

ITEM NO:

Application No.

20/00303/FUL

Site Address:

Ward:

Harmans Water

Date Registered:

22 April 2020

Target Decision Date:

17 June 2020

**Calfridus Way Playing Fields Calfridus Way Bracknell
Berkshire**

Proposal:

Installation of a 27.5m high Swann Type A monopole telecommunications mast with 3no. antennas, 2no. 0.6m dishes, 2no. ground based equipment cabinets and ancillary development thereto. Installed within an 8.0m x 6.0m compound with a 2.1m palisade fence

Applicant:

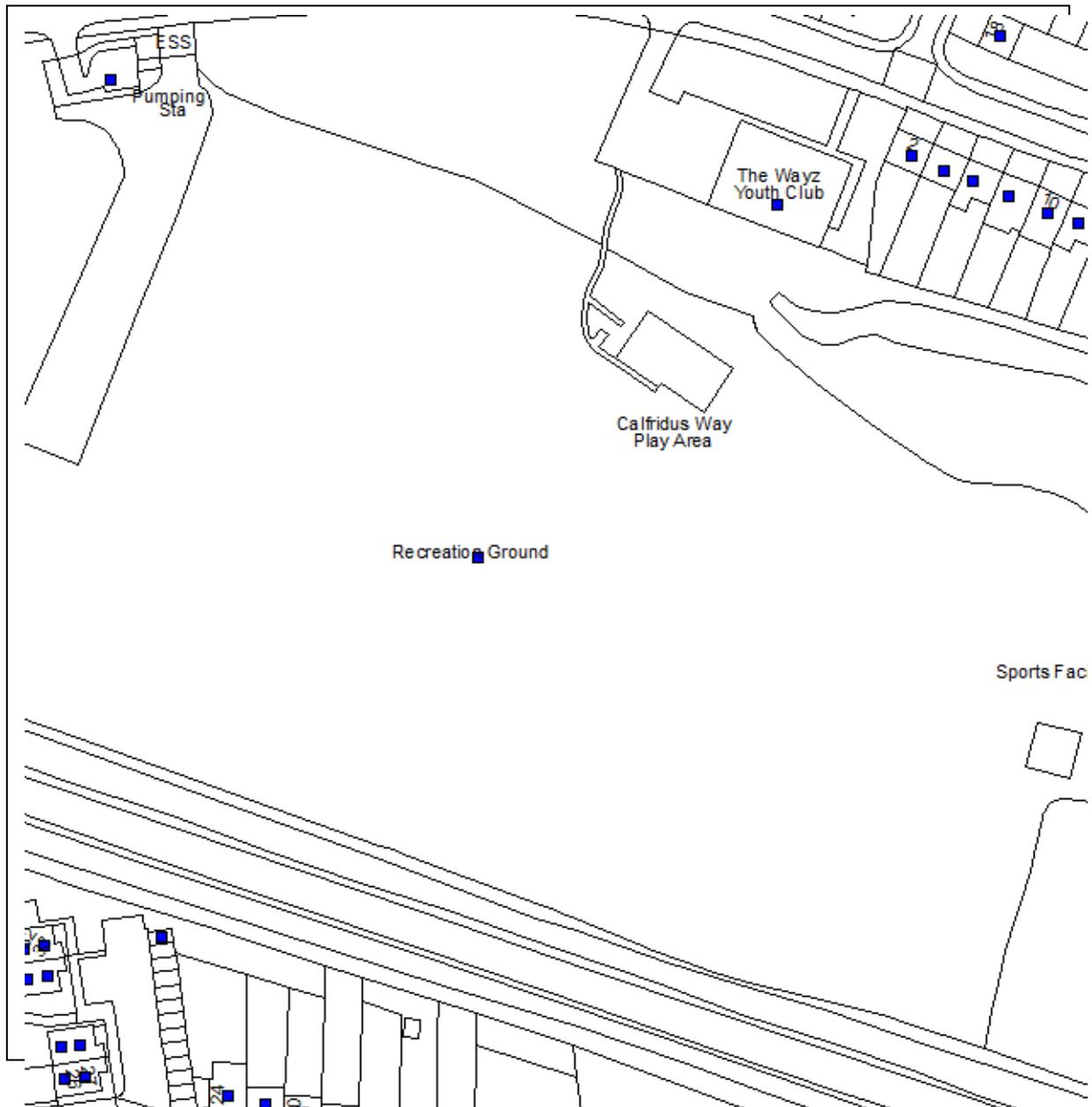
EE Limited

Agent:

Mr Marcus Curle

Case Officer:

Sarah Horwood, 01344 352000

development.control@bracknell-forest.gov.uk**Site Location Plan** (for identification purposes only, not to scale)

OFFICER REPORT

1. SUMMARY

1.1 Whilst the proposed base station would be located within an area of green space, due to the siting of the proposal and very small area which the development would occupy, the proposal would not compromise the overall function of the playing fields. A balance must be struck against policies relating to recreation/green space and those for communications infrastructure. Section 10 of the NPPF states that planning decisions should support the expansion of the communications network. The technical need for the proposed installation within this location has been demonstrated, along with other sites considered and discounted within the relevant search area.

1.2 The proposed telecommunications equipment would be visible due to its siting and height. However, it would not be considered to appear unacceptably incongruous in the surrounding area due to its design and colour. Whilst there would be some visual harm to the area resulting from the proposal, this is outweighed by the social and economic benefits of providing both EE network coverage to SWR services and their on-board Wi-Fi service, Emergency Services Network coverage and EE coverage.

1.3 The proposal would not result in highway safety implications or adversely impact upon existing trees.

1.4 There are no grounds for refusal based on perceived health risks. The proposal is not CIL liable.

RECOMMENDATION

Planning permission be granted subject to conditions in Section 11 of this report

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application has been reported to the Planning Committee following receipt of more than 5 objections.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS

Within the settlement boundary

Green space and area of Local Green Space

3.1 Calfridus Way is a public playing field located to the south of the highway at Calfridus Way and to the west of the highway at Ralphs Ride. The London-Waterloo railway line runs directly to the south of the site.

3.2 The site comprises sports pitches and play equipment. The Wayz Youth Club is sited to the north of the play equipment. The site perimeter is bounded by existing trees. There is an area of hardstanding along the western boundary which is used for parking.

4. RELEVANT SITE HISTORY

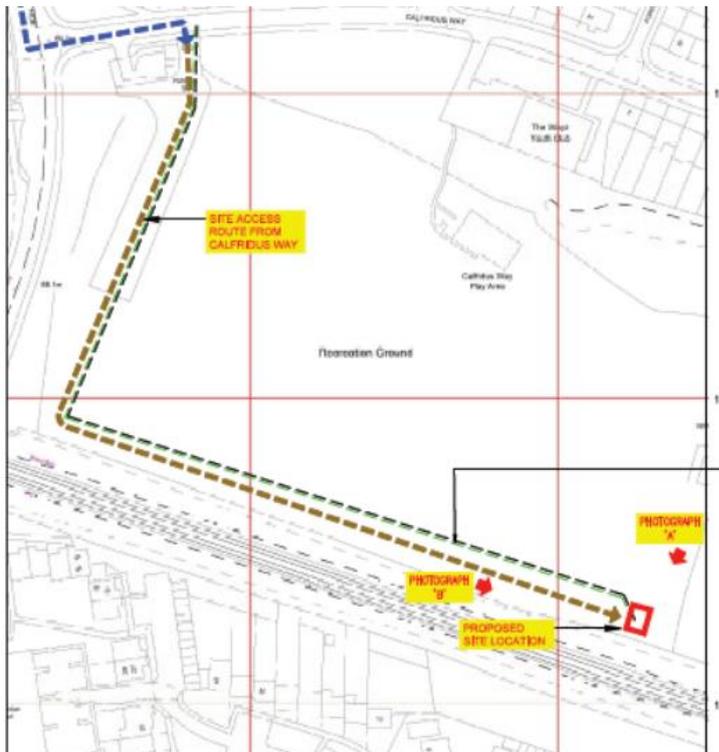
4.1 The most recent site history relating to Calfridus Way playing fields is:

12/00809/FUL approved February 2013 for retention of existing hardstanding to provide 36no. additional parking spaces including dropped kerb and new entrance gate.

5. THE PROPOSAL

5.1 Full permission is sought for the installation of a 27.5m high Swann Type A monopole telecommunications mast with 3no. antennas, 2no. 0.6m dishes, 2no. ground based equipment cabinets, installed within an 8.0m x 6.0m compound, enclosed with 2.1m palisade fencing.

5.2 The proposed base station would be located within the south-eastern corner of the playing fields.



5.3 The proposed base station would be operated by EE Ltd.

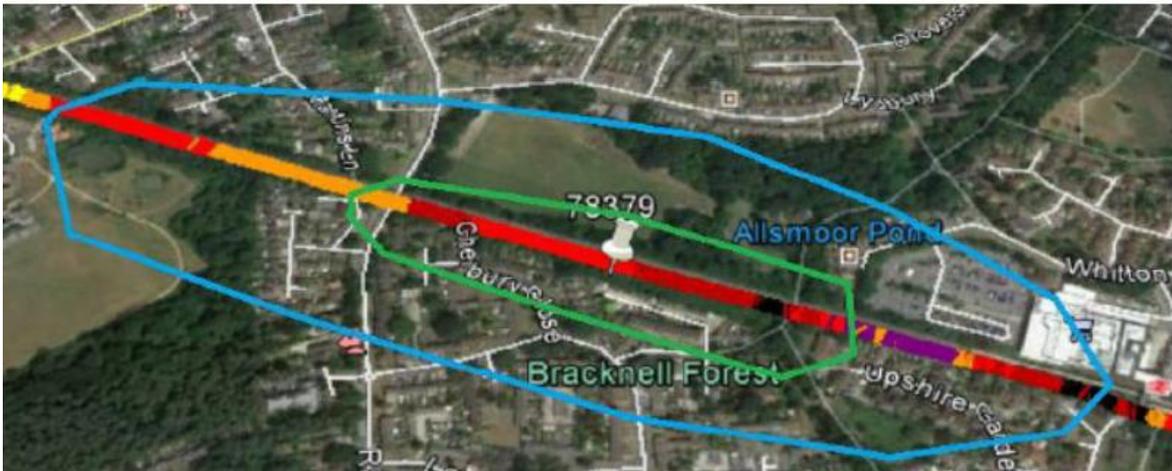
5.4 The applicant has submitted a certificate, which confirms that the proposed mast meets ICNIRP (International Commission on Non-Ionising Radiation Protection) guidelines.

Technical justification

5.5 The supporting information submitted as part of the application states:

-The requirement for a mobile phone base station in this area is predominantly to address a gap in EE coverage and provide improved 2G voice and 3G/4G data coverage for travellers on the adjacent section of railway line. South Western Railway utilise EE's 4G network for the connectivity of the on board wi-fi on SWR services, so it is vital that there is continuity of coverage in order for the Wi-Fi to operate.

- Following relevant signal testing on the railway line in the search for a new base station, it was found there was a significant black spot within this location of the railway line where the signal strength is inadequate to provide minimum acceptable levels of coverage.



- Within the National Infrastructure Commission Report published in December 2016, specific recommendations are made to help improvement in connectivity for mobile phone coverage for rail passengers and its importance for an open and accessible backhaul network fit for the future and the implantation of 5G technology.
- The National Infrastructure Commission reaffirmed the urgent requirement for vastly improved data and voice mobile phone coverage on trains in its July 2018 report. This proposal works towards this overarching aim by providing mobile phone coverage on commuter routes such as this one.
- It will provide enhanced coverage to the EE's network in this area.
- EE's Radio Engineer has confirmed that there are no similar structures to locate to or optimise in order to provide the required coverage to this section of the railway line as such a new cell is required to fill the coverage gap.
- The site will form part of the new 4G Emergency Services Network ("ESN") that will replace the existing Airwave TETRA radio service used by the emergency services (including the Police, Fire & Rescue and Ambulance services) to communicate.
- There are no existing structures capable of accommodating the relevant equipment required for EE to provide coverage to this particular section of railway within the search area or closely outside the search area.
- The height of the mast is the lowest capable of providing the required coverage.
- The proposed site has been chosen as existing trees would camouflage the equipment. The antennas must however be higher than the surrounding trees to provide necessary coverage, especially along the railway line.

Site selection process

5.6 9 alternative sites were identified, considered and discounted in the area as being less appropriate sites. The search area is small due to the coverage requirements.

5.7 The 9 alternative sites are summarised as follows:

Martins Heron Station Car Park

There is no space to effectively locate telecommunications equipment without considerable disturbance caused to the station's day-to-day operations in terms of access, egress and maintenance. It is also questionable whether the equipment would be close enough to the target coverage area to provide a technical solution. Any structure within this area would likely to be overbearing and incongruous.

Streetworks, New Forest Ride

There would be insufficient space on the footway to accommodate telecommunications

equipment.

Streetworks between Martins Lane and Whistely Close

Given the density of vegetation and lack of space to accommodate crane/plant machinery to install equipment, it would be difficult from a design and bulk perspective. It is also debateable whether the site would work from a technical perspective due to the vegetation. Access to the site is also difficult, likely affecting existing residential dwellings during construction, maintenance and upgrades.

Streetworks, Ralphs Ride

This site could be possible but would need to be a pole at a height of 20m due to the height of trees along the railway line. This would impact the visual amenities of the immediate area. The build perspective would also be difficult due to underground bridge footings and associated permissions surrounding interference with National Rail signalling equipment in the area.

Streetworks, Ralphs Ride

This site could be possible but would need to be a pole at a height of 20m due to the height of trees along the railway line. This would impact the visual amenities of the immediate area and would be visible from residential dwellings. The build perspective would also be difficult due to underground bridge footings and associated permissions surrounding interference with National Rail signalling equipment in the area.

Broad Lane Streetworks

This location could be considered but would be less appropriate impacting upon visual amenities of the area.

In or surrounding Uffington Drive

Due to lack of screening, an installation would appear prominent in the area and to adjoining residential dwellings.

Tesco superstore car park

Due to lack of screening, an installation would appear prominent in the area and to adjoining residential dwellings.

Land east of Mills Chase, The Parks

Further away from the heart of the search area from a technical perspective, and there is less screening available at this site.

5.8 All of the above sites were discounted. This site is considered by the operator to be the most appropriate from both a technical and planning perspective.

6. REPRESENTATIONS RECEIVED

Bracknell Town Council

6.1 Recommend refusal. The siting of this mast and its housing are not suited to a busy sports field that is used regularly for Rugby matches/training, Bracknell Town Council events and the youth club. A more suitable site should be found within an industrial area or around the town.

Other representations

6.2 39 letters of objection received (6 from the same postal address) which are summarised as follows:

- Health impacts

- Inappropriate to site a base station within playing fields used by the community. Would be more appropriate in an industrial area
- Design and scale out of character in area
- Impact on view
- Overbearing and oppressive
- Eyesore
- Property devaluation
- Thames Water already have a pumping station within the grounds which is an eyesore
- Impact on wildlife
- Council have a duty of care to residents and this proposal should be refused
- There will be an impact to access and parking during the installation which will cause congestion on surrounding roads

7. SUMMARY OF CONSULTATION RESPONSES

Highways Officer

7.1 No objection subject to conditions.

Tree Officer

7.2 No objection subject to conditions.

Sport England

7.3 No objection.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO DECISION

8.1 The key policies and guidance applying to the site and the associated policies are:

	Development Plan	NPPF
General policies	CS1 and CS2 of the CSDPD	Consistent
Design	Saved policy EN20 of BFBLP CS7 of the CSDPD	Consistent
Residential amenity	'Saved' policies EN20 and EN25 of the BFBLP	Consistent
Highway Safety	'Saved' policy M9 of the BFBLP CS23 of the CSDPD	Consistent
Trees	Saved Policy EN1 of the BFBLP, CS1 of the CSDPD	Consistent
Telecommunications development	Saved Policy SC4 of BFBLP	Consistent
Other publications		
National Planning Policy Framework (NPPF) 2019 Community Infrastructure Levy Charging Schedule (CIL) Bracknell Town Neighbourhood Plan		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i Principle of development

- ii Impact on residential amenity
- iii Impact on character and appearance of surrounding area
- iv Impact on highway safety
- v Trees
- vi Health
- vii Need
- viii Community Infrastructure Levy (CIL)

i i. Principle of development

9.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, which is supported by the National Planning Policy Framework (NPPF) (paras. 2 and 12).

9.3 The application site is located within the defined settlement boundary as designated by the Bracknell Forest Policies Map (2013). The site is also designated as a green space and falls within the category of an area of active open space of public value where the site comprises sports pitches and play equipment.

9.4 Due to the location of the site within a green space, the following policies are therefore of relevance:

- Policy CS8 of the CSDPD
- Section 8 of the NPPF
- Policy EV3 of The Bracknell Town Neighbourhood Plan

9.5 Policy CS8 of the CSDPD refers to recreation and culture and states that development will be permitted which retains, improves and maintains existing recreational facilities.

9.6 Para 97 of the NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

9.7 Para 99 goes onto state that the designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them.

9.8 Para 101 of the NPPF states that policies for managing development within a Local Green Space should be consistent with those for Green Belts.

9.9 The Bracknell Town Neighbourhood Plan is also a material consideration. The Plan designates this open space as a Local Green Space. Policy EV3 states that any proposals for built development on these Local Green Spaces must be consistent with policy for Green Belts and will not be permitted unless it can be clearly demonstrated that it is required to enhance the role and function of that Local Green Space. The Bracknell Town Neighbourhood Plan has now been

through examination and aim of the policy is consistent with the NPPF and as such it is considered that it should be given significant weight.

9.10 The development plan policies and Policy EV3 of the Bracknell Town Neighbourhood Plan relating to recreation and Local Green Space refer to a general presumption against development of open space, sports and recreational buildings and land, including playing fields. Both para 101 of the NPPF and Policy EV3 refer to assessing development within Local Green Space as consistent with policies to protect the Green Belt.

9.11 The above development plan policies relating to recreation/open space also need to be balanced against the relevant development plan policies relating to telecommunications equipment which are:

- Saved Policy SC4 of the BFBLP

-Section 10 of the NPPF

9.12 Saved Policy SC4 of the BFBLP refers to telecommunications provision. The policy states: Planning permission...will be permitted provided that:

- (i) there is a need for the development; and
- (ii) there is no satisfactory alternative site(s) for telecommunications available; and
- (iii) there is no reasonable possibility of erecting antennas on an existing building or structure, or of sharing facilities

9.13 Section 10 of the NPPF refers to Supporting high quality communications. Para 112 states: Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.

9.14 Para 113 states that the number of radio and electronic communications masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion.

9.15 Para 115 states that applications for electronic communications development (including applications for prior approval under the General Permitted Development Order) should be supported by the necessary evidence to justify the proposed development.

Assessment of principle of development

9.16 The proposed base station would be located within the far south-eastern corner of the site. Whilst the proposal would result in the very small loss of an area of open space, the siting of the proposed base station would not compromise the function of the open space overall.

9.17 Sport England is a statutory consultee for planning applications for development that affect or could prejudice the use of playing fields. The land at Calfridus Way comprises playing fields as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended). Following submission of details for the layout of the sports pitches at Calfridus Way playing fields by Bracknell Town Council, Sport England has raised no objection to the siting of the proposed base station as it does not affect the pitches or a 3m runoff area from the edge of the pitches.

9.18 The existing facilities within the playing fields of sports pitches, play equipment and open space for walking, etc would continue to function and be used by members of the public due to the

siting of the proposal and the very small area of the playing fields the development would occupy (approximately 0.23% of the playing fields in total). The proposed development would not result in the loss of existing recreational facilities given its siting. As such, the proposal would not conflict with Policy CS8 of the CSDPD.

9.19 Both para 101 of the NPPF and Policy EV3 refer to assessing development within Local Green Space as consistent with policies to protect the Green Belt. This would entail assessing whether the development would be appropriate within the Green Belt, whether the openness of the Green Belt would be affected by the proposal and in the event that the proposal was inappropriate development, it should not be approved except in very special circumstances. This site is not located within the Green Belt as designated by the Policies Map (2013), however as stated in para 101 of the NPPF and Policy EV3, development within Local Green Space should be consistent with Green Belt policies. In this instance, the proposal for the installation of a base station could be considered as an engineering operation which constitutes appropriate development in the Green Belt in accordance with para 146 of the NPPF.

9.20 In the case of *Fayrewood Fish Farms Ltd v. Secretary of State for the Environment* [1984] JPL 267, David Widdicombe QC opined that “... *the term ‘engineering operations’ should be given its ordinary meaning in the English language. It must mean ‘operations of the kind usually undertaken by engineers, i.e. operations calling for the skills of an engineer.’ These would normally be civil engineers but could be traffic engineers or any engineers which applied their skills to land.*”

9.21 The proposed base station would essentially constitute an engineering operation and would require engineering input in respects of its foundations, wind load and structural capacity, and could therefore be considered as appropriate development under Green Belt policies. In terms of assessing its impact on openness, this is not defined in the NPPF, however it could reasonably be interpreted as the absence of built development. The siting of the proposed base station would be within a playing fields where there are sports pitches, car parking and play equipment, along with the railway line directly to the south of the site, all within an urban location. The site and its immediate surroundings are not absent of built form and therefore the proposal due to its siting and very small area of land it would occupy would not have an undue impact on the openness of the site.

9.22 Even if the above policy interpretation of the development was not accepted, there would be very special circumstances to justify the development which are set out as follows:

- Section 10 of the NPPF supports the provision of high quality and reliable communications infrastructure for economic growth and social wellbeing and planning decisions should support the expansion of the communications network.
- The technical justification for the proposed base station has been demonstrated, with a requirement for the mast to address a gap in EE coverage and provide improved 2G voice and 3G/4G data coverage for travellers on the adjacent section of railway line where a blackspot in coverage has been identified. The proposal would also provide enhanced network coverage for EE and form part of the 4G Emergency Services Network, along with providing Wi-Fi services to SWR.
- There are no alternative existing base stations/buildings either within the required search area or outside of it which could support the necessary infrastructure.
- 9 alternative sites were considered and discounted.
- The height of the monopole proposed is the minimum for the proposed equipment to operate effectively and to provide required coverage.
- The playing fields at Calfridus Way cover an approximate area of 21,000sqm. The proposed base station with its associated compound would cover an area of 48sqm. Proportionately, the proposal would therefore cover an 0.23% of the total area of the playing fields. The mast would be located within the far south-eastern corner of the site and does not affect its overall use as a recreational facility.

- There is no objection from Sport England to the proposal.

9.23 In summary, whilst the proposed base station would be located within an area of green space, due to the siting of the proposal and very small area of the fields which the development would occupy, the proposal would not compromise the overall use of the playing fields or impact upon the use of the sports pitches or playing fields within the grounds. Policies relating to recreation/green space also need to be balanced against policies for communications infrastructure. Section 10 of the NPPF states that planning decisions should support the expansion of the communications network. The technical need for the proposed installation within this location has been demonstrated, along with evidence that other sites have been considered and discounted within the relevant search area.

9.24 On balance, the proposal is therefore considered acceptable in principle, for the reasons given above and subject to other material considerations including impact on residential amenity, character and appearance of surrounding area, highway safety implications, etc which are discussed in the remainder of this report.

ii. Residential amenity

9.25 The proposed mast would be sited some 120m from the nearest residential dwellings to the north, 100m from the nearest dwellings to the east, 60m from the nearest dwellings to the south and 200m from the nearest dwellings to the west. The proposed mast at a height of 27.5m would be visible above the mature trees which bound Calfridus Way which range in height from 22.5m to 26m. However, due to the separation distances to the closest residential dwellings, the proposed mast would not appear unacceptably overbearing. The screening and backdrop provided by existing trees, along with the design and colour of the mast (galvanised steel which would not significantly contrast against the sky) mean that the proposal would not have any significant harmful impact on visual amenity.

9.26 The proposed cabinets would be enclosed within a 2.1m palisade fence compound and this element of the base station would not appear readily visible to surrounding dwellings.

9.27 As such, the proposal would not be considered to adversely affect the residential amenities of neighbouring occupiers and would be in accordance with Saved Policy EN20 of the BFBLP and the NPPF.

iii. Impact on character and appearance of surrounding area

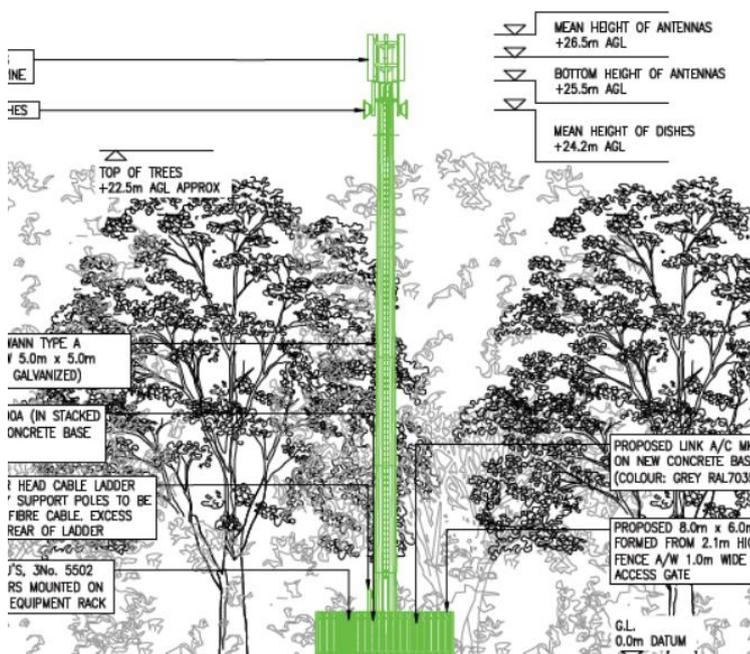
9.28 Policy SC4 of the Bracknell Forest Borough Local Plan states that: "Planning permission for network telecommunications development will be permitted provided that... There is no reasonable possibility of erecting antennas on an existing building or structure or of sharing facilities...The development must be sited so as to minimise its visual impact, subject to technical and operational considerations."

9.29 Section 10 of the NPPF refers to supporting high quality communications. Para 112 states that "advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks".

9.30 Para 113 states that "where new sites are required (such as for new 5G networks, or for connected transport and smart city applications), equipment should be sympathetically designed and camouflaged where appropriate".

9.31 Para 115 goes on to state that "applications for electronic communications development (including applications for prior approval) should be supported by the necessary evidence to justify the proposed development. This should include...for a new mast or base station, evidence that the applicant has explored the possibility of erecting antennas on an existing building, mast or other structure and a statement that self-certifies that, when operational, International Commission guidelines will be met"

9.32 The proposed base station is located in the corner of the playing fields site adjacent to the railway. Land levels decline from the highway at Calfridus Way southwards towards the railway line. The proposed 27.5m high mast and its associated compound would be viewed against the context of the railway embankment and its associated infrastructure, with mature trees providing a further backdrop to the proposed base station. It is acknowledged that the proposed telecommunications equipment would result in some visual impact on the area due to its height and siting. However, the degree of harm is not considered unacceptable.



9.33 The proposed mast would be 27.5m high and would be taller than surrounding trees which the mast would be viewed against (which range in height from 22.5m to 26m). The height proposed is however the minimum height for the proposed equipment to operate effectively and to provide required coverage.

9.34 The technical need for the installation to provide EE network coverage to SWR services and their on-board Wi-Fi service, Emergency Services Network coverage and EE coverage in this location has been demonstrated as part of this application. 9 alternative sites were considered and discounted as part of the search process for a new base station. In an appeal from 2015 (Vodafone v Bexley), an Inspector considered "it is unlikely that there is an alternative which would meet the operator's needs as effectively but with materially less harm. The need and lack of better alternatives weights in favour of allowing the appeal...whilst the proposal would harm the character and appearance of the locality, this would be outweighed by the need and lack of better alternatives".

9.35 The proposed mast would be slimline and simple in appearance as a column design which is considered more appropriate than a lattice type tower in this location. The proposed base station, including the mast and cabinets would be sited within a compound enclosed by 2.1m high palisade

fencing which would screen the ground-based cabinets, whilst still maintaining views of the backdrop of trees behind to mitigate its visual prominence.

9.36 The proposed mast and associated cabinets would be light grey in colour. The proposed base station would be viewed against a backdrop of mature trees, however, the height of the proposed monopole would exceed the height of surrounding trees to provide the necessary network coverage and therefore grey is considered the most appropriate colour. The cabinets would also be light grey to match that of the proposed monopole.

9.37 In summary, whilst the proposed telecommunications equipment would appear visible due to its siting and height, its appearance is not considered incongruous in the area due to its design and its colour. The height of the mast at 27.5m is the minimum required for the equipment to operate effectively. The need for the development and the lack of alternative/more appropriate sites has been evidenced. Para 112 of the NPPF emphasises that communications infrastructure is essential for economic growth and social well-being. While there would be some limited visual harm to the area resulting from the proposal, this is outweighed by the social and economic benefits of providing both EE network coverage to SWR services and their on-board Wi-Fi service, Emergency Services Network coverage and EE coverage.

9.38 It is therefore considered that the proposed development would not result in significant adverse impact on the character and appearance of the area in accordance with CSDPD Policy CS7, BFBLP 'Saved' Policies EN20 and SC4, and the NPPF.

iv. Impact on highway safety

9.39 The proposed location of the mast is away from the public highway, but access will be needed for construction and occasional maintenance. An access route is shown on the drawings accompanying the application from Calfridus Way utilising an existing maintenance access to the playing fields. Visibility from this access onto Calfridus Way is sufficient.

9.40 The route for construction vehicles between Calfridus Way and the telecoms apparatus location will require surface protection and Heras fencing, to ensure that vehicles do not stray into areas being used by the general public.

9.41 Sufficient space will need to be made available so that construction vehicles can enter the site in a forward gear, turn around and leave the site in a forward gear. Reversing of construction vehicles from or onto Calfridus Way will not be permitted. Wheel wash will need to be used for all vehicles before they return to Calfridus Way. Construction vehicles should avoid the defined traffic sensitive time periods for Calfridus Way and Ralphs Ride, which provide the access route to the site.

9.42 A planning condition is recommended in relation to a site organisation plan in the interests of highway safety. Subject to the imposition of this condition, the proposal would not result in adverse highway safety issues and would be in accordance with CS23 of the CSDPD and the NPPF.

v. Impact on trees

9.43 There are existing trees around the perimeter of the playing fields which are not subject to Tree Preservation Orders, however they have important amenity value within the area. As such, the retention and protection of these existing trees is a material consideration to the determination of this application.

9.44 The proposed base station would be sited outside the root protection areas (RPAs) of existing trees, with the exception of the southern end of the compound which would be enclosed by palisade fencing. Existing trees would be safeguarded with protective fencing during the installation, along with the use of ground protection measures where works would encroach in the RPAs. This will be secured by the necessary conditions.

9.45 The installation of all underground services to the proposed base station would comply with the National Joint Utilities Group (NJUG) 'Guidelines for the planning, installation, and maintenance of utility services in proximity to trees' and BS5837 and there will be no encroachment into the root protection area of trees along the perimeter of the site.

9.46 The proposed development would not result in the lopping or removal of any existing trees which are important landscape features within the area.

9.47. Subject to the imposition of conditions, the proposal would not adversely affect existing trees and would be in accordance with Saved Policies EN1 and EN20 of the BFBLP, CS1 of the CSDPD and the NPPF.

vi. Health

9.48 Paragraph 116 of the NPPF states that "local planning authorities must determine applications on planning grounds only. They should not...set health safeguards different from the International Commission guidelines for public exposure.

9.49 The applicant has submitted a certificate which confirms that the proposed mast meets ICNIRP (International Commission Non-Ionising Radiation Protection) guidelines.

9.50 As an ICNIRP certificate accompanies the application, there are no grounds for refusal based on perceived health risks.

vii. Need

9.51 BFBLP 'Saved' Policy SC4 refers to telecommunication development being permitted provided that there is a need for the development.

9.52 Paragraph 116 of the NPPF states that "local planning authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure. The technical need for the proposed installation within this location has been demonstrated, along with other sites considered and discounted within the relevant search area.

viii. Community Infrastructure Levy (CIL)

9.53 Bracknell Forest Council introduced charging for its Community Infrastructure Levy (CIL) on 6th April 2015. CIL is applied as a charge on each square metre of new development. The amount payable varies depending on the location of the development within the borough and the type of development.

9.54 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted), including extensions of 100 square metres of gross internal floor space, or more, or new build that involves the creation of

additional dwellings. In this case the proposal is not CIL liable as it would not constitute the creation of internal floor space/a new dwelling.

10. CONCLUSION

10.1 Whilst the proposed base station would be located within an area of green space, due to the siting of the proposal and very small area of the fields which the development would occupy, the proposal would not compromise the overall function of the playing fields or impact upon the use of the sports pitches or playing fields within the grounds. Policies relating to recreation/green space also need to be balanced against policies for communications infrastructure. Section 10 of the NPPF states that planning decisions should support the expansion of the communications network. The technical need for the proposed installation within this location has been demonstrated, along with evidence that other sites have been considered and discounted within the relevant search area.

10.2 The proposed telecommunications equipment would appear visible due to its siting and height; however, it would not be considered to appear so incongruous in the surrounding area due to its design and colour. Whilst there would be some limited visual harm to the area resulting from the proposal, this is outweighed by the social and economic benefits of providing both EE network coverage to SWR services and their on-board Wi-Fi service, Emergency Services Network coverage and EE coverage

10.3 The proposal would not result in highway safety implications or impact upon existing trees.

10.4 There are no grounds for refusal based on perceived health risks. The proposal is not CIL liable.

10.5 The application is therefore recommended for conditional approval.

11. RECOMMENDATION

11.1 The application is recommended to be **APPROVED** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out only in accordance with the following approved plans received 8 June 2020:

Drawing 01E

Drawing 02E

Drawing 06E

Drawing 07E

Drawing no. 12E

REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

3. The mast hereby approved shall be finished in colour ref: galvanised; and the cabinets hereby approved shall be finished in colour ref: Grey RAL 7035.

REASON: In the interests of the visual amenities of the area.

[Relevant Plans and Policies: BFBLP EN20, CSDPD CS7]

4. The electronic communications apparatus hereby approved shall be removed from the land within a period of 3 months after it is no longer required for electronic communications purposes and the land shall be restored to its condition before the development took place.

REASON: In the interests of the visual amenities of the area.

[Relevant Plans and Policies: BFBLP EN20, CSDPD CS7]

5. No development shall take place until an access suitable for construction vehicles has been implemented in accordance with a site organisation plan to be submitted to and approved in writing by the Local Planning Authority. The site organisation plan shall include as a minimum:

- (i) Location and safe operation of the access for construction vehicles from Calfridus Way;
- (ii) Routing of construction traffic between Calfridus Way and the telecoms apparatus;
- (iii) Details of surface protection for the full length of the access route between Calfridus Way and the telecoms apparatus;
- (iv) Details of Heras fencing alongside the access route between Calfridus Way and the telecoms apparatus to avoid vehicles deviating from the agreed route, to protect the public from construction vehicles and protect adjoining trees;
- (v) Swept paths demonstrating that the largest anticipated construction vehicle can enter the site in a forward gear, turn around and leave the site in a forward gear;
- (vi) Details of wheel wash facilities for all vehicles associated with construction, before they re-join Calfridus Way;
- (vii) Details of the parking of vehicles for site operatives and visitors;
- (viii) Areas for loading and unloading of plant and materials;
- (ix) Location of any temporary portacabins or welfare buildings for site operatives;
- (x) Construction working hours and hours during which delivery vehicles or vehicles taking materials away are allowed to enter or leave the site, which shall avoid the traffic sensitive time periods defined for Calfridus Way and Ralphs Ride.
- (xi) Timescales of works;
- (xii) Reinstatement of land following removal of temporary access route connected to the development.

The approved site organisation plan shall be adhered to throughout the construction period.

REASON: in the interests of highway safety and in the interests of adjoining trees

[Relevant Policies: BFBLP EN1, EN20, EN25; CSDPD CS1, CS7, CS23].

6. The protective fencing shown on the approved drawings/documents shall be 2m high (minimum) welded mesh panels, supported by a metal scaffold framework, constructed in accordance with Section 6.2 of British Standard 5837:2012, or any subsequent revision. The development shall be carried out in accordance with the approved drawings.

REASON: In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area.

[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]

7. The protective fencing and other protection measures specified by condition 6 shall be erected prior to the commencement of any development works, including any initial clearance, and shall be maintained fully intact and (in the case of the fencing) upright, in its approved locations at all times, until the completion of all building operations on the site

. No activity of any description must occur at any time within these areas including but not restricted to the following: -

- a) No mixing of cement or any other materials.
- b) Storage or disposal of any soil, building materials, rubble, machinery, fuel, chemicals, liquids waste residues or materials/debris of any other description.
- c) Siting of any temporary structures of any description including site office/sales buildings, temporary car parking facilities, porta-loos, storage compounds or hard standing areas of any other description.
- d) Soil/turf stripping, raising/lowering of existing levels, excavation or alterations to the existing surfaces/ ground conditions of any other description.

- e) Installation/siting of any underground services, temporary or otherwise including; drainage, water, gas, electricity, telephone, television, external lighting or any associated ducting.
- f) Parking/use of tracked or wheeled machinery or vehicles of any description.

In addition to the protection measures specified above,

- a) No fires shall be lit within 20 metres of the trunks of any trees or the centre line of any hedgerow shown to be retained.
- b) No signs, cables, fixtures or fittings of any other description shall be attached to any part of any retained tree.

REASON: In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area.

[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]

8. The ground protection measures shall be carried out in accordance with the approved drawings/documents, prior to the commencement of any development works, including any initial clearance, and shall be maintained in its approved locations at all times, until the completion of all building operations on the site.

REASON: In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area.

[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]

Informatives:

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:

- 1. Time limit
- 2. Approved plans
- 3. Colour of mast and cabinets
- 4. Reinstatement of land
- 6 and 7: Tree protection
- 8. Ground protection

The applicant is advised that the following conditions require discharging prior to commencement of development:

- 5. Site organisation plan