

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132837/FO/2022

Date registered valid: 4 February 2022

Proposal: Installation of a 20m high telecommunications monopole, 6 no. antennas, 4 no. equipment cabinets, alongside the relocation of 1 no. equipment cabinet and the removal of the existing 14.85m monopole, 3 no. equipment cabinets and development ancillary thereto.

Address: Pavement To The Southbound Side Of Princess Road, To The Immediate North Of The Fallowfield Loop Road Bridge And To The West Of The Rear Garden Of 69 Thelwall Avenue, Manchester, M20 1BH

Ward(s): Old Moat Ward

Applicant: H3G (UK) Ltd, Sixth Floor Thames Tower, Station Road, Reading, RG1 1LX

Agent (if any): Miss Helen Bolam, Beacon Comms, 10 Sovereign Park, Cleveland Way, Hemel Hempstead, HP2 7DA

Case officer: Linda Marciniak
Tel: 0161 234 4636
Email: linda.marciniak@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 23 March 2022



Application details

Type of application: Full Application Consent
Development type: Minor Other
Date of site visit: 17 February 2022
Standard consultations: Printed: 10 February 2022 Expired: 3 March 2022
Neighbour notifications Printed: 10 February 2022 Expired: 3 March 2022
Site notice No site notice has been produced
Press advert No press advert had been published
Departure from Development Plan: No
Environmental Statement: Not required
Listed building: Not applicable
Conservation area: Not applicable
Tree Preservation Order: Not applicable

Description of site/building

The application site concerns the eastern footway on the A5103 Princess Road where it crosses the Fallowfield Loop and Fallowfield Brook which are beneath a brick road bridge. There is an existing 14+ metre high monopole telecommunication mast and associated cabinetry at the back of pavement south of the bridge, and another immediately north. Another mast is sited across Princess Road located on a similar facing bridge.

Description of area

The A5103 is a key radial route linking the M56 motorway to the south with the city centre. It is a heavily used A-road which passes through several residential areas. In this location, the Princess Road frontage is defined by the highway which is 2 lanes plus a cycle lane outside the site. Immediately south of the bridge, is a short parade of shops with living accommodation above that are set back behind a private tarmac forecourt. To the rear of the commercial units are houses on Thewall Avenue. As a result of the road bridge, these houses are set well below the surface level of Princess Road.

The playing fields of Whalley Range High School are located across Princess Road to the north west and a residential apartment block to the south west. The site is close to the junction with Mauldeth Road a short distance to the south.

Description of development

Installation of a 20m high telecommunications monopole, 6 no. antennas, 4 no. equipment cabinets, alongside the relocation of 1 no. equipment cabinet and the removal of the existing 14.85m monopole, 3 no. equipment cabinets and development ancillary thereto.

The applicant has carried out public consultation with Whalley Range High School and 2no. ward members. No comments were received. The site is outside the scope of Manchester Airport Group Aerodrome Safeguarding Zone.

Consultations & Notification Responses

Highways comments

Both the replacement monopole and associated antennas and cabinets appear to be placed at the back of the adopted footway. Sufficient carriageway clearance is being provided and sufficient footway width is being maintained.

It is accepted by highways that the proposals would not cause a distraction to passing vehicles and would not give rise to forward visibility issues.

Operatives undertaking servicing / maintenance thereafter will be expected to comply fully with the relevant traffic laws, including any local parking and movement restrictions.

The Highways Network Management Team have stated the following:

A lane closure and a footpath diversion is always required when any works are undertaken at this location and as such work times are restricted. Also, a major school is within the immediate area and works will have a large impact therefore preference is for works to take place at weekends.

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 Email - highwaylicenses@manchester.gov.uk

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

112. 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).

113. 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.

114. 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.

115. 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.

116. 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.

Core Strategy (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 DM1 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

UDP saved policy DC17 – Telecommunications. This policy is extant within the Manchester Development Plan and so is material to assessment of the proposal. It 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.

Issues

Residential Amenity, Siting, Design and Appearance

Chapters 2 and 10 of the NPPF require that planning decisions are made without delay to support the government's objectives for economic growth whilst mitigating any visual and environmental harm. Policy DC17 of the UDP requires assessment as to the residential and visual elements of telecoms proposals whilst policies SP1 and DM1 of the Core Strategy also require that development makes a positive contribution to the health, safety and wellbeing of residents.

The proposal will have an acceptable impact on the residential and visual amenities of the area. The mast apparatus and associated cabinetry will be sited at the back of pavement approximately in the middle of the road bridge over the Fallowfield Loop and Brook. This is a relatively exposed site with trees a few metres away to the north and south but none on the brow of the bridge, so the mast will be more visible than the existing 2no. masts and noticeably higher than existing street furniture and tree canopy. The existing 14.85-metre high mast and 3no. cabinets to the south are to be removed and the proposed mast apparatus and cabinetry will replace the existing to the north.

There is little scope in terms of siting and design options as this has been determined by telecoms engineers following a mast cell exercise. The proposed location and design are considered to provide the optimum solution in this instance; the upgrade of this existing site will enhance the coverage of the existing 2G/3G/4G network and also implement 5G technologies providing enhanced coverage to the public and emergency services alike. The site has to fit into an existing cell network, and this location will allow the essential advancements in capacity and will advance the opportunity for more people to work from home as well as support emergency services in receiving real time data. The height and width of the proposed apparatus is the minimum capable of providing the technological improvements sought.

The mast has a utilitarian appearance with a bulkier masthead that stands above the tree canopy and existing street furniture, and base. The functional and connectivity benefits, together with the government direction within the NPPF that supports economic growth, outweigh the visual prominence of the mast in this case.

In terms of impacts on residential amenity, the nearest residential dwellings are 25 metres away in the cutting on Thelwall Avenue north east of the proposed siting. As noted above, these are set down a considerable level below Princess Road due to the topography of Fallowfield Brook and the Loop. Together with the height difference, this ensures that the proposed mast will be screened from these properties without appearing overbearing or visually intrusive. Replacing 2no. masts and 2no. sets of cabinets will reduce their cumulative impact in the street scene overall, although the mast head has a bulkier appearance than the existing.

At street level, the mast and cabinetry are set at the back of pavement as at present. This ensures that obstructions to the public footway will be minimal and so current levels of movement can be maintained.

Public Safety

The application is accompanied by ICNIRP certification (International Commission for Non-Ionising Radiation Protection) which confirms that the proposed mast apparatus and cabinetry conform with the Public Exposure Guidelines established by ICNIRP, an independent science consortium tasked with setting the acceptable public health and safety standard for human exposure to non-ionising radiation. The standard was adopted across the EU and is subject to regular review and testing of new technologies to ensure that an acceptable standard is maintained in limiting exposure to non-ionising radiation.

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 local planning authority in making its decision has had due regard to paragraph 47 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and has approved the application subject to appropriate conditions and for the reasons outlined in this delegated report. The notification of the application by letter to 25no. neighbouring occupiers, school and businesses generated no responses and the application has been determined in a timely manner.

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 received on the 4th of February 2022 or as stated:

Application Form

Location Plan - 002 Site Location Plan

Drawings:

919638_MAN040_56014_M0303_M001 Rev A - 100 Existing Site Plan

919638_MAN040_56014_M0303_M001 Rev A - 150 Existing Elevation A

919638_MAN040_56014_M0303_M001 Rev A - 215 Proposed Max Configuration Site Plan

919638_MAN040_56014_M0303_M001 Rev A - 265 Proposed Max Configuration Elevation

Covering letter from Beacon Comms dated 3rd February 2022

Notice No.1 dated 3rd February 2022

Supplementary Information dated 3rd February 2022

MHCLG 'Collaborating for digital connectivity' guidance.

Councils and Connectivity Guidance dated September 2018 provided by Building Mobile Britain (<http://www.buildingmobilebritain.org.uk>)

DCMS – Connected Growth – Industrial Strategy document (2017)

Declaration of Conformity with ICNIRP Public Exposure Guidelines dated 19th November 2021

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, saved policy DC17.1 of the Unitary Development Plan for the City of Manchester and the National Planning Policy Framework (NPPF).

Informatives

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 Email - highwaylicenses@manchester.gov.uk

Appendix 1 – List of consultees & neighbours notified

Highway Services

Whalley Range 11-18 High School, Wilbraham Road, Manchester, M16 8GW
Princess Filling Station, Princess Parade, Princess Road, Manchester, M14 7FS
67 Thelwall Avenue, Manchester, M14 7EP
Apartment 9, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 8, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 7, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 6, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 5, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 4, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 3, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 2, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 17, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 16, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 15, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 14, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 12, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 11, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 10, Tudor House, Mauldeth Road West, Manchester, M21 7TH
Apartment 1, Tudor House, Mauldeth Road West, Manchester, M21 7TH
58 Thelwall Avenue, Manchester, M14 7FW
60 Thelwall Avenue, Manchester, M14 7FW
56 Thelwall Avenue, Manchester, M14 7FW
71 Thelwall Avenue, Manchester, M14 7EP
69 Thelwall Avenue, Manchester, M14 7EP
457 Princess Road, Manchester, M20 1BH

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
Area Team Boundary - Name: SOUTH