MANCHESTER CITY COUNCIL

PLANNING

GROWTH & DEVELOPMENT

DELEGATED OFFICER REPORT FOR PLANNING APPLICATION

Application no.	143112/FO/2025
Date registered valid:	9 June 2025
Proposal:	Installation of air conditioning unit and related pipework
Address:	The Sharp Project, Thorp Road, Manchester, M40 5BJ
Ward(s):	Miles Platting & Newton Heath Ward
Applicant:	Mr Tom Gorton, Footasylum Ltd
Agent (if any):	Mr John Karlsson-Kemp, Karlsson-Kemp Ltd
Case officer:	Joshua Lee Tel: 0161 219 2851 Email: joshua.lee@manchester.gov.uk

Recommendation: Approve

Date of recommendation: **30 July 2025**

APPLICATION DETAILS

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 26 June 2025

Standard consultations: Printed: 18 June 2025 Expired: 9 July 2025

Neighbour notifications: Printed: 18 June 2025 Expired: 9 July 2025

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

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of site/building

The proposal relates to Bay 91 and 92 of the Sharp Project. The Sharp Project is a large commercial unit, and the relevant façade faces into The Gateway. The Sharp project is designed to provide production space and offices to hire and was approved for conversion from the Sharp Electronics depot in 2009. The current use was approved in 2010 as a Class B1 office space which is now Class E(g).

Description of area

The site is in a mixed use area of Miles Platting & Newton Heath ward of Manchester and forms part of the Central Park Strategic Employment Location. The site is bounded by a Network Rail heavy rail line to the north (with the new Central Park development beyond), industrial/commercial use to east and west and residential to the south (on the opposite side of Oldham Road)

Description of development

Installation of air conditioning unit and related pipework.

The proposed external works includes the installation of 2no. condensing units mounted on cantilever arms 300mm above floor level on the western façade.

Pipework is featured to feed internal HVAC units.

PLANNING HISTORY

130663/P14J/2021

Description: Prior Approval for the installation of Solar Photovoltaics (PV) equipment on the roofs of nondomestic buildings.
Decision: Approved 2021

096687/VO/2011/N1

Description: CITY COUNCIL DEVELOPMENT Retrospective application for the retention of 3no. 8-metre-high lighting columns within the rear car park

Decision: Approved 09/09/2011

095499/FO/2011/N1
Description: Erection of new single storey substation, provision of new transformer enclosure and associated hardstanding and modifications to boundary treatment

Decision: Approved 12/04/2011

094354/FO/2010/N1
Description: The erection of 3-metre-high weldmesh perimeter fence to part of the site boundary

Decision: Approved 29/11/2010

094291/FO/2010/N1
Description: Elevational alterations to existing building including the removal of six numbered delivery bays and roller shutters to be replaced by infill brickwork, one new roller shutter and one new double door to the north eastern elevation.

Decision: Approved 08/12/2001

091754/VO/2009/N1
Description: CITY COUNCIL DEVELOPMENT Change of use from existing storage space (Class B8) on ground floor to office use (Class B1)

Decision: Approved 12/01/2010

090879/FU/2009/N1
Change of use of first floor of part of former B8 warehouse to production studio (Use Class B1) for digital media production.

Decision: Approved 21/09/2009

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES

Consultations

Manchester City Council Environmental Health
Manchester City Council Environmental Health were consulted on this application and recommended conditioning the requirement for a noise assessment.

Network Rail
Network Rail was consulted on the application due to the proximity to the heavy rail line on the northern boundary. They have advised no works are to commence until agreed with Network Rail. Early engagement with Network Rail is strongly recommended.

Notifications

Local Residents
No representations received.

NEGOTIATIONS
Issues have arisen in the consultation phase which required negotiations in positive and proactive manner.

The applicant was asked to provide a noise assessment report. The applicant was unable to provide whilst the application was inflight, so a condition has been attached for this to be provided prior to commencement.

RELEVANT POLICIES & THE PRINCIPLE OF DEVELOPMENT

Relevant Policies

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise.

The following policies are considered relevant.

- The Manchester Core Strategy Development Plan Document 2012-2027
  - Development Management and Planning Obligations
    - DM 1 - Development Management
  - Objective 1 - Spatial Principles
    - SP 1 - Spatial Principles (Partially replaced by PfE Policy JP-S 1)
  - Objective 2 - Economy and the City Centre
    - EC 1 - Employment and Economic Growth in Manchester
    - EC 2 – Existing Employment Space
    - EC 5 - East Manchester
    - EC 6 - Central Park Strategic Employment Location
  - Objective 6 Environment
    - EN 1 - Design Principles and Strategic Character Areas
- Extant Unitary Development Plan (UDP) –
  - Citywide Development Control Policies
    - DC26 - Development and Noise
  - Environmental Improvement and Protection
    - E3.3 – City major radial and orbital roads and rail routes.
- Places for Everyone Plan Joint Development Plan Document 2022-2039-
  - Strategy
    - JP-Strat5: Inner Areas
  - Sustainable and Resilient Places
    - JP-S1: Sustainable Development
    - JP-S2: Carbon and Energy
    - JP-S5: Clean Air
  - Places for Jobs
    - JP-J1: Supporting Long-Term Economic Growth
    - JP-J2: Employment Sites and Premises
    - JP-J3: Office Development
  - Places for People
    - JP-P1 Sustainable Places
- The National Planning Policy Framework (The NPPF) –
  - Section 2 - Achieving sustainable development
  - Section 4 – Decision-making
  - Section 6 – Building a strong, competitive economy
  - Section 12 – Achieving well-designed places
  - Section 14 - Meeting the challenge of climate change, flooding and coastal change

Principle

The Sharp Project sits within the Central Park Strategic Employment Location. Development in this area should contribute to the creation of an attractive environment for offices. The proposed development would aid in this objective whilst having minimal impact to the amenity of the area.

ISSUES

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

The 2no condenser units are relatively small scale when seen in context with the wider building and are of a design and materiality to be expected.

The building is industrial in nature and already includes PV on the roof so the impact to the building is minimal.

Impact on the surrounding areas in terms of the design, scale, and appearance of the proposed development.

The main works are 2no condenser units on the western façade facing into The Gateway. Given the scale of the works in relation to the main building the impact to the wider area is minimal especially given the existing 3m high fence, distance to the boundary and the boundary treatment.

HVAC equipment is present on other parts of the building which are visible from the street and have not have a major impact to visual amenity.

The site is within Central Park Strategic Employment Location so development of this kind would not be out of the ordinary and other buildings in the area are supported by external HVAC equipment.

Effects on amenity

Noise

Environmental Health have reviewed and recommended conditioning the requirement for a noise assessment. This has been added as a condition to discharge prior to commencement. Pending the discharge of the condition the effect on local noise should be minimal and meet MCC standards.

Flood risk and drainage.

The site is not located in a flood risk area and therefore does not require a flood statement or assessment. The proposal has a negligible impact on drainage using the existing drainage on site.

Existing or proposed hazardous installations.

Network Rail was consulted on the application due to the proximity to the heavy rail line on the northern boundary. They have advised no works are to commence until agreed with Network Rail. Early engagement with Network Rail is strongly recommended.

OTHER LEGISLATIVE REQUIREMENTS

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

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

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

CONCLUSION

The proposed installation of air conditioning units and associated pipework at The Sharp Project is considered acceptable in principle and design. The development is minor in scale, appropriately sited, and in keeping with the character of the existing building and surrounding area. Subject to conditions, including a requirement for a noise assessment, the proposal is not expected to result in any significant adverse impacts on amenity or infrastructure. The application complies with relevant local and national planning policies and is therefore recommended for approval.

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. The proposal is considered to be acceptable and therefore determined within a timely manner.

CONDITIONS TO BE ATTACHED TO DECISION FOR APPROVAL

1. 3-year time limit

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. Specified plans

The development hereby approved shall be carried out in accordance with the following drawings and documents:

a. Drawing - Location Plan 04 Jun 2025 THE LOCATION PLAN
b. Drawing - Proposed 04 Jun 2025 P00057-M01 AIR CONDITIONING LAYOUT
c. Drawing - Proposed 09 Jun 2025 P00057-M01 REV 0 PROPOSED AIR CONDITIONING LAYOUT-
d. Drawing - Proposed 04 Jun 2025 P00057-M02 AIR CONDITIONING LAYOUT EXTERNAL CONDENSING UNIT ELEVATION
e. Drawing - Proposed 04 Jun 2025 P00057-M02 SIR CONDITIONING LAYOUT EXTERNAL CONDENSING UNIT ELEVATION
f. Drawing - Proposed 09 Jun 2025 P00057-M02 REV 0 AIR CONDITIONING LAYOUT - EXTERNAL CONDENSING UNIT ELEVATION
g. Drawing - Proposed 09 Jun 2025 P00057-M02 REV A PROPOSED AIR CONDITIONING LAYOUT - EXTERNAL CONDENSING UNIT ELEVATION
h. Supporting Information 09 Jun 2025 DAIKIN HIGH STATIC DUCTED UNIT
i. Supporting Information 09 Jun 2025 DAIKIN UNDER CEILING CASSETTE ADVANCE

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 & of Places for Everyone.

3. Specified materials

The materials to be used on the external surfaces hereby permitted shall match those as specified on the application form in type, size, colour, and texture.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the structure. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-S1 and JP-P1 of Places for Everyone.

4. External plant/equipment/servicing

a. Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level

of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be 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 site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b. Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-S1 and JP-P1 of Places for Everyone.

INFORMATIVE(S)

1. Network Rail

Please note that whilst Network Rail (NR) is submitting responses via the planning application process, it should be born in mind by the LPA/developer that the operational railway presents risks/issues that are different/unique to the risks posed by works taking place adjacent to non-railway undertaker land. Works on this site therefore must be undertaken with the supervision of NR via the ASPRO (asset protection) team to ensure that the works on site do not impact the safe operation, stability, integrity of the railway & its boundary. The LPA/developer are advised that unauthorised works adjacent to the railway boundary could impact the operation of nationally significant infrastructure & the applicant would be liable for any and all damages & costs caused by any works undertaken in this scenario. Therefore, the developer is requested to ensure that the development meets with NR requirements for works/developments adjacent to the railway boundary which include planning material considerations as well as obligations specific to the railway undertaker. The interface is via a NR BAPA (basic asset protection agreement) – the developer is advised that the works must not commence on site (even if planning permission is granted) until agreed with NR. The applicant will be liable for all costs incurred by NR in facilitating, reviewing this proposal.

For future reference, it is imperative developers/applicants consult neighbouring/affected statutory undertakers in advance of any construction work, to identify and mitigate potential risks to both sites including people using or working on the sites, in line with CDM 2015 and HSW 1974 legislation. Network Rail's ASPRO (Asset Protection) team's role is to support external parties in identifying risks associated with construction near the railway and mitigating these in advance of work starting. Most insurance policies include clauses relating to consultation with statutory undertakers, and external parties who do not consult appropriately in advance may find their insurance policy becomes invalid.

Measurements to railway tracks and railway boundary

When designing proposals, the developer and council are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments (including support zones, vegetation) which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability. To ensure the safe operation and integrity of the

railway, Network Rail issues advice on planning applications and requests conditions to protect the railway and its boundary.

Obligations

Properties adjoining or in the vicinity of the railway are frequently the subject of obligations, rights, exceptions and reservations for the benefit of Network Rail's land and railway. The applicant must review the title to their property to see whether any such obligations etc exist and ensure that there is no non-compliance or breaches of them or any interference with or obstruction of Network Rail's rights and reservations. If the proposed development would not comply with or would breach any of the terms of the conveyance, the developer must revise his proposals.

RAMS

The developer is to submit directly to Network Rail asset protection, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer.

Encroachment

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures.

There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land or under the Network Rail boundary.

All buildings and structures on site including all foundations / fencing foundations must be constructed wholly within the applicant's land ownership footprint.

Buildings, windows and structures must not over-sail Network Rail air-space/boundary.

Any future maintenance must be conducted solely within the applicant's land ownership.

Rainwater goods must not discharge towards or over the railway boundary

Should the applicant require access to Network Rail land to facilitate their proposal they would need to approach the Network Rail Asset Protection Team at least 20 weeks before any works are due to commence on site. The applicant would be liable for all costs incurred in facilitating the proposal and an asset protection agreement may be necessary to undertake works. Network Rail reserves the right to refuse any works by an outside party that may adversely impact its land and infrastructure.

Any unauthorised access to Network Rail air-space or land will be deemed an act of trespass.

Telecomms – Electro-Magnetic Interference

The applicant is to demonstrate that the proposal will not impact the operation of railway equipment – including telecoms, equipment that can potentially be impacted via electro-magnetic interference. Network Rail standard to which the applicant must adhere attached.

BAPA (Basic Asset Protection Agreement) formal railway interface

As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

Going forward in order for Network Rail to spend any time reviewing any submissions, provision of any asset information, attending any further meetings, assisting with discharging any planning conditions set etc, Network Rail will require the return of a signed BAPA (Basic Asset Protection Agreement) and relevant payment/ PO as noted in the estimate sent. Network Rail is a publicly funded entity and all outside party works, which these are, are cost recoverable as dictated to us by the ORR.

The local planning authority (LPA) are not responsible for the safe operation of the railway or our assets and the issues raised by the developer/applicant will ultimately need to be agreed by Network Rail engineering to ensure the proposed development does not interfere with the safety of the railway.

All new enquiries will need to be submitted via the Asset Protection and Optimisation - Customer Portal

From there, the client can create an account and submit their enquiry. Enquiry will then be assigned to one of the Asset Protection team to progress. The assigned team member will then be in a position to review and comment on any submissions from the outside party.

No works are to commence until agreed with Network Rail. Early engagement with Network Rail is strongly recommended.

APPENDIX 1 – LIST OF CONSULTEES & NEIGHBOURS NOTIFIED

Environmental Health

Network Rail

129 Silver, The Sharp Project, Thorp Road, Manchester, M40 5BJ

32 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

31 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

30 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

29 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

28 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

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22 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

21 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

20 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

147 Gold, The Sharp Project, Thorp Road, Manchester, M40 5BJ

146 Gold, The Sharp Project, Thorp Road, Manchester, M40 5BJ

141 Blue, The Sharp Project, Thorp Road, Manchester, M40 5BJ

140 Blue, The Sharp Project, Thorp Road, Manchester, M40 5BJ

14 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

139 Blue, The Sharp Project, Thorp Road, Manchester, M40 5BJ

138 Blue, The Sharp Project, Thorp Road, Manchester, M40 5BJ

137 Blue, The Sharp Project, Thorp Road, Manchester, M40 5BJ

11 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

10 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

9 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

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7 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

6 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

5 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

4 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

3 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

2 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

1 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

Part Green Screen Studio 8, The Sharp Project, Thorp Road, Manchester, M40 5BJ

Part Green Screen Studio 7, The Sharp Project, Thorp Road, Manchester, M40 5BJ

Part Green Screen Studio 6, The Sharp Project, Thorp Road, Manchester, M40 5BJ

Part Green Screen Studio 5, The Sharp Project, Thorp Road, Manchester, M40 5BJ

Provision Part Ground Floor Black, The Sharp Project, Thorp Road, Manchester, M40 5BJ

Security Lodge, The Sharp Project, Thorp Road, Manchester, M40 5BJ

Part Ground Floor Black, The Sharp Project, Thorp Road, Manchester, M40 5BJ

19 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

18 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

17 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

16 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

158 Gold, The Sharp Project, Thorp Road, Manchester, M40 5BJ

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153 Gold, The Sharp Project, Thorp Road, Manchester, M40 5BJ

152 Gold, The Sharp Project, Thorp Road, Manchester, M40 5BJ

151 Gold, The Sharp Project, Thorp Road, Manchester, M40 5BJ

150 Gold, The Sharp Project, Thorp Road, Manchester, M40 5BJ

15 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

149 Gold, The Sharp Project, Thorp Road, Manchester, M40 5BJ

148 Gold, The Sharp Project, Thorp Road, Manchester, M40 5BJ

Stages 2 To 3, The Sharp Project, Thorp Road, Manchester, M40 5BJ

Stage 4, The Sharp Project, Thorp Road, Manchester, M40 5BJ

Stage 1, The Sharp Project, Thorp Road, Manchester, M40 5BJ

80 Hertz Recording Studio, The Sharp Project, Thorp Road, Manchester, M40 5BJ

74 Gold, The Sharp Project, Thorp Road, Manchester, M40 5BJ

73 Gold, The Sharp Project, Thorp Road, Manchester, M40 5BJ

72 Gold, The Sharp Project, Thorp Road, Manchester, M40 5BJ

71 Gold, The Sharp Project, Thorp Road, Manchester, M40 5BJ

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59 Gold, The Sharp Project, Thorp Road, Manchester, M40 5BJ

57 Blue, The Sharp Project, Thorp Road, Manchester, M40 5BJ

56 Blue, The Sharp Project, Thorp Road, Manchester, M40 5BJ

55 Blue, The Sharp Project, Thorp Road, Manchester, M40 5BJ

54 Blue, The Sharp Project, Thorp Road, Manchester, M40 5BJ

33 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

38 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

37 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

36 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

35 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

34 Red, The Sharp Project, Thorp Road, Manchester, M40 5BJ

142 Blue, The Sharp Project, Thorp Road, Manchester, M40 5BJ

APPENDIX 2 – PLANNING CONSTRAINTS

Article 4 Direction - North Manchester PD Restriction - Class B1(a) To C3

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3

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

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (More) -

Area Team Boundary - Name: NORTH AREA