

Planning

Growth & Development

Delegated officer report for planning application

Application no. 127903/TEL/2020

Date registered valid: 3 September 2020

Proposal: Prior Approval for the installation of 20 metre high telecommunication mast with wrapround cabinet at base, 3 associated equipment cabinets and associated ancillary works.

Address: Pavement adjacent To 256 Bradford Road, Manchester, M40 7BG

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Hutchison 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: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 16 October 2020

Application details

Type of application: Telecommunication Application

Development type: Notifications

Date of site visit: 29 September 2020

Standard consultations:

Printed: 8 September 2020

Expired: 29 September 2020

Neighbour notifications

Printed: 8 September 2020

Expired: 29 September 2020

Site notice

Posted: 29 September 2020

Expired: 20 October 2020

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description Site and area

The application site comprises an area of footway situated on the southern side of Bradford Road, close to the busy, traffic controlled junction with Hulme Hall Lane.

The area is mixed use in nature including a garage and car sales area immediately to the back of the pavement to which the site relates. Beyond this is a raised railway embankment and large gas cylinder. Opposite the site, to north, on the other side of Bradford Road, are two storey residential properties, enclosed to the front by a 1.7 metre high (approx.) brick wall. To the north east, on the other side of Hulme Hall Lane, are various, double height warehouses and car parking areas, situated within an elevated position above the road frontage.

Description of development

Prior Approval for the installation of 20 metre high telecommunication mast with wrapround cabinet at its base, 3 associated equipment cabinets and associated ancillary works.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Highway Services - Highways accept the principle of these proposals. 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

Policy

The following policy and guidance is considered relevant to the consideration of this application:

- Saved policy DC17.1 of the UDP;
- Policies DM1 and SP1 of the Core Strategy;
- Sections 10 and 12 of the National Planning Policy Framework (NPPF).

Issues

Principle

The Town and Country Planning (General Permitted Development) (England) Order 2015 confers 'permitted development rights' for certain types of telecommunications development. This now includes the erection of telecommunications masts which do not exceed a height of 20m above ground level. These permitted development rights remove the need to submit a full planning application, but rather require what is termed a 'prior notification' application to be made.

This means that the Local Planning Authority can only control the details of the siting, design and external appearance of a telecommunication development, as the acceptability of the principle of the development is already established. The Local Planning Authority has 56 days in which to let the applicant know of its decision on whether prior approval is required for siting and appearance and to let the operator know of its decision to allow or refuse approval.

Given background Government planning guidance, a principal theme running through the National Planning Policy Framework is the commitment to ensuring sustainable economic growth. This includes the advancement of infrastructure and the use of smarter technologies.

Paragraph 112 at Section 10 of the NPPF states that "Advanced, high quality communications infrastructure is essential for sustainable economic growth and social well-being".

Saved policy DC17.1 of the UDP similarly looks to support telecommunication development, subject to minimising any impact upon siting and appearance.

In this case, the siting and appearance of the proposed installation is considered satisfactory. The public benefits of a greatly enhanced communications network for businesses, residents and visitors alike in this location would also qualify as a considerable positive that would contribute to the wider economic output of the area.

As such, it is considered that the proposal complies with the overarching policy framework which outlines a general presumption in favour of telecommunication development. It is necessary however to further assess the appropriateness of the siting and appearance of the proposed equipment, as outlined below.

Siting and Appearance

In keeping with the National Planning Policy Framework which advocates the use of high quality communications infrastructure, the proposed design has been selected to minimise visual impact upon the street scene by integrating with the existing street furniture, including the vertical lines of nearby street lighting columns, and trees.

The introduction of a tall structure will always to some degree be noticeable, particularly to passers by and nearby occupiers. This does not necessary mean any harm will result or that there will be an overwhelming, undue impact.

In this instance, it is considered that the applicant has minimised the impact by practicable and appropriate siting and design, balancing the siting and appearance of the installation against technical requirements and material planning policy and guidance which advocates a presumption in favour of such equipment.

The proposal has undergone a sequential site selection, with the current proposal representing the best fit when balancing siting against coverage requirements. The proposed installation will facilitate advanced coverage in the area to aid the social well-being and business needs of the occupants of the nearby properties and local businesses.

In terms of appearance, the design reflects the vertical emphasis provided by nearby street lighting columns around the main Bradford Road/Hulme Hall lane junction and the series of tall trees which line the neighbouring railway embankment to the south.

Given the industrial backdrop provided by the car sales area situated immediately next to the proposed installation, railway line and gas cylinder beyond to the south, coupled with the busy context of the junction, it is not considered that the proposed installation would have a significantly harmful impact upon the character and appearance of the area, or the amenity of neighbouring business occupiers.

The site is located adjacent to a busy, thoroughfare which leads to and from the city centre and given the distance between the proposed installation and the industrial backdrop when viewed from the nearest residential properties opposite, it is not believed the mast would form an overly intrusive feature in light of the prevailing context.

The mast is fairly slim-line in appearance. The proposed monopole will have a galvanised steel finish to reflect other nearby street furniture typical of an urban streetscape.

The proposed equipment cabinets are less than 2.5m³ each and will be located immediately alongside the mast. It should be noted that if seen alone as standalone developments, they would constitute permitted development. The cabinets have also been designed to appear like other statutory undertakers equipment cabinets. They are small for telecommunications apparatus and are proposed to be coloured green to assimilate with other equipment cabinets commonly found in urban environments.

In light of the above, it is felt that given the context of the area and the design of the proposed installation, the siting and appearance of the proposal can be satisfactorily accommodated when taking all factors into account.

Access

Highways considered that sufficient pavement width would remain along this section of Bradford Road so not to impeded pedestrian access. The proposed equipment has also been sited towards the back of pavement so far is possible.

Impact on Health and Safety

The role of the planning system however is not to duplicate existing controls under other legislation and is not the place to determine health safeguards. It is the Governments' view that if a proposed development conforms to International Compliance for Public Exposure Guidelines for Public Exposure to Electromagnetic Fields established by the International Commission on Non Ionising Radiation Protection (ICNIRP), further consideration of this issue should not be necessary by the Local Planning Authority.

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

Article 35 Declaration – Not Required.

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 MAN/10318/M001/A received by the City Council as Local Planning Authority on 3 September 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

Flat 1, 395 Bradford Road, Manchester, M40 7BW
Flat 2, 395 Bradford Road, Manchester, M40 7BW
3 Hooton Street, Manchester, M40 7BP
4 The Mews, Manchester, M40 7BG
17 The Mews, Manchester, M40 7BG
14 The Mews, Manchester, M40 7BG
393 Bradford Road, Manchester, M40 7BW
387 Bradford Road, Manchester, M40 7BW
383 Bradford Road, Manchester, M40 7BW
7 Hooton Street, Manchester, M40 7BP
397 Bradford Road, Manchester, M40 7BW
391 Bradford Road, Manchester, M40 7BW
1 Hooton Street, Manchester, M40 7BP
First Floor, 254 Bradford Road, Manchester, M40 7BT
254B Bradford Road, Manchester, M40 7BT
254A Bradford Road, Manchester, M40 7BT
Seamark, Lord North Street, Manchester, M40 8AD
Vermillion And Cinnabar, Lord North Street, Manchester, M40 8AD
254 Bradford Road, Manchester, M40 7BT
6 The Mews, Manchester, M40 7BG
2 The Mews, Manchester, M40 7BG
16 The Mews, Manchester, M40 7BG
379 - 381 Bradford Road, Manchester, M40 7BW
5 Hooton Street, Manchester, M40 7BP
8 The Mews, Manchester, M40 7BG
19 The Mews, Manchester, M40 7BG
12 The Mews, Manchester, M40 7BG
10 The Mews, Manchester, M40 7BG
389 Bradford Road, Manchester, M40 7BW
385 Bradford Road, Manchester, M40 7BW

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 - Not Affected
Coal Authority - Development High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
HSE COMAH Zone - H1485 IZ - Bradford Road Holder Station (East) Inner Zone
Hazard - Bradford Road Gas Works
Hazard - Major Accident Hazard Pipeline - East Manchester
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH2