



## **G5 ROLL OUT PLANNING PRE-APPLICATION ENQUIRY - SITE DETAIL SHEET**

### **Site Requirement**

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

**HEOL Y PENTRE PENTYRCH,  
GWAELOD-Y-GARTH,  
CARDIFF,  
CF15 9QD**

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 **CDF17683, Heol Y Pentre**

National Grid Reference NGR E: 310020 N: 182146

Traffic Light Model Rating **Amber**

Assessment In this instance, a new 'slim line' Streetpole with built-in cabinet and 3no. separate equipment cabinets are to be positioned as shown on the attached drawings, 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) – S\_PLANNING\_REV\_A

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**Figure 1** – Plot showing the required area to be covered, with a white tab showing the preferred location from a coverage perspective.



**Figure 2** – An illustration of the intended search area,



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



**Proximity of the site to schools?**

No schools are nearby

## Proximity to airports?

Proposed location is not within 3km of an airport.

🇬🇧 Airport Near CF15 9QD, UK					
<a href="#">&lt;&lt; Go Back To UK Nearest Airport Search</a>					
Airports with scheduled flights sorted by distance.					
Type	Airport Name	City	IATA Code	Connectivity	Distance
✖	<a href="#">Cardiff International Airport</a>	Cardiff	CWL	★☆☆☆☆	9.44 mi
✖	<a href="#">Bristol Airport</a>	Bristol	BRS	★☆☆☆☆	26.78 mi
✖	<a href="#">Exeter International Airport</a>	Exeter	EXT	★☆☆☆☆	55.21 mi
✖	<a href="#">RAF Brize Norton</a>	Brize Norton	BZZ	☆☆☆☆☆	74.92 mi
✖	<a href="#">Bournemouth Airport</a>	Bournemouth	BOH	★☆☆☆☆	81.51 mi

## Is the site within or close to a Conservation Area?

The proposed location does not appear to be in a conservation area.

### **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.

**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. Pavements are broken up for parking.

1. Heol Y Pentre\* 2. Temperance Road 3. Penmaes 4. Bronllwyn 5. Troed-Y-Garth 6. Heol Goch - the close proximity of unbroken housing, often with driveway and access requirements, together with narrow pavements and evidence of services prevent options along these roads being considered as suitable for streetworks telecom installation development). \*Nominal Location

## Legislation

Extracts have been taken from the City of Cardiff Council Highlighting the importance of up-to-date telecommunications/Connectivity.

4.5 The provision of new infrastructure is an important element of the Strategy as it is recognised that new development must bring with it the timely provision of new supporting community facilities and necessary services. Whilst it is recognised that some significant elements of infrastructure may take many years to complete, the Strategy seeks to ensure that each phase of new development is tied to the provision of necessary infrastructure with each stage of development being able to demonstrate an acceptable level of supporting facilities. This may include the early provision of new facilities along with maximising the potential contribution of existing nearby facilities providing there is capacity and acceptable accessibility.

4.6 The Infrastructure Plan sets out future requirements. Further dialogue and consultation findings will help further develop a detailed list of required infrastructure along with funding opportunities including the roles of Community Infrastructure Levy (CIL) contributions for strategic projects, Section 106 Agreement contributions for local priorities together with identifying other potential funding streams from the public and private sectors.

4.7 Putting in place a Strategy to enable the delivery of more sustainable transportation solutions is also integral to the overall approach. This recognises that development in Cardiff must be integrated with transport infrastructure, that travel demand must be minimised along with providing a range of measures and opportunities which reduce reliance on the car. This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole. This approach will bring with it significant social benefits by reducing current barriers between homes, jobs and other trips and help spread prosperity around the entire city-region.

4.8 The key economic role performed by Cardiff must be maintained and enhanced for benefits to Cardiff, the city-region and Wales. Evidence demonstrates that Cardiff has consistently delivered a high proportion of jobs in the city-region. The Strategy responds to this by ensuring a full range and choice of economic opportunities across all relevant sectors. The Cardiff Central Enterprise Zone will be a key element of the approach but there is also a need to maintain the roles of the City Centre, Cardiff Bay, existing employment sites together with providing a range and choice of sites to cater for demand across sectors