



Transport for West Midlands (TfWM)

MIDLANDS FUTURE MOBILITY (MFM) CAV TESTBED

Planning Statement Site 014



Transport for West Midlands (TfWM)

MIDLANDS FUTURE MOBILITY (MFM) CAV TESTBED

Planning Statement Site 014

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70054251

OUR REF. NO. 70054251_ITS_PL_131 SITE 014 - TFWM PLANNING STATEMENT

DATE: MAY 2020

WSP

The Mailbox

Level 2

100 Wharfside Street, Birmingham

B1 1RT

Phone: +44 121 352 4700

WSP.com

QUALITY CONTROL

| Issue/revision | First issue | Revision 1 | Revision 2 | Revision 3 |
|----------------|---|------------|------------|------------|
| Remarks | | | | |
| Date | 14/05/2020 | | | |
| Prepared by | Joshua Scholes | | | |
| Signature |  | | | |
| Checked by | | | | |
| Signature | | | | |
| Authorised by | Kevin Roeton | | | |
| Signature |  | | | |
| Project number | 70054251 | | | |
| Report number | Site 014 | | | |
| File reference | | | | |

CONTENTS

| | | |
|----------|---|-----------|
| 1 | INTRODUCTION | 1 |
| 1.1 | INTRODUCTION | 1 |
| 1.2 | BACKGROUND | 2 |
| 2 | PRE-APPLICATION ENGAGEMENT | 3 |
| 2.2 | PRE-APPLICATION ADVICE | 3 |
| 3 | NEED FOR THE PROPOSED SCHEME AND BENEFITS | 4 |
| 4 | SITE LOCATION | 7 |
| 4.2 | FEATURES | 7 |
| 5 | THE PROPOSED DEVELOPMENT | 8 |
| 6 | PLANNING POLICY CONTEXT | 9 |
| 6.2 | NATIONAL PLANNING POLICY FRAMEWORK (NPPF) | 9 |
| 6.3 | STATUTORY DEVELOPMENT PLAN | 10 |
| 6.4 | PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990 | 10 |
| 7 | PLANNING CASE | 12 |
| 8 | CONCLUSION | 14 |

TABLES

| | |
|--|---|
| Table 1 – Benefits of the MFM CAV Testbed in line with the Digital Strategy for Coventry | 5 |
|--|---|

1 INTRODUCTION

1.1 INTRODUCTION

1.1.1. This Planning Statement has been prepared by WSP UK Limited on behalf of Transport for West Midlands (TfWM) and accompanies a planning application seeking full permanent planning permission for new road side infrastructure. Planning permission was recently granted at Site 014 under planning reference FUL/2019/2981. However, very minor design changes are now required to connect the approved cabinet to a Distribution Network Operator’s (DNO) power supply. This has resulted in the approved cabinet moving just beyond the approved red line boundary and consequently a new planning permission is required. The proposal is required for Phase 1 of the Midlands Future Mobility (MFM) Connected & Autonomous Vehicle (CAV) Testbed on existing urban public roads in Birmingham, Coventry and Solihull.

1.1.2. Planning Permission is sought for:

“Installation of a cabinet to the north of the A4114 Holyhead Road (to the west of Northumberland Road) to facilitate the creation of a Testbed for Connected and Autonomous Vehicles (CAVs).”

This planning application relates to Site 014 along the CAV Testbed. Site 014 sits in ‘Sector A – Holyhead Road’ which extends along the A4114 Holyhead Road starting from the A4114 roundabout in the north-west to A4114 roundabout in the south-east (see figure 1 below). Section 4 of this Planning Statement describes the specifics of the site and its wider surroundings in more detail.



Figure 1 - shows Site 014 in the context of ‘Sector A’ of the CAV Testbed, a route that extends from the north-west of Coventry to the north-west section of the Coventry Ring Road

1.2 BACKGROUND

THE MIDLANDS FUTURE MOBILITY CAV TESTBED

- 1.2.1. A consortium led by Warwick Manufacturing Group (WVG) which includes Amey, AVL, Costain, HORIBA MIRA, Wireless Infrastructure Group (WIG), Coventry University, Highways England and TfWM have recently been awarded funding by Innovate UK to develop and build a 'Testbed' for CAVs on public roads in the West Midlands known collectively as Midlands Future Mobility (MFM). MFM will play a crucial role in accelerating technological progress, establishing the UK's presence in the autonomous vehicle market and contributing to the UK's Industrial Strategy.
- 1.2.2. As part of this consortium, TfWM will be delivering the road side infrastructure element of the CAV Testbed across 80 kilometres of existing urban public roads in Birmingham, Coventry and Solihull to facilitate the testing and monitoring of CAVs.
- 1.2.3. TfWM is the transport arm of the West Midlands Combined Authority (WMCA). The WMCA consists of eighteen Local Authorities (including Coventry City Council) and three Local Enterprise Partnerships (LEPs) working together to achieve a shared vision of a West Midlands region that is healthier, happier, better connected and more prosperous. The WMCA has powers over transport, economic development and regeneration throughout the West Midlands.

WEST MIDLANDS COMBINED AUTHORITY MOVEMENT FOR GROWTH: THE WEST MIDLANDS STRATEGIC TRANSPORT PLAN

- 1.2.4. The West Midlands Strategic Transport Plan sets out the long-term approach to guiding improvements to transport across the West Midlands Combined Authority area (including Coventry) over a twenty-year period.
- 1.2.5. CAV (including road side infrastructure to enable CAV technology) is a key transport priority and committed scheme to deliver the Movement for Growth plan at the Metropolitan and Local Tier.

WHAT IS A CAV TESTBED?

- 1.2.6. A connected vehicle is a vehicle with technology that enables it to communicate and exchange information wirelessly with other vehicles, infrastructure, other devices outside the vehicle and external networks. Connected vehicles have the potential to increase convenience and comfort for drivers and passengers, improve personalisation and delivery of services, and contribute towards achieving social objectives such as enhancing road safety, reducing fuel consumption and emissions, facilitating parking and improving traffic management and efficiency. An autonomous vehicle is a vehicle that is, in the broadest sense, capable of driving itself without human intervention.
- 1.2.7. A CAV Testbed is a testing environment that enables managed interaction between connected and autonomous vehicles situated amongst other live road users, which is required to test and monitor their performance. The proposed communications infrastructure forming part of this planning application will feed information to connected vehicles to begin with and then include autonomous vehicles once this technology is further advanced. The Testbed will be temporary in nature whereby all apparatus shall be removed upon completion. It is anticipated the Testbed will last for approximately 8 years, however this could be extended.

2 PRE-APPLICATION ENGAGEMENT

- 2.1.1. National Guidance advocates early engagement to improve the efficiency and effectiveness of the planning application system for all parties. It is hoped that by taking a proactive approach and addressing the issues upfront, this will result in a speedier determination.
- 2.1.2. What follows below sets out the steps that have been taken to ensure that the proposal has facilitated effective engagement with the local planning authority.

2.2 PRE-APPLICATION ADVICE

- 2.2.1. Pre-application engagement was undertaken with the planning case officer Joshua Veeranna at Coventry City Council (CCC) to outline amendments to scheme design as a result of DNO requirements. Highways informally advise that they consider the proposed changes to be of minor nature in terms of highways impact.

3 NEED FOR THE PROPOSED SCHEME AND BENEFITS

- 3.1.1. To take CAV technology to the next stage, there is a need to test on live roads. Real world road environments are required to test the success and adoption of CAVs which depends on how well these vehicles integrate into road environments alongside existing transport services and infrastructure. While controlled testing on private roads is important in providing confirmation that systems are behaving as expected in a range of controlled scenarios, testing in a live road environment is vital to understand user acceptance and how these systems operate amongst the complexity and unpredictability that is inherent in real world environments. Private road testing has already taken place at HORIBA MIRA's proving ground for CAVs in Nuneaton, Warwickshire. Testing in a live road environment will help accelerate the adoption of new mobility technology in the UK and globally.
- 3.1.2. The need to deliver CAV technologies has been set at national and regional level, and is being supported at local level through CCC's Digital Strategy. Central Government is committed to supporting innovation in transportation, with a commitment to investing in CAVs, recognising the expected commercial and technological expansion of the CAV sector. The proposed technology and communications infrastructure will play a pivotal role in delivering the Testbed and maximising the testing capabilities offered to potential clients. The Department for Transport (DfT) outlines the opportunities CAVs offer to improve mobility dramatically with the substantial benefits that such technological advancements can bring to society, the environment and economy¹.
- 3.1.3. The WMCA Strategic Economic Plan sets out ambitions for growth in the region and has established a 20-year vision for the transport system needed to support this. The WMCA's Movement for Growth Strategic Transport Plan articulates this vision and its supplementary Delivery Plan provides a clear view of what transport initiatives and schemes the WMCA will deliver by 2026. CAV is a key transport priority and committed scheme to deliver the Movement for Growth plan at the Metropolitan and Local Tier.
- 3.1.4. CCC recognises digital change is already happening and has devised a Digital Strategy to set the scene for the future direction of digital services, infrastructure and innovation. The Digital Strategy aligns itself with the WMCA Strategic Economic Plan. The beneficial impacts of the proposed MFM CAV Testbed specific to Coventry City are summarised in Table 1.

¹ DfT (2019) Future of Mobility: Urban Strategy, DfT: London

Table 1 – Benefits of the MFM CAV Testbed in line with the Digital Strategy for Coventry

| Measures | Impact |
|--|--|
| <p>Digital Place - Infrastructure, digital innovation and data are promoted within the city to deliver economic growth and public service reform.</p> | <p>Delivering CAV is a key transport project and committed scheme on Tier 1 local highways.</p> <p>Maximising wider economic geography</p> <p>A wider Ecosystem is created by a CAV Testbed, which provides the infrastructure, innovation and data to deliver economic growth set out in the WMCA Strategic Economic Plan.</p> <p>Social</p> <ul style="list-style-type: none"> - Potential to change perceptions of public services by offering “intelligent” solutions, aimed at improving customer convenience, flexibility and time efficiency. |
| <p>Innovation opportunities are actively sought to maximise the investment made in our digital infrastructure</p> | <p>Knowledge</p> <ul style="list-style-type: none"> - Informs on what infrastructure change and investment (including equipment) is required for future mobility operations |
| <p>Innovate, taking advantage of the latest technologies available for economic growth, creating an environment that enables others to grow their business.</p> | <p>Knowledge</p> <ul style="list-style-type: none"> - Significant data gathering opportunities (infrastructure, network performance etc). - Data management / processing techniques. - Customer insight into those “early adopters” and “innovators”, opportunities for service improvements etc. |
| <p>Positioning Coventry as a “living lab” encouraging new innovations and demonstrators</p> | <p>Social</p> <ul style="list-style-type: none"> - Builds public trust in unfamiliar systems - Allows real customers to realise perceived benefits, namely secure, on-demand, universally accessible, connected “Smart” travel (Mobility as a Service) enabler. <p>Knowledge</p> <ul style="list-style-type: none"> - Offers insight into policy and regulation maturation (related to CAV, ITS and mobility service provisions) - University knowledge growth and expertise - Local authority knowledge, additional policy and regulation evolution. |
| <p>Create an environment that attracts leading digital businesses to the city and supports the innovation of start-ups</p> | <p>Economic</p> <ul style="list-style-type: none"> - Creates perception of innovation hub (“Silicon Valley” effect), perpetuating a diversifying accumulation of talent, start-ups and local business investment. |

| Measures | Impact |
|----------|--|
| | <ul style="list-style-type: none"> - Increases in skilled workers likely to raise local wages and prosperity. |

3.1.5. The anticipated wider and longer-term benefits of developing a CAV Testbed include the following:

- Reduced traffic and improved safety;
- Provision of new business opportunities for the automotive, communications, infrastructure and transport sectors in the UK;
- Improved integration between public and private transport modes;
- Reduced need for car ownership (car sharing, autonomous public transport, ride hailing etc.); and
- Reduced pollution, through controlling access and speed to maximise traffic flows and throughput, thus reducing inefficient braking and acceleration.

4 SITE LOCATION

Site 014 (Sector A – Holyhead Road) of the CAV Testbed

- 4.1.1. The site is located to the north of the A4114 Holyhead Road 35 metres to the east of a railway bridge and 85 metres to the west of Holyhead Road’s junction with Northumberland Road. This comprises a pedestrian footpath bounded to the north by a line of concrete posts, and to the south by the A4114 Holyhead Road.
- 4.1.2. The site includes an existing lighting column which is located 2 metres to the north of the A4114 Holyhead Road. The existing lighting column is coloured black. The site is located to the south of four large advertisement billboards. The lighting column ID no. is L14RAX.



Figure 2 - showing the immediate surrounding area with existing highway structures

4.2 FEATURES

- 4.2.1. The following planning constraints have been identified:
- The site is wholly located within the Arden Landscape Character Area (LCA); and
 - The site is wholly located within the Coventry City-wide Air Quality Management Area (AQMA).

5 THE PROPOSED DEVELOPMENT

- 5.1.1. Site 014 requires planning permission because a new cabinet constitutes 'development' under Section 55 of the Town and Country Planning Act 1990. Specifically, the installation of a cabinet constitutes the carrying out of building on land in terms of Section 55.
- 5.1.2. A Steel Cabinet will be installed adjacent to the existing lighting column. The cabinet will measure 1100mm in height, by 660mm in width, by 280mm in depth above ground. The cabinet will have foundations measuring 350mm below ground with the same width and depth as the cabinet above ground. The cabinet will be finished in Black (RAL 9005). Please see elevational drawing reference 70054251-WSP-30-G_000-DR-EN-30001.
- 5.1.3. The cabinet is required to house control equipment relating to the CCTV to be attached to the existing lighting columns at site 014. The control equipment will not omit any noise.
- 5.1.4. A new chamber will also be installed adjacent to the cabinet. The chambers will measure 450mm in length by 450mm in width and will be installed to a depth of 880mm. Drawing 70054251-WSP-30-A_014-DR-EN-30014 illustrates the location of the chamber in relation to the cabinet for site 014.
- 5.1.5. Excavation is required between the base of the existing lighting column and the new chamber to a depth of 600mm. This is to install ducting for cables that will communicate data from equipment that will be attached to the existing lighting columns. Drawing 70054251-WSP-30-A_014-DR-EN-30014 illustrates the extent of the excavations and ducting for site 014.
- 5.1.6. Equipment comprising CCTV will be attached to the existing lighting column at the site at a height of 8 metres. Please see elevational drawing reference 70054251-WSP-30-G_000-DR-EN-30002 for the visual appearance of the CCTV. The CCTV is required for monitoring and recording vehicle performance whilst they are interacting with carriageway features.
- 5.1.7. It is anticipated the equipment will be in position for approximately 8 years before the CAV Testbed is decommissioned. The equipment will be removed when decommissioned.

6 PLANNING POLICY CONTEXT

6.1.1. This section sets out the planning policy context for the proposed development. National Planning Policy is considered, as set out in the National Planning Policy Framework (NPPF) as amended (2019). Statutory Development Plan policies are reviewed, which in this area consists of the Coventry City Council Local Plan, which was adopted in December 2017.

6.2 NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

6.2.1. The revised National Planning Policy Framework was published in amended form on 19 February 2019 and sets out the government's planning policies for England and how these are expected to be applied. The amended Framework replaces the previous National Planning Policy Framework published in March 2012, and revised in July 2018.

6.2.2. The NPPF is a Material Consideration in decision-making, although the Statutory Development Plan is the starting point for decision-making.

6.2.3. At the heart of the NPPF is a presumption in favour of sustainable development. The objective of sustainable development can be summarised as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs'. In order to meet the objective of sustainable development, the NPPF sets out three overarching objectives required to achieve it:

- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

6.2.4. The NPPF states that these objectives should be delivered through the application of the policies within it, although they are not criteria against which every decision can or should be judged. The NPPF also states that planning decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

6.2.5. The following sections of the NPPF are of specific relevance to the determination of this application:

- Section 2 Achieving Sustainable Development
- Section 4 Decision-making
- Section 6 Building a strong, competitive economy
- Section 8 Promoting health and safe communities
- Section 9 Promoting sustainable transport

- Section 10 Supporting high quality communications
- Section 12 Achieving well-designed places
- Section 15 Conserving and enhancing the natural environment
- Section 16 Conserving and enhancing the historic environment

6.3 STATUTORY DEVELOPMENT PLAN

6.3.1. The Coventry City Council Local Plan was adopted in December 2017. The following Policies are of specific relevance to the determination of this application:

Policy AC1: Accessible Transport Network

6.3.2. Development proposals which are expected to generate additional trips on the transport network should amongst other things actively support the provision and integration of emerging and future intelligent mobility infrastructure, including electric vehicle charging points, Car Club schemes and bicycle hire.

Policy AC2: Road Network

6.3.3. Developments should seek to support and accommodate, where appropriate, measures which facilitate enhancements to the wider transport network.

Policy AC3: Demand Management

6.3.4. This policy relates to Urban Traffic Management Control (UTMC) and the application of Intelligent Transport System (ITS) technologies used to manage traffic on the highway network. Any new traffic control infrastructure required to support new developments must be compatible with, and where appropriate, link into the established UTMC network.

Policy DE1 Ensuring High Quality Design

6.3.5. The Policy states that all development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area. The setting, integrity and character of heritage assets will be protected in accordance with Policy HE2. All development will be expected to meet key design principles.

Policy HE 1: Conservation Areas

6.3.6. This policy lists all the designated Conservation Areas in Coventry. It states that Conservation Area Appraisals and Management Plans will be produced for all the Conservation Areas to guide their preservation and enhancement. All development proposals within Conservation Areas will be determined in accordance with this plan and the appropriate Appraisal and Management Plan.

Policy HE2: Conservation and Heritage Assets

6.3.7. Policy HE2 is the main policy for conservation and heritage assets. Development proposals will be supported where they conserve and, where appropriate, enhance those aspects of the historic environment which are recognised as being of special historic, archaeological, architectural, artistic, landscape or townscape significance.

6.4 PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990

6.4.1. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a duty on local planning authorities when considering applications which affect buildings in conservation areas to pay “special attention” to the desirability of preserving or enhancing the character or appearance

of the conservation area. Section 66 of the Act imposes a duty on local planning authorities when considering applications which affect a listed building or its setting to have “special regard” to the desirability of preserving or enhancing the building or its setting or any features of special architectural or historic interest which it possesses.

7 PLANNING CASE

7.1.1. Section 70(2) of the Town and Country Planning Act 1990 (as amended) and Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless Material Considerations indicate otherwise. This section identifies the main planning considerations arising from the development plan applicable to this planning application as well as the Material Considerations warranting the grant of planning permission for the proposed development.

7.1.2. The main planning considerations are:

- Principle of Development
- Design
- Heritage
- Highways

Principle of Development

7.1.3. A key principle of the NPPF is the presumption in favour of sustainable development and the delivery of connected transport. As outlined in Section 3 of this Planning Statement the proposal forms part of a wider CAV testbed which seeks to achieve social, economic and environmental benefits to Coventry and the wider West Midlands region. It is therefore considered that the use of the mast with CCTV to monitor the performance of CAV's represents sustainable development.

Design

7.1.4. The proposed cabinet will be finished in Black (RAL 9005).

7.1.5. The proposed development will be of good quality design and materials in keeping with the character of the surrounding area. It will accord with policy DE1 of the Local Plan.

Heritage

7.1.6. The proposed development at Site 014 is approximately 45m to the east of Alvis Bridge a locally listed structure. The Alvis Bridge is a mid-19th century railway bridge, part of a railway viaduct complex.

7.1.7. An addendum to the Heritage Statement and Built Heritage Settings Assessment has been prepared to assess the impact of the very minor change in location on the heritage asset.

7.1.8. The statement confirms Alvis Bridge is a heritage asset of low significance defined by its relationship to the wider railway viaduct and to the Naul's Mill Conservation Area.

7.1.9. Monitoring site 014 only requires the construction of a stand-alone cabinet. The existing lighting column would be utilised for the CCTV. It is considered this would not affect how the asset is currently experienced and would not impact on its relationships to the railway viaduct or Naul's Mill Conservation Area. The Heritage Statement confirms the proposed scheme would result in no harm to the setting of the heritage asset.

Highways

7.1.10. The adopted Coventry Local Plan (2017) states nine key objectives and although there is not a direct policy on CAV, Objective Six is to maintain and enhance an accessible transport network that provides a transport network which enhances the city's accessibility, efficiency, safety and

sustainability. Policies AC1, AC2 and AC3 of the adopted Local Plan constitute the main transport policies that seek to support this key objective.

- 7.1.11. The CAV Testbed, which the proposal forms part of, accords with policy AC1 since it will only create additional trips by way of test vehicles which will be wholly insignificant in number as part of the wider traffic flows on the A4053. The proposed cabinets allow for the monitoring of an emerging and future intelligent mobility system. It would be in general conformity with policy AC2 since the proposed cabinets would not impact on the safety of the highway network. In relation to policy AC3 this element of the scheme is essential for facilitating the monitoring of CAVs performance which could eventually allow future developments to integrate with a more diverse set of smart mobility technologies.
- 7.1.12. In terms of Air Quality, due to the limited numbers of vehicles that will be testing at any one time, and the likelihood of them testing in the same sector, there should be no notable effect on current traffic flows and conditions, with no traffic displacement expected. Therefore, the proposal will accord with Policy AC2.
- 7.1.13. In summary, the key transport requirements, as set out in Policy AC1, AC2 and AC3 of the adopted Coventry City Council Local Plan (2017) will be supported.

8 CONCLUSION

- 8.1.1. Planning permission is sought for:
- “Installation of a cabinet to the north of the A4114 Holyhead Road (to the west of Northumberland Road) to facilitate the creation of a Testbed for Connected and Autonomous Vehicles (CAVs).”**
- 8.1.2. Cabinets for a transport scheme are supported by the Development Plan. This Planning Statement has also assessed other material matters, principally design, heritage and highways against relevant policy in both the NPPF and Development Plan. The conclusion is that the proposed development accords with the Coventry Local Plan.
- 8.1.3. It is, therefore, considered that the proposed development is in accordance with the Development Plan and relevant Material Considerations and that planning permission should be granted.



The Mailbox
Level 2
100 Wharfside Street, Birmingham
B1 1RT

wsp.com

PUBLIC