



## **5G ROLL OUT PLANNING PRE-APPLICATION ENQUIRY - SITE DETAIL SHEET**

### **Site Requirement**

Site Introduction

Telecoms Planning Pre-Application  
Enquiry for a proposed  
telecommunications installation at:

**HIGH ROAD  
EASTCOTE VILLAGE  
HILLINGDON  
MIDDLESEX  
HA5 2ER**

Site Objective

To provide the surrounding area with mobile coverage, while linking other sites into the wider Network. The site is part of a project to supply the surrounding area with 5G coverage. At present, there is a gap in network coverage within this particular area.

### **Preferred Site**

Site Name

**HGN21156 – HIGH ROAD**

National Grid Reference

E: 510551 N: 188585

Traffic Light Model Rating

Amber

Assessment

In this instance, a new 'slim line' Streetpole with equipment cabinets as shown on the drawings, the existing street furniture within the vicinity which should soften any visual impact.

The equipment has been designed to create a minimal, modern telecoms installation, which is required to extend high-speed mobile coverage to the area in and around the area.

### **Equipment Details: -**

Please refer to the planning drawings (enclosed)  
HGN356/TBC/HA0510

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Temp. HG146795

HG146795

HG21147

HG032

HG12189

Temp. HG12189

HRW21161

D0

D1

D2

D3

HG21156

An aerial photograph of a residential neighborhood in North York, Ontario. A blue circular boundary is drawn around a red pin located on WENTWORTH DR, labeled 'Nominate D1'. Other streets visible include JOEL ST, TUDOR CLOSE, and SUTTON CLOSE. A green pin is located in the bottom right corner with the address 510551, 188585. The map shows a mix of residential buildings, trees, and a tennis court.



**Figure 3 - Site Photograph:** (approximate location of site)



**Proximity of the site to schools?**

The proposed location does appear to be within 300m of an education centre.

- 1. Coteford Infant School
- 2. 4 Street Nursery

**Proximity to airports?**

Proposed location does appear to be within 3km of an airport or aerodrome.

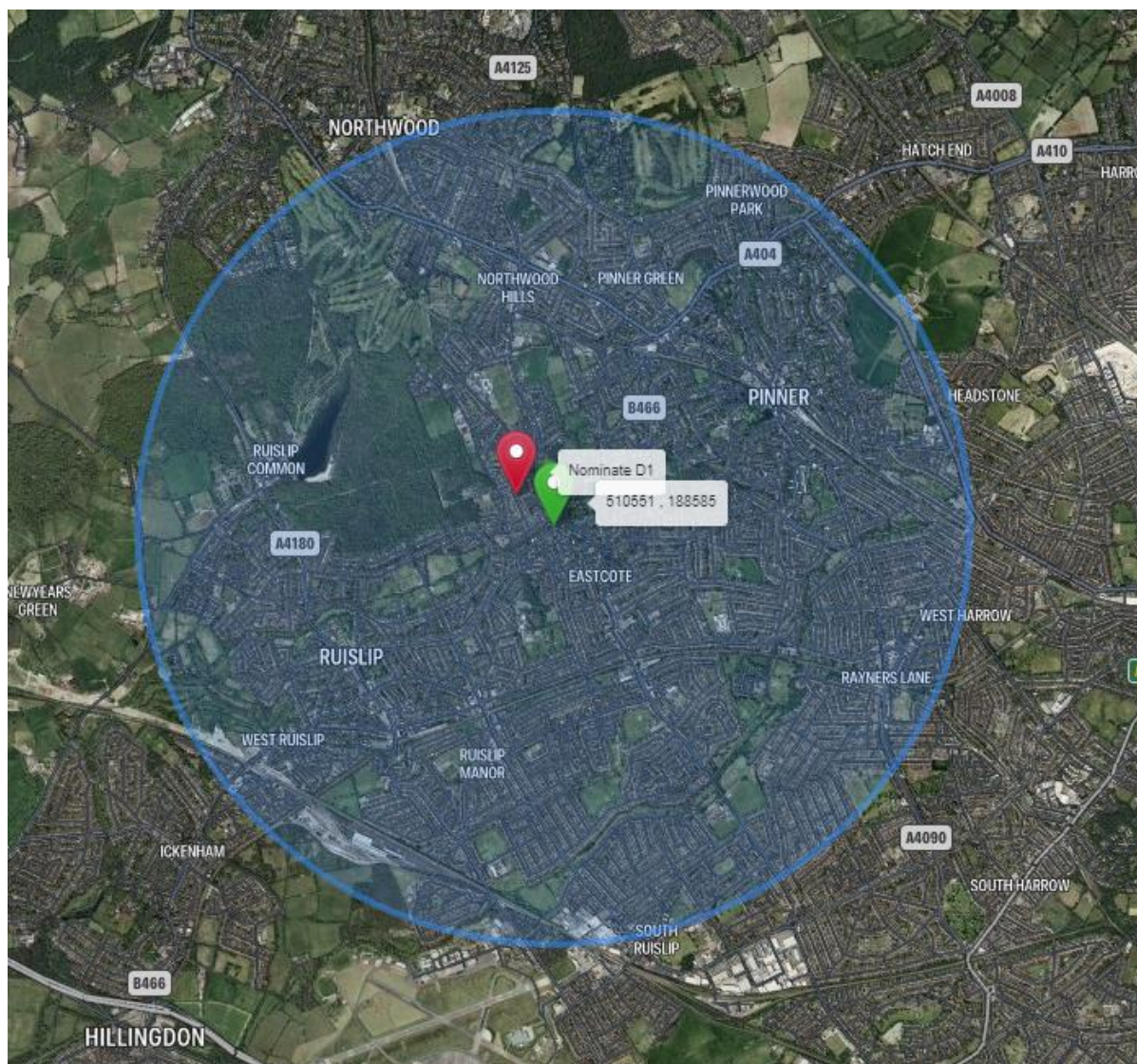
- 1. RAF Station Northolt

Airports with scheduled flights sorted by distance.

| Type | Airport Name            | City   | IATA Code | Connectivity | Distance |
|------|-------------------------|--------|-----------|--------------|----------|
| ✗    | London Heathrow Airport | London | LHR       | ★★★★★        | 8.13 mi  |
| ✗    | London Luton Airport    | London | LTN       | ★★★★☆        | 20.19 mi |

Other airports without scheduled flights sorted by distance.

| Type | Airport Name               | City   | IATA Code | Connectivity | Distance |
|------|----------------------------|--------|-----------|--------------|----------|
| ✗    | RAF Northolt               | London | NHT       | ★★★★★        | 2.15 mi  |
| ✗    | London Biggin Hill Airport | London | BQH       | ★★★★★        | 25.81 mi |



### Site description of Designated Search Area (DSA).

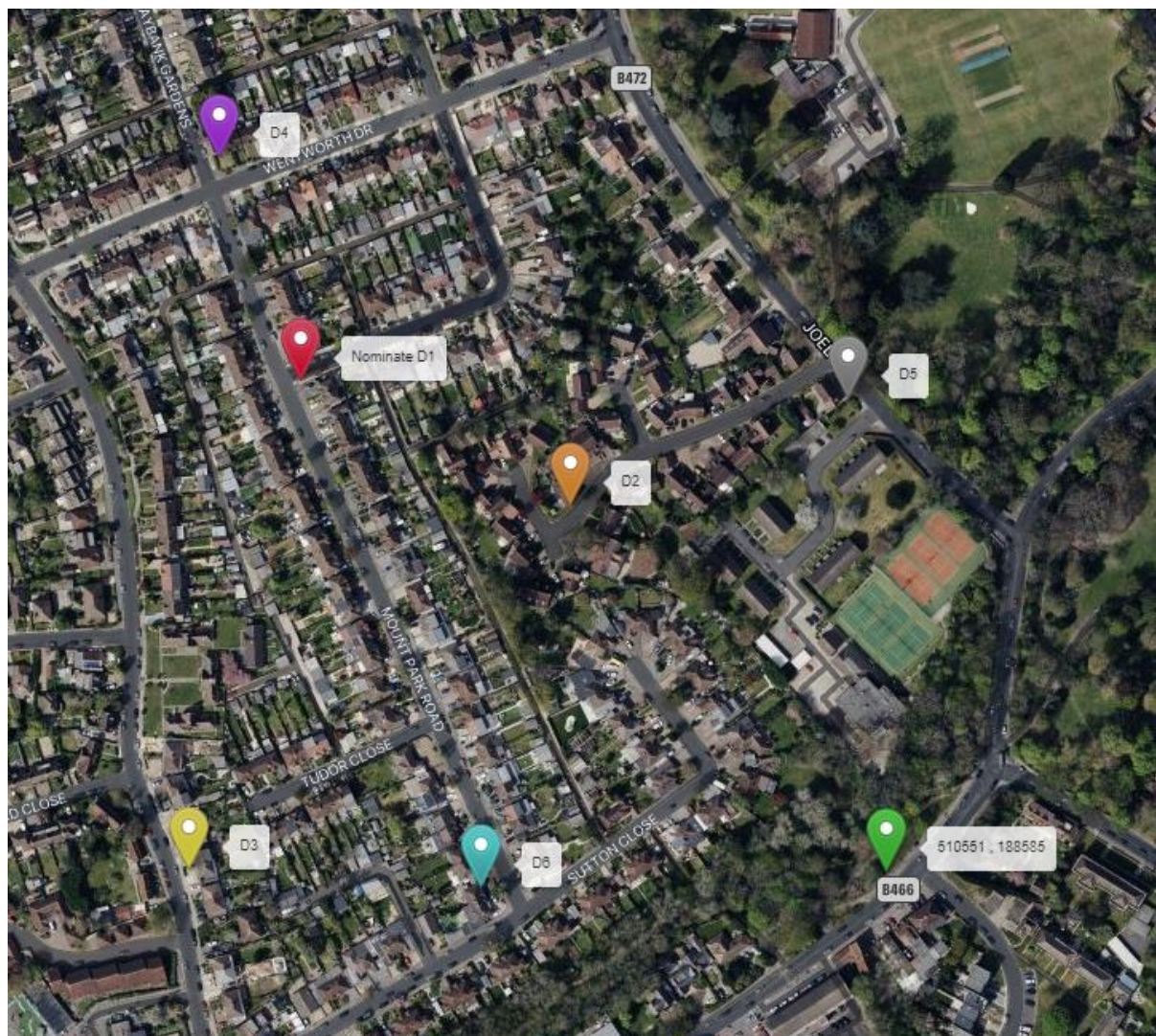
As this mast is a 5G installation, to work it needs to be close to those who will benefit from the technology, therefore a small search area is required. Movements outside this area are likely to require a proliferation of masts to do the same job, and even then, coverage gaps are likely. The search area is densely residential with unsuitable pavements.

**Discounted Sites:** List of other sites investigated within a 100m Search Area and why they have been discounted – area in general is a densely populated area with small streets and residential housing.

| Site                 | NGR             | Discounted Reason   |
|----------------------|-----------------|---|
| D1 – Gerrard Gardens | 510273 , 188807 | Nominal location – This street is densely residential with insufficient pavements |



|                                    |                 |   |
|------------------------------------|-----------------|---|
| D2 – Deerings Drive                | 510400 , 188752 | This option has been discounted due to unsuitable pavements and is also densely residential area                                    |
| D3 – Fore Street                   | 510226 , 188579 | This option has been discounted due to close distance to school unsuitable pavements and the location is also in a residential area |
| D4 – Maybank Gardens,              | 510233 , 188910 | This option has been discounted due to narrow pavements and visibility splay issues. The location is also in a residential area     |
| D5 – Joel Street, Eastcote Village | 510528 , 188805 | This option has been discounted due to slanted pavements and visibility splay issues. This street is also densely residential.      |
| D6 - Mount Park Road               | 510362 , 188574 | This option has been discounted due to unsuitable pavements and the location is also in a residential area                          |



## Legislation

Extracts have been taken from the London Borough of Hillingdon  
Highlighting the importance of up-to-date telecommunications/Connectivity.

65. We therefore suggest that the moratorium is replaced with a more flexible policy that allows telecommunications equipment to be installed on Council land. We feel that this policy must be flexible and allow each application to be considered on an individual basis taking into account the specific location and the proposed equipment (e.g. whether this is a large macrocell for a mobile phone network or antennae for a wireless CCTV system). **We acknowledge that this is a controversial issue and believe that each individual proposal must be decided by elected Councillors after consultation with local residents.**
66. We were charged with reviewing the evidence to recommend whether the moratorium should continue. As such we do not advise on the exact process for implementing the revised policy, but suggest that Cabinet asks officers to develop further detail on this. It is vital that a revised policy gives control to the Council, and in particular elected Councillors. Major telecommunications equipment requires planning approval, and Councillors will therefore approve such equipment through the planning committee. However, we mentioned earlier that equipment is getting smaller and not all telecommunications equipment will require planning permission. It is therefore important that a process is devised for ensuring that Councillors, or a senior Councillor, approve the smaller installations that will not be scrutinised through the planning committees.
68. We were advised that there would be a financial benefit for the Council in terms of rental income received from operators siting their telecommunications equipment on Council land or property. However, we did not feel that this was a significant issue that should influence the outcome of our review. Accordingly we have not given weight to any financial benefits that may accrue from relaxation of the moratorium.

### Communication with both mobile operators and local residents

69. Mobile phone masts are a highly emotive issue and planning applications for such equipment often invoke significant public interest. This reflects the paradox that most people own and use a mobile phone, but many people do not want a base station located near their home. The revised policy that we propose may therefore lead to some public concern. However, we believe that this concern may reflect a lack of awareness of the vast array of scientific research that has taken place and which has been unable to demonstrate any adverse health effects from mobile phone equipment. We note that other local authorities allow telecommunications equipment to be located on their land and we feel it is important to learn from the experience of other Councils who have lifted similar moratoriums, such as Birmingham City Council. Hillingdon Council must ensure that residents understand any new policy and the reasons behind the lifting of the moratorium.



## **Reviewing the revised policy**

72. It was vital to understand the potential implications of adopting a more flexible policy in relation to major telecommunications equipment on Council land. In particular, we wanted to hear how many new masts could potentially be installed on Council land and were pleased to hear that there was unlikely to be a sudden influx of applications for masts on Council land; operators would first have to consider their own existing sites and those held by other operators. However, as our review identifies, policies can have unintended outcomes. We firmly believe that our recommendations will have a positive impact but we feel it is important that the impact of a revised policy is reviewed after a set period.