

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134892/TEL/2022

Date registered valid: 7 September 2022

Proposal: Installation of 15.0 metre Monopole and associated ancillary works.

Address: Trinity Way , Strangeways , Manchester , M3 1LD

Ward(s): Cheetham Ward

Applicant: CK Hutchison Networks (UK) Ltd Great Brighams Mead ,
Vastern Road , Reading , RG1 8DJ

Agent (if any): Ryan Marshall WHP Telecoms Limited 1A Station Court,
Station Road, Leeds, LS20 8EY

Case officer: Eve Woolstencroft
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Recommendation: Refuse

Date of recommendation: 17 October 2022

Application details

Type of application: Telecommunication Application

Development type: Notifications

Date of site visit:

Standard consultations:

Printed: 14 September 2022 Expired: 5 October 2022

Neighbour notifications

No neighbour notifications have been printed and sent.

Site notice

Posted: Expired:

Press advert

Published: 20 September 2022 Expired: 11 October 2022

Departure from Development Plan: No

Environmental Statement: Not required

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of Site/Area

The proposal site is located on the footway in front of a large surface level car park on the Trinity Way Ring Road in the Green Quarter area of Manchester City Centre. There is a low level brick wall surrounding the surface level car park and all street furniture, as well as signage is located either at the front of the footpath or within the car park.

Opposite the proposal location on the other side of Trinity way is the Manchester Arena and associated multi storey car park. To the west of the application site is a newly completed development of high-quality design and materials which was given planning permission in 2019 (application referenced 124995/FO/2019) for the erection of a five-storey educational building (18495 sqm) (Use Class D1) with associated access, servicing, landscaping, public realm and other associated works following removal of existing car park.

Description of Development

Prior Approval is sought for the Installation of a 15.0 metre Monopole and associated ancillary works.

Relevant Planning History

126667/TEL/2020 - Prior Approval for the installation of a 20 metre Monopole and associated equipment cabinet at base and associated ancillary works REFUSED
26 May 2020.

Consultations & Notification Responses

Local residents were notified, and a site notice was posted for 21 days. No representations were received as a result of this.

Design for Security at Greater Manchester Police – no objections

Highways – no objections

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy 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.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 – 'Spatial Principles' refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of

residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 – ‘Development Management’ states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policy of the Unitary Development Plan is also considered relevant: Saved policy DC17.1 states that the Council will normally approve applications for telecommunications development 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 area. Wherever possible, the Council will expect the potential of existing buildings and masts, including the sharing of such facilities to be explored.

National Planning Policy Framework (NPPF)

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role

Section 10 refers to supporting high quality communications.

Paragraph 115 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’.

Great Ducie Street Strategic Regeneration Framework (2018)

The proposed location of the installation lies within The Great Ducie Street Regeneration Framework. This area extends northwards from Manchester's Inner Ring Road adjacent to the Manchester Arena and the framework identifies the area as 'an opportunity to create a genuinely mixed-use neighbourhood with a strong sense of place and community'

The proposed location of the installation would be on the Trinity way frontage, one of the principles of the SRF is the importance of the Interface with the Inner Ring Road. The SRF states that the site's location within close proximity to the Inner Ring Road (Trinity

Way) should be carefully considered and that opportunities to improve the experience along the Inner Ring Road, through incorporating high quality architectural design on the key frontages within the SRF area, will be encouraged.

The proposed location of the monopole is within an area recognised as missing an active frontage and, in the masterplan, identified as an area for the location of 'landmark' or 'gateway' buildings to improve the experience of the inner ring road.

Issues

Siting and Appearance

The proposal site is located in front of a large surface level car park on the Trinity Way Ring Road in the Green Quarter area of the City Centre. There is a low level brick wall surrounding the surface level car park and all street furniture, as well as signage is located either at the front of the footpath or within the car park. Opposite the proposal location on the other side of Trinity way is the Manchester Arena and associated multi storey car park. The application site is located within the City Centre and an area of high footfall and close to Manchester Victoria Railway Station.

The proposal location is within the boundary of The Great Ducie Street Strategic Regeneration Framework and the specific location is identified as a location for landmark buildings. The framework states that new buildings should be designed to support active frontages, particularly around key public spaces and pedestrian desire lines, to promote street life and enhanced animation to the street scene (page 57).

An application was refused in May 2020 for a monopole in the same location however with a height of 20 metres. Since the refusal of this application, a 5-storey building has been completed adjacent to the ring road, to the west of the site on a former surface level car park. It is anticipated that the surface level car parks surrounding the site, including the one located directly adjacent to the application site behind the footway on Trinity Way will come forward for redevelopment, in line with the Councils regeneration framework for the area.

It is considered that this scheme is unacceptable in this instance as the proposal appears to create a significant and harmful in terms of visual amenity and appearance and would have a negative impact upon regeneration efforts and improvements to the environment taking place within the area, and as a consequence would have a detrimental impact on the overall image of the Strategic Regeneration area.

The height of the monopole at 15 metres, which a reduction in height from the refused 20 metres, is significantly bulkier than the existing street furniture and would appear dominant within the street scene when viewed along this stretch of Trinity way. The existing street lighting columns which have a maximum height of approx. 12 metres and are significantly slimmer than the proposed monopole.

The proposed mast at 15 metres high is considered to create a dominant feature in the street-scene be significantly taller than any other structure in the locality, forming a strident and intrusive feature. The proposal would therefore not be in keeping with the principles of the Great Ducie Street framework which seeks to improve the experience along the Inner Ring Road and support active frontages around pedestrian desire lines.

For these reasons, the proposed installation would be contrary to guidance within the National Planning Policy Framework, policies DM1 (Development Management) and SP1 (Spatial Principles) of the Adopted Core Strategy for the City of Manchester and saved policy DC17.1 (Telecommunications) of the Unitary Development Plan for Manchester as well as The Great Ducie Street Strategic Regeneration Framework.

Health and Safety

A document has been submitted stating that 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.

Alternative sites

Saved UDP policy DC17 states that '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'. The applicant has provided a site appraisal which has included the consideration of 6 other sites within the coverage area. The agent has given the below reasons these were discounted:

- D1 – Discounted due to insufficient pavement width and would obstruct views of street signs and traffic lights.
- D2 – Site is off main roads and away from busy areas, however discounted as remaining pavement width following installation will not be sufficient in supporting pedestrian use.
- D3 – Adopted highways able to support mast, however discounted as nearby underground services and fire escapes as well as coverage issues.
- D4 – Wide pavement corner could support telecoms mast, however discounted as the pavement would become overly congested with street furniture (bins, streetlights, road signs) that are all in tight proximity.
- D5 – Discounted due to proximity of heritage assets, better options available which do not impact to the same extent.
- D6 – roof top site discounted due to the suitability of the site; the required coverage achieved in this site is likely to be insufficient.

Whilst the applicant has carried out this exercise, there are nearby buildings that have not been considered as part of the appraisal and therefore the robustness of this assessment is questioned.

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: Refuse

Article 35 Declaration

Officers have worked with the agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the application. In this instance a solution that was acceptable to both the Local Planning Authority and the applicant could not be reached as the nature of the proposal was considered to be unacceptable in this location. The applicant was invited to withdraw, with a view to discussing alternative locations, but this was not accepted by the applicant.

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

1) The proposed 15 metre high monopole, by virtue of its siting, scale and appearance, would form a visually intrusive and dominant feature within the street scene along this important road route and add to the street clutter in the locality to the detriment of visual amenity. In addition, the proposal would undermine environmental improvements and the future regeneration aspirations within this part of the City Centre. As such, the proposal is contrary to policies DM1 and SP1 of the Manchester Core Strategy (2012), saved policies E3.3 and DC17.1 of the Unitary Development Plan for the City of Manchester (1995), The Guide to Development in Manchester (SPD) (2007), the National Planning Policy Framework and The Great Ducie Street SRF.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Greater Manchester Police

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: CENTRAL