

Written response to questions received during Committee from Cllr Willingham

5G Highways Approvals

Based on various issues with the proposed siting of 5G masts in Gloucestershire, there are number of questions. I believe that GCC probably only have powers in relation to highway safety, but it would be useful to clarify and also identify who the partners are (Districts / OFCOM / etc)

1. What, if anything, can we demand in terms of camouflage, subterranean equipment, protection of grass verges, and other things to make these things less unacceptable in terms of visual and environmental impact?

Utility companies have national legislation that allows them to install utility equipment in the highway. GCC are bound by these national provisions. As you rightly say OFCOM are the governing body that would provide guidance to telecoms type utilities who are seeking to install inappropriate 'over-land' equipment – they are also the enforcement body here. In some instances, (for large masts etc) planning permission may also be required, which is through the District Councils – who similarly are the approvers / enforcers in this regard. Hence there is little that the Highway Authority can demand. As a CBC Councillor, Cllr Willingham may be well placed to speak to the Brough Council direct in their role as planning authority.

2. Can GCC do anything to get the companies to actually consult with County Councillors? (They consulted in St Mark's writing to the CBC councillors and omitting me).

There is no statutory provision so we cannot enforce this requirement. As part of the Highway Transformation work, we are looking to develop clearer guidance for utility companies regarding the levels of service and engagement we expect over and above the statutory requirements – of course this would remain voluntary once it is developed.

3. How can we get them to share facilities as required by the NPPF? (If you look at the junction of Princess Elizabeth Way with Bramley Road in Cheltenham, there are three masts in very close proximity. Why did no-one force the operators to share facilities?)

As per above, enforcement issues would be through OFCOM and planning contraventions through the district Council's.

Parking / parking permit policy

1. What do we do to ensure that "car free" developments are actually "car free" in permit zones? For example, refusing to issue the premises with permits except for blue badge holders. Examples 23/00625/FUL (CBC) will be entitled to 36 permits but makes provision for 9. 20/00273/FUL (CBC) would have change the property form having 2 permits to 8, while also losing off street parking. This doesn't seem a good way to deliver sustainable development.

Legislation around minimising car usage for new developments through the NPPF does not currently apply to individual owners of each of the properties once these have been purchased. Elements could be written into the property deeds, but inevitably this would limit the future use and flexibility of a property and therefore likely impact the long-term value of individual properties – not something that we

anticipate that a large developer would undertake voluntarily. Planning approvals here and for subsequent division of properties are taken by the district Councils and the examples given highlight CBC planning approval cases. As a CBC Councillor, Cllr Willingham may be well placed to speak to the Brough Council direct in their role as planning authority.

2. What can GCC do about having a tow-away policy for illegally parked vehicles during major events. E.g., Cheltenham Races, Football, Rugby, etc. E.g., getting better collaboration between GCC enforcement officers and the Police/CBC enforcement teams during race week. Having the tow away powers for vehicles left in stupid places e.g., the Bentley left in the taxi rank outside the Ivy?

Major events are generally managed by the event organisers through directly employed traffic management companies, the police are also heavily involved in the arrangements and have some enforcement powers in this respect. All major events are governed / guided by a Safety Advisory Committee (SAG) that sets and agrees the approach with the event organisers as part of the early event planning. SAG's are led and chaired by the relevant District authority for the event. As a CBC Councillor, Cllr Willingham may be well placed to speak to the Brough Council direct in their role as leading the SAG's for events such as the Cheltenham festival.