



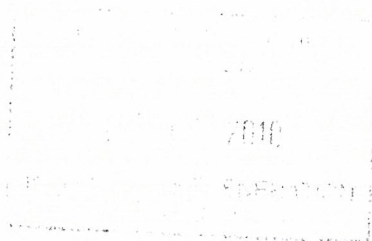
Network Rail
4th Floor
Tournament House
Paddington Station
LONDON W2 1HA
Tel: + [REDACTED]
Fax: + [REDACTED]

He app
Lw

Dean Mutton – Senior Planning Officer
Planning and Regeneration
Cornwall Council
Luxstowe House
Liskeard
PL14 3DZ

Our Ref: 1032(4)
Your Ref:

7th October 2010



Response Requested

Dear Sir or Madam,

Re: INSTALLATION OF GSM-R EQUIPMENT IN THE CORNWALL (EAST 2) AREA AS PERMITTED UNDER SCHEDULE 2, PART 17 (CLASS A) OF THE GPDO 1995

Network Rail is replacing its analogue radio systems with a digital communication system using GSM-R (Global System for Mobile Communications – Railway) technology. The purpose of this letter is to inform you of sites that fall within your Council's jurisdiction.

Details of the sites within the East 2 area of Cornwall were originally submitted on the 6th February 2003 and also more recently on the 7th January 2010. Further to my previous letter I write to inform you of an amendment to our proposal near Sandplace Station (our ref: 1032(4) Sandplace Station)

As you are aware, the installation constitutes development "permitted" under the provisions of Schedule 2, Part 17 (Class A) of the General Permitted Development Order 1995 as it is development required in connection with the movement of traffic by rail. However, I write to advise you of the proposal and to invite any comments you wish to make prior to the masts being erected.

The Proposal Site

A number of factors need to be considered in determining the final location of a mast including cell coverage requirements, site access, site buildability, availability of power, visual impact, proximity to sensitive land uses and Network Rail's safety guidance for positioning infrastructure. In most cases, a number of alternative options were investigated and discounted for the reasons given below:

1032(4) Sandplace Station

Option 1 – E: 224991, N: 056512

Details of this option were originally submitted to what was then Caradon District Council on the 27th August 2008. This option was for a 15 metre monopole located on the eastern side of the railway and centrally on the near ninety degree bend in Sandplace Road just outside the southern entrance to Sandplace village. Whilst your Authority confirmed that this development complied with the provisions of Schedule 2, Part 17 (Class A) of the GPDO 1995, build constraints have become apparent that prevent us from progressing a site in this location.

Proposed Option – E: 224899, N: 057074

The proposed site is located on the eastern side of the railway and approximately 15 metres from the southern end of the Sandplace Station Platform. The site is located within the station setting and within a valley with the terrain rising to either side of the railway. The existing topography and dense woodland will limit the wider impact of a site, with open views only likely to come from the adjacent road. Given that any views of this development will be seen in context with the tree-lined topography that rises around the site, it is considered that an appropriate finish for the mast and associated equipment may reduce the appearance of this site. In this setting we would generally utilise either Ivy Green (BS4800 12C39) or Dark Olive (BS4800 10C39). However, I would welcome your comments regarding a suitable colour scheme for this proposal. A colour chart is enclosed for your reference.

No further suitable available options were noted in the surrounding area.

The proposed installation will consist of the erection of one 25-metre high lattice mast complete with one radio equipment cabinet. A structure of this height is required in this instance due to the topography of the area and the meandering layout of the railway. This height is also necessary to negate the need for further structures within the immediate area.

We would be grateful for any comments from your Council in writing within **28 days** of this letter. If you have no comments to make on the sites detailed in this letter then please confirm this by email or letter.

Please do not hesitate to contact me should you require any further information. I would be more than happy to meet with you at your offices should you wish to discuss the proposal further.

Yours faithfully,


Shayne Wagner
Town Planner

Tel: 


Information about the Railway Communications System.

Network Rail is replacing its analogue radio systems with a digital communication system using GSM-R (Global System for Mobile Communications – Railway) technology. The system will constitute a network of masts that will, for the first time, provide a national system of secure driver to signaller communication.

There are a number of reasons for implementing this safety radio system:

- Network Rail's analogue radio systems are becoming obsolete and increasingly difficult to maintain. They will be replaced by a digital GSM-R system that is being implemented across Europe.
- A number of accident inquiry recommendations, including Lord Cullen's inquiry into the Ladbroke Grove railway accident, call for a single means of continuous communication between train drivers and their controlling signalmen. The Railway Communication System will provide this.
- European Directive 96/48 mandates the implementation of GSM-R across Europe to allow passenger and freight trains to move efficiently between countries.
- Future developments in in-cab signalling will rely upon GSM-R as the bearer between ground and train systems.

Mast Sharing

Network Rail is not in a position to use existing commercial masts to support Railway Communications System antennae. This is partly for reasons regarding access to these masts: the secure radio system needs to be operational at all times - therefore Network Rail requires unrestricted access. If existing commercial masts were to be used by Network Rail, we would require the right to shut down all of the other operator's antennae for unknown durations - something commercial operators would be unlikely agree to. In addition, Network Rail would not be able to shut down its system to provide third parties with access to their own mast.

Similarly, Network Rail is not in a position to allow third-party operators to use Railway Communications System masts for commercial purposes. Because Network Rail is constructing these masts under its permitted development rights, it is required to use them purely for operational purposes and to build them on existing railway land. There are also issues regarding site access. As mentioned above, this secure radio system needs to be operational at all times meaning Network Rail requires unrestricted access to the masts. Third-party usage could jeopardise this - for health and safety reasons our rigging team would have to get all other antennae shut down before being able to access our own. We would not be in a position to shut down our system to provide similar access to third parties.

Health and Safety

GSM-R is an enhanced version of GSM which is the technology used by commercial cellular operators. Designed specifically for railway operational use, this GSM-R

system will cover all of Britain's railways. Unlike commercial operators, Network Rail requires coverage only along the track and so the base station and antenna equipment is designed such that the GSM-R signal is directed at the railway. Emissions from the antennas will be fully compliant with ICNIRP guidelines for the general public and trackside workers alike. An ICNIRP statement for the sites within your Borough is enclosed.

Community Involvement

Network Rail takes its responsibilities as a member of the community very seriously and as such carries out consultation with numerous local stakeholders regarding our communications equipment.

Where appropriate we will also inform local residents of our works so that they are aware of our proposals. This will generally be carried out prior to start of construction. Should your department be contacted by interested parties please direct them to the Network Rail national helpline at 08457 114141 where they will be directed to the appropriate community relations manager.

Should your department require any further information about the system please contact the writer of this letter.

BS 4800 Colour Chart

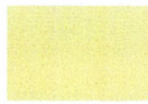
BS 4800 is a selection of colours for building purposes taken from the BS 5252 Framework for colour co-ordination. BS 4800 colours are widely specified in the U.K.

The colours depicted on the following chart are for guidelines only. Although these colours are accurately matched to the BS4800 standard, there may be a colour variation between substrates and/or textures. The finished colour may not be as shown here.

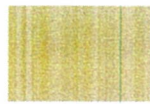
				
00A01 Ash Grey	00A05 Goose Grey	00A09 Flint Grey	00A13 Storm Grey	02C33 Lupin Pink
				
02C37 Clover Pink	02C39 Victoria Plum	02C40 Deep Plum	04B15 Pastel Pink	04C33 Orchid Pink
				
04B17 Dusky Pink	04C37 Autumn Brown	04C39 Brick Red	04D44 Misty Red	04D45 Dark Cherry
				
04E49 Rose Pink	04E51 Salmon Red	06C33 Peach	06C37 Leather Brown	06C39 Saddle Brown
				
06D43 Mid Tan	06D45 Teak	08B15 Magnolia	08B17 Honey Beige	08B21 Antelope
				
08B25 Beaver Brown	08B29 Bitter Chocolate	08C31 Honeysuckle Cream	08C35 Fudge	08C37 Caramel
				
08C39 Coffee	08E51 Golden Yellow	10A03 Dawn Grey	10A07 Nimbus Grey	10A11 Charcoal Grey
				
10B15 Creamy White	10B17 Oatmeal	10B21 Lizard Grey	10B25 Turtle Green	10B29 Vandyke Brown
				
10C31 Ivory	10C33 Vanilla	10C35 Wheat		



10C39
Dark Olive



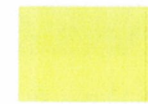
10D43
Golden Maize



10D45
French Mustard



10E49
Pale Primrose



10E50
Light Grapefruit



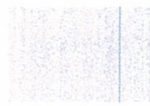
10E53
Sunflower Yellow



12B15
Sea Foam



12B17
Green Mist



12B21
Mineral Green



12B25
Spruce Green



12B29
Midnight Green



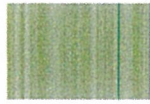
12C33
Green haze



12C39
Ivy Green



12D43
Greengage



12D45
Dark Laurel



12E51
Pale Lime



12E53
Linden Green



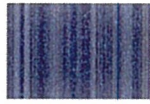
14C31
Glacial Green



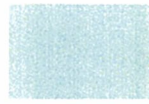
14C35
Iceplant Green



14C39
Holly Green



14C40
Moss Green



14E51
Bright Green



14E53
Irish Green



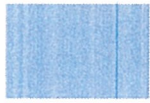
16C33
Duck Egg Blue



16C37
Reef Green



16D45
Dark Jade



16E53
Aquamarine



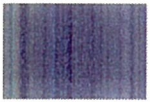
18B17
Blue Mink



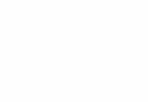
18B21
Squirrel Grey



18B25
Dark Admiralty
Grey



18B29
Raven



18C31
Ice Blue



18C35
Corvette Blue



18C39
Fathom Blue



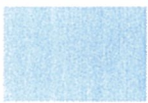
18D43
Dresden Blue



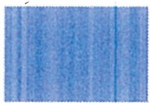
18E49
Crystal Blue



18E50
Ribbon Blue



18E51
Delphinium Blue



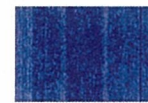
18E53
Tartan Blue



20C33
Porcelain Blue



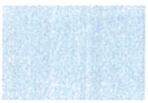
20C37
Larkspur Blue



20C40
Duchess Blue



20D45
Sapphire Blue



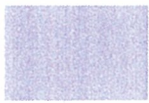
20E51
Cornflower Blue



22B15
Pearl Grey



22B17
Pale Lavender



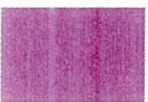
22C37
Purple Heather



22D45
Deep Purple



24C33
Pale Lilac



24C39
Regal Violet



CONTENTS

Cornwall County Council (East 2) – 05/10/2010

1. GSM-R Sites to be installed in current scope

Site ID	Site Name	Height	Easting	Northing
1032(4)	SANDPLACE STATION	25m	224899	057074
6261(2)	PENDALAKE BODMIN EAST (Approved: 08/02/10)	29m	217669	064607
1026(3)	BODMIN (Approved: 14/04/10)	25m	209994	063433
1030(4)	LISKEARD STATION (Approved: 08/02/10)	29m	224888	063604
6461(1)	WEARDE QUAY (Approved: 08/02/10)	25m	242109	057665
1035(2)	ELM GATE (Approved: 10/09/08)	20m	238742	057623
1029(2)	TRAGO MILLS (BODMIN) (Approved: 31/07/08)	15m	219789	064841
1031(2)	ST KEYNE STATION (Approved: 31/07/08)	20m	225313	060165
1041(2)	CALSTOCK (Approved: 31/07/08)	20m	242566	070154
1033(2)	MENHENIOT STATION (Approved: 12/06/08)	20m	231894	060338
1034(2)	TRERULEFOOT (Approved: 12/06/08)	15m	234445	057829

2. GSM-R Sites to be installed in current scope with placeholder NGRs

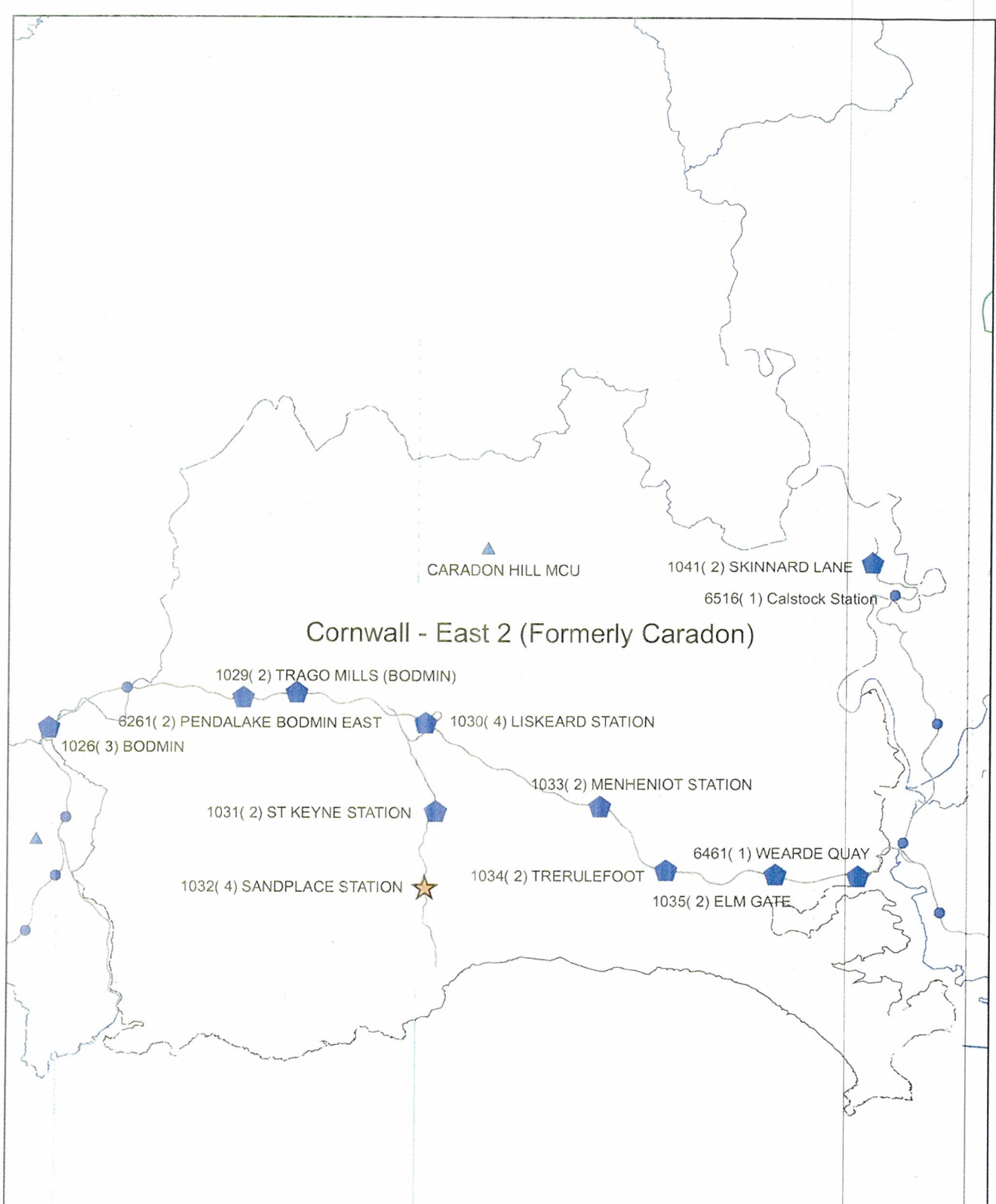
Site ID	Site Name	Height	Easting	Northing
6516(1)	Calstock Station	29m	243480	068840


3. Sites not included in current scope

Site ID	Site Name	Easting	Northing

4. The CSR /NRN Towers To Be Removed

CSR/NRN	Site Name	Easting	Northing
NRN	CARADON HILL MCU	227300	070700



<p>LEGEND</p> <ul style="list-style-type: none"> ● GSM-R ★ PRIORITY ▲ NRN ■ CSR ⬠ Approved AONB 		<p>National Telecoms Projects Office GSM-R Project</p> <p>Cornwall County Council East 2</p>	
	DRAWN BY: S WAGNER	DATE: 05/10/10	DWG NO : 001



Declaration of Conformity with ICNIRP Public Exposure Guidelines

Network Rail
GSM-R / FTN
Tournament House
Paddington
London
W2 1FT

Declares that the proposed equipment and installation as detailed in the attached planning / GPDO application is designed to be in full compliance with the requirements of the radio frequency (RF) public exposure guidelines of the International Commission on Non-Ionizing Radiation Protection (ICNIRP), as expressed in EU Council Recommendation of 12 July 1999 * "on the limitation of exposure of the general public to electromagnetic fields (0 Hz to 300 GHz)".

* Reference: 1999/519/EC

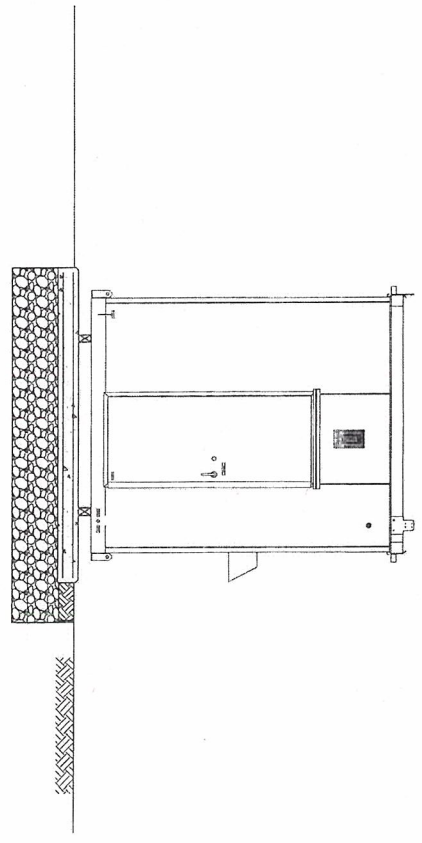
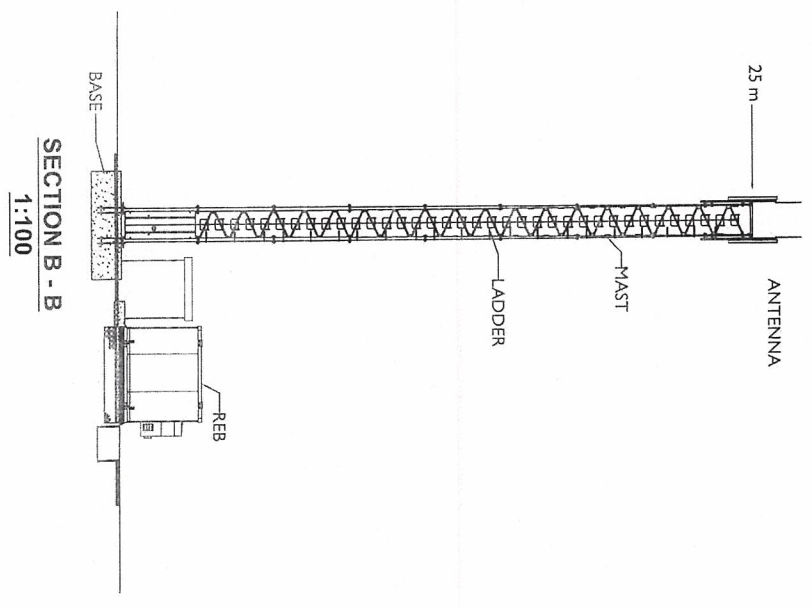
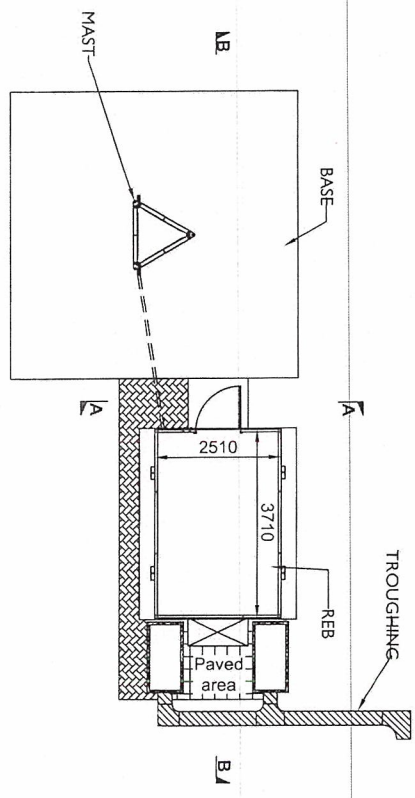
Date: 18 Aug 06

Signed: *T. J. Foulkes*

Name: Trevor Foulkes M.A, C.Eng, MIEE, FIRSE

Position: Telecoms Programme Engineering Manager

Network Rail, Tournament House, Paddington, London W2 1FT



DO NOT SCALE

Rev	Issue Description of Revision	Drawn/Checked/Issued
A	01 FIRST ISSUE	PJS JWR

Date of Issue: 11/09/09
 Prepared by: PJS
 Checked by: JWR
 Drawn by: PJS
 Scale: As Shown
 W9 1110

Network Rail
 NTPO
 ISSUED FOR INFORMATION
 NETWORK RAIL APPROVAL
 GSM-R BASE STATION SITES
 25m SLP3 MID HEIGHT ANTENNA
 TRIANGULAR LATTICE TOWER

Scale	NTS
Sheet	001
Drawing Number	

Westlake Lyndon

From: Westlake Lyndon
Sent: 11 November 2010 11:26
To: shayne.wagner@networkrail.co.uk
Subject: Installation of GSM-R equipment Sandplace Station

Dear Shayne

Installation of GSM-R Equipment Sandplace Station.

Further to your letter of 7th October 2010, it would appear that the works outlined in your letter can be considered as permitted development by reasons of Schedule 2, Part 17, Class A of the Town and Country Planning (General Permitted Development) Order 1995.

If you require a formal determination of the Local Planning Authority then a certificate of lawfulness of the proposed development will need to be submitted to the LPA.

Yours sincerely

Lyndon Westlake

Lyndon Westlake Bsc (Hons) MCD MRTPI
Development Officer
Planning and Regeneration
Cornwall Council
Luxstowe House
Liskeard
PL14 3DZ
Tel (01579) 341446
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