

Unrestricted Report

ITEM NO: 07

Application No.
21/00545/RTD
Site Address:

Ward:
Harmans Water

Date Registered:
25 May 2021

Target Decision Date:
19 July 2021

Telecommunications Mast Calfridus Way Bracknell Berkshire

Proposal: **Installation of a 20m 'Phase 5' street pole with 3 antennas and 2 dishes, 3 cabinets and ancillary development.**

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 20m high Phase 5 monopole with associated cabinets.

1.2 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, subject to no objection from the Highway Authority, as 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.

RECOMMENDATION
Prior approval is required and prior approval is granted subject to the recommendation set out in Section 12 of this report.

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. The application has also received more than 5 objections.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Within the settlement boundary
Green space and proposed area of Local Green Space

3.1 The proposed telecommunications installation is to be sited on an area of soft landscaping located close to the junction between Ralphs Ride and Calfridus Way. The proposed installation would be located close to a Thames Water pumping station which is enclosed within a fenced compound.

3.2 The site forms part of Calfridus Way playing fields. The London-Waterloo railway line runs to the south of the playing fields.

4. RELEVANT SITE HISTORY

4.1 There have been two previous applications – one for full planning permission and one for prior approval, which have been submitted to the Local Planning Authority for new telecommunications equipment located within the south-eastern corner of Calfridus Way playing fields. Both applications were reported to the Planning Committee, one in November 2020 and one in February 2021, and were subsequently refused.

4.2 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.*

4.3 20/01061/RTD refused at Planning Committee in February 2021 for installation of a 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 for the following reasons:

1. *By reason of its siting and appearance, 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.*

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 20m high monopole with associated cabinets 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 20m 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 (or within an agreed extension of time), 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 and cabinets, 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 20m high Phase 5 monopole with 3no. cabinets. It is proposed that the mast and cabinets be painted fir green in colour.



6.3 The proposed mast would be operated by EE Ltd.

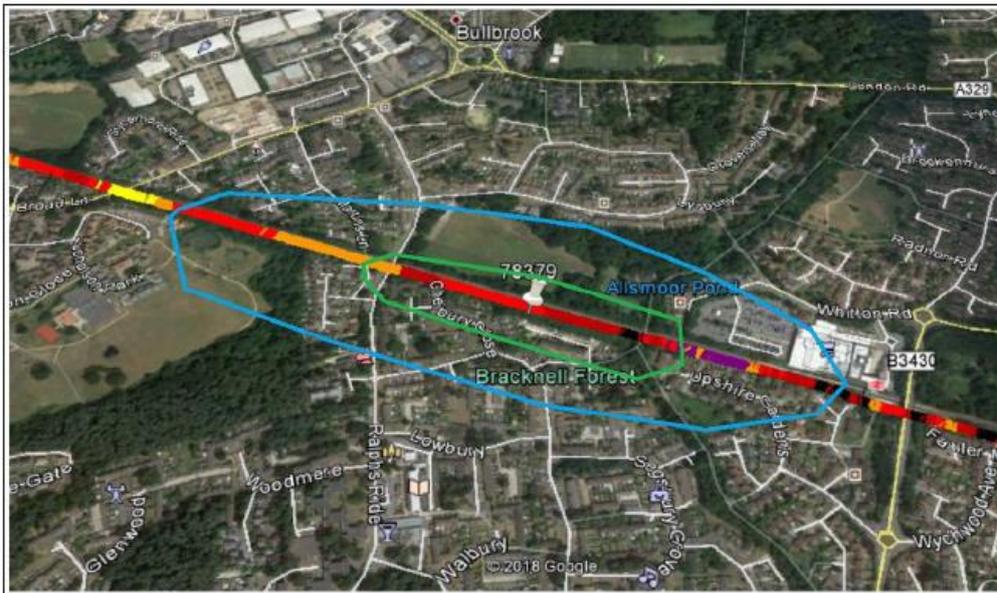
6.4 The proposed mast would be located on land that is designated as open space – part of Calfridus Way playing fields. The siting of the equipment is however different to that considered by 2 previous applications (previously in the south-eastern corner of the playing fields). This installation is proposed close to the junction of Ralphs Ride and Cafridus Way. The design and height of the proposed mast differs to that of the previously refused applications, with a reduction in height of between 5m and 7.5m, the proposed mast being a streetworks pole and a compound to enclose the installation is no longer proposed.

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.
- the map below shows the search area for a new base station. Solid or intermittently red and orange areas depict the sections on the railway line where very poor mobile phone coverage exists with black being where there is a complete absence of coverage. The proposed mast would provide coverage along the required section of track and also provide enhanced coverage and capacity in the network for both train passengers and surrounding areas which currently experience poor indoor 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.
- Enhanced coverage will also be provided to EE's network in this area including residents, visitors, and businesses.
- This 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.
- EE's Radio Engineer has confirmed that there are no existing similar structures to locate to or optimise to provide the required coverage to this section of the railway line, as such a new cell is required to fill the coverage gap

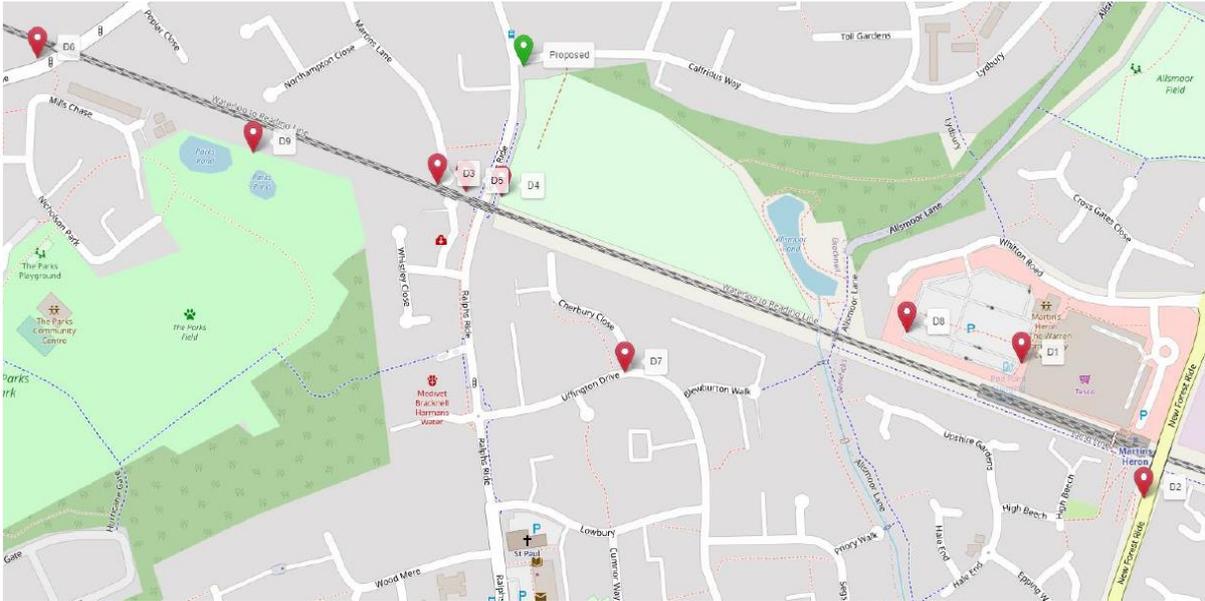
Site selection process

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 shown on the map below and summarised below:



D1 Martins Heron Station Car Park, Winkfield Row, Bracknell,

There is no space to effectively locate telecommunications equipment without considerable disturbance being caused to the station’s day-to-day operations in terms of access, egress and maintenance. The site is also just outside the DSA so it is questionable whether the equipment would be close enough to the target coverage area to provide a technical solution. The proposal is likely to be poor from a planning perspective, with any structure likely to be overbearing and incongruous to the amenity surrounding the station. Additionally, there is a separate proposal currently progressing within the Sewage Treatment Works which would make any mast here redundant.

D2 Streetworks on New Forest Ride, Bracknell,

There is not sufficient footway space on this road to accommodate a streetworks design proposal on either side of the street. This site has been discounted from a design and build perspective.

D3 Streetworks between Martins Lane and Whistley Close Bracknell,

This land was considered for an installation, but this would be extremely difficult from a design and build perspective given the density of the vegetation and lack of space to accommodate a crane or plant machinery in terms of installation equipment. It is very debatable that this site would work from a technical perspective given the vegetation too. Access to the site is very difficult and would likely adversely impact neighbouring residential properties from a construction, maintenance and upgrade perspective.

D4 Streetworks Proposal on Ralphps Ride, Bracknell

A site in this location could be possible but it would need to be a streetworks design at a height of 20m due to the height of the trees engulfing the railway line on either side. This location also be tricky from a build perspective given underground bridge footings and associated permissions surrounding interference with Network Rail signalling equipment in proximity.

D5 Streetworks Proposal on Ralphps Ride (west side), Bracknell,

A site in this location could be possible but it would need to be a streetworks style installation at a height of 20m due to the height of the trees engulfing the railway line on either side. This location is also more exposed to direct views from residential properties to the north and would be very tricky from a build perspective given underground bridge footings and associated permissions surrounding interference with Network Rail signalling equipment in proximity.

D6 Broad Lane Streetworks, Broad Lane, Bracknell,

A streetworks location could be considered here but in this instance the site is considered less appropriate from a planning perspective with a development in this position likely to affect the visual amenity.

D7 in or surrounding Uffington Drive, Bracknell,

The land in question has been discounted due a lack of screening from a planning perspective, the site would be overly prominent and visually dominant to the residential amenity in the surrounding area.

D8 Tesco Superstore Car Park, Whitton Rd, Bracknell

The land in question has been discounted due to a specific clause within the lease for this property which expressly prohibits telecommunications development.

D9 Land east of Mills Chase, Parkland, The Parks Community Association

Further away from heart of the search area from a technical perspective and the open and aesthetically pleasing amenity of the surrounding the park land likely to be negatively affected by a tower being installed in proximity with less screening available than the proposed location.

7. REPRESENTATIONS RECEIVED

Bracknell Town Council

7.1 Any comments received will be reported in the supplementary report.

Other representations

7.2 14no. objections received which can be summarised as follows:

- Proposed installation will impact visibility at the junction of Calfridus Way/Ralphps Ride.
- Has been a decline in number of rail passengers so maybe this will equate to the need for this unsightly mast being redundant
- Impact on house prices
- Impact on health
- Visual impact of the mast
- Alternative locations should be considered in industrial areas
- Impact on network/data service being near to a mast
- Previous applications have been refused
- Calfridus Way is well used community space

- It is sited within a residential area

8. SUMMARY OF CONSULTATION RESPONSES

Highways Officer

8.1 Comments will be provided in the supplementary report.

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 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)		

10. PLANNING CONSIDERATIONS

10.1 The key issues for consideration relating to the proposed mast and cabinets 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).

10.4 There are also local and national policies relating to telecommunications development which are material considerations.

10.5 Policy SC4 of the Bracknell Forest Borough Local Plan states: "Planning permission for network telecommunications development will be permitted provided that... There is no reasonable possibility of erecting antennas in 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."

10.6 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)".

10.7 Para 113 states "the number of radio and electronic communications mast, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network. 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".

10.8 In May 2021, the Department for Digital, Culture, Media and Sport informed Local Authorities of the importance of digital connectivity to enable people to stay connected and businesses to grow, especially with the COVID-19 pandemic which has highlighted how important it is to have access to reliable, high quality mobile connectivity. The Government is committed to extending mobile network coverage across the UK, including 5G and the correspondence highlights the key role that the planning system plays in delivering the necessary infrastructure.

ii. Residential amenity

10.9 The proposed mast and associated development would be sited between 24m and 31m from the closest residential dwellings on Ralphs Ride and Calfridus Way. The proposed mast due to its siting and height would appear visible to adjoining dwellings, however, given its slimline design, it would not appear unduly intrusive or overbearing to the detriment of the occupiers of surrounding dwellings.

10.10 The mast meets the ICNIRP guidelines for public exposure (health implications are considered further under the heading - v. Health).

10.11 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 within Calfridus Playing Fields

10.12 The siting of the proposed development still technically falls 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. The proposed installation would however be located in a different location to that considered by the 2 previously refused applications in that the installation would be sited close to the junction of Ralphs Ride and Calfridus Way.

10.13 The draft Bracknell Town Neighbourhood Plan proposes the designation of this open space as a Local Green Space. Draft 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.

10.14 The proposed development would be located within the far north-western corner of the playing fields, close to adjoining roads and the Thames Water pumping station. The land whilst still technically forming part of the playing fields appears more as a grass verge adjacent to the adjoining highways and is separated off from the playing fields by a band of adjoining trees. As such, the siting of the proposed development would not compromise the function of the open space and would not result in the loss of existing recreational facilities, including sports pitches, given its siting.

10.15 Sport England was consulted on this application (along with the 2 previous applications). 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 raise no objection to the siting of the proposed development which affects only land incapable of forming part of a playing pitch and does not:

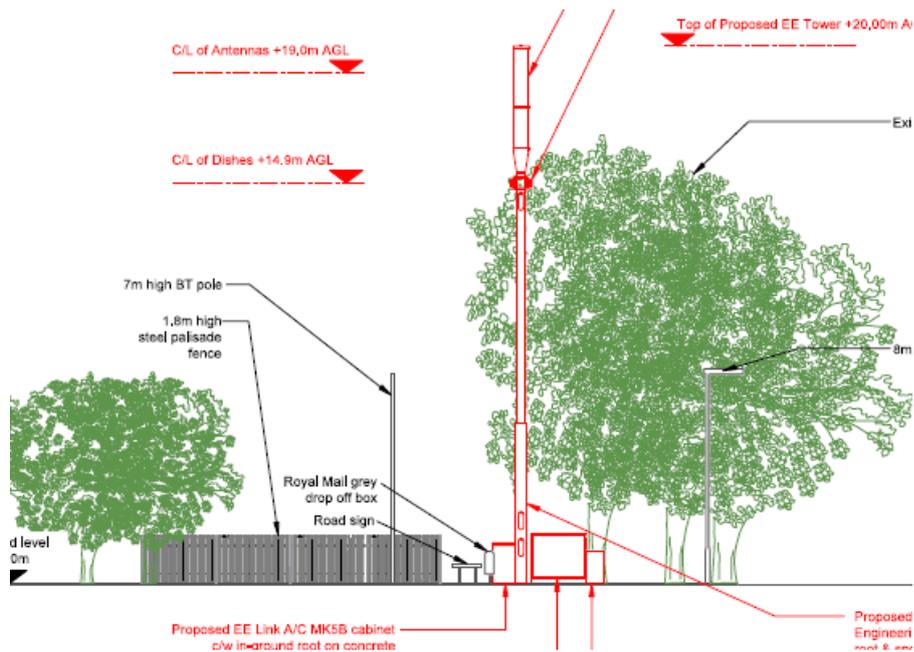
- reduce the size of any playing pitch;
- result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
- reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches 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

10.16 The proposed mast would cause some visual harm to the area due to its height and siting. However, this degree of harm is not considered unacceptable. The proposed mast would be viewed in the context of surrounding vertical street furniture, including streetlight columns and the existing Thames Water (TW) pumping station which is located within a palisade fence compound. Whilst the proposed development would be sited close to an existing BT pole, streetlight columns and the TW pumping station, it would not appear so unduly cluttered in the streetscene as to result in unacceptable harm to the visual amenities of the surrounding area.

10.17 There are also adjoining trees which would provide a backdrop to the proposed mast. The proposed mast would exceed the height of surrounding streetlight columns and adjoining trees. However, the supporting information submitted with the application states that there is a network requirement for the mast to be such a height.

10.18 The drawings submitted with the application indicate that existing trees to the south-east/south of the proposed installation are up to 17m high and the proposed mast at 20m, would be higher than the highest adjoining trees. There is however a technical requirement for the height of the mast to exceed the height of adjoining trees to provide network coverage and to ensure efficient operation. The trees would provide a backdrop to the proposed mast, and would also provide screening to the development when viewed from within the playing fields itself.



10.19 The proposed mast would comprise a single monopole which would be slimline in appearance, with the pole itself between 0.3m and 0.4m wide, with a wider headframe which would contain the antennas which would be mounted within a shroud. The design of this slimline Streetworks monopole would be more appropriate within this location, sited close to the highway and within a residential area. The two previous applications refused for a new mast located within Calfridus Way Playing Field comprised a bulkier column style mast which was higher (25m to 27.5m high). The proposed installation would also not be enclosed by a fenced compound as was proposed with the two previously refused applications.

10.20 The proposed mast and cabinets would be coloured fir green to assimilate with the backdrop of trees within the playing fields which provide a backdrop to the proposed installation.

10.21 The proposed development would be located outside of the root protection area and canopy of adjoining trees and the trees would not require lopping/topping works. The development shall comply with the National Joint Utilities Group (NJUG) 'Guidelines for the planning, installation, and maintenance of utility services in proximity to trees'. An informative is recommended to cover this point.

10.22 There is a technical need to provide network coverage in the area. Alternative sites within the immediate area have been considered and discounted and the supplementary information submitted with the application states that the height of the proposed mast is the minimum needed to provide coverage.

10.23 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. Highway safety

10.24 Comments will be reported in the supplementary report.

Other matters
v. Health

10.25 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.

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

10.27 Public Health England (PHE) is clear that there is no credible evidence of a negative impact of mobile technology on people's health. Central to PHE's advice are the guidelines published by the International Commission on Non-Ionizing Radiation Protection (ICNIRP), which is formally recognised by the World Health Organisation.

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

vi. Need

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

10.30 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.

10.31 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.

vii. Community Infrastructure Levy (CIL)

10.32 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.

10.33 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 20m high Phase 5 Monopole with cabinets, 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 subject to no objection from the Highway Authority.

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 the decision to grant prior approval for the siting and appearance of the development subject to the following additional conditions is delegated to the Assistant Director: Planning.

1. The development hereby permitted shall be carried out only in accordance with the following approved plans received 26 May 2021 by the Local Planning Authority:

002 site location plan
007 highways plan and sightlines
250 proposed site elevation

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

2. The development hereby permitted shall be painted Fir Green RAL 6009.

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

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

Informatives

1. The development shall comply with the National Joint Utilities Group (NJUG) 'Guidelines for the planning, installation, and maintenance of utility services in proximity to trees'.

2. The applicant is advised that consideration should be given to the use of anti-graffiti paint on the proposed cabinets.

Doc. Ref: Uniform 7/DC/Agenda

The application file to which this report relates can be viewed on-line at the Council's Time Square office during office hours or online at www.bracknell-forest.gov.uk