



Addendum: Midlands Future Mobility (MFM) CAV Testbed: Heritage Statement and Built Heritage Settings Assessment Phase 1 and Phase 2

DATE:	13 May 2020	CONFIDENTIALITY:	Public
SUBJECT:	Midlands Future Mobility (MFM) CAV Testbed: Addendum Heritage Statement and Built Heritage Settings Assessment Reappraisal for Phase 1 and Phase 2		
PROJECT:	70056156 Midland Future Mobility	AUTHOR:	Reider Payne
CHECKED:	Jon Chandler	APPROVED:	Jon Chandler

PROJECT BACKGROUND

WSP has been commissioned by Transport for West Midlands (TfWM) to produce an addendum to the *Midland Future Mobility (MFM) CAV Testbed: Phase 1 Heritage Statement and Built Heritage Settings Assessment* (WSP 2019) and the *Midland Future Mobility (MFM) CAV Testbed: Phase 2 Heritage Statement* (WSP 2020). Both reports were submitted in support of planning applications for the proposed TfWM MFM Connected and Autonomous Vehicle (CAV) Testbed (test 'sectors'), within the administrative area of Coventry City Council.

The addendum comprises a reappraisal for eight monitoring sites which is required following amendments to the location of the approved cabinets due to DNO connection requirements.

The eight monitoring sites for reappraisal were originally assessed in the above-mentioned reports covering two Testbed phases:

- Phase 1 comprising 30 monitoring sites was submitted to the LPA on 27th November 2019 and was approved in early 2020. Of these, monitoring sites nos. 14, 17 and 32 require reappraisal. Monitoring site 14 is considered in this reappraisal as it potentially impacts on the setting of the locally listed Alvis Railway Bridge. Monitoring site 17 is located within the Nauls Mill Conservation Area. Monitoring site 32 is considered as it would potentially have an impact upon the setting of Chapelfields Conservation Area.
- Phase 2 comprising a further 14 monitoring sites, was submitted on 20th January 2020 and approved in early 2020. Of these, monitoring sites nos. 75, 79, 82, 85 and 89 require reappraisal. All are located within the Kenilworth Road Conservation Area.

All eight monitoring sites require at least one cabinet. Cabinet details are the same as the approved details (specified in the Phase 1 and Phase 2 reports (1.1m high x 0.7m long and 0.3m wide) and connections between structures. The connections will require cable ducting of 50mm or 100mm diameter. The new structures and trenching will be located within the footpath, hard-standing or grass verges adjacent to the highway.

SCOPE AND METHODOLOGY

The Phase 1 Heritage Statement and Built Heritage Settings Assessment considered 30 monitoring stations located within the administrative boundary of Coventry City Council, of which three are reappraised by this document (site 14, site 17 and site 32). The Phase 2 Heritage Statement considered 14 sites

Addendum: Midlands Future Mobility (MFM) CAV Testbed: Heritage Statement and Built Heritage Settings Assessment Phase 1 and Phase 2

DATE:	13 May 2020	CONFIDENTIALITY:	Public
SUBJECT:	Midlands Future Mobility (MFM) CAV Testbed: Addendum Heritage Statement and Built Heritage Settings Assessment Reappraisal for Phase 1 and Phase 2		
PROJECT:	70056156 Midland Future Mobility	AUTHOR:	Reider Payne
CHECKED:	Jon Chandler	APPROVED:	Jon Chandler

located within the administrative boundary of Coventry City Council, of which five sites (site 75, site 79, site 82, site 85 and site 89) are included for reappraisal.

The phase 1 and phase 2 assessments provided a summary background of the relevant conservation areas within which the monitoring sites are located, along with a selection of designated heritage assets potentially affected by the proposals. The assessments considered their heritage significance and assessed the impact of the proposed works in relation to relevant national and local planning policy, including the likely setting impacts.

The heritage statement and built heritage settings assessment reappraisal does not consider below ground heritage assets, which is considered in a separate addendum.

The reappraisal has been carried out in accordance with the requirements of the National Planning Policy Framework (NPPF) (MHCLG 2019, MHCLG 2018) and to standards specified by the Chartered Institute for Archaeologists (CIfA Dec 2014a, 2014b) and Historic England (HE 2017).

LIMITATIONS AND ASSUMPTIONS

The document represents a high-level reappraisal of the relevant heritage constraints and has not included a review of a full range of resources used in the phase 1 and phase 2 reports (e.g. documentary, cartographic, archive material). A complete site walkover/inspection was carried out on 25th October 2019 for Phase 1 and on 16th December 2019 for Phase 2. These site walkover/inspections included all of the relevant conservation areas and designated heritage assets considered in this reappraisal. A further site walkover/inspection was not considered necessary.

APPRAISAL

Table 1 below provides a revised impact assessment of those monitoring sites potentially affected by the proposed design changes.

Phase 1

Monitoring site 17 is located within the Nauls Mill Conservation Area. Its impact on the character and appearance of the Nauls Mill Conservation Area is assessed in Table 1.

Monitoring site 14: The new location of monitoring site 14 could potentially impact on the setting of the locally listed Alvis Bridge. However, the railway bridge is defined by its relationship to the wider railway



Addendum: Midlands Future Mobility (MFM) CAV Testbed: Heritage Statement and Built Heritage Settings Assessment Phase 1 and Phase 2

DATE:	13 May 2020	CONFIDENTIALITY:	Public
SUBJECT:	Midlands Future Mobility (MFM) CAV Testbed: Addendum Heritage Statement and Built Heritage Settings Assessment Reappraisal for Phase 1 and Phase 2		
PROJECT:	70056156 Midland Future Mobility	AUTHOR:	Reider Payne
CHECKED:	Jon Chandler	APPROVED:	Jon Chandler

viaduct and to the Nauls Mill Conservation Area. Late-20th century and 21st century developments and traffic noise are prominent in the asset's setting. The location of monitoring site 14 would introduce a minor piece of street furniture in the asset's setting. This would not impact on how the railway bridge is currently experienced. It is not considered further in this reappraisal.

Monitoring site 32: The new location of monitoring site 32 could potentially impact on the setting of the Chapelfields Conservation Area. However, the conservation area is characterised by surviving watchmakers' workshops, nineteenth-century streetscape and by the location of Spon Street and Allesley Old Road. The location of monitoring site 32 would introduce a minor piece of street furniture in the asset's setting. This would not impact on how the conservation area is experienced. It is not considered further in this reappraisal.

Phase 2

Monitoring sites 75, 79, 82, 85, and 89 are located within the Kenilworth Road Conservation Area. The impact of these monitoring sites on the character and appearance of the Kenilworth Road Conservation Area is considered in the impact assessment in Table 1.



Addendum: Midlands Future Mobility (MFM) CAV Testbed: Heritage Impact Assessments Phase 1 and Phase 2

DATE:	04 May 2020	CONFIDENTIALITY:	Public
SUBJECT:	Midlands Future Mobility (MFM) CAV Testbed: Heritage Impact Assessments Reappraisal for Phase 1 and Phase 2		
PROJECT:	70056156 Midland Future Mobility	AUTHOR:	Reider Payne
CHECKED:	Jon Chandler	APPROVED:	Jon Chandler

Table 1: built heritage impact assessment and proposed mitigation

Monitoring station no.	Phase	Heritage Asset	Significance	Level of Impact	Proposed Mitigation
17	1	<p>The monitoring site is located within the Nauls Mill Conservation Area.</p> <p>The character and appearance of Nauls Mill Conservation Area is dominated by its early-20th century park and the location of the early-19th century Holyhead Road, constructed in 1827–30. Its historic and architectural interest lies in the late-19th and early-20th century residential development and its red sandstone walls along Holyhead Road. This late-19th century residential development grew up to either side of Holyhead Road, while the streets leading off it are characterised by terraces of late-19th and early-20th century developments.</p>	Medium (conservation area)	<p>No harm.</p> <p>The stand-alone cabinet would not be visually intrusive and would introduce a minor piece of street furniture at this location.</p> <p>The location of monitoring site 17 would not affect the character and appearance of the conservation area. It would not impact on the setting of designated heritage assets or locally listed buildings within the conservation area.</p>	None



Addendum: Midlands Future Mobility (MFM) CAV Testbed: Heritage Impact Assessments Phase 1 and Phase 2

DATE:	04 May 2020	CONFIDENTIALITY:	Public
SUBJECT:	Midlands Future Mobility (MFM) CAV Testbed: Heritage Impact Assessments Reappraisal for Phase 1 and Phase 2		
PROJECT:	70056156 Midland Future Mobility	AUTHOR:	Reider Payne
CHECKED:	Jon Chandler	APPROVED:	Jon Chandler

Monitoring station no.	Phase	Heritage Asset	Significance	Level of Impact	Proposed Mitigation
75	2	<p>The monitoring site is located within the Kenilworth Road Conservation Area.</p> <p>The character and appearance of Kenilworth Road Conservation Area is defined by the main road between Coventry and Kenilworth, and the 18th-century tree belts which characterise much of this road. This provides a rural urban fringe with green tree cover and a linear approach to Coventry, a key attribute of the conservation area. Kenilworth Road has evolved over time and necessary minor infrastructure (such as signs, posts and street lights) have been introduced to the highways.</p> <p>The conservation area's significance is also enhanced by a number of heritage assets, including the Free Grammar School King Henry</p>	Medium (conservation area)	<p>No harm.</p> <p>The stand-alone cabinet would not be visually intrusive and would introduce a minor piece of street furniture at this location.</p> <p>The location of monitoring site 75 would not impact on the conservation area's relationship to non-designated late-19th century villas in its immediate vicinity, or its relationship to the wider conservation area, designated heritage assets within the conservation area, or to assets located beyond the conservation area boundary.</p>	None



Addendum: Midlands Future Mobility (MFM) CAV Testbed: Heritage Impact Assessments Phase 1 and Phase 2

DATE:	04 May 2020	CONFIDENTIALITY:	Public
SUBJECT:	Midlands Future Mobility (MFM) CAV Testbed: Heritage Impact Assessments Reappraisal for Phase 1 and Phase 2		
PROJECT:	70056156 Midland Future Mobility	AUTHOR:	Reider Payne
CHECKED:	Jon Chandler	APPROVED:	Jon Chandler

Monitoring station no.	Phase	Heritage Asset	Significance	Level of Impact	Proposed Mitigation
		VIII School and the War Memorial Park, with its associated assets, notably the Grade II* listed War Memorial.			
79	2	The monitoring station is located within the Kenilworth Road Conservation Area. Character and appearance: see above	Medium (conservation area)	No harm. The stand-alone cabinet would not be visually intrusive and would introduce a minor piece of street furniture at this location. The location of monitoring site 79 would not impact on how the Grade II Registered War Memorial Park is experienced. Its location would not impact on the relationships between the entrance gates and piers, the War Memorial and the War Memorial Park.	None
82	2	The monitoring station is located within the Kenilworth Road Conservation Area. Character and appearance: see above.	Medium (conservation area)	No harm. The stand-alone cabinet would not be visually intrusive and would introduce a minor piece of street furniture at this location.	None



Addendum: Midlands Future Mobility (MFM) CAV Testbed: Heritage Impact Assessments Phase 1 and Phase 2

DATE:	04 May 2020	CONFIDENTIALITY:	Public
SUBJECT:	Midlands Future Mobility (MFM) CAV Testbed: Heritage Impact Assessments Reappraisal for Phase 1 and Phase 2		
PROJECT:	70056156 Midland Future Mobility	AUTHOR:	Reider Payne
CHECKED:	Jon Chandler	APPROVED:	Jon Chandler

Monitoring station no.	Phase	Heritage Asset	Significance	Level of Impact	Proposed Mitigation
				The location of monitoring site 82 would not impact on the character and appearance of the Kenilworth Road Conservation Area in this location, defined by the main road between Coventry and Kenilworth, and the 18th-century tree belts which characterise much of this road.	
85	2	The monitoring station is located within the Kenilworth Road Conservation Area. Character and appearance: see above.	Medium (conservation area)	No harm. The stand-alone cabinet would not be visually intrusive and would introduce a minor piece of street furniture at this location. The location of monitoring site 85 would not impact on the character and appearance of the Kenilworth Road Conservation Area in this location, defined by the main road between Coventry and Kenilworth, and the 18th-century tree belts which characterise much of this road.	None



Addendum: Midlands Future Mobility (MFM) CAV Testbed: Heritage Impact Assessments Phase 1 and Phase 2

DATE:	04 May 2020	CONFIDENTIALITY:	Public
SUBJECT:	Midlands Future Mobility (MFM) CAV Testbed: Heritage Impact Assessments Reappraisal for Phase 1 and Phase 2		
PROJECT:	70056156 Midland Future Mobility	AUTHOR:	Reider Payne
CHECKED:	Jon Chandler	APPROVED:	Jon Chandler

Monitoring station no.	Phase	Heritage Asset	Significance	Level of Impact	Proposed Mitigation
89	2	The monitoring station is located within the Kenilworth Road Conservation Area. Character and appearance: see above.	Medium (conservation area)	No harm. The stand-alone cabinet would not be visually intrusive and would introduce a minor piece of street furniture at this location. The location of monitoring site 89 would not impact on the character and appearance of the Kenilworth Road Conservation Area in this location, defined by the main road between Coventry and Kenilworth, and the 18th-century tree belts which characterise much of this road.	None