council.

Reason - In the interests of pedestrian and highway safety, in accordance with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

10) No development shall commence until details of lighting to the front and rear of the building (including the parking area and all entrances) to be incorporated into the development have been submitted to and approved in writing by the City Council as local planning authority. The lighting must only be implemented in accordance with the approved details and retain thereafter unless otherwise agreed in writing with the City Council.

Reason - To provide increased security to the residents and visitors to Overton House, pursuant to Policy E3.5 and H2.2 of the adopted UDP for the City of Manchester.

11) Notwithstanding the hereby approved plans, all proposed site boundary gates should not open out onto the public highway, but inwards into the site.

Reason - In the interests of pedestrian and highway safety, in accordance with Policy H2.2 of the Unitary Development Plan for the City of Manchester and pursuant to the email from the agent, Mr. Peter Summersgill, dated 11th July 2008.

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: 084955/FO/2007/N2 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:

Chief Executive's Landscape Practice Group
Engineering Services
Environmental Health
Special Needs & Supported Housing
South Manchester Regeneration
Greater Manchester Police

Greater Manchester Ecology Unit
Apartment 34, 1 Birch Lane, Manchester, M13 0NW
Apartment 38, 1 Birch Lane, Manchester, M13 0NW
Apartment 22, 1 Birch Lane, Manchester, M13 0NW
Apartment 23, 1 Birch Lane, Manchester, M13 0NW
Apartment 24, 1 Birch Lane, Manchester, M13 0NW
Apartment 25, 1 Birch Lane, Manchester, M13 0NW
Apartment 26, 1 Birch Lane, Manchester, M13 0NW
Apartment 27, 1 Birch Lane, Manchester, M13 0NW
Apartment 28, 1 Birch Lane, Manchester, M13 0NW
Apartment 29, 1 Birch Lane, Manchester, M13 0NW
Apartment 30, 1 Birch Lane, Manchester, M13 0NW
Apartment 31, 1 Birch Lane, Manchester, M13 0NW
Apartment 21, 1 Birch Lane, Manchester, M13 0NW
Apartment 1, 1 Birch Lane, Manchester, M13 0NW
Apartment 2, 1 Birch Lane, Manchester, M13 0NW
Apartment 3, 1 Birch Lane, Manchester, M13 0NW
Apartment 4, 1 Birch Lane, Manchester, M13 0NW
Apartment 5, 1 Birch Lane, Manchester, M13 0NW
Apartment 6, 1 Birch Lane, Manchester, M13 0NW
Apartment 7, 1 Birch Lane, Manchester, M13 0NW
Apartment 8, 1 Birch Lane, Manchester, M13 0NW
Apartment 9, 1 Birch Lane, Manchester, M13 0NW
Apartment 10, 1 Birch Lane, Manchester, M13 0NW
Apartment 11, 1 Birch Lane, Manchester, M13 0NW
Apartment 12, 1 Birch Lane, Manchester, M13 0NW
Apartment 13, 1 Birch Lane, Manchester, M13 0NW
Apartment 14, 1 Birch Lane, Manchester, M13 0NW
Apartment 15, 1 Birch Lane, Manchester, M13 0NW
Apartment 16, 1 Birch Lane, Manchester, M13 0NW
Apartment 17, 1 Birch Lane, Manchester, M13 0NW
Apartment 18, 1 Birch Lane, Manchester, M13 0NW
Apartment 19, 1 Birch Lane, Manchester, M13 0NW
Apartment 20, 1 Birch Lane, Manchester, M13 0NW
442 Stockport Road, Manchester, M12 4FX
444 Stockport Road, Manchester, M12 4FX
446 Stockport Road, Manchester, M12 4FX
448 Stockport Road, Manchester, M12 4FX
450 Stockport Road, Manchester, M12 4FX
452 Stockport Road, Manchester, M12 4FX
454 Stockport Road, Manchester, M12 4FX
456 Stockport Road, Manchester, M12 4FX
441 Stockport Road, Manchester, M12 4JB
1 Kirkmanshulme Lane, Manchester, M12 4NA
Flat 1, 3 Kirkmanshulme Lane, Manchester, M12 4NA
10 Kirkmanshulme Lane, Manchester, M12 4WA
2 Newton Avenue, Manchester, M12 4EW
4 Newton Avenue, Manchester, M12 4EW
6 Newton Avenue, Manchester, M12 4EW
6b, Linnett Close, Manchester, M12 4EZ
7 Linnett Close, Manchester, M12 4EZ
Flat 2, 3 Kirkmanshulme Lane, Manchester, M12 4NA
Flat 3, 3 Kirkmanshulme Lane, Manchester, M12 4NA

Flat 4, 3 Kirkmanshulme Lane, Manchester, M12 4NA
29 St. Johns Road, Manchester, M13 0NE
31 St. Johns Road, Manchester, M13 0NE
33 St. Johns Road, Manchester, M13 0NE
35 St. Johns Road, Manchester, M13 0NE
37 St. Johns Road, Manchester, M13 0NE
39 St. Johns Road, Manchester, M13 0NE

Representations were received from the following third parties:

Ward Councillors
Chief Executive's Landscape Practice Group
Engineering Services
Environmental Health
Special Needs & Supported Housing
South Manchester Regeneration
Greater Manchester Police

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Email : h.milner@manchester.gov.uk