

SUPPLEMENTARY INFORMATION

1. Site Details

Site Name:	Newton-Le-Willows Train Station	Site Address:	Newton-Le-Willows Interchange
National Grid Reference:	E: 359429 N: 395214		Wargrave St Helens Liverpool WA12 8BH
Site Ref Number:	Cornerstone 30821200	Site Type: ¹	Macro

2. Pre-Application Check List

Site Selection

Was a local planning authority mast register available to check for suitable sites by the operator or the local planning authority?		No
If no explain why: After a phone call to the LPA it was established that the council do not hold this information.		
Were industry site databases checked for suitable sites by the operator:	Yes	
If no explain why:		

Site Specific Pre-application consultation with local planning authority


Was there pre-application contact:	Yes
Date of pre-application contact:	05/12/2023
Name of contact:	The Director of Planning

¹ Macro or Micro

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Cornerstone Telecommunications, Infrastructure Limited,
Hive 2, 1530 Arlington Business Park, Theale, Berkshire, RG7 4SA.
Registered in England & Wales No. 08087551.
VAT No. GB142 8555 06

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Summary of outcome/Main issues raised:

Prior to the submission of this application the applicant-initiated pre-consultation discussions with the local planning authority. This provides an opportunity for the LPA to discuss development proposals and identify site specific issues.

No comments were received in respect to the consultation submitted at the time of submission.

Strategic level pre-rollout meetings are held with the LPA to discuss the necessities of the project, benefits and best practice going forward.

Annual area wide information to planning authority


Has annual area wide information been provided?	No
If no explain why:	
<p>Summary issues raised:</p> <p>Cornerstones commercial relationship with Vodafone has changed, effectively increasing our independence to work with other companies in the deployment of mobile infrastructure. It means we no longer have visibility of Vodafone’s full update plan. However, Cornerstone is fully committed to working closely with Local Planning Authorities and following best practice guidance.</p> <p>We aim to engage and work with the planning department at the earliest opportunity from when we are instructed to deliver new infrastructure within your Local Authority area and often conduct strategic pre-rollout engagement meetings to discuss our wider rollout. If your Local Authority would like a meeting to discuss wider Cornerstone rollout plans, then please advise. We recognise the importance of developing long term partnerships and will always work with you to deliver improved mobile connectivity.</p>	

Community Consultation

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Rating of Site under Traffic Light Model:		Amber	
Outline of consultation carried out: Consultation with the local Ward Councillors for Newton-le-Willows East Ward (Councillors Jeanie Bell, Seve Gomez-Aspron MBE and Keith Laird)			
Summary of outcome/main issues raised: Cllr Gomez-Aspron MBE queried if we could provide a photo of what the tower will look like.- this has been actioned.			

School/College

Location of site in relation to school/college: There are no schools in close proximity as defined by the search criteria within the CoP.
Outline of consultation carried out with school/college: N/A
Summary of outcome/main issues raised: N/A

Civil Aviation Authority/Secretary of State for Defence/Aerodrome Operator consultation

Will the structure be within 3km of an aerodrome or airfield?	Yes	
Has the Civil Aviation Authority/Secretary of State for Defence/Aerodrome Operator been notified?	Yes	
Details of response: No response at the time of submission from Lancashire Aero Club.		

Developer's Notice


Copy of Developer's Notice enclosed?	Yes	
Date served:	14/02/2024	

3. Proposed Development

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The proposed site:

The proposed site is situated within Newton-Le-Willows Station Car Park on an area of grass verge. The site is to the rear of The Millstone/ Newton-Le-Willows Station Car Park off Mill Lane, Red Bank, Wargrave, Newton-le-Willows, St Helens, WA12 8BH seen from figures 1-3 below.

The proposal is for the installation of a new +20.0m lattice tower and associated antennas that will provide improved coverage within the area.

The proposed site is east of Newton-le-Willows, a market town within the metropolitan borough of St Helens in Merseyside, situated between Manchester and Liverpool. This market town has a rich history, with its roots dating back to medieval times and with connections to the coal and railway industries. The town has a mix of traditional and modern elements and is surrounded by parks, green spaces, and historical landmarks.

A robust and reliable telecommunications infrastructure is of utmost importance to the functionality of local businesses and the daily lives of residents, especially as an increasing number of individuals work from home, requiring a wide range of telecommunication services. Additionally, it plays a critical role in ensuring the safety of visitors who explore the rural countryside through outdoor activities. The proposed installation will ensure this infrastructure is upheld.

The installation of a telecommunications mast within a predominately residential area in St Helens is essential to meet the growing demand for reliable and high-speed communication services. The mast will enhance mobile network coverage, ensuring that residents have access to seamless and efficient communication services. Improved connectivity is not only crucial for personal communication but also plays a vital role in supporting businesses, education, and emergency services within the community.

The site has been carefully selected in a position that benefits from surrounding trees providing some screening so as to provide the required new coverage to the area whilst minimising visual intrusion. Residential properties on Roscoe Avenue will benefit from screening of the installation by the trees and hedges that line the rear of the gardens and the edge of the train station car park. Whilst the installation will be visible from views to the south of Roscoe Avenue, existing street furniture such as the telegraph poles and street lighting columns, will provide some assimilation. Large mature trees along Mill Lane to the southeast of The Millstone building, will provide the properties on Mill Lane and Pennington Drive with screening, whilst The Millstone building itself will provide good screening of the installation for the residential properties to the Southwest along Mill Lane. Long distance views of the installation will benefit from the assimilation with the nearby flood lighting columns within the train station car park.

This proposed installation aims to significantly improve wireless connectivity and capacity for local businesses, residents and visitors to this busy area of Newton-le-Willows.

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Figure 1:

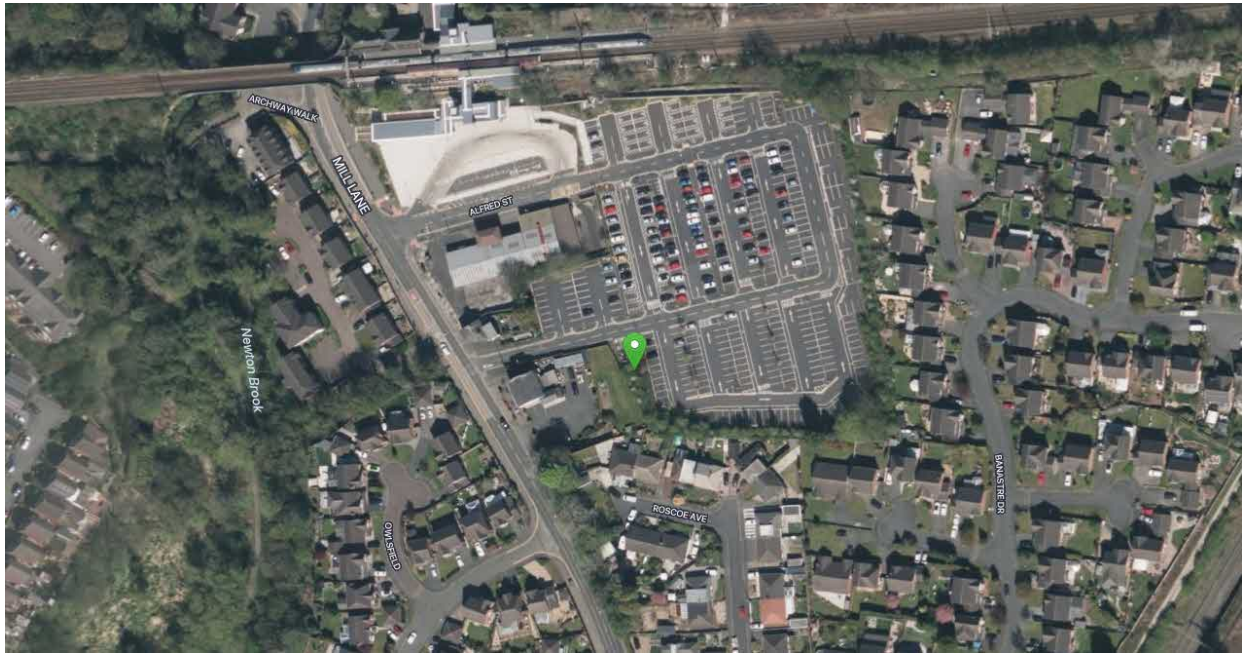



Figure 2:

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Figure 3:




Enclose map showing the cell centre and adjoining cells if appropriate:

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This can be emailed to the LPA on request.

Type of Structure :

Description:

Proposed installation of a 20.0m Lattice Tower on new concrete base together with 3No. Antennas, 1No. 3000 Dish, 2No. Cabinets, 1No. metre cabinet and associated ancillary works.

Overall Height:	+20m AGL
Height of existing building:	N/A
Equipment Housing:	
Length:	CSC Cabinet 660mm Derby Cabinet 600mm
Width:	CSC Cabinet 800mm Derby Cabinet 823mm
Height:	CSC Cabinet 1770mm Derby Cabinet 1722mm
Materials :	
Tower/mast etc – type of material and external colour:	Galvanised
Equipment housing – type of material and external colour:	Green

Reasons for choice of design:

Cornerstone is the UK's leading mobile infrastructure services company. We acquire, manage and own over 20,000 sites and are committed to enabling best in class mobile connectivity for over half of all the country's mobile customers. We oversee works on behalf of telecommunications providers and wherever possible aim to:

- promote shared infrastructure
- maximise opportunities to consolidate the number of base stations
- significantly reduce the environmental impact of network development


The National Planning Policy Framework advocates site sharing, However, we believe that there are no sequentially preferable locations within the defined site search area suitable to share. The proposed facility will provide coverage including 2G/3G/4G services and essential 5G coverage all from the same installation for Vodafone. This is fully in line with national guidance which supports the use of high-quality communications infrastructure and states that local planning authorities should support the expansion of electronic networks.

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Central Government attaches great importance to the design of the built environment and outlines this within Section 12 (para. 126) of the 2021 National Planning Policy Framework. It states:

“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”.

In keeping with the National Planning Framework (NPPF) guidelines of using high quality communications infrastructure the proposed lattice tower design has been selected to minimise visual impact by integrating with the existing street furniture, having similar vertical lines to the existing flood lighting columns within the train station car park.

This slimline lattice tower is a permeable structure and can be seen through in particular from medium to long range views. The colour of the structure is grey which allows the structure to blend into the skyline and assimilate with the flood lighting columns.

An existing telecommunications telecoms installation approximately 100m North within the car park sets a clear precedent for telecommunications development in this area. Whilst it is accepted that the height of the proposed installation will be greater than the existing telecommunications installation, surrounding trees will provide some screening of the installation.

Due to the topography of the land and physical objects such as buildings and trees that can obstruct radio signals causing a reduction in signal strength and coverage, the proposed height of this installation is therefore necessary in order to provide the required coverage and connectivity to the area.

The National Planning Framework advocates site sharing, however, we believe that there are no sequentially preferable locations within the defined site search area suitable for site sharing, however this installation will allow for future site sharing opportunities.

As detailed in section 5 below a comprehensive analysis of alternative locations has been carried out and the proposed development site was found to be the most efficient and least visually intrusive solution for delivering the operators' coverage requirements.

Health and Safety - including ICNIRP compliance

International Commission on Non-Ionizing Radiation Protection Declaration enclosed.


International Commission on Non-Ionizing Radiation Protection public compliance is determined by mathematical calculation and implemented by careful location of antennas, access restrictions and/or barriers and signage as necessary. Members of the public cannot unknowingly enter areas close to the antennas where exposure may exceed the relevant guidelines.

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When determining compliance, the emissions from all mobile phone network operators on or near to the site are taken into account.

In order to minimise interference within its own network and with other radio networks, Cornerstone' operates its network in such a way the radio frequency power outputs are kept to the lowest levels commensurate with effective service provision

The radio base station that is the subject of this application will be configured to operate in this way.

All operators of radio transmitters are under a legal obligation to operate those transmitters in accordance with the conditions of their licence. Operation of the transmitter in accordance with the conditions of the licence fulfils the legal obligations in respect of interference to other radio systems, other electrical equipment, instrumentation, or air traffic systems. The conditions of the licence are mandated by Ofcom, an agency of national government, who are responsible for the regulation of the civilian radio spectrum. The remit of Ofcom also includes investigation and remedy of any reported significant interference.

The telecommunications infrastructure the subject of this application accords with all relevant legislation and as such will not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest.

ICNIRP Compliance

The addition of new technologies and mast sharing affects ICNIRP compliance – a higher minimum mast height is required in some cases.

4. Technical Justification

Reason(s) why site required

When planning cellular telecommunications networks it is important for engineers to predict, with a high degree of confidence, the behaviour of cellular transmissions. This then enables the operator to calculate how many cell sites are needed to provide the level of coverage required by the services they offer under the terms of their licence.


The strength of radio signals detected at a receiving device naturally reduces the further away it is from the transmitter. In general the reduction (or decay) in signal power is affected by a number of variables. The main factors are

- frequency,

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- distance (from transmitter),
- terrain (such as hills),
- clutter (such as buildings, foliage, vehicles, and water)
- and atmospheric conditions (such as rain).

A reduction in the strength of the radio signal increases the likelihood of dropped calls and reduced data rates for internet browsing, for example.

Customers will inadvertently be aware of this by finding that sometimes they need to go near windows, a higher floor of a building or even outside in order to achieve a stronger signal for their mobile devices.

Network Changes


Over time the topography and clutter in an area is subject to change. For example, building developments, housing and tree growth can all change. As a consequence, the signals received from local phone masts can degrade, as they are dependent on these factors. These reasons along with customer complaints, network consolidation (mast sharing) and new technologies (5G) require a re-evaluation of a network operator's telecommunications infrastructure.

There is a specific requirement for a new radio base station at this location to provide 2G, 3G and 4G coverage and capacity in and around this area of Newton-Le-Willows whilst also providing the latest 4G technology and new 5G service provision to the local area. This ensures high quality indoor service provision is maintained.

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5. Site Selection Process


Discounted Options & Map

Site Type	Site name and address	National Grid Reference	Reason for not choosing site
Streetworks D1	Southworth Road/Newton Station Southworth Road Newton-le-Willows St Helens WA12 0BG	359427, 395522	This location has been discounted due to low elevation, an installation in this location would not deliver the required level of coverage to the target area. The proposed location and installation will allow the required coverage to be achieved.
Streetworks D2	Newton-le-Willows Railway Station Newton-le-Willows Interchange Newton le willows St Helens WA12 8BH	359330, 395293	This location has been discounted due to being within 20 Meters of national rail owned land and railway tracks. This location has therefore been discounted due to technical reasons. The proposed site is ideally located from the railway eliminating build issues.
Greenfield D3	Mill Lane Wargrave Newton-le-Willows St Helens WA12 8BJ	359300, 395383	This location has been discounted as the ground level is too low therefore the required coverage will not be achieved here without a very large installation. The proposed installation would provide the required coverage for the area.
Greenfield D4	St Peter Church Street Newton-le-Willows St Helens WA12 9ST	359290, 395646	This location has been discounted due to the close proximity to two Grade II Listed Buildings. Wherever possible this close proximity is avoided. There are other more appropriate locations available which would not impact existing heritage assets.
Streetworks D5	Southworth Road Wargrave Newton-le-Willows St Helens	359362, 395458	This location has been discounted due to underground services. Significant tree lopping required would also be required in this

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	WA12 0BG		location. More appropriate locations have been identified, which do not impact existing landscape or trees to the same extent.
Streetworks D6	Southworth Road Wargrave Newton-le-Willows St Helens WA12 0BG	359448, 395448	This location has been discounted as the footway at this location is too narrow to accommodate the operator's equipment. As such, it would lead to highway safety issues. Roadside sign would also need relocating. The proposed site is ideally located to avoid pedestrian safety issues.
Streetworks D7	Southworth Road Wargrave Newton-le-Willows St Helens WA12 0BG	359617, 395585	This location has been discounted due to the significant overhanging trees coverage. The trees will block the signal effecting the efficiency of the coverage to the area. The proposed site is ideally located away from large mature trees that would block signal for the area.
Greenfield D8	71, Mill Lane Red Bank Newton-le-Willows St Helens WA12 8BG	359406, 395200	This location has been discounted as there is insufficient space within the Pub car park to house the required telecoms equipment. A telecommunications mast in this location would require the loss of an unacceptable amount of car parking spaces. The proposed site is ideally located to avoid disruption to business.
Greenfield D9	1, Newton-le-Willows Station Subway Wargrave Newton-le-Willows St Helens WA12 9SF	359464, 395361	This location has been discounted due to the close proximity to national rail owned land and railway tracks. This location has therefore been discounted due to technical reasons. The proposed site is ideally located from the railway eliminating build issues.

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<p>Streetworks D10</p>	<p>Rob Lane High Street Wargrave Newton-le-Willows St Helens WA12 9SL</p>	<p>359151, 395713</p>	<p>This location has been discounted as an installation at this location is considered to be surrounded by residential properties. Residential amenity is less affected at the application site than at this discounted location.</p>
<p>Greenfield D11</p>	<p>Train station Car Park Newton-le-Willows Interchange Wargrave Newton-le-Willows St Helens Liverpool</p>	<p>359416, 395312</p>	<p>This existing installation has been discounted as it is not suitable to site share. The mast would not be able to accommodate the required equipment for VMo2 and Vodafone to share this mast. A much taller, bulkier installation would be needed to accommodate the equipment, which we believe would have more visual impact on the locale than the proposed installation.</p>

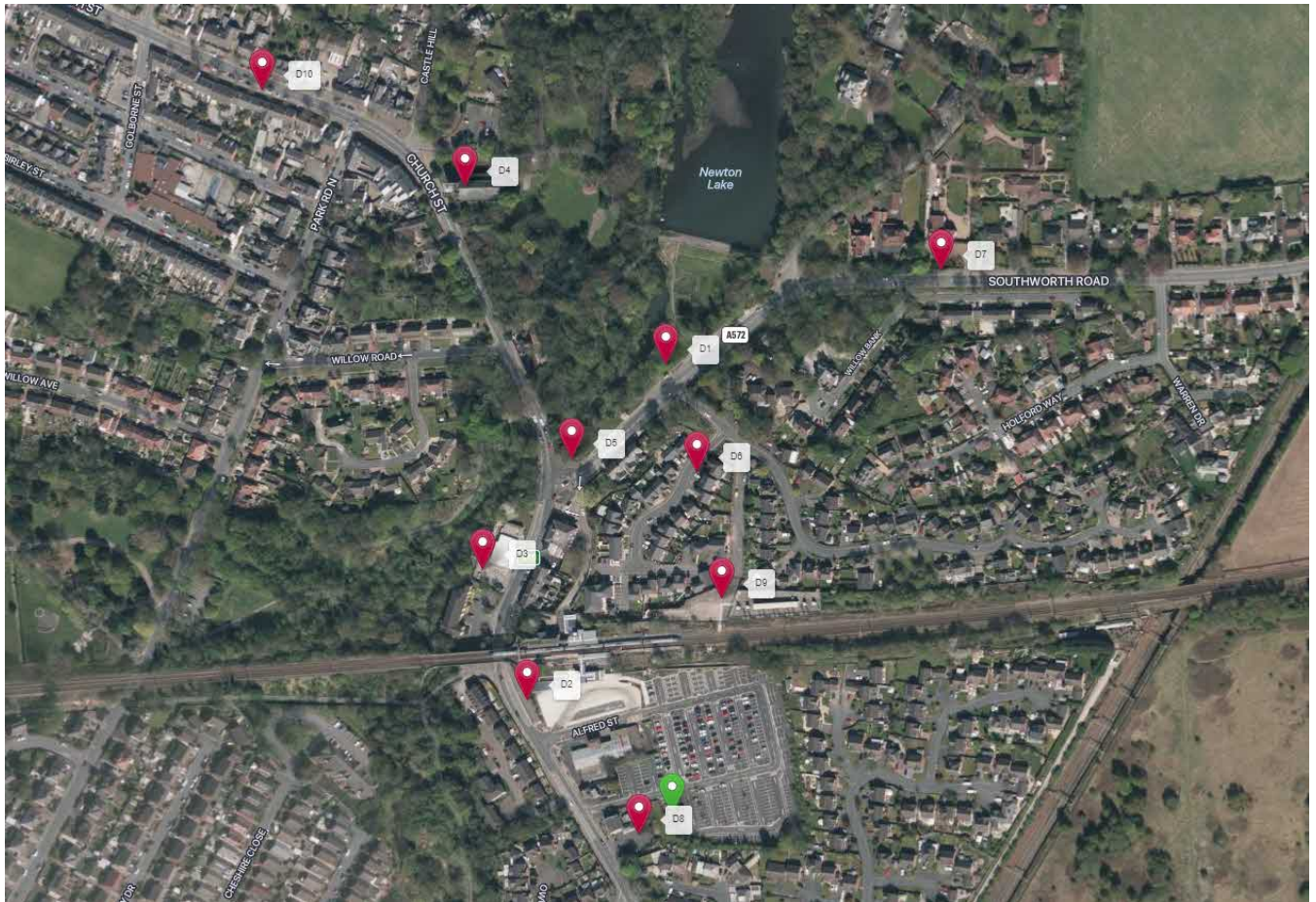
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If no alternative site options have been investigated, please explain why:

N/A

Land use planning designations:

Site Ref:	30821200	Site Address:	Newton Le Willows Interchange (Car Park), Wargrave, St. Helens, WA12 8BH
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Local Planning Authority: St Helens Borough Council

Development Plan: St Helens Borough Local Plan up to 2037 (2022)

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Fig.1: LP Map Extract (Reference Only):



Site and its surrounds

Policy Relevant to the Development Site:

The site is designated as being within the settlement boundary, with urban uses to the north, east, south, and west. The site designation is not a material consideration.

St Helens Council does have a specific telecoms policy. This, together with the NPPF is of relevance. The National Planning Policy section of this supporting statement goes into detailed analysis of why this site is in compliance with the NPPF.

Policy Analysis:

Policy LDP07 reads:

“Digital Communications

All new housing and employment development should make provision for the latest generation of information and digital communication (ICT) networks to a standard that is compatible with the infrastructure available or is likely to become available in the Plan period, in the area in which the development would be sited.


Proposals for the development of new digital communications infrastructure will be assessed against the following criteria:

1. In the case of proposals for infrastructure to be sited on a new mast, it must be demonstrated that there is no realistic option of siting the infrastructure more suitably (in a manner that is less visually intrusive) on an existing mast, building or other structure;

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2. There should be no suitable alternative site(s) available that could more satisfactorily meet the identified need for the proposed development;
3. Building-mounted dishes and apparatus must normally be placed in the least obtrusive position possible, and designed and sited to reduce visual clutter, taking account of the architectural detailing, materials and colour of the host building and its neighbours;
4. Development must not have an unacceptable impact, including cumulative impact, on residential amenity, landscape or townscape character, or wildlife;
5. Any development that could affect the character or setting of a heritage asset must satisfy the requirements of Policy LPC11;
6. Existing landscape features must be utilised and / or an appropriate landscaping scheme be implemented to minimise any impact on the visual amenity, character or appearance of the surrounding area;
7. Apparatus, mountings, and ancillary structures should be coloured in a durable finish to minimise any visual harm that would arise from the proposal; and
8. Underground facilities and ducts should be sited and laid to minimise harm to tree roots or areas of archaeological importance.

The Council will continue to work with its Liverpool City Region partners to improve digital infrastructure within the Borough.”

The proposed development at this site is required to deliver the requisite level of electronic communication service on a single site that is to be adapted to accommodate multiple users to enable site sharing and seeks to minimise its visual impact and change to the character of this location (the site being set within the boundary of the car park, and as physically distant from lines of sight from residential uses as possible in this part of the Borough). The form and design of the proposed configuration would not appear out of context in this location, so according with wider Development Plan policy, and would ensure the integrity, character and setting of the area is fully maintained.

The public benefits of a greatly enhanced communications network for businesses, residents and visitors alike in this location would qualify as a substantial benefit with near benign change or impact on amenity or on the character of the area.

The enhanced digital service would very much accord with the objectives of the Development Plan policy, as well as delivering on the increase in demand (as evidenced in the Local Plans' supporting text in para. 8.21.1).


The proposed installation fully accords with the requirements of the NPPF providing reliable communications infrastructure to ensure continued economic growth and social well-being. The benefits of the proposed development will significantly outweigh any perceived potential harm.

The UK Wireless Infrastructure Strategy

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The UK Wireless Infrastructure Strategy is a new policy framework to drive deployment and adoption of 5G and advanced wireless connectivity; and the government's 6G strategy for the UK.

It highlights the importance of connectivity to the UK and recognises that the UK needs world-class wireless connectivity:

“Connectivity has brought benefits for British households and British business, boosting growth, productivity, and opportunity for all. And change shows no sign of stopping. In fact, we find ourselves on the brink of a new revolution which promises to transform the world once more.

5G will be the cornerstone of our digital economy. With higher capacity and lower latency, standalone 5G will drive growth in the industries of today and tomorrow including in emerging sectors like artificial intelligence where Britain leads the world. Just take smart ports, where 5G-enabled remote operation can help us to move containers more quickly, efficiently, and safely, boosting our international competitiveness. 5G can improve our public services, too, in everything from education to social care. In transport, for example, we can use 5G to power forward

progress in everything from real time travel information to augmented reality navigation and self-driving buses and taxis.”

Which is why the time is right to turn our sights to mobile connectivity, where the same sense of mission is needed to deliver the kind of wireless infrastructure that will transform how we live our lives and run our economy. This is not simply a matter of improving download speeds as people browse the internet on their phones or dial into work calls. It is far more transformative than that.

The power of 5G and future telecoms advances will unlock new solutions in everything from industry to healthcare. Falling behind in coverage will mean falling behind in international competitiveness when it comes to the technologies of tomorrow, and failing to provide British people with innovative, life-enhancing services on secure, resilient networks.”

The proposed telecommunication equipment will help promote The UK Wireless Infrastructure Strategy by improving coverage and capacity, supporting digital inclusion, facilitating economic growth, and enabling future-proof infrastructure including 5G that will ensure the area doesn't fall behind in coverage and international competitiveness. The proposed development will provide significant public benefit with greater capacity and wireless connectivity for local businesses, residents and visitors to the area.

Additional relevant information:

Siting

We have considered the detailed siting and design carefully to ensure that the scheme has a limited impact on the locality, and general visual amenity.

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Visual appearance

We would repeat that we have carefully placed and designed the scheme to ensure the principles of good siting and appearance are adhered to. The overall impact of the installation on the environment and nearby buildings are very limited.

Consultation

In accordance with the industry '10 commitments' and the Code of Best Practice, consultation has been attempted with the planning department prior to submission of this proposal.

Education

The relationship between 5G and education is evolving at a massive rate with educators exploring the relevance of Virtual Reality (VR) technologies for education and training. Crucially, VR can support remote learning, allowing students a presence in the classroom even when working elsewhere.

5G's ability to deliver real-time information (low latency), ultra-fast speeds (critical for high-definition images and video), increased capacity and heightened security will also allow learning on the job, thanks to technologies such as Augmented Reality (AR) goggles, which can give engineers real-time instructions on how to fix a machine on a production line, for example.

Health

Patients across the country are now becoming accustomed to relying on remote healthcare services such as NHS 111, virtual GP appointments, and ordering online deliveries of essential medical supplies.

5G will prove critical in providing the infrastructure required to deliver remote health services over the next decade. By design, 5G's ability to deliver real-time information (low latency), ultra-fast speeds (critical for high-definition images and video), increased capacity and heightened security are going to be fundamental in scaling the patient benefits of remote healthcare and keeping medical records secure and private. For instance, trials have shown that connecting ambulance crews to expert resources using 5G allows paramedics to work with doctors and conduct specialist procedures in real time whilst on the road.

Conclusion

We consider the development complies with both central government and local planning policy guidance where the underlying aim is to provide an efficient and competitive telecommunication system for the benefit of the community while minimising visual impact.

In the first instance, all correspondence should be directed to the agent.

Cornerstone Industry Site Specific Supplementary Information (England) V.8 – 11.12.2023

Registered Address:

Cornerstone Telecommunications, Infrastructure Limited,
Hive 2, 1530 Arlington Business Park, Theale, Berkshire, RG7 4SA.

Registered in England & Wales No. 08087551.

VAT No. GB142 8555 06

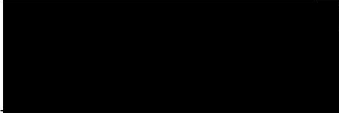


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Taking into account the factors of technical constraints, available sites and planning constraints we consider that this site and design clearly represents the optimum environmental solution.

On the basis of a recognised need to expand and promote telecommunications networks across the region, it is considered that the proposal fully accords with the requirements of the National Planning Policy Framework and the Council's Local Plan Policies.

Confirmation that submitted drawings have been checked for accuracy

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Company:	Cornerstone		
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Signed:		Date:	17 th February 2024
Position:	Planner		(on behalf of Cornerstone)

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