

# Telecommunications equipment

**Minor forms of development undertaken by statutory undertakers that meet the criteria defined within the GPDO, are classed as permitted development. This includes development such as the installation of equipment cabinets with a volume of less than 2.5 cubic metres.**

The developer is obliged under the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 to notify the Local Planning Authority in writing of the intention to install telecommunications apparatus. Such development must not undermine the Highway Authority's work or interfere with traffic, including in particular pedestrian movements.

TDM are consultees on behalf of the Highway Authority on prior approval applications. For developers wishing to notify the Highway Authority, please contact [transportdm@bristol.gov.uk](mailto:transportdm@bristol.gov.uk)

## Location

Where equipment is to be located in a new development, all telecommunication equipment including cabinets should be located to minimise obstruction to pedestrians.

In addition to amenity and conservation and urban design criteria, any utility equipment that is above ground, for example, cabinets, boxes, pillars and pedestals should be sited so that they:

- do not obstruct highway users such as pedestrians, wheelchairs, prams, pushchairs
- do not obstruct a drivers' view, i.e. should be sited outside of visibility splays, on both the vertical and horizontal plane
- do not provide a means of illegal access to adjacent premises or property
- do not result in 'visual clutter' by being in an inappropriate place.

They should also be:

- located with a minimum of 450mm clearance from kerb faces, preferably to the rear edge of the footway
- located so as to facilitate desire lines
- located to ensure safe working areas for operators accessing the equipment and the surrounding highway to be maintained and cleaned
- sited parallel to the carriageway
- in line with other highway features
- located so they maintain appropriate clear footway widths – clear footway widths should

be no less than 2m. Where there are very low pedestrian volumes and low traffic speeds, a localised narrowing to 1.2m for the maximum length of 6m may be considered acceptable. Each location will be assessed on its merits and its location. Where pedestrian volumes are higher, greater widths will be required.

- Where siting apparatus within existing footways, it should be positioned at the back of footway.

Should apparatus be set back from the adoptable highway, in private land, an easement would be required to allow utility equipment providers access for future maintenance. This should be organised by the developers with the utility company.

We will resist adopting any additional small sections of land purely to allow above-ground apparatus to be installed.

## Cabinets

Exposed cabinet plinths should not project more than 25mm beyond the edges of the cabinet sides.

Access doors must open to the footway rather than live carriageway.

Cabinets should be fitted with doors which can swing back behind the frontage of the cabinet, or a roller front, to reduce additional impact on the footway whilst open.

## Phone boxes

Phone boxes must not impede pedestrian flow or visibility. They must not be located where they can create areas which could be used to hide or attract other antisocial behaviour.

Phone boxes with advertising must not create a distraction to drivers.

Arrangements for vehicles servicing the phone boxes will need to be identified, to ensure that such vehicles do not obstruct traffic or result in footway parking when cleaning or maintaining the phone boxes.

## Phone masts

Phone masts and associated cabinets can create a significant amount of street clutter. Every effort should be made to ensure that unnecessary or obsolete equipment can be removed to reduce the impact of this.

Any application for masts should be accompanied by a scaled site plan showing accurate footway widths. Measurements from OS data cannot be relied upon in such instances as this is generally only accurate at a scale of 1:1250.

Arrangements for delivering the equipment to the site and erecting the masts will need to be considered, it is essential that there is no disruption to traffic sensitive routes.