

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130921/FO/2021

Date registered valid: 1 July 2021

Proposal: Replacement of existing 15m lattice tower, 6no VF antennas & 9no Remote Radio Units, with 22m lattice tower supporting 6no new antennas, 18no ERS Units, 1no GPS module and associated ancillary equipment

Address: Land Off Altrincham Road , Wythenshawe Interchange, 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: 11.10.2021

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 23.07.2021

Standard consultations:

Printed: 15 July 2021 Expired: 5 August 2021

Neighbour notifications

Printed: 12 July 2021 Expired: 2 August 2021

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: 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 lattice tower supporting 6no new antennas, 18no ERS Units, 1no GPS module and associated ancillary equipment . The current mast sits at 15m in height.

Consultations & Notification Responses

The application was subject to neighbour notification letters. No responses were received.

Highways Services - No objection to the proposal.

Highways England - We have no objection in principle to the application for the replacement of a telecommunications mast. However, there are outstanding details regarding the technical approval and the positioning of the proposal, which principally relate to the mast at a height of

22m located in proximity to the boundary with the SRN. We are currently unable to determine whether it is of a height that, should the structure fail, it could compromise the safe operation of the SRN. 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). A condition is recommended to deal with this matter.

Cadent Gas - The apparatus that has been identified as being in the vicinity of your proposed works is:

High or Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment

Cadent Gas has a MAJOR ACCIDENT HAZARD PIPELINE in the vicinity, (indicated in orange).PARTINGTON/STOCKPORT

The BPD (Building Proximity Distance) for this Pipeline is 8 metres.

The BPD is taken from The Institution of Gas Engineers and Managers publication IGE/TD/1 Edition 5 which is the standard applicable to steel pipelines and associated installations for high pressure gas transmission.

This is the standard adopted by Cadent Gas and endorsed by the Health and Safety Executive (HSE).

There are other restraints imposed on high pressure gas pipelines, these are land use planning distances. These are distances defined by the HSE to allow them to advise on the acceptability of new developments next to the pipeline and are controlled through the HSE's Planning Advice for Developments near Hazardous Installations (PADHI) process.

Health and Safety Executive - Do not advise against the development.

HS2 Ltd – Can confirm that the entire red line boundary is located within the formal HS2 Phase 2b safeguarded area. The land is identified in the Working Draft Environment Statement (WDES) for the construction and operation of the Phase 2b scheme. Specifically, for a satellite and systems compound during the construction phase and then for landscape mitigation during the operation phase (see CT-05-359). HS2 originally objected to the proposal, but following further information provided by the applicant in relation to the fact this is an existing mast site and there are a number of measures that could be undertaken under permitted development or prior approval routes HS2 withdrew their objection.

Prior to final determination of the application the Council are reminded that the government has asked HS2 Ltd to proceed with the development of the Western Leg of Phase 2b (from Crewe to Manchester). A Western Leg bill is being prepared for deposit to Parliament in early 2022, or sooner if possible, and whilst plans may be subject to change following publication of the Integrated Rail Plan, the potential for significant change to the Western Leg is more limited than the Eastern Leg (from West Midlands to Leeds).

The applicant is also advised that any grant of planning consent and subsequent works to replace the existing mast will be time limited due to HS2 Ltd's interest in acquiring the land (currently scheduled in programme for 2025/2026) using future Phase 2b Act powers. If those Act powers are in line with provisions in the HS2 Phase 2a Act then any future replacement apparatus would reflect the current mast and in event that a larger/more costly mast is installed in this safeguarded location then the additional costs would be the responsibility of the developer.

Finally, in event the Council are minded to grant consent the following standard informative is requested to be included on the decision notice for awareness:

“Informative:

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. More information can be found at: <https://www.hs2.org.uk/in-your-area/local-community-webpages/western-leg/>.”

Aerodrome Safeguarding - Do not have any objection, and our previous concerns about radar interference have been abated by a distance consideration that this site lies just outside. The only comment is to remind the applicant of the need to advise about any cranes / tall equipment that they will use during erection of the tower.

The new guidance about cranes etc. can be found here: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

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 proposals consideration of its impact on visual and residential amenity are required.

Visual Amenity – The proposals would seek the replacement of an existing 15m lattice tower with a 22m high 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 or width 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 tower, 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. Following receipt of an initial objection further information was provided by the applicant justifying the use of this existing base station location together with the fallback position which would not require consultation with HS2. Following review of this HS2 confirmed their removal of the objection subject to an informative being attached.

Highways England – Due to the relationship and height of the proposed mast to existing strategic route network highways 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.

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 issues have been discussed with the applicant and agent during the processing of the 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:

Proposed site plan Ref: 201 Rev C; Proposed south elevation Ref: 301 Rev C;

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, 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 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.

Appendix 1 – List of consultees & neighbours notified

High Speed Two (HS2) Limited
Highways England
Highway Services

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
258 Altrincham Road, Manchester, M22 4AA
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
262 Altrincham Road, Manchester, M22 4AA
63 Greenwood Road, Manchester, M22 8AU
57 Greenwood Road, Manchester, M22 8AU
51 Greenwood Road, Manchester, M22 8AU
21 Greenwood Road, Manchester, M22 8AU
15 Greenwood Road, Manchester, M22 8AU
2A Boothfield Road, Manchester, M22 8AS
133 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
1A Royalthorn Road, Manchester, M22 8AY
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

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