

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140727/VO/2024
Date registered valid: 27 August 2024
Proposal: City Council Development - Demolition of the existing former public house.
Address: The Jolly Miller, Fernclough Road, Manchester, M9 5TU
Ward(s): Harpurhey Ward

Applicant: Mr Tom Pyatt, Manchester City Council
Agent (if any): Mr Adam Gurjee, Manchester City Council
Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 22 October 2024

Application details

Type of application: Regulation 3 Consent

Development type: Minor Other

Date of site visit: 5 September 2024

Standard consultations:

Printed: 29 August 2024 Expired: 19 September 2024

Neighbour notifications

Printed: 29 August 2024 Expired: 19 September 2024

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: No

Tree Preservation Order: No

The application site relates to The Jolly Miller within the north Manchester ward of Harpurhey. The application site relates to a former public house, circa 1960/70s, which at the time of the site visit was vacant and all windows and doors boarded up. Some signage for the public house was still evident. The building relates to partial one storey flat building and partial two storey building with gable roof formation, of a red brick construction. The pub sits on the corner of the junction of Fernclough Road and Middlestone Drive, and parking is available surrounding the site.

Description of area

The application site is largely residential in nature, with the aerial road of Rochdale Road sited to the west of the applicant site.

Description of development

The application seeks consent for City Council Development - Demolition of the existing former public house.

A demolition management statement was provided for the proposal.

As a result of the demolition, a 0.9 metre high timber knee rail would be installed around the north, east and west site boundaries. The site ground condition is to follow the levels of the

adjacent areas, include for laying minimum 1500mm thick Class 6F2 crushed brick/ concrete recycled granular materials 75mm to dust.

Planning History

104046/FU/2013/N1- Change of use from a pub (Use Class A4) to a D1 dental practice.
Approved 13.01.2014

F04996- Erection of new licensed premises on vacant land.
Approved 10.09.1976

F03721- Erection of a new public house including managers flat with car parking facilities for patrons.
Approved 30.06.1976

Consultations & Notification Responses

Local Residents

Local residents were consulted and no responses were received.

Highway Services

Highway Services were consulted on the application and provided the following comments:

Site access/egress will be from the access point off Fernclough Road, assisted by a banksman.

It is noted that a site welfare area will be set up adjacent to the existing building. This will consist of an office unit, canteen, generator and toilet (male&female). It would be useful if the site welfare area is shown on a site plan.

Clarification is sought regarding the following:

- o The number of vehicles expected per day, including size of vehicle;
- o Swept path to show that the largest expected vehicle can enter and exit the site in a forward gear;
- o A dilapidation survey of nearby highway to ensure highway repaired if damaged;
- o Confirmation via a site plan to show that all contractor parking can be accommodated on site, highlighting the waste storage areas, and loading/unloading areas; and
- o Traffic Management Plan.

Due to the proximity to school(s) nearby to the site, it is strongly recommended that all deliveries/truck movements are restricted to outside school pick up and drop off times e.g. no movements between 8am-9am and 3pm-4pm.

A temporary site boarding 2.0m high is to be erected to enclose the demolition site and will incorporate pedestrian and vehicle access gates. Highways recommends that the access gates open inward away from the highway.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and

any associated temporary traffic management arrangements, including Section 50, will need discussion and agreement with MCC Highways Network teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk and highwaynetworkmanagement@manchester.gov.uk

The Proposed Site Plan indicates that the contractor is to erect a new 0.9m high timber knee railing fencing around the north, east and west site boundaries.

Further comments 4 October 2024:

It is noted that the number of vehicles expected per day is one 8wh skip wagon initially and then 8 per day when clearing the site. The applicant has noted and will relay to the contractor that all deliveries/truck movements are restricted to outside school pick up and drop off times e.g. no movements between 8am-9am and 3pm-4pm.

It is noted that skip wagon vehicles will access the site using the existing car parking access off Fernclough Road and turn around within the site using a 15m diameter turning area and exit. Highways requests that vehicle swept paths are provided demonstrating that the vehicle can access the site, manoeuvre, and exit the site in a forward gear.

The Site Plan indicates that a skip for waste collection is to be located within the boundary of the site. The applicant should also demonstrate loading/unloading areas on the site plan.

The site plan also indicates that contractor parking is to take place to the north of the building which will be for 2no. vans. There are no dropped kerbs in the vicinity of the proposed contractor parking area therefore temporary dropped kerbs will be required. Upon review it appears that the contractor parking encroaches on the adopted highway off Middlestone Drive.

Contractor parking should be within the boundary of the site and not impact the adopted highway.

Will there be any vehicular impacts on the adopted highway? If so, the applicant should provide a Traffic Management Plan to be agreed.

Further comments 17 October 2024:

Highways have reviewed the additional information and Vehicular Tracking Analysis plan which is acceptable from a Highways perspective.

Further comments 21 October 2024:

Highways still require sight of a site plan showing welfare, carparking and skip positions, And Logistics plan (showing Contractor Parking entering and exiting through the existing entrance).

Further comments 22 October 2024:

Highways reviewed the site plan and could not accept the plan given the site hoarding encroaches onto the adopted Highway resulting in the potential temporary closure of the footway. Conversations would be required with MCC's Network Resilience Team.

Environmental Health

Environmental Health were consulted on the application and provided the following comments: Regarding the above demolition application, we can confirm that the outline proposals contained within the submitted Demolition Method Statement are acceptable - you may wish to condition these via the standard CEMP condition.

Greater Manchester Ecology Unit

The Greater Manchester Ecology Unit were consulted on the application and provided the following comments:

Bats

A preliminary daytime assessment was undertaken of the building on 13/06/2024 and comprised an internal and external inspection of the building. No bats or signs of bats were found during the survey but found a low number of potential roosting features which could be used by roosting bats. A further survey was recommended in the form of a dusk emergence survey. The dusk emergence survey was undertaken on 25th July 2024. No bats emerged from the building during the survey and only a single pipistrelle bat was recorded commuting and foraging to the south of the site. No further surveys are therefore considered necessary at this time and works can proceed with a low risk to roosting bats.

Notwithstanding the above, bats are mobile in their habits and can be found in the most unlikely places. We would therefore recommend that demolition contractors are reminded of their legal responsibilities in relation to bats and if bats are found or suspected at any time during the works, works should cease immediately and advice sought from a suitably qualified bat worker.

Any future development at the site should also include biodiversity enhancement.

Issues

POLICY

The National Planning Policy Framework (NPPF) (December 2023)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): a) an economic objective, b) a social, and c) an environmental objective.

The following specific policies are considered to be particularly relevant to the proposed development:

Chapter 8. Promoting healthy and safe communities

Chapter 12. Achieving well-designed and beautiful places

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

The Core Strategy is the key document in Manchester's Local Development Framework. It 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. Of relevance are:

Policy DM1 (Development Management)

Policy SP1 (Spatial Principles)

Policy EN15 (Biodiversity and Geological Conservation)
Policy EN 16 (Air Quality)
Policy EN18 (Contaminated Land and Ground Stability)
Policy EN19 (Waste)
Policy T1 (Sustainable Transport).

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

DC26.1 states the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

DC26.2 states new noise sensitive developments (including large scale changes of use of existing land or buildings) such as housing, schools, hospitals, or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

DC26.4 states where the council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following

- a) engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers
- b) layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it and screening by natural barriers or other buildings or noncritical rooms within a building; and
- c) administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit.

Any or all these factors will be considered appropriate for inclusion in conditions on any planning permission

DC26.5 states the council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given full weight in the planning balance.

The following policies are relevant:

JP- S1- Sustainable development

JP- S2 – Carbon and energy

JP- S6- Clean Air

JP-P1 – Sustainable Places

ISSUES

Principle of Development

Within supporting information, the applicant has advised the building is derelict and has been subject to squatting and a focal point for anti-social behaviour. The developer, Manchester City Council, now wants to demolish the building with the intention to use the space for future affordable housing. The principle of the proposed demolition is considered acceptable given the property is a blight in the local area and the space can be utilised in the future for a more attractive use. Notwithstanding this, consideration must be given to the environmental impact of the demolition work, highway safety, ecological impacts, residential amenity and the impact of the loss of the public house.

Impact of Demolition Works

Greenmount Projects Ltd. will act as the principal contractor for the asbestos removal and demolition works to the Former Public House.

A demolition management statement was submitted as part of the application and provided an outline of how the building will be demolished. The scope of work was outlined which includes site set up, asbestos removal, demolition, crushing and backfilling, site clearance and de-mobilisation.

On balance, it is felt that the impact will be temporary, of a localised nature and would not give rise to any significant effects on the environment. All potential effects can be satisfactorily considered as part of the prior notification for demolition process. It is considered that this proposal would not have any significant environmental impact.

Notwithstanding the above, given the concerns of Environmental Health, the submitted demolition plan and supporting information as reviewed by Environmental Health would be conditioned within the specified plans condition attached to any approval granted. As such, the proposal is considered acceptable to safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

Highway Safety

Highway Services reviewed the submitted demolition management statement. During the course of the application, Highways requested further information to highway implications as a result of the proposal. The agent responded with further supporting information. However, on 4 October 2024, the Highways Engineer requested the following further information from the developer:

It is noted that skip wagon vehicles will access the site using the existing car parking access off Fernclough Road and turn around within the site using a 15m diameter turning area and exit. Highways requests that vehicle swept paths are provided demonstrating that the vehicle can access the site, manoeuvre, and exit the site in a forward gear.

The Site Plan indicates that a skip for waste collection is to be located within the boundary of the site. The applicant should also demonstrate loading/unloading areas on the site plan.

The site plan also indicates that contractor parking is to take place to the north of the building which will be for 2no. vans. There are no dropped kerbs in the vicinity of the proposed contractor parking area therefore temporary dropped kerbs will be required. Upon review it appears that the contractor parking encroaches on the adopted highway off Middlestone Drive.

Contractor parking should be within the boundary of the site and not impact the adopted highway.

Will there be any vehicular impacts on the adopted highway? If so, the applicant should provide a Traffic Management Plan to be agreed.

Further information in response to this was received on 17 October 2024. Highways reviewed the additional information and Vehicular Tracking Analysis and accepted the information from a Highways perspective. Highways still requested to see a site plan showing welfare, carparking and skip positions, and a Logistics plan (showing Contractor Parking entering and exiting through the existing entrance).

On 22 October 2024 Highways reviewed the site plan and could not accept the plan given the site hoarding encroaches onto the adopted Highway resulting in the potential temporary closure of the footway. Conversations would be required with MCC's Network Resilience Team. Due to the limited determination period for the application, a condition to this effect would be attached to any approval granted. The condition requests the extent of the site hoarding be agreed by the LPA one month following permission granted.

Given much of the contents of the demolition management statement has been accepted by Highways with the supply of further information, it is not considered that the demolition works would have a detrimental impact upon the current levels of pedestrian and highway safety enjoyed within the vicinity of the site. As such, the proposal is considered pursuant to policy T1 and DM1 within the Core Strategy.

Ecological Implications

The Greater Manchester Ecology Unit were consulted on the application and reviewed the two bat surveys submitted for the demolition of the building. No bats were recorded on either the initial survey or the dusk emergence survey. As such, the Ecology Unit confirmed no further surveys are therefore considered necessary at this time and works can proceed with a low risk to roosting bats. The Unit requested a condition be placed on any approval granted reminding the developer of the legal responsibility in relation to bats and this condition would be attached to any approval granted. With the inclusion of the condition, the demolition is considered to comply with the protection of bats and in order to comply with the Habitats Directive and pursuant to Core Strategy Policy EN15.

Impact on Residential Amenity

The nearest residential accommodation to be impacted by the demolition would be properties on the east side of Middlestone Drive. The properties would be sited approximately 15 metres from the residential accommodation to the east of the applicant site. Although the neighbours to the east and neighbours to the south would be impacted by the short term demolition of the pub, it is understood as existing, the building is known for anti-social behaviour. Given the building is boarded up and windows and doors secured, it does not create a positive visual asset for the local area and the demolition would remove the blight from the area. As such, the long term benefits to the residents would be larger than the short term impacts. It is also noted no neighbour comments relating to the demolition have been received during the course of the application.

As such, the demolition is not considered to give rise to adverse impacts in relation to visual amenity, pursuant to Policy DM1 and SP1 of the Core Strategy.

Loss of the Community Asset- Public House

The demolition would result in the loss of a public house and a known community asset. It is understood that the building was owned by RBNB Oakwell Brewery until 2013 when they ceased trading, an application was submitted and approved by MCC for change of use from a public house into a dentist's surgery. However, nothing appears to have progressed following approval. The building was purchased by Samuel Smiths Brewery in 2015 and finally shut in 2018 and has remained vacant since until earlier this year where MCC repurchased the leasehold.

The agent was asked to justify why the loss of the community asset was acceptable, given an important community asset would be lost. The following response was received by the developer, Manchester City Council, on 9 October 2024:

The Council acquired the leasehold interest in the Jolly Miller in March of this year from Samuel Smiths Brewery. The Council already owned the freehold interest. This followed a direct approach to the Brewery to understand their intentions given the building had been vacant for several years and fallen into significant disrepair. The building had also become a magnet for continuous ASB issues and was subject to repeated break-ins by squatters causing concern to local residents. Cllr Gavin White (Executive Member for Housing & Development) highlighted the site as a concern and asked our team to investigate with a possible view to repurposing the site in the longer-term.

The Brewery's response was they were having difficulty sourcing reputable and reliable licencees to run their pubs across their whole estate and therefore had no immediate intention to invest in the Jolly Miller. Furthermore, it was estimated significant capital investment would be required to bring the building back into a useable condition meaning this option would likely be unviable.

To prevent the building falling further into disrepair and to obtain full ownership control of the site to tackle the on-going ASB issues directly, the Council agreed to acquire the leasehold interest from the Brewery. Following completion and to mitigate the risks associated with managing a vacant and vulnerable building the Council has progressed plans to demolish the building and secure the site. Colleagues from Capital Programmes have a contractor lined up to commence these works imminently. This is predominantly an immediate response by the Council to tackle the ASB issues the building has endured for several years causing a significant blight in the area. Longer-term options are being explored, which could possibly include residential development in some form, however these are yet to be meaningfully progressed.

Cllr Gavin White, the Councillors for the Harpurhey Ward and colleagues in the local Neighbourhood Team have all been briefed and are supportive of the building being demolished and the site repurposed.

Given the justification above, the agent supplied information highlighting the economic and social difficulties with the public house operating successfully and viably. The justification shows the attempts of the City Council to work with the Brewery. Given this and given the Brewery could not justify the additional investment into the brewery, the demolition of the public house in this instance is considered acceptable.

As such, the proposal is considered pursuant to provisions within the NPPF, policies DM1 and SP1 within the Core Strategy and JP-P1 within Places for Everyone.

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 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

In this case, 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. Further information has been supplied to justify the demolition of the former public house. This is considered acceptable and appropriate conditions would be attached to any approval granted.

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

1) The demolition 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:

- Application Form, stamped as received by the City Council as Local Planning Authority on 7 August 2024.
- Drawing- Site Plan- Proposed Site Plan, numbered JMP-MCC-B01-XX-DR-B-0010, stamped as received by the City Council as Local Planning Authority on 7 August 2024.
- Ecology Report- Bat Survey Report (project ref: RHE.4269), stamped as received by the City Council as Local Planning Authority on 7 August 2024.
- Ecology Report- Daytime Bat Survey (project ref: RHE.4269), stamped as received by the City Council as Local Planning Authority on 7 August 2024.
- Supporting Information- Demolition Management Statement, stamped as received by the City Council as Local Planning Authority on 27 August 2024.
- Supporting Information- Parking, Skip and Turning Area, stamped as received by the City Council as Local Planning Authority on 16 September 2024.
- Correspondence- Agent response to Highways Information, stamped as received by the City Council as Local Planning Authority on 17 October 2024.
- Supporting Information- Vehicular Tracking Analysis, numbered 24-120-1, stamped as received by the City Council as Local Planning Authority on 17 October 2024.
- Supporting Information- Jolly Miller Logistics Plan, stamped as received by the City Council as Local Planning Authority on 21 October 2024.

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

3) Within a one month period of consent, notwithstanding the details shown within 'Supporting Information- Jolly Miller Logistics Plan', stamped as received by the City Council as Local Planning Authority on 21 October 2024, the extent of the site hoarding for the works, shall be submitted to and approved in writing by the City Council as Local Planning authority.

The development shall only be carried out in accordance with the approved details.

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

4) If during works to demolish the buildings hereby permitted any sign of the presence of bats is found, then all such works shall cease until a survey of the site has been undertaken by a suitably qualified ecologist and the results have been submitted to and approved by the Council in writing as local planning authority. Any recommendations for the protection of bats in the submitted document shall be implemented in full and maintained at all time when the building is in use as hereby permitted.

Reason - For the protection of bats and in order to comply with the Habitats Directive and pursuant to Core Strategy Policy EN15.

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements, including Section 50, will need discussion and agreement with MCC Highways Network teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk and highwaynetworkmanagement@manchester.gov.uk

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Ecology Unit

Flat At, The Jolly Miller, Fernclough Road, Manchester, M9 5TU
Ground Floor Flat, 7 Brewster Street, Manchester, M9 5UT
11 Brewster Street, Manchester, M9 5UT
2 Middlestone Drive, Manchester, M9 5RU
9 Middlestone Drive, Manchester, M9 5RU
77 Fernclough Road, Manchester, M9 5UJ
186 Fernclough Road, Manchester, M9 5TU
180 Fernclough Road, Manchester, M9 5TU
174 Fernclough Road, Manchester, M9 5TU
First Floor Flat, 7 Brewster Street, Manchester, M9 5UT
13 Brewster Street, Manchester, M9 5UT
5 Brewster Street, Manchester, M9 5UT
3 Middlestone Drive, Manchester, M9 5RU
5 Middlestone Drive, Manchester, M9 5RU
15 Brewster Street, Manchester, M9 5UT
28 Oakridge Walk, Manchester, M9 5RP
26 Oakridge Walk, Manchester, M9 5RP
24 Oakridge Walk, Manchester, M9 5RP
9 Brewster Street, Manchester, M9 5UT
196 Fernclough Road, Manchester, M9 5TU
194 Fernclough Road, Manchester, M9 5TU
192 Fernclough Road, Manchester, M9 5TU
190 Fernclough Road, Manchester, M9 5TU
188 Fernclough Road, Manchester, M9 5TU
184 Fernclough Road, Manchester, M9 5TU
182 Fernclough Road, Manchester, M9 5TU
178 Fernclough Road, Manchester, M9 5TU
176 Fernclough Road, Manchester, M9 5TU
6 Middlestone Drive, Manchester, M9 5RU
4 Middlestone Drive, Manchester, M9 5RU
13 Middlestone Drive, Manchester, M9 5RU
11 Middlestone Drive, Manchester, M9 5RU
7 Middlestone Drive, Manchester, M9 5RU
1 Middlestone Drive, Manchester, M9 5RU
38 Oakridge Walk, Manchester, M9 5RP
36 Oakridge Walk, Manchester, M9 5RP
34 Oakridge Walk, Manchester, M9 5RP
32 Oakridge Walk, Manchester, M9 5RP
30 Oakridge Walk, Manchester, M9 5RP
81 Fernclough Road, Manchester, M9 5UJ
79 Fernclough Road, Manchester, M9 5UJ
75 Fernclough Road, Manchester, M9 5UJ

Appendix 2 – Planning constraints

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
Area Team Boundary - Name: NORTH AREA