MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	137590/FO/2023
Date registered valid:	2 August 2023
Proposal:	Change of use of ground floor and basement to retail use (Class E) and external alterations, including installation of new shopfront.
Address:	7 Rainforth Street, Manchester, M13 0RP
Ward(s):	Longsight Ward
Applicant:	TP Portfolio Ltd
Agent (if any):	Mr Saghir Hussain, Create It Studio Architects
Case officer:	Carl Glennon Tel: 0161 234 4530 Email: carl.glennon@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	29 September 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 30 August 2023

Standard consultations:
Printed: 15 August 2023 Expired: 5 September 2023

Neighbour notifications
Printed: 29 August 2023 Expired: 19 September 2023

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

Description of area

The surrounding area is predominantly retail commercial and the site is located close to the junction of Stockport Road and Rainforth Street and is within Longsight District Centre. The application relates to a detached 4-storey, red-brick building constructed over a semi-raised basement, resulting in the formation of steps to the main entrance of the building. The building is disused and enclosed bridge links to a similar building at 9 Rainforth Street; the applicant has confirmed that access between the two buildings has not been retained. The building is sited at the back of pavement with small enclosed rear yard area. The development would not have off-street car parking. Single line waiting restrictions are in operation outside the application premises. Works have commenced on site in respect of planning permission ref: 135684/JO/2022 in relation to the formation of upper floors apartments. The ground floor is in Class E use, However, there is no evidence to demonstrate that this (Class E) use has been lawfully established.

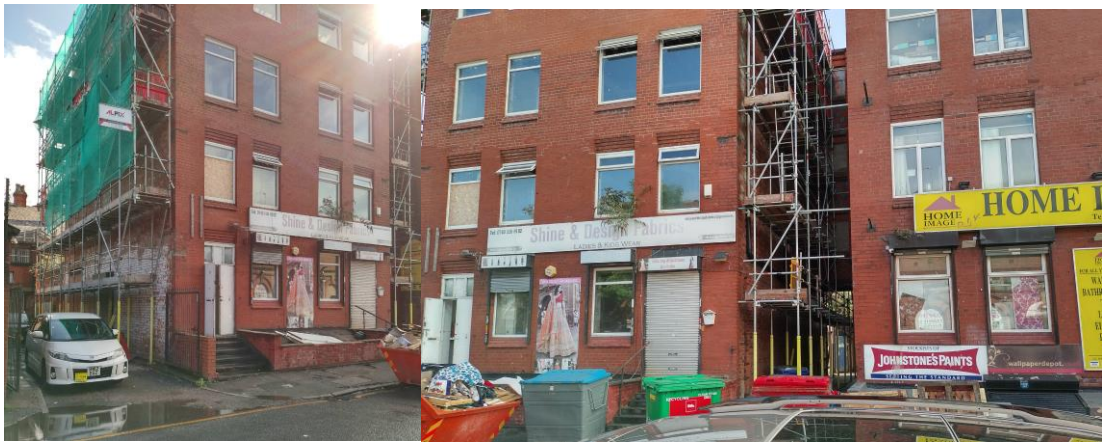


Fig.1 – Views of the application site from Rainforth Street.

Description of development

The proposed frontage would involve the insertion of a pair of double leaf glazed doors providing access to the proposed Class E use and upper floor apartments. The door openings would be separated by a three section floor to ceiling glazed shopfront. The proposed Class E use is related to an elevated ground floor positioned above a semi-exposed basement access for street level is gained via steps. Ground floor windows are proposed to the side elevations to the Class E unit. The ground floor would form a Class E unit with an area of 90 sq. metres and separate bin storage areas (for the Class E use and upper floor apartments). The retained enclosed rear yard would provide cycle storage for the apartments. The applicant has confirmed the following Class E opening hours: Monday to Saturday: 7.30 am to 10.30 pm and Sunday: 9.00 am to 7.00 pm.

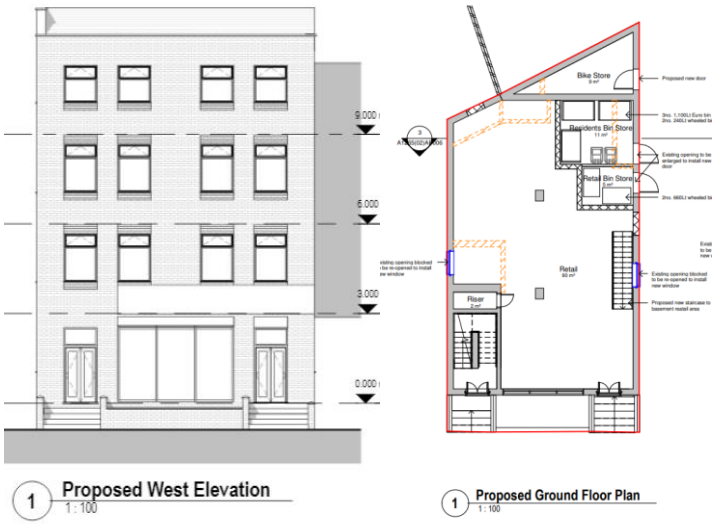


Fig.2 – Proposed elevation and ground floor layout

Site history

i. 135684/JO/2022 Application approved – 16.10.2023 - Variation of conditions 2 (specified plans) 3 (number of units) 4 (use) 5 (elevation details) 6 (ground floor elevations) 8 (off site car

parking) 10 (waste management) and 14 (glazing)attached to planning permission referenced 126006/FO/2020 to allow alterations to the building height, number of units and parking layout

ii. CDN/21/0871 Application approved - 03.12.2021- Discharge of condition no.8 (off-site car parking provision for residents) attached to planning permission ref: 126006/FO/2020

iii. CDN/20/0827 Application approved - 13.01.2021 - discharge of condition 6 (materials), condition 11 (noise), 13 (bio diversity) attached to planning permission referenced 126006/FO/2020

iv. 126006/FO/2020 Application approved - 23.06.2020 – Change of use to provide 8 apartments (Class C3) within upper floors (4 x 1 bed and 4 x 2 bed) including the insertion of additional floor within the fabric of the existing building, elevational alterations (including the raising of the side and rear elevations to allow the formation of a continuous flat roof) and refuse and cycle storage at ground floor.

v. 124658/FO/2019 Application withdrawn - 31.12.2019 - Proposed change of use of existing building with the formation of an additional floor level to provide 10 no. self contained apartments within basement and first to fourth floor inclusively with ground floor retail unit (Class A1) and associated elevational alterations

vi. 123137/P3PPA/2019 Application refused - 13.05.2019 - Prior notification application for the change of use of first, second and third floors from Class B8 storage and distribution to 3 no. Class C3 residential apartments

vii. 070938/FO/2004/N2 Application approved - 01.04.2004 - Formation of new entrance and steps to shop

viii. 068288/FU/2003/N2 Application approved - 11.08.2003 - Change of use of factory to a retail shop on ground and first floor

viii. 066505/FO/NORTH2/02 Application Approved - 29.11.2002 - Erection of one telecommunications antenna on the rooftop to the rear of property

Consultations & Notification Responses

Local residents – No comments received.

Highway Services – No objection but the following observations and recommendations have been made:

i. It is not that the site in located in an area with significant on-street car parking demand. However, it is also considered that trip generation will be comparable to the existing use and it is not considered that there would be a commensurate impact on highway capacity.
ii. The site is located I a sustainable location with access to local bus routes thereby reducing reliance on the use of private cars.
iii. It is recommended that a minimum of two staff / visitor spaces should be provided.
iv. Any boundary treatment should incorporate suitable visual permeability.
v. Any gated access pints should incorporate opening gates that do not impact on the adopted highway.
vi. Waste and recycling arrangements are considered to be acceptable subject to bins being returned to the storage areas following collection. It is recommended that related doors to enclosures incorporate inward opening doors.

vii. General deliveries would typically be undertaken cars or LGVs, which . These vehicles will make use of the time limited waiting bays on Rainforth Street.
viii. The consent of the Council as local highways authority should be sought for any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements.

Environmental Health – The following comments have been received:

i. The proposed opening hours are considered to be acceptable and should be conditioned.
ii. Deliveries, servicing and collections, including waste collections shall not take place outside the hours of: 07:30 to 20:00, Monday to Saturday with no deliveries/waste collections on Sundays/Bank Holidays.
iii. Following clarification of the detail of the acoustic report relating to the proposed acoustic insulation measures and considered to be acceptable. The details of the acoustic report should be related to the development by a condition that includes verification of the implementation of the approved scheme and post commissioning testing.
iv. The proposed waste management arrangements are considered to be acceptable on the basis of the specified arrangements for segregated waste and recycling.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in September 2023. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, the following three overarching objectives need to be pursued mutually:

i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.
ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
iii. The environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. The following aspects of the Framework.

i. Section 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion. It is considered that the development would continue to achieve satisfactory natural surveillance and an informative has been included to encourage security measures that meet secured by design

criteria. On this basis it is considered that development would be satisfactorily related to Chapter 8.

ii. Section 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
b) Safe and suitable access to the site can be achieved for all users; and
c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Arrangements have been made for cycle storage and off-site car parking in relation to upper floor apartments (approved under ref: 135684/JO/2022). There is no scope for such provision in relation to the proposed Class E use. However, the application site is located in a sustainable location in terms of the proximity of Longsight District Centre and related access to car parking facilities and public transport. The absence of cycle storge and dedicated car parking is considered to be acceptable in these circumstances.

iii. Section 11: Making effective use of land - States that planning decisions should promote an effective use of land, while safeguarding and improving the environment and ensuring safe and healthy living conditions. It also encourages the use of previously developed or 'brownfield' sites. It is considered that section 11 would be positively responded to as it would secure the re-use of an existing part of a building with appropriate layouts that respond to the constraints of the site and upper floor apartments. The development would thereby be satisfactorily related to section 11.

iv. Section 12: Achieving well-designed places - States that 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. In this case, the installation of a new shopfront would improve the overall appearance of the building and facilities the undertaking of the ground floor Class E use. On this basis section 12 would be accorded with.

vi. Chapter 14: Meeting the challenge of climate change, flooding and coastal change - States that new development should be planned for in ways that:
a. Avoid increased vulnerability to the range of impacts arising from climate change;
b. Can help to reduce greenhouse gas emissions, such as through its location, orientation and design.

It further states that all plans should apply a sequential, risk-based approach to the location of development - taking into account the current and future impacts of climate change to avoid where possible, flood risk to people and property.

It is considered that the development would respond positively to section 14, through the incorporation of design and construction techniques that reduce potential carbon emissions and the benefits of being in a location that is not unduly vulnerable to flood risk. Section 4 would thereby be accorded with.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment

of the proposed development has been given to the following aspects of the PPG, which have been appropriately responded to:

i. Consultation and pre-decision matters
ii. Design
iii. Flood Risk Planning and Flood
v. Health and well-being
v. Noise.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 (`the Core Strategy') was adopted by the 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.' The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for the City. In this case, the relevant principles relate to the extent the development:

a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
c. 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.

It is considered that the proposed development would to the local retail offer and improve the appearance of the streetscene through related elevational alterations. It would secure as sustainable use for the ground floor and related conditions would manage its future operation. On this basis, the Class E use would be positively related to policy SP1.

Policy C 2 District centres - States that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. It is considered that the development would make a positive contribute to the vitality and viability of Longsight District Centre and it considered that the development would thereby positively respond to the objectives of policy C2.

Policy EN1 (Design Principles and Strategic Character Areas) - States that all development in Manchester should meet high standards of urban design and opportunities for good design, which enhance the overall image of the City should be fully realised. It is considered that the design of the shopfront is comparable to similar interventions to shop units in the district centre and is considered to be acceptable subject to approval of final materials. Policy EN1 would thereby be accorded with.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - Has been related to the assessment of the submitted design and statement, which details measures to reduce CO2 emissions and to secure energy efficiency. The development would not secure

the energy performance of new building. However, its energy performance would be improved through compliance through the installation of new windows. It would also secure the re-use of the building thereby retaining embedded energy through its retention and predominant maintenance of existing materials. In this context the development would be appropriately related to policy EN4.

Policy EN 14 (Flood Risk) - States that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The application sites located in Flood Zone 1 and there is not a specific requirement for specific drainage in respect of the development.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements, which are considered to be acceptable and related to the development by condition to secure accordance with policy EN19.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. The policy states that the Council will support proposals that, amongst other things:

i. Improve choice by developing alternatives to the car;
ii. Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
iii. Improve pedestrian routes and the pedestrian environment;
iv. Reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

In this case, the proposed development is located in a sustainable location, in terms relationship to proximity to the district centre and access to public transport thereby reducing reliance on private car usage. Given the magnitude do the development, it is considered that policy T1 would be appropriately responded to.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues:

- 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;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Refuse storage and collection.

The development is considered to be acceptable subject to the included conditions to reduce its potential impact on residential amenity, including waste management and noise attenuation. The nature of the use would appropriately related to the surrounding context and the local built environment. The existing access arrangements would be maintained. Measures to reduce the risk of crime can be incorporated into the development. Policy DM1 would thereby be accorded with.

Unitary Development Plan (Saved UDP) Policies -The following saved Unitary Development Plan policy is also considered to be relevant:

Policy DC26 (Development and noise) - Has been related to the proposals contribution to the local noise environment and how existing noise sources, including noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.4 requires that where 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, consideration is given to measures to deal with it satisfactorily. This particularly relevant given the proximity of the site to established residential uses.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to control noise, including the provision of noise insulation.

It is considered that the design is capable of accommodating satisfactory noise insulation based on the details of the submitted acoustic report and the related supplementary report that has been assessed by Environmental Health.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. In this case officers and the applicants (through their appointed representatives), discussed consultation responses and, following the receipt of additional details, agreed appropriate conditions. The development has been appropriately assessed based on the submitted details.

Principle of the development – In reviewing the planning application ref: 126006/FO/2020, reference has been made to application 123137/P3PPA/2019 (Prior notification to Class B8). This application included supporting information from the Valuation Office that indicated the ground floor of the premises was used as a workshop. Although, retail activity has taken place to the ground floor has been previously and currently undertaken. It has not been authorised. The submitted application therefore seeks planning permission for a retail (Class E) use alongside the proposed elevational alterations. The proposed use, subject to restrictions to operations that can be undertaken under Class E, is considered to be acceptable given the commercial characteristics of the surrounding area and the proximity of the site to Longsight District Centre. It would also secure a sustainable use for the ground floor and basement of the building. The principle of the development is therefore considered to be acceptable.

Future use of the Class E unit – The applicant has agreed to a condition that excludes food and drink uses for consumption mostly on the premises. However, there are other use within Class E that could have impacts on the wider area, e.g., day nurseries, indoor sport use etc. A condition has therefore been included to limit future use to restrict the use of the ground floor to retail and financial and professional services use with ancillary basement storage in support of the ground floor Class E use.

Construction management – The development is relatively small scale and consequently and the inclusion of a construction management plan condition would be an onerous requirement in this case.

Residential amenity – The nearest residential uses would be located above the application premises. It also appears that are residential uses above neighbouring Class E units. It is considered that the relationship of the ground floor Class E use and apartments above is typically found within the district centre and is acceptable in this instance. Notwithstanding the above and in order to reduce potential harm from noise disturbance (including the operation of external equipment), a condition has been included to remove Class E uses that may be potentially harmful to residential amenity. A condition has also been included to ensure appropriate acoustic insulation to prevent undue noise disturbance for the ground floor to the upper floor apartments. The impact on residential amenity has therefore the capacity to suitably managed.

Noise – The development can potentially secure appropriate insulation against noise transfer to the upper floor appartements. A condition has been included to ensure that the development is related to the proposed acoustic attenuation and that implemented measures are related to a post commissioning assessment.

Impact of the streetscene - The installation of a new shopfront would improve the relationship of the application property to the streetscene and uplift the appearance of the adjacent commercial frontage.

Design – The proposed frontage would involve the insertion of a pair of double leaf glazed doors providing access to the proposed Class E use and upper floor apartments. The door openings would be separated by a three section floor to ceiling glazed shopfront. Whilst the composition of the shopfront is considered to be acceptable, a condition has been included to ensure the approval of final details.

Roller shutters – As the installation of roller shutters has not been included as part of the development, a condition has been included excluding their installation.

Crime and security - It is considered that the development would maintain appropriate natural surveillance. An informative has been included to encourage the incorporation of new locks, fittings and security measures that meet secured by design standards to enhance site security. The submitted drawings indicated the reinstatement of new ground floor windows to the side elevation. There is concern that these windows would leave the Class E unit vulnerable to crime as they would be positioned immediately adjacent to an alleyway. A condition has been included to ensure appropriate security measures to these windows.

Accessibility - The existing development has and elevated ground floor. Given the constraints of the siting and position in relation to the back of footpath, ramped access could not be provided and inclusive access could not be provided in this case.

Reducing carbon emissions and sustainable design - The development would secure a sustainable use for an existing building. The proposal would incorporate uPVC windows and meet the requirements of building requirements to achieve appropriate sustainable design within the constraints of a refurbished building. Within this context it is considered that the development is capable of achieving satisfactory carbon reductions.

Car parking and highways issues - The development is located in a sustainable location in relation to access to access to public transport. Given the limited proposed Class E floorspace, it is not considered that the development would generate significant traffic generation. It is likely

that application property would be accessed on foot either directly or via centre car parks and lay-by parking. The potential highways impacts are therefore considered to be acceptable.

Cycle storage - The submitted drawings maintain the provision of secured cycle enclosure with a 16 space capacity. Given the constraints of the site there is no opportunity to provide cycle storage in relation to the ground floor Class E unit.

Waste management – The submitted application confirm the following waste management and recycling arrangements of the Class E and residential (Class C3) uses:

i. Class C3 use – 3 x 1100 litre bins (general waste, pulpable material and mixed recycling 2 x 240 litre bins (food)
ii. Class E – 2 x 660 litre bins (general waste and mixed recycling).

These arrangements are considered to be acceptable and conditioned for implementation as part of the development. The condition also includes a provision for the return of bins to the storage areas on the same day following collection. A condition has also been included to ensure that doors / access arrangements to the proposed bin stores do not involve the installation of outward opening doors. The condition also requires approval of the specification and appearance of the means of enclosure. This condition is considered to be necessary to avoid obstruction of the adjacent alleyway.

Inclusive access – The development would be access via steps and there would be no scope to delivery inclusive access due to the constraints of the application site.

Opening hours – The following opening Class E opening hours have been conditioned: Monday to Saturday: 7.30 am to 10.30 pm and Sunday: 9.00 am to 7.00 pm.

Servicing hours – The following servicing hours have been conditioned: Monday to Saturday - 7.30 am to 8:00 pm with no deliveries / waste collections on Sundays/Bank Holidays.

Conclusion – It is considered that the proposed Class E use would positively contribute to the local retail and commercial offer. It would secure a sustained use for the ground floor and basement with future operations managed through the included conditions. The development is therefore considered to be acceptable.

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.

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 officers and the applicants (through their appointed representatives), discussed consultation responses and, following the receipt of additional details, agreed appropriate conditions. The development has been appropriately assessed based on the submitted details.

Condition(s) to be attached to decision for approval

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 stamped as received by the City Council on 18 July 2023, 2 August 2023 and 6 September 2023:

Planning application forms
Location plan with a red edge Ref: A1265(01) AP001
Existing floor plan (detailing the basement to be used in conjunction with the ground floor Class E use) Ref: A1265(01) AP002)
Proposed floor plans A1265(02) AP002 Rev P4
Proposed elevations Ref: A1265(02) AP004 Rev P3
Proposed elevations Ref: A1265(02) AP005 Rev P2
Proposed bin store Ref: A1265(02) AP006 Rev P3 (amended by bin enclosures detailed on drawing referenced Proposed floor plans A1265(02) AP002 Rev P4).

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) Before the installation of the shopfront as shown on drawings referenced: Proposed floor plans A1265(02) AP002 Rev P4 and Proposed elevations Ref: A1265(02) AP004 Rev P3, details of the materials and specification of the related proposed window frames and doors, including glazing and colour treatment, shall be submitted to and approve in writing by the City Council as local planning authority. The development shall be implemented in accordance with

the approved details, before the occupation of the development and retained in situ at all times thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy for the City of Manchester.

4) 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 the premises shall be used for any other purpose (including any other purpose in Class E 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 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than Class E (a) - a shop excluding the sale of hot food or provision of: Class E(c)(i) Financial services, Class E(c)(ii) Professional services (other than health or medical services), or Class E(c)(iii) Other appropriate services in a commercial, business or service locality.

Reason - To safeguard the amenities of the occupiers of nearby residential properties, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC10 and DC26 of the Unitary Development Plan.

5) The basement area shown on drawing referenced: Existing floor plan Ref: A1265(01) AP002) shall only be used as ancillary storge for use in conjunction with the permitted ground floor Class E (a) or (c) use and for no other purposes, including sub-division to form a separate Class E unit.

Reason - To safeguard the amenities of the occupiers of nearby residential properties, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC10 and DC26 of the Unitary Development Plan.

6) The permitted ground floor Class E (a) or (c) use and ancillary basement shall not be open outside the following hours:

Monday to Saturday: 7.30 am to 10.30 pm and Sunday: 9.00 am to 7.00 pm.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

7) Deliveries, servicing and collections, including waste collections shall not take place outside the hours of : 7:30 am to 8:00 pm, Monday to Saturday with no deliveries/waste collections on Sundays/Bank Holidays.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

8) The development shall be implemented in accordance with document referenced Lighthouse Acoustics letter report Ref: 0586/le/08 dated 12 July 2023 and supplemented by Create It Studio email dated 6 September 2023.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and

requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC10 and DC26 of the Unitary Development Plan.

9) a) Before its installation any externally mounted ancillary plant, equipment and servicing required in support of the development shall be related to a scheme to 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. Approved scheme shall include an acoustic report and be implemented in accordance with the approved details to a timescale agreed with 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 report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. Measure required as part of the agreed verification report shall be implemented to a timescale agreed with the City Council as local planning authority and maintained in situ at all times thereafter.

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 SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC10 and DC26 of the Unitary Development Plan.

10) Upon occupation of the development shall be implement in accordance with the submitted waste and recycle management strategy comprising Proposed bin store Ref: A1265(02) AP006 Rev P3 (amended by bin enclosures detailed on drawing referenced Proposed floor plans A1265(02) AP002 Rev P4) and waste management proforma attached to Create It Studios email dated 6 September 2023. The approved arrangements shall be maintained in situ at all times whilst the development is in operation.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

11) Notwithstanding the detail of drawings referenced: Proposed bin store Ref: A1265(02) AP006 Rev P3 (amended by bin enclosures detailed on drawing referenced Proposed floor plans A1265(02) AP002 Rev P4) and before the occupation of the development, a scheme shall be submitted to and approve in writing by the City as local planning authority, detailing the appearance of means of external enclosure of the proposed Class E (a) / (c) and Class C3 waste and recycling storage areas with non-external opening doors. The approved details shall be implemented upon occupation of the development and at all times thereafter.

Reason – In the interests of the amenities of the area, avoid undue obstruction of the alleyway and to ensure appropriate arrangements for the storage and collection of waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

12) Waste and recycling bins relating to the authorised Class E (a) and Class E(c) use shall only be move to the collection point identified on drawing referenced: : Proposed bin store Ref: A1265(02) AP006 Rev P3 (amended by bin enclosures detailed on drawing referenced Proposed floor plans A1265(02) AP002 Rev P4) on the day of collection and returned to the dedicated storage enclosure on that same day.

Reason – In the interests of the amenities of the area and to ensure appropriate arrangements for the storage and collection of waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

13) Notwithstanding the detail of drawings referenced Proposed elevations Ref: A1265(02) AP004 Rev P3, the planning permission hereby granted does not confer consent for the display of advertisements.

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

14) The planning permission hereby granted does not confer consent for the installation of roller shutters and related housing boxes.

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

15) Before the occupation of the development, details of security measures to windows to be installed in the ground floor northern and southern elevations shall be submitted to and approved in writing by the City Council as local planning authority. The approved measures shall be implemented upon occupation of the development and maintained in situ at all times thereafter.

Reason - In order to ensure the provision of appropriate security measures to reduce the risk of crime and the interests of the amenities of the area pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) Guidance for developers can be found via the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the Council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

3) It is recommended that all new locks, fixtures, fittings and glazing meet ‘Secured by Design’ standards.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

Lower Ground Floor Unit 11, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 3, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Studio 10, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 4, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Studio 8, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
11A Rainforth Street, Manchester, M13 0RP
First Floor Studio 15, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 5, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 28, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
396 Dickenson Road, Manchester, M13 0WQ
396A Dickenson Road, Manchester, M13 0WQ
576 - 578 Stockport Road, Manchester, M13 0RQ
First Floor Studio 16, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 21, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Unit 40 Upper Ground Floor, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 16, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Cafe, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Studio 2, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 15, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Unit 39, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
582 Stockport Road, Manchester, M13 0RQ
First Floor Studio 20, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Studio 3, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Unit 38, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 24, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Unit 42 Upper Ground Floor, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 27, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 6, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 29, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 35, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
First Floor Studio 14, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
574 - 576 Stockport Road, Manchester, M13 0RQ
Lower Ground Floor Unit 9, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Studio 9, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Unit 41 Upper Ground Floor, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Unit 46, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Unit 52, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 25, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 31, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 30, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Shee Trends, 388 Dickenson Road, Manchester, M13 0WQ
First Floor, 388C Dickenson Road, Manchester, M13 0WQ
Shoebox, 388C Dickenson Road, Manchester, M13 0WQ
13 Rainforth Street, Manchester, M13 0RP
Lower Ground Floor Unit 20, Longsight Business Park, Hamilton Road, Manchester, M13 0PD

Upper Ground Floor Studio 1, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 13, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 36, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 10, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
First Floor Studio 19, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 12, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Unit 57, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
392 Dickenson Road, Manchester, M13 0WQ
Lower Ground Floor Unit 33, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 23, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Unit 49, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
13A Rainforth Street, Manchester, M13 0RP
Lower Ground Floor Unit 2, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
First Floor Studio 21, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Studio 6, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Studio 7, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Studio 8, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Unit 55, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 32, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
First Floor Studio 13, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 17, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Ground Floor, 11 Rainforth Street, Manchester, M13 0RP
Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Unit 53, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 7, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
394 Dickenson Road, Manchester, M13 0WQ
9 Rainforth Street, Manchester, M13 0RP
Lower Ground Floor Unit 22, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
First Floor Studio 17, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 37, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
First Floor Studio 11, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Unit 56, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Unit 43, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 19, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Studio 5, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Studio 4, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Unit 50, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
390 Dickenson Road, Manchester, M13 0WQ
584 Stockport Road, Manchester, M13 0RQ
580 Stockport Road, Manchester, M13 0RQ
First Floor And Second Floor, 580 Stockport Road, Manchester, M13 0RQ
Lower Ground Floor Unit 14, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 18, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 26, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Unit 51, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
First Floor Studio 18, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Studio 9, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
First Floor Studio 12, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 8, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Unit 44, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Lower Ground Floor Unit 34, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
MAXTOP TRADING LIMITED, Upper Ground Floor Unit 45, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
11 Rainforth Street, Manchester, M13 0RP

Lower Ground Floor Unit 1, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Upper Ground Floor Unit 54, Longsight Business Park, Hamilton Road, Manchester, M13 0PD
Second Floor, 580 Stockport Road, Manchester, M13 0RQ
7A Rainforth Street, Manchester, M13 0RP
7 Rainforth Street, Manchester, M13 0RP
30 Clitheroe Road, Manchester, M13 0GE
9 Portland Road, Manchester, M13 0SA
25 Slade Grove, Manchester, M13 0QF
27 Slade Grove, Manchester, M13 0QF
29 Slade Grove, Manchester, M13 0QF
24 Clitheroe Road, Manchester, M13 0GE
26 Clitheroe Road, Manchester, M13 0GE
638A Stockport Road, Manchester, M13 0SH
Flat 1, 2 - 4 Slade Lane, Manchester, M13 0QE
640 Stockport Road, Manchester, M13 0SH
2 - 4 Slade Lane, Manchester, M13 0QE
8 Slade Lane, Manchester, M13 0QE
8 Clitheroe Road, Manchester, M13 0GE
5 Slade Grove, Manchester, M13 0QF
5 Hopkins Street, Manchester, M12 4NY
1 Hopkins Street, Manchester, M12 4NY
12 Hopkins Street, Manchester, M12 4NY
14 Hatton Street, Manchester, M12 4NZ
18 Slade Grove, Manchester, M13 0QF
31 Slade Grove, Manchester, M13 0QF
37 Slade Grove, Manchester, M13 0QF
13 Clitheroe Road, Manchester, M13 0GE
Flat 3, 15 Clitheroe Road, Manchester, M13 0GE
Flat 1, 15 Clitheroe Road, Manchester, M13 0GE
638 Stockport Road, Manchester, M13 0SH
636 Stockport Road, Manchester, M13 0SH
Rear Of 601, Stockport Road, Manchester, M12 6AL
Unit 1, Malik Plaza, 10 - 12 Slade Lane, Manchester, M13 0QE
First Floor, Malik Plaza, 10 - 12 Slade Lane, Manchester, M13 0QE
Flat 7, 2 - 4 Slade Lane, Manchester, M13 0QE
4 Clitheroe Road, Manchester, M13 0GE
4A Slade Grove, Manchester, M13 0QF
7 Slade Grove, Manchester, M13 0QF
1 Portland Road, Manchester, M13 0SA
Unit 4, 601 Stockport Road, Manchester, M13 0RX
15 Hopkins Street, Manchester, M12 4NY
3 Hopkins Street, Manchester, M12 4NY
10 Hatton Street, Manchester, M12 4NZ
32 Clitheroe Road, Manchester, M13 0GE
Flat B, 34 Clitheroe Road, Manchester, M13 0GE
11 Portland Road, Manchester, M13 0SA
8 Slade Grove, Manchester, M13 0QF
9 Slade Grove, Manchester, M13 0QF
13 Slade Grove, Manchester, M13 0QF
17 Slade Grove, Manchester, M13 0QF
19 Slade Grove, Manchester, M13 0QF
First Floor Flat, 18 Clitheroe Road, Manchester, M13 0GE
Flat 2, 15 Clitheroe Road, Manchester, M13 0GE
24 Slade Lane, Manchester, M13 0QE

6 Slade Lane, Manchester, M13 0QE
6A Slade Grove, Manchester, M13 0QF
11 Hopkins Street, Manchester, M12 4NY
22 Hopkins Street, Manchester, M12 4NY
14 Hopkins Street, Manchester, M12 4NY
11 Slade Grove, Manchester, M13 0QF
16 Clitheroe Road, Manchester, M13 0GE
33 Slade Grove, Manchester, M13 0QF
Flat 1, 18 Clitheroe Road, Manchester, M13 0GE
11 Clitheroe Road, Manchester, M13 0GE
Flat 3, 2 - 4 Slade Lane, Manchester, M13 0QE
636A Stockport Road, Manchester, M13 0SH
Unit 3, 601 Stockport Road, Manchester, M13 0RX
Unit 2, 601 Stockport Road, Manchester, M13 0RX
Unit 2, Malik Plaza, 10 - 12 Slade Lane, Manchester, M13 0QE
4 Slade Grove, Manchester, M13 0QF
12 Clitheroe Road, Manchester, M13 0GE
16 Hopkins Street, Manchester, M12 4NY
8 Hopkins Street, Manchester, M12 4NY
28 Clitheroe Road, Manchester, M13 0GE
23 Slade Grove, Manchester, M13 0QF
22 Clitheroe Road, Manchester, M13 0GE
Flat 8, 2 - 4 Slade Lane, Manchester, M13 0QE
Unit 1, 601 Stockport Road, Manchester, M13 0RX
10 Hopkins Street, Manchester, M12 4NY
3 Hatton Street, Manchester, M12 4NZ
2 Hatton Street, Manchester, M12 4NZ
1 Hatton Street, Manchester, M12 4NZ
34 Clitheroe Road, Manchester, M13 0GE
5 Portland Road, Manchester, M13 0SA
7 Portland Road, Manchester, M13 0SA
6 Slade Grove, Manchester, M13 0QF
16 Slade Grove, Manchester, M13 0QF
20 Slade Grove, Manchester, M13 0QF
21 Slade Grove, Manchester, M13 0QF
39 Slade Grove, Manchester, M13 0QF
20 Clitheroe Road, Manchester, M13 0GE
Flat 4, 15 Clitheroe Road, Manchester, M13 0GE
Flat 6, 2 - 4 Slade Lane, Manchester, M13 0QE
Unit 4, Malik Plaza, 10 - 12 Slade Lane, Manchester, M13 0QE
10 Clitheroe Road, Manchester, M13 0GE
7 Hopkins Street, Manchester, M12 4NY
Basement Flat, 34 Clitheroe Road, Manchester, M13 0GE
3 Portland Road, Manchester, M13 0SA
11A Portland Road, Manchester, M13 0SA
14 Slade Grove, Manchester, M13 0QF
12 Slade Grove, Manchester, M13 0QF
15 Slade Grove, Manchester, M13 0QF
Flat 4, 2 - 4 Slade Lane, Manchester, M13 0QE
Malik Plaza, 10 - 12 Slade Lane, Manchester, M13 0QE
6 Clitheroe Road, Manchester, M13 0GE
2 Slade Grove, Manchester, M13 0QF
13 Hopkins Street, Manchester, M12 4NY
20 Hopkins Street, Manchester, M12 4NY

Flat A, 34 Clitheroe Road, Manchester, M13 0GE
10 Slade Grove, Manchester, M13 0QF
14 Clitheroe Road, Manchester, M13 0GE
35 Slade Grove, Manchester, M13 0QF
Flat 5, 2 - 4 Slade Lane, Manchester, M13 0QE
Flat 2, 2 - 4 Slade Lane, Manchester, M13 0QE
Unit 5, 601 Stockport Road, Manchester, M13 0RX
Unit 3, Malik Plaza, 10 - 12 Slade Lane, Manchester, M13 0QE
1 Slade Grove, Manchester, M13 0QF
3 Slade Grove, Manchester, M13 0QF
9 Hopkins Street, Manchester, M12 4NY
18 Hopkins Street, Manchester, M12 4NY
4 Hatton Street, Manchester, M12 4NZ

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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA