



**STATEMENT IN SUPPORT
OF
APPLICATION FOR PRIOR APPROVAL
INCORPORATING THE DESIGN AND ACCESS STATEMENT**

Site Reference CSP_HD003

Arqiva Limited

17th August 2023

1. INTRODUCTION

- 1.1. This statement is submitted in support of the application made in respect of development proposed on the grassed verge adjacent to the New Hey Roundabout junction with Lindley Moor Road opposite a layby housing existing streetworks monopoles in Saledine Nook, Huddersfield, West Yorkshire, HD3 3XS as part of Arqiva's Smart Meter Network. The site is required to provide replacement Smart Meter Network coverage due to the existing site hosted on a tower off Halifax Road at Scapegoat Hill having been subject to a notice to quit.
- 1.2. As shown in detail in the drawings submitted, the development proposes the installation of a very slim-line radio mast, 22.5 metres high (antenna centre-line mean height 21m), with an unobtrusive antenna configuration at the top, which has been well designed to blend into the existing street scene. The mast, therefore, is similar in appearance to other forms of street furniture that are typically located within many small rural and semi-rural villages such as street lighting columns, although in this case a need to be taller to provide the necessary radio coverage to premises within the settlement. A small equipment cabinet is also proposed at ground level and again, will not be dissimilar to similar utility street apparatus such as those used by BT to provide broadband connectivity.
- 1.3. Arqiva is an Electronic Communications Code Operator and so benefits from the right set out in Paragraph 9 of the Electronic Communications Code to carry out street works. The Electronic Communications Code is found at Schedule 2 of the Telecommunications Act 1984, as amended. Arqiva also benefits from the permitted development rights set out under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended. Hence in this case, the application is made under the Prior Approval procedures set out under Conditions A.2 and A.3 of Part 16.
- 1.4. This statement includes:

- A description of the site and surrounding area
- A description of the proposed development
- An explanation of how the proposed siting and design of the development accords with National and Local Planning policies
- A summary of the design and access considerations that have informed the proposed layout of the development.

1.5. In this statement, which incorporates the design and access statement, we go on to highlight the role of the development proposed, to explain the particular need in this case and to demonstrate compliance with planning policy. We also provide information on health and safety and related issues by way of further reassurance.

2. THE PURPOSE AND BENEFITS OF THE SMART METER NETWORK

- 2.1. The proposed development forms part of the SMN that Arqiva has been appointed by the Department of Energy & Climate Change (DECC) to implement in the north of England and Scotland. Arqiva has been selected by DECC because it is an existing electronic communications code network operator, already responsible for much of the UK's critical communications, for example, the terrestrial television broadcast network and much of the radio broadcast network. Smart Metering is a Government programme to roll out smart electricity and gas meters to homes and small businesses across Great Britain. The smart meter initiative is a key part of the Government's programme to cut greenhouse gas emissions, decarbonise the economy and support the creation of new green jobs and technologies.
- 2.2. A key feature of Smart Meters is that they are continuously connected to data centres to provide and manage the constant flow of data and functionality. Smart Meters must therefore be linked to an electronic communications network. The actual Smart Meters are being installed in premises by the gas and electricity utilities who supply the customers. The Smart Meters must therefore be supported by a new SMN and DECC has awarded the contract to implement this across Great Britain to Arqiva and Telefonica. Arqiva has been selected by DECC to be its implementation partner responsible for deploying and managing the SMN in Scotland and northern England, whilst Telefonica will provide the network to the remainder of Great Britain.
- 2.3. This new SMN will be a 'Wide Area Network' and is a key project in the UK's National Infrastructure Delivery Plan 2016 – 2021. When complete, it will form part of the UK's Critical National Infrastructure. Its deployment and timely delivery is particularly important to achieving a sustainable economy and meeting key Government priorities enshrined in the Climate Change Act 2008, and thereby support the transformation to a low carbon economy.

- 2.4. The SMN has also been made available to water utilities and in similar fashion, consumers will be better able to understand and make informed choices about their use of this natural resource to help reduce consumption and waste.
- 2.5. The proposed development and the wider SMN will, therefore, make a significant contribution towards sustainable development objectives which will help the UK Government to meet its target of reducing emissions by at least 80% on 1990 levels by 2050 and now set down within the UK Carbon Plan. This is relevant to the statutory duty already placed upon local planning authorities under Section 39 of the Planning and Compulsory Purchase Act 2004 and now accentuated by the presumption in favour of sustainable development within the National Planning Policy Framework (NPPF). More specifically, it will help to deliver the aspirations set out in Sections 5 and 10 of the NPPF.
- 2.6. Having regard to the Government's three key dimensions for sustainable development within the NPPF, smart metering will in particular assist in the following ways:
- **An economic role** – smart metering communications will help businesses to be energy conscious, smarter and invest in more energy efficient infrastructure to reduce longer term running costs. Consequential spin offs will, among many, be the creation of new green jobs and technologies, modern and cleaner industries and help stimulate retail sales in more efficient appliances.
 - **A social role** - modern smart metering communications will allow consumers to benefit from real time information on their energy consumption, to help them control energy use, save money and reduce emissions. With greater visibility and understanding of their energy consumption, consumers will be able to make more informed choices about which appliances to use and when. For example, a consumer seeing the power consumption of a tumble dryer might be encouraged to

use a washing line instead or perhaps to avoid operating it during peak periods of demand when pricing is higher.

- **An environmental role** – smart metering communications will help to reduce energy consumption at homes and premises and allow smarter working practices such as better energy management within larger businesses and incorporation of new efficient infrastructure into new developments. In this way modern smart metering communications will help ensure the prudent use of natural resources, alleviate energy waste, reduce carbon footprints and help the UK Government meet its energy emissions set within the UK Carbon Plan.

2.7. However, in order to make this important contribution to sustainable development objectives, the SMN has to be developed first and like all electronic communications networks, will need to be supported by an infrastructure of operational sites. This is no different than railway services, for example, being reliant on the associated infrastructure of lines and stations. In the next section, the particular network requirement from which this application stems is explained.

3. THE REQUIREMENT

- 3.1. Arqiva is licensed by Ofcom, the independent regulation of the UK's communications industries, to use the 412 - 414 MHz spectrum for the development of smart metering networks. The proposed base station will operate in this frequency range, which is the same as that being used in northern England and Scotland as part of our smart metering programme for the gas and electricity companies, and in London for Thames Water's smart metering network.
- 3.2. As the network must be able to communicate with meters that are typically found in a boundary box buried in the ground at a property, or in the footpath, the base stations must be located so that they can provide an acceptable level of coverage to the properties they serve.
- 3.3. Arqiva also owns and operates the terrestrial radio and television broadcast networks and basing the smart metering radio network on this portfolio of existing sites will be a critical element in minimising the potential visual impact associated with the deployment of a new base station infrastructure. This is also consistent with longstanding statutory and government planning policy requirements to use existing telecommunications sites, tall buildings or other high structures to minimise visual impact.
- 3.4. These main installations provide the main umbrella of coverage to larger geographical areas and premises within those areas. However, there are still smaller settlements, peripheral areas and more remote locations that cannot be met by these main installations due to coverage constraints, often related to distance, topography or other environmental related factors. Hence, in order to provide more localised coverage to these areas, a secondary layer of smaller sites are required and these are generally physically smaller. The application is in relation to a site required for this secondary layer as explained in more detail below.

Site Selection

- 3.5. The micro and repeater sites are required to provide localised indoor coverage over very specific areas and so the siting parameters for coverage reasons are narrow.
- 3.6. The sites must also satisfy a range of operational criteria, such as good fibre connectivity, an existing power supply suitably high and resilient for an electronic communications network, a reasonable level of security, vehicular or pedestrian access for ongoing maintenance and security of tenure for the life of the SMN contract. In addition, the site must be capable of being constructed without undue constraints and avoiding undue environmental disturbance, that for example, might be associated with creating new access tracks and supplying new power runs above or below ground.
- 3.7. In assessing these various requirements and looking to find an appropriate balance between operational and environmental factors, a sequential approach to site selection has been adopted. Site sharing, utilisation of existing buildings and structures have been explored to best meet the operational need whilst minimising environmental impact.
- 3.8. The following sites were investigated as possible opportunities for meeting the specific localised coverage needs to the settlement but were found to be either unsuitable and/or unavailable or comparably no better than the chosen site.

[Map Link](#)

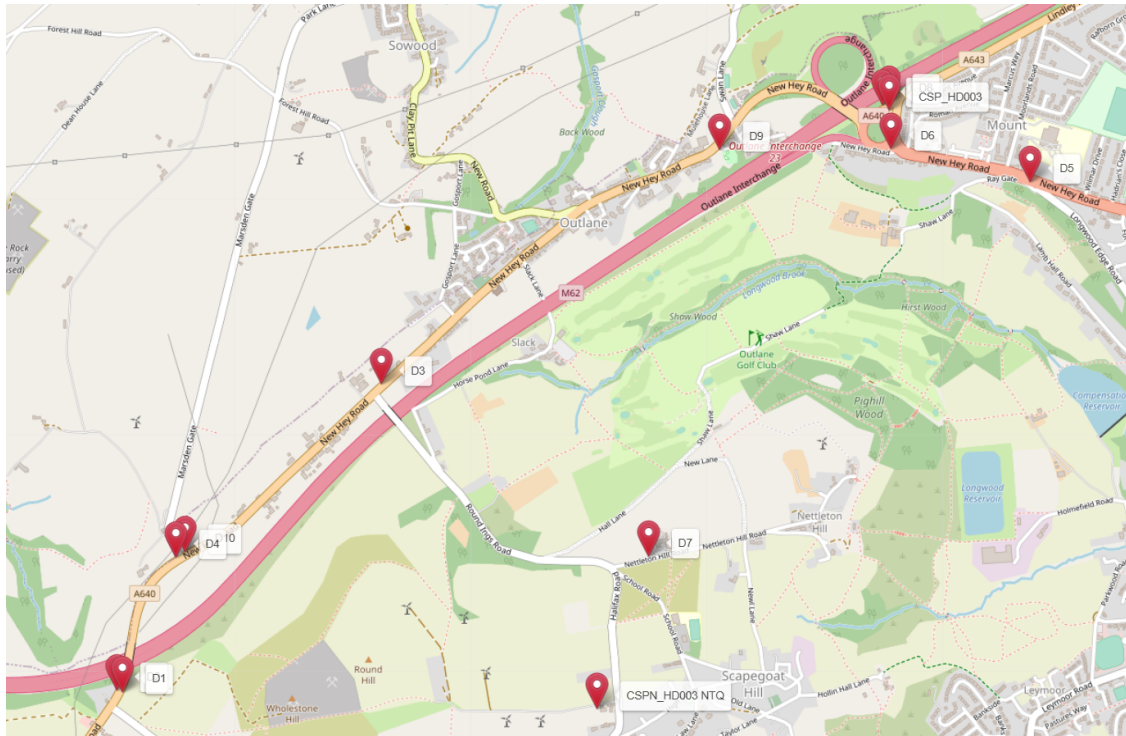


Figure 1: Discounted Options Map

Site Name and address	National Grid Reference	Reason for not choosing
D1 Streetworks Monopole at Verge at New Hey Road	E: 504650, N: 426844	This option was discounted from a radio perspective due to not being able to provide the required replacement coverage within the target area.
D2 Streetworks Monopole at Verge at New Hey Road	E: 504893, N: 426785	This option was discounted from a radio perspective due to not being able to provide the required replacement coverage within the target area.
D3 Streetworks Monopole at Pavement at New Hey Road	E: 504826, N: 426834	This option was discounted from a build perspective due to limited availability of free space within the pavement area for housing the required equipment and from a radio standpoint due to not being able to

		provide the required replacement coverage within the target area.
D4 Streetworks Monopole at Pavement at New Hey Road	E: 505287, N: 426964	This option was discounted from a build perspective due to the proximity to overhead powerlines.
D5 Streetworks Monopole at Pavement at New Hey Road	E: 505680, N: 426639	This option was discounted from a radio perspective as the site that has been put forward is better placed for providing the required coverage.
D6 Streetworks Monopole at Verge at New Hey Road	E: 504501, N: 426639	This option was discounted from a planning perspective as it was considered that a monopole would be more exposed at this location than for the site that has been put forward.
D7 Streetworks Monopole at Verge at Nettleton Hill Road	E: 504263, N: 426178	This option was discounted from a planning perspective as it was considered that a streetworks monopole would be more exposed at this location than for the option that has been put forward and from a radio standpoint due to not being able to provide the required replacement coverage within the target area.
D8 Streetworks Monopole at Verge at Lindley Moor Road	E: 409401, N: 418212	This option was originally selected however, the area was found to be congested with underground services with no free space available for hosting the required equipment.
D9 Streetworks Monopole at Verge at New Hey Road	E: 408878, N: 418064	Discounted from a coverage perspective due to the lower elevation of site (256m AMSL) than the option that has been put forward (274m AMSL).
D10 Streetworks Monopole at Verge at New Hey Road	E: 407236, N: 416826	This option was discounted as the site that has been put forward is better placed for providing the required coverage.

3.9. The proposed installation at Saledine Nook will be well located and sufficiently close to the premises that the SMN will serve, particularly as the mast will operate as a communications hub, both transmitting radio signals but also with the need to collect data from smart meters installed within premises. The proposed development at the site seeks to ensure the height and mass of the design is sympathetic to its surrounds, having been specified with the narrowest profile and minimum height capable of delivering the required replacement

coverage. The proposed siting and design have been specified to maintain and preserve the location's character whilst delivering the level of service needed in this location. It is therefore considered that the proposed development would accord with the principles of the Development Plan policies.

- 3.10. To help illustrate this in the context of this application, a coverage plot is provided. This tends to exaggerate true levels of coverage on the ground, because the modelling only takes into broad account general topography and manmade features. However, they are a useful tool for explaining how the new installation will fit into the SMN planned and being implemented in the wider area.
- 3.11. Our conclusion is that the best balance between environmental and operational considerations is provided by using a specially designed structure at the application site, sufficiently close to the properties that need to be served. This is the reason for the application before you.

4. PRE-APPLICATION ENGAGEMENT

- 4.1. The recently National Planning Policy Framework (NPPF) and the Code of Best Practice on Wireless Network Development in England, which Arqiva uses for all relevant projects, require a consultative approach to network development with the planning authority and local community. In this case, pre-application consultation for the application site was undertaken with your Authority and Ward Councillors (Cahal Burke, Anthony Smith and Adam Gregg). At the time of submission there has been no site-specific response to this pre-application consultation.

5. COMPLIANCE WITH PLANNING POLICY

5.1. The relevant planning policy framework that has been taken into account and in part already alluded to is found principally within:

- The Development Plan
- National Planning Policy Framework (NPPF)
- The Code of Best Practice on Wireless Network Development in England

5.2. These documents provide the overall policy background for electronic communications development, site specific policies and the key considerations relevant to the siting and design of appropriate electronic communications development. As this is an application for a prior approval determination, there is no requirement in Part 16 of the GPDO to have regard to the Development Plan in reaching the Council's decision. The following information is provided as it may assist the Council to understand the public benefits, as well as matters related to the siting and appearance, of the development proposed.

The National Planning Policy Context

5.3. The general policy context can be summarised as follows:

- Government policy within the NPPF is to support high quality communications infrastructure and systems – this is especially relevant to smart metering, which is a Government initiative
- Government policy is to keep the inevitable environmental impact associated with electronic communications development to a minimum
- The best way to minimise environmental impact is to avoid the unnecessary proliferation of new radio masts and sites
- The starting point for planning new networks or the expansion of existing networks is therefore to use existing electronic communications sites

- Where new installations are required, as in this case, operators should look to develop well designed structures, such as those designed to blend in with the street scene or local setting
- 5.4. The NPPF as a whole is aimed at encouraging a more positive approach to town planning. While the NPPF builds environmental protection into the definition of sustainable development, there is also a very clear emphasis that local planning authorities should be looking for ways to help development come forward and not reject applications simply on environmental grounds. The NPPF recognises that this is especially relevant where a development might have other significantly important benefits such as being essential to meet, for example, new nationally important infrastructure such as the Arqiva SMN.
- 5.5. The importance of the proposed development as part of Arqiva's SMN is clearly an important material planning consideration as it directly supports sustainability and is also precisely the type of new digital infrastructure that the NPPF is seeking to support.
- 5.6. The development proposed is comparatively small scale, well sited and well designed and so should be acceptable in every respect. However, for completeness we still highlight some of the key points within the NPPF as they help demonstrate why the application should be permitted:
 - a. Paragraph 14 advises that authorities should:
 - positively seek opportunities to meet the development needs of their area [as part of plan making];
 - meet objectively assessed needs unless the adverse effects would *"significantly and demonstrably outweigh the benefits"*;
 - b. Paragraph 17 advises that planning should *"proactively drive and support sustainable development to deliver the homes, businesses and industrial units, **infrastructure** and thriving local places that the country needs"* [our emphasis];

- c. Paragraph 187, on “decision-taking” states that authorities should *“look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible”*.
- 5.7. Paragraph 14 of the NPPF further states that the presumption in favour of sustainable development lies at the heart of the planning system and, in respect of decision-taking, this means that both the Publication Draft Local Plan Strategy & Policies - November 2016 and the NPPF are relevant development proposals that accord with the provisions of the Development Plan should be approved without delay. In respect of this guidance, the following sections of this statement demonstrate that the proposed development accords fully with all relevant Development Plan and NPPF policies and, therefore, permission should be granted for the development.

Section 5 - Supporting Advanced Communications Infrastructure of the NPPF

- 5.8. The proposal is supported by, and accords with, the guidance in Section 5 of the NPPF, which provides further guidance on the Government's objective of providing high quality communications networks in England.
- 5.9. The NPPF clearly acknowledges the benefits of modern electronic communications and seeks to encourage such development as being essential due to their role in supporting a modern economy, contributing to sustainable objectives, and enhancing local community access to a range of goods and services. Local planning authorities are advised to respond positively to proposals for electronic communications development and this has to include an understanding of the associated special problems and technical needs of developing communications networks such as the Smart Meter network.

Section 7 – Requiring Good Design of the NPPF

- 5.10. Government places great importance on the design of the built environment and paragraph 56 of the NPPF states that this is an integral objective of achieving

sustainable development. The careful approach taken to the design and siting of the proposed development complies fully with this general policy objective.

- 5.11. More specifically, the proposal is supported by the guidance in paragraph 65 of the NPPF, which states that:

'Local Planning Authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal's economic, social and environmental benefits).'

Site Specific Policies

- 5.12. The Kirklees Local Plan (2019) was adopted on 27th February 2019 and the site is not included within any particular designations or land allocations that need to be taken into account in addition to Local Plan policies LP 3 – Location of New Development, LP 4 - Providing Infrastructure, LP 21 – Highway Safety and Access, LP 24 - Design and the NPPF. The National Planning Policy section of this supporting statement provides a detailed analysis of how this proposal complies with the NPPF.

Policy LP 4 - Providing Infrastructure states:

Providing infrastructure

The council will work with partners to bring forward the necessary and proportionate essential infrastructure that is required in order to deliver the spatial strategy as set out in the local plan.

Where new infrastructure is needed to support new development, the essential infrastructure must be operational no later than the appropriate phase of

development for which it is needed. Where new infrastructure is needed, the council will expect phasing plans to be submitted as part of planning applications and where appropriate, will link the construction and occupation of that development to infrastructure provision. New development should contribute to the provision of infrastructure, taking account of local and strategic needs and financial viability. This may be achieved on-site or off-site through planning conditions or legal agreements and/or through contributions to the Community Infrastructure Levy (CIL).

Policy LP21- Highways and access states:

Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.

Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

All proposals shall:

- a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
- c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
- d. take into account changes in site levels and topography to ensure*

the development can be accessed easily and safely by all sections of the community and by different modes of transport;

e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;

f. take into account access for emergency, service and refuse collection vehicles;

g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.

Policy LP24 Design includes the following section relating to design principles:

Good design should be at the core of all proposals in the district and should be considered at the outset of the development process, ensuring that design forms part of pre-application consultation of a proposal. Development briefs, design codes and masterplans should be used to secure high quality, green, accessible, inclusive and safe design, where applicable. Where appropriate and in agreement with the developer schemes will be submitted for design review.

Proposals should promote good design by ensuring:

a. the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape;

b. they provide a high standard of amenity for future and neighbouring occupiers; including maintaining appropriate distances between buildings and the creation of development-free buffer zones between housing and employment uses incorporating means of screening where necessary;

c. extensions are subservient to the original building, are in keeping with the existing buildings in terms of scale, materials and details and minimise impact on residential amenity of future and neighbouring occupiers;

In accordance with Policy LP24 (a)'s requirement to protect amenity the site has been carefully selected in a position capable of providing the required replacement SMN coverage whilst being situated as far away as possible from the views of residential receptors. The site has been selected on a grassed verge overlooked by a bank of trees with the M62 motorway to the north and set against a backdrop of tree planting housed within the verge area. The visual impact of the site will be further constrained by scattered tree and hedgerow planting along both sides of Lindley Moor Road.

- 5.13. The site selection process has also been influenced by the numerous street lighting columns distributed around the vicinity of the site and existing streetworks monopole that will allow any visible elements of the proposal to assimilate with its surroundings thereby according with Policy LP24.
- 5.14. In accordance with the requirements of Policy LP21 the site has been carefully positioned to avoid adversely affecting the visibility splay at the adjacent junction. The site has also been selected away from the footway and edge of the highway to avoid impeding the safety of passing motorists or pedestrians.
- 5.15. The proposed design of the installation at the site is required to deliver the requisite level of electronic communication service yet would be seen in the context of the nearby vertical elements of street furniture and seeks to minimise its visual impact in this location. The change will not appear as incongruous and would assimilate with its surrounds and would not appear out of context in this location. As such it is considered the proposed development would accord with the principles of the Development Plan policies.
- 5.16. In summary, the sensitive way the development proposed has been conceived and brought forward accords with best practice and forms part of a national important infrastructure project to provide smart metering services to the local area. It accords with the key policy objectives at national level, which are reflected in the relevant policies at local level. The development proposed is, therefore, acceptable in principle and also accords with the more detailed guidance expressed in local policy.

6. DESIGN CONSIDERATIONS

- 6.1. The development proposed is exempt from the requirement to provide a design and access statement under Article 9 of The Town and Country Planning (Development Management Procedure) (England) Order 2015. However, to assist your determination this section provides a description of the process adopted in the design of the proposals and explains the access considerations. The significant contribution such development makes towards sustainable development objectives have already been outlined earlier.

Physical Context

- 6.2. The proposed site is situated on a grassed verge on the western side of the New Hey Road roundabout junction with Lindley Moor Road on the central verge area opposite the parking layby housing an existing streetworks monopole in the Mount area of Huddersfield. The proposed installation is a slim line streetworks style pole of 20m in height supporting 3 no. small scale antennas above, the largest of which has a centre line height of 21.6m. It is important to note that the proposed 3G and GPS antennas are extremely small scale and have been positioned as close to the main support pole as possible to reduce the overall antenna profile.
- 6.3. The proposal is situated nearby to numerous street lighting columns and an existing streetworks monopole with similar vertical lines that will therefore allow the facility to assimilate with its surroundings. The site has been carefully selected in a position capable of providing the required essential replacement SMN coverage whilst being situated as far away as possible from the views of residential properties. The site benefits from the masking effects associated with nearby hedgerow and tree planting and the visual effects within the settlement areas to the south and east will be negligible.
- 6.4. The visual effects have been further reduced by specifying the narrowest available profile of sector antennas and keeping height of the monopole down to the absolute minimum capable of providing the required replacement coverage. It

is also worth stating that the ancillary equipment enclosures are of small proportions, being significantly smaller than the equipment cabinets found within the street environment.

Amount, Design, Layout and Scale of the Development

- 6.5. The scale, layout and design of the development has been guided by the special technical and operational factors affecting the need to provide an acceptable level of coverage to the local area, having regard to the need to minimise visual impact, which have been explained in the previous sections of this statement.
- 6.6. For example, the height of the mast, the numbers of antennas and their size, is the minimum amount of development required to provide coverage for the smart meter network. The mast, a very simple, slimline pole design supporting three sector antennas along with small scale 3G and GPS antennas, has been chosen as this is of similar appearance to other types of man-made vertical structures such as streetlights, that are a common feature of townscapes and landscapes across the UK.
- 6.7. The same design considerations apply to the equipment cabinet, which is of similar size and design to other types of roadside cabinets commonly found in urban and rural areas. The location of the equipment cabinets, and the electronic communications equipment housed within them, reflects the technical and operational requirement to be in reasonable proximity to the antenna systems they support.

Access Considerations

- 6.8. The installation is proposed to be installed on the grassed verge adjacent to the New Hey Road roundabout junction with sufficient space available for parking construction vehicles without requiring a total road closure or complex and disruptive traffic management measures.

- 6.9. Once constructed, the development will be unmanned requiring only periodic visits about once every two to three months for routine maintenance and servicing. The site will be easy to access for this purpose and typical visits will be by an engineer using a light vehicle that will be parked lawfully nearby.

Landscaping

- 6.10. In view of the nature of the development which already looks to best utilise existing screening benefiting from the masking effects associated with nearby mature tree planting and border hedgerow planting, a scheme of hard or soft landscaping is not considered necessary or appropriate in this case. The development is similar to other man-made utility and communication structures commonly found in street locations without dedicated associated landscaping.

Appearance

- 6.11. The sensitive approach to siting and design should minimise the appearance of the development proposed. In addition, the local topography and natural features should help minimise views. Insofar as the mast and equipment cabinet may be visible, they should look straight forward in appearance and reflect their function. To that extent they should in time become accepted features of the local environment as with other forms of communications networks and essential public utility infrastructure.

7. ICNIRP COMPLIANCE

- 7.1. A certificate confirming compliance with the relevant ICNIRP guidelines on public exposure has been supplied with this application. Accordingly, as explained within the NPPF, it is not necessary, to consider further the health aspects and concerns about them, which include the perception of risk.

8. SUMMARY AND CONCLUSIONS

- 8.1. The proposed development forms part of Arqiva's planned smart metering network which is being created as part of the government's initiative to roll out smart electricity and gas meters to homes and small businesses across Great Britain. The network forms part of the UK's National Infrastructure Plan and the information provided by smart meters will help consumers to better manage and reduce energy use and potentially save money. Smart meters will play an important role in the government's policies to achieve a transition to a sustainable and low-carbon economy.
- 8.2. The use of the application site looks to provide the best balance between operational and environmental considerations. The site is located so that it can provide the required level of coverage to the properties it needs to serve, and the use of an innovatively designed slim line structure will ensure that it appears similar to other street furniture commonly found within the street scene. The design and appearance of the structure should, therefore, be acceptable.
- 8.3. The proposed antennas will comply with all relevant health and safety requirements and will be compliant with the ICNIRP guidelines. There are no exceptional circumstances in this case and, therefore, no need to consider health effects and related concerns such as the perception of risk further.
- 8.4. This statement has demonstrated that the proposal is in accordance with national policy set out in the NPPF and its detail complies with local policy objective of minimising potential environmental impact. It is a form of development that is specifically encouraged as a matter of principle, constitutes permitted development, and in its detail complies with the policy objective of minimising potential environmental impact.
- 8.5. In conclusion, the application merits support and there are no material considerations that indicate otherwise.