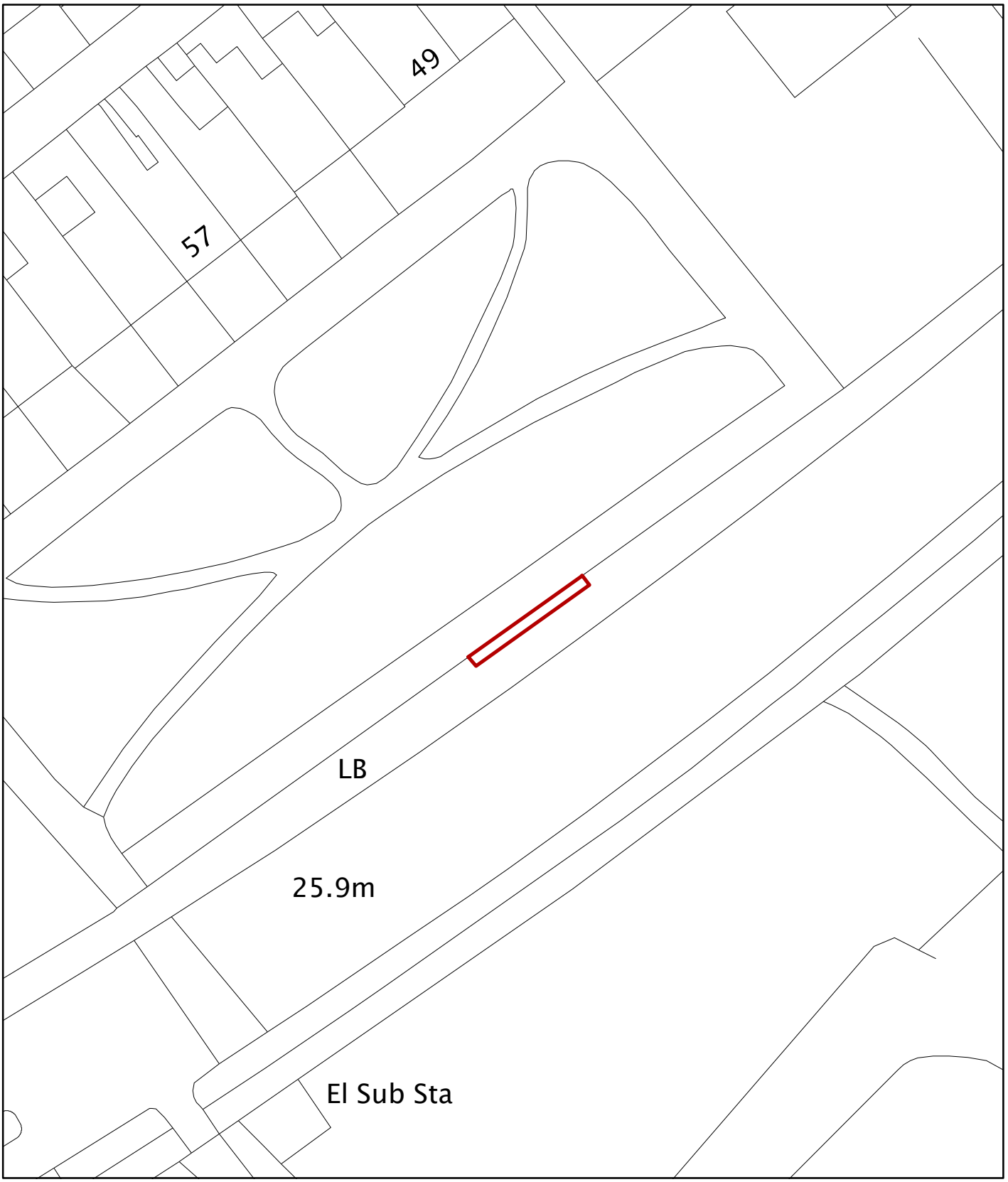
Report to	Planning applications committee 26 March 2015	**Item**
Report of	Head of planning services	4(B)
Subject	Application no 14/01615/FT - Telecommunications mast in front of 47 - 69 Newmarket Road, Norwich	
Reason for referral	Objection	

Ward:	Town Close
Case officer	James Bonner - jamesbonner@norwich.gov.uk

Development proposal			
Replacement of existing 11m telegraph pole supporting 3 No. antenna with 12.5m pole supporting 6 No. antennas. Installation of replacement cabinet and 1 No. additional ground based cabinet plus ancillary development thereto.			
Representations			
	Object	Comment	Support
Original scheme Amended scheme	10 (from 8 individuals) 5 (from 5 individuals)		

Main issues	**Key considerations**
1 Principle of development	Compliance with DM10; health concerns.
2 Design and heritage	Design of new equipment; impact upon conservation area, street scene and listed buildings.
3 Amenity	Noise
Expiry date	26 December 2014 extended to 06 March 2015
Recommendation	Approve



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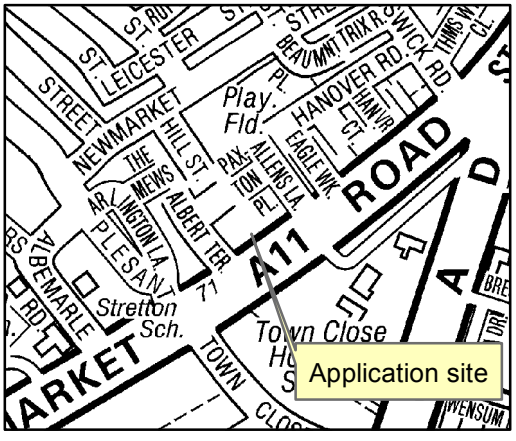
Planning Application No 14/01615/FT

Site Address Telecommunications mast in front of 47-69 Newmarket Road

Scale 1:500



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PLANNING SERVICES

The site and surroundings

1. The site is on the north side of Newmarket Road fronting numbers 47 to 69. The proposed replacement base station sits on the pavement in front of the small wooded area that creates a ~30m buffer between the terrace and the main road. The actual distance from the front elevation of the terraces to the proposed mast is ~43m.

Constraints

2. The site is within the Newmarket Road conservation area. The entire row of properties it sits in front of (47-69) is grade II listed. Either side of this 45 and 71, as well as numerous others surrounding, are also grade II listed and are closer to the highway (~15 to 25m) than the 43m for the terrace.

3. Town Close House Preparatory School sits opposite the site ~120m to the south east. There are a number of mature trees adjacent to the existing and proposed masts and the site is within a critical drainage catchment.

Relevant planning history

4.

Ref	Proposal	Decision	Date
08/01055/FT	The installation of a 10 metre imitation 'telegraph pole' incorporating 3 No. antennas, an equipment cabinet at ground level and ancillary development.	Refused Allowed on Appeal (3rd July 2009)	18/11/2008
11/00583/FT	Removal of existing 10m high replica telegraph pole and the installation of a 15m slimline wood clad monopole supporting 6 No. antennas (3 x 2G/3G for Vodafone and 3 x 3G for O2 and 1 No. additional equipment cabinet) and all ancillary development.	Refused	27/05/2011

The proposal

5. The applicant seeks to remove the existing 10m high ‘mock telegraph pole’ mast (11.4m including antennas within shroud at top of pole) and the associated equipment cabinet (1.95m high, 1.3m wide and 0.8m deep). In the same position as the existing pole, a new 12.5m high pole ‘Pandora’ mast (total height including antennas) is proposed. Two equipment cabinets, each measuring 1.6m tall by 1.9m wide by 0.6m deep are proposed either side.

6. The proposal has been revised, with the originally advertised application showing the same proposal but with the cabinets in different places and the mast positioned 15m north west of the existing mock telegraph pole mast.

7. A pre-application enquiry was submitted with the response advising against its position 15m north of the current mast.

Representations

8. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 10 letters of representation from 8 individuals have been received with respects the originally advertised proposal. Following re-consultation [ending 19 Mach 2015] on the current position (in the same position as the existing mast), 5 letters of representation from 5 individuals the citing the issues as summarised in the table below. All representations are available to view in full at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Issues raised	Response
Object to additional visual clutter on pavement including potential for worsening of graffiti, fly-posting and drinking.	Design and heritage – see main issue 2. Graffiti – see paragraph 48. Antisocial behaviour – see paragraph 48
Noise from existing cabinet especially bad in morning. No mention of issue in proposal. There should be a decibel limit on the new box.	Noise and disturbance – see main issue 3.
Affects a conservation area; adjacent row is statutory listed. Newmarket Road is the finest approach to Norwich but blighted by existing signs and paraphernalia. Proposal would worsen clutter.	Design and heritage – see main issue 2.
Present mast reaches the end of the tree canopy. Proposed mast will be over 1m higher, obtruding that much over the canopy. Will be more visible from terrace and will impact enjoyment of area.	Design and heritage – see main issue 2.
Proposal inconsistent with special status of area. Fails to be as aesthetically sympathetic and least intrusive as possible. Optimum position would be where existing mast is; existing cabinet is an eyesore due to graffiti and lack of maintenance.	Design and heritage – see main issue 2. Graffiti – see paragraph 48
Extremely concerned about long-term health	Health – see main issue 1.

for occupants and visitors.	
Councillor objection: Cutting back/thinning of trees in front of 47-69 Newmarket Road coupled with increase in height and more prominent position mean reasons for allowing previous appeal no longer apply. Further unacceptable clutter by cabinets impacts the street scene and conservation area. Graffiti issue will be exacerbated. Will a noise impact be carried out on the new units? Will constant nature of the noise be considered?	. The only recent permissions for tree works relate to a sycamore and cypress set back from the Newmarket Road boundary (14/01274/TCA). Design and heritage – see main issue 2 Noise and disturbance – see main issue 3.
One note about public consultation	This particular neighbour was sent a letter for the previous application and so a consultation for this proposal was subsequently sent.
Following re-consultation:	
The existing site now opted for is more preferable. Two outstanding issues: For reasons of symmetry replacement cabinets should be equidistant from pole (by one cabinet occupying space of existing) Painting the new pole brown is neither desirable nor necessary. Should be same green as cabinets or silver like adjacent lamp.	Design – see main issue 2.
Continue to object: visual impact from higher mast and additional clutter at pavement level.	Design and heritage – see main issue 2.
If approved despite its clear detrimental impact on conservation area, issues raised with detail: Existing wooden mast partially blends in and new metal mast should be wood effect finish. Hideousness of mast further up Newmarket Road is an example of how intrusive they can be. It should be ascertained whether there is no viable alternative to size and number of	Design and heritage – see main issue 2. The need for the size and number of cabinets is addressed in the main issue 2. Noise and disturbance – see main issue 3.

cabinets.	
Previous concerns not addressed. Design continues to impact special nature of conservation area. Will be visible from terrace and affect resident and visitor amenity. Graffiti and potential health risks. Will affect property value.	Design and heritage – see main issue 2. Graffiti – see paragraph 48 Health – see main issue 1. Impact on property values is not a material planning consideration.
Noise from cabinets is an issue; acoustic information requested.	Specification has since been submitted and forwarded on. Noise and disturbance – see main issue 3.
Following receipt of cabinet specification on 13 March 2015:	
Although revised mast position is an improvement, cabinet is a big, ugly, noisy, beast of a thing as far as I can see and something which can only detract from the 'streetscape' not to mention provide additional noise pollution.	Design and heritage – see main issue 2. Noise and disturbance – see main issue 3.

Consultation responses

9. Consultation responses are summarised below the full responses are available to view at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Design and conservation

10. NB. These comments were made prior to the amendments and so refer to the original position of the mast and cabinets, but with this in mind the comments are still relevant.

11. Only glimpsed views of the mast will be seen from the listed buildings and there are no inward views of the building from the highway o their setting is largely unaffected. The primary impact and levels of less than substantial harm will be had on the conservation area and views up and down Newmarket Road. There is already a considerable amount of street furniture along the road, especially in this particular location.

12. The two cabinets, while replacing a taller one, will result in an increase of already cluttered communications boxes and units which are out of character with the existing conservation area. While the mast is a possible visual issue and could constitute a negative structure within the conservation area, the same can be said for the impact of the cabinets.

13. The mast in its new position is less screened and needs justification [*NB. this position has since been changed*]. If approval is granted solutions should be looked at to reduce the amount of cabinets, reducing the amount of clutter and impact upon conservation area.

Environmental protection

14. Without the final specification and details of position etc. it is difficult to comment. However, I am aware that some street cabinets are constructed with sound attenuation systems built in (the green BT type often are, though they are perhaps a bit more bulky). Therefore, it is likely that something could be done if there is concern regarding the noise from the installation.

15. **Following submission of cabinet specification:**

    From the spec sheet, the fan noise is given as 72dB at 1m within an anechoic chamber (i.e. no other noise sources influencing the measurement). Whilst this figure is higher than I expected, the resultant sound pressure level at 40m would be 40dB. This is likely to be below or very close to the night time background noise level at this location (based on historical measurements taken on Ipswich Rd). Given the above, it may be just possible to hear the unit under certain conditions.

    I note that the unit does not appear to have any sound insulation or silencers on the air ducts, which would be beneficial (if available). However, if there are no other unit types available, a wall of the same height to the rear and sides would likely achieve inaudibility at the dwellings to the rear.

Tree protection officer

16. Previous comments on 08/01055/FT regarding National Joint Utilities Group No.4 (NJUG Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees) still apply, i.e. providing done in accordance with this there are no immediate concerns. When asked, the tree officer was of the opinion a mast of this height would be feasible in it the position of the existing mast.

Assessment of planning considerations

Relevant development plan policies

17. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
    - JCS1 Addressing climate change and protecting environmental assets
    - JCS2 Promoting good design
    - JCS5 The economy
    - JCS6 Access and transportation

18. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
    - DM1 Achieving and delivering sustainable development
    - DM2 Ensuring satisfactory living and working conditions
    - DM3 Delivering high quality design

- DM6 Protecting and enhancing the natural environment
- DM7 Trees and development
- DM9 Safeguarding Norwich's heritage
- DM10 Supporting the delivery of communications infrastructure
- DM11 Protecting against environmental hazards
- DM30 Access and highway safety

Other material considerations

19. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
    - NPPF0 Achieving sustainable development
    - NPPF1 Building a strong, competitive economy
    - NPPF5 Supporting high quality communications infrastructure
    - NPPF7 Requiring good design
    - NPPF8 Promoting healthy communities
    - NPPF10 Meeting the challenge of climate change, flooding and coastal change
    - NPPF11 Conserving and enhancing the natural environment
    - NPPF12 Conserving and enhancing the historic environment

Case Assessment

20. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan polices are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main issue 1: Principle of development

21. Key policies and NPPF paragraphs – DM10, NPPF paragraphs 42-46.

22. The principle of this site being used as telecommunication base station (i.e. mast and cabinets) is accepted by the Planning Inspectorate's decision on the 3 July 2009 which allowed the current installation.

23. This proposal exceeds the limitations set out in Part 24 of the General Permitted Development Order and so requires full planning permission. Proposals for the provision, upgrading and enhancement of telecommunication networks such as this are encouraged and accepted by DM10 where:

    (a) there is no unacceptable impact on the character and appearance of the area, on residential amenity or on the safe and satisfactory functioning of highways

    (b) the proposal can be accommodated as a shared facility with existing infrastructure unless it can be demonstrated that this would result in unacceptable visual or environmental impacts which would outweigh the advantages of sharing;

(c) it can be demonstrated that there will be no significant and irremediable interference with electrical equipment, air traffic services or instrumentation operated in the national interest; and

(d) all reasonably practicable steps are taken to minimise adverse visual impact; and

(e) the proposal is certified to be in conformity with the latest national guidelines on radiation protection. This will include consideration of both individual and cumulative effects of the apparatus having regard to any other significant electromagnetic field generators in the locality.

24. In addition, where the proposal affects designated or locally identified heritage assets or natural assets such as an SSSI or open space, the proposal will be accepted where it is designed and sited to be as unobtrusive as reasonably practical or where other mitigating benefits can be demonstrated to outweigh the impact. For the purposes of this policy the proposal does not affect any designated natural assets. The impact on designated heritage assets is assessed in main issue 2.

25. The footpath affected is relatively wide (4.5m) and there are no unacceptable impacts for the satisfactory functioning on the highway. Subject to condition, the amenity issues are considered to be acceptable as addressed in main issue 3 and there are no concerns for significant interference as per (c).

26. An operator declaration has been submitted which demonstrates that when operational the proposal will conform to ICNIRP (International Commission on non-ionising radiation protection) guidelines, taking into account all radio base stations present at, or near, the site. While perception of health risks can be a material consideration, given the ICNIRP declaration has been submitted there is no evidence to suggest there are any outstanding risks to health that could substantiate a refusal. This is the approach supported by national policy (paragraph 46 of the NPPF).

27. The proposed development would involve the sharing of a site by two different operators (Telefonica and Vodafone), reducing the need to find an alternative base station, as encouraged by statement 5 of the NPPF. As the proposal is considered to comply with the other criteria, the main question on the acceptability of this proposal is whether or not it has an satisfactory impact upon the character and appearance of the area (DM10 criteria a, b and d). This is explored in more detail in main issue 2 below. As raised by neighbours, also of concern are the implications for neighbouring amenity as per DM10 criterion (a), addressed in main issue 3.

Main issue 2: Design and Heritage

28. Design key policies and NPPF paragraphs – JCS2, DM3, DM10, NPPF paragraphs 9, 17, 56 and 60-66. Heritage key policies and NPPF paragraphs – DM9, DM10 NPPF paragraphs 128-141.

29. The design assessment can be split into two sections, the mast itself and the cabinets, with subsequently an evaluation of their impact on the various heritage assets.

Mast

30. The existing mast, allowed on appeal, is designed to appear as a telegraph pole and does a good job of assimilating into the street scene. Another important aspect of this relative inconspicuousness is its position against mature trees. When applied for originally in October 2014 the position of the enlarged pole 15m east of the existing one meant there was much less tree coverage. The additional 2.12m and lack of mock telegraph pole design exacerbated the visual intrusion this proposal had and it was made clear to the applicant's agent that this would not be approved.

31. The agent was encouraged to reuse the existing position of the pole and the significant delay in finding this current solution is due to their concerns about feasibility, for instance in removing the foundations. A subsequent amendment positioned the new pole in-line with the existing, but 0.9m closer to the road. This was rejected given its prominence in views approaching either way on Newmarket Road and two months later revised plans showing the current layout were submitted and consulted on.

32. Despite its design deviating from the mock telegraph pole, the proposed 'Pandora' pole has a similar diameter (0.35m compared to the telegraph's 0.3m) up until the ~9m mark where the diameter increases to 0.45m. This wider shroud on the tallest 3.42m section of the pole is necessary to house the 4G antennas (which are wider than 3G antennas) and also to include the 'MORAN' technology required to allow shared use of the site. This approach is a better solution for the street level impact than having a consistently wider pole for its entire height. Given this shape the mock telegraph pole design would not work.

33. While the visual impact of the proposed pole will be more significant than the existing mock telegraph pole, the degree of additional visual harm it causes is relatively low. When the trees are in-leaf, a similar conclusion to that of the Inspector can be reached: that its slim profile would have a similar impact to that of the streetlamps against a backdrop of high mature trees. When the trees are not in-leaf the number of branches either side will still provide an adequate backdrop and the pole will still be read as an item of street furniture not uncommon for its setting. Thought has been given to the colour of the pole and Olive Drab (RAL 6022) is considered the most appropriate means on blending in with its backdrop. In this position with these measures there are no outstanding concerns that the pole will appear overly prominent within the street scene.

Cabinets

34. The operator seeks to remove the existing tall cabinet and put two new 'Hercules' enclosure cabinets either side of the pole. The existing radio base station cabinet directly north east of the pole is to remain, leaving a total of three cabinets and a smaller meter pillar. The cabinet being removed is of substantial size in its height, width and depth. At street level its scale is fairly imposing and although the two replacements are wider (1.9m instead of 1.3m), the reduction in height is welcomed (1.6m instead of 2m). The reduction in depth of the cabinets (0.6m instead of 0.8m) alongside them being set back closer to the hedge (0.8m from front face instead of 1.2m) should reduce the sense of imposition that the overly tall and deep cabinet currently has.

35. That being said it would be misleading to suggest that there was not an element of visual clutter as a result of an additional cabinet within this 11m stretch. There is some harm caused by the cumulative impact but it is important to note that the reason for the additional cabinet is as a result from two operators sharing the site. This approach is supported by local and national policy in order to prevent an unnecessary proliferation of additional base stations in the area.

36. As identified in the applicant's appeal statement and the Inspector's decision for 08/01055/FT, the surrounding area is constrained in terms of availability and for technical and amenity reasons. There is no reason to doubt that this is still relevant given the high number of statutory listed buildings along Newmarket Road. The presence of an existing base station and other street furniture here means this is the most suitable site and some weight can be attached to this position when assessing whether the harm of the cabinets is tolerable.

37. It is worth noting it is not the local planning authority's role to question the need for equipment such as this (NPPF paragraph 46). The agent's justification states 'the additional ground based equipment cabinets are the most minimal available in size and quantity'. Attempts were made early during the process to reduce the number of cabinets which is not possible due to the need to house the operator's MORAN equipment required for sharing the site.

38. In assessing the visual appearance of the cabinets themselves, the size and position of the specified cabinet is clearly an improvement over the one being removed. Although there are two, the height does not exceed that of the established evergreen hedge which already provides a decent backdrop for the green cabinets (Fir Green – RAL 6009). This will help to assimilate the cabinets within the street scene, particularly in longer views. With this and the site-sharing justification in mind, the scale, design, number and layout of the cabinets is considered acceptable. An assessment of the heritage impact of both aspects of the development is explored in further detail below.

Impact upon heritage assets

39. Given the distance, the substantial soft landscaping buffer and the existing street lamps, there are no unacceptable impacts upon the setting of the nearby listed buildings. This is made with special regard being given to the desirability of preserving the special architectural and historic interest which the nearby listed buildings have, in line with the requirements of S66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

40. As the development affects a conservation area, as per S72(1) of the same Act, 'special attention shall be made to the desirability of preserving or enhancing the character or appearance of that area'. Although there is no appraisal of the Newmarket Road conservation area presently, desk-based study and a site visit can provide an adequate understanding of the character of this particular part of the conservation area and the impact this development will have. Newmarket Road is a relatively wide main road entry into Norwich with a high number of mature trees lining it. Fairly large properties are set back from the road on both sides within relatively generous plots, the accesses to which interrupt generally low boundary walls, which are a consistent feature particularly on the north side of the road. One of the defining characteristics is the almost continuous line of trees which provide an effective visual barrier to much of the built environment behind, the majority of

which are either locally or statutory listed houses. The immediate environment surrounding the application site is no different and as a main A-road into the city the presence of street furniture is common and to be expected. Aside from the two existing cabinets, the pillar box, the streetlamps and the mock telegraph mast, within 15m of the site there is a bus stop, post-box, bin and an additional utilities cabinet clustered together to the south west. It is also noted that the footpath on the affected north side of Newmarket Road is particularly wide (~4.5m), allowing some breathing space for the fairly high number of items of street furniture here.

41. Upon visiting the site it is clear that both the mast and the cabinets would not be alien features within an area already featuring similar street furniture. As discussed above, the mast in particular is more visible than the existing one but it is positioned to sufficiently blend into the street scene in the majority of views. During winter its visibility will increase, but in most views the heavily treed backdrop continues to reduce this prominence, particularly in longer views. Despite this in some views the visibility of the mast will cause some less than substantial harm to the character of the conservation area.

42. The cabinets also cause less than substantial harm to the character of the conservation area through visual cluttering, but their scale and appropriate colour against the backdrop of the hedge means it is a fairly localised impact. The less than substantial harm caused for both aspects of the development is not considered to undermine the significance or character of wider conservation area to the degree that could substantiate refusal, particularly as the reason for the additional cabinet and larger shroud is so that two operators can share a 4G base station. This and the public benefits from providing up-to-date and fit for purpose communications infrastructure is considered to outweigh the less than substantial harm identified. In summary, there are no unacceptable impacts for the character of appearance of the area and all reasonably practical steps have been taken to minimise any adverse visual impacts. The development is therefore considered to comply with DM3, DM9 and DM10.

Main issue 3: Amenity

43. Key policies and NPPF paragraphs – DM2, DM10, DM11, NPPF paragraphs 9 and 17.

44. With the distances involved there are no direct amenity implications through overshadowing, loss of light or outlook. The main amenity concern raised by neighbours is the potential noise from the proposed cabinets due to the noise a number of residents have identified as emanating from those in-situ. Upon visiting the site the larger cabinet does make an audible hum but it did not appear to be one that would constitute an amenity concern given its position on the busy Newmarket Road. It should be noted that this visit was during the day and at least one neighbour letter mentions the noise is most obtrusive at night.

45. A specification of the proposed cabinet has been provided which specifies the noise from its fans. Environmental Protection have said although the figure is higher than would be expected from a street cabinet, the resultant sound pressure level at 40m, around the point of the row of properties, would be 40dB. This is likely to be below or very close to the night time background noise level at this location (based on historical measurements taken on Ipswich Road). Given the above, it may be just

possible to hear the unit under certain conditions. Although Environmental Protection suggested either sound insulation or silencers to the air ducts, the agent has indicated these options are not available and the larger alternative cabinet produces the same levels of noise. The remaining solution is to erect a retaining wall of the same height to the sides and rears which would more than likely make the noise inaudible. The adverse effect this would have on the street scene and character of the conservation area outweighs the marginal benefits that a retaining wall would have and so is not recommended.

46. Given the presence of the existing audible cabinet and the distances between the cabinets and the residential properties (~42m), the two new cabinets are not likely to give rise to significant levels of noise above that of the typical background levels, at least not to the degree which may constitute a disturbance that would warrant a refusal. There are no outstanding with respects this matter and the development is considered to comply with the objectives of DM2, DM10 and DM11.

Compliance with other relevant development plan policies

47. A number of development plan policies include key targets for matters such as parking provision and energy efficiency. The majority are irrelevant for a development of this type. The table below indicates the outcome of the officer assessment in relation to the one remaining relevant matter.

Requirement	Relevant policy	Compliance
Sustainable urban drainage	DM5	**Not applicable. While within a critical drainage catchment, the overall increase in footprint is approximately 1m^2 and this does not warrant any mitigation measures even if they were practical.**

Other matters

48. The following matters have been assessed and considered satisfactory and in accordance with relevant development plan policies, subject to appropriate conditions and mitigation:

- **Trees** – providing done in accordance with National Joint Utilities Group No.4 there are no concerns for the health of trees and the development complies with DM7.

- **Graffiti** – The existing cabinets do have an issue with fly-postering and graffiti, as do many items of street furniture around the city. The presence of an additional cabinet may or may not attract similar issues. Graffiti does cause harm to the visual amenity of the area but it should be remembered that many items of street furniture can be installed without planning permission, including a number of cabinets along Newmarket Road, eliminating what negligible control planning has over the matter. The responsibility to remove the graffiti remains with the operator of the site and the agent has provided an email address for residents to report graffiti – CTIL.Estate.General@ctil.co.uk

- **Antisocial behaviour** – there is no evidence to suggest an additional cabinet would increase the instances of on-street drinking.

Equalities and diversity issues

49. There are no significant equality or diversity issues.

Local finance considerations

50. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.

51. In this case local finance considerations are not considered to be material to the case.

Conclusion

52. While the development will result in some visual harm to the street scene and character of the conservation area, the extent of the harm is relatively localised and partially justified by the fact that the site is being shared by two operators. This negates the need to find an alternative site for a base station, which itself is likely to cause some harm to heritage assets given the character of the surrounding area. The less than substantial harm that cannot be further mitigated is considered to be outweighed by the public benefits of enhanced mobile telecommunication coverage.

53. Although there are some concerns for noise, given the context and the distances involved between the cabinets and dwellings, the proposal raises no significant concerns for the living conditions of any neighbouring residents. As there are no other outstanding concerns the development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 14/01615/FT – Telecommunications mast in front of 47 - 69 Newmarket Road Norwich and grant planning permission subject to the following conditions:

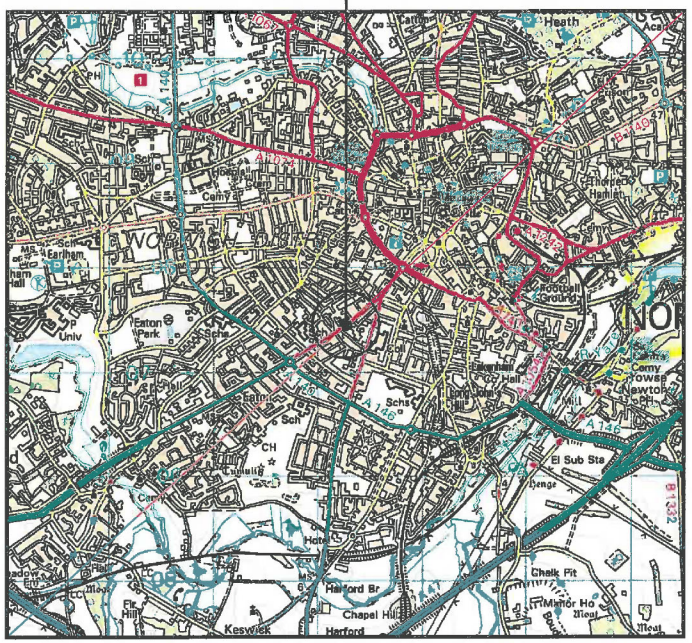
1. Standard time limit;
2. In accordance with plans;
3. Works done in accordance with National Joint Utilities Group No.4;
4. Mast to be finished in colour Olive Drab (RAL 6022);
5. Cabinets to be finished in Fir Green (RAL 6009).

Article 31(1)(cc) statement

The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national

planning policy and other material considerations, following negotiations with the applicant and subsequent amendments the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.

SITE LOCATION



0 1km 2km
Scale

SITE LOCATION
(Scale 1:50000)
Ordnance Survey map extract based upon Landranger map series with the permission of the controller of Her Majesty's Stationery Office Licence No. 0100023487 Crown copyright.

SITE PHOTOGRAPH

The drawings comply with TEF & Vodafone Standard ICNIRP guidelines.
Designed in accordance with CTIL document: SDN0008

N
W E
S

Site Access
Access Route

SITE LOCATION

DETAILED SITE LOCATION
(Scale 1:1250)
Based upon Ordnance Survey map extract with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. Licence No. 100020449

ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE

N.G.R	E: 622249 N: 307465
CONCESSION REQUIRED	NO

DIRECTIONS TO SITE:
TRAVELLING SOUTH ON THE A1(M1) TOWARDS NEWARK. AFTER PASSING BARNSDALE BAR SERVICE AREA, AT RED HOUSE JUNCTION CONTINUE FORWARD ONTO A1(M). AT JUNCTION 34 CONTINUE FORWARD ONTO THE A1. APPROX. 14 MILES AFTER RETFORD MARKHAM MOOR SERVICES, BRANCH LEFT THEN AT ROUNDABOUT TAKE 3RD EXIT ONTO A17. AT ROUNDABOUT TAKE 1ST EXIT ONTO A17, AT ROUNDABOUT TAKE 2ND EXIT ONTO A17. CONTINUE ON THE A17 FOR 45 MILES THEN AT ROUNDABOUT TAKE 2ND EXIT ONTO A47, KEEP IN RIGHT HAND LANE AND CONTINUE FORWARD, NORWICH. CONTINUE ON THE A45 FOR APPROX. 35 MILES THEN AT ROUNDABOUT TAKE 2ND EXIT ONTO A47, NORWICH, GREAT YARMOUTH. BRANCH LEFT THEN AT ROUNDABOUT TAKE 2ND EXIT ONTO A11. AFTER THICKTHORN SERVICES AND AT ROUNDABOUT TAKE 2ND EXIT ONTO A11. AT ROUNDABOUT TAKE 2ND EXIT ONTO A11. ARRIVE ON NEWMARKET ROAD AND SITE IS ON THE LEFT HAND SIDE JUST AFTER JUNCTION WITH ALBERT TERRACE.

NOTES:

REV	MODIFICATION	BY	CH	DATE
A	Issued for Approval	SPD	MS	07.03.14

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Web: www.clarke-telecom.com

O2
CTIL - BEACON

Cell Name	Opt.
NEWMARKET ROAD SW	–

Cell ID No

CTIL	TEF	VF
117348	045292	49974

Site Address / Contact Details
NEWMARKET ROAD
NORWICH
NORFOLK
NR2 2HN

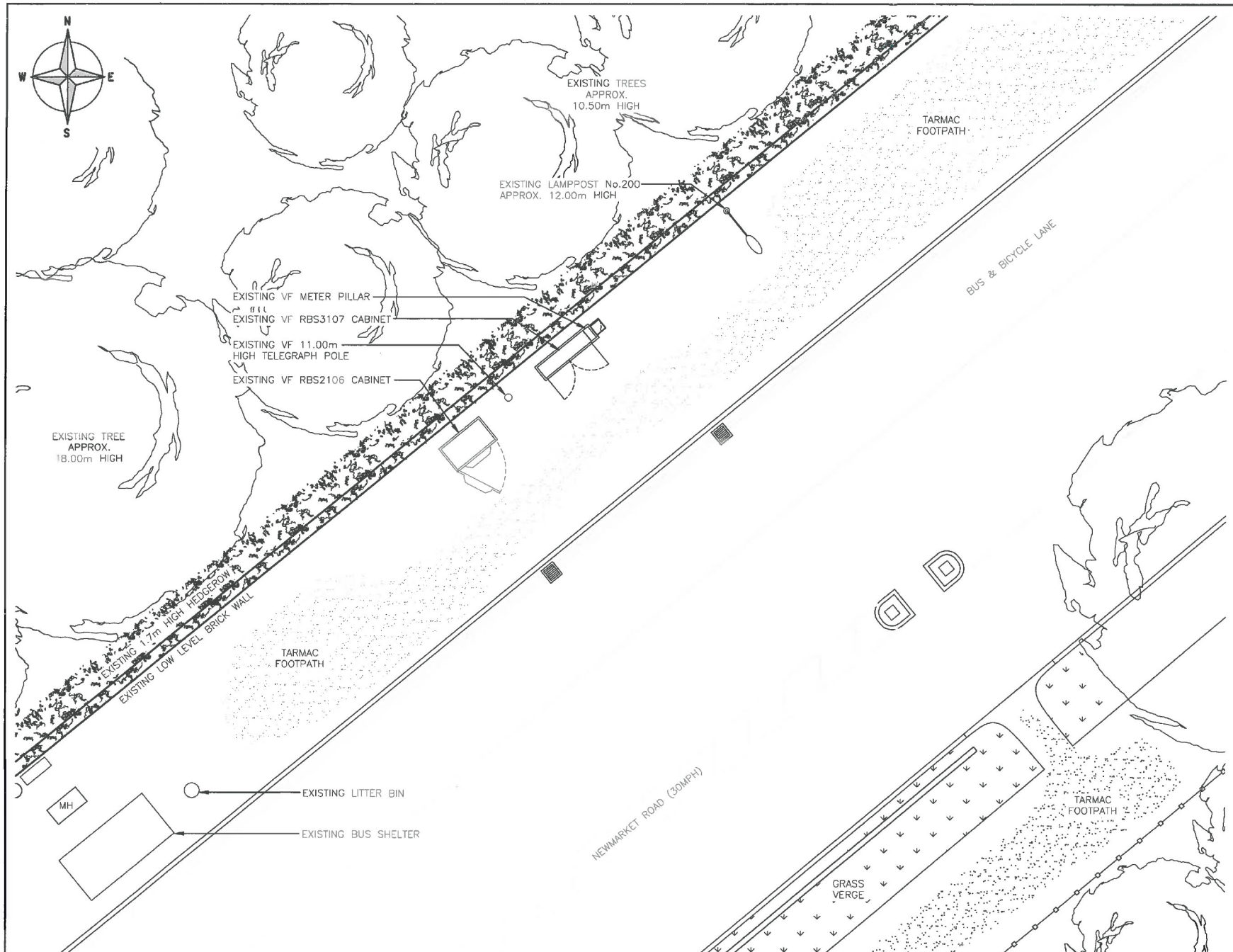
Drawing Title: SITE LOCATION MAPS

Purpose of Issue: PLANNING — Dwg Rev:

Drawing Number: 100 — A

Surveyed By:	Original Sheet Size:	Pack Issue:
MS	A3	

Drawn:	Date:	Checked:	Date:	
SPD	07.03.14	DH	07.03.14	E



EXISTING SITE PLAN

(1:100)

ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE

N.G.R	E: 622249 N: 307465	
CONCESSION REQUIRED		NO

NOTES:

REV	MODIFICATION	BY	CH	DATE
B	Drawing Corrected	AP	AF	17.12.14
A	Issued for Approval	SPD	MS	07.03.14

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CTIL - BEACON

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Cell ID No

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117348	045292	49974

Site Address / Contact Details

NEWMARKET ROAD
NORWICH
NORFOLK
NR2 2HN

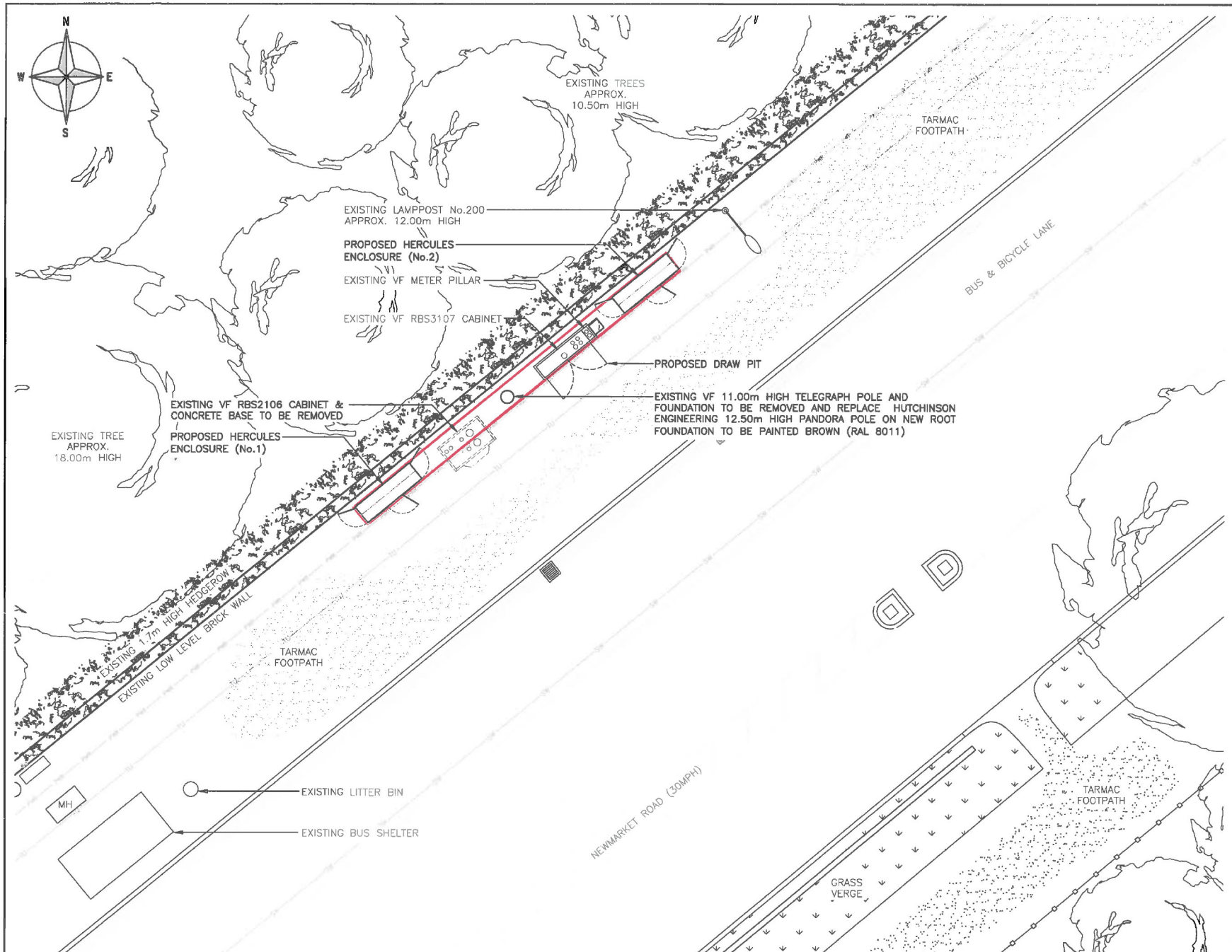
Drawing Title: EXISTING SITE PLAN

Purpose of issue: PLANNING — Dwg Rev: B

Drawing Number: 200

Surveyed By: MS — Original Sheet Size: A3 — Pack Issue: E

Drawn: SPD — Date: 07.03.14 — Checked: DH — Date: 07.03.14



PROPOSED SITE PLAN

(1:100)

The drawings comply with TEF & Vodafone Standard ICNIRP guidelines.
Designed in accordance with CTIL document: SDN0008

ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE

N.G.R	E: 622249 N: 307465
CONCESSION REQUIRED	NO

NOTES:

REV	MODIFICATION	BY	CH	DATE
E	Proposed Pole Moved to Existing Pole Location	AP	TT	18.02.15
D	Drawing Corrected/Site Layout Re-designed	AP	AF	17.12.14
C	Proposed Hercules cabinets	SPD	MS	21.10.14
B	Proposed scheme amended	SPD	MS	06.06.14
A	Issued for Approval	SPD	MS	07.03.14

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CTIL - BEACON

Cell Name	Opt.
NEWMARKET ROAD SW	–

Cell ID No

CTIL	TEF	VF
117348	045292	49974

Site Address / Contact Details

NEWMARKET ROAD
NORWICH
NORFOLK
NR2 2HN

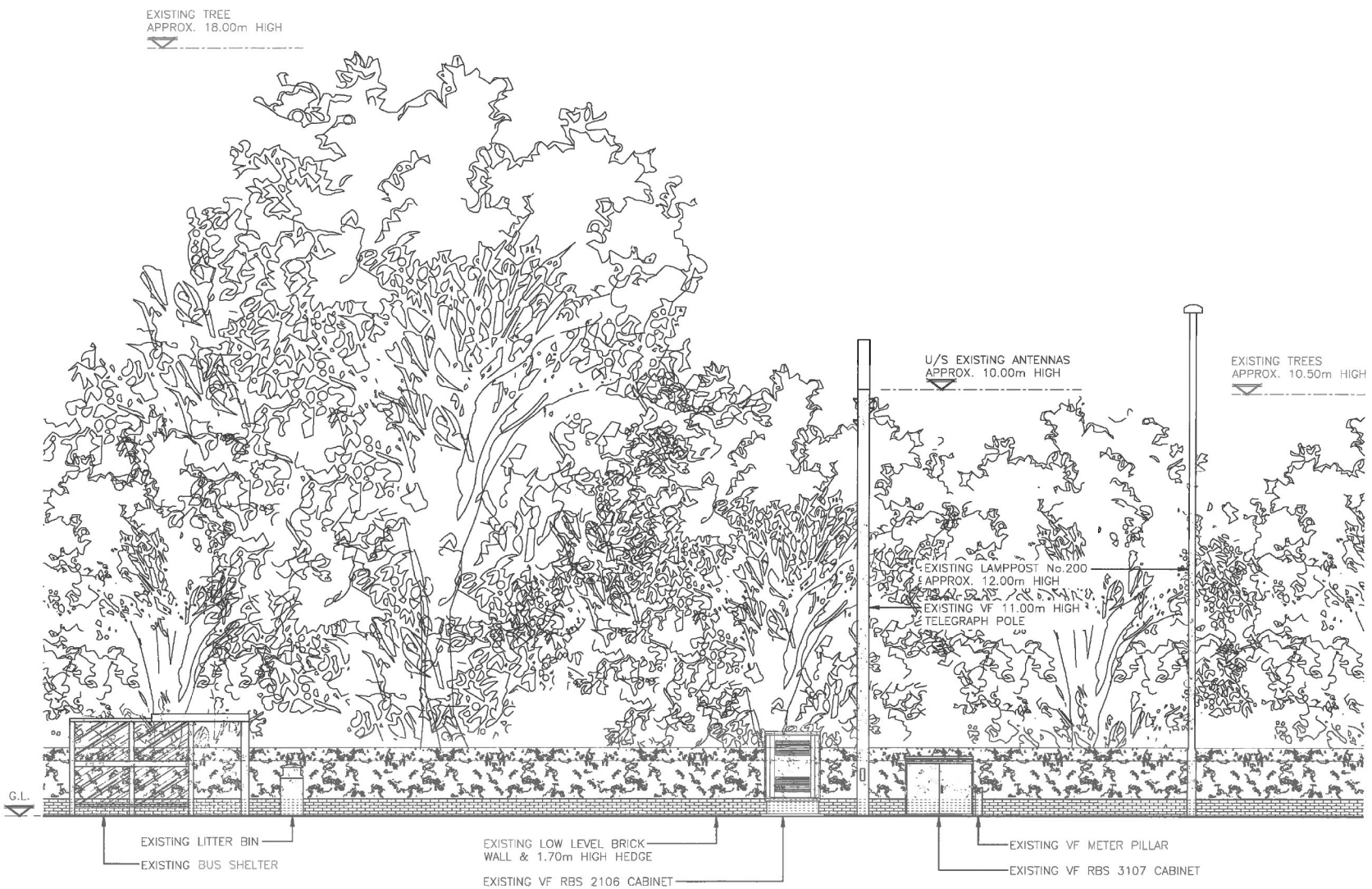
Drawing Title: PROPOSED SITE PLAN

Purpose of issue: PLANNING — Dwg Rev: E

Drawing Number: 201

Surveyed By: MS — Original Sheet Size: A3 — Pack Issue: E

Drawn: SPD — Date: 07.03.14 — Checked: DH — Date: 07.03.14



EXISTING SOUTHEAST ELEVATION

(1:100)

ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE

N.G.R	E: 622249 N: 307465
CONCESSION REQUIRED	NO

NOTES:

REV	MODIFICATION	BY	CH	DATE
B	Drawing Corrected	AP	AF	17.12.14
A	Issued for Approval	SPD	MS	07.03.14

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CTIL - BEACON

Cell Name	Opt.
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Cell ID No

CTIL	TEF	VF
117348	045292	49974

Site Address / Contact Details

NEWMARKET ROAD
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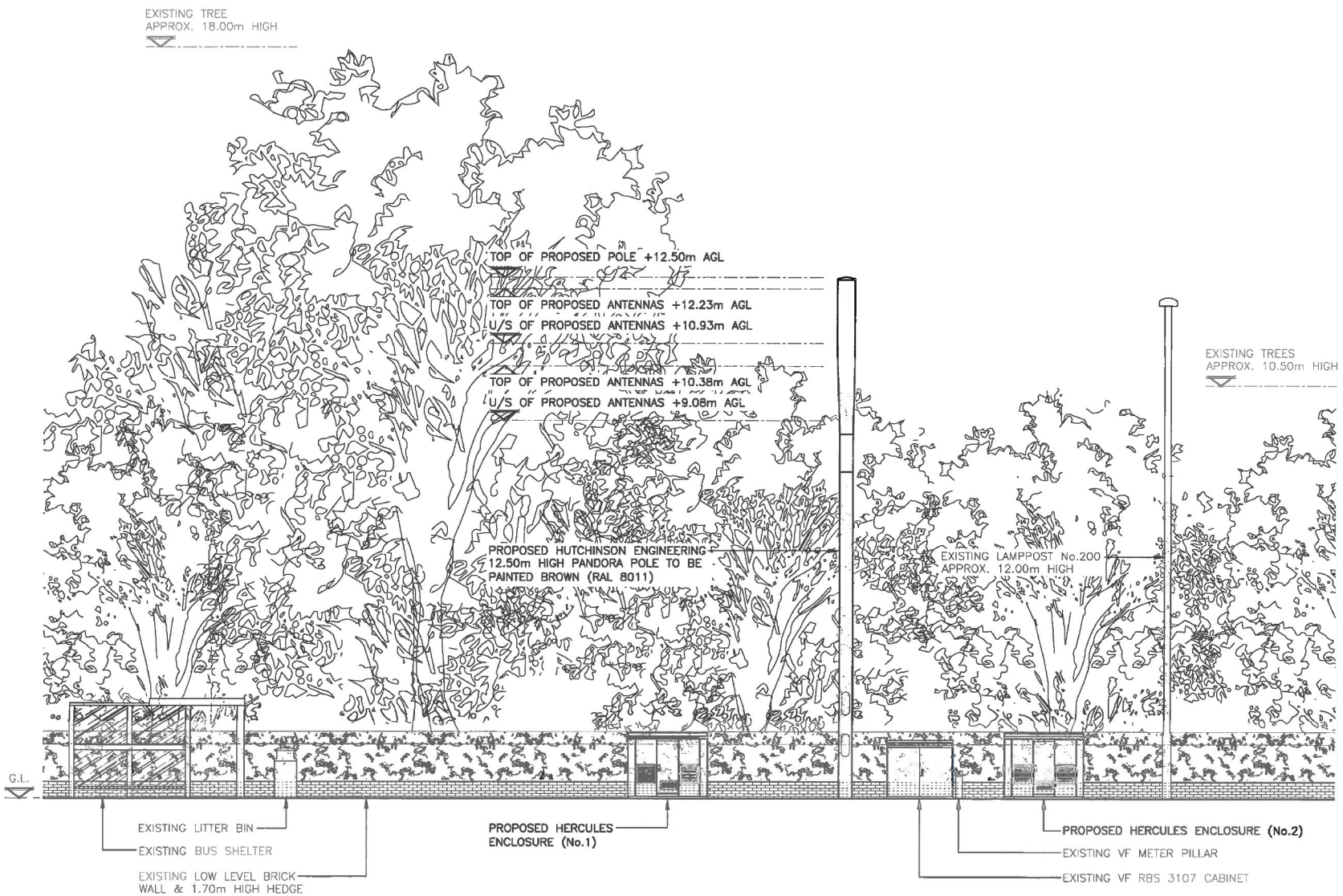
Drawing Title: EXISTING SOUTHEAST ELEVATION

Purpose of Issue: PLANNING — Dwg Rev: B

Drawing Number: 300

Surveyed By: MS — Original Sheet Size: A3 — Pack Issue: E

Drawn:	Date:	Checked:	Date:
SPD	07.03.14	DH	07.03.14



PROPOSED SOUTHEAST ELEVATION

(1:100)

The drawings comply with TEF & Vodafone Standard ICNIRP guidelines.
Designed in accordance with CTIL document: SDN0008

ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE

N.G.R	E: 622249 N: 307465
CONCESSION REQUIRED	NO

NOTES:

REV	MODIFICATION	BY	CH	DATE
D	Drawing Corrected/Site Layout Re-designed	AP	AF	17.12.14
C	Proposed Hercules cabinets	SPD	MS	21.10.14
B	Proposed scheme amended	SPD	MS	06.06.14
A	Issued for Approval	SPD	MS	07.03.14

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CTIL - BEACON

Cell Name	Opt.
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Cell ID No

CTIL	TEF	VF
117348	045292	49974

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NR2 2HN

Drawing Title: PROPOSED SOUTHEAST ELEVATION

Purpose of Issue: PLANNING — Dwg Rev: D

Drawing Number: 301

Surveyed By: MS — Original Sheet Size: A3 — Pack Issue: E

Drawn: SPD — Date: 07.03.14 — Checked: DH — Date: 07.03.14

O & M MANUAL

alifabs

HERCULES CABINET

ASD-263

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SECTION 2- GENERAL DESCRIPTION

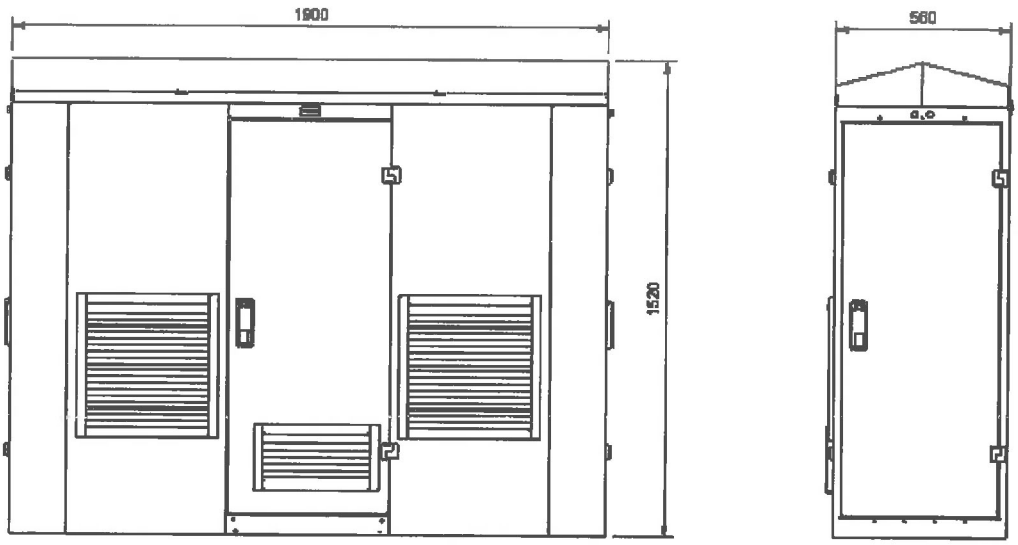
2.1 General
The Hercules is a triple compartment cabinet designed for use in the UK on cell site locations.

The compartments provide a secure weather protected (IP55) environment for the safe housing of the Radio and Comms equipment, PSU and Battery Backup. The cabinet life expectancy under normal atmospheric conditions is 20 years, subject to regular routine maintenance.

2.2 Quality Assurance
Alifabs aims to provide defect free goods and services to its customers, on time and to budget. The organisation operates a quality management system that has gained BS EN ISO 9001: 2000 certification.

2.3 Mechanical Information
The cabinet is made to a sheet metal design, fabricated to create a single piece rigid carcass with three compartments and three doors. All doors are lockable using a bespoke locking mechanism and a standard lock.

2.4 Dimensions
The cabinet footprint is 1900mm wide and 560mm deep.
The overall height of the cabinet is 1520mm.
For weights see section 3.2 page 12.



2.5 Finish
All of the cabinet parts will be finished with polyester powder coat paint except where components are made from corrosion resistant self colour materials. See appendix 1 for paint specification.

2.6 Insulation
Insulation is provided around the thermally managed compartment. The Polyurethane based material provides a thermal resistance of 0.75m²-K/W. See appendix 2 for data sheet.

2.7 Ingress Protection
The cabinet has been designed to meet the requirements of ingress to IP55.

2.8 Lifting
The cabinet has been designed to be lifted by two detachable lifting lugs fitted to each end of the cabinet, at a high level. The cabinet has been designed to withstand the loads applied under lifting conditions using the two lifting eyes (Not supplied) attached to the cabinet. The all up lifting load should not exceed 400Kg. Lifting details are provided on a label adhered to the inside of the doors. See appendix 7 for lift diagram and label.

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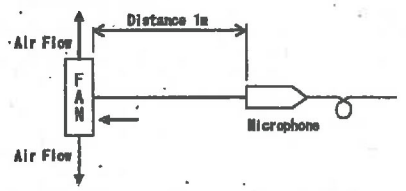
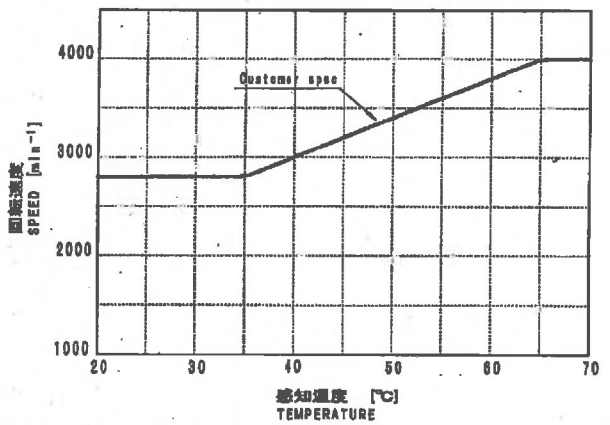
Appendix V
Fan details

項目 (Items)		内元 (Description)
モーターの種類 (Motor Type)		DCブラシレスモーター (DC Brushless Motor)
定格 (Rating) 最高回転速度時(At Max Speed Condition)		
定格時間 (Duty)		連続 (Continuous)
定格電圧 (Rating Voltage) [V]		48
使用電圧範囲 (Operating Voltage) [V]		30~60
始動電圧 (Starting Volgate) [V]		30
定格回転速度 ☆3☆4	標準値 (Average)	4000
(Speed) [min^{-1}]	最小値 (Minimum)	3800
最大風量 ☆1☆4	標準値 (Average)	10.5
(Max Air Flow) [m^3/min]	最小値 (Minimum)	10.0
最大静圧 ☆2☆4	標準値 (Average)	590
(Max Static Pressure) [Pa]	最小値 (Minimum)	535
定格電流 ☆3☆4	標準値 (Average)	1.52
(Current) [A]	最大値 (Maximum)	1.62
定格入力 ☆3☆4	標準値 (Average)	72.96
(Input Power) [W]	最大値 (Maximum)	77.76
騒音 (Acoustical Noise) [dB] ☆3☆4		72.0

* 測定条件 (Measuring Conditions)
  1. 無響室内で、かつ障害物のない大気中において測定する。
     (Measurement with in anechoic test chamber under free air condition.)
  2. 測定値は、モーターの吸込側より1mの距離に位置する。
     (Microphone is placed at a distance of 1m on the axis of air intake side.)
  3. 暗騒音は16dB以下のこと。
     (Chamber back ground noise max 16dB.)
  4. 騒音は標準回転速度時。
     (Acoustical noise at average speed.)





感知温度(Temperature) [℃]	-10~35	65~70
回転速度 (Speed) [min-1] ☆3	2800	4000
電流 (Current) [A] ☆3	0.64	1.52
入力 (Input Power) [W] ☆3	30.72	72.96
最大風量 (Max Air Flow) [m3/min] ☆1	7.5	10.5
最大静圧 (Max Static Pressure) [Pa] ☆2	280	590

※オーバーライド信号
このファンにはオーバーライド信号(黄線)を搭載しております。
黄線が浮いた状態では、ファンは通常の温度感知制御にて動作をします。
黄線がGNDに接続した状態では、ファンは最高速(4000min-1)で動作をします。

※Override Signal
This fan has an Override Signal (yellow lead wire).
If the Override Signal is floating then the fan is thermally controled (normal).
If the Override Signal is grounded (0V) then the fan goes to full speed (4000min^{-1})

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