



SUPPLEMENTARY INFORMATION

1. Site Details

Site Name:	Bartons Road SW	Site Address:	Bartons Road SW West Leigh Havant Hampshire PO9 5FE
National Grid Reference:	E:473075 N:107955		
Site Ref:	74119	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 pre-application contact:	18 th October 2021
Name of contact:	
Offer of pre-application consultation emailed but no response received to date.	

Amber



Ten Commitments Consultation

Rating of Site under Traffic Light Model:	Amber
The site was rated as amber due to its location adjacent to new residential developments and the railway line with mature foliage along the main road.	
The following people were consulted on 18 October 2021:	
Cllr. Jackie Branson Cllr. Imogen Payter Cllr. Tim Pike	
No response received to date	

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>): N/A
Summary of outcome/Main issues raised: N/A

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: N/A		

Developer's Notice

Copy of Developer's Notice enclosed?	Yes
Date served:	12/11/21

3.0 Proposed Development

The application site is located to the north of Bartons Road. This highway runs east to west. The application site is located in a mixed-use area. Approximately 60m to the west of the site
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are railway lines, which run from north to south. These connect Rowlands Castle in the north with Havant in the south.

Immediately to the north of the application site are residential dwellings. The nearest residential dwelling is around 16.5m from the application site and forms part of a new and emerging residential estate. To the south of the application site, past Bartons Road are industrial units and a number of garden centres. To the southwest of the application site are further industrial units and to the northwest are additional residential properties.

Bartons Road is a wide highway with a wide footpath adjacent on either side. The proposed monopole would be located in line with existing mature, tall trees but located within the developed residential and commercial areas therefore being seen in the context of urban infrastructure. This would ensure that it would be sympathetically accepted into the existing street scene.

Furthermore, there are existing lighting columns running adjacent to Barton's Road. The proposed application site would be set back from Bartons Road and includes additional landscape to soften the visual impact of the ground-based cabinets and to maintain biodiversity.

The application site has been carefully chosen to situate the proposed mast set back from the adjacent highway as far as is possible. This would limit the visual prominence of the monopole in both the immediate and wider street scene.

Whilst there are residential dwellings to the north of the site, there would be sufficient distance to ensure that there would not be any detrimental impact on the amenity of these properties. The orientation of these dwellings and the location of the proposed monopole would ensure that the proposed mast would not be unacceptably impacting any primary windows or affecting their amenity.

The new housing being developed directly opposite the site and the garden centre confirms the need for additional infrastructure with increase population and traffic which includes the telecommunications network and should therefore be seen as complimenting the needs of the expanding populations.

This proposal forms part of a larger project of applications aiming to increase mobile coverage adjacent to the railway lines running through the wider area. In addition, the proposal would contribute to the existing networks that are used by local residents and businesses. In order to provide coverage for the local railway lines, the location of the proposed masts are somewhat limited. It is important that coverage is provided for passengers on trains travelling on this busy line in order to reduce the number of people travelling by car. Local residents may also be encouraged to travel on this line if a fast and efficient mobile network provides coverage.

Whilst the location of any proposed masts is somewhat dictated by, amongst other things, location adjacent to railway lines, the applicant has taken a landscape-led approach to site-selection. Consideration has been given to both the choice of individual sites and also the wider visual impact of the sites when seen as a single project. This individual site has been chosen in order to minimise the visual impact on the adjacent landscape and provide coverage for railway passengers. The tree coverage in the area would minimise the visual impact of the proposed mast.



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

The proposed monopole would ensure the development of a fast, reliable telecommunications network. This would be particularly beneficial to both the rail passengers travelling through the area and local businesses. This would support people working from home, especially following the ongoing COVID-19 pandemic. It is anticipated that many formerly office jobs would continue to be conducted from home. Therefore, it is essential that a fast and reliable network is in place to support the wider rural area.

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.

Direct View





View westwards (the application site is located on the left-hand side)







View eastwards (the application site is located on the right-hand side)







Planning History

No history at this site however a previous application for a mast development to satisfy the needs of the cell was progress but later withdrawn due to objections received from the Highways department – (APP/21/00685)

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.

Type of Structure: monopole

Description:

The proposal includes the installation of 1 no. 17.5m monopole, 2 no. antenna, 3 no. cabinets and development ancillary thereto.

Overall Height:	17.5m
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. It is considered that the overall benefits of the scheme will offset any potential visual impact that may arise.

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 with landscaping included in the scheme to fully mitigate the impact of the cabinets on the new and emerging residential developments.

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.

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

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.

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.

Poor mobile coverage on our railways has been a perennial issue, but the provision of good quality connectivity to rail passengers could bring about a range of benefits, indeed, earlier this year, it was described by the Transport Select Committee as an, "important, and potentially transformative, factor". It is therefore welcome that the government is actively seeking to address longstanding mobile coverage and capacity issues on UK railways.

At present, the minimum service level set by the DfT for on-train WiFi aims to deliver a data speed per passenger equivalent to 100 Mbps backhaul per train for 95 per cent of the route (for 85% of passenger's journeys). This level of connectivity is aimed at supporting basic internet services, such as email access, and Wi-Fi voice calls. Analysis produced for the NIC suggests that, whilst delivering a 100Mbps per train is a target that could potentially be met relatively quickly (by using a combination of MNO cellular networks with 'in-fill' where required) it is modest based even on today's user requirements.

Alternative sites considered and not chosen:

Discount Option	NGRs	Reasons
Barton Road SW (West of railway line)	472958 E 107950 N	An application for prior approval was submitted for this site but after receiving highways objections to the location, the proposal was withdrawn in favour of the revised location
North of Barton Road	473095 E 108029 N.	This option has been discounted as it is a newly developed area with limited space available for any apparatus. The railway line is also covered by tall trees on both sides, as such the required coverage would not be provided. By comparison the proposed location is on higher ground near to a clearing, allowing coverage up and down the tracks.
Land East of Wakerfords Way	472939 E 107997 N.	This option has been discounted as a taller structure would be required to reach the nearby railway line. The railway line is also covered by tall trees on both sides, as such the required coverage would not be provided. By comparison the proposed location is on higher ground near to a clearing, allowing coverage up and down the tracks.
Downey Road Industrial	472907 E 107730 N.	This option has been discounted as there is limited space as the area is used for storage. By comparison the proposed location is on higher ground near to a clearing, allowing coverage up and down the tracks.
Downey Road Industrial 2	472967 E 107916 N.	This option has been discounted as the ground level is too low and build access would not be possible. The railway line is also covered by tall trees on both sides, as such the required coverage would not be provided. By comparison the proposed location is on higher ground near to a clearing, allowing coverage up and down the tracks.
Dobbies Garden Centre Car Park	473034 E 107877 N	This option has been discounted as car parking spaces will be important for the garden centre and a taller structure would be required to clear the trees lining the railway line. By comparison the proposed location is on higher ground near to a clearing, allowing coverage up and down the tracks.

Dobbies Garden Centre Yard	472996 E 107740 N	This option has been discounted as car parking spaces will be important for the garden centre and a taller structure would be required to clear the trees lining the railway line. By comparison the proposed location is on higher ground near to a clearing, allowing coverage up and down the tracks.
Land North East of Japonica Way	473068 E 107738 N	This option has been discounted as the ground level is too low and build access would not be possible. The railway line is also covered by tall trees on both sides, as such the required coverage would not be provided. By comparison the proposed location is on higher ground near to a clearing, allowing coverage up and down the tracks.
Downley Road	472779 E 107707 N	This option has been discounted as there is limited pavement space, unground utilities and is located to far from the railway line. By comparison the proposed location is on higher ground near to a clearing, allowing coverage up and down the tracks.
Bartons Road SW	473030 E 107931 N	This option is discounted due to the proposed location being on privately owned land. This location also already has existing underground utilities that occupy large areas



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 includes the installation of a 17.5m monopole, antennas, 3 no. cabinets and development ancillary thereto. This would contribute to the speed and reliability of the existing local network and also importantly rail passengers travelling on the nearby railway lines. Better mobile coverage could increase the number of people travelling by rail instead of car, leading to an increase in sustainable transport.

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 would allow for the introduction and development of a fast and reliable mobile network to the area. 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. It may also encourage more people to travel by rail, rather than by car.

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 and councillors. Feedback has been taken on board and acted upon in the withdrawal of the previous application due to highways objections in favour of this proposal.

Section 15 of the NPPF seeks to conserve and enhance the natural environment

172. *Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks 53 Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. 50 and the Broads54. The scale and extent of development within these designated areas should be limited. Planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of: a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy; b) the cost of, and scope for, developing outside the*



designated area, or meeting the need for it in some other way; and c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

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 to ensure that these passengers can benefit from this network. Furthermore, it would benefit the wider telecoms network. used by local residents and businesses.

There would not be any impact on biodiversity in the area as the proposed mast and equipment would not require extensive operational work in order to install it. There would not be any loss of habitat and no trees would be removed in the process and in an effort to increase the overall benefits of this proposal, additional landscaping has been included for the permitter of the proposal facing the new residential developments.

The application site has been carefully chosen to minimise the impact on both close- and long-range views.

It is therefore contended that this development would meet the criteria of exceptional circumstances and is in the public interest, thus complying with this policy.

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. There is an emerging Havant Borough Local Plan, however this has not been formally approved and adopted to date.

Havant Borough Core Strategy 2011

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. 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 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. 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 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. 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 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, local councillors 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.

Immediately to the north of the application site are residential dwellings. The nearest residential dwelling is around 16.5m from the application site. To the south of the application site, past Bartons Road are industrial units and a number of garden centres. To the southwest of the application site are further industrial units and to the northwest are additional residential properties.

Bartons Road is a wide highway with a wide footpath adjacent on either side. The proposed monopole would be located adjacent existing mature, tall trees. This would ensure that it would be sympathetically accepted into the existing street scene. Furthermore, there are existing lighting columns running adjacent to Barton's Road. The proposed application site would be set back from Bartons Road adjacent to these trees. It would be located at one of the widest points of Bartons Road. This would ensure that the proposal would not be seen as an overbearing alien feature within the existing street scene.

The application site has been carefully chosen to situate the proposed mast set back from the adjacent highway as far as is possible. It is proposed to locate the mast adjacent to the large bank of trees on the northern side of Bartons Road. This would limit the visual prominence of the monopole in both the immediate and wider street scene.

Whilst there are residential dwellings to the north of the site, there would be sufficient distance to ensure that there would not be any detrimental impact on the amenity of these properties. The orientation of these dwellings and the location of the proposed monopole would ensure that the proposed mast would not be unacceptably impacting any primary windows or affecting their amenity.

This proposal forms part of a larger project of applications aiming to increase mobile coverage adjacent to the railway lines running through the wider area. In addition, the proposal would contribute to the existing networks that are used by local residents and businesses. In order to



provide coverage for the local railway lines, the location of the proposed masts are somewhat limited. It is important that coverage is provided for passengers on trains travelling on this busy line in order to reduce the number of people travelling by car. Local residents may also be encouraged to travel on this line if a fast and efficient mobile network provides coverage. In these circumstances, it is considered that 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. 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 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 60m to the east of railway lines which run north to south. These lines connect Rowlands Castle Railway Station in the north with Havant Railway Station in the south.

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.

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 60m to the east of railway lines which run north to south. These lines connect Rowlands Castle Railway Station in the north with Havant Railway Station in the south.

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 60m to the east of railway lines which run north to south. These lines connect Rowlands Castle Railway Station in the north with Havant Railway Station in the south.

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.

CONCLUSION

There is a requirement for EE to provide advanced telecommunications technologies to this developing area of West Leigh. 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. 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.