MANCHESTER CITY COUNCIL

# Planning

## Growth & Development

## Delegated officer report for planning application

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| **Application no.** | 128250/TEL/2020 |
| **Date registered valid:** | 8 October 2020 |
| **Proposal:** | Prior notification for the installation of a 15m high telecommunications mast together with wrapround cabinet and associated ancillary works |
| **Address:** | Pavement To The South East Of The Junction Between Crossacres Road And Peel Hall Road, Manchester, M22 5BX |
| **Ward(s):** | Sharston Ward |
| **Applicant:** | Hutchinson 3G Uk Ltd Star House, 20 Grenfell Road, Maidenhead, SL6 1EH |
| **Agent (if any):** | Mr Ryan Marshall WHP Telecoms Limited Troy Mills, Helena House , Troy Road, Horsforth, Leeds, LS18 5GN |
| **Case officer:** | Robert Griffin<br>Tel: 0161 234 4527<br>Email: robert.griffin@manchester.gov.uk |
| **Recommendation:** | APPROVE |
| **Date of recommendation:** | **02.12.2020** |

## Application details

**Type of application:** Telecommunication Application

**Development type:** Notifications

**Date of site visit:** None undertaken – Photos of site taken from online resources in this instance

**Standard consultations:**
Printed: 19 October 2020 Expired: 9 November 2020

**Neighbour notifications**
Printed: 19 October 2020 Expired: 9 November 2020

**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 development

The proposals are for the installation of a 15m Telecommunications monopole with wraproundcabinet and associated 3 no. equipment cabinets within the pavement to the south east of the junction between Crossacres Road and Peel Hall Road.

The proposals have been amended by the applicant since they were first submitted to reduce the height of the mast from 18m to 15m.

## Description of area

The surrounding area is predominantly residential however to the immediate north east of the proposed siting of the mast (approximately 16 metres away) is the two storey Crossacres Day Care Centre set behind a boundary fence and to the north on Crossacres Road is the single storey Wythenshawe community church and associated buildings. Two Primary schools are located to the north east along Crossacres Road approximately 108 metres and 212 metres from the proposed site. The closest residential property to the west on the opposite site of Peel Hall Road is approximately 25 metres away and the closest residential property on the eastern side of Peel Hall Road is approximately 56 metres to the south.

## Consultations & Notification Responses

Councillor Madeline Monaghan – Correspondence was received from Cllr Monaghan relating to an email from a constituent raising concerns with the proposals. There were concerns with the height and proximity to residential properties.
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Notification letters were sent to nearby neighbours and 13 objections were received in response. A summary of the matters raised is set out below:
- Loss of green view as a result of the mast
- Mast will de-value property
- There is an 'Age Concern" building on the corner of Peel Hall road which had supported the elderly since the forties. I have been advised that the building will demolished to enable the plans for the Mast.
- Can you provide exactly the amount of radiation this eye sore of a monstrosity that you are hoping to erect and over looking the surroundings houses.
- Object to this unsightly 18M mast and equipment, it will be an unwanted eyesore considerably higher than building's in the area.
- We don't need 5G in the Wythenshawe area 4G is fast enough
- Personally I'm very stressed and anxious of the thought of this mast being installed in such close proximity to my home, it will have an impact on mine and my families mental health.
- Concerned about the affects on children's health there seems to be no certainty that 5G is 100% safe for them
-It would be an infringement of human rights and possibly be in contravention of the Nuremberg treaty for name of mast operator to subject residents to mobile phone mast emissions when they have not been shown to be safe, and indeed much research and observation suggest that there are significant risks, and when the residents have clearly not given permission or approval
- 5g has nothing to do with coronavirus, but planning and implementation of 5g masts and associated technology have used coronavirus as a smokescreen to get installations in place while the country is in lockdown and thinking about coronavirus. This is devious and underhanded as it is less likely to be objected to in these unprecedented times.
- There are two primary schools within 200m of this proposed installation.
- Horrified that an un-tested and possibly very dangerous technology would be installed into a densely populated area. The area already has fast broadband, there is not a public need or desire for experimental technologies which illicit a great deal of mistrust.
- Those installing the towers must be held accountable for the public safety in the area.
If it was safe, insurance companies would insure against harm or injury from 5g. None will, including Lloyds of London.
- If this installation goes ahead, apart from creating fear and distress in many local residents, there is no doubt that Manchester City Council will face legal challenges and actions as there has not been proper consultation with local residents nor does it seem that the Manchester City Council have taken into consideration the intense concerns related to the health issues raised by the public.

Highway Services - Both the mast and associated antennas and cabinets appear to be placed at the back of the adopted footway.

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.

It is understood that the proposals would require a minimal level of routine servicing/maintenance (every two to three months) which would require maintenance vehicles to be parked nearby in consideration of the surrounding parking restrictions.

The applicant is advised that any requirements for temporary traffic management arrangements will need discussion and agreement with the council's Highways

Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

**Policies**

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in 2019. 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.

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.

**Issues**

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.

The proposal falls within Part 16, Class A - 'Electronic communications code operators', of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). This requires that Local Planning Authorities assess whether prior approval is required for the siting and appearance of the development.

Siting and Appearance - Following an assessment of the proposal and the proposed siting of the telecoms mast and associated cabinets it is considered that the development would not give rise to harmful impact to the visual and residential amenity of the area.

A number of images of the site and its context are appended to this report, this sets out a variety of views of the site.

The site forms part of a pavement area at a section of wide pavement (approximately 5.8m in depth). The mast has been sited in this location to enable a clear footway to be provided along this section of Peel Hall Road. It is noted that the pavement narrows to the southern edge of the proposed mast location to form a pavement and grass verge. The measurements taken from

the Councils GIS system indicates that the pavement is approximately 2.98 metres in width at this point and it is believed that adequate pavement width would be retained to allow safe movement of pedestrians. MCC Highway Services have raised no objections with this proposed installation.

The nearest residential properties to the proposed mast are located on the opposite side of Peel Hall Road. The front of these properties is approximately 25m to the south-west from the proposed installation. Further residential properties lie to the south and are approximately 57 metres away from the mast. The closest building to the proposed mast is the Crossacres Resource Centre located to the immediate east behind a boundary fence, the mast would be located approximately 16 metres away from the south west corner of the building. It is considered that these distances together with the reduction in height to 15 metres would ensure that the installation would not form an overbearing or overly dominant feature to the nearest residential properties.

The mast would form a new structure that would be taller than similar street furniture, particularly street lighting which are of a lower height. The width of the mast together with the proposed light grey finish would assist in assimilating the structure into the street scene together with the presence of street trees on Peel Hall Road.

The mast and associated equipment cabinets have been sited to provide the required infrastructure and network coverage for the area and to minimise the visual impacts of the installation. It is acknowledged that the mast and cabinets would result in a visual change on this part of the Road however, this change is not in this instance considered as so harmful as to warrant refusal of the proposal in terms of its siting and appearance as set out above.

Health and Safety
The proposal accords with all relevant health and safety requirements, including the guidelines of the International Commission for Non-Ionising Radiation Protection (ICNIRP) as adopted in the EU Council Recommendation of 12 July 1999 on the limitation of exposure to the general public to electromagnetic fields.

A declaration of conformity with ICNIRP Public Exposure Guidelines has been submitted with the application as received by the City Council as Local Planning Authority and meets guidelines in terms of health aspects. The NPPF indicates that a local planning authority does not need to consider health aspects when an ICNIRP has been submitted. It is not therefore necessary to further consider aspect of health and other concerns, including the perception of risk in terms of this application process.

**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 polices 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

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

1) The City Council is satisfied with the siting and appearance of the proposed telecommunication installation, 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). The consent hereby provided shall ensure the installation be carried out only in accordance with drawings numbered MAN12081_M002 Issue B received on the 27th November 2020, together with accompanying information received by the City Council as Local Planning Authority on 8th October 2020.

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).

## Appendix 1 – List of consultees & neighbours notified

Highway Services

4 Peel Hall Road, Manchester, M22 5BU
BRIDGELEA PUPIL REFERRAL UNIT, Ashgate Specialist Support Primary School, Crossacres Road, Manchester, M22 5DR
2 Peel Hall Road, Manchester, M22 5BU
High Grove Club, 1 Peel Hall Road, Manchester, M22 5DG
Benchill And District Conservative Club, Crossacres Road, Manchester, M22 5BS
Crossacres Resource Centre, Crossacres Road, Manchester, M22 5DG
7 Cartridge Close, Manchester, M22 5DS
1 Cartridge Close, Manchester, M22 5DS
23 Peel Hall Road, Manchester, M22 5DG
90 Crossacres Road, Manchester, M22 5BS
84 Crossacres Road, Manchester, M22 5BS
Wythenshawe Community Church, 94 Crossacres Road, Manchester, M22 5BS
16 Cartridge Close, Manchester, M22 5DS
14 Cartridge Close, Manchester, M22 5DS
5 Cartridge Close, Manchester, M22 5DS
3 Cartridge Close, Manchester, M22 5DS
21 Peel Hall Road, Manchester, M22 5DG
8 Peel Hall Road, Manchester, M22 5BU
6 Peel Hall Road, Manchester, M22 5BU
16 Peel Hall Road, Manchester, M22 5BU
14 Peel Hall Road, Manchester, M22 5BU
12 Peel Hall Road, Manchester, M22 5BU
10 Peel Hall Road, Manchester, M22 5BU
62 Croftlands Road, Manchester, M22 9ZD
4 Nisbet Avenue, Manchester, M22 5BX
3 Nisbet Avenue, Manchester, M22 5BX
2 Nisbet Avenue, Manchester, M22 5BX
1 Nisbet Avenue, Manchester, M22 5BX
121 Crossacres Road, Manchester, M22 5BT
92 Crossacres Road, Manchester, M22 5BS
88 Crossacres Road, Manchester, M22 5BS
86 Crossacres Road, Manchester, M22 5BS

## 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 15M
Area Team Boundary - Name: SOUTH

APPENDIX 1 – Site photos




View looking north towards the junction with Cross Acres road. Site is edged red on the right, Wythenshawe Community Church is directly ahead



View looking south towards the site from the Crossacres Road junction, closest residential properties are to the right and the corner of the Crossacres Resource Centre is just visible to the left




View south east looking across the Crossacres Road/Peel Hall Road junction towards site



View south towards site from Crossacres Road



View north along Peel Hall Road


View looking east towards site with Crossacres Resource Centre in the background