SITE SPECIFIC SUPPLEMENTARY INFORMATION

1. Site Details

Site Name:	Albany Road SW	Site Address:	ALBANY ROAD, CHORLTON-CUM-HARDY, MANCHESTER, GREATER MANCHESTER, M21 0BH
NGR:	E: 381799, N: 394146		
Site Ref Number:	JET 71	Site Type: Macro	SW – Macro

2. Pre-Application Check List

Site Selection

Was an LPA mast register used to check for suitable sites by the operator or the LPA?	**Yes**	
If no explain why: N/A		
Was the industry site database checked for suitable sites by the operator:	**Yes**	
If no explain why: N/A		

Pre-application consultation with LPA

Written offer of pre-application consultation:	**Yes**	
Was there pre-application contact:	**Yes**	
Date of pre-application contact:	**N/A**	
Name of contact:	**Jennifer Conner & Jake Walther**	

In the first instance, all correspondence should be directed to the agent.

Summary of outcome/Main issues raised:

Manchester City Council has previously been consulted in relation to the proposed development, including through the determination of the previous Prior Approval application (Ref: NOT-2026-000599).

The principal issue raised by the Local Planning Authority related to the siting and appearance of the proposed installation and its resulting effect upon the character and visual amenity of the surrounding area. In particular, concern was raised regarding the prominence of the proposed pole when viewed north-east along Warwick Street, where its position resulted in the structure appearing relatively centrally within the terminating view and being conspicuous over a considerable distance, including in views from Barlow Moor Road.

During subsequent engagement, the LPA indicated that repositioning the installation could assist in addressing this concern, although the red-line boundary associated with the previous application did not provide sufficient scope for the necessary relocation to be undertaken within that submission.

Following determination of the previous application, further engagement took place with the Local Planning Authority regarding the reason for refusal and the potential for a revised submission. The LPA confirmed that it was willing to discuss a further submission, and a post-determination meeting was subsequently held to consider the issues raised and the approach to resubmission.

The matters identified by the Local Planning Authority through the previous determination and subsequent engagement have informed the preparation of the revised proposal and resubmission.

Ten Commitments Consultation

Rating of Site under Traffic Light Model:		Amber		
Consultees:-	Local Councillors; cllr.Tina.Kirwin-McGinley@manchester.gov.uk cllr.Mathew.Benham@manchester.gov.uk cllr.chantal.kerr-sheppard@manchester.gov.uk and Local MP; [redacted] were consulted on May 14th 2026 on the original proposal. Councillors were also consulted on this new proposal on 28th of September 2026.			

Summary of outcome/Main issues raised:	Councillor Benham responded to the original consultation on May 14th and opened a dialogue: *We would not support the installation of a further mast or base equipment in this area as this would meet with considerable resident opposition. This is an area with existing equipment and a recent attempt to install additional telecommunications was robustly campaigned against.* In response, a Teams meeting was proposed to discuss any issues in further detail and an offer was proposed to look at any suggested alternative sites that the councillor may suggest in the local area. Photomontages were produced and sent to councillor Benham with a further offer to discuss the proposal, site selection process, and the requirement for the proposal in the area. The original proposal was refused. Following refusal of the original application, further engagement with the LPA informed reconsideration of the siting and the assessment of alternative locations within the search area. No preferable technically viable alternative was identified, and the current microsited position was subsequently developed to directly address the visual amenity concern identified by the LPA. This was then consulted upon with Councillor Benham and Councillor Kirwan, and amended drawings were sent for their pursual on 28th of September 2026.

School/College

Location of site in relation to school/college: There are none in the immediate vicinity
Outline of consultation carried out with school/college: N/A
Summary of outcome/Main issues raised: N/A

Civil Aviation Authority/Secretary of State for Defence/Aerodrome Operator consultation (only required for an application for prior approval)

Will the structure be within 3km of an aerodrome or airfield?		**No**
Has the Civil Aviation Authority/Secretary of State for Defence/Aerodrome Operator been notified?		**No**
Details of response: The proposal is significantly further than 3km away from an aerodrome or airfield.		

Developer's Notice

Copy of Developer's Notice enclosed?	**Yes**	
Date served:	**6th October 2026**	

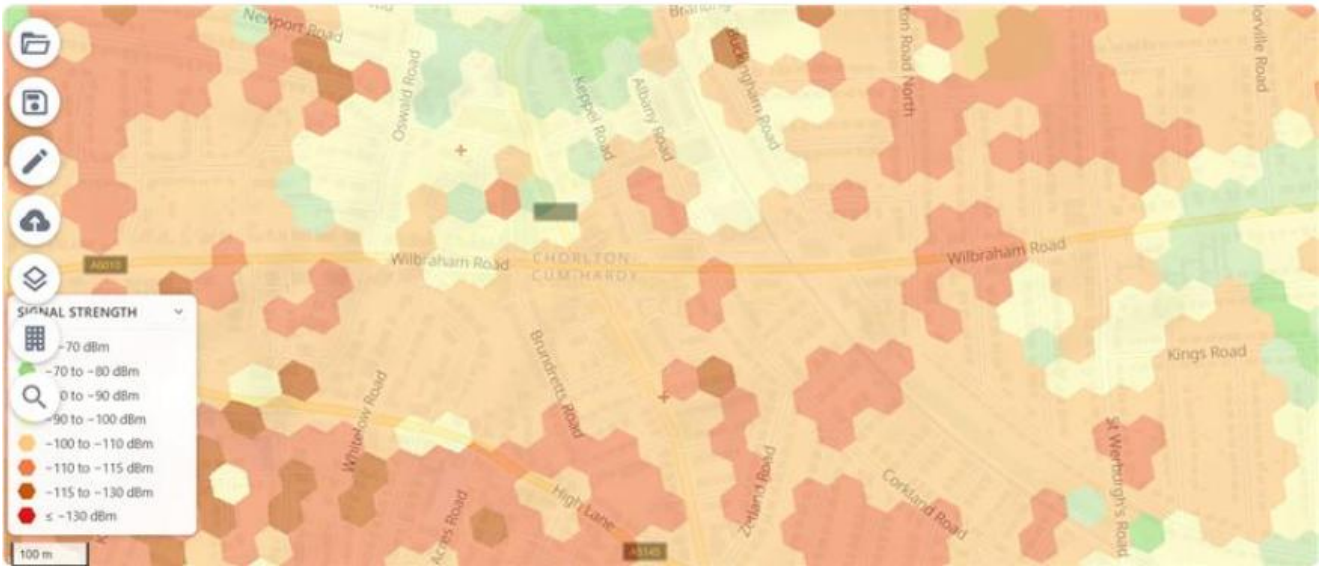
3. Proposed Development

The proposed site:
This Planning Statement has been prepared on behalf of Jet Infrastructure in support of a proposed telecommunications installation required to address a critical gap in network coverage within the Albany Road area of Chorton-cum-Hardy, Manchester. The revised proposal will provide a shared telecommunications installation capable of accommodating both VMO2 and VodafoneThree. It forms part of targeted network improvement programmes aimed at enhancing existing 4G services, increasing network capacity and facilitating the deployment of the latest 5G technologies within the locality. Currently, VM02 and VodafoneThree customers have limited coverage and capacity in this area. Network 'capacity' is an increasing challenge in densely populated urban areas where there is exponential growth in demand for data services to facilitate data hungry applications and devices. While 'coverage' may be present, the network has insufficient 'capacity' to handle the volume of user traffic and so calls are dropped and data based applications continuously buffer without being usable. This existing site is circa 280m north of the proposal and is shared between VMO2 and VodafoneThree. This site is only providing 4G service at the moment. In its current form it cannot provide new 5G connectivity as it is structurally not capable to host the necessary 5G antennas nor is it tall enough to clear the necessary trees or provide ICNIRP compliance. The site is structurally incapable of hosting the required technologies to service the area with both 4G and 5G for both operators owing to the constraints of the existing site, which is too small to support the required tower base size, for a tower with sufficient height and strength to deploy 4G and 5G apparatus for both operators.

Even if it were to be replaced/upgraded it could no longer host all of the equipment of the two sharing operators unless the design were changed to an open headframe 'greenfield' type design given 5G antennas are circa 3 times as heavy has 4G antennas and there would need to be two separate antenna systems – one for each operator.

It is felt the necessary design to accommodate this would not be appropriate for this location and so VMO2 and VodafoneThree must find a replacement slimline streetworks site for their equipment in the locality if they are to provide the new and most up-to-date 5G standalone service expected of their Customers and required of them (as noted later in this Statement) by Government, controlled by Ofcom via licence obligations.

The Crowdsourced network performance data map below demonstrates the current issue clearly – the whole wider area clearly has very poor network service and this is shown by the red or very dark red colouring. However, the current site is providing some good service (marked green) to the very immediate locality. The area of quality network service is very small and localised. This service cannot propagate to the wider area as the site is too low and signal is blocked by trees and buildings.





There is therefore an identified requirement for a new base station within the locality capable of providing the necessary height, structural capacity and equipment accommodation to deliver improved coverage, capacity and current-generation connectivity. The revised shared solution seeks to meet that requirement for both operators through a single installation, representing a more efficient use of telecommunications infrastructure and reducing the potential proliferation of separate sites within the area.

Site Location

The site is located on Albany Road within Chorlton-cum-Hardy, Manchester, approximately 5km south-west of Manchester City Centre. The surrounding area is predominantly residential in character to the west, comprising established two and three-storey housing arranged along a network of traditional suburban streets. However, the immediate vicinity to the east of the proposed site, which provides the immediate backdrop to the proposal in short and medium-range views, differs from this prevailing character and is influenced by a concentration of commercial, light industrial and transport-related land uses located along Albany Road.

The proposed site occupies a position adjacent to an established commercial and industrial complex comprising warehouse-style buildings, service yards and associated hardstanding. The wider area also contains a range of non-residential uses including retail premises, commercial units, vehicle parking areas and transport infrastructure associated with the nearby Metrolink corridor. As a result, the immediate site context is more utilitarian in appearance than the surrounding residential streets and contains a range of existing urban features including lighting columns, utility apparatus, signage, boundary treatments and other vertical infrastructure.

A notable characteristic of the site is the presence of substantial mature tree cover along sections of Albany Road and within the surrounding streetscape. It is noted that direct views even from Warwick Road are broken substantially by mature trees dotted along the street on either side. The importance of this view has been carefully reconsidered following the LPA's concerns regarding the prominence of the previous siting when viewed as the termination point along Warwick Road. The revised proposal has therefore been microsited to offset the pole from its previous alignment and reduce its prominence within this view. These trees assist in filtering views of the site from such public vantage points and provide an established vegetated backdrop within which additional telecommunications infrastructure can be viewed. The revised location has been carefully positioned adjacent to existing commercial buildings and surrounded by trees, which provide a substantial built and natural backdrop at medium and longer viewing distances, further reducing the prominence of the proposed installation within the wider townscape.

Whilst residential properties are located in the surrounding area, the proposal is not situated within a predominantly residential streetscene. Instead, it occupies one of the few locations within the search area where telecommunications infrastructure can be associated with existing bordering commercial development and transport-related infrastructure rather than being experienced as an isolated feature directly within residential frontages. Nearby residential properties are viewed in the context of these existing commercial buildings, mature trees and established urban infrastructure which collectively soften and reduce the visual influence of the proposal.

Views within the locality are generally contained by surrounding development, mature vegetation and the established urban form. The proposed installation would therefore be experienced alongside existing commercial buildings, boundary structures, lighting columns and other vertical features already present within the streetscape. In this context, telecommunications infrastructure would appear as a logical addition to an environment already characterised by a mixture of commercial, transport and utility infrastructure.

The wider search area is heavily constrained by the predominance of residential land uses, the presence of the Metrolink corridor, extensive underground services and limited opportunities for suitable land acquisition. The selected site represents one of the few locations where operational requirements can be met whilst also benefiting from an existing commercial backdrop, mature tree screening and reduced direct interaction with surrounding residential properties. Consequently, the site provides a balanced and appropriate location for telecommunications infrastructure within a constrained urban search area.

The revised proposal is considered to minimise harm to residential amenity, the streetscene and the wider locality and, following the micrositing undertaken in response to the LPA's concerns, represents the only and least impactful viable option identified within this challenging search area.

Careful consideration has been given to ensure the revised proposal is appropriately sited to minimise impacts upon the streetscene, residential amenity, visual amenity and pedestrian movement. The revised position has been carefully microsited, set back within the pavement and positioned bordering a commercial area which provides a less sensitive backdrop than the surrounding residential streets. The site benefits from minimal overlooking from residential properties and no direct front-facing views from residential properties. Where overlooking does occur, views are generally filtered by trees along the western side of Albany Road or are experienced from oblique angles from a limited number of residences, in the context of the commercial backdrop and other vertical street structures. In this context, the impact upon residential amenity is minimised. This location, particularly following the revised micrositing, represents the location within the search area which most effectively minimises direct overlooking and interaction with residential properties.

As explained previously, great care has been taken to minimise impact and to ensure that backdrop is maximised to reduce prominence. This is demonstrated by the embedded and appended images below:-


N
2
Warrick Road
Albany Road
3
Keppel Road
Warrick Road
1



Image 1a
Existing view from Albany Road looking North.



Image 1b
Proposed view from Albany Road looking North.



Image 2a
Existing view from Albany Road looking South East.



Image 2b
Proposed view from Albany Road looking South East.



Image 3a
Existing view from Warrick Road looking North East.



Image 3b
Proposed iew from Warrick Road looking North East.

The proposal is positioned against the backdrop of the adjoining commercial area, thereby reducing its visual impact when compared with locations within the surrounding residential streets.

As demonstrated above, the proposed pole would be read in the context of existing vertical features within the streetscene, including street lighting columns and mature trees, whilst the adjoining commercial premises provide an established built backdrop which assists in reducing its prominence.

Design

The height of the monopole at 20 metres is the minimum height required to provide high-quality 4G and 5G coverage to the intended target area. If the mast height were any lower, it would not be able to provide sufficient coverage to the target coverage area due to radio propagation constraints and signals being blocked by surrounding 'clutter' in the form of tall buildings and trees.

Modern 5GSA service is provided via higher frequency radio spectrum. This is helpful in that it can deliver low latency, high speed and high capacity data transfer required to service modern applications, sensors and devices. However, this spectrum does not propagate as far nor propagate through materials (like trees or buildings) as well as lower frequency spectrum utilised by previous generations. This directly impacts and advises the necessary height, design and siting to overcome that constraint.

As a result, 5G requires taller structures to achieve the same level of coverage footprint. Additionally, this location is nearby to tall mature trees, the commercial backdrop, large advertising boards as seen on the commercial premises from both approaches on Albany Road, and other vertical street structures such as an existing pole a little further south on Albany Road and lampposts and telecoms poles. These are incredibly helpful from the perspective of minimising visual impact by creating a highly developed, vertical, urban context that the pole will assimilate into rather than appear out of scale with whilst ensuring that there is sufficient height to make the proposal viable technically.

This pole type is considered the most sensitive design capable of accommodating the technical requirements of both operators. The design must be structurally capable of accommodating the antenna requirements of both operators at the necessary height, whilst maintaining the most slimline profile reasonably achievable.

The use of this pole, capable of supporting antennas at this height to maximise radio propagation and, subsequently the coverage footprint, reduces the need for additional masts in the surrounding area that may have been required if the antennas were at a lower height. The height also ensures ICNIRP compliance and so this 20m height is the lowest height that is viable. This is particularly relevant to the revised proposal, which consolidates the requirements of both VMO2 and VodafoneThree onto a single shared structure, thereby avoiding the need for separate new installations for each operator.

The mast is proposed light grey (RAL 7035) colour – this was intentional to minimise contrast against the dense urban backdrop it is sited against while it will also blend at height with what is typically a grey sky backdrop.

The antennas have been arranged in a compact quadstack configuration, enabling the antenna requirements of both operators to be accommodated vertically whilst minimising the overall width and bulk of the installation. GRP shrouding of antennas cannot be used on modern deployments as it obstructs 5G frequency propagation and also acts as a sail, with the greater surface area catching the wind, putting significantly more structural pressure on the pole from wind loading. Below the antennas are remote radio units required to maintain high quality service – these must be adjacent to the antennas as increased feeder length causes signal degradation. Between the antenna and remote radio apertures there is banding to merge the apertures and keep it appearing streamlined, unfussy and uncluttered.

There are cabinets/equipment housing at the base – these share a foundation and are tightly packed beside each other – this is done to minimise impact by negating a sprawl of cabinets in the

streetscene. The are also very narrow to minimise streetscene impact. The cabinets are of fir green (RAL 6009) colour as it helps assimilate with existing and this typically blends with soft landscaping in the area.

It was felt that a pole would be suitable in this urban setting given tall pole lighting columns and existing street furniture are a common feature and so this setting would be suited to a pole.

These efforts to minimise contrast at the various heights is advocated at Paras 28 & 40 of the Government Code of Practice...

"Mitigating visual impacts: when possible, operators should look to use sympathetic designs, materials and colour (including camouflage where appropriate) to ***minimise the contrast between infrastructure and the area****."*

"Colouring and camouflage: where appropriate, ***masts should be coloured to match their backdrop to minimise contrast*** *in an urban or rural setting."*

The use of this pole, capable of supporting antennas at this height to maximise radio propagation and, subsequently the coverage footprint, reduces the need for additional masts in the surrounding area that may have been required if the antennas were at a lower height.

For all these reasons, the streetworks pole design is the most suitable design in this particular circumstance.

Significantly, through careful siting and subsequent micrositing in response to the LPA's concerns, the most suitable technically viable location in the search area that can ensure such minimal levels of impact upon visual, residential amenity, and streetscene.

The improved digital connectivity also aligns with the Government's Wireless infrastructure Strategy, Planning and Infrastructure Bill, 10 Year Infrastructure Strategy and the NPPF, all of which promote digital connectivity infrastructure given the significant social and economic benefits it delivers locally, regionally and nationally.

The principal aim of the development is to enhance the mobile broadband network coverage and capacity of both VMO2 and VodafoneThree. Businesses, commuters, workers, visitors and residents all depend upon high quality network service to facilitate use of data-hungry applications on their phones and other devices, especially in urban centers and transport hubs. These applications carry significant socio-economic benefit, all underpinned by the connectivity provided by infrastructure such as the proposal.

Enclose map showing the cell centre and adjoining cells:

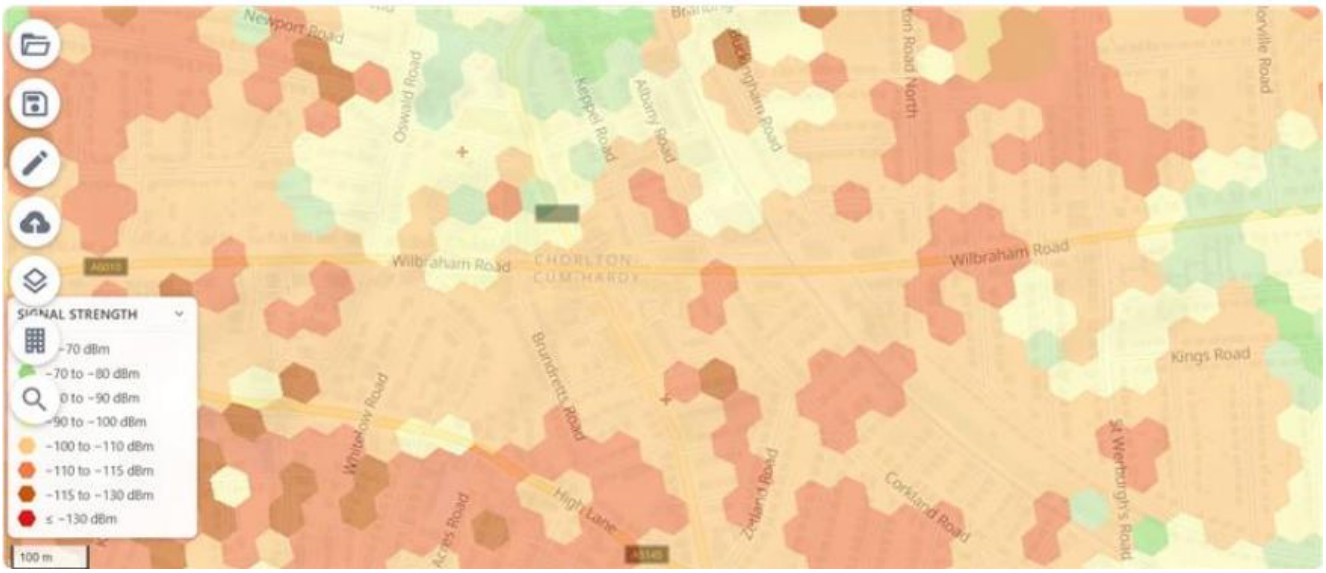
VMO2's ongoing network improvement programme in line with Government aspirations.

This area requires additional capacity to handle the volume of data traffic accessing the network via devices and phones.

Currently, VM02 and VodafoneThree customers have limited coverage and capacity in this area. Network 'capacity' is an increasing challenge in densely populated urban areas where there is exponential growth in demand for data services to facilitate data hungry applications and devices. While 'coverage' may be present, the network has insufficient 'capacity' to handle the volume of user traffic and so calls are dropped and data based applications continuously buffer without being usable.

This is demonstrated by the crowdsourced network performance data shown below. Red demarks poor capacity and network performance while green is quality performance.

This is clear that there is a sizeable area with poor coverage in the local area, with only sporadic patches of good coverage, indicating that there is currently poor network performance and insufficient network capacity in the area.





Type of Structure	
Description: The proposed development comprises the installation of a new 20m high Hutchinson dual-operator streetworks pole hosting 12 no. antennas, 6 no. ERS, equipment housing and other ancillary development. The installation has been designed to support both 4G and 5G technologies. For full technical specifications and layout, please refer to the enclosed drawing package.	
Overall Height:	+20m AGL
Height of existing building	N/A
Equipment Housing:	
Length:	See drawings
Width:	See drawings
Height:	See drawings
Materials	
Tower/mast etc – type of material and external colour:	Pole painted Light Grey (RAL 7035) with grey antennas.

Equipment housing – type of material and external colour:	Steel equipment cabinets painted fir green (RAL 6009).

Reasons for choice of design:
This is discussed at length in the previous section of this document – to negate unnecessary duplication this will not be repeated but please reference the detail discussed previously. The NPPF and Code of Practice encourages site sharing and the efficient use of existing telecommunications infrastructure. However, within the defined search area, there are no existing base stations that are capable of being shared to provide this new service. Policy also advocates the use of buildings where possible. None of the rooftops in this search area were suitable and this is addressed in the sequential test and discounted options below. The latest 5G service is delivered via higher frequency radio. This higher frequency is fantastic in that it can deliver high speed data services required for modern applications, however, it has the negative in that higher frequency does not propagate as far as lower frequencies used in previous generations, nor do the radio waves propagate through 'clutter' as well meaning that signal is blocked easily. ICNIRP exclusion zone is also typically larger. This necessitates antennas to be hosted higher to ensure ICNIRP compliance, so the radio frequency can propagate as far as is possible to maximise coverage footprint and so that there is line of sight above 'clutter' that would block the signal propagation. All in all it is felt that that this proposed design strikes the best balance in terms of technical necessity to overcome technical constraints and minimising visual impact by keeping the height to an operational minimum, clearing surrounding clutter to assist radio propagation (which negates the need for additional sites in the area to pick up the shortfall if the antennas are low, which would be contrary to NPPF policy in terms of keeping numbers to a minimum) while being structurally secure, providing height so antennas can be of the necessary height for ICNIRP compliance and by utilising a colour finish (Grey) that will minimise contrast when viewed against the urban backdrop while leaving antennas grey so that they also blend with what is typically a grey sky backdrop which it will be typically seen against. In summary, this proposal represents the most efficient, least visually intrusive solution for delivering critical 4G improvements and new 5G coverage. It reflects a carefully considered approach to site selection, design, and environmental integration, and responds appropriately to both national planning guidance and the Operator's legal obligations to provide robust, modern communications infrastructure. **The technical constraints that dictate and inform this siting and design are discussed at length throughout Governments 'Code of Practice for Wireless Network Development in England' Planning Guidance document.**

4. Technical Information

ICNIRP Declaration attached ICNIRP public compliance is determined by mathematical calculation and implemented by careful location of antennas, access restrictions and/or barriers and signage as necessary. Members of the public cannot unknowingly enter areas close to the antennas where exposure may exceed the relevant guidelines. When determining compliance the emissions from all mobile phone network operators on the site are taken into account.	**Yes**	

5. Technical Justification

Reason(s) why site required
In the UK, mobile network operators (MNOs) such as EE, VodafoneThree and VMO2 operate under a regulatory framework primarily controlled by Ofcom on behalf of UK Government. Their obligations arise from two main legal mechanisms: ○ Wireless Telegraphy Act spectrum licences (for use of radio frequencies). ○ General Conditions of Entitlement under the Communications Act 2003 (for provision of electronic communications networks/services). Through the Spectrum Licence Obligations (Wireless Telegraphy Act 2006) mobile operators require licences from Ofcom to use radio spectrum, which is essential for operating mobile networks. Key obligations typically include the use of allocated spectrum that must be used within specific frequency bands, power limits, emission standards and interference controls. These conditions ensure efficient spectrum use and prevent interference. These radio spectrums are governed by the laws of physics but one spectrum/frequency will have different principles to another. Each Network Operator is licenced to use different spectrum and this is why what may be suitable siting for one operator may not be suitable for another. This directly influences potential siting opportunities for masts. Perhaps most significantly, these licences are issued with coverage and network performance obligations. This will include things like roll-out or coverage requirements, minimum population coverage or geographic coverage requirements for rural areas. Obligations linked to specific technologies or generations like 5G. Operators must be provide data to Ofcom on network performance and demonstrate compliance with coverage and network performance milestones to demonstrate they have met their licence obligations.

Additionally, under the General Conditions of Entitlement (Communications Regulation) any operator providing public electronic communications networks or services must comply with Ofcom's General Conditions.

This means that, amongst other things, an Operator must enable and maintain network integrity and resilience, and ensure access to emergency services.

If an Operator does not comply with these requirements then Ofcom, on behalf of UK Government, can issue substantial fines, withdraw spectrum or even cancel an Operators licence.

This is relevant to the proposal because...

1. The spectrum allocated, and the physics associated, directly impacts the siting options for the Operators.

2. The Operators must find a means of providing this service locally through the siting of a mast. While Operators will obviously want to provide the best service they can to their Customers, it goes beyond this in there is an actual legal obligation to provide this area with the most up to date 5G service with sufficient coverage and capacity to deliver quality network performance.

The NPPF then requires that operators find the least impactful means of providing that service, minimising the impact while acknowledging the technical constraints. The proposal is permitted development (albeit 'with prior approval') so the principle of the development is established in law via Part 16 of the GPDO. This is an important distinction as under permitted development a solution must be found as consideration cannot be given to the principle, only that the proposal is the most suitable option in terms of siting and appearance.

Under the terms of its licence with UK Government (controlled via Ofcom on Governments behalf), Virgin Media O2 Limited (VMO2) are required to meet strict service obligations, ensuring that the benefits of mobile connectivity are extended to all communities, including those currently underserved.

This installation is required to provide improved 4G coverage and brand new 5G coverage for VM02 on Albany Street addressing existing gaps in service, additional capacity and improving overall network performance in the locality.

This area of Manchester has limited VM02 5G coverage with poor network performance and, as alluded to previously, requires an additional site to deliver improved service and extra network capacity.

Mobile base stations operate by transmitting radio signals that connect mobile devices to the wider network, allowing users to make calls, send texts, stream content, and access data services. These base stations are linked together—via fibre or wireless links—to form an interconnected network. Each base station serves a defined area known as a cell, and these cells

overlap with adjacent ones to create seamless coverage. The size and shape of each cell can vary depending on local conditions, such as topography, building density, and user demand.

As low-powered radio transmitters, base stations have a limited effective range and must be located within or close to the areas they are designed to serve. Proposing this installation too far from the intended coverage area will leave parts of the target service area without essential mobile services. For this reason, the proposed location has been carefully selected to ensure the required coverage objectives can be achieved efficiently and effectively.

6. Site Selection Process – alternative sites considered and not chosen

Discounted Options

In seeking to meet growing network demand in the Albany Street area of Chorlton-cum-Hardy, the Operator's acquisition and survey agents have made every effort to identify a site that minimises any potential impact on the character of the area. However, in order to effectively deliver improved mobile services, it is essential that the communications site is located as close as possible to the area of customer demand.

In line with the sequential site selection process outlined in best practice guidance, the following criteria were followed when identifying a suitable location:

a) *Mast and Site Sharing*
b) *Use of Existing Buildings or Structures*
c) *New Ground-Based Installation*

As required by the Operator's licence and consistent with national planning guidance, the first preference was to utilise existing telecommunications infrastructure where it represented the most environmentally sensitive solution. The Ofcom Site Finder register was consulted to identify potential mast-sharing opportunities.

As no other suitable existing telecommunications sites were identified that could accommodate the extent of equipment required for this proposal, a new installation is required. There are no existing buildings that can be used due to procedural issues.

The local urban environment presented further constraints. Underground services litter the area underground that we cannot site on top of. Others were unsuitable for installations for visual amenity reasons.

The proposal negates these potential impacts and so is the best, technically viable, option in the area. With this it complies with planning policy and guidance in terms of minimising visual impact.

A detailed list of alternative sites considered is provided below, with reasons for their exclusion in favour of the proposed site.

The search area is quite small as 5G doesn't travel far and we must be close to the existing site that the operator is leaving.



Pindrop Key: **Green** = Selected Site **Red** = Discounted Option
Redline = Search Area

In relation to the location of the original application: (E: 381799, N: 394146).

This location formed the subject of the previously refused Prior Approval application (Ref: NOT-2026-000599). The LPA's principal concern related to the siting and resulting visual prominence of the proposed pole, particularly when viewed along Warwick Road, where the installation occupied a relatively central position within the terminating view and could be seen from a considerable distance, including from Barlow Moor Road.

Following refusal, the applicant engaged collaboratively with the LPA to understand and seek to address the identified siting and visual amenity concerns. Through this post-determination engagement it was established that the previously proposed position could not satisfactorily overcome the LPA's concerns and should therefore no longer be pursued.

Accordingly, the previously proposed location has been discounted and the search for an acceptable solution has been reconsidered. The current proposal has been microsited away from the refused position and offset from the central alignment of Warwick Road. This materially changes its relationship with the terminating street view identified by the LPA and makes substantially better use of the established tree line, with the revised position located behind intervening mature vegetation which substantially better screens and obscures the installation from this approach.

The revised position therefore directly responds to the specific visual amenity issue identified through the previous determination and subsequent engagement with the LPA, whilst remaining the only identified viable location capable of satisfying the necessary technical and operational requirements within the constrained search area.

Furthermore, whereas the refused proposal was intended to accommodate the requirements of a single operator, the revised location and design will accommodate both VMO2 and VodafoneThree on a shared installation. The revised solution therefore provides an additional material benefit by consolidating the requirements of two operators onto a single site and reducing the potential for further proliferation of telecommunications infrastructure within the locality.

Site	Address	NGR	Reasons for discounting
D1 - Streetworks	Tesco Express, 80-84, Manchester Road, Chorlton-cum-Hardy, Manchester, Greater Manchester, England, M21 9PT, United Kingdom	E: 381686 N: 394345	The existing pole installation has been discounted as the current site demise is insufficient to accommodate the larger base and associated equipment required for the proposed upgrade. The constrained nature of the available land surrounding the structure would not allow for the necessary extension works without encroaching into adjacent land or compromising required operational and maintenance clearances. Furthermore, there is limited opportunity to expand the existing compound due to the surrounding physical constraints and established site layout. Any attempt to enlarge the base area would likely require third-party land acquisition and substantial alteration works, which would introduce additional complexity, delay, and uncertainty to the delivery of the upgraded infrastructure.

			In comparison, the selected site is capable of accommodating the required equipment within an appropriately sized demise, allowing the development to be delivered in a more efficient and operationally suitable manner.
D2 - Rooftop	Cosgrove Hall Court, 8, Albany Road, Chorlton-cum-Hardy, Manchester, Greater Manchester, England, M21 0BA, United Kingdom	E: 381724 N: 394399	This site would not provide sufficient separation from existing telecommunications infrastructure in the surrounding area. The proposed installation would be located within approximately 50 metres of existing telecoms masts, resulting in an undesirable concentration of vertical structures within a limited area. The close proximity of multiple telecommunications installations would increase visual clutter and create a more prominent cumulative impact on the surrounding streetscene. In addition, the operational and land ownership constraints associated with the third-party site would limit the applicant's ability to deliver the required infrastructure efficiently and within the necessary programme timescales. In comparison, the selected site provides a more appropriate level of separation from existing telecoms apparatus and allows the development to be integrated into the area in a less visually concentrated and more operationally suitable manner.
D3 - Greenfield	Albany Road, Chorlton-cum-Hardy, Manchester, Greater Manchester, England, M21 0BH, United Kingdom	E: 381696 N: 394441	This site has been discounted due to the inability to secure meaningful engagement with the Site Provider despite several attempts to establish contact and progress discussions regarding the potential installation. Repeated efforts to engage with the landowner and progress commercial negotiations have not resulted in any substantive response, creating significant uncertainty over the deliverability of the site within the required project timescales. As a result, there remains no clear pathway to securing the legal rights and access arrangements necessary to facilitate the proposed telecommunications infrastructure at this location. Continued pursuit of the site would therefore introduce unacceptable programme

			risk and could delay the delivery of the required network improvements. In comparison, the selected site is available within a more achievable timeframe and offers a realistic and deliverable solution capable of meeting the operational requirements of the network upgrade.
D4 – Rooftop	102, Manchester Road, Chorlton-cum-Hardy, Manchester, Greater Manchester, England, M21 9PQ, United Kingdom	E: 381675 N: 394400	This site has been discounted as, although the Site Provider initially expressed interest in accommodating the proposed telecommunications installation, further assessment identified that there is insufficient available space within the site to support the development requirements. The physical constraints of the location would not allow for the necessary equipment, access arrangements, and operational clearances to be accommodated in an appropriate manner. The limited space available would also restrict future maintenance access and could result in an overly constrained form of development that would not meet the operational and safety requirements of the proposed installation. As such, the site cannot reasonably accommodate the infrastructure required to deliver the intended network coverage and capacity improvements. In comparison, the selected site provides sufficient space to accommodate the proposed apparatus and associated infrastructure in a more practical, efficient, and operationally suitable manner.
D5 - Greenfield	Cosgrove Hall Court, 8, Albany Road, Chorlton-cum-Hardy, Manchester, Greater Manchester, England, M21 0BA,	E: 381739 N: 394383	This site has been discounted due to the inability to secure meaningful engagement with the Site Provider despite several attempts to establish contact and progress discussions regarding the potential installation. Repeated efforts to engage with the landowner and advance commercial negotiations have not resulted in any substantive response, creating significant uncertainty over the deliverability of the site within the required project timescales.

	United Kingdom		In addition, the site is located within approximately 50 metres of the rail line, introducing further operational and technical constraints associated with proximity to transport infrastructure. The close relationship with the rail corridor would likely increase engineering complexity and may require additional consultation, approvals, and design considerations, further affecting the deliverability of the proposal. Consequently, there is no clear or reliable route to securing the legal rights, access arrangements, and necessary agreements required to facilitate the proposed telecommunications infrastructure at this location. Continued pursuit of the site would therefore introduce unacceptable programme risk and could compromise the timely delivery of the required network improvements. By comparison, the selected site is available within a more achievable timeframe and presents a realistic, deliverable, and operationally suitable solution capable of meeting the technical requirements of the network upgrade.
D6 - Greenfield	One Yoga Studio, Albany Road, Chorlton-cum-Hardy, Manchester, Greater Manchester, England, M21 0ZA, United Kingdom	E: 381798 N: 394219	This site has been discounted due to the inability to secure meaningful engagement with the Site Provider despite several attempts to establish contact and progress discussions regarding the potential installation. Repeated efforts to engage with the landowner and advance commercial negotiations have not resulted in any substantive response, creating significant uncertainty over the deliverability of the site within the required project timescales. In addition, the site is located within approximately 50 metres of the rail line, introducing further operational and technical constraints associated with proximity to transport infrastructure. The close relationship with the rail corridor would likely increase engineering complexity and may require additional consultation, approvals, and design

			considerations, further affecting the deliverability of the proposal. Consequently, there is no clear or reliable route to securing the legal rights, access arrangements, and necessary agreements required to facilitate the proposed telecommunications infrastructure at this location. Continued pursuit of the site would therefore introduce unacceptable programme risk and could compromise the timely delivery of the required network improvements. By comparison, the selected site is available within a more achievable timeframe and presents a realistic, deliverable, and operationally suitable solution capable of meeting the technical requirements of the network upgrade.
D7 - Rooftop	Head over Heels, Albany Road, Chorlton-cum-Hardy, Manchester, Greater Manchester, England, M21 0BH, United Kingdom	E: 381824 N: 394162	This site has been discounted due to the inability to secure meaningful engagement with the Site Provider despite several attempts to establish contact and progress discussions regarding the potential installation. Repeated efforts to engage with the landowner and advance commercial negotiations have not resulted in any substantive response, creating significant uncertainty over the deliverability of the site within the required project timescales. In addition, the site is located within approximately 50 metres of the rail line, introducing further operational and technical constraints associated with proximity to transport infrastructure. The close relationship with the rail corridor would likely increase engineering complexity and may require additional consultation, approvals, and design considerations, further affecting the deliverability of the proposal. Consequently, there is no clear or reliable route to securing the legal rights, access arrangements, and necessary agreements required to facilitate the proposed telecommunications infrastructure at this location. Continued pursuit of the site would

			therefore introduce unacceptable programme risk and could compromise the timely delivery of the required network improvements. By comparison, the selected site is available within a more achievable timeframe and presents a realistic, deliverable, and operationally suitable solution capable of meeting the technical requirements of the network upgrade.
D8 - Greenfield	418B, Wilbraham Road, Chorlton-cum-Hardy, Manchester, Greater Manchester, England, M21 0SD, United Kingdom	E: 381815 N: 394127	This site has been discounted due to the inability to secure meaningful engagement with the Site Provider despite several attempts to establish contact and progress discussions regarding the potential installation. Repeated efforts to engage with the landowner and progress commercial negotiations have not resulted in any substantive response, creating significant uncertainty over the deliverability of the site within the required project timescales. As a result, there remains no clear pathway to securing the legal rights and access arrangements necessary to facilitate the proposed telecommunications infrastructure at this location. Continued pursuit of the site would therefore introduce unacceptable programme risk and could delay the delivery of the required network improvements. In comparison, the selected site is available within a more achievable timeframe and offers a realistic and deliverable solution capable of meeting the operational requirements of the network upgrade.
D9 - Greenfield	Cosgrove Hall Court, 8, Albany Road, Chorlton-cum-Hardy, Manchester, Greater Manchester, England, M21 0BA,	E: 381756 N: 394273	This site has been discounted as the Housing Trust is currently progressing redevelopment proposals for the land and, as a result, has confirmed that there is no interest in accommodating telecommunications infrastructure at this location. The ongoing and planned development of the site means that the long-term availability of the land cannot be guaranteed, creating uncertainty regarding the permanence and security of any installation.

	United Kingdom		Furthermore, the redevelopment aspirations for the site would likely conflict with the operational requirements, access needs, and safeguarding necessary for telecommunications apparatus. Pursuing the location would therefore present significant deliverability risks and could ultimately result in the infrastructure requiring relocation within a short timeframe. In comparison, the selected site provides a more secure and deliverable long-term solution, capable of accommodating the proposed equipment without conflicting with future redevelopment plans or land use aspirations.
D10 - Greenfield	Esso, 84, Manchester Road, Chorlton-cum-Hardy, Manchester, Greater Manchester, England, M21 9PT, United Kingdom	E: 381670 N: 394363	This site has been discounted due to the inability to secure meaningful engagement with the Site Provider despite several attempts to establish contact and progress discussions regarding the potential installation. Repeated efforts to engage with the landowner and progress commercial negotiations have not resulted in any substantive response, creating significant uncertainty over the deliverability of the site within the required project timescales. As a result, there remains no clear pathway to securing the legal rights and access arrangements necessary to facilitate the proposed telecommunications infrastructure at this location. Continued pursuit of the site would therefore introduce unacceptable programme risk and could delay the delivery of the required network improvements. In comparison, the selected site is available within a more achievable timeframe and offers a realistic and deliverable solution capable of meeting the operational requirements of the network upgrade.

Other locations such as footpaths north and south of the proposal on Albany Road were considered but ruled out for a number of reasons.

All locations north and south of the proposal on Albany Road are directly overlooked by front facing residential windows.

Further consideration has also been given to alternative positions following engagement with the LPA. However, no alternative location was identified which could satisfactorily address the identified visual amenity considerations whilst also meeting the technical, operational, highway and physical requirements of the development

On Brantingham Road, pavement width on both sides are reduced and unable to accommodate the proposal, pavements are heavily scarred and littered with service chambers, indicating a heavy services presence, as well as most of the road directly facing front views from residential properties.

If no alternative site options have been investigated, please explain why:

N/A

7. Additional Relevant Information

Environmental information:

This proposal is not sited within any environmental designations.

Land use planning designations:

The site is located in the settlement limit.

There are no other relevant designations.

Additional relevant information (include planning policy and material considerations):

From the outset, it is important to acknowledge that any alteration to the landscape (regardless of its function as telecommunications infrastructure) will inevitably be noticeable to nearby residents and frequent passers-by. However, visibility alone, or the siting and appearance of a development, does not inherently equate to significant or unacceptable harm.

When assessing the suitability of telecommunications development proposals, it is essential that decision-makers prioritise telecommunications-specific planning policy where such policy exists and balances the need and socio-economic benefits against perceived, or identified, harm.

In the absence of up-to-date or locally relevant guidance, the provisions of the NPPF must take precedence. It is also important to recognise that it would be unreasonable to expect specialised infrastructure, such as telecommunications equipment, to fully conform to general planning policy criteria that are not tailored to its unique requirements.

Legislation

The proposal constitutes permitted development with prior approval.

This means that the proposal is deemed acceptable in principle via Part 16 of the GPDO. As such, the principle of the development is not in question – just an assessment on the acceptability of the proposal in terms of siting and appearance.

The Local Development plan can be given limited weight in the determination of an application for prior approval – it is certainly not a determinable factor.

The development plan does not have the statutory primacy it has for full planning applications. Relevant development plan policies can be material considerations, but they do not bind the decision maker and cannot be determinative - this proposal is actually permitted development where the principle of the development is accepted in law (even in designations such as public open space or green belt).

Local Policy

The adopted Manchester Local Development Plan Framework 2012, including the 2024 adopted Places for Everyone and supporting local planning policies, promote the delivery of modern digital and telecommunications infrastructure as an important component of sustainable economic growth, connectivity and urban regeneration. The planning framework recognises that high-quality digital infrastructure is essential to support businesses, residents, educational institutions and emerging employment sectors, particularly within key growth corridors and areas of regeneration.

Planning policy generally supports telecommunications development where it:

- Improves digital connectivity and network coverage;
- Supports economic growth and investment;
- Is appropriately sited and designed to minimise visual impact;
- Makes use of existing urban infrastructure and developed land where possible;
- Avoids unacceptable impacts on visual amenity, heritage assets and public safety; and
- Integrates effectively within the existing character of the surrounding area.

Saved UDP Policy DC17 – Telecommunications

Policy DC17 states that telecommunications development will normally be permitted provided that there is no unacceptable impact on visual amenity, residential amenity or environmentally sensitive locations. The policy recognises the need to balance the operational requirements of telecommunications networks against potential planning impacts and seeks to ensure that installations are appropriately sited and designed.

The proposal has been specifically developed to accord with the objectives of Policy DC17. The selected site occupies one of the few locations within the search area where telecommunications infrastructure can be associated with existing commercial and light

industrial development, highway infrastructure and established vertical features rather than being located directly within predominantly residential streets. The proposal also benefits from substantial mature tree cover and an existing commercial backdrop which assist in reducing visual prominence and integrating the installation into the wider streetscape.

A comprehensive sequential assessment has demonstrated that alternative locations would result in greater impacts upon residential amenity, visual amenity, pedestrian movement, operational requirements or streetscape character. Accordingly, the proposal minimises planning impacts to the greatest extent practicable whilst delivering essential telecommunications infrastructure and is therefore consistent with the objectives of Policy DC17.

Manchester Core Strategy
The proposal also aligns with the wider objectives of the Manchester Core Strategy. Policy SP1 (Spatial Principles) seeks to promote sustainable development and investment in infrastructure necessary to support economic growth and communities. Policy EN1 (Design Principles and Strategic Character Areas) requires development to respond positively to local character and townscape, whilst ensuring that proposals are appropriately integrated into their surroundings.

The proposed installation has been carefully sited within an established urban environment adjacent to commercial development and existing infrastructure. Through its positioning, scale and relationship with surrounding built form and mature vegetation, the proposal responds appropriately to its context whilst delivering infrastructure necessary to support modern digital connectivity.

Places for Everyone
Policy JP-C1 'An Integrated Network of the Joint Development Plan' supports the provision of strategic infrastructure across Greater Manchester and specifically identifies the importance of digital connectivity. The policy states that Greater Manchester will support measures including:

"Enabling the provision of high quality digital infrastructure."

The supporting text recognises the increasingly important role digital infrastructure plays in modern society, stating:

"Digital connections are increasingly important to every aspect of our lives, from socialising and shopping to learning, business and accessing essential services."

It further recognises that:

"Any truly global city will need to have widespread, affordable, reliable, secure and future-proofed digital infrastructure that provides a competitive edge for businesses and supports high-levels of social inclusion."

The supporting text concludes that:
"Improving digital infrastructure and ensuring that new development is connected to it is therefore a high priority."

Policy JP-C2 'Digital Connectivity' develops this objective further and states:
"We support the provision of affordable, high quality, digital infrastructure."

The policy specifically supports:
"Enabling the roll-out of latest generation mobile technology and full fibre to the premises connectivity, in a way that maximises coverage whilst protecting townscape quality and ensuring an ability to respond to updated/changing technology."

The proposal directly supports the objectives of Policies JP-C1 and JP-C2 through the provision of enhanced telecommunications infrastructure that will improve network coverage and capacity within South Manchester. The proposal will facilitate the continued evolution of digital communications technology and contribute towards the provision of modern, resilient and future-proofed digital infrastructure.

Importantly, the proposal has been directed towards one of the few locations within the search area where it can be associated with existing commercial and light industrial development, highway infrastructure and established urban features rather than residential frontages. The site benefits from an existing commercial backdrop, mature tree cover and surrounding street furniture which assist in integrating the proposal into the wider townscape and reducing visual prominence.

The submitted sequential assessment demonstrates that alternative locations would result in greater impacts upon residential amenity, visual amenity, pedestrian movement, operational requirements or streetscape character. Accordingly, the proposal accords with the objectives of Policies JP-C1 and JP-C2 by maximising digital connectivity whilst protecting townscape quality and minimising planning impacts to the greatest extent practicable.

The proposed streetworks pole on Albany Road accords with the objectives of the adopted planning framework due to its location within a well-established mixed-use area characterised by significant existing infrastructure, transport activity and urban development within a well screened locale, both adjacent to and against the backdrop of commercial development. Albany Road forms part of a carriageway leading to commercial premises on the side which offers a backdrop to the proposal, and contains a variety of trees and street furniture, lighting columns, signage, commercial premises and modern development, creating a visually active streetscape capable of accommodating telecommunications infrastructure without appearing incongruous.

The commercial character of the backdrop of the site provides a more robust townscape context than a predominantly residential environment, reducing the sensitivity of the location to additional infrastructure. The proposal would be viewed alongside existing highway, commercial and utility features and would therefore integrate with the established streetscene whilst supporting enhanced digital connectivity in the area.

Furthermore, the proposal would contribute towards the continued improvement of telecommunications coverage and network capacity in accordance with local and strategic objectives to strengthen Manchester's digital infrastructure and support economic activity. Given the developed commercial context of the proposals backdrop, the absence of significant

harm to the character of the area, and the operational need for enhanced connectivity, the proposed streetworks pole is considered to align with the aims of the adopted planning policy framework relating to telecommunications and digital infrastructure.

With all this considered the proposal supports the relevant local planning policy.

On review it is clear that the proposal meets all local policy requirements and this siting and design is well justified against policy and is certainly the most appropriate, least impactful, viable proposal.

Regional Policy and Strategy – Greater Manchester Combined Authority

World class Digital connectivity is a major strategic aim the Greater Manchester Combined Authority and the GMCA have numerous strategic documents that add significant evidential weight to the material socio-economic benefits of mobile connectivity and the necessary infrastructure to provide it.

One of the 7 'Connected Workstreams' of the **'Greater Manchester Strategy 2025-35'** is Digitally Connected Places and People'.

This states:-

*"It's **essential** that everyone in our city region can thrive in the digital age – a new industrial revolution powered by artificial intelligence."*

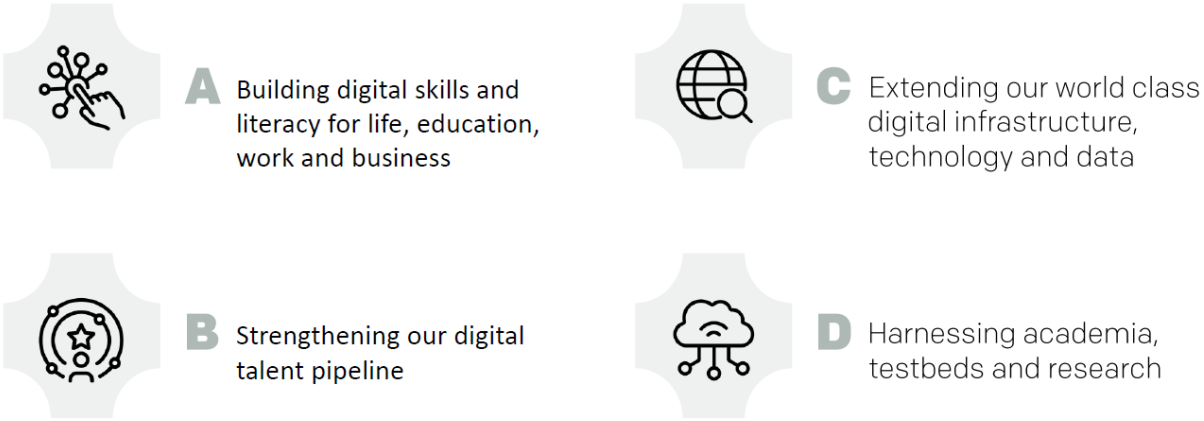
The need for digital connectivity, provided by infrastructure like the proposal, is discussed consistently throughout this document as something that underpins all strategic aspirations of the city region.

Additionally, the **'Greater Manchester Digital Blueprint 2023-26'** adds further weight and context....

*"Ensure we have **world class digital infrastructure that stimulates economic growth** and enables the development of our growth zones, across sectors and localities."*

Extending the digital infrastructure such as the proposal is also noted as a 'Key Strategic Enabler':-

Key strategic enablers



Finally, the '**Greater Manchester Industrial Strategy, June 2019'** adds additional support and context for the need for 5G enabling digital infrastructure as something that underpins the city regions wider economic aspirations. This aspiration is noted:-

"A top five city-region for the digital economy in Europe, with full fibre broadband and **5G coverage**, and with internationally-significant media and cyber-security clusters."
"The city-region now aims **to upgrade, integrate and future-proof its infrastructure, to create a 21st century city-region with extreme digital connectivity**, clean and inclusive growth and – through work with others – improved access to national and global markets."

*"Continue **transforming the digital connectivity of the city region to drive economic growth** and innovation, working with government to meet national targets of nationwide full fibre coverage by 2033 and **full roll-out of 5G technologies for most people by 2027**."*

There is clearly extensive weight of support for infrastruture like the proposal. This proposal is part of a network that wholly underpins these wider strategic and economic aspirations of both Manchester City Council and Greater Manchester.

Without infrastructure like the proposal those aspirations cannot be met and it is significant that no specific area is depreived of this while the rest of the city region benefits, creating a digital divide that will impact the locality.

This is particularly relevant to the proposal given it will provide network capacity to the nearby commercial and residential areas. This situation, in the context of those strategic documents and regional aspirations, weigh heavily in favour of the proposal.

National Digital Strategy, Planning Policy and Guidance:-

Code of Practice for Wireless Network Development in England

In March 2022 UK Government published their 'Code of Practice for Wireless Network Development in England' Planning Guidance document.

The document notes that...

"The aim of the Code of Practice is to ***support the government's objective of delivering high quality wireless infrastructure*** *whilst balancing these needs with environmental considerations. It also has an important role in making sure that appropriate engagement takes place with local communities and other interested parties"*

This guidance document is clear that...

"Digital connectivity is ***vital to enable people to stay connected and businesses to grow. Fast, reliable digital connectivity can deliver economic, social and well-being benefits*** *for the whole of the UK.*

As the demand for mobile data in the United Kingdom is increasing rapidly, it is important that ***everyone has access to dependable and consistent mobile coverage*** *where they live, work and travel."*

The document clearly establishes the material socio-economic benefits of digital connectivity. However, from a really practical perspective, is also really useful in outlining the technical constraints associated with mobile infrastructure that dictate siting and design.

This application has gone into detail on the siting and design rationale of this proposal and this wholly aligns with the principles established within the Government guidance document. These technical constraints, and the solutions necessary to overcome them, are material considerations that should be given weight in favour of the proposal in any determination.

Paras 28 and 40 discuss how proposals should minimise impact through good design and utilise colours that minimise and reduce contrast – this is wholly the case here with the colouring of the mast – grey pole as it will be viewed against a streetscape and mostly grey skies and grey antennas as they must clear buildings for radio propagation and will be seen against a typically grey sky.

All of these matters wholly align with the proposal. As such, the proposal wholly aligns with the Planning guidance for England provided by UK Government.

NPPF

The National Planning Policy Framework (NPPF), updated in September 2026, is the central national planning policy document for England and represents a material consideration of critical importanc

e in decision-making. The revised Framework provides strengthened support for the expansion and upgrading of electronic communications networks, recognising the essential role that

advanced, high-quality and reliable communications infrastructure plays in meeting changing technological, social, business and security requirements.

Chapter 9, 'Supporting High Quality Communications', establishes the principal national policy framework relevant to telecommunications development. Its stated objective is to support the expansion and upgrading of telecommunications infrastructure whilst limiting unnecessary proliferation of equipment and respecting important environmental safeguards. The Framework expressly recognises the national objective of delivering higher-quality Standalone 5G coverage across all populated areas.

Of particular significance to this proposal is Policy CO1, which states that:

"substantial weight should be given to the benefits of maintaining or improving network coverage, capacity, reliability and resilience"

This expressly includes the provision of next-generation wireless technologies such as Standalone 5G. CO1 therefore establishes a clear requirement for the network benefits arising from telecommunications development to carry substantial weight within the planning balance.

The proposal responds directly to these objectives. It will enhance the mobile telecommunications infrastructure available to both VMO2 and VodafoneThree, providing additional network coverage and capacity and supporting the continued deployment of advanced 4G and 5G services. Importantly, these benefits will now be delivered through a single shared installation serving two network operators, substantially increasing the network benefit achieved from one item of telecommunications infrastructure.

This infrastructure-sharing arrangement is particularly relevant to the NPPF objective of limiting unnecessary proliferation. Rather than progressing separate installations to meet the requirements of VMO2 and VodafoneThree, the revised design provides a single 20m dual-operator streetworks pole capable of accommodating both operators. The development therefore represents an efficient use of telecommunications infrastructure and materially reduces the potential requirement for additional installations within the surrounding locality.

Policy CO1 also requires existing masts, buildings and other structures already employed for telecommunications purposes to be used, upgraded or replaced unless there is no reasonable opportunity to do so, having regard to consumer needs, efficient network operation and reasonable capacity for future expansion. Where a new structure is necessary, CO1 requires it to be sited and designed to minimise visual impact so far as practical, taking account of its operational requirements.

Those requirements are particularly pertinent to the present proposal given the planning history of the site. The previous prior approval application was refused principally because the LPA considered that the siting, height and appearance of the proposed installation would result in an unduly prominent feature within the streetscene. Particular concern was expressed regarding the previous position when viewed along Warwick Road, where the pole occupied a relatively central position within the terminating view and could be seen from a considerable distance, including from Barlow Moor Road.

Significantly, the applicant has not simply resubmitted the previously refused arrangement. Following determination of the previous application, further engagement was undertaken with the LPA to understand the identified visual amenity concerns and investigate how they could appropriately be addressed. The previously proposed position has consequently been discounted and the siting of the development reconsidered.

The current proposal has been microsited away from the refused position and offset from the central alignment of Warwick Road. This directly addresses the terminating street view identified by the LPA and allows the installation to make materially better use of the established mature tree line, providing substantially greater intervening screening of the pole from this approach. The revised siting therefore represents a direct design response to the specific visual amenity concern identified through the previous determination and subsequent engagement with the LPA.

The design of the installation has also evolved. The proposed 20m Hutchinson dual-operator streetworks pole accommodates 12 antennas and 6 ERS, enabling the requirements of both operators to be incorporated within a single vertical structure. The compact quadstack arrangement concentrates the necessary telecommunications apparatus vertically rather than increasing the number of separate structures required within the locality. The pole is proposed in light grey (RAL 7035), with the associated ground-based cabinets finished fir green (RAL 6009), assisting their integration with the established highway, commercial and vegetated setting.

The proposed 20m height is driven by the operational requirements of the networks and the need to achieve effective radio propagation within a constrained urban environment containing intervening buildings and mature tree cover. The height has therefore not been selected arbitrarily but represents the minimum operational height identified as capable of satisfactorily meeting the required network objectives. Importantly, CO1 expressly recognises that the assessment of visual impact must take account of the operational requirements of telecommunications infrastructure.

A comprehensive sequential site-selection exercise has additionally been undertaken. Existing telecommunications infrastructure, alternative streetworks positions, rooftops and private-land opportunities have been investigated within the constrained search area. The existing SSSI identifies 10 specifically located alternatives, in addition to further general consideration of other positions on surrounding streets. These alternatives have been discounted for combinations of technical, structural, property, land-availability, underground-service, highway, pedestrian, residential-amenity, visual-amenity and deliverability constraints.

That sequential assessment has now been further strengthened by the planning history of the proposal. The previously proposed position itself has become an additional discounted alternative, following the LPA's determination and subsequent engagement regarding its visual relationship with Warwick Street/Road. The current proposal therefore represents the outcome of a continuing site-selection process which has responded directly to the LPA's concerns rather than treating the previously selected location as fixed.

The revised position consequently represents the only viable and least impactful deliverable solution identified within the required search area. It retains the radio-planning relationship necessary to address the identified network requirement whilst benefiting from a materially improved relationship with the Warwick Road terminating view, mature intervening vegetation and the established commercial and highway context.

The proposal also responds strongly to Policy CO2. CO2 expressly applies to prior approval applications and requires, where relevant, information concerning pre-submission consultation; evidence that the applicant has sought to keep the number of new sites to a minimum, including exploration of existing buildings, masts and other structures, and evidence of compliance with the applicable ICNIRP requirements.

In this instance, consultation and engagement have extended beyond the minimum ordinarily associated with a telecommunications submission. Engagement has taken place with local representatives, the proposal has been subject to a previous determination by the LPA, and subsequent dialogue has informed the revised siting now proposed. Alternative telecommunications infrastructure, buildings, private-land opportunities and streetworks locations have been considered through the sequential assessment, whilst the revised dual-operator configuration itself assists in keeping the overall number of telecommunications sites within the locality to a minimum.

This approach is also consistent with Annex C of the NPPF, which sets out the information requirements applicable to development proposals. In relation to telecommunications proposals under Policy CO2, Annex C requires information on the outcome of pre-submission consultation and, where a new site is proposed, evidence that the applicant has sought to keep the number of new sites to a minimum, together with the necessary ICNIRP certification. The present submission responds directly to these requirements through the consultation undertaken, the extensive assessment of alternative sites and existing infrastructure, the revised dual-operator shared solution and the accompanying ICNIRP Declaration.

More generally, in relation to Policy DM1, Annex C identifies the outcome of pre-application engagement and the extent to which a proposal has changed in response to that engagement as relevant supporting information. This is particularly pertinent to the present resubmission. Following refusal of the previous proposal, further engagement with the LPA informed reconsideration of the siting, the previously proposed position has subsequently been discounted, and the installation has been microsited to directly address the visual amenity concern identified by the LPA. The present submission therefore provides clear evidence of an iterative design and site-selection process undertaken in response to engagement with the Local Planning Authority.

The NPPF further makes clear that, when assessing telecommunications proposals, LPAs should not question the need for the expansion or upgrading of telecommunications networks. The relevant planning exercise is therefore not whether the network improvements themselves are required, but whether the necessary infrastructure has been appropriately sited and designed having regard to its operational requirements and environmental effects.

In this case, considerable measures have been undertaken to achieve that balance:

- The proposal has evolved from a single-operator scheme into a shared dual-operator installation.
- An extensive alternative-site assessment has been undertaken.
- The previously refused location has itself now been discounted.
- The applicant has engaged further with the LPA.
- The pole has been microsited specifically to address the principal visual concern identified during the previous determination.

Accordingly, the proposal aligns strongly with the telecommunications objectives of the September 2026 NPPF. Policy CO1 requires substantial weight to be afforded to the improvements in network coverage, capacity, reliability and resilience delivered by the development, whilst recognising that measures to minimise visual impact must be considered in the context of the operational requirements of the network. The revised proposal responds directly to both sides of that policy balance.

The ability to accommodate VMO2 and VodafoneThree within a single shared installation, the extensive consideration of alternative locations, the discounting of the previously refused position and the specific micrositing undertaken in response to the LPA's concerns collectively demonstrate that the proposal represents an efficient, proportionate and carefully considered response to the identified network requirement. Substantial weight should therefore be afforded to the considerable telecommunications benefits of the proposal when balanced against its substantially reduced visual effects.

Other National Strategy and Policy
It is felt that it is unnecessary to quote all the relevant documents but it is appropriate to reference them as they clearly show the intent, rationale and of the Government in relation to development like the proposal...

- Wireless Infrastructure Strategy
- Planning and Infrastructure Bill
- 10 Year Infrastructure Strategy

Ministerial Statements
Written Ministerial Statement UIN HCWS867: Boosting growth by removing barriers to digital infrastructure deployment, made by the then Minister of State for Data Protection and Telecoms, Sir Chris Bryant (attached to this application) states:-

*"Digital infrastructure **underpins growth right across the economy**, and is also a powerful contributor to the economy in its own right, with the sector worth an estimated £50 billion to the UK. **It supports the adoption of new and emerging technologies including Artificial Intelligence** and enables citizens to participate in modern life. In an increasingly online world, growth in data consumption and increased **demands on the UK's digital infrastructure mean there is an urgent need to support the sector in delivering greater connectivity for local communities and businesses.***

We are committed to the rollout of gigabit-capable broadband and 5G networks, with the ultimate goal of enabling businesses, residents, and institutions to access seamless and reliable connectivity. ***These efforts are essential to building a more competitive, equitable, and digitally connected nation****."*

This clearly articulates Government's commitment to removing planning barriers, accelerating deployment and recognising digital communications infrastructure as critical to economic growth.

Similarly, Statement UIN HCWS1325 by Parliamentary Under-Secretary of State for AI and Online Safety Kanishka Narayan makes clear that:

"Digital connectivity is at the foundation of our economy and society and underpins almost every part of daily life. The strength, security, and resilience of our digital infrastructure matters deeply to people, business and the economy in the UK."

Other Material Considerations – Appeals
It is wholly acknowledged that every proposal must be considered on its own merits and there is no such thing as precedent in Planning.

However, appeal decisions can be material considerations to decisions with similar characteristics and main matters. They are certainly material considerations that can be given significant weight in cases where procedural and principle matters are established.

A dominant procedural and principled feature in appeal decisions is that there is a need for balance and identifying the least impactful option. In many cases harm can be identified but that harm must be balanced against the material benefits, the technical constraints and the lack of a better viable option. When that appropriate Planning Balance occurs, especially in the context of prior approval where the principle of the development is established in law, then proposals are often deemed acceptable, on balance.

While harm associated with this proposal is minimal, significantly, it is clear that great effort and consideration has gone into identifying the technically viable siting and design with the least impact.

In that context some recent, procedural and principle establishing, appeal decisions in the Manchester City Council area have been referenced below. These procedural and 'in principle' matters are wholly relevant to the proposal:-

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"In conclusion, the siting and appearance of the proposed development would appear overly prominent and visually intrusive within the street scape. It would ***therefore result in harm to the character and appearance of the area due to its height and siting****. Additionally, it is for the same reasons that it would result in harm to the living conditions of neighbouring residents regarding outlook."*

*"The **Framework recognises that high quality and reliable communications infrastructure is essential for economic growth and social well-being**. Consequently, it supports the expansion of electronic communications networks, including 5G.*

The appeal scheme would provide coverage in an area which has no effective coverage. The lack of coverage would likely lead to a lack of/or very poor call set up, dropped calls and no capacity leading to no service.

*The **appellant has provided a sequential approach to site selection** in which approximately 32 sites were assessed. Many of the sites have been discounted due to, amongst other things, inadequate pavement widths, the presence of underground services and/or overhead lines, closer proximity to dwellings and/or education facilities, greater visibility due to both a lack of natural screening and/or requirements of a taller mast due to lower typography, proximity to access points, reduction in parking provision and /or visibility splays, as well as practical requirements to ensure no competition between the proposed 5G coverage and existing 3G and 4G cell areas and to achieve International Commission on Non-Ionizing Radiation Protection (ICNIRP) certification. **Various buildings and structures were also considered as part of the sequential approach however these were likewise discounted for practical reasons.***

*Given all of the above, in my judgement, it has **been adequately demonstrated that there are likely to be no other appropriate sites**, including buildings and existing masts, than the appeal site. I therefore **attach <u>significant weight</u> in favour of the appeal as a consequence**.*

*In conclusion, I consider the moderate **harm** the installation would cause to the character and appearance of the surrounding area and living conditions of neighbouring residents regarding outlook would be **outweighed by the benefits** of a high-quality communications network facilitated by the proposed development and **the lack of any more suitable alternative sites to provide this benefit**."*

<u>APP/P4605/W/24/3349032</u>

*"I have found that the proposed development, through its siting and appearance, **would cause harm to the character and appearance of the area** for the reasons given above. The other options that might be available are therefore an important consideration.*

*The **Framework supports the development of a high-quality reliable communications infrastructure as this is deemed to be essential for economic growth and social well-being**. Nonetheless, it requires sites to be kept to a minimum and encourages the reuse and adaptation of existing base stations. Paragraph 122 of the Framework expects evidence to be submitted to justify all applications. For a new mast or base station this includes evidence that the possibility of erecting antennas on an existing building, mast or other structure has been explored.*

*The proposal is required to provide 5G coverage. It has been demonstrated that **the site is within an area with demonstrable need for an additional installation in the vicinity to achieve a full and appropriate level of coverage**. The coverage map has informed the appellant's search area for the new equipment and a sequential approach has been taken. In support of the*

application and now appeal, the ***appellant has undertaken an assessment of 42 alternative sites within the defined search area required to provide coverage for the target area****. This included an assessment of several alternative sites that were identified by the Council.*

The appellant has supplied a number of reasons as to why these sites should be discounted from the search *including: concerns with upgrading the existing mast nearby, interference between masts, issues with the structural suitability and wind loading requirements of buildings in the search area and the impact the surrounding buildings and topography of the area would have upon signal transmissions. Certain sites were also discounted due to concerns with highway safety and the nearby railway line and underground services. Some sites were situated within residential areas or within parks close to trees that were covered by a Tree Preservation Order as well as concerns over the effect of the mast upon the character and appearance of the area which provided reasons to discount them.*

Several of the alternative sites were located in the 'most' and 'more' sensitive locations as per the Guide. ***While the site is in a 'more sensitive location', the proposed equipment is required to be sited within the search area and the principal of such equipment is not in dispute****. Taking into* ***consideration the significant constraints identified for the alternative sites****; existing buildings, masts, and other structures have been explored and reasonably discounted. Furthermore, comprehensive, and reliable evidence has been given for discounting other possible ground-based mast sites.*

I conclude that the siting and appearance of the proposed installation ***would cause harm to the character and appearance of the area. However, based on the evidence before me, it is unlikely that there is a more suitable site within the search area that may reasonably be available. Therefore, any identified harm is outweighed by the need for the installation to be sited as proposed, taking into account the suitable alternatives****."*

APP/P4605/W/24/3357531

"As I have found that the ***proposal would cause harm to the character and appearance of the area, the National Planning Policy Framework (the Framework) requires that evidence of alternative sites is provided to justify the proposed development****. Where this is in relation to a new mast or base station, this evidence should include that the applicant has explored the possibility of erecting antennas on an existing building, mast or other structure.*

I have no reason to doubt that the cell ***search area is extremely contained****. On the basis of the evidence before me, I am* ***satisfied that the appellant has demonstrated that there is an identified need for the proposal to be located somewhere in the search area****.*

*The Council suggests that there are more suitable locations nearby. However****, the appellant has provided details of a number of alternative sites which were considered and discounted as part of the site selection process****, including detailed supporting information to fully corroborate that an exhaustive search of all possible sites was undertaken. These sites were discounted for a number of reasons including proximity to residential properties and other buildings, impact on visibility splays and proximity to underground services****. I am satisfied that there are no realistic***

opportunities to erect antennas on existing buildings, masts or other structures. *I consider that* ***the site selection process was robust and potential alternatives discounted on reasonable grounds and that the appellant has demonstrated that there are no clear alternatives which would be preferable. This carries significant weight in favour of the proposal.***

The ***proposal would support high-quality infrastructure, an approach which is supported by Chapter 10 of the Framework****. When* ***balancing this benefit against the harm identified in relation to the first main issue, I consider that the benefits of the proposal would outweigh the identified harm*** *to the character and appearance of the area."*

APP/P4605/W/25/3359873

"The southwest boundary of the Edgbaston ***Conservation Area (ECA) is located in close proximity to the appeal site and generally runs along Pritchatt's Road. Furthermore, the Grade II* Chamberlain Tower is located to the southwest of the appeal site*** *within the grounds of a Birmingham University campus. The proposed mast would be located within the setting of both, which I note is not in dispute. I have also had regard to the appellant's HIA which establishes the significance of both designated heritage assets and the potential impacts of the proposal."*

"The appeal site would be clearly visible in the setting of the ECA, most notably from the junction of Pritchatt's Road and Farquhar Road. I have already concluded that ***the proposal would be harmful to the character and appearance of the area****. The modern, utilitarian appearance of the most would be compounded by its height and appear incongruous in the area as a result.* ***This would harm the setting and thereby the contribution this makes to the significance of the ECA****. Moreover, section A.2(1)(c)(i) of part 16, class A of the GPDO states that permitted development of this type is subject to the condition that the siting and appearance of any development which is visible from a site which is article 2(3) land, as in this case, must ensure that the visual impact of the development on the site is minimised so far as practicable, taking into account the nature and purposes of the site. It is unclear as to what steps have been taken to minimise the impacts of the mast and its ancillary equipment in this instance."*

"Taken together, ***the proposal would cause harm withing the setting and thereby harm the significance of both the ECA and the listed tower****. I have therefore had regard to the provisions of paragraph 212 of the Framework which advises that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is of particular importance given the Grade II* listed status of the tower."*

"Insofar as they are material considerations, the proposal would be contrary to policies DM16 of the DPD, PG3 of the BDP and advice in the SPD. These seek to ensure telecommunications equipment would not have unacceptable harm on heritage assets and their setting, among other things."

"Heritage Balance

The GPDO is clear that the only considerations should be the siting and appearance of the proposal. In granting permission under Article 3(1) those benefits have effectively been acknowledged already. However, as per paragraph 215 of the Framework, ***the harm I have identified should be weighed against the public benefits of the proposal****. I agree that the* ***harm would be less than substantial****, but worthy of great weight against the proposal."*

"The mast and its equipment would evidently improve 5G coverage in a small geographical area is part of a wider network, where the network may be undermined by gaps in coverage. Whilst only users of that particular operator would be using the service, ***these aspects are recognised as public benefits****."*

"The proposed development's ***public benefits, through enhanced digital communications networks, attract significant weight in favour of the scheme****. In recognising the great weight attached to the harm caused to designated heritage assets,* ***the Government places considerable importance on the benefits of economic growth and social well-being from the expansion of the nation's electronic communications network. On this occasion, I consider that the benefits would outweigh harm to the significance of the designated heritage asset and its setting.****"*

"On the basis of the evidence before me, I see no reason to disagree with the appellant's site selection process and while the Council was frustrated at not having this information at application stage, it has had the opportunity to comment at appeal. Nothing substantive was forwarded on this matter in their appeal statement of case. I understand that the site is close to identified sensitive locations such as heritage assets and educational institutions. I have considered these matters. However, the evidence on balance shows that ***the lack of alternative options to deliver improved coverage and capacity within the required area is a consideration which weighs strongly in favour of the appeal****."*

"The siting and appearance of the proposal would ***result in some limited harm to the character and appearance of the area and to the setting of the ECA and a Grade II* listed building****. These attract significant weight against granting prior approval. However, in* ***the absence of a more suitable alternative site within the required area and the need for the installation, that harm would be outweighed by the benefits provided by the improved telecommunications coverage and capacity****. The proposal would therefore comply with the Framework when read as a whole with due regard to supporting high quality communications. I therefore conclude that the appeal should be allowed, and that prior approval is granted."*

It is clear that the proposal, subject of this application, has significantly less heritage impact than the appeal example provided.

It is clear that this proposal complies with…

- Manchester Local Plan
- Places for Everyone Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039
- Greater Manchester Strategy 2025-35

- National Planning Policy (NPPF) September 2026
- National Planning Guidance (Code of Practice for Wireless Network Development)
- Wider national economic and digital aspirations and strategies
- Meets appropriate balance tests applied in appeal decisions

Planning Assessment

In accordance with Part 16 of the Town and Country Planning (General Permitted Development) (England) Order, this development is to be assessed primarily in terms of its siting and appearance.

While the provisions of the local development plan are not determinative, they remain material considerations where relevant to matters of design and visual impact. The key issues arising from this prior approval application are whether the proposed structure would appear visually intrusive or out of keeping with the character of the area, and whether any such impact would be outweighed by the substantial social and economic benefits associated with the deployment of 5G and the enhancement of next-generation digital infrastructure in the context of the technical constraints and lack of less impactful siting options.

Siting

As previously detailed, there is an urgent requirement to enhance mobile network coverage in the Albany Road area. The siting of the installation has been carefully selected within a defined search area, ensuring the structure delivers the necessary coverage and capacity while avoiding duplication of infrastructure, in line with the NPPF policy and guidance on minimising mast proliferation.

It is important to acknowledge that it is rarely possible to introduce new telecommunications infrastructure into an area without some degree of visual impact. However, through sensitive siting and design, that impact has been minimised as far as practicable in this case.

The proposed location, set back on the pavement away from any throughflow will comfortably accommodate the proposal within this context would not create any unacceptable additional harm beyond what is there already. In fact, the adjacent commercial premises, vertical street structures and lampposts provide screening and backdrop, which is directly advocated in local and national Planning Policy and Guidance.

Crucially however, the proposed development lies outside the direct line of sight of the nearest residential properties and utilising existing treelines, extensive vertical infrastructure and highly urbanised environment to assimilate to preserve amenity impacts.

Due to the careful siting, and surrounding land use, the proposal does not result in any unacceptable visual dominance or overlooking of sensitive receptors. Where visible it will create minimal material harm given the commercial nature of the backdrop from any oblique views, the

surrounding mature tree lines along approaching streets, of the siting adjacent to existing street furniture, vertical infrastructure and non-sensitive land use such as commercial buildings etc.

An extensive sequential site search which was further informed by collaborative engagement with the planning authority post refusal of the original application has robustly demonstrated that this is the only viable location in the search that will cause no significant impact to streetscene, residential amenity, and visual amenity. There are other technically viable locations, however, they would be significantly more impactful on the local area than the proposal.

Visual Appearance & Design

The revised dual-operator configuration maximises the network benefit derived from a single site whilst reducing the potential requirement for separate operator installations and therefore limiting unnecessary proliferation of telecommunications infrastructure within the locality. It maintains the height of the pole is the minimum height required to provide high-quality 4G and 5G coverage for two Operators to the intended target area while addressing the technical constraints alluded, and the need for ICNIRP compliance given the larger exclusion zones associated with 5G equipment. This will be fleeting glimpses as people pass by. This minimal view, in the context of existing vertical infrastructure and extensive other street furniture, ensures there is no significant harm.

The design of the pole is done to minimise impact – a pole is the most suitable design for this particular area as a lattice or open headframe tower would appear incongruous.

The grey colouring will assimilate with the streetscape backdrop it will be set against. This will minimise contrast as advocated in local and national planning policy and guidance. The antennas will remain grey as they need to 'see over' the nearby buildings so grey will ensure they do not contrast from the typically grey sky it will be viewed against. The height is the lowest possible that will work and the cabinets will be painted fir green to blend with street level vegetation, maintaining a tidy and consolidated area. The proposal is set back as close to the verge so will cause no impact on pedestrian flow.

Regarding antenna design, it is technically essential that the latest 4G and 5G antennas remain unshrouded**.** Higher-frequency signals required for fast data transmission are unable to effectively propagate through materials such as Glass Reinforced Plastic (GRP), which would be used in any shrouded enclosure. This limitation applies particularly to 5G but also affects advanced 4G antennas. Shrouding the antennas would compromise their performance, necessitating additional infrastructure elsewhere, again leading to a proliferation of masts. Shrouding would also act as a wind sail and add significantly greater windloading, necessitating a significantly more bulky structure than what is currently proposed. As an alternative to shrouding, banding is added between the antenna apertures to make the pole appear less cluttered and more streamlined.

In summary, the proposed design is the least visually intrusive whilst achieving the required level of continued coverage, providing brand new 5G coverage and capacity to the area (as well as improving the existing 4G coverage). As such the proposal development is sited and designed to minimise the impact on the visual amenity, character and appearance of the surrounding areas.

The structure makes the most of the existing setting and is the minimum possible height to be ICNIRP compliant, clear the urban clutter and for the antenna signal to reach the target coverage area.

As a result, the proposed development fully accords local and NPPF policy by striking a balance between visual and amenity concerns with the operators technical requirements.

Residential Amenity

The nearest residential properties can be viewed from residences on the Albany and Warwick Roads, however views from here will be in the context of the bordering commercial premises which form the proposal's backdrop, other utilitarian infrastructure and the significant treeline of approaching streets, all of which act to soften views or partially or completely screen them. With this in mind there will be minimal impact upon residential or visual amenity from the proposal.

The development will not result in any loss of privacy, nor will it emit any noise, odour, artificial light, or vibration that could impact residents. The cooling fans within the equipment cabinets only operate under high temperatures and are not audible beyond a few metres. Site visits for maintenance are minimal and infrequent, generally once or twice per year with handheld tools only.

Given these considerations, the proposed installation would have absolute minimal impact on residential amenity, with no material harm to outlook, privacy, or noise conditions. The proposal therefore complies with both national and local planning objectives for protecting amenity. Amenity concerns have also been addressed by engaging with the planning authority pre-revised application. The microsited location of this revised proposal has taken account of the authority's concerns stemming from the now refused porposal and addressed them in a collaborative manner by placing the site off centre as viewed from Warwick Road, therefore maximising the built and natural environment blockers to views of the site to reducing its prominence as much as practicably possible.

Sequential Test and Lack of Alternative Options

This is a very defined search area. This is due to the limitations of 5G discussed throughout this document and the fact that the replacement site must be in reasonably close proximity to the site it is replacing to fit within the wider cell network – simply put, the higher frequency cannot travel far or through material as well and so sites must be directly where the demand is.

Great effort was made to identify a location that could deliver the necessary service while minimising impact.

There were 11 specifically located alternative options discounted in this very small and defined search area, and generalisations made about further alternatives across several surrounding streets. These were discounted due to impacts on visual amenity, pedestrian obstruction, impacts on residential amenity, ICNIRP challenges, underground services and/or the unsuitability of rooftop sites.

The proposal is the only, least impactful, technically viable, location in the area – it is sited in a highly commercialised and urbanised setting with significant existing street furniture with which it will assimilate.

The robust sequential test with numerous discounts, and through design consideration, confirm proposal is certainly the least impactful, viable, siting and design capable to delivering the necessary service uplift.
With this in mind, the proposal meets the NPPF policy test of minimising visual impact so far as practical, taking account of the operational requirements of the development. This approach is also consistent with the appeal decisions referenced above.

The proposal is permitted development (albeit 'with prior approval') so the principle of the development is established in law via Part 16 of the GPDO. This is an important distinction as under permitted development a solution must be found as consideration cannot be given to the principle, only that the proposal is the most suitable option in terms of siting and appearance.

This is significant in an area as constrained as this, especially when such careful consideration has been given to siting and design to minimise impact while remaining functional and addressing the technical constraints.

Given the robust sequential test applied, and the relevant principles, this proposal is acceptable in planning terms.

Conclusion and Planning Balance

To conclude, there is a well-documented requirement for improved mobile coverage and capacity within the Albany Road area of Manchester. The proposed development responds directly to this requirement by delivering enhanced 4G coverage and new 5G capability for both VMO2 and VodafoneThree through a single shared installation.

The selected site adjoins an established commercial area and avoids direct proximity to front-facing residential properties and sensitive uses. The revised position also benefits from existing mature vegetation and established highway infrastructure which assist in reducing the visual prominence of the development within the surrounding streetscene.

Importantly, the proposal has evolved significantly following the refusal of the previous application. The LPA's principal concern related to the prominence of the former position within the terminating view along Warwick Road, including longer-distance views towards Barlow Moor Road. Following the refusal, further engagement was undertaken with the LPA and the siting of the development was reconsidered. The previously proposed position has consequently been discounted and the current installation microsited away from the central alignment of Warwick Road, making substantially better use of the established tree line and intervening vegetation to reduce its prominence within the particular view identified by the LPA.

A comprehensive sequential site-selection exercise has demonstrated that the revised position represents the only suitable technically viable and least impactful deliverable solution identified within the defined search area. Existing telecommunications infrastructure, alternative

streetworks positions, rooftops and private-land opportunities have been considered and discounted due to combinations of technical, structural, property, highway, underground-service, residential-amenity, visual-amenity and deliverability constraints. Significantly, the previously refused position now forms part of that discounted assessment.

The design has similarly been developed to minimise its physical and visual impact whilst satisfying the operational requirements of the networks. The proposed 20m height represents the minimum operational height required to achieve the necessary radio propagation, whilst the Hutchinson dual-operator quadstack provides a comparatively slimline solution capable of accommodating the required apparatus for both operators within a single vertical structure. Appropriate finishes have also been selected to assist integration with the surrounding highway, commercial and vegetated setting.

The revised dual-operator configuration provides an important additional planning benefit. By accommodating the requirements of VMO2 and VodafoneThree on one shared installation, the proposal maximises the network benefit derived from a single site whilst reducing the potential requirement for separate operator installations and therefore limiting unnecessary proliferation of telecommunications infrastructure within the locality.

The proposal would not result in unacceptable harm to heritage assets or residential amenity and has been specifically redesigned and microsited to address the visual-amenity concern identified through the previous determination. The development therefore responds positively to both local planning policy and the telecommunications objectives of the NPPF, including the requirement to minimise visual impact so far as practical whilst taking account of the operational requirements of the development.

The proposal is also consistent with the principles of the Government's Code of Practice for Wireless Network Development in England. The extensive sequential assessment, careful siting, revised micrositing, infrastructure sharing and design considerations collectively demonstrate that reasonable measures have been taken to minimise environmental and visual effects whilst delivering the necessary network improvements.

In terms of the overall planning balance, Policy CO1 of the September 2026 NPPF requires substantial weight to be afforded to the benefits of maintaining or improving network coverage, capacity, reliability and resilience, including the provision of next-generation wireless technologies such as Standalone 5G. Those benefits are particularly significant in this instance because a single installation will provide enhanced telecommunications infrastructure for two network operators.

Any residual visual effect must therefore be considered in that context. The revised siting materially reduces the particular visual effect identified by the LPA in refusing the previous proposal, whilst the technical requirements of the networks, extensive consideration of alternatives and absence of a preferable deliverable solution further support the selected position. The resulting development represents a proportionate balance between the operational requirements of modern telecommunications infrastructure and the protection of local visual and residential amenity.

The principle of telecommunications development is established through Part 16 of Schedule 2 to the GPDO, with the present determination concerned with the siting and appearance of the development. For the reasons set out throughout this submission, the revised siting and appearance represent an appropriate response to the identified network requirement and, importantly, directly address the principal concern arising from the previous determination.

Accordingly, the proposal is considered acceptable in planning terms and it is respectfully requested that prior approval be granted.

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In the first instance, all correspondence should be directed to the agent.