

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 26 January 2022 Expired: 16 February 2022

Neighbour notifications

Printed: 31 December 2021 Expired: 21 January 2022

Site notice

Posted: Expired:

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

The application site is currently occupied by a 15m steel lattice telecommunications mast set within a fenced compound area which contains cabinets. The site is situated at the end of Canada Street, set back at the end of a series of terrace houses which are set within a wider context formed of numerous industrial and warehouse units. East of the site is formed by a raised railway embankment with industrial units to the immediate north and south and is situated within the Miles Platting & Newton Heath Ward of Manchester.

The proposal includes the installation of a replacement 17.5m lattice tower supporting 6 no. relocated antennas, 6 no. new antennas, 1 no. transmission dish, 2 no equipment cabinets internally located within the existing cabin and ancillary development thereto following removal of the existing 15m lattice tower supporting 6 no. antennas.

The existing mast provides existing 2G, 3G and 4G coverage to the surrounding area for Telefonica and Vodafone where the coverage and capacity of the site is currently limited by the structural loading capability of the mast.

There are no records on the planning register regarding the site. However, the applicant has confirmed that the current mast has been in situ since 2005.

Consultations & Notification Responses

The occupiers of the surrounding properties were consulted, and a site notice was erected at the site and no representations were received.

The Highways Team were consulted and raised no objection to the proposal.

Network Rail were consulted and raised no objection to the proposal. However, went on to comments that 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. Network Rail request that the information be attached as a informative to the consent.

Issues

Principal

The proposal for new telecommunications equipment acceptable in principle. The key issues for consideration relate to the acceptability of the proposals in terms of its siting and appearance, and compliance with ICNIRP legislation.

Legislation

Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

Policy

The main policy considerations are considered to be the revised National Planning Policy Framework, policies SP1 (Spatial Principles) and DM1 (Development Management) of the Core Strategy for the City of Manchester and saved policies E3.3 (Environmental Improvement and Protection) and DC17.1 (Telecommunications) of the Unitary Development Plan for the City of Manchester.

The existing radio base station has been in situ on land since 2005 and has become an established part of the streetscene. Technology advances (including 5G service provision) and additional demands on the operator's mobile network system in the area have meant that additional antennas are required in the area.

Siting and Appearance

The top height of the mast will increase by 2m. The proposed antennas are slightly bigger in order to support the latest technologies.

The antennas are proposed to remain open to provide adequate service and is set well away from residential frontages. The wider lattice tower will be replaced with a sold slimmer pole.

The tower and new antennas have been designed to resemble the existing apparatus which is already in situ. Placing masts near similar structures and utilising simple design is acknowledged in the 'Code of Best Practice on Mobile Network Development in England' to be less likely to dominate and be in discord with the landscape and as a result less likely to have a detrimental impact on the visual amenity of the surrounding area. The proposal is considered to be an appropriate solution in terms of the design which reduces the impact on visual amenity, whilst ensuring the proliferation of masts is reduced by the utilisation of existing structures as outlined within NPPF.

One of the fundamental aspects of the NPPF is a reduction in the proliferation of sites.

The applicant has taken a sequential approach and is seeking to upgrade the existing base station.

These amendments to the existing radio base station will ensure that the latest super fast technologies will be able to be accessed by users in this area of the city. It is considered that utilising an existing established radio base station installation is preferable to pursuing a second base station within the immediate vicinity, as it would reduce the visual impact therefore preserving the character and appearance of the surrounding area.

Based on this sequential approach no other sites have been considered

The need to provide adequate network coverage is recognised and the principle of locating telecommunications equipment on this site is considered acceptable set back within the site and is far preferable location than the surrounding streets where it would relate poorly to the residential accommodation. The proposal is for the replacement of existing equipment, and, as such it is not an alien feature within the context of the location.

The scheme as a whole is considered to be acceptable in terms of the siting.

The proposed monopole is similar in appearance to the previous approval (currently on site) it's potential impact is lessened when viewed in context with the industrial backdrop and is set back from the surrounding footpaths as the equipment is located at the back of the site. Therefore, it is considered that the proposal would not have a detrimental impact upon the character of the industrial area. Whilst these structures are not particularly attractive, this has to be weighed against the balance of the requirements of the updated technology. In this instance it is considered that the appearance is acceptable.

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

Officers have worked with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with the planning application.

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:

100 Rev B

201 Rev B

301 Rev C, stamped as received on the 31 December 2021 and the Declaration of Conformity with the International Commission on Non-Ionizing Radiation Protection (ICNIRP) Public Exposure Guidelines and The Supplementary Information for Cornerstone by Pegasus, stamped as received on the 22 December 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.

Informatives

1) Part 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.

Network Rail Telecoms Clearance contact: TelecomsClearances@networkrail.co.uk

Appendix 1 – List of consultees & neighbours notified

Highway Services
Network Rail

47 Canada Street, Manchester, M40 8AF
61 Canada Street, Manchester, M40 8AF
55 Canada Street, Manchester, M40 8AF
53 Canada Street, Manchester, M40 8AF
41 Canada Street, Manchester, M40 8AF
78 Canada Street, Manchester, M40 8AE
76 Canada Street, Manchester, M40 8AE
74 Canada Street, Manchester, M40 8AE
70 Canada Street, Manchester, M40 8AE
54 Canada Street, Manchester, M40 8AE
52 Canada Street, Manchester, M40 8AE
59 Canada Street, Manchester, M40 8AF
86 Canada Street, Manchester, M40 8AE
80 Canada Street, Manchester, M40 8AE
65 Canada Street, Manchester, M40 8AF
51 Canada Street, Manchester, M40 8AF
58 Canada Street, Manchester, M40 8AE
Units 1 And 2, Goodier Street, Manchester, M40 2BD
68 Canada Street, Manchester, M40 8AE
62 Canada Street, Manchester, M40 8AE
67 Canada Street, Manchester, M40 8AF
57 Canada Street, Manchester, M40 8AF
45 Canada Street, Manchester, M40 8AF
43 Canada Street, Manchester, M40 8AF
39 Canada Street, Manchester, M40 8AF
37 Canada Street, Manchester, M40 8AF
35 Canada Street, Manchester, M40 8AF
88 Canada Street, Manchester, M40 8AE
84 Canada Street, Manchester, M40 8AE
72 Canada Street, Manchester, M40 8AE
66 Canada Street, Manchester, M40 8AE
64 Canada Street, Manchester, M40 8AE
60 Canada Street, Manchester, M40 8AE

Appendix 2 – Planning constraints

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
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
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Area Team Boundary - Name: NORTH1