



SUPPLEMENTARY INFORMATION

1. Site Details

Site Name:	New Road SW	Site Address:	New Road SW
National Grid Reference:	E:470815 N:106580		Havant Hampshire PO9 1LL
Site Ref:	75026	Site Type: ¹	Macro

2. Pre-Application Check List - Site Selection (for New Sites only)

Was a local planning authority mast register available to check for suitable sites by the operator or the local planning authority?	Yes	
If no explain why:		
Were industry site databases checked for suitable sites by the operator:	Yes	
If no explain why:		

Annual Area Wide Information to local planning authority

Date of information submission to local planning authority	Information not available
Name of Contact:	
Summary of any issues raised:	

Pre-application consultation with local planning authority

Date of written offer of pre-application consultation:	22 September 2020
Was there pre-application contact:	Yes
Date of pre-application contact:	28 September 2020
Name of contact:	Mrs D Haywood
Summary of outcome/Main issues raised: Request acknowledged and detailed drawings requested to allow full review of the proposal. Full plans and photomontages have therefore been included in this application	



Ten Commitments Consultation

Rating of Site under Traffic Light Model:	Amber
The site was rated as amber due to its location. Pre-application consultation letters were sent to the following people on 22 September 2020. Cllr. Mark Inkster Cllr. Gary Robinson Cllr. Kenneth Smith Aura House 2, 4, 5 & 7 New Road, Havant, PO9 1DE 1 Ingledene Close, Havant, PO9 1DG 2, 4 & 6 Bedhampton Road, Havant, PO9 3EY Cllr. Robinson has acknowledged our correspondence and as the owner of Aura House, he felt it would be inappropriate to venture comments as a ward Councillor	

School/College

Location of site in relation to school/college (<i>include name of school/college</i>):
No schools in the nearby area.
Outline of consultation carried out with school/college (<i>include evidence of consultation</i>):
Summary of outcome/Main issues raised:

Civil Aviation Authority/Secretary of State for Defence/Aerodrome Operator consultation (only required for an application for prior approval)

Will the structure be within 3km of an aerodrome or airfield?		No
Has the Civil Aviation Authority/Secretary of State for Defence/Aerodrome Operator been notified?		No
Details of response:		

Developer's Notice

Copy of Developer's Notice enclosed?	Yes
Date served:	28/10/2020

3.0 Proposed Development

The proposed site: The application site is equidistant between Bedhampton (600m to the north-west) and Havant to the south-east. The application site is located in a mixed-use area to the north of the A27 which runs east to west. There is an allocated local/district centre approximately 148m to the west of the site. Around 85m to the south-west is land designated as within a coastal zone. It is situated approximately 15m to the north of railway lines which also run east to west. These lines connect Bedhampton Railway Station in the west with Havant Railway Station in the east. The adjacent railway line is a busy service and is essential to provide a reliable and fast telecommunications network to the rail passengers. The proposed mast is needed in order to ensure that these passengers can benefit from this network. Furthermore, it would benefit the wider telecoms network and aid in the introduction of 3G/4G to the area. The proposed site is located to the immediate south of New Road (B2149) which runs east to west. New Road is a wide highway with both residential properties and commercial development. Approximately 17m to the east of the site is Aura House, a commercial building. On the opposite side of the road to the application site is a parking area for the adjacent dwellings. The nearest dwelling would be located 35m to the north-west of the proposed site. The orientation of this dwelling and intervening distance and an existing brick wall and fence, plus an established hedgerow, would reduce views of the proposed monopole. This would ensure that there would not be any detrimental impact on the amenity of this (or any other residential) dwelling. The immediate street scene is comprised of lamp posts, telegraph poles and large, mature trees. The proposed monopole would be located between a bank of mature trees (around 15m in height) to the south-west and a lamp post (10m in height to the north-east). Further to the north-east of the lamp post is a telegraph pole measuring 8m in height. The proposed location of the mast with large vertical apparatus to the north and south would visually incorporate the structure within the street scene. This would ensure that it does not appear as a visually overwhelming or alien feature within the street scene. Immediately to the rear of the proposed monopole is an existing electricity substation. The proposed monopole would not interfere with the workings of this substation. Havant Rugby Football Club is located approximately 300m to the north of the application site. Havant Borough Core Strategy 2011 states that...<i>'A decline in the traditional employment base for the borough has resulted in a number of problems including unemployment and out-commuting. The unemployment rate in the borough has historically been higher than the rest</i>
--



of Hampshire. Unemployment rates rose significantly in the borough during 2008 reaching 3.9% in 2009. This is double the 2007 rate and the highest rate in Hampshire excluding Portsmouth and Southampton. There are high levels of commuting in and out of the borough with lower skilled residents commuting out and higher skilled people commuting in. The 2001 Census showed that overall significantly more people travel out of than into the borough to work.'

The proposal includes the installation of a 17.5m monopole with 3 no. shrouded antenna, 3 no. cabinets and development ancillary thereto.

The height of the proposed apparatus is the minimum capable of providing the technological improvements sought.

Following the COVID-19 pandemic, it is imperative that telecommunications is not only maintained but also upgraded to ensure capacity and real time data is at the forefront. Telecommunications is considered as a critical service as it provides data to network operatives, field engineers, call centre staff, IT and data infrastructure, 999 and 111 staff. The operator EE has dedicated its entire 4G network to the emergency services, meaning it is crucial that 2G and 3G networks are fully supported by an adequate number of sites.

A certificate has been included with the application confirming compliance with ICNIRP guidelines.

Full consideration has been given to alternative sites and other existing masts in the vicinity. However, the proposed location and design are considered to provide the optimum solution in this instance.

View of the proposed site eastwards (the proposed monopole would be on the right adjacent to the existing lamp post)



View of the proposed site westwards (the proposed monopole would be on the left, adjacent to the existing lamp post)



Current Telecommunications Use/ The Future

Since the introduction of the mobile networks, mobile operator networks have been under increased pressure to provide up-to-date telecommunications functionality, as mobile phones and mobile broadband use have become increasingly essential to our daily lives. Mobile is the next generation of technology to enable increased connectivity with increased data speeds.

The growth of digital connectivity over the last decade and the expectations of users have advanced at an unprecedented level. The NPPF recognises that *“Advanced high quality and reliable telecommunications infrastructure is essential to economic growth...”*, as will be considered in more detail below. The current proposal will provide positive benefits to the transport network here which will far outweigh any perceived negative visual impacts.

EE (UK) LTD. Has produced an advisory note entitled Mobile and Future Technology-Delivering the UK's Telecoms Future and this is enclosed as part of the application.



Type of Structure: monopole	
Description: The proposal includes the installation of a 17.5m monopole with 3 no. shrouded antenna, 3 no. cabinets and development ancillary thereto.	
Overall Height: 17.5	
Height of existing building (<i>where applicable</i>):	N/A
Equipment Housing:	
Length:	As per attached drawings
Width:	
Height:	
Materials (<i>as applicable</i>):	
Tower/mast etc. – type of material and external colour:	As per attached drawings
Equipment housing – type of material and external colour:	As per attached drawings

The proposal has been specifically designed for the site in question and is essential in order to introduce the required technologies to the area. Although it will rise above the height of the existing trees in the immediate vicinity, it is considered that the overall benefits of the scheme will offset any potential visual impact that may arise.

Ensuring a full and reliable telecoms network has become even more critical following the COVID-19 pandemic. There is both a huge increase in people working from home and children using devices to study at home, whilst schools are closed. This operator has currently designated its 4G service for the exclusive use of emergency services staff, meaning that further sites are necessary to support the existing networks, in addition to contributing to the introduction of 3G/4G technologies.

It is anticipated that many people will continue working from home even after restrictions have been lifted. Therefore, a reliable network providing a high-speed service to both residential and commercial areas is critical. Should a further wave of COVID-19 hit the country in the future, this ability to adapt to working from home quickly is essential in order to minimise societal disruption. Furthermore, this would support critical emergency services and health providers in their essential roles.

The proposal has been designed with the aim of achieving a balance between minimising visual impact and achieving the technical requirements needed by the operator. It is necessary for the height of the structure to ensure that the topography of the landscape does not have an unacceptable impact upon mobile signal quality and that the structure is able to support the mobile antenna and other apparatus. Ground-based equipment has been sited with the ideal to keep visual impacts to a minimum.

Full consideration has been given to alternative sites and other existing masts in the vicinity. It is concluded that there are no suitable rooftop solutions or land-based tower options in the area that operators would meet the technical needs of the operator. The proposed location and design are considered to provide the optimum solution in this instance.

The height of the proposed apparatus is the minimum capable of providing the technological improvements sought whilst satisfying ICNIRP requirements. It should be noted that the new technologies will provide advanced high-quality communications infrastructure essential for economic growth as sought by the NPPF.

4.0 Technical Information

International Commission on Non-Ionizing Radiation Protection Declaration attached (see below) *	Yes	No
International Commission on Non-Ionizing Radiation Protection public compliance is determined by mathematical calculation and implemented by careful location of antennas, access restrictions and/or barriers and signage as necessary. Members of the public cannot unknowingly enter areas close to the antennas where exposure may exceed the relevant guidelines.		
All operators of radio transmitters are under a legal obligation to		



operate those transmitters in accordance with the conditions of their licence. Operation of the transmitter in accordance with the conditions of the licence fulfils the legal obligations in respect of interference to other radio systems, other electrical equipment, instrumentation or air traffic systems. The conditions of the licence are mandated by Ofcom, an agency of national government, who are responsible for the regulation of the civilian radio spectrum. The remit of Ofcom also includes investigation and remedy of any reported significant interference. The telecommunications infrastructure the subject of this application accords with all relevant legislation and as such will not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest.		
Frequency	To be provided on request	
Modulation characteristics ²	To be provided on request	
Power output (expressed in EIRP in dBW per carrier) In order to minimise interference within its own network and with other radio networks, EE operates its network in such a way that radio frequency power outputs are kept to the lowest levels commensurate with effective service provision. As part of EE's network, the radio base station that is the subject of this application will be configured to operate in this way.	To be provided on request	
Height of antenna (m above ground level)	17.5m	

Background:

Section 10 of the NPPF sets out the Government's general overview regarding supporting high quality communications infrastructure, recognising that advanced, high quality communications infrastructure is essential for sustainable economic growth.

Base stations use radio signals to connect mobile devices and phones to the network, enabling people to send and receive; calls, texts, emails, pictures, web, TV and downloads. Without base stations, mobiles devices and phones will not work.

² The modulation method employed in GSM is GMSK (Gaussian Minimum Shift Keying) which is a form of Phase Modulation.

The modulation method employed in UMTS is QPSK (Quad Phase Shift Keying) which is another form of Phase Modulation.



Many other everyday items also use radio signals to send and receive information, such as television and radio broadcasting equipment and two-way radio communications. Base stations are connected to each other and telephone exchange buildings by cables or wireless technology such as microwave dishes, to create the network. The area each base station covers is called a “cell”. Each cell overlaps with its neighbouring cells to create a continuous network. The size and shape of each cell is determined by the features of the surrounding area, such as buildings, trees and hills which can block signals. When people travel between cells, the signal is transferred between base stations without a break in service. Each base station covers a certain area only and can only handle a limited number of calls at once. As mobile phones and devices become more popular, more base stations are needed to ensure continuous coverage.

It is imperative that support is given to the introduction of new infrastructure to allow new technology which will allow networks to be able to handle more data and connect more devices simultaneously at much faster speeds. This will enable places to remain competitive and will support the Government’s ambition for the UK to become a world leader in telecommunications technologies and development. Any perceived negative impacts will be far outweighed by the overall benefits of the scheme and the location of the apparatus on a building which already supports extensive telecommunications equipment will minimise its potential impact on the immediate environment.

All EE installations are designed to be fully compliant with the public exposure guidelines established by the International Commission on Non-Ionizing Radiation Protection (ICNIRP). These guidelines have the support of UK Government, the European Union and they also have the formal backing of the World Health Organisation. A certificate of ICNIRP compliance will be included within the planning submission.

Alternative sites considered and not chosen (not generally required for upgrades/alterations to existing sites including redevelopment of an existing site to facilitate an upgrade or sharing with another operator).

Site ³	Site Name and address	Grid Reference	Reason for not choosing ⁴
GF	• New Rd West of Bus Stop	E:471091 N:106793	This option has been discounted as there is limited space due to underground utilities and the footpath
	• New Rd East of Bus Stop	E:471114 N:106798	This option has been discounted as there is limited space due to underground utilities and the footpath. A site located here would also cause issues with visibility splay
	• New Rd / Stockheath Lane	E:471150 N:106817	This option has been discounted due to underground utilities.
	• New Road	E:471165 N: 106798	This option has been discounted due to underground utilities.
	• New Road / Chidham Drive Junction	E:471248 N: 106809	This option has been discounted due to underground utilities.
	• Chidham Drive / Barncroft Way	E:471260 N: 106835	This option has been discounted as it would cause visibility splay issues
	• Petersfield Rd	E:471451 N: 106845	This option has been discounted as there is a fence blocking access.

³ ETS - Existing Telecomm site, ES - Existing Structure, RT - Roof Top, GF - Greenfield

⁴ SP - Site Provider, RD - Redevelopment Not Possible, T - Technical Difficulties, P – Planning
O – Other

	• Park Rd North	E:471460 N: 106762	This option has been discounted due to the 4-storey building to the West.
	• Park Road Retail	E:471532 N:106480	This option has been discounted as it would not provide the required coverage over the shopping centre to the railway line.



Additional relevant information

Planning Policy Assessment

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with policies of the adopted Statutory Development Plan, unless material considerations indicate otherwise.

National Planning Policy Framework (2019)

The National Planning Policy Framework (NPPF) was published in February 2019 and supersedes previous versions of the document and national planning guidance contained in the various Planning Policy Guidance notes and planning Policy Statements. The NPPF sets out the Government's economic, environmental and social planning policies and how these are to be applied in relation to all planning applications.

Under Section 6 paragraph 80 the NPPF advises....” *Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.*” In terms of supporting a prosperous rural economy paragraph 84...” *The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.*”

The proposal is for a new base station including a monopole at a previously undeveloped site. It would allow for the introduction of mobile technologies in this area. This would benefit not only the local residential and business community, but also importantly rail passengers travelling on the lines located around 15m to the south of the application site.

In section 10 of the new NPPF, the document seeks to support “*Advanced, high quality and reliable communications infrastructure*” ensuring that it is “*essential to economic growth and social wellbeing*”. It advises that “*planning policies and decisions should support the expansion of electronic communications networks including next generation mobile technology (such as Mobile) and full fibre broadband connections.*” Paragraph 113 states” *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 Mobile networks, or for connected transport and smart city applications), equipment should be sympathetically designed and camouflaged where appropriate.*”

The proposal is for a new base station including a monopole at a previously undeveloped site. This would allow for the introduction of 3G/4G to the area and would aid in the development of a reliable and fast network. In particular, this would help provide a stable service to rail passengers travelling through the area. Furthermore, this would benefit the local community, including businesses, residents and visitors to the area. The Government-issued COVID-19 guidance (released 2 April 2020) states...”*Now, more than ever, the country is reliant on fixed line and mobile communications networks. Telecommunications has therefore been included as one of the critical sectors in new government regulations and legislation in response to dealing with the COVID-19 outbreak.*

Paragraph 114 continues” *Local planning authorities should not impose a ban on new electronic*



communications development in certain areas, impose blanket Article 4 directions over a wide area or a wide range of electronic communications development, or insist on minimum distances between new electronic communications development and existing development. They should ensure that:

- a) they have evidence to demonstrate that electronic communications infrastructure is not expected to cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest; and*
- b) They have considered the possibility of the construction of new buildings or other structures interfering with broadcast and electronic communications services.*

The scheme will not cause any undue impact on the services outlined above and fully complies with ICNIRP standards. An ICNIRP certificate is enclosed with the application. The proposal has been designed with the aim of achieving a balance between minimising visual impact and achieving the technical requirements for EE Ltd to enhance telecommunications services in the area to the benefit of the local community and visitors to the area. It will make effective use of the land as set out under Section 11 of the NPPF. It is considered the proposed development complies with the broad aims of the NPPF. The equipment has been sympathetically designed, with the structure being kept to the minimum practicable height for the required to accommodate Mobile network coverage, thus enhancing the provision of local community facilities and services without detracting from local amenity. More sensitive sites were specifically avoided in order to minimise the impact of the proposed mast.

Section 12 of the NPPF seeks to achieve well-designed places.

128. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

The applicant has taken the opportunity to begin early discussion with both the local planning authority, councillors and local residents. To date, no response has been received by residents or councillors. The local authority has requested further information in order to respond with more site-specific feedback.

Local Planning Policy

The statutory development plan for the area is comprised of Havant Borough Core Strategy 2011 and Havant Borough Local Plan (Allocations) 2014

Havant Borough Core Strategy 2011

Policy CS4 Town, District and Local Centres



The council will seek to accommodate approximately 13,000 square metres (net) of new comparison goods retail floorspace within town and district centres up to 2016. Planning permission will be granted for appropriate town centre development proposals that: 1. Promote and enhance the following hierarchy of identified centres as shown on the Proposals Map: Town Centres - Havant and Waterlooville District Centres - Cowplain, Emsworth, Leigh Park and Mengham/Gable Head Local Centres - Bedhampton, Crookhorn, Grassmere Way, Hambledon Parade, Middle Park Way, Milton Road, Purbrook, Rails Lane, West Town and Widley. 2. Enhance the evening economy of the town and district centres. 3. Retain and enhance local markets. 4. Support small and independent businesses. 5. Encourage high quality, mixed-use development in designated centres that retain active ground floor frontages.

There is an allocated local/district centre approximately 148m to the west of the site. The proposed monopole would not have any impact on this centre. Views of the monopole would be obscured by existing intervening development and distance. There would not be any impact on the functioning of the centre. In these circumstances it is considered that this policy has been complied with.

Policy CS19 Effective Provision of Infrastructure

Development will be permitted where: 1. It ensures that it makes the most effective use of existing infrastructure, including opportunities for co-location of facilities. 2. It ensures that if there is a proven need for additional infrastructure, a programme of delivery has been agreed with the relevant infrastructure provider that coordinates contributions from the development with other investment streams before development begins. 3. A programme of delivery of improved or new infrastructure needs to be agreed; the nature, scale and phasing of any infrastructure will be commensurate with the form of the development and its potential impact upon the surrounding area. 4. A programme of delivery of improved or new infrastructure is agreed so that the facilities being provided are accessible by a range of transport modes and meet the needs of the borough's community. 5. It promotes the creative multifunctional use of existing and proposed facilities. 6. It ensures that new infrastructure supports the local economy. 7. It ensures that decisions on the provision of infrastructure are taken on the basis of whole-life costing. 8. It safeguards the requirements of infrastructure providers, in particular relating to bus corridor enhancements, telecommunications equipment (particularly high speed broadband), electricity power lines, high pressure gas mains, educational facilities, particularly those due for improvement under Building Schools for the Future, health facilities at Oak Park, flood protection measures, aquifer protection areas, a winter storage reservoir at Havant Thicket*, additional water treatment infrastructure at Kingscroft Farm* and Bedhampton Springs* in Bedhampton and waste water treatment works at Budds Farm*. 9. It does not result in the loss of flood protection, education, health, social and other publicly-provided community buildings, structures or services, except where it is part of a service provider's plans to provide improved local services in equally accessible locations.*

The proposal is for a new base station and monopole at this site. This apparatus would support the existing 3G/4G network covering this area and allow for the future introduction of 5G technologies. The development of a fast and reliable network would support local businesses. In addition, it would support rail passengers on the adjacent service between Bedhampton and Havant. This would make public transport more enticing for those who require a fast and reliable network. Furthermore, following the recent COVID-19 pandemic, there has been a huge increase in people working from home. It is anticipated that even when restrictions are lifted, many people will continue working from home. This monopole would contribute to a fast and reliable network that would support local residents working from home. Given these circumstances, it is



considered that this proposal would support the local economy and the policy has been complied with.

Policy CS2 Employment

The council will to seek to accommodate flexibly a net total of 162,000 square metres of new employment floorspace between 2006 and 2026 as follows: • 75,000 square metres of B1 offices • 45,500 square metres of B2 manufacturing • 41,500 square metres of B8 warehousing. Planning permission will be granted for development proposals that: 1. Prioritise the use of previously developed land for the provision of new employment floorspace. 2. Favour town centre locations for the provision of B1a offices and other town centre uses. 3. Promote local employment and training initiatives on new employment sites particularly with regard to construction skills. 4. Promote existing and potential business clusters and sectors particularly advanced manufacturing and marine businesses. 5. Safeguard existing employment sites and allocations that are fit for purpose from development proposals for non-employment uses. 6. Provide jobs, generate wealth or produce an economic output on existing employment sites that are not fit for current purpose. 7. Protect marine businesses located on waterfront locations from non-marine related employment and other uses. 8. Encourage smart economic growth and promote advances in information and communications technologies.

The proposal is for a new base station and monopole at this site. This apparatus would support the existing 3G/4G network covering this area and allow for the future introduction of 5G technologies. The development of a fast and reliable network would support local businesses. In addition, it would support rail passengers on the adjacent service between Bedhampton and Havant. This would make public transport more enticing for those who require a fast and reliable network. Furthermore, following the recent COVID-19 pandemic, there has been a huge increase in people working from home. It is anticipated that even when restrictions are lifted, many people will continue working from home. This monopole would contribute to a fast and reliable network that would support local residents working from home. Given these circumstances, it is considered that this proposal would support the local economy and the policy has been complied with

Policy CS6 Regeneration of the Borough

Planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough; particularly when it is focused in the following places as shown on the Proposals Map: 1. Havant Town Centre, with particular focus on: a. Market Parade. b. Havant Railway Station. c. Connectivity with the Public Service Village. d. Connectivity between Solent Road and West Street. 2. Waterlooville Town Centre, with particular focus on: a. London Road public realm. b. Integration of Major Development Area. c. Connectivity with Wellington Retail Park. d. Improved car and cycle parking, public realm and a sustainable mix of uses. 3. Leigh Park with particular focus on: a. Leigh Park Centre, improved car and cycle parking, public realm and a sustainable mix of uses. b. A balanced housing market. c. Supporting healthy lifestyles. d. Community safety. e. Connectivity with the rest of the borough. f. Training and employment opportunities. 4. South Hayling Island, with particular focus on: a. Seafront boardwalk. b. Flood and erosion management measures. c. Water related sports facilities. d. Beach Hut and beach user facilities and educational information. e. Small scale tourist facilities. 5. Wecock Farm with particular focus on: a. Community support – Community Centre. b. Transport



connectivity. c. Green Infrastructure. d. Community safety. e. Training and employment opportunities. All development proposals made under this policy must ensure that they benefit the borough socially, environmentally and economically.

The proposal is for a new base station and monopole at this site. This apparatus would support the existing 3G/4G network covering this area and allow for the future introduction of 5G technologies. The development of a fast and reliable network would support local businesses. In addition, it would support rail passengers on the adjacent service between Bedhampton and Havant. This would make public transport more enticing for those who require a fast and reliable network. Furthermore, following the recent COVID-19 pandemic, there has been a huge increase in people working from home. It is anticipated that even when restrictions are lifted, many people will continue working from home. This monopole would contribute to a fast and reliable network that would support local residents working from home. Given these circumstances, it is considered that this proposal would support the local economy and the policy has been complied with

CS7 Community Support and Inclusion

Planning permission will be granted for development that: 1. Has been informed and shaped by community and local stakeholder involvement in accordance with the Statement of Community Involvement. 2. Provides educational and training improvements including Building Schools for the Future. 3. Provides services for older people and other vulnerable groups, including Extra Care Facilities.

The local community and stakeholders have been consulted as part of this planning application. Letters have been sent to local residents, the commercial premises at Aura House adjacent to the site and the Local Planning Authority for its input. Therefore, it is contended that this policy has been complied with.

Policy CS16 High Quality Design

Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design: 1. Responds to, draws inspiration from and respects local context and: a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site; b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest; c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors; d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking. 2. Produces a positive relationship between buildings, street and spaces both existing and proposed, where: a) The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development; b) New streets are not dominated by vehicular traffic; c) The layout of the development is legible, meaning it is easy to orientate oneself and move through. 3. Contributes to the improvement of the public realm close to the development, particularly sites



close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art. 4. Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration. 5. Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate. 6. Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling. 7. Adapts to the changing needs of the users and the changing climate over the lifespan of the building.

The immediate street scene is comprised of lamp posts, telegraph poles and large, mature trees. The proposed monopole would be located between a bank of mature trees (around 15m in height) to the south-west and a lamp post (10m in height to the north-east). Further to the north-east of the lamp post is a telegraph pole measuring 8m in height. The proposed location of the mast with large vertical apparatus to the north and south would visually incorporate the structure within the street scene. This would ensure that it does not appear as a visually overwhelming or alien feature within the street scene and therefore the policy would be complied with.

Policy CS17 Concentration and Distribution of Development within the Urban Areas

Development will be permitted that makes the most effective use of land in the borough by granting planning permission that: 1. Concentrates new housing, employment, retail, leisure and other development within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island, as shown on the Proposals Map. 2. Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area. 3. Broadly distributes the new housing and employment development in the five areas of the borough as indicated on the Spatial Distribution Map (Key Diagram). Development in the non-urban areas will only be permitted if it is consistent with the policies for the countryside set out in national policy.

The proposed monopole would be located on a grass verge adjacent to a highway. It would be situated immediately adjacent to an established bank of trees, a lamp post and a telegraph pole. Therefore, its location would be visually appropriate and it would not appear out of character within the existing street scene. The proposed development would be located in a mixed-use area and adjacent to a wide highway. This location would be within an urban area and therefore comply with this policy.

Policy CS20 Transport and Access Strategy Development

will be permitted that: 1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy. 2. Does not increase congestion and promotes better use of existing transport networks. 3. Improves accessibility to goods, services and employment and promotes equality in the transport system. 4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network. 5. Ensures that highway design responds positively to the characteristics of the area and delivers a high-quality public realm for all users. 6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high



quality/frequency buses and includes walking and cycling where appropriate. assesses the non-transport infrastructure requirements to support the proposed new development. The South East Regional Partnership Board has produced a number of guides, including one on transport infrastructure. 7. Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

The application site is situated approximately 15m to the north of railway lines which run east to west. These lines connect Bedhampton Railway Station in the west with Havant Railway Station in the east.

The adjacent railway line is a busy service and is essential to provide a reliable and fast telecommunications network to the rail passengers. The proposed mast is needed in order to ensure that these passengers can benefit from this network. Furthermore, it would benefit the wider telecoms network and aid in the introduction of 3G/4G to the area. The faster and more reliable the telecoms service, the more people who may choose to travel by train instead of car. Given these circumstances, it is considered that this policy has been complied with.

DM1 Recreation and Open Space

Development of existing open space, including play spaces, playing fields, pitches, courts and allotments, for alternative uses will only be permitted where the following criteria can be met: 1. It has been demonstrated that there is a surplus of provision according to the local standards set out in the council's Open Spaces Plan or any subsequent review of the plan; and 2. It has been demonstrated that the land cannot reasonably be converted to another type of open space for example green infrastructure for which the council's Open Spaces Plan has identified a deficit. 3. If the land has been identified within the South East Hampshire Coast Brent Goose Strategy (2002) as providing habitat for Brent Geese then it must be demonstrated that any impact on this habitat can be fully mitigated. or Where there is no identified surplus of the original type of open space, contributions to new provision of an equivalent or improved standard, both in terms of quality and quantity, will be required in line with the council's Open Spaces Plan and developer contributions policy.

Havant Rugby Football Club is located approximately 300m to the north of the application site. Views of the proposed mast from this green space would be partially obscured by the existence of intervening development and trees. There would not be any unacceptable impact on the rugby club from this proposal and therefore it is contended the policy would be complied with.

DM9 Development in the Coastal Zone

Planning Permission will only be granted for development in the coastal zone which addresses all of the relevant criteria as set out below as shown on the Proposals Map: 1. Has no harmful effects on nature conservation within the Chichester and Langstone Harbour SSSIs and SPA, Solent Maritime SAC and Ramsar site, or any SINCs and Local Nature Reserves. 2. Maintains and enhances the appearance and distinctiveness of existing settlements and landmarks along the coast. 3. Contributes positively to the landscape and has regard to best practice on the design of new buildings in coastal locations. 4. Upgrades existing footpaths and ensures that public access is retained and provided to connect existing paths along the waterfront where appropriate. 5. Would result in improvements to or redistribution of moorings, marine berths or launch on



demand facilities (dry berths) in the harbours. 6. Would not be detrimental to infrastructure for, and quality of, water-based recreation, or be detrimental to the safety of navigation. 7. Provides recreational opportunities that do not adversely affect the character and appearance of the coast.

Around 85m to the south-west is land designated as within a coastal zone. The proposed development would not have any unacceptable impact on any part of this area. Therefore, it is contended that this policy has been complied with.

DM11 Planning for More Sustainable Travel

The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including: 1. Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes. 2. Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards. 3. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy. 4. Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality. 5. Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges

The application site is situated approximately 15m to the north of railway lines which run east to west. These lines connect Bedhampton Railway Station in the west with Havant Railway Station in the east.

The adjacent railway line is a busy service and is essential to provide a reliable and fast telecommunications network to the rail passengers. The proposed mast is needed in order to ensure that these passengers can benefit from this network. Furthermore, it would benefit the wider telecoms network and aid in the introduction of 3G/4G to the area. The faster and more reliable the telecoms service, the more people who may choose to travel by train instead of car. Given these circumstances, it is considered that this policy has been complied with.

Havant Borough Local Plan (Allocations) 2014

Policy AL1 Presumption in Favour of Sustainable Development

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). It will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise, taking into account whether: 1. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when



assessed against the policies in the NPPF taken as a whole; or 2. Specific policies in the NPPF indicate that development should be restricted.

The application site is situated approximately 15m to the north of railway lines which run east to west. These lines connect Bedhampton Railway Station in the west with Havant Railway Station in the east.

The adjacent railway line is a busy service and is essential to provide a reliable and fast telecommunications network to the rail passengers. The proposed mast is needed in order to ensure that these passengers can benefit from this network. Furthermore, it would benefit the wider telecoms network and aid in the introduction of 3G/4G to the area. The faster and more reliable the telecoms service, the more people who may choose to travel by train instead of car. Given these circumstances, it is considered that this policy has been complied with.

The immediate street scene is comprised of lamp posts, telegraph poles and large, mature trees. The proposed monopole would be located between a bank of mature trees (around 15m in height) to the south-west and a lamp post (10m in height to the north-east). Further to the north-east of the lamp post is a telegraph pole measuring 8m in height. The proposed location of the mast with large vertical apparatus to the north and south would visually incorporate the structure within the street scene. This would ensure that it does not appear as a visually overwhelming or alien feature within the street scene.

Immediately to the rear of the proposed monopole is an existing electricity substation. The proposed monopole would not interfere with the workings of this substation.

The proposed site is located to the immediate south of New Road (B2149) which runs east to west. New Road is a wide highway with both residential properties and commercial development. Approximately 17m to the east of the site is Aura House, a commercial building. On the opposite side of the road to the application site is a parking area for the adjacent dwellings. The nearest dwelling would be located 35m to the north-west of the proposed site. The orientation of this dwelling and intervening distance and an existing brick wall and fence, plus an established hedgerow, would reduce views of the proposed monopole. This would ensure that there would not be any detrimental impact on the amenity of this (or any other residential) dwelling

Considering these circumstances, it is contended that this policy has been complied with.

Policy AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements

The urban area boundaries for Emsworth, Havant and Bedhampton, Hayling Island, Leigh Park and Waterlooville are defined on the Policies Map. The Borough's undeveloped gaps are those areas between the urban area boundaries of Waterlooville, Leigh Park, Havant, Emsworth; together with the undeveloped gaps between them and neighbouring boundaries with Portsmouth, Winchester, East Hampshire and Chichester. Planning permissions will be granted for developments within the undeveloped gaps that help to define the separate identity of settlements and prevent their coalescence, and meets any of the following: 1. Relates to small scale householder development. 2. Meets an overriding public need e.g. For community or recreation use, that cannot be accommodated elsewhere in the Borough. 3. Meets the policies for exceptional development in 'rural areas', set out in the NPPF. Land outside the defined urban area on Hayling Island is 'non-urban' rather than undeveloped gap. Development of exceptional affordable housing in the non-urban areas of Hayling Island is not considered appropriate or necessary and is likely to be refused planning permission.



The proposed monopole would be located on a grass verge adjacent to a highway. It would be situated immediately adjacent to an established bank of trees, a lamp post and a telegraph pole. Therefore, its location would be visually appropriate and it would not appear out of character within the existing street scene. The proposed development would be located in a mixed-use area and adjacent to a wide highway. This location would be within an urban area and therefore comply with this policy.

Policy AL3 Town, District and Local Centres

Planning permission will be granted for development proposals that: 1. Provide main town centre uses in the town, district and local centres as defined on the Policies Map, and so contribute to their vitality and viability. 2. Promote and enhance the primary shopping areas of the town and district centres. 3. Retain at least 50% of the units in an unbroken run of primary frontage as defined on the Policies Map in retail (A1) use. 4. Retain at least 25% of the units in an unbroken run of secondary frontage as defined on the Policies Map in retail (A1) use. 5. Generate pedestrian activity within the primary shopping area by being open during the day to visiting members of the public. 6. Provide a shopfront within the primary shopping area with a well-designed and appropriate display window. Exceptions to parts (3) and (4) may be made to allow a change of use to non-retail if more than 25% of units in the unbroken run of frontage are vacant at the time of the application.

There is an allocated local/district centre approximately 148m to the west of the site. The proposed monopole would not have any impact on this centre. Views of the monopole would be obscured by existing intervening development and distance. There would not be any impact on the functioning of the centre. In these circumstances it is considered that this policy has been complied with.

CONCLUSION

There is a requirement for EE to provide advanced telecommunications technologies to this area and the main transport routes. Network planners have identified a need for an installation here with coverage capacity required for the vicinity and the railway line and the proposed development will address this identified need and continued customer demands.

National planning policy is to facilitate the growth of new and existing telecommunications systems, and operators have obligations to meet customer demands for improved quality of service. This application explains the technical need for the installation to provide improved customer service.

Following the current COVID-19 pandemic, it is anticipated that many people will continue working from home even after restrictions have been lifted. Therefore, a strong network providing a reliable and high-speed service to both residential and commercial areas is critical. Should a further wave of COVID-19 hit the country in the future, this ability to adapt to working from home quickly is essential in order to minimise societal and economic disruption. Furthermore, the proposed mast would contribute to a telecommunications network supporting emergency services and local health providers. These are critical services in the current pandemic climate.



In terms of siting and design, it is considered that the proposal responds well to the character and appearance of the local environment and will not have an unacceptable adverse impact on the application site or the surrounding area. The design is of a high standard and will not detract significantly from the existing visual and environmental character of the area. The benefits to residents' visitors and transport systems to the area, by the introduction of Mobile technologies to the area far outweigh any potential perceived negative impacts. In all these circumstances it is concluded that there no policy or other objections that would warrant the refusal of planning permission and accordingly permission should be granted for the proposed development.