

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133096/FO/2022

Date registered valid: 1 March 2022

Proposal: Installation of 22m monopole supporting 6no. new antennas, 12no. ERS Units, 1no. GPS module and associated ancillary equipment thereto following removal of existing 15m lattice tower, 6no. antennas & 9no. Remote Radio Units

Address: Land Of Altrincham Road, Wythenshawe Interchange, Sharston, Manchester, M22 4AA

Ward(s): Northenden Ward

Applicant: Cornerstone, C/o Agent

Agent (if any): Mr Jamaal Hafiz, Clarke Telecom, Unit E Madison Place, Northampton Road, Manchester, M40 5AG

Case officer: Robert Griffin
Tel: 0161 234 4527
Email: robert.griffin@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 25.04.2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 12th April 2022

Standard consultations:

Printed: 16 March 2022 Expired: 6 April 2022

Neighbour notifications

Printed: 10 March 2022 Expired: 31 March 2022

Site notice

Posted: 18 March 2022 Expired: 8 April 2022

Press advert

Published: 15 March 2022 Expired: 5 April 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The application site relates to an existing site of a telecommunications lattice mast located within scrub land between the M56 airport spur and the A580 Altrincham Road. Residential properties are located to the north of Altrincham Road behind a substantial hedgerow.

The land is identified as being located within the safeguarded land for HS2 who were consulted on the application.

Description of development

The applicant is applying for planning permission for the installation of a replacement 22m monopole supporting 6no. new antennas, 12no. ERS Units, 1no. GPS module and associated ancillary equipment thereto following removal of existing 15m lattice tower, 6no. antennas & 9no. Remote Radio Units. This application follows the approval of a 22m replacement lattice tower and associated equipment in October 2021 under planning approval reference 130921/FO/2021 in the same location.

Consultations & Notification Responses

The application was subject to neighbour notification letters, site notice and advertisement in the Manchester Evening News. No responses were received.

Highways England - No objection, they recommend a pre-commencement condition relating to the final technical approval of the mast given its proximity to the strategic route network.

HS2 - You will be aware that HS2 Ltd previously responded to a similar consultation (application reference 130921/FO/2021 - see attached) for the replacement of an existing 15m lattice tower. As the proposal is in the same location and the applicant is aware of the that any grant of planning consent and subsequent works will be time limited due to HS2 Ltd's interest in acquiring the land (currently scheduled in programme for 2025/2026) using Phase 2b Act powers. As a larger/more costly mast is installed in this safeguarded location then the additional costs would be the responsibility of the developer. In event the Council are minded to grant consent a standard informative is requested to be included on the decision notice for awareness.

Network Rail - We do not object in principle to the provision of new electronic communications development, however the LPA has a duty under NPPF paragraph 114(a) to ensure that "they have the evidence to demonstrate that electronic communications infrastructure is not expected to cause significant and irremediable interference with other electronic equipment, air traffic services or instrumentation operated in the national interest..." Much of the national railway network is controlled and operated by its own electronic communications systems, and as such, it is important that any proposals for new telecommunications equipment near to the railway do not interfere with the safe movement of trains. To ensure that Radio Frequency (RF) risks are addressed and mitigated, the applicant must adhere to Network Rail processes for telecoms clearance (NR standard NR/L2/TEL/3006) before installing new or upgrading an existing radio transmitter within the distance proposed in the planning application, as a means of ensuring that the evidence required under the NPPF is obtained. NR request that an informative is attached to any approval that any works within 10 metres of the boundary with the rail network are agreed with them.

MCC Highways - No objection.

HSE - Do not advise against.

Policies

National Planning Policy Framework

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

Chapter 2. Achieving sustainable development

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, 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.

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):

- An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time

to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

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

- An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

11. Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Chapter 10. Supporting high quality communications

114. Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Policies should set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments (as these connections will, in almost all cases, provide the optimum solution).

115. The number of radio and electronic communications masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion. Use of existing masts, buildings and other structures for new electronic communications capability (including wireless) should be encouraged. Where new sites are required (such as for new 5G networks, or for connected transport and smart city applications), equipment should be sympathetically designed and camouflaged where appropriate.

116. Local planning authorities should not impose a ban on new electronic communications development in certain areas, impose blanket Article 4 directions over a wide area or a wide range of electronic communications development, or insist on minimum distances between new electronic communications development and existing development. They should ensure that:

- a) they have evidence to demonstrate that electronic communications infrastructure is not expected to cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest; and

- b) they have considered the possibility of the construction of new buildings or other structures interfering with broadcast and electronic communications services.

117. Applications for electronic communications development (including applications for prior approval under the General Permitted Development Order) should be supported by the necessary evidence to justify the proposed development. This should include:

- a) the outcome of consultations with organisations with an interest in the proposed development, in particular with the relevant body where a mast is to be installed near a school or college, or within a statutory safeguarding zone surrounding an aerodrome, technical site or military explosives storage area; and
 - b) for an addition to an existing mast or base station, a statement that self-certifies that the cumulative exposure, when operational, will not exceed International Commission guidelines on non-ionising radiation protection; or
 - c) for a new mast or base station, evidence that the applicant has explored the possibility of erecting antennas on an existing building, mast or other structure and a statement that self-certifies that, when operational, International Commission guidelines will be met.
118. Local planning authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure.

Local Development Framework - Core Strategy Development Plan Document (adopted July 2012)

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

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

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

Unitary Development Plan Saved Policies

DC17 Telecommunications states that the council should be satisfied that the development has been sited and designed to minimise its impact on residential amenity and in environmentally sensitive areas.

Principle - The Council supports the principle of improving telecommunications coverage within

the City, however, in doing so it seeks to ensure that the amenity of residents is not impacted upon to an unacceptable degree.

In determining the acceptability of the proposal's consideration of its impact on visual and residential amenity are required. In this instance the fallback is that consent has recently been granted for a lattice style tower at 22m in height as a replacement.

Visual Amenity - The proposals would seek the replacement of an existing 15m lattice tower with a 22m high monopole installation. Given the location of the installation within an area of rough scrubland between major infrastructure in the form of motorways, railway lines and primary route network it is not considered that the additional height of the associated equipment would give rise to unacceptable visual impacts. It is acknowledged that the proposal due to its location and additional equipment attached to the upper most section of the monopole, would be visible from a number of vantage points including nearby offices and residential properties on Altrincham Road and people travelling through the area. However, the closest residential properties are situated approximately 100 metres to the north and the nearest office 60m to the north west, given these distances together with intervening highway structures such as lampposts and trees these impacts are not considered to be so significant as to warrant refusal in this instance.

Residential Amenity - The closest residential properties are located on a slipway set to the north off the main Altrincham Road carriageway. These properties are set behind a substantial hedgerow and are approximately 100m from the site. Given the distance, intervening roads, trainline and vegetation it is not considered that the proposals would give rise to unacceptable impacts on residential amenity that would warrant refusal of the proposals.

HS2 Safeguarded land - The site is located within HS2 safeguarded land and as such HS2 Ltd were consulted on the proposals. The applicant has been made aware of HS2 comments and in particular if the land is subject of future CPO. An appropriately worded informative is to be attached to any approval.

Highways England - Due to the relationship and height of the proposed mast to existing strategic route network Highways England were notified of the proposals. They have recommended a condition be attached to any approval relating to the final detailed design of the structure being agreed with them prior to its installation. They have recommended the wording of a pre-commencement condition which is proposed to be attached to any decision. This condition was sent to the applicant's agent in advance of this decision being issued and no response was received.

Aerodrome Safeguarding – In response to the previous approval on the site the Aerodrome Safeguarding officer raised no objection to the telecommunications mast but recommended an informative relating to cranes. The proposals are of the same height and general form of the previous scheme and whilst the Aerodrome Safeguarding Officer was not formally notified of this proposal, it is proposed to attach an informative to this decision to replicate that on the previous approval.

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 application has been determined in a positive and proactive manner. In this instance no issues have arisen during consideration of the application and a decision has been issued within statutory timescales.

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:

Proposed site plan Ref: 201 Rev D; Proposed south elevation Ref: 301 Rev D received by the City Council as local planning authority on the 1st March 2022

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.

3) No structure (including foundations) where the design, construction, maintenance, or demolition of that structure may affect the safety of the highway, highway structure, or that of the highway user (i.e. its overall height is greater than the distance to the highway boundary), shall be constructed unless the design of that structure and foundations has been undertaken in accordance with the Design Manual for Roads & Bridges Standard CG 300 (Technical Approval of Highway Structures) and approved by a competent Technical Approval Authority. The design of the structure shall be submitted to and approved in writing by the City Council as local planning authority prior to its installation and be completed in accordance with the agreed details.

Reason: To ensure the continued safe operation of the Strategic Road Network pursuant to policy DM1 of the Core Strategy.

Informative

1) It is a policy requirement under the standards governing highway safety and design (i.e. the Design Manual for Roads and Bridges (DMRB)) that such structures outside the highway

boundary, where the design, construction, maintenance or demolition of the structure may affect the highway, highway structure, or that of the highway user, requires formal technical approval by a competent Technical Approval Authority. This is outlined as a requirement in DMRB Standard CG 300.

As such, technical approval will be required if the telecommunications mast proposed in this application is to be located within 'falling distance' of the highway boundary (i.e. its overall height is greater than the distance to the highway boundary).

To initiate the technical approvals process, the applicant may contact:

Phil Crimes
Safety Engineering & Standards Division
National Highways
Piccadilly Gate
Store Street
MANCHESTER
M1 2WD
Email: Phillip.Crimes@highwaysengland.co.uk

2) RAMS, crane and plant use and excavation and earthwork within 10m of the railway boundary on site must be agreed with Network Rail.

Submit the attached form to: AssetProtectionLNWNorth@networkrail.co.uk

3) The applicant is advised that the application site is located within land that may be required to construct and/or operate Phase 2b of a high speed rail line from Crewe to Manchester, known as High Speed Two. Powers to construct and operate High Speed Two are to be sought by promoting a hybrid Bill in Parliament and as a result the application site may be compulsorily purchased. In addition, as the HS2 project is not yet at a detailed design stage the applicant is advised to closely follow ongoing progress of the HS2 programme.

Appendix 1 – List of consultees & neighbours notified

High Speed Two (HS2) Limited
Highway Services
Network Rail
National Highways

39 Greenwood Road, Manchester, M22 8AU
37 Greenwood Road, Manchester, M22 8AU
35 Greenwood Road, Manchester, M22 8AU
29 Greenwood Road, Manchester, M22 8AU
27 Greenwood Road, Manchester, M22 8AU
9 Neath Avenue, Manchester, M22 4SB
7 Neath Avenue, Manchester, M22 4SB
5 Neath Avenue, Manchester, M22 4SB
9 Boothfield Road, Manchester, M22 8AT
129 Roundwood Road, Manchester, M22 4AD
258 Altrincham Road, Manchester, M22 4AA
3 Neath Avenue, Manchester, M22 4SB
The Church Of Jesus Christ, Altrincham Road, Manchester, M22 4BJ
351 Altrincham Road, Manchester, M22 4UN
33 Greenwood Road, Manchester, M22 8AU
31 Greenwood Road, Manchester, M22 8AU
Room 11, 2A Boothfield Road, Manchester, M22 8AS
Room 10, 2A Boothfield Road, Manchester, M22 8AS
Room 9, 2A Boothfield Road, Manchester, M22 8AS
Room 8, 2A Boothfield Road, Manchester, M22 8AS
Room 7, 2A Boothfield Road, Manchester, M22 8AS
Room 6, 2A Boothfield Road, Manchester, M22 8AS
Room 5, 2A Boothfield Road, Manchester, M22 8AS
Room 4, 2A Boothfield Road, Manchester, M22 8AS
Room 3, 2A Boothfield Road, Manchester, M22 8AS
Room 2, 2A Boothfield Road, Manchester, M22 8AS
Room 1, 2A Boothfield Road, Manchester, M22 8AS
131 Roundwood Road, Manchester, M22 4AD
125 Roundwood Road, Manchester, M22 4AD
117 Roundwood Road, Manchester, M22 4AD
100 Roundwood Road, Manchester, M22 4AB
262 Altrincham Road, Manchester, M22 4AA
1 Neath Avenue, Manchester, M22 4SB
57 Greenwood Road, Manchester, M22 8AU
51 Greenwood Road, Manchester, M22 8AU
21 Greenwood Road, Manchester, M22 8AU
15 Greenwood Road, Manchester, M22 8AU
7 Boothfield Road, Manchester, M22 8AT
2A Boothfield Road, Manchester, M22 8AS
133 Roundwood Road, Manchester, M22 4AD
127 Roundwood Road, Manchester, M22 4AD
121 Roundwood Road, Manchester, M22 4AD
119 Roundwood Road, Manchester, M22 4AD
115 Roundwood Road, Manchester, M22 4AD
102 Roundwood Road, Manchester, M22 4AB
266 Altrincham Road, Manchester, M22 4AA
264 Altrincham Road, Manchester, M22 4AA

260 Altrincham Road, Manchester, M22 4AA
256 Altrincham Road, Manchester, M22 4AA
6 Boothfield Avenue, Manchester, M22 8AL
4 Boothfield Avenue, Manchester, M22 8AL
2 Boothfield Avenue, Manchester, M22 8AL
5 Boothfield Avenue, Manchester, M22 8AL
3 Boothfield Avenue, Manchester, M22 8AL
1 Boothfield Avenue, Manchester, M22 8AL
11 Neath Avenue, Manchester, M22 4SB
61 Greenwood Road, Manchester, M22 8AU
59 Greenwood Road, Manchester, M22 8AU
55 Greenwood Road, Manchester, M22 8AU
53 Greenwood Road, Manchester, M22 8AU
25 Greenwood Road, Manchester, M22 8AU
23 Greenwood Road, Manchester, M22 8AU
19 Greenwood Road, Manchester, M22 8AU
17 Greenwood Road, Manchester, M22 8AU
13 Greenwood Road, Manchester, M22 8AU
11 Greenwood Road, Manchester, M22 8AU
5 Boothfield Road, Manchester, M22 8AT
3 Boothfield Road, Manchester, M22 8AT
1 Boothfield Road, Manchester, M22 8AT
8 Boothfield Road, Manchester, M22 8AS
6 Boothfield Road, Manchester, M22 8AS
4 Boothfield Road, Manchester, M22 8AS
2 Boothfield Road, Manchester, M22 8AS

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - Wythenshawe PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 45M
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (October 2020)
Area Team Boundary - Name: SOUTH