

WARD: Ashley **CONTACT OFFICER:** Thomas Wilkinson
SITE ADDRESS: SW Newfoundland Road Newfoundland Road Bristol

APPLICATION NO: 19/02945/F Full Planning

DETERMINATION DEADLINE: 12 August 2019

Replacement of existing 14.7 metre monopole and 5.no cabinets with 20 metre tall monopole and 6.no new cabinets. 2.no cabinets retained.

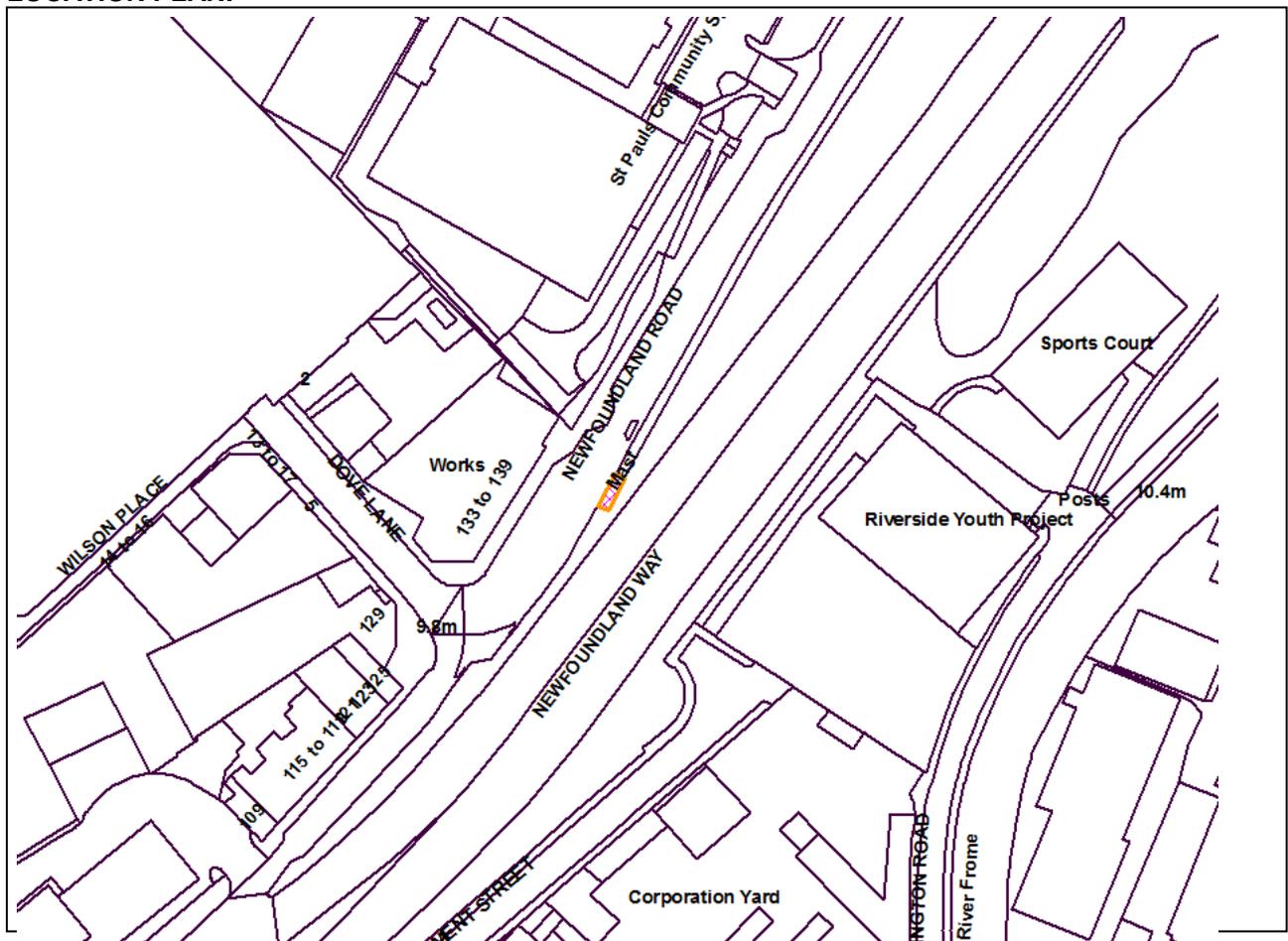
RECOMMENDATION: Grant subject to Condition(s)

AGENT: WHP
The Pondekosa
Scotland Lane
Horsforth
Leeds
West Yorkshire
LS18 5SF

APPLICANT: EE Ltd And Hutchinson 3G Uk Ltd
Hatfield Business Park
Hatfield
Hekts
AL109BW

The following plan is for illustrative purposes only, and cannot be guaranteed to be up to date.

LOCATION PLAN:



Development Control Committee A – 4 September 2019**Application No. 19/02945/F : SW Newfoundland Road Newfoundland Road Bristol****BACKGROUND AND SUMMARY**

This application is for the replacement of an existing 14.7 metre telecommunications monopole and 5.no cabinets with a 20 metre tall monopole and 6.no new cabinets. 2.no cabinets will be retained. The development is proposed to upgrade the existing installation with new equipment to facilitate 5G coverage.

In terms of the planning application, objections have been received from 18 properties. These objections predominantly raise concern that 5G is harmful to the health of humans and other life forms. Some concerns are also raised with regards to the visual impact.

Due to the level of public interest and the nature of the development including the issues arising; it is considered appropriate for this application to come before Committee.

The application has been carefully considered by Officers. Overall it is be concluded that the proposal on balance represents a design solution which allows the functional requirements of the telecommunication operator to be fulfilled to facilitate improved connectivity which will be of benefit to the city, and will not cause enough harm to the character and appearance of the surrounding area to warrant refusal in this instance. In terms of the impact on public health, a declaration/certificate of compliance with International Commission on Non-Ionising Radiation Protection (ICNIRP) guidelines has been issued to support this application, which satisfactorily addresses the requirements of the National Planning Policy Framework (2019) and Site Allocations and Development Management Local Plan Policy DM36 with regards to public health. No further issues are identified which warrant refusal.

Approval is therefore recommended to Members, subject to conditions.

SITE DESCRIPTION

The application site is located off Newfoundland Road, within the highway boundary of Newfoundland Way which forms part of the local road network, and is within close proximity to Junction 3 of the M32. The site is surrounded by existing street furniture, with mature trees in the immediate vicinity and lining the outer elements of the road.

Existing telecommunications equipment is located at the site in the form of an existing 14.7 metre tall monopole and 5.no cabinets.

RELEVANT HISTORY

04/03086/Y: Installation of 14.7m high monopole mounting 3 no. antennas, along with 2 no. ground based equipment cabinets and additional ancillary equipment, (located on land opposite 133-139 Newfoundland Road). PRIOR APPROVAL NOT REQUIRED issued on 08.09.2004

02/04337/Y: Construction of telecommunications base station, including 15 metre slimline monopole tower with 3 no. antennas, 1 no. transmission dish and equipment cabinet. PRIOR APPROVAL NOT REQUIRED issued on 03.02.2003

EQUALITIES ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have

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different needs, experiences, issues and priorities in relation this particular proposed development. Overall, it is considered that the refusal of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

STATEMENT OF COMMUNITY INVOLVEMENT

The proposed development is classed as 'minor' development; therefore there is no requirement for the applicant to demonstrate community engagement prior to submitting the application. It is evident however that prior to submission the applicant initiated consultation with Ward Councillors, and notified Cabot Primary School which is located in close proximity to the site. No responses were received from Councillors or the School following this pre-application consultation.

APPLICATION

Planning permission is sought for the replacement of the existing 14.7 metre monopole and 5.no cabinets with a new 20 metre tall monopole and 6.no new cabinets. 2.no of the existing cabinets will be retained.

The development is proposed to upgrade the existing installation with new equipment to facilitate 5G coverage.

RESPONSE TO PUBLICITY AND CONSULTATION

Application advertised in press and via site notice, expiry date 24.07.2019.

Objections received from 18 properties, raising the following concerns:

- 5G is harmful to the health of humans and other life forms
- The development will be an eyesore
- The development will represent a violation of community privacy
- The development would result in a decrease in property values (Case Officer note: this is not a material planning consideration).

OTHER COMMENTS

Highways England has commented as follows:-

'This response represents our formal recommendations with regard to planning application 19/02945/F and has been prepared by the planning manager for the M32 in Bristol.

We have undertaken a review of the relevant documents supporting the planning application to ensure compliance with the current policies of the Secretary of State as set out in DfT Circular 02/2013 "The Strategic Road Network and the Delivery of Sustainable Development" and the DCLG National Planning Policy Framework (NPPF).

The application seeks consent for the proposed upgrade of an existing telecom site & proposed phase 7 monopole c/w wraparound cabinet at base, at Newfoundland Road, Bristol, BS2 9PA. The site appears to be within the highway boundary of Newfoundland Road which forms part of the local road network, and is within close proximity to Junction 3 of the M32. We would therefore expect the applicant to liaise with the Local Highway Authority to ensure that all required traffic management is approved prior to any works to ensure minimum disruption to road users and the continued safe operation of the SRN.

Highways England has no objection to the development.'

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Transport Development Management has commented as follows:-

'No objections or concerns following the submission of further detail.'

The Coal Authority has commented as follows:-

'I have reviewed the proposals and confirm that the application site falls within the defined Development High Risk Area; therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application.

The Coal Authority records indicate recorded coal mine workings at shallow depth beneath the application site.

As you will be aware, the Coal Authority's general approach in cases where development is proposed within the Development High Risk Area is to recommend that the applicant obtains coal mining information for the application site and submits a Coal Mining Risk Assessment to support the planning application.

However, when considering the nature of this particular development proposal, it does not appear that the proposed development will require substantial foundations or earthworks. On this basis we do not consider that requiring a Coal Mining Risk Assessment would be proportionate to the scale and nature of the development proposed in this particular case and do not object to this planning application.'

Urban Design has commented as follows:-

Verbal comments: 'The increase in scale and prominence is not ideal, however the application site is not considered to be located in a key or visually sensitive location. The site is not located within a conservation area, and there are no listed buildings within the immediate vicinity. The site is also located directly adjacent to the highway boundary of Newfoundland Way which forms part of the local road network, and is within close proximity to Junction 3 of the M32. The application site is therefore located close to a busy arterial route where street furniture and utilities equipment currently exists and can reasonably be expected. As such, it is not considered that the increase in scale and prominence will cause significant harm to the character and appearance of the surrounding area and would not be harmful to surrounding visual amenity by reason of its siting and design.'

RELEVANT POLICIES

PAN18 Telecommunication Development (October 2002)
Portland Square Conservation Area Character Appraisal
Planning (Listed Buildings & Conservation Areas) Act 1990

National Planning Policy Framework – February 2019
Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017 and the Hengrove and Whitchurch Neighbourhood Development Plan 2019.

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

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KEY ISSUES

(A) IS THE SCALE, SITING AND APPEARANCE OF THE PROPOSED TELECOMMUNICATION EQUIPMENT ACCEPTABLE WITH REGARDS TO VISUAL AMENITY, AND WOULD THE DEVELOPMENT CAUSE ANY HARM TO HERITAGE ASSETS?

Paragraph 113 of the NPPF (2019) 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. Use of existing masts, buildings and other structures for new electronic communications capability (including wireless) should be encouraged. 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. Paragraph 110 of the NPPF also states that development should create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

Site Allocations and Development Management Policy DM36 (2014) states that proposals for new or upgraded telecommunications equipment will be permitted provided that the equipment respects the character and appearance of the surrounding area and would not be harmful to surrounding visual amenity by reason of its siting and design. This policy further states that proposals for new or upgraded telecommunications equipment and installations will be permitted provided that opportunities have been sought to share masts or sites with other providers; and there are no suitable alternative sites for telecommunications development available in the locality including the erection of antennae on existing buildings or other structures. Bristol City Council Policy Advice Note 18 on 'Telecommunications Development' provides additional advice on detailed issues relating to siting and design and encourages the protection of visually sensitive locations.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The Authority is also required (under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. The case of *R (Forge Field Society) v Sevenoaks DC* [2014] EWHC 1895 (Admin) ("*Forge Field*") has made it clear where there is harm to a listed building or a conservation area the decision maker "must give that harm considerable importance and weight." [48].

Section 16 of the national guidance within the National Planning Policy Framework (NPPF) 2019 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Para 195 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Para 196 further states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. Para 197 also states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In

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weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Bristol Core Strategy Policy BCS22 (adopted June 2011) further states that development proposals should safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including Conservation Areas. Policy DM31 in the Site Allocations and Development Management Policies (adopted July 2014) expresses that alterations to buildings should safeguard the amenity of the host premises and neighbouring occupiers, and preserve or enhance historic settings. Bristol Core Strategy Policy BCS21 also advocates that new development should deliver high quality urban design that contributes positively to an area's character and identity, whilst safeguarding the amenity of existing development.

Bristol Core Strategy (2011) Policy BCS21 also advocates that new development should deliver high quality urban design that contributes positively to an area's character and identity, whilst safeguarding the amenity of existing development. Policy DM26 expects development to contribute to local character and distinctiveness, including the requirement to respond appropriately to existing skylines and roofscapes and reflect locally characteristic architectural styles. Policy DM28 in the same document also states that development will be expected to incorporate appropriate street furniture of high quality, environmental performance and durability that enhance the quality, character and appearance of the public realm through their siting and design.

The application site is located off Newfoundland Road, within the highway boundary of Newfoundland Way which forms part of the local road network, and is within close proximity to Junction 3 of the M32. The site is surrounded by existing street furniture, with mature trees in the immediate vicinity and lining the outer elements of the road. Existing telecommunications equipment is located at the site in the form of a 14.7 metre tall monopole and 5.no cabinets.

Planning permission is sought for the replacement of the existing 14.7 metre monopole and 5.no cabinets with a new 20 metre tall monopole and 6.no new cabinets. 2.no of the existing cabinets will be retained.

In principle the Local Planning Authority is supportive of applications for the upgrade of telecommunications equipment in the city. High quality telecommunications infrastructure, resulting in improved coverage and capacity as well as preparation for the next generation are all important aspirations for Bristol. Nationally, the Government has also set a target that the majority of the population will be covered by a 5G signal by 2027. The value associated with such infrastructure is therefore recognised. It is important however that new/replacement equipment causes no harm to the character and appearance of the local area by reason of its scale, design and siting.

The existing monopole and cabinets at the site are utilitarian in appearance and are already visible to motorists and pedestrians in the vicinity. The proposed replacement monopole would measure 5.3 metres more than the existing pole and is of a larger, more bulky design. As such, it is recognised that the replacement monopole will appear a more prominent feature within the local townscape. The additional/replacement cabinets will also increase the amount and prominence of the equipment on site.

This increase in scale and prominence is not ideal, however the application site is not considered to be located in a key or visually sensitive location. The site is not located within a conservation area, and there are no listed buildings within the immediate vicinity. The site is also located directly adjacent to the highway boundary of Newfoundland Way which forms part of the local road network, and is within close proximity to Junction 3 of the M32. The application site is therefore located close to a busy arterial route where street furniture and utilities equipment currently exists and can reasonably be expected. As such, it is not considered that the increase in scale and prominence will cause significant harm to the character and appearance of the surrounding area and would not be harmful

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enough to surrounding visual amenity by reason of its siting and design to warrant refusal.

It is recognised that the site is located approximately 130 metres to the west of the Portland & Brunswick Square Conservation Area. This conservation area contains a number of listed buildings, some of which are Grade I listed including St Paul's Church which is identified in the Portland & Brunswick Square Conservation Area Character Appraisal (2008) as being a "crucial landmark on Bristol's landscape as well as in the smaller context of the Conservation Area". The Character Appraisal identifies that beyond the conservation area boundary one of main issues affecting the conservation area is threats to key views of landmark buildings, especially St Paul's Church. The character appraisal also identifies the view of St Paul's Church from Newfoundland Road as a long view; long views being "long-distance views across the City, to key features or landmark buildings and beyond". It is therefore important that any development at this site preserves the character and appearance of this conservation area and the setting of listed buildings.

It is recognised that the replacement monopole will appear more bulky and visually apparent in views from Newfoundland Road when looking towards the Portland & Brunswick Square Conservation Area and St Paul's Church. This is not ideal, as the development would have some impact on the setting of the listed building when viewed from distance, from certain points. However, it is considered that views of the church from Newfoundland Road are dynamic and sequential; gained for some length along this approach route into the city. This was recognised by Historic England in their comments on application reference 17/06679/M which sought approval for reserved matters at the adjacent development (5-8 storey building) approved Dove Lane (Plot C). Further, it is recognised that this adjacent development would in itself (once complete) be of a scale and siting which would impact views of the church from Newfoundland Road, which would lessen the impact caused by the proposed replacement monopole. As such, whilst not ideal, the impact of the development on the setting of the conservation area and listed buildings is not considered harmful enough to warrant refusal, and any harm is considered to be suitably mitigated by the public benefit associated with upgrading the telecommunications equipment at the site.

The applicant has also confirmed that equipment will be shared by two providers (H3G and EE) who have a network sharing agreement. Further, the applicant has demonstrated that there are no other viable alternative options in the local area other than to upgrade the existing installation.

Overall it can therefore be concluded that the proposal on balance represents a design solution which allows the functional requirements of the telecommunication operator to be fulfilled to facilitate improved connectivity, and will not cause enough harm to the character and appearance of the surrounding area (including conservation areas, key views and setting of listed buildings) to warrant refusal in this instance.

(B) IS THE PROPOSAL ACCEPTABLE ON PUBLIC HEALTH GROUNDS?

Section 10 of the National Planning Policy Framework (2019) supports high quality communications infrastructure. Paragraph 115 states that for a new mast or base station evidence should be provided in the form of a statement that self-certifies that, when operational, International Commission guidelines will be met.

Policy DM36 of the Site Allocations and Development Management Policies (2014) states that proposals for new or upgraded telecommunications equipment and installations will be permitted provided that the proposal conforms to the International Commission on Non-Ionising Radiation Protection (ICNIRP) guidelines, taking account where appropriate of the cumulative impact of all operators equipment located on the mast/site.

International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidelines underpin health protection policies at UK and European levels. This covers exposures of the general public to radio waves.

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It is recognised that a number of surrounding residential properties have objected to the application on the grounds that 5G is harmful to the health of humans and other life forms. The impact on public health is a planning consideration with regards to telecommunications equipment, with the above policy (local and national) stating that equipment should only be permitted if the proposal conforms to the International Commission on Non-Ionising Radiation Protection (ICNIRP) guidelines. A declaration/certificate of ICNIRP compliance has been issued to support this application, which satisfactorily addresses the above concern and requirements of the NPPF (2019) and Policy DM36. The application is subsequently considered acceptable on this basis.

Whilst not directly related to the planning process, it is recognised that Public Health England (PHE) recently released a briefing note (July 2019) having been requested to advise on the health risks associated with 5G. PHE came into being in April 2013, and advises the Government on all aspects of public health, including exposure to radio waves, the appropriate standards of protection for the general population and any measures necessary to protect sensitive groups. PHE state in the briefing note that over the decades since the networks were first introduced there has been a general trend towards increasing numbers of smaller transmitters that individually provide services to smaller geographical areas and which have reducing radiated powers. Against this background, many measurements have been made and these continue to show that exposures of the general public to radio waves are well within the international health-related guideline levels that are used in the UK. These guidelines are from the International Commission on Non-Ionizing Radiation Protection (ICNIRP). In relation to the implementation of 5G user devices and networks, PHE confirm that "it is possible that there may be a small increase in overall exposure to radio waves when 5G is added to an existing network or in a new area; however, the overall exposure is expected to remain low relative to guidelines and as such there should be no consequences for public health".

(C) IS THE PROPOSAL ACCEPTABLE WHEN CONSIDERING ISSUES RELATING TO MOVEMENT, TRANSPORT AND HIGHWAY SAFETY?

Paragraph 110 of the National Planning Policy Framework (2019) states that development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, and should address the needs of people with disabilities and reduced mobility in relation to all modes of transport. Paragraph 110 also states that development should create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

Policy BCS10 of the adopted Bristol Development Framework Core Strategy (2011) supports these aims and highlights objectives of achieving the provision of safe streets and sets out clear development principles that schemes should be designed to respond to the transport user hierarchy where pedestrians are given highest priority. Policy BCS13 further states that development should mitigate climate change through measures including patterns of development which encourage walking, cycling and the use of public transport instead of journeys by private car.

Policy DM23 in the Site Allocations and Development Management Policies (2014) further states that new development should optimise access to sustainable transport modes and resist proposals which exacerbate existing or create new transport and access problems and that development will be expected to maintain or enhance the pedestrian networks. Policy DM28 in the same document also states that development in Bristol will be expected to sensitively integrate and prioritise appropriate levels of movement infrastructure for different modes, including provision for convenient pedestrian movement.

Following consultation with Bristol City Council Transport Development Management it was confirmed that the new monopole and cabinets will not restrict the highway, being sited on a grass verge away from the footway. The development will therefore have no harmful impact on the movement of road users or pedestrians. Following consultation, Highways England also raised no objections to the

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development, which is considered acceptable on highways and movement grounds.

(D) IMPACT ON SURROUNDING PROPERTIES

Policy BCS21 in the Bristol Core Strategy (Adopted 2011) advocates that new development should deliver high quality urban design and safeguard the amenity of existing development. Policy DM29 in the Site Allocations and Development Management Policies (2014) states that proposals for new buildings will be expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight.

It is recognised that the telecommunications equipment will be sited on the opposite side of Newfoundland Way to a new development recently permitted at Dove Lane (LPA reference: 17/02066/X and 17/06679/M). This permitted development includes a number of residential properties within Plot C which will include windows and balconies directly facing the new equipment. However, given the limited width of the monopole and separation distance from the permitted windows and balconies across the road it is considered that whilst the outlook from some of these properties would be altered and would not be ideal there would not be such an unacceptable overbearing or overshadowing impact to conclude it would detrimentally prejudice any existing or future development on amenity grounds to warrant refusal.

It is also recognised that an area on the opposite side of Newfoundland Road has been earmarked as an area of significant change in the emerging local plan (named in the local plan as Frome Gateway), however proposals for this area are in very early stages. As such it is not reasonable to withhold permission on this basis in this instance, and it is further considered that the separation distance and nature of the proposed development (telecommunications only) would both not significantly prejudice any development on the opposite side of the road and new or improved potential linkages.

(E) COAL RISK

The application site falls within the defined Development High Risk Area; therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application. The Coal Authority confirmed following consultation that their records indicate recorded coal mine workings at shallow depth beneath the application site.

The Coal Authority's general approach in cases where development is proposed within the Development High Risk Area is to recommend that the applicant obtains coal mining information for the application site and submits a Coal Mining Risk Assessment to support the planning application.

However, when considering the nature of this particular development proposal, the Coal Authority confirmed that it does not appear that the proposed development will require substantial foundations or earthworks. On this basis the Coal Authority confirmed that a requiring a Coal Mining Risk Assessment would be proportionate to the scale and nature of the development proposed in this particular case. No objections are therefore raised on this basis, and the application is considered acceptable.

(F) FLOOD RISK

The application site is located in Flood Zone 2, however given the nature of development (telecommunications equipment only) no concerns are raised with regards to flood risk in this instance.

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In conclusion, whilst not ideal, the proposed new and replacement telecommunications equipment are not considered to cause enough harm to the character and appearance of the surrounding area to warrant refusal. There are subsequently no objections to the proposals in planning terms or on health grounds as an ICNIRP certificate has been submitted. The application is subsequently recommended for approval.

COMMUNITY INFRASTRUCTURE LEVY

How much Community Infrastructure Levy (CIL) will this development be required to pay?

Development of less than 100 square metres of new build that does not result in the creation of a new dwelling; development of buildings that people do not normally go into, and conversions of buildings in lawful use, are exempt from CIL. This application falls into one of these categories and therefore no CIL is payable.

RECOMMENDED GRANT subject to condition(s)**Time limit for commencement of development**

1. Full Planning Permission

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

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

List of approved plans

2. List of approved plans and drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.

002 B Site location plan, received 17 July 2019

100 B Existing site plan, received 17 July 2019

005 B Cherry picker/crane locations, received 17 July 2019

215 B Maximum configuration site plan, received 17 July 2019

003 B Access plan, received 17 July 2019

150 B Existing elevation A, received 17 July 2019

265 B Maximum configuration elevations, received 17 July 2019

Reason: For the avoidance of doubt.

Advices

- 1 The proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place.

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It is recommended that information outlining how the former mining activities affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), be submitted alongside any subsequent application for Building Regulations/Standards approval (if relevant).

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

Property specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com or a similar service provider.

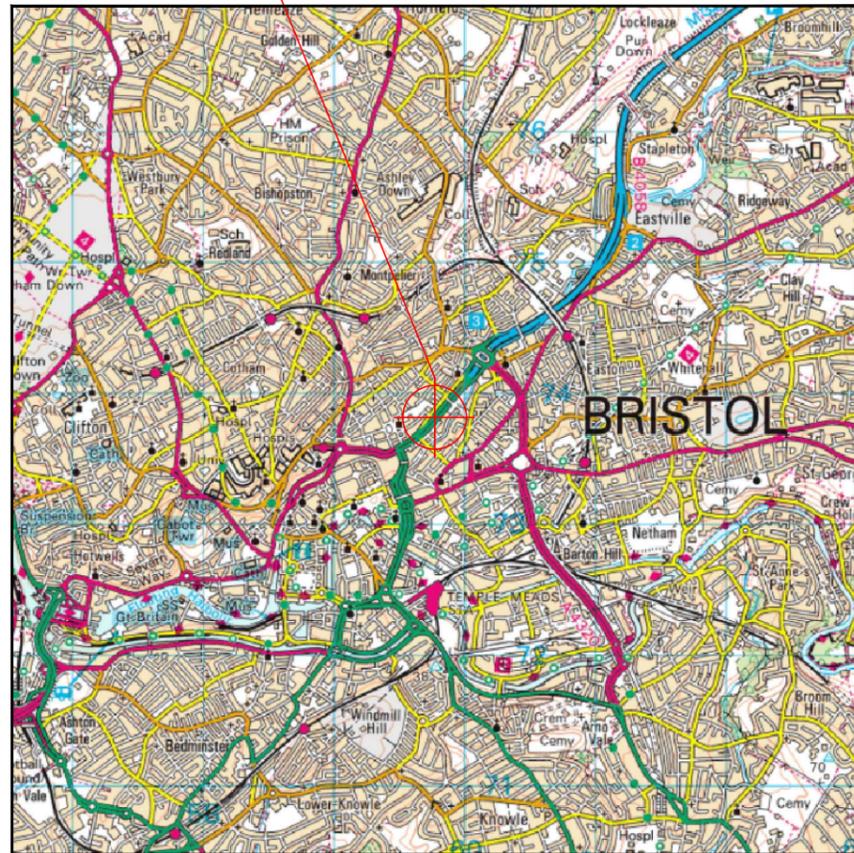
If any of the coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at: www.gov.uk/coalauthority

Supporting Documents

3. SW Newfoundland Road Newfoundland Road

1. Site location plan
2. Existing elevation
3. Proposed elevation

SITE LOCATION



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SITE AREA PLAN
SCALE 1:50,000



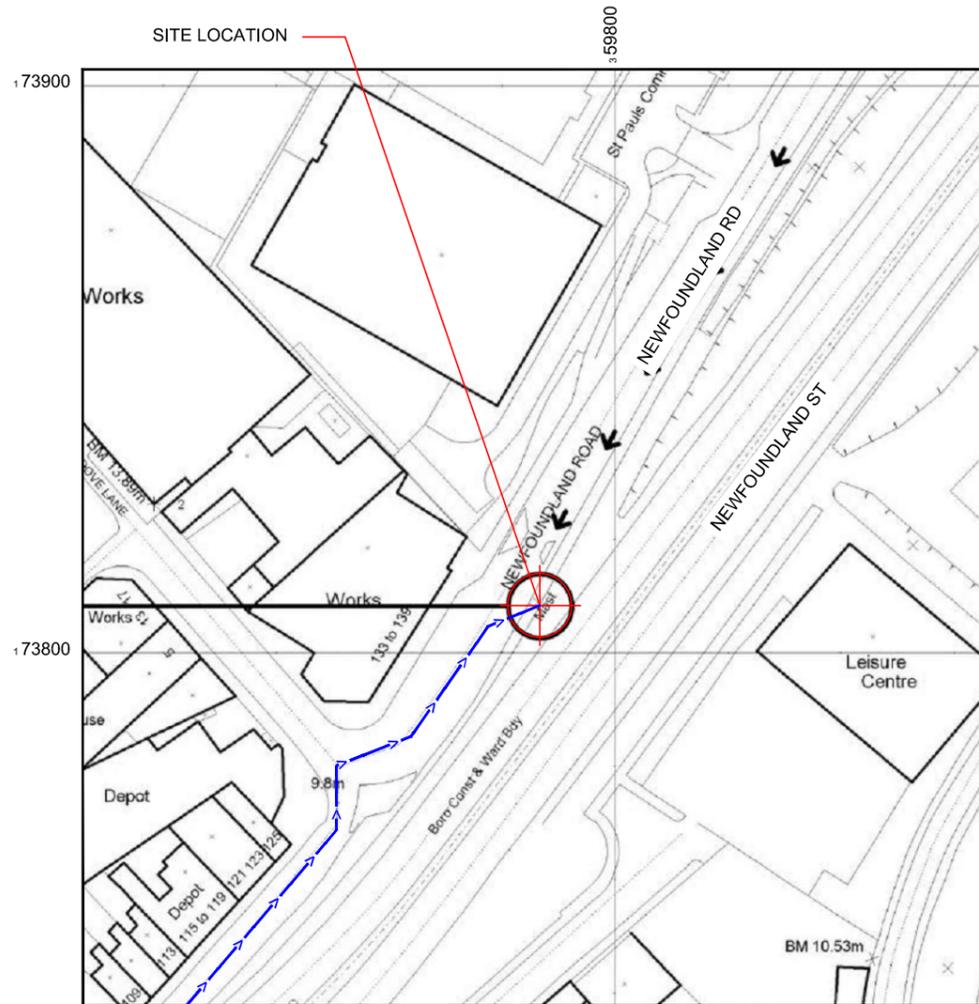
SITE PHOTOGRAPH

GOOGLE MAPS - <https://maps.google.com/maps?z=12&t=h&q=loc:51.461727+-2.5803135>

GOOGLE STREETVIEW - <https://www.google.com/maps/@51.4617607,-2.5804133,3a,90y,110.55h,84.27t/data=!3m6!1e1!3m4!1sfozgxvyxKzcZ1ambVYJJPQ!2e0!7i16384!8i8192>



SITE LOCATION



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SITE LOCATION PLAN
SCALE 1:1250



GOOGLE MAPS QR CODE

NGR E: 359781, N: 173799 - NEW
NGR E: 359786, N: 173808 - EXISTING

NOTES:

1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.

DIRECTIONS TO SITE:

Head southwest on M32. Continue onto Newfoundland St/A4032. Continue onto Bond St/A4044. At St James Barton Roundabout, take the 4th exit and stay on Bond St/A4044. Continue onto Newfoundland St/A4032. Slight left onto Newfoundland Rd and site is located on the right hand side.

SITE PROVIDER'S PROPERTY BOUNDARY:



ACCESS ROUTE TO SITE:



LEASE ACCESS ROUTE:



Master: M002	MBNL / EE / H3G	Project: ATAP	Purpose of Issue: Planning	Issue: B
Date: 16/07/2019	Revision / Upgrade Description: Proposed site plan and elevation amended			
Drawn: AF				
Checked: AW				
Approved: BS				
Master: M001	MBNL / EE / H3G	Project: ATAP	Purpose of Issue: Planning	Issue: A
Date: 05/06/2019	Revision / Upgrade Description: First Issue			
Drawn: CDN				
Checked: RN				
Approved: BS				



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Hatfield Business Park
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AL10 9BW
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Mobile Broadband Network Limited
Sixth Floor, Thames Tower, Station Road, Reading, RG1 1LX

Design Consultant & Principal Contractor:



WHP Telecoms
Unit 1 Maple Park,
Low Fields Avenue, Leeds
LS12 6HH

Tel: 01133023550
e-mail: info@whptelecoms.com

Site Name: SW NEWFOUNDLAND ROAD (HUAWEI)

Site ID: 953683

Address: NEWFOUNDLAND ROAD
BRISTOL
BS2 9PA

Title: 002 SITE LOCATION DRAWING

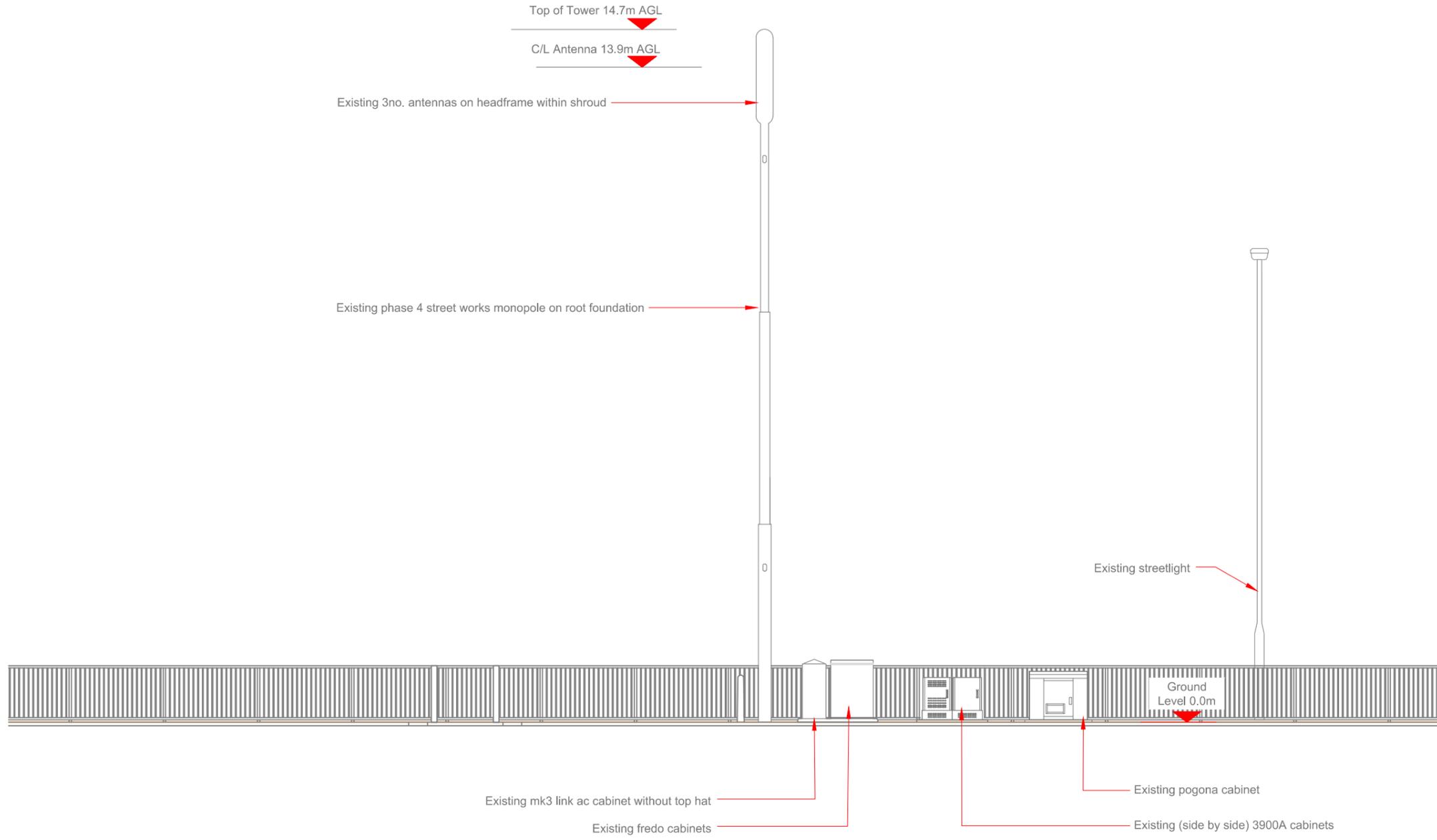
Project: ATAP

Purpose of Issue: PLANNING

EE Cell ID: 53209	MBNL Cell ID: BRC008	3UK Cell ID: BS0232
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Master Drawing No: 953683_BRC008_53209_BS0232_M002 Issue: B

Existing Antenna ID	Existing Antenna Bearing
A1	0°
B1	120°
C1	240°



EXISTING ELEVATION A
Scale 1:100



Master: M002	MBNL / EE / H3G	Project: ATAP	Purpose of Issue: Planning	Issue: B
Date: 16/07/2019	Revision / Upgrade Description: Proposed site plan and elevation amended			
Drawn: AF				
Checked: AW				
Approved: BS				
Master: M001	MBNL / EE / H3G	Project: ATAP	Purpose of Issue: Planning	Issue: A
Date: 05/06/2019	Revision / Upgrade Description: First Issue			
Drawn: CDN				
Checked: RN				
Approved: BS				

 Hutchison 3G UK Limited Star House, 20 Greenhill Road Maidenhead, SL6 1EH Tel: 01628 788 000 Fax: 01628 788 001 H3G Base Station Information Line 0845 6043000 Available 9am-5pm Monday to Friday	 Hatfield Business Park Hatfield Hertfordshire AL10 9BW Tel: 01707 315000 Fax: 01707 319001
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MBNL Mobile Broadband Network Limited
Sixth Floor, Thames Tower, Station Road, Reading, RG1 1LX

Design Consultant & Principal Contractor:

WHP Telecoms
 Unit 1 Maple Park,
 Low Fields Avenue, Leeds
 LS12 6HH

 Tel: 01133023550
 e-mail: info@whptelecoms.com

Site Name: **SW NEWFOUNDLAND ROAD (HUawei)**

Site ID: **953683**

Address:
**NEWFOUNDLAND ROAD
BRISTOL
BS2 9PA**

Title: **150 EXISTING ELEVATION A**

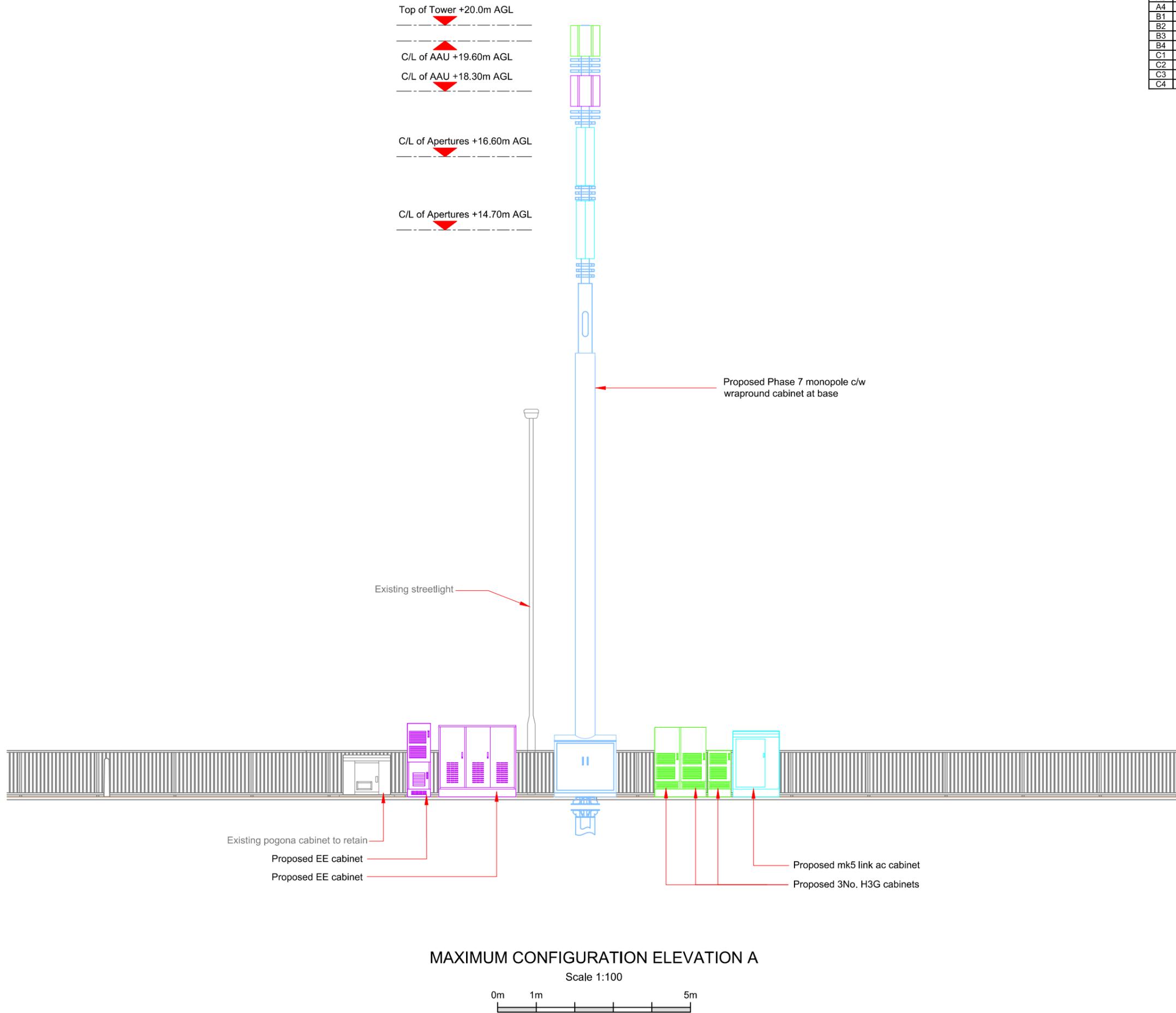
Project: **ATAP**

Purpose of Issue: **PLANNING**

EE Cell ID: 53209	MBNL Cell ID: BRC008	3UK Cell ID: BS0232
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Master Drawing No: **953683_BRC008_53209_BS0232_M002** Issue: **B**

Aperture ID	Proposed 4G/5G Bearing	Operator/Shared
A1	0°	H3G
A2	0°	EE
A3	0°	EE/H3G
A4	0°	EE/H3G
B1	120°	H3G
B2	120°	EE
B3	120°	EE/H3G
B4	120°	EE/H3G
C1	240°	H3G
C2	240°	EE
C3	240°	EE/H3G
C4	240°	EE/H3G



Master: M002	MBNL / EE / H3G	Project: ATAP	Purpose of Issue: Planning	Issue: B
Date: 16/07/2019	Revision / Upgrade Description: Proposed site plan and elevation amended			
Drawn: AF				
Checked: AW				
Approved: BS				
Master: M001	MBNL / EE / H3G	Project: ATAP	Purpose of Issue: Planning	Issue: A
Date: 05/06/2019	Revision / Upgrade Description: First Issue			
Drawn: CDN				
Checked: RN				
Approved: BS				

 Hutchison 3G UK Limited Star House, 20 Greenhill Road Maidenhead, SL6 1EH Tel: 01628 785 000 Fax: 01628 785 011 H3G Base Station Information Line: 0845 6043000 Available 9am-5pm Monday to Friday	 Hatfield Business Park Hatfield Hertfordshire AL10 9BW Tel: 01707 315000 Fax: 01707 319001
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 Low Fields Avenue, Leeds
 LS12 6HH
 Tel: 01133023550
 e-mail: info@whptelecoms.com

Site Name: **SW NEWFOUNDLAND ROAD (HUawei)**

Site ID: **953683**

Address: **NEWFOUNDLAND ROAD
 BRISTOL
 BS2 9PA**

Title: **265 MAXIMUM CONFIGURATION ELEVATION**

Project: **ATAP**

Purpose of Issue: **PLANNING**

EE Cell ID: 53209	MBNL Cell ID: BRC008	3UK Cell ID: BS0232
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Master Drawing No: **953683_BRC008_53209_BS0232_M002** Issue: **B**