

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130003/FO/2021

Date registered valid: 25 August 2021

Proposal: Change of use of an ancillary office building to a commercial kitchen and alterations to existing external flues

Address: 648 Ashton Old Road, Manchester, M11 2WD

Ward(s): Clayton & Openshaw Ward

Applicant: Mr Kamran Khan 648 Ashton Old Road, Manchester, M11 2WD

Agent (if any): Mr Nadir Khan NK Architects Sovereign House , Stockport Road, SK8 2EA

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 20 October 2021

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit:

Standard consultations:

Printed: 27 August 2021 Expired: 17 September 2021

Neighbour notifications

Printed: 13 October 2021 Expired: 20 October 2021

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

This application relates to the site of a warehouse building, built in the early 1980's. The wider site fronts Ashton Old Road, to the north, and is also bounded by Clayton Lane South, to the east, Whitworth Street, to the south, and Nuttall Street, to the west. At the rear of the site, fronting Whitworth Street, planning permission was granted, in 1990, for a three storey extension to the warehouse building to form ancillary office accommodation. The site lies on the south side of Ashton Old Road in a strip of commercial and industrial uses. To the North of the site, there is a residential area, across Ashton Old Road, to the South there is a large vacant brownfield site, with an education institution to the east and commercial units to the west.

The three storey extension is of a brick construction and has recently become vacant as a new occupier, of the warehouse unit, does not require it. It is therefore proposed to change the use of this building to a commercial kitchen, on the ground and first floor of the vacant office building, with the second floor being used as an ancillary office/store to the commercial kitchen. The applicant states that food prepared on site will be for delivery only. The warehouse unit would retain its B8 use.

The proposal includes the installation of two extraction flues on the southern wall of the block, adjoining Whitworth Street. No other external alterations are proposed

The overall site includes a large 'L' shaped service yard and the site is surrounded by a 2.2 metre high palisade fence, with vehicular access taken from Clayton Lane South. There are no changes to these existing arrangements. The proposal also includes 4 dedicated car parking

spaces each, for both the existing warehouse unit and proposed commercial kitchen (8 spaces in total). Secure lockers for 7 cycles are also provided.

The proposed hours of operation, of the commercial kitchen, are 10am to 10pm, 7 days a week.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highway Services - Made the following comments:

TRIP GENERATION AND JUNCTION CAPACITY:

In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

SITE ACCESSIBILITY:

Regular bus services are routed along Ashton Old Road and provide connections to Manchester City Centre and Ashton-under-Lyne.

The closest Metrolink facility is located at the Velopark and provides connection to Eccles and Ashton-under-Lyne via Piccadilly Gardens.

The closest railway station is Ashburys which provides connections to Manchester Piccadilly, New Mills Central, Hadfield and Rose Hill Marple.

PARKING AND ACCESS:

There are 4 car parking spaces located within the site's curtilage. Clarification is sought on the dimensions of the spaces and the arrangements for the existing warehouse units.

Vehicular access to the site is gained via the existing access on Clayton Lane South.

CYCLE PARKING:

In line with MCC recommendations, secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/ visitor cycles. It is required that secure cycle parking is provided as part of the development on site.

REFUSE AND SERVICING:

A refuse storage area is noted within the site. A bin collection point is also in place within the red line boundary of the site. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

A swept path drawing has been produced and shows that a service vehicle is able to manoeuvre in the site.

It should be ensured that with the parking for the kitchen and the warehouse, servicing can still be achieved on-site safely.

In response the applicant has provided a revised plan showing the following details:

- 7 secure cycle lockers, to serve both the warehouse and proposed commercial kitchen, with 4 lockers dedicated to the commercial kitchen.
- Provision of car parking spaces, with dimensions of 2.5m x 5.0m.
- 4 dedicated parking spaces each for both the warehouse and proposed commercial kitchen (i.e. 8 spaces in total).
- With regards to the servicing vehicles, confirmation is provided that they do not need to enter the warehouse building.

Highways consequently provided the following further response:

- The cycle parking is acceptable to Highways.
- Highways notes the level of car parking spaces and the 2.5m x 5.0m dimensions, which is acceptable to Highways. It is recommended that the two businesses monitor the car park usage and ensure staff use the correct dedicated parking spaces.
- Highways accepts the proposed servicing arrangement.

Highways therefore have no concerns about the proposal.

Strategic Area and Citywide Support Manager - Originally the proposed flues terminated below the roof eaves level, and Environmental Health required that they terminate at least 1 metre above eaves level. The applicant has submitted revised plans which satisfy these requirements. In addition conditions are proposed in relation to deliveries, fumes (approval of submitted details), hours as applied for, the acoustic insulation of external equipment and refuse (approval of submitted details). An informative is also proposed in relation to construction hours.

Flood Risk Management Unit - Recommends that any permission is subject to a condition requiring the submission of a flood risk assessment prior to any development commencing on site.

Updated comments 20.10.2021 - The drainage of the site can be approved and they have the following recommendation: The applicant should design and construct a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy. As part of the proposed development is within Flood Zone 2, floor levels should be set no lower than existing floor levels.

United Utilities - No comments received.

Greater Manchester Police - Recommends a number of security improvements, which have been provided to the applicant as an informative.

Issues

National Planning Policy Framework (July 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;
- b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 127).

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

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

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EC 5 relates to economic development in East Manchester. It states that development will be supported in existing employment and economic development areas, including Alan Turing Way, along key radial routes and Ardwick Goods Yards.

The district centres of Newton Heath, Eastlands, Gorton and Openshaw offer opportunities for small scale mixed use local employment opportunities. Larger scale proposals will be considered if good transport links exist to the City Centre/Regional Centre.

It states that the Council will promote development which:

- ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre;
- takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and new stops;
- creates links to the Rochdale and Ashton Canals and links to the open space network including the Rochdale and Ashton Canals and the Medlock Valley, providing opportunities for walking and cycling to economic development opportunities;
- has regard to listed buildings and conservation areas including Ancoats and the industrial heritage of the area.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

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

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy 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.

Principle of development - The site is an existing industrial site in a strip of industrial/commercial uses along the southern side of this section of Ashton Old Road. The proposal would also bring an existing vacant building back into use and create the equivalent of 6 full time jobs. It is therefore considered to be an appropriate location, in principle, for a development of this nature.

Relationship to adjoining warehouse - The building, in which the commercial kitchen is proposed, was previously an ancillary office building, to the adjoining warehouse. The site therefore has historically operated as a single use operation. The site would therefore now operate as two independent uses making use of the same site entrance and servicing area, but this is not an unusual arrangement, with many other small industrial complexes/estates existing in the area. Also, the proposed use is considered to be a compatible operation, to the existing warehouse unit and a secondary use, of this site, is therefore considered to be appropriate.

Car parking/servicing - Plans have been submitted which show the provision of 4 dedicated car parking spaces, for both the existing warehouse use and proposed commercial kitchen (8 spaces in total), and the provision of lockers for 7 cycles. Otherwise the site arrangements are as existing with a large service area that can accommodate all service vehicles associated with the two operations on site. These arrangements are considered to be acceptable to Highway Services.

External alterations - The alterations to the building comprise the addition of two flues, on the Whitworth Street side of the building. These are quite large as the needed to terminate 1 metre above eaves level, in order to meet the requirements of Environmental Health. However, they are located on the opposite side of the building, away from the nearest housing, and Ashton Old Road, so they will be seen in the industrial setting of Whitworth Street, rather than from the housing or the busy radial route. The proposed works are therefore considered to be acceptable.

Residential amenity - The premises are located approximately 75 metres from the nearest residential properties, but are separated from them by the attached warehouse building and the

busy Ashton Old Road. The premises lie on the commercial side of Ashton Old Road in an area where noise levels are already quite significant. The proposed hours of operation, of 10am to 10pm, are considered to be acceptable to Environmental Health and it is not therefore considered that the proposed development would impact on the amenity of nearby residents.

Flooding – part of the existing building lies within flood zone 2. However, as only a change of use is proposed from one commercial use to another, Flood Risk officers have revised their comments and their updated observations would be attached to any approval as an informative.

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

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, negotiations were entered into in relation to the proposed external flues, highway matters and the full extent of the site boundary. In addition, the applicant was notified of a pre-commencement condition and acceptance of this condition has been confirmed.

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:

Drawing number 600.01 and the drawing titled 'Drawing and Dimensions 2100 Series -2102'

Design and Access statement dated March 2021
Waste Management Strategy dated April 2021
Standard Circular Silencer Insertion Loss Data document
Economy Baffle Filter Model GFBE Stainless Steel document
Electrostatic Precipitator Technical and Operation Manual
Electrostatic Precipitator Manual Clean and Autowash System document
On 100 Odour Neutraliser Technical and Operation Manual and associated explanatory document
Sitesafe Carbon Units document
Northern Fan Supplies Ltd Technical Data Sheet
UV-O 1000C Technical and Operation Manual
All stamped as received by the City Council, as Local Planning Authority, on 12 April 2021

Drawing number 600.02A, stamped as received by the City Council, as Local Planning Authority, on 11 August 2021

Drawings numbered 600.00A and 600.03D, stamped as received by the City Council, as Local Planning Authority, on 25 August 2021

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy.

3) The commercial kitchen hereby approved shall only be operational during the following hours:
10.00am to 10.00pm Mondays to Sundays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 7.30 am to 8.00 pm, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

5) Externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment, prior to the first use of the building.

Externally mounted ancillary plant, equipment and servicing shall be acoustically treated in accordance with a scheme designed so as to achieve a noise level of 5dB below the existing background (LA90) in each octave band at the nearest noise sensitive location.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Manchester City Council Unitary Development Plan, policies DM1 and SP1 of the Manchester Core Strategy

6) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with the approved documentation, and prior to the first operation of the premises, as a commercial kitchen .Confirmation shall be submitted for the approval of the City Council as local planning authority that the approved fume and vapour extraction scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties., pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

7) The approved waste management scheme shall be implemented as part of the development in accordance with the following drawings and documents.

Waste Management Strategy dated April 2021, stamped as received by the City Council, as Local Planning Authority, on 12 April 2021

Drawing number 600.03D, stamped as received by the City Council, as Local Planning Authority, on 25 August 2021

Reason - In the interests of residential and visual amenity and public health pursuant to policy DM1 of the Manchester Core Strategy Development Plan Document.

8) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the first operation of the commercial kitchen. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Manchester Core Strategy.

9) The development hereby approved shall be completed in accordance with the scheme for the provision of space and facilities for bicycle parking as shown on the approved plans. 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 SP1, T1 and DM1 of the Manchester Core Strategy.

10) Notwithstanding details submitted, the external flues hereby approved shall be colour coated/finished or painted in a colour to be agreed in writing by the City Council as Local Planning Authority. The flues shall only be implemented in accordance with the agreed details and shall remain in place thereafter.

Reason - In the interests of visual amenity, pursuant to policies DM1, EN1 and SP1 of the Manchester Core Strategy.

Informatives

1) - Any new external fittings (i.e. shutters, windows or doors) should be certified to Secured by Design standards.

- Any new glazing in external doors, ground floor or easily accessible windows should include at least one pane of laminated glass rated as P4A under EN 356.

- A CCTV system should be included within these premises and should be capable of monitoring the following areas: external doorways, all internal spaces.

- Signage should be displayed to indicate the areas of the premises that are restricted to staff only.

- Any staff areas that are to be included within the proposal should be access controlled and restricted to members of staff only.

- Dusk till dawn lighting should be installed above all external doors.
- An intruder alarm should be installed with contacts on all external doors and with movement detectors. The alarm should be monitored by an appropriate body.

2) The applicant is advised that any requirements for licensing, hoarding / scaffolding including amendments to the current scaffolding design will need discussion with MCC Highways Network Resilience team via highwaynetworkmanagement@manchester.gov.uk.

3) 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

4) The applicant should design and construct a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy. As part of the proposed development is within Flood Zone 2, floor levels should be set no lower than existing floor levels.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Police
United Utilities Water PLC
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC

Units 1 And 2, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 4, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 7, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 5, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 3, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 6, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
6 Whitworth Street, Bradford, Manchester, M11 2GR
Bridge College, Whitworth Street, Bradford, Manchester, M11 2GR
717 Ashton Old Road, Manchester, M11 2HD
719 Ashton Old Road, Manchester, M11 2HD
721 Ashton Old Road, Manchester, M11 2HD
705 Ashton Old Road, Manchester, M11 2HD
707 Ashton Old Road, Manchester, M11 2HD
709 Ashton Old Road, Manchester, M11 2HD
711 Ashton Old Road, Manchester, M11 2HD
713 Ashton Old Road, Manchester, M11 2HD
715 Ashton Old Road, Manchester, M11 2HD
2 Mill Street, Manchester, M11 2ED
4 Mill Street, Manchester, M11 2ED
6 Mill Street, Manchester, M11 2ED
8 Mill Street, Manchester, M11 2ED
East City Library, Whitworth Street, Bradford, Manchester, M11 2WH
Mantec Engineering, Ashton Old Road, Manchester, M11 1ZZ
49 Whitworth Street, Bradford, Manchester, M11 2BZ
36 Herne Street, Manchester, M11 2FN
38 Herne Street, Manchester, M11 2FN
46 Herne Street, Manchester, M11 2FN
44 Herne Street, Manchester, M11 2FN
42 Herne Street, Manchester, M11 2FN
City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
40 Herne Street, Manchester, M11 2FN
34 Herne Street, Manchester, M11 2FN
32 Herne Street, Manchester, M11 2FN
4 Clayton Lane South, Manchester, M11 2WD

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH2