

Planning

Growth & Development

Delegated officer report for planning application

Application no. 126385/FO/2020

Date registered valid: 4 March 2020

Proposal: Installation of 20m monopole following removal of existing, accommodating 12 no. antennas together with the upgrade of the equipment cabinets and ancillary development thereto

Address: Junction Of Barlow Moor Road & Princess Road, Manchester, M21 7GZ

Ward(s): Chorlton Park Ward

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

Agent (if any): Mrs Alison Hughes, Entrust Professional Services, 3C Whitworth Court, Manor Park, Runcorn, WA7 1WA

Case officer: Robert Griffin
Tel: 0161 234 4527
Email: r.griffin@manchester.gov.uk

Recommendation: APPROVE

Date of recommendation: 28.04.2020

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: No site visit undertaken due to the Covid-19 pandemic. Picture resources from Google Streetview utilised.

Standard consultations:

Printed: 5 March 2020 Expired: 26 March 2020

Neighbour notifications

Printed: 4 March 2020 Expired: 25 March 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 area

The application site is a traffic island placed within a busy junction of Princess Road and Barlow Moor Road. To the south west are commercial properties associated with the Christie Fields business park, to the north is the Southern Cemetery and further north and east is the recently completed Spire Hospital.



Description of development

The proposals relate to the replacement of an existing telecoms mast (14m) and equipment cabinets as part of an upgrade to mobile communication infrastructure. The proposed mast is 20 metres in height and there would be 6 new equipment cabinets installed together with the retention of two existing cluster of equipment cabinets. The mast and cabinets are to be situated off the pavements and within the grassed area of the traffic island in close proximity to the existing mast. The proposals indicate that trees would not be impacted by the mast.



View northwards towards junction with Barlow Moor Road and Princess Road – existing mast highlighted red

Consultations & Notification Responses

Neighbouring properties were notified of the proposals, no responses were received.

Highway Services – It is accepted that the proposals would not cause a distraction to passing vehicles and would not give rise to forward visibility issues. The applicant is advised that any requirements for temporary traffic management arrangements will need discussion and agreement with the Council's Highway applications and Network resilience teams via Contact Manchester.

West Didsbury Residents Association – No objections make comments that the total level of noise emanating from the equipment cabinets is not considered loud enough to be intrusive and that no longer term generator use is envisaged.

Policies

National Planning Policy Framework

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.

Chapter 12. Achieving well-designed places

124. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

125. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.

127. Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

130. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

131. In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

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

The application is for the installation of a 20 metre high telecommunication monopole and 6 no. associated equipment cabinets and ancillary development following removal of a mast on an adjacent site.

Siting & Appearance

Following 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.

It is considered that this scheme is acceptable in this instance as the proposal would not create a significant and harmful impact within the overall character of the local area in terms of visual amenity and appearance. The overall height of the monopole at 20 metres, would be higher

than the existing mast by approximately 6 metres but there are trees and other highway structures (street lights etc) that would result in the proposed structure and cabinets not dominating when viewed in the street scene.

The proposed mast at 20 metres high is distant from the nearest residential properties and would sit within a traffic island close to a busy road junction and is not considered to result in street clutter.

Design

The proposed 6 no. cabinets are simple square box/rectangular shape and the monopole is cylindrical and very similar to other telecommunications equipment installed elsewhere in the City. The design, height and colour of the proposed equipment identified as grey reflect the finishes of street lighting columns and other street furniture adjacent the site.



Noise

Comments were made by WDRA in respect of noise from the proposed equipment cabinets. Whilst these equipment cabinets are required due to the siting of the mast in most cases they fall within permitted development rights. In this instance the siting of the equipment within a traffic island surrounded by busy roads are not considered to give rise to noise that would cause undue harm to the nearest occupiers of buildings and residential properties.

Conclusion

It is considered that the proposal has been sited and designed to minimise visual impacts and would be site in close proximity to the existing installation which has been in situ for a considerable period of time. It is therefore considered that the proposals are acceptable and would improve telecommunication infrastructure and service in this area.

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 and within statutory timescales.

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:

745729_MAN084_76032_M0419_M001 Issue A 'General Arrangement'

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.

Informative

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).

Appendix 1 – List of consultees & neighbours notified

West Didsbury Residents Association
Highway Services
Corporate Property

18 Ashwood Avenue, Manchester, M20 2ZB
20 Ashwood Avenue, Manchester, M20 2ZB
6 Ashwood Avenue, Manchester, M20 2ZB
Former Public Conveniences, 701 Princess Road, Manchester, M20 2EW
Car Spaces, 7 Christie Way, Manchester, M21 7QY
Car Spaces, 3 Christie Way, Manchester, M21 7QY
Christie Fields, Derwent Avenue, Manchester, M21 7QS
7 Christie Way, Manchester, M21 7QY
5 Christie Way, Manchester, M21 7QY
3 Christie Way, Manchester, M21 7QY
Flat 9, Ashwood Court, 2A Ashwood Avenue, Manchester, M20 2ZB
Flat 7, Ashwood Court, 2A Ashwood Avenue, Manchester, M20 2ZB
Flat 4, Ashwood Court, 2A Ashwood Avenue, Manchester, M20 2ZB
Flat 2, Ashwood Court, 2A Ashwood Avenue, Manchester, M20 2ZB
14 Ashwood Avenue, Manchester, M20 2ZB
2 Ashwood Avenue, Manchester, M20 2ZB
Flat 8, Ashwood Court, 2A Ashwood Avenue, Manchester, M20 2ZB
Flat 6, Ashwood Court, 2A Ashwood Avenue, Manchester, M20 2ZB
Flat 5, Ashwood Court, 2A Ashwood Avenue, Manchester, M20 2ZB
Flat 3, Ashwood Court, 2A Ashwood Avenue, Manchester, M20 2ZB
Flat 1, Ashwood Court, 2A Ashwood Avenue, Manchester, M20 2ZB
8 Ashwood Avenue, Manchester, M20 2ZB
4 Ashwood Avenue, Manchester, M20 2ZB
16 Ashwood Avenue, Manchester, M20 2ZB
12 Ashwood Avenue, Manchester, M20 2ZB
10 Ashwood Avenue, Manchester, M20 2ZB

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