

## Planning

## Growth & Development

### Delegated officer report for planning application

**Application no.** 135821/TEL/2022

**Date registered valid:** 22 December 2022

**Proposal:** Prior approval for the installation of a 16 metre high telecommunications mast with associated cabinets

**Address:** Droylsden Road Opposite Terence Street, Manchester, M40 1GJ

**Ward(s):** Miles Platting & Newton Heath Ward

**Applicant:** Gallivan CK Hutchison Networks (UK) Limited

**Agent (if any):** Mr Tom Gallivan Dot Surveying Ltd

**Case officer:** Adam Mitchell  
Tel: 0161 234 4165  
Email: adam.mitchell@manchester.gov.uk

**Recommendation:** APPROVE

**Date of recommendation:** 14.02.2023

## Application details

**Type of application:** Telecommunication Application

**Development type:** Notifications

**Date of site visit:** 06 January 2023

### Standard consultations:

Printed: 4 January 2023    Expired: 25 January 2023

### Neighbour notifications

Printed: 4 January 2023    Expired: 25 January 2023

### 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

**Listed building:** Not applicable

**Conservation area:** Not applicable

**Tree Preservation Order:** Not applicable

## Description of Site/Area

The application site relates to the pavement opposite the junction of Droylsden Road and Terence Street (See Figure 1.) within Miles Platting and Newton Heath Ward of Manchester. The proposal would be sited on the northern side of Droylsden Road, with Brookdale Park situated directly behind the application site. Residential properties are situated further south along Droylsden Road and opposite along Terence Street.

The surrounding area is predominately residential in nature with Brookdale Park situated directly to the north of the application site. Residential properties encompass the area around Brookdale Park and are found to the south, and west of the proposal site.

Supporting information provided with the application explains how other locations had been considered and discounted when choosing a suitable site. A list of the other options which were considered have been presented.



*Figure 1: Proposed Application Site*

## **Description of development**

The proposal seeks prior approval for the installation of a 16metre high, 5G telecommunication monopole and associated equipment cabinets.

## **Consultations & Notification Responses**

Local residents were notified and one response was received. The objection letter is summarised below.

- I and the neighbourhood already have a strong communications signal here,
- Nothing is being said about the short and long term effects of this installation on the health and wellbeing of locals,
- I personally don't see benefit to the local community.

Comments on Objections raised: 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. Therefore, the objectors comments fall outside Manchester City Council's remit for assessing telecommunications applications with the benefits to the local community outlined below in the following sections.

### **Highways Comments:**

The proposed equipment appears to be positioned to the back of the footway. However, it is unclear how large the equipment is and how much footway will be used. Confirmation is sought regarding the width of footway to be retained in order to ensure that it is of adequate width to cater for pedestrians and wheelchair/buggy users. An unobstructed clearance of 2m (minimum) from the edge of the carriageway and existing street furniture is required.

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.

Detail is sought on proposed installation arrangements from a highways perspective. 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 Email - [highwaylicences@manchester.gov.uk](mailto:highwaylicences@manchester.gov.uk)

A revised proposal was received sent by the planning agent on 12.01.2023 demonstrating that the proposed equipment would leave a greater distance of 2 metres from the edge of the carriageway leaving sufficient room for pedestrians and wheelchair/buggy users.

## **Policy**

### *The National Planning Policy Framework (July 2021)*

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 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):

- a) 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;
- b) 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 well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The following specific policies are considered to be particularly relevant to the proposed development:

i. Chapter 10. Supporting high quality communications- Explains how 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. It specifically states that 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.

ii. Chapter 12. Achieving well-designed places- Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces. Where development is not well designed, it should be

refused.

*The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.*

The Core Strategy is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. Of relevance are:

Policy DM1 (Development Management); which 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. The relevant issues are the appropriate siting, layout, scale, form, massing, materials and detail. The 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. The 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.

Policy SP1 (Spatial Principles); which sets out 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, amongst these include: 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.

#### *Unitary Development Plan Saved Policies*

Large elements of the UDP have been superseded by the Core Strategy. The following saved policy is of relevance in the consideration of this application:

Policy DC17.1 states that applications for telecommunications developments will normally be approved if the Council can be satisfied that the development has been sited and designed to minimise its impact on residential amenity and in environmentally sensitive areas. Wherever possible, the Council will expect the potential of existing buildings and masts, including the sharing of such facilities, to be fully explored before agreeing to additional separate development.

## **Issues**

### **Principle of Development**

The Town and Country Planning (General Permitted Development) (England) Order 2015 confers 'permitted development rights' for certain types of telecommunications development. These permitted development rights remove the need to submit a full planning application for masts and equipment of the type proposed.

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 principal issue relates to the impact upon visual amenity and upon the character and appearance of the area, as consequence of the siting and appearance of the proposed installation.

In this case, given the prevailing policy and Government support for telecommunication

installations coupled with the siting and appearance of the proposed installation in the case, the principle of the proposal 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 well as social improvements.

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**

The application site relates the pavement opposite the junction of Droylsden Road and Terence Street. The proposed equipment would be sited at the back of the footpath along the northern side of Terence Street. Revised drawings were received from the planning agent on 12.01.2023 demonstrating that a greater width of 2 metres will be left to the adopted carriageway.

The siting of the proposal is considered appropriate. The introduction of a tall structure would always to some degree be noticeable, particularly by passers-by and nearby residents. This does not necessarily mean there would be any harm or that there would be an overwhelming, undue impact. The proposal at an immediate level is not considered to create significant adverse implications. The properties along Terence Street which look onto Brookdale Park would be situated close to the proposal. However, these properties would be sited approx. 25 metres away. Due to the distance and to the trees surrounding the application site along Brookdale Park's southern boundary, no significant visual implications are considered to be caused. Therefore, the surrounding properties are not considered to be adversely impacts and is hoped that the existing street furniture and trees would help the proposal blend in.

### **Impact on Health**

The role of the planning system 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.

It should also be noted that within the letter issued to Local Planning Authorities from the Department for Digital, Culture, Media and Sport, dated 24 May 2021, it is stated that the Government's independent advisers on matters of public health, are clear that there is no credible evidence of a negative impact of mobile technology, including 5G on people's health. Central to PHE's advice are the guidelines published by the International Commission on Non Ionizing Radiation Protection (ICNIRP), which is formally recognised by the World Health Organisation.

### **Access**

Highways commented that *'The proposed equipment appears to be positioned to the back of the footway. However, it is unclear how large the equipment is and how much footway will be used. Confirmation is sought regarding the width of footway to be retained in order to ensure that it is of adequate width to cater for pedestrians and wheelchair/buggy users. An*

*unobstructed clearance of 2m (minimum) from the edge of the carriageway and existing street furniture is required.'*

Confirmation was confirmed through the revised drawings received by the planning agent dated 12.01.2023 outlining that a width of 2.7metres will be retained between the proposed mast and the adopted highway. As such there are no additional concerns regarding pedestrian safety and therefore, no access issues would arise from the proposal.

## **Other Legislative Requirements**

### **Equality Act 2010**

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

### **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:** APPROVAL

### **Article 35 Declaration**

### **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, in accordance with 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 MAN21935\_MAN654\_TBC\_M1376\_GA\_REV\_B, received by the City Council as Local Planning Authority On 12 January 2023, together with accompanying documents.

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).

### **Informatives**

Detail is sought on proposed installation arrangements from a highways perspective. The applicant is advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - [highwaylicences@manchester.gov.uk](mailto:highwaylicences@manchester.gov.uk)

## **Appendix 1 – List of consultees & neighbours notified**

### Highway Services

314 Droylsden Road, Manchester, M40 1GF  
310 Droylsden Road, Manchester, M40 1GF  
306 Droylsden Road, Manchester, M40 1GF  
Horse Shoe Inn, 259 Droylsden Road, Manchester, M40 1GJ  
36 Woodgarth Avenue, Manchester, M40 1QE  
7 Terence Street, Manchester, M40 1QD  
7 Hopgarth Walk, Manchester, M40 1QZ  
1 Hopgarth Walk, Manchester, M40 1QZ  
4 Terence Street, Manchester, M40 1QY  
308 Droylsden Road, Manchester, M40 1GF  
The Lodge, Brookdale Park, Droylsden Road, Manchester, M40 1PE  
9 Cloughton Walk, Manchester, M40 1QS  
7 Cloughton Walk, Manchester, M40 1QS  
38 Woodgarth Avenue, Manchester, M40 1QE  
34 Woodgarth Avenue, Manchester, M40 1QE  
32 Woodgarth Avenue, Manchester, M40 1QE  
9 Terence Street, Manchester, M40 1QD  
5 Terence Street, Manchester, M40 1QD  
3 Terence Street, Manchester, M40 1QD  
11 Terence Street, Manchester, M40 1QD  
1 Terence Street, Manchester, M40 1QD  
5 Hopgarth Walk, Manchester, M40 1QZ  
3 Hopgarth Walk, Manchester, M40 1QZ  
8 Terence Street, Manchester, M40 1QY  
6 Terence Street, Manchester, M40 1QY  
2 Terence Street, Manchester, M40 1QY  
312 Droylsden Road, Manchester, M40 1GF

## **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 Low Risk - Name: DEVELOPMENT\_LOW\_RISK\_AREA  
Susceptible to Surf Water Flood (Less) -  
Area Team Boundary - Name: NORTH AREA