

ITEM NO:

Application No.
20/01061/RTD
Site Address:

Ward:
Harmans Water

Date Registered:
6 January 2021

Target Decision Date:
2 March 2021

Calfridus Way Playing Fields Calfridus Way Bracknell Berkshire

Proposal:

Installation of 1 no. 25m high column, with 3 no. antennas, 2 no. 0.6m dishes, 2 no. ground-based equipment cabinets, and ancillary development enclosed by a 8.0m x 6.0m compound within 2.1m high palisade fence.

Applicant:

EE Ltd

Agent:

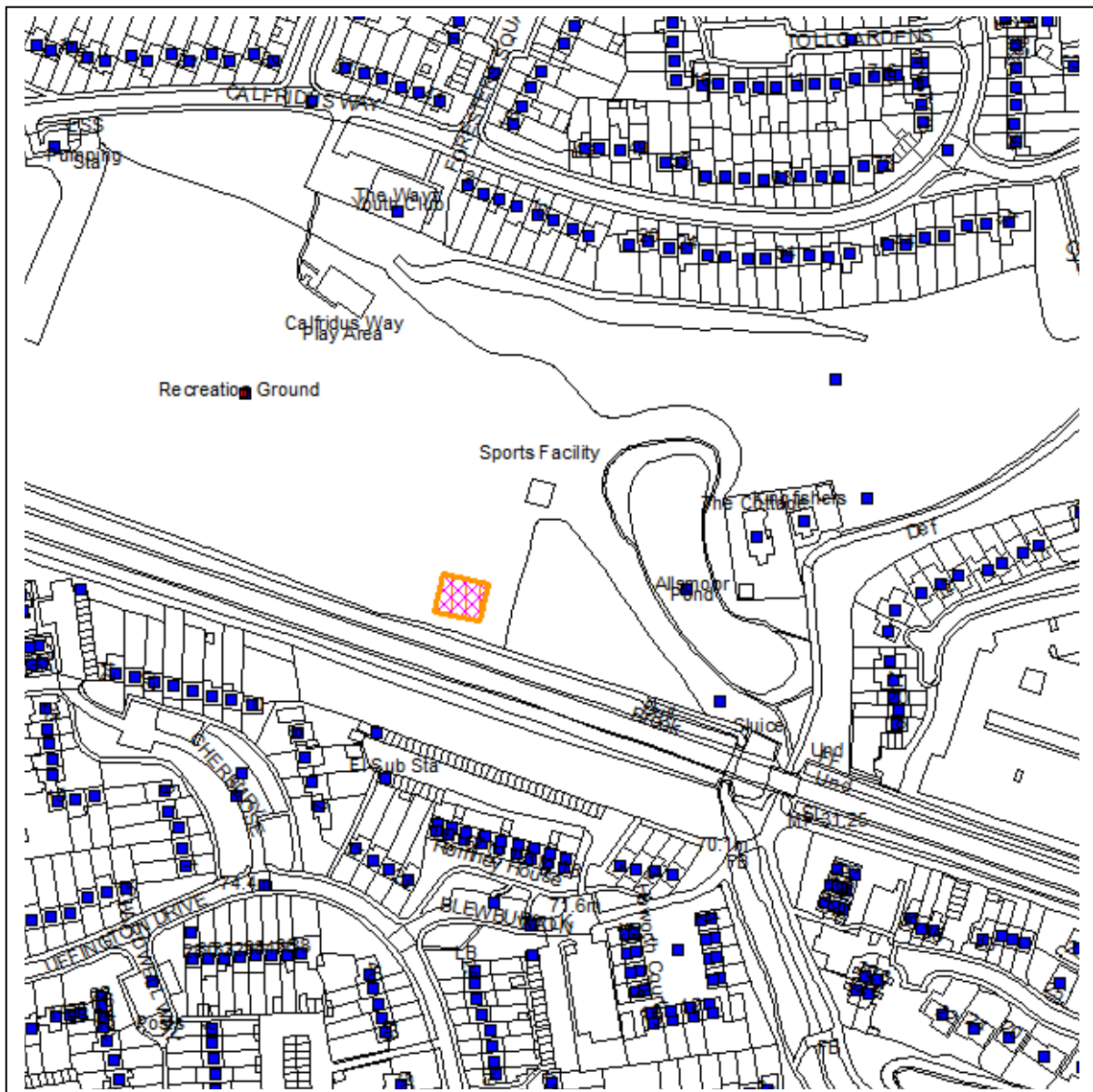
Mr Niall Kelleher

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 An assessment has been made as to whether the prior approval of the Local Planning Authority is required for the siting and appearance of the proposed development which comprises the installation of a 25m high Swann type A Column, with 3no. antennas, 2no. 0.6m dishes, 2no. ground-based equipment cabinets, installed within an 8m x 6m compound, enclosed by 2.1m high palisade fencing, in accordance with Class A, Part 16, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

1.2 The siting and appearance of the proposed development would not result in unacceptable impacts to the residential amenities of neighbouring dwellings or the character of the area. Furthermore, the siting of the proposal would not result in highway safety implications or adversely impact upon existing trees.

1.3 As the proposal is for the installation of a new mast and associated development, it must be assessed on its own merits against the relevant criteria and it is concluded that prior approval is required. It is recommended that prior approval is granted for the proposed development as its siting and appearance are considered acceptable.

RECOMMENDATION

Prior approval is required and prior approval is granted subject to conditions in Section 12 of this report.
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2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application has been submitted under the prior approval procedure and therefore requires determination within 56 days, and following the expiry of the consultation period of the site notice.

2.2 The application has also 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:

20/00303/FUL refused at Planning Committee in November 2020 for 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 for the following reasons:

1. *By reason of its height and design, the proposed telecommunications mast would appear unduly prominent to the detriment of the character and visual amenities of the surrounding area. The proposed development would therefore be contrary to Saved Policies SC4 and EN20 of the Bracknell Forest Borough Local Plan, Policy CS7 of the Core Strategy Development Plan Document and the National Planning Policy Framework.*
2. *By reason of its siting within a proposed local Green Space, the proposed telecommunications mast would not enhance the role and function of the local Green Space. The proposed development would therefore be contrary to Policy EV3 of the Bracknell Town Neighbourhood Plan and the National Planning Policy Framework.*

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. PERMITTED DEVELOPMENT RIGHTS FOR ELECTRONIC COMMUNICATIONS APPARATUS

5.1 Part 16 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) covers development by electronic communications code operators.

5.2 Class A permitted development is:

Development by or on behalf of an electronic communications code operator for the purpose of the operator's electronic communications network in, on, over or under land controlled by that operator or in accordance with the electronic communications code, consisting of—

- (a) the installation, alteration or replacement of any electronic communications apparatus,
- (b) the use of land in an emergency for a period not exceeding 18 months to station and operate moveable electronic communications apparatus required for the replacement of unserviceable electronic communications apparatus, including the provision of moveable structures on the land for the purposes of that use, or
- (c) development ancillary to radio equipment housing.

5.3 The proposed 25m monopole, cabinets and associated development would constitute the installation of electronic communications apparatus as set out above and be classed as "ground based equipment".

5.4 The caveats relating to ground-based equipment are set out at A.1 (1) of the GPDO 2015 (as amended) which states:

Development consisting of the installation, alteration or replacement of electronic communications apparatus (other than on a building) is not permitted by Class A (a) if...

- (c) in the case of the installation of a mast, the mast, excluding any antenna, would exceed a height of—

- (i) 25 metres above ground level on unprotected land; or
- (ii) 20 metres above ground level on article 2(3) land or land which is on a highway;

5.5 The proposed mast at a height of 25m would be sited on unprotected land (that is land that is not article 2(3) land or highway land) and would satisfy the above caveats. As such, the proposal would be considered permitted development, subject to the following conditions set out at A.2 (3) of the GPDO 2015 (as amended):

- (3) Subject to sub-paragraph (5), Class A development...
- (c) on unprotected land where that development consists of—
 - (i) the installation of a mast...is permitted subject, except in case of emergency (in which case only paragraph A.3(12) applies), to the conditions set out in paragraph A.3 (prior approval).

5.6 The proposal consists of the installation of a mast which satisfies the criteria for permitted development set out in Class A, Part 16 of the GPDO 2015 (as amended). As such, the developer must apply to the Local Planning Authority for determination as to whether the prior approval of the authority will be required as to the siting and appearance of the development, as set out under paragraph (4) A.3 of Class A, Part 16, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

5.7 The Code of Best Practice on Mobile Network Development in England (November 2016) provides some guidance as to what matters can be considered relating to siting and appearance. Siting can include existence of topographical features and natural vegetation, impact on skyline, site in relation to existing masts, structures and buildings. Design can include height in relation to surrounding area, appearance of the installation, material, colouration.

5.8 The Council has 56 days in which to consider RTD applications. If no decision is made within the timeframe, the application will be deemed as approved.

5.9 The proposed development due to its siting would not interfere with highway sightlines, or access for road users, and thus would not create a highway safety concern. The development would therefore not impact upon highway safety in accordance with Article 3, paragraph 6 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which states that:-

- (6) The permission granted by Schedule 2 does not, except in relation to development permitted by Classes A, B, D and E of Part 9 and Class A of Part 18 of that Schedule, authorise any development which requires or involves the formation, laying out or material widening of a means of access to an existing highway which is a trunk road or classified road, or creates an obstruction to the view of persons using any highway used by vehicular traffic, so as to be likely to cause danger to such persons.

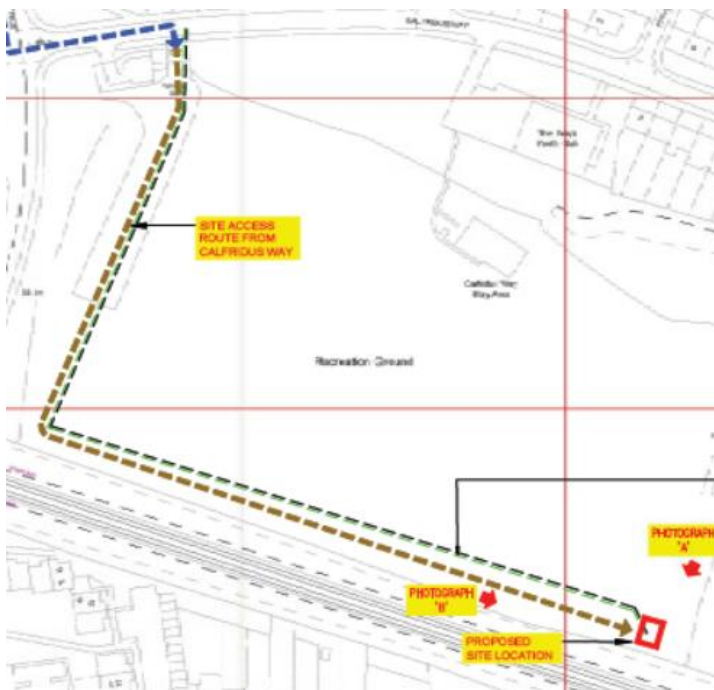
6. THE PROPOSAL

6.1 This is an application for determination as to whether the prior approval of the Local Planning Authority will be required for the siting and appearance of electronic communications apparatus in accordance with Class A of Part 16 Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). As the proposal is for the installation of a new mast, cabinets and compound, it is considered that prior approval is required. An assessment is required therefore as to the acceptability of the siting and appearance of the proposal.

6.2 The proposal comprises the installation of a 25m high Swann type A Column, with 3no. antennas, 2no. 0.6m dishes, 2no. ground-based equipment cabinets, installed within an 8m x 6m compound, enclosed by 2.1m high palisade fencing.

6.3 The mast subject to this prior approval application has been reduced in height by 2.5m to 25m from that subject to previous planning application, 20/00303/FUL. The development subject to this application is permitted development, subject to the prior approval process to assess matters relating solely to siting and appearance. The previous refused application 20/00303/FUL for a 27.5m high mast required the submission of a full planning application as its height exceeded 25m.

6.4 The proposed development would be located within the south-eastern corner of the playing fields and would be operated by EE Ltd.

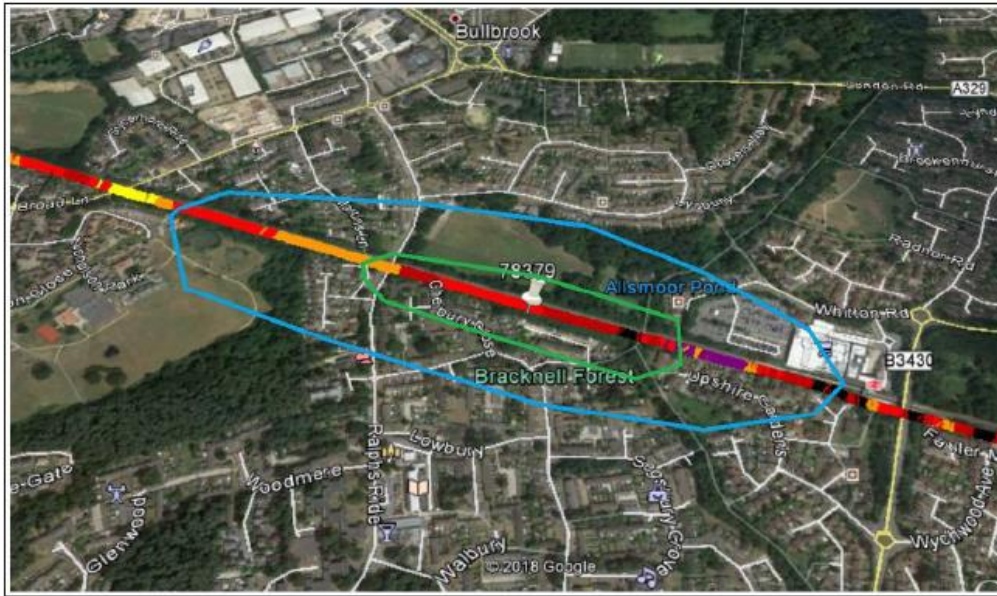


6.5 The applicant has submitted a certificate, which confirms that the proposed mast meets ICNIRP (International Commission on Non-Ionising Radiation Protection) guidelines.

Technical justification

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

- The requirement for a mobile phone base station in this area is to provide EE Ltd customers new 4G (and at a later date 5G) service when utilising rail services between Martins Heron and Bracknell stations.
- 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.

Site selection process

6.7 Para 115 of the NPPF states 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".

6.8 The technical need for the proposed 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 have been considered and discounted as part of the search process for a new base station.

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

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 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 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 Network 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 Network 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.

6.10 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.

7. REPRESENTATIONS RECEIVED

Bracknell Town Council

7.1 Recommend refusal. Whilst Bracknell Town Council understands that the Telecommunications Companies want to improve coverage for all residents, Bracknell Town Councillors feel that the siting of this mast on a recreation area used by many local residents and the adjoining youth club is not a suitable position. Bracknell Town Council feel a more suitable site could be found within an industrial area or around the town centre, not on a playing field.

Other representations

7.2 164 objections received, which include matters relating to (comments summarised):

- Inappropriate to site the proposal within playing fields.
- There are other areas the mast could be sited which are more appropriate.
- The site is well used community space.
- Impact to existing sports pitches.
- Impact on users of the playing fields.
- Impact to sports clubs that use the playing fields.
- Loss of green space.
- Impact to health.
- Devaluation of surrounding properties.
- Visual impact of the proposal.
- Impact on wildlife.
- Highway safety issues during construction.
- The proposal is in conflict with local planning policies and the EV3 Bracknell Town Neighbourhood Plan.
- There have been two previous failed attempts in 2020 to get planning permission for a such a mast in the same location (20/00139/FUL - withdrawn and 20/00303/FUL - refused). The reduction in height does not address previous objections.
- How much longer is the planning process going to allow repeated applications for the same thing one after another, when there is a clear history of previous refusals.
- No issues with EE coverage whilst on SWT trains using the nearby railway.

8. SUMMARY OF CONSULTATION RESPONSES

Highways Officer

8.1 No objection subject to conditions.

Tree Officer

8.2 No objection subject to conditions.

9. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO DECISION

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

	Development Plan	NPPF
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	Consistent

	CS23 of the CSDPD	
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		

10. PLANNING CONSIDERATIONS

10.1 The key issues for consideration relating to the proposed mast, cabinets and compound is whether the siting and appearance of the development is acceptable.

i. Principle of development

10.2 The principle of development is established by the GPDO 2015 (as amended). Consideration is given to any policies in the development plan or the NPPF only in so far as they are relevant to matters of siting and appearance as set out at paragraphs A.2 and A.3 of Class A, Part 16, Schedule 2 of the GPDO 2015 (as amended).

10.3 Under the prior approval process, the LPA has 56 days to make and notify its determination on whether prior approval is required as to siting and appearance of the proposed development and to notify the applicant of the decision to give or refuse such approval under Class A, Part 16, Schedule 2 of the GPDO 2015 (as amended).

ii. Residential amenity (siting and appearance)

10.4 The proposed mast and associated development 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 25m would be visible above some of 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.

10.5 The proposed cabinets would be enclosed within a 2.1m palisade fence compound and this element of the proposal would not appear readily visible to surrounding dwellings due to separation distances and existing screening.

10.6 As such, the siting and appearance of the proposed development 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 (siting and appearance)

Siting within Calfridus Playing fields

10.7 The siting of the proposed development is within Calfridus Way Playing Fields which is 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.

10.8 The Bracknell Town Neighbourhood 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.

10.9 The proposed development would be located within the far south-eastern corner of the playing fields. Whilst the proposal would result in the very small loss of an area of open space (approximately 0.23% of the playing fields in total), the siting of the proposed development would not compromise the function of the open space overall and would not result in the loss of existing recreational facilities given its siting.

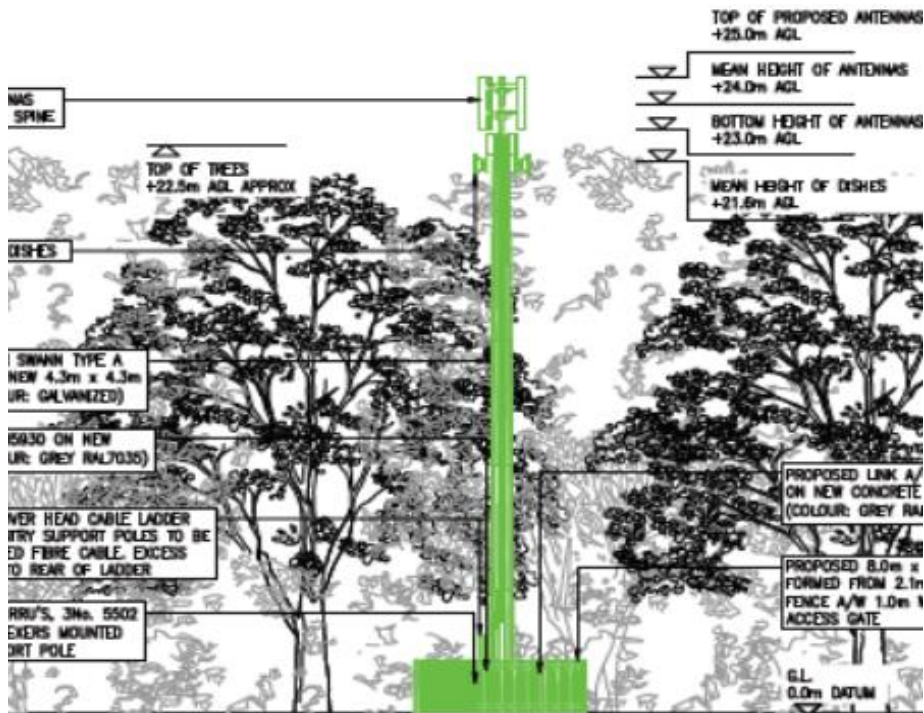
10.10 Sport England was consulted on previous application 20/00303/FUL and also on this application for prior approval. Sport England is a statutory consultee for planning applications for development that affect or could prejudice the use of playing fields. The land at Calfridus Way comprises playing fields as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended). Sport England raised no objection to the siting of the development on the previous application 20/00303/FUL and again raise no objection to the current application. Sport England is satisfied that the proposed development affects only land incapable of forming part of a playing pitch and does not:

- reduce the size of any playing pitch;
- result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
- reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;
- result in the loss of other sporting provision or ancillary facilities on the site; or
- prejudice the use of any remaining areas of playing field on the site.

Other considerations relating to siting and appearance

10.11 The proposed development would be located in the corner of the playing fields, adjacent to the railway. Land levels decline from the highway at Calfridus Way southwards towards the railway line. The proposed 25m 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. 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.

10.12 The proposed mast would be 25m high and would be taller than some surrounding trees which the mast would be viewed against (which range in height from 22.5m to 26m). For the mast to be fit for purpose, the antennas must have a clear line of sight, so the headframe of the mast slightly exceeds the surrounding tree canopy to provide the necessary coverage. The height of the mast has been reduced from that proposed by refused application, 20/00303/FUL by 2.5m.



10.13 The proposed mast would be a column design which is considered more appropriate than a lattice type tower in this location. The proposed 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. The proposed mast and associated cabinets would be light grey in colour which would be acceptable (especially where the surrounding trees are deciduous, and the height of the mast would exceed the tree canopy from some viewpoints).

10.14 It is therefore considered that the siting and appearance of the proposed development would not result in significant adverse impacts 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 (siting)

10.15 The proposed location of the mast is away from the public highway. Visibility from the access onto Calfridus Way is sufficient.

10.16 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. 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.

10.17 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.

10.18 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 siting of 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 (siting)

10.19 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.

10.20 The proposed mast and cabinets 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.

10.21 The installation of all underground services to the proposed development 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.

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

10.23 Subject to the imposition of conditions, the siting of 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.

Other matters

vi. Health

10.24 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.

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

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

vii. Need

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

10.28 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)

10.29 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.

10.30 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.

11. CONCLUSION

11.1 An assessment has been made as to whether the prior approval of the Local Planning Authority is required for the siting and appearance of the proposed development which comprises the installation of a 25m high Swann type A Column, with 3no. antennas, 2no. 0.6m dishes, 2no. ground-based equipment cabinets, installed within an 8m x 6m compound, enclosed by 2.1m high palisade fencing, in accordance with Class A, Part 16, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

11.2 It is concluded that prior approval is required and should be granted for the proposed development.

11.3 Prior approval granted by Class A, Part 16, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) is subject to conditions set out in paragraphs A.3 (9), A.3 (11) and A.2 (2) which specify the development must:

- Begin no later than the expiration of 5 years beginning with the date on which the approval was given or in any other case, not later than the expiration of 5 years beginning with the date on which the local planning authority received the application;
- Be undertaken in accordance with the details approved or submitted with the application;
- Be removed from the land as soon as reasonably practicable after it is no longer required for electronic communications purposes; and the land restored to its condition before the development took place.

12. RECOMMENDATION

12.1 That prior approval is required and that prior approval is granted for the siting and appearance of the development subject to the following additional conditions:

1. The development hereby permitted shall be carried out only in accordance with the following approved plans dated 6 January 2021:

Drawing 01F
Drawing 02F
Drawing 06F
Drawing 07F

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

2. 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]

3. 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].

4. 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]

5. The protective fencing and other protection measures specified by condition 4 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]

6. 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]