



Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01) Formal Recommendation to an Application for Planning Permission

From: Alan Shepherd – Divisional Director
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To: Fylde Council

CC: transportplanning@dft.gov.uk
growthandplanning@highwaysengland.co.uk

Council's Reference: 21/0200

Referring to the notification of an outline planning consultation dated 8th March 2021 for prior approval for the installation of a 20 metre high telecommunications monopole supporting 6 antennas and 2 transmission dishes including 4 equipment cabinets at base and associated ancillary works pursuant to Schedule 2 Part 16 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) on land at the junction of the A585 Trunk Road, the A586 Garstang Road and Windy Harbour Road, Little Ecclestone-with-Larbreck FY6 8ND, Highways England's formal recommendation is that we:

- ~~a) offer no objection;~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is / is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via transportplanning@dft.gov.uk.

Signature:

Warren Hilton

Date: 9th March 2021

Name: Warren Hilton

Position: Assistant Spatial Planner

Highways England:

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Annex A ~~Highways England recommended Planning Conditions /~~
Highways England recommended further assessment required /
~~Highways England recommended Refusal.~~

HIGHWAYS ENGLAND (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

There have been no pre-application discussions regarding these proposals.

Highways England Comments on Proposal

The proposal would see the installation of a 20 metre high monopole supporting 6no. antennas, 4no. equipment cabinets and development works on highway verge on the north-eastern corner of the Windy Harbour junction; a busy signalised junction that will from 2023 serve as the gateway to a new dual carriageway section of the A585 (currently under construction). The development would also be on land owned by Highways England.

Highways England’s prime concern is safety. The location of the proposed monopole and cabinets means that the structure is vulnerable to being hit by errant vehicles at the junction in loss of control incidents. Besides creating an additional potential roadside hazard there is also the possibility that the monopole structure could subsequently topple over in a collision. No consideration appears to have been given to installation of a safety barrier protection of the monopole.

Policy on the development of telecommunications equipment alongside trunk roads is set out in Annex A of DfT Circular 02/2013 ‘The Strategic Road Network and the delivery of sustainable development’.

Paragraph A7 of the Circular states that we require ‘Mobile Network Operators to obtain technical approval for their installation, and provide a full road safety audit, which must consider the installation of the equipment and its maintenance as well as any static hazard presented’. No technical specifications for the proposed equipment or Road Safety Audit (RSA) have been included with the application and so is therefore not policy compliant.

Consequently, the applicant must now:

- Undertake a Stage 1 Road Safety Audit (RSA) in accordance with the requirements of standard ‘GG119 – Road safety audit’ of the Design Manual for Roads and Bridges.
- Provide design details of the proposed monopole and seek formal technical approval in accordance with the requirements of standard ‘CG 300 - Technical approval of highway structures’ of the Design Manual for Roads and Bridges.

This is required in order to assist Highways England to form a view on these proposals; in particular that they would not pose a safety risk to users of the trunk road.

Highways England conclusion and formal recommendation

In order to allow time for the above requirements to be met, **Highways England's formal recommendation to Fylde Council is that this application is not determined until at least 10th June 2021**. Should we be able to form a final view on the proposals before this date, the hold on the determination of the application may be lifted sooner.

This response represents our formal recommendations with regard to this application and has been prepared by Warren Hilton.