

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133524/FO/2022

Date registered valid: 23 June 2022

Proposal: Conversion of existing properties/flats to form two semi-detached residential dwellings with amended vehicular access

Address: 7 Vincent Avenue, Manchester, M21 9GR

Ward(s): Chorlton Ward

Applicant: Mr Richard Moss, MB Living, C/o Agent

Agent (if any): Mr Lee Walsh, 12/23 Architecture Design Ltd, 11-23 Bridgewater Place, Manchester, M4 1QF

Case officer: Linda Marciniak
Tel: 0161 234 4636
Email: linda.marciniak@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 16 August 2022



Application details

Type of application: Full Application Consent
Development type: Minor Other
Date of site visit: 01.08.2022
Standard consultations: Printed: 5 July 2022 Expired: 26 July 2022
Neighbour notifications Printed: 5 July 2022 Expired: 26 July 2022
Site notice: Posted: 01.08.2022 Expired: 21.08.2022
Press advert: Published: 12 July 2022 Expired: 2 August 2022
Departure from Development Plan: No
Environmental Statement: Not required
Listed building: Not applicable
Conservation area: Wilbraham Road/Edge Lane Conservation Area 2005
Tree Preservation Order: N/A

Description of site/building

The application site concerns Nos. 7 and 9 Vincent Avenue, a pair of Victorian red brick semi-detached houses set within rectangular garden plots. The dwellings are part 3/part 4 storey including basements and are currently in use as 4no flats (2 x 1-bed and 2 x 3-bed). Externally, there is a tarmac parking area to the front of No.9 and tarmac and a patch of lawn to the front of No.7. Both properties have large gardens at the rear. There are 2no. mature trees in the front garden of No.7 and further mature trees on the rear boundaries. The boundary treatment to the front comprises of a low brick wall capped with flat gritstone coping stones. No.7 has a pedestrian access only whilst No.9 has vehicular access.



Description of area

The site is within a residential cul-de-sac of similar Victorian villas to the west of Oswald Road approximately 345 metres north-west of Chorlton District Centre. The site is within the

Wilbraham Road/Edge Lane Conservation Area (2005) for which the designation is set out below.

Site History

There are three applications on the site for works to various trees approved in June 2007 (Refs: 083202/TCA/2007/S1 and 083201/TCA/2007/S1) and in July 2014 for the pruning of a sycamore, 2no. Limes and removal and replacement of a Cherry (Ref: 105991/TCA/2014/S1).

Description of development

Conversion of existing properties/flats to form two semi-detached residential dwellings with amended vehicular access.

Consultations & Notification Responses

A total of 49no. residents were notified of the application by letter and advertisement via display of a site notice and in the Manchester Evening News – No comments were received.

Chorlton Voice – No comments received.

Highway Services – Comments:

Trip Generation and Junction Capacity

It is accepted that the development is unlikely to generate any highway safety, traffic or network capacity concerns.

Parking And Access

Each property will have a driveway, each driveway will have 2 car parking spaces. The applicant should verify that the length of each driveway is sufficient so that the vehicles will not overhang on the footway, each driveway space should provide a minimum of 3.0m x 6.0m, per car, in line with MCCs standard minimum dimensions.

Vehicular access to the existing driveway is taken from Vincent Avenue. In order to facilitate access into the additional driveway a new vehicular crossover will be required. The new access will need to be built in accordance with MCC construction standards under a Section 184 vehicle crossing license/agreement, this will need discussion with MCC's Highways Applications and Network Resilience teams via the Contact Centre on 0161 234 5004. This will be funded at the applicant's expense.

The applicant may wish to consider the installation of a H-Bar marking to protect driveway access. This should be provided in agreement with MCC Highways.

Cycle Parking

In line with MCC recommendations, secure and sheltered cycle provision should be made, within the curtilage of the site.

Refuse & Servicing

A refuse storage area is noted within each site, towards the rear of the properties, this is acceptable to Highways.

We assume that the bins will be presented adjacent to the highway by the occupants on waste collection days.

Boundary Treatments

The low-level wall boundary to the front on the site is to be retained. The applicant should be advised that all boundary treatments with frontage to the adopted highway should retain appropriate visibility from a height of 600mm upwards in order to protect sight lines.

All gating which is accessed from the highway must be ensured to be inwardly opening, in order to prevent obstruction to passing footway users.

Construction Management

The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicences@manchester.gov.uk

Environmental Health – Comments:

Demolition/Construction Hours

Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

Refuse

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 amenity and public health.

The plans show that each property has a bin store with the capacity to store the four bins required. The Waste Management Strategy submitted with the application is acceptable.

Air Quality

a) Prior to commencement of the development, a scheme for electric vehicle charging and any other considerations, for example boiler emissions, shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

The developer should refer to MCC's AQ Guidance Note for EV charge point recommendations, and also IAQM Planning guidance for further information on boilers etc if relevant.

Information for Developers guidance documents can be downloaded using the following link: http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

City Arborist – No comments received.

Conservation Area Designation – Relevant extracts from the designation listing are set out below:

The junction of Wilbraham Road, a major arterial route within the City of Manchester, and Edge Lane in Chorlton has long been recognised as possessing buildings and spaces of character and quality dating back to the late 19th century. The buildings continue to be complimented by a substantial and mature tree coverage...

The spaces within the conservation area are based on the street pattern, so spaces are essentially linear, their width determined by the distance buildings are set back from their road boundaries.

The spaces are characterised by the front gardens to individual properties, sometimes containing mature trees, by the brick or stone boundary walls and their related gateposts, by the pavements, kerbs and highway surfaces...

Collectively, gardens, both front and rear, provide important spatial characteristics relevant to the conservation area...

Most of the buildings in the area are constructed in Manchester red/orange brick, sometimes in conjunction with buff coloured sandstone dressings. Occasionally blue brick is used to provide detail within the mainly red/orange brick facades...

The trees and garden hedges to the front of properties make a significant contribution to the character of the street 'corridor'.

The trees planted within the private gardens make an important contribution to the public realm...

The removal of original boundary walls, gateposts and their replacement with weakly detailed fencing or railings generally throughout the area is a significant loss to the character of the area. The replacement of original timber windows with flat faced alternatives, especially in older buildings, has resulted in a loss to the character of both the building in question and to the wider area...

Policy

The framework for assessing development in relation to heritage assets is set out in the following national and local policies and statute:

Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990

Primary legislation requires local planning authorities to pay special attention to the desirability of preserving or enhancing the character of a conservation area.

The National Planning Policy Framework (NPPF) (2021) – Chapter 16 Conserving and Enhancing the Historic Environment.

The Framework gives emphasis to a presumption in favour of sustainable development which means approving development, without delay, where it accords with the policies of the development plan, unless material considerations indicate otherwise.

The proposed development is considered to accord with Chapter 16 of which the following sections apply:

Para 130 – Developments should function well and add to the overall quality of the area, be visually attractive as a result of good architecture, sympathetic to local character and history and establish or maintain a strong sense of place.

Para 189 - Heritage assets should be conserved in a manner appropriate to their significance.

Para 197 - In determining applications, LPA's should take account of, the desirability of sustaining and enhancing the significance of heritage assets.

Para 199 - When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

Para 200 - Any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification.

Para 202 - Proposals of less than substantial harm to the significance of a designated heritage asset should be assessed against the wider public benefits of the proposal.

Para 203 - The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy")

The Core Strategy was adopted by the City Council on 11th July 2012. The following policies are material to this application:

- o Policy DM1 - Development Management
- o Policy SP1 - Spatial Principles
- o Policy EN3 – Heritage
- o Policy EN9 – Green Infrastructure
- o Policy EN15 – Biodiversity and Geological Conservation
- o Policy H6 - Housing (South Manchester)

Unitary Development Plan (UDP)

The UDP has been superseded by the Core Strategy Development Plan. Several policies have been saved by way of a Secretary of State Saving Direction. For the purposes of this application, policy DC18.1 'Conservation Areas' is extant and therefore material to the assessment of the application.

For reasons to be outlined below, it is considered the proposal accords with the principles of the Development Plan.

Principle

Policies SP1, DM1 and EN3 of the Manchester Core Strategy 2012 (Core Strategy) seek to ensure that new development enhances or creates character, protects, and enhances the built environment, and that the design, scale, and appearance of the proposed development is appropriate to its context. Policy H6 of the same document promotes the provision of family housing in South Manchester which includes the Chorlton area whilst policies EN9 and EN15 concern protection of the natural environment including trees and biodiversity.

The proposal is for a low level of intervention to return a sub-divided pair of Victorian semi-detached dwellings back to single family dwellings which is acceptable in principle. To facilitate this, the majority of internal works can proceed without recourse to a planning application. However, some modification to the front boundaries and curtilage is proposed as discussed below.

Issues

Housing Provision

The proposal currently comprises of 4no. flats – 2 x 1-bed and 2 x 3-bed. This has the potential to support approximately 8no. households which is an intensive use of the properties with attendant demands on parking and waste provision. Policy H6 of the Core Strategy supports the provision of more family housing in South Manchester, an area which has limited opportunities for new larger scale housing development. The proposal is a conforming use within a short cul-

de-sac of mainly family housing and so complies with policy H6. It delivers 2 x 5-bedroom properties over 3 floors (3no. en-suite) with basement storage / wine cellars and generous living accommodation to each property as well as external amenity and off-road parking. To maintain the character of the residential area, sustainable community and avoid any future loss of visual and residential amenity, it is considered appropriate to append a condition requiring that the properties remain within a C3a Use Class. A condition is appended as set out below.

The level of waste provision for each property has been assessed by the Environmental Health team and is considered adequate to support the residential demands of the proposal.

Residential Amenity

The proposal has acceptable impacts on residential amenity. It retains the existing provision and location of windows and makes no alterations to the footprint. En-suite and bathroom windows are required to be obscurely glazed on condition of any approval as set out in the appended condition.

Impact on the Conservation Area

The proposal makes little alteration to the external appearance of each building. Due to the raised internal floor level, No.7 includes a stepped access on the side elevation that leads into a storeroom which connects internally with the main entrance hall. It is proposed to match this access with an existing similar access in situ at No.9. The steps would be set back 4.6 metres off the front elevation with a platform top and handrail. It is considered that this element of the proposal has a neutral impact on the appearance of the dwelling.

The majority of visible works are to the front garden areas and boundary wall at No.7. In terms of the works, a small section of wall is proposed to be removed from the frontage to facilitate vehicular access and match the existing vehicular access at No.9. The loss of some boundary wall is regrettable as this forms part of the original fabric that contributes towards the character and therefore the significance of the Conservation Area as noted in the designation. The loss is



considered to be less than substantial in terms of the harm to the character of the Conservation Area. Paragraphs 200 and 202 of the NPPF require that any loss of significance of heritage assets should require clear and convincing justification and be weighed against the public benefits of the proposal.

The justification is to accommodate 2no. vehicles off-road. Vincent Avenue is a narrow cul-de-sac where double-parked vehicles and the presence of street and mature garden trees compromise access leading to a congested street. The

benefit of the proposal is the return of the pair of semi's to family housing that is suitable to meet current demands, including secure off-road parking. The proposal is in keeping with the character of Vincent Avenue where the majority of family housing has vehicular access. The proposal indicates a more considered, conservation-led approach to the management of the dwellings and their external curtilage, in accordance with paragraph 130 of the NPPF.

In detail, this includes better and formalised parking and a reintroduction of lawn to the front of No.9 which is currently all tarmacked over. A new low boundary wall between the two front gardens will formalise the distinction between the two properties which is currently lacking, and overall, will tidy up the front curtilage to the benefit of the street scene. A condition is appended for materials to match.

The majority of the front boundary wall to the back of pavement will be retained and planted up with hedging which will soften the appearance and is in keeping with the green character of the Conservation Area as noted in the designation. It also reinforces a sense of defensible space which will improve the security potential of the dwellings. This also applies to the rear gardens where new timber fencing between gardens is proposed.

The proposal also formalises and screens the bins for each property moving them away from the front/side elevations to a bin store towards the rear elevation.

On balance the proposal offers a benefit to the street scene and upgrade to the non-designated heritage assets which will preserve and enhance their appearance and secure their longevity. It is considered that this outweighs the loss of some original fabric and so is justified in terms of Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Chapter 16 of the NPPF, policies SP1, DM1 and EN3 of the Core Strategy and saved UDP policy DC18.1.

Vehicular Access

As noted above, the proposed vehicular access is to be provided to No.7 where only pedestrian access currently exists. A 3.6 metre length of brick and gritstone capped wall is proposed to be removed. Highway Services have no objection to this provided that adequate sightlines are maintained upwards of 600mm in the interests of pedestrian and highway safety. The existing boundary wall is 820mm high which is in excess of Highway's requirements. In this instance, there is no justification for reducing the height of the boundary wall to improve sight lines; the properties are close to the end of the cul-de-sac where traffic speeds would naturally be lower, and a lowered wall would be out of character as well as entail further loss of fabric. No gates are shown on the elevations. An Informative is therefore appended that any gates should meet Highways' visibility requirements.

Trees

The proposal was amended before registering the application taking account of a point raised at validation with regards to protecting tree roots. The amendment has extended a section of lawn in each front garden to avoid tarmacking over tree roots. The front garden area includes 2 large and mature trees; a beech and a sycamore which have a high amenity value in the street scene and benefit from protection under the statutory designation. There is no clear assessment however of whether the amended extent of lawn is adequate to protect the tree roots and no comments have been received from the City Arborist. It is therefore recommended that an Arboricultural Method Statement is submitted that sets out how the 2no. retained trees are to be protected during any construction works. A condition is appended at the end of this report in the interest of preservation of the character of the Conservation Area and to secure the biodiversity potential of the trees pursuant to Core Strategy policies EN9 and EN15.

Other matters

The proposal is for minor modifications to existing dwellings. Recommendations in this instance for electric vehicle charging points, cycle parking, air quality assessments and details of boilers are considered onerous for the extent of development proposed.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

The local planning authority in making its decision has had due regard to paragraph 47 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and has approved the application subject to appropriate conditions and for the reasons outlined in the delegated report. The application was notified publicly by way of a site notice, advertisement in the Manchester Evening News and by letters to 49no. neighbours, as well as a local residents' group. No comments were received in response.

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

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 as referenced, received on the dates noted below:

Application Form 23 Jun 2022

Drawing - Location Plan 05 May 2022

Drawing - Existing Site Plan PL006 05 May 2022

Drawing - Existing Floor Plans PL004 05 May 2022

Drawing - Existing Elevations PL005 05 May 2022

Drawing - Existing & Proposed Street Scene 11 May 2022

Drawing - Site Plan PL009 10 May 2022

Drawing - Proposed Floor Plans PL007 05 May 2022

Drawing - Proposed Elevations PL008 10 May 2022

Reason - To ensure that the development is carried out in accordance with the approved plans pursuant to saved policies DC1 and DC18.1 of the Unitary Development Plan, policies DM1 and

EN3 of the adopted Core Strategy for the City of Manchester and Chapter 16 of the National Planning Policy Framework (2021).

3) The materials to be used on the external surfaces of the development hereby permitted shall be implemented in accordance with the approved details as set out in the drawings and documents specified in Condition 2 of this approval.

Reason - To ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1 and DC18.1 of the Unitary Development Plan for the City of Manchester; SP1, EN3 and DM1 of the Manchester Core Strategy and the requirements of Chapter 16 of the National Planning Policy Framework (2021).

4) The ground and first floor WC and en-suite windows shown on drawings PL007 and PL008, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

5) Prior to commencement of the works to each front garden area and boundary walls, an Arboricultural Method Statement including detailed design drawings and cross sections, showing the methods of protecting the roots of the 2no. trees in the front garden areas of No.7 and 9 Vincent Avenue, and affected by any development of the tarmac hardstanding, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be constructed in accordance with the approved drawings.

Reason - To safeguard the root protection zones of statutorily protected retained trees on the site in the interests of residential and visual amenity pursuant to policies DM1, DC18, EN3, EN9 and EN15 of the Development Plan for Manchester.

6) 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 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 EN9 and EN15 of the Core Strategy.

7) 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 EN9 and EN15 of the Core Strategy.

8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order revoking and re-enacting that Order with or without modification) no part of any dwelling shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason – To safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1, H6, H11 and DM1 of the Manchester Core Strategy (2012).

Informatives

1) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

2) The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicences@manchester.gov.uk

3) The new access will need to be built in accordance with MCC construction standards under a Section 184 vehicle crossing license/agreement, this will need discussion with MCC's Highways Applications and Network Resilience teams via the Contact Centre on 0161 234 5004. This will be funded at the applicant's expense.

4) The applicant should be advised that all gating which is accessed from the highway must be ensured to be inwardly opening, in order to prevent obstruction to passing footway users.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Chorlton Voice

4 Vincent Avenue, Manchester, M21 9GR
Flat 5, 530 Wilbraham Road, Manchester, M21 9LD
Flat 5, 12 Vincent Avenue, Manchester, M21 9GR
Flat 4, 12 Vincent Avenue, Manchester, M21 9GR
Flat 3, 12 Vincent Avenue, Manchester, M21 9GR
Flat 2, 12 Vincent Avenue, Manchester, M21 9GR
Flat 1, 12 Vincent Avenue, Manchester, M21 9GR
Bottom Floor, 7 Vincent Avenue, Manchester, M21 9GR
Flat 4, 10 Vincent Avenue, Manchester, M21 9GR
Flat 3, 10 Vincent Avenue, Manchester, M21 9GR
Flat 2, 10 Vincent Avenue, Manchester, M21 9GR
Flat 1, 10 Vincent Avenue, Manchester, M21 9GR
Flat 2, 5 Vincent Avenue, Manchester, M21 9GR
Flat 1, 5 Vincent Avenue, Manchester, M21 9GR
530 Wilbraham Road, Manchester, M21 9LD
Flat 5, 532 Wilbraham Road, Manchester, M21 9LD
Flat 3, 532 Wilbraham Road, Manchester, M21 9LD
Flat 5, 536 Wilbraham Road, Manchester, M21 9LD
Flat 2, 536 Wilbraham Road, Manchester, M21 9LD
Flat 6, 11 - 13 Vincent Avenue, Manchester, M21 9GR
Flat 3, 11 - 13 Vincent Avenue, Manchester, M21 9GR
Flat 1, 11 - 13 Vincent Avenue, Manchester, M21 9GR
Flat 1, 530 Wilbraham Road, Manchester, M21 9LD
534 Wilbraham Road, Manchester, M21 9LD
10 Vincent Avenue, Manchester, M21 9GR
12 Vincent Avenue, Manchester, M21 9GR
Flat 3, 6 Vincent Avenue, Manchester, M21 9GR
Flat 2, 6 Vincent Avenue, Manchester, M21 9GR
Flat 1, 6 Vincent Avenue, Manchester, M21 9GR
Top Floor, 7 Vincent Avenue, Manchester, M21 9GR
Flat 7, 532 Wilbraham Road, Manchester, M21 9LD
Flat 6, 532 Wilbraham Road, Manchester, M21 9LD
Flat 4, 532 Wilbraham Road, Manchester, M21 9LD
Flat 2, 532 Wilbraham Road, Manchester, M21 9LD
Flat 1, 532 Wilbraham Road, Manchester, M21 9LD
Flat 4, 536 Wilbraham Road, Manchester, M21 9LD
Flat 3, 536 Wilbraham Road, Manchester, M21 9LD
Flat 1, 536 Wilbraham Road, Manchester, M21 9LD
Flat 7, 11 - 13 Vincent Avenue, Manchester, M21 9GR
Flat 5, 11 - 13 Vincent Avenue, Manchester, M21 9GR
Flat 4, 11 - 13 Vincent Avenue, Manchester, M21 9GR
Flat 2, 11 - 13 Vincent Avenue, Manchester, M21 9GR
Flat 1, 9 Vincent Avenue, Manchester, M21 9GR
Flat 2, 9 Vincent Avenue, Manchester, M21 9GR
3 Vincent Avenue, Manchester, M21 9GR
8 Vincent Avenue, Manchester, M21 9GR
Flat 4, 530 Wilbraham Road, Manchester, M21 9LD
Flat 3, 530 Wilbraham Road, Manchester, M21 9LD

Flat 2, 530 Wilbraham Road, Manchester, M21 9LD

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Conservation Area - Wilbraham Road/Edge Lane Conservation Area 2005

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: SOUTH