

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136610/FO/2023

Date registered valid: 28 March 2023

Proposal: Erection of single storey extension to the rear, installation of step lift to the front door with associated steps and handrails, dropped kerb to the highway to create driveway and retaining wall to rear garden from levelling off of ground level to rear

Address: 68 Heathbank Road, Manchester, M9 0NB

Ward(s): Higher Blackley Ward

Applicant: Mr Ryan Lynch Northwards Housing

Agent (if any):

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 19 May 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 21 April 2023

Standard consultations:

Printed: 13 April 2023 Expired: 4 May 2023

Neighbour notifications

Printed: 13 April 2023 Expired: 4 May 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 application site relates to 68 Heathbank Road within the north Manchester ward of Higher Blackley. The application site relates to a two storey, red brick, semi-detached dwellinghouse. The property is located on a steeply sloping site with circa 3.6m height difference from the rear boundary and the pedestrian footpath on Heathbank Road. Amenity space to the front of the property consists of a path leading to the front door along with soft landscaping. Amenity space to the rear is available along the western boundary of the site and the rear consists of a garden with differing heights with some areas of hardstanding and soft landscaping.

Description of development

The submitted application seeks planning permission for erection of single storey extension to the rear, installation of step lift to the front door with associated steps and handrails, dropped kerb to the highway to create driveway and retaining wall to rear garden from levelling off of ground level to rear.

The single storey rear extension would create a bedroom and wet room and have approximate dimensions of Height: 3.8 x Length: 6.9 x Width: 4.5 metres. An obscure glazed window would

be inserted in the rear elevation of the proposal and a further window and a door would be inserted within the side elevation of the proposal.

A step lift would be installed to the front of the property and would be a Pollock Classic step lift with manual upper and lower gates, side rails with glazed panels, lower fixed ramp, platform size 1400 x 900mm and SWL 280kg. The garden would be excavated to allow for the step lift to be installed and a 1900mm x 1450mm x 100mm thick flat concrete base would be inserted under the lift position. A 100mm x 100mm concrete post would be inserted into the ground to protect the lift and also serve as a post for a lower call station, painted white.

Steps would be created for ambulant visitors to the property and would be brick and flag steps minimum 900mm wide with 300mm goings and maximum 170mm risers. Handrails would be installed close to the front elevation of the property and would include galvanised steel balustrade type railings to all exposed sides of the plinth steps, painted black, 1100mm high on level plinth, 900mm high to sides of step, 90mm maximum gap between vertical rails.

The front amenity space would become a driveway by laying a hardstanding using SUD blocks, fall on hardstanding to be around 1:50 falling towards the pavement, total 35m².

To allow for the rear extension to be built on a level ground, the rear garden would be levelled and pre-cast concrete flagged patio and path would be laid around the property, total 55m². A retaining wall would hold the land to the rear in place and the existing large tree would be felled to move room for the proposal.

Materials to be used throughout the proposal would include Pollock Classic step lift, manmade slate to match existing tiles, red brown masonry to match existing walls, white PVCu windows to match existing, treated timber walls, and permeable paving to the drive and slab paving to patio and footpaths.

Planning history

136801/FH/2023- Installation of steplift to front and creation of driveway involving dropped kerb. Withdrawn 5 May 2023.

Consultations & Notification Responses

Local residents

Local residents were consulted and no responses were received.

Environmental Health

Environmental Health were consulted and had no comments to make regarding the application.

Highway Services

Highways were consulted and the following comments were received:

PARKING AND ACCESS

Should the planning application be approved, the applicant will be required to enter into a Section 184 agreement for construction of the proposed vehicular access and dropped kerbs and will require a crossing licence/agreement.

The updated site layout plan shows that the driveway will be constructed to 5.19m length. Whilst Highways note this is below the 6m recommended by Highways, bearing in mind that the driveway would provide more space than a standard 4.8m long parking bay and would cater for the needs of the current occupant, the proposed layout is considered to be acceptable.

Provided plans also show that the driveway access would be supported by H-bar markings which is also considered acceptable by Highways.

The applicant has also confirmed that the existing on-street disabled bay was implemented for the occupants of 68 Heathbank Road and so Highways has no objection to the proposed removal of this parking bay.

Highways has no additional comments on the proposals.

MCC Flood Risk Management

The following comments were provided:

Based on the provided evidence (28th March 2023), we recommend no drainage condition for this application. The drainage of the site can be approved, and we suggest the following informative to be included within the Decision Notice:

The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

MCC Neighbourhood Trees

The following comments were received:

We receive multiple complaints regarding this tree each year and I can confirm that as there is a long history of complaints about the tree and due to the fact that the tree is positioned in the rear garden of the property, we would not seek to TPO the tree and therefore we would have no objection to the proposal removal.

Issues

POLICY

The National Planning Policy Framework (July 2021)

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 – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

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

- i. Chapter 8. Promoting healthy and safe communities- States that planning policies and decisions should aim to achieve healthy, inclusive and safe places and policies and decisions should promote public safety and take into account wider security and defence requirements.
- ii. Chapter 12. Achieving well-designed places- Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.

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); which states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. The relevant issues are the appropriate siting, layout, scale, form, massing, materials and detail. The impact; on the surrounding areas; in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area. The effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

Policy SP1 (Spatial Principles); which sets out the City Council's Core Development Principles and states that development in all parts of the City should make a positive contribution to neighbourhoods of choice, amongst these include: creating well designed places that enhance or create character, making a positive contribution to the health, safety and wellbeing of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity.

Policy EN1 (Design Principles and Strategic Character Areas); states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in

national planning guidance and have regard to the strategic character area in which the development is located.

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:

DC1.1 states that in determining planning applications for extensions to residential properties, the Council will have regard to:

- a. The general character of the property;
- b. The effect upon the amenity of the neighbouring occupiers;
- c. The desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d. The overall appearance of the proposal in the a street scene;
- e. The effect of the loss of any on-site car parking.

DC1.2 states that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- a. They are not excessively large or bulky (for example resulting in structures which are not subservient to original houses or project out too far in front of original buildings);
- b. They do not create undue loss of sunlight, daylight or privacy;
- c. They are not out of character with the style of development in the area or the surrounding scene by virtue of design, use of materials or construction details.
- d. they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

DC1.3 Notwithstanding the generality of the above policies, the Council will not normally approve:

- a. rearward extensions greater than 3.65m (12 ft) in length;
- b. 2-storey extensions with a flat roof, particularly those which would be visible from the public highway;
- c. 2-storey extensions to terraced properties which occupy the full width of the house;
- d. flat roofed extensions to bungalows;
- e. extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

DC1.5 The council will consider on their merits exemptions to the above policies in the case of applications from disabled people who may require particular adaptations to their homes.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Paragraph 2.7 states that development should help to sustain local neighbourhoods, encouraging the most appropriate form of development to enliven neighbourhoods and sustain local facilities.

Paragraph 2.14 goes on to say that it is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Paragraph 2.16 considers the impact of site boundaries, which can be significant and must be taken into account and incorporated into the design of new developments and conversions from an early stage. Original examples that contribute to the character of the area should be retained. Well designed new treatments such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line and contribute to the quality of the environment.

ISSUES

Principle of Development

The submitted development application is for the erection of single storey extension to the rear, installation of step lift to the front door with associated steps and handrails, dropped kerb to the highway to create driveway and retaining wall to rear garden from levelling off of ground level to rear. This is considered acceptable in principle as many people prefer to alter homes rather than move, to meet the changing residential needs of families, including disabled access needs. However, consideration must be given to the proposal's appearance, impact on the visual amenity of the area and impact on the neighbouring properties' residential amenity. As the property is to remain a single family dwellinghouse it is not considered that the proposed extension would give rise to any significant additional waste or car parking pressures.

Visual /Residential Amenity

Single storey rear extension:

The extension would be sited centrally beyond the rear building line of the host property and would have a rearward projection of 6.9 metres. No.66 Heathbank Road has an existing single storey extension and as such would not feel the entirety of the built form close to the shared boundary. As the proposal would sit at a lower position than the current sloping relationship with the neighbouring properties as existing, harm would be reduced, especially as the proposal would be sited 1.8 metres from the shared boundary. Due to the orientation of properties, the neighbour would not be affected by any adverse loss of light or overshadowing implications.

Although no.70 Heathbank Road would feel the entire 6.9 metre projection 2.5 metres from the shared boundary, the levelling off of the rear garden and high boundary treatment would mean the proposal would not be easily visible from the rear amenity space of no.70 Heathbank Road. Due to the orientation of properties, the neighbour would not be affected by any adverse loss of light or overshadowing implications. The excavation of the rear garden would mean the window in the bedroom in the side elevation is considered acceptable, given no overlooking implications would occur. In addition, a condition to this effect would be attached to any approval granted.

As shown on the plans the window within the rear elevation relating to the wet room would be conditioned to be obscure glazed and this would be reflected within the decision notice, to protect the privacy of the applicant.

Step lift to front door with associated steps and handrails:

The step lift would be sited against the shared boundary with no.70 Heathbank Road. However, as it would be sited against the neighbour's open drive, it would not cause any adverse implications against the boundary. Although the step lift would be viewed in the context of the streetscene, any harm (which would be minimal due to the open structure) would be outweighed by the need to provide level access in this instance, pursuant to Policy DC1.5 of the UDP. The associated elements are considered necessary to support the use of the step lift.

Dropped kerb to the highway to create driveway:

No adverse visual/ residential amenity implications would occur as a result of the proposal.

Retaining wall to rear garden from levelling off of ground level to rear:

This part of the proposal allows the ground to be levelled off, to create a level surface for the single storey rear extension to be sited on. The height of the wall would not create any adverse implications to the surrounding properties.

Overall, it is not considered that the proposal would have an adverse impact upon residential or visual amenity.

Design and Appearance

Single storey rear extension:

Although the rear extension exceeds the rearward projection as stated within Policy DC1.3 of the UDP, Permitted Development rights using the Larger Homes Extension Route can allow extensions up to 6-8 metres. As such, this element of the proposal, with a projection of 6.9 metres, is considered to produce a compromise. In addition, the proposal would benefit the needs of the disabled user, pursuant to Policy DC1.4 of the UDP. Further, harm would be reduced by the levelling of the rear garden, as the lower level of the land would reduce impacts to the two sloping rear neighbouring gardens adjoining the applicant properties.

Step lift to front door with associated steps and handrails:

The step lift would be a Pollock Classic step lift and the agent as part of the submission provided further details of the step lift. These materials are considered appropriate for the proposal and a materials condition has been attached to ensure the materials are adhered to, and the specification of the ramp is matched on site. The black galvanised steel balustrade type railings would be painted black. A materials condition to this effect would be attached to any approval granted. The colouration of the handrails (black) are considered appropriate and would be conditioned to ensure the colouration is in keeping with the character of the streetscene, pursuant with The National Planning Policy Framework; Core Strategy policies SP1, DM1, EN1 and Saved Policy DC1 of the Unitary Development Plan.

Considering the steep slope of the front amenity space, a step lift is considered the most appropriate form of providing level access for the site. Within the Design and Access statement, the agent discussed how the option of a ramp was discounted as it was not possible to reach the requirements of Building Regulations.

As such, the step lift is considered appropriate in its size, setting and form, pursuant to Policy DC1.2 of the UDP. The proposal is considered appropriate for its setting and follows the advice of DDA2 at the same time as considering Building Regulations Part M. DDA2 offers a practical approach to inclusive design and ensures that the adaptations proposed are accessible in nature but relates to public buildings only.

Dropped kerb to the highway to create driveway:

Highways were consulted on the changes to the highway. Further information was requested by Highways following their initial comments on the scheme. The agent provided this information, including showing the dimensions of the car parking space. Whilst Highways noted the off street car parking space was below the 6m recommended by Highways, the proposed layout was considered acceptable, bearing in mind the driveway would provide more space than a standard 4.8m long parking bay and would cater for the needs of the current occupant. Highways considered the additional detail provided and had no further comments to make. Several informatives are attached to the decision notice in relation to highway arrangements.

Retaining wall to rear garden from levelling off of ground level to rear:

This element of the proposal is considered acceptable to allow the extension to occur for the disabled user. The raising of the rear garden floor level is considered to be appropriate in size and form, and the use of concrete in this instance is considered acceptable, pursuant to Policy DC1 of the UDP.

The large tree in the rear garden would need to be removed to allow the excavation to occur. However, the MCC Neighbourhood Trees team raise no objection for the tree to be removed.

Bin storage

Bin storage is shown on the proposed plans as being sited against the shared boundary with no.66 Heathbank Road. The information provided is considered sufficient and a condition to this effect would be attached to any approval granted.

Car parking

As confirmed by Highways, the proposed off street parking arrangements are considered acceptable.

Conclusion

Overall, the proposed development does not create any significant impact in terms of visual or residential amenity. The design and appearance is in keeping with the character of the property and local area, whilst benefitting the needs of the disabled resident.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner and further information has been requested in relation to the scheme.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

- Application for Planning Permission, stamped as received by the City Council as Local Planning Authority on 28 March 2023.
- Drawing- Proposed- Drawing (Pollock Steplift), stamped as received by the City Council as Local Planning Authority on 28 March 2023.
- Drawing- Proposed- Floor Plan- Rev 2, stamped as received by the City Council as Local Planning Authority on 27 April 2023.
- Drawing- Existing & Proposed- Elevations, stamped as received by the City Council as Local Planning Authority on 28 March 2023.
- Drawing- Existing & Proposed- Elevations- Left Gable, stamped as received by the City Council as Local Planning Authority on 28 March 2023.
- Drawing- Existing & Proposed- Elevations- Right Section, stamped as received by the City Council as Local Planning Authority on 28 March 2023.
- Drawing- Location Plan, stamped as received by the City Council as Local Planning Authority on 28 March 2023.
- Design & Access Statement, stamped as received by the City Council as Local Planning Authority on 28 March 2023.

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

3) The materials to be used throughout the proposal hereby permitted shall be implemented in accordance with the approved details as set out in the Application Form specified in Condition 2 of this approval.

Reason- In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1 of the Unitary Development Plan for the City of Manchester, SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

4) The step lift hereby permitted shall be implemented in accordance with the approved details as set out in the 'Drawing (Pollock Steplift)' specified in Condition 2 of this approval.

Reason- In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1 of the Unitary Development Plan for the City of Manchester, SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

5) The proposed handrails shall be made of powder coated galvanised steel and shall be painted black.

Reason - To ensure that the colour and appearance of the proposed handrails and access ramp is in keeping with the surrounding area, pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and Policy DM1, SP1 and EN1 of Manchester's Local Development Framework: The Manchester Core Strategy Development Plan Document.

6) Before first occupation, the wet room as shown on the approved 'Drawing- Proposed- Floor Plan- Rev 2', stamped as received by the City Council as Local Planning Authority on 27 April 2023, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

7) 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 openings, including windows and doors, shall be inserted within the elevations of the extension, other than those shown on the approved drawings, unless Planning Permission is specifically granted.

Reason - In the interests of the amenities of the occupiers of the neighbouring dwellinghouse, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of the Manchester Core Strategy.

8) The development hereby approved shall be carried out in accordance with 'Drawing- Proposed- Floor Plan- Rev 2', stamped as received by the City Council as Local Planning Authority on 27 April 2023, in relation to a secure and ventilated bin storage area. The bin storage area shall be implemented in accordance with the approved scheme and be in place prior to the first use of the development and shall be so maintained and retained at all times thereafter.

Reason - In the interests of the provision of off-street car parking, and the appearance of the street scene, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of Manchester's Core Strategy.

Informatives

1) The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

2) The applicant will be required to enter into a Section184 agreement for construction of the proposed vehicular access and dropped kerbs and will require a crossing licence/agreement. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester 0161 234 5004 and can be applied for online at https://www.manchester.gov.uk/info/474/parking_at_your_home/8170/apply_for_a_dropped_kerb/2.

3) The applicant may wish to consider the installation of a H-Bar marking to protect driveway access. Similarly, this should be provided in agreement with MCC Highways and would be funded by the applicant.

4) The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Contact Manchester (Tel: 0161 234 5004 / Email: highwaylicences@manchester.gov.uk).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management

First Floor, 197 Victoria Avenue, Blackley, Manchester, M9 0RA
Flat At, 193 Victoria Avenue, Blackley, Manchester, M9 0RA
199 Victoria Avenue, Blackley, Manchester, M9 0RA
193 Victoria Avenue, Blackley, Manchester, M9 0RA
197 Victoria Avenue, Blackley, Manchester, M9 0RA
191 Victoria Avenue, Blackley, Manchester, M9 0RA
72 Heathbank Road, Manchester, M9 0NB
70 Heathbank Road, Manchester, M9 0NB
57 Heathbank Road, Manchester, M9 0NB
195 Victoria Avenue, Blackley, Manchester, M9 0RA
59 Heathbank Road, Manchester, M9 0NB
66 Heathbank Road, Manchester, M9 0NB

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 - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH AREA