

OFFICER REPORT

Application Number: FUL/2020/1126

Site 014 A4114 Holyhead Road

Installation of a cabinet and ancillary equipment at Site 014, to the north of the A4114 Holyhead Road, and to the west of Northumberland Road, to facilitate the creation of a Testbed for Connected and Autonomous Vehicles (CAVs)- Part Retrospective

WITHIN GREEN BELT?	No
VISIBLE FROM GREEN BELT?	No
WITHIN CONSERVATION AREA?	No
LISTED BUILDINGS ON SITE?	No
PRINCIPAL CDP POLICY	AC1, AC2, AC3, DE1, C2

POLICY GUIDANCE

The Coventry Local Plan 2016 to 2031 has been adopted on 05/12/2017. The above policies are relevant to the application.

Other Considerations

National Planning Policy Framework (2019)

NEIGHBOUR NOTIFICATION

Neighbour consultations were sent 01/06/2020. No comments have been received.

A site notice was posted 05/06/2020 on the corresponding lamppost.

RELEVANT HISTORY

FUL/2019/2981	Site 012 and site 014 Adjacent to McDonalds and 118 Holyhead Road Coventry CV5 8HW	Installation of a cabinet and ancillary equipment (CCTV) to facilitate a Connected and Autonomous Vehicle (CAV) Testbed at site 012 and 014. Approved 11/02/2020
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ISSUES

Background

Planning permission is sought for infrastructure relating to Phase 1 of the Midlands Future Mobility (MFM) Connected & Autonomous Vehicle (CAV) Testbed. Transport for West Midlands (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. It is noted that the CAV Testbed will be delivered in 3 phases across 13 sectors.

The associated planning statement notes that, “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.” A connected vehicle incorporates “technology that enables it to communicate and exchange information wirelessly with other vehicles, infrastructure, other devices outside the vehicle and external networks”.

Pre-application advice was sought 22 August 2019 from the Planning Department at Coventry City Council (CCC) to identify ‘*de minimis*’ minor infrastructure that could be erected with ‘permitted development’ rights. Several sites were identified with both cabinets and electronic/monitoring equipment, and new masts measuring 8 metres that would require planning permission. It was also noted that any hardstanding surfaces to allow maintenance of the masts should be to a high standard, and reflective of the wider public realm improvements across the city.

Location

Site 014 is part of ‘Sector A –Holyhead Road’. The associated planning statement states that Sector A, “extends along the A4114 Holyhead Road starting from the A4114 roundabout in the north-west to A4114 roundabout in the south-east.

Site 014 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.

Proposal

The proposal is for the Installation of a cabinet to facilitate the creation of a Testbed for Connected and Autonomous Vehicles (CAVs). Associated infrastructure includes CCTV cameras, that will be fixed to the lamppost at a height of 8 metres.

Planning permission was granted at Site 014 under planning reference FUL/2019/2981. 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 cabinet will be 1.10m in height, by 0.66m in width, and 0.28m in depth. The cabinet will have foundations measuring 0.35m below ground with the same width and depth as the cabinet above ground. The cabinet will be finished in Black (RAL 9005).

CONSULTATION RESPONSES

Highways, in principle, did not have any objection to the set of applications. If applicable, this is on the basis the technical specification for the proposed equipment has been agreed with the City Councils PFI Lighting contractor, and the applicant has committed to undertake all necessary Works in accordance with the West and Shires Permit (WaSP) Scheme.

Cadent and National Grid have no additional comments to make and an appropriate informative was requested.

Planning Policy have made overarching comments that highlight principle policy for the set of applications, primarily Policy C2: Telecommunications of the Coventry Local Plan (2016). They are satisfied that the proposal accords with this policy alongside paragraph 146 of the NPPF.

WMP – West Midlands Police state that there are no objections to the set of applications and understand that this project will be subject to the relevant GDPR laws. They also note that this is a locally funded project and not a joint venture with West Midlands Police

CONSIDERATIONS

The main considerations for this application are the impact on public amenity, design/visual amenity and highways

Design and visual amenity

Policy DE1 of the Coventry Local Plan, adopted 6th December 2017, promotes high quality urban design and the enhancement of townscape character by reflecting locally distinct patterns of development and ensuring that developments are sustainable in terms of their design and layout. The policy also requires development to be well designed within its context, which is emphasised in the NPPF (2019).

It is appreciated that some minor infrastructure is required for CAV network. Some surrounding street furniture is already present on site. The additions are not considered intrusive and adhere to Policy DE1.

Neighbouring amenity and general privacy

In terms of overlooking and a loss of privacy, the specific proposal is not deemed intrusive and the minor scale of the proposals will ensure that residential amenity will not be affected.

To ensure a degree of public confidence is reached for this scheme, the agent confirmed on 18.12.19 that additional information will be prepared alongside the scheme. The West Midlands Combined Authority (WMCA) are in the process of preparing a Data Privacy Impact Assessment (DPIA) for the CCTV element of the CAV Testbed. The DPIA will ensure that any data protection risks from the project are identified and that effective solutions are found and implemented prior to the operation of the CCTV.

Although no specific date was set for the Data Privacy Impact Assessment (DPIA), the outlined document is not necessary for the determination of the scheme. The Council and the Police are satisfied that the relevant policy on data processing will be respected, as confirmed by the agent on 18.12.19. The DPIA is an ongoing live document with reviews signposted at key stages throughout the design, installation and post installation stages. It will ultimately ensure that the WMCA (as the Data Controller for the CAV Testbed) is compliant with the Data Protection Act 2018, and any personal data captured is processed in accordance with the rights of data subjects and the Data Protection Act 2018.

The agent also confirms the use of the CCTV on 18.12.19. It is recognised that there is a possibility that personal information may occasionally be captured, for example vehicle registration numbers and other imagery. Personal information and other imagery will not be actively processed further, and steps will be taken to disregard and anonymise it from further processing. Cameras will be positioned and monitored to ensure unnecessary imagery is not being captured.

The cameras will not be facing into any surrounding properties and will be oriented towards the carriageway. The agent confirmed on 19.12.19 that the CCTV Units are dual facing cameras which will be oriented to observe the carriageway in both directions in order to monitor the test vehicles' behaviour and performance. The CCTV Units will be angled at 45 degrees (as shown on the submitted elevational drawings). The angle of the cameras may be slightly different to 45 degrees on a site by site basis according to where the carriageway is located in relation to the existing lighting columns on which they will be mounted.

The CCTV and associated infrastructure would have little to no impact on the occupiers of 118 Holyhead Road.

Policy C2 Telecommunications within the 2016 Coventry Local Plan is also relevant. The agent has not flagged that there will be any significant health issues as a result of the development, and the development considers the local character of the area, adhering to Point 1 in Policy C2. In addition to the comments received from Policy, the planning statement confirms that Point 2 in Policy C2 Telecommunications will be respected. The infrastructure will be in place for approximately 8 years before the CAV Testbed is decommissioned. After this time, the apparatus will be removed when decommissioned and the site will be restored to its present condition.

Highways

Policy AC1, AC2 and AC3 are applicable.

Policy AC1 has been considered. The CAVs will integrate with the existing transport Network and supports the delivery of a new and improved high-quality local transport network. Particular attention is given to Policy AC1, 1D, which supports the “emerging and future intelligent mobility infrastructure”.

Policy AC2 considers capacity and/or safety of the highway network. The Planning Statement submitted in association with the application outlines that there will be no significant changes in air quality, due to the limited number of vehicles on the network. For this reason, the network would be considered sustainable at present.

The associated Planning Statement also recognises Policy AC3 that facilitates communication of data between vehicles and for monitoring the performance of CAVs, which could eventually allow future developments to integrate with a more diverse set of smart mobility technologies.

The proposed infrastructure will support the development of connected and autonomous vehicles and at the same time will not cause any loss of car parking or cause any other highway safety issues to the network.

CONCLUSION

As outlined above, the development is not considered harmful and adheres to the relevant policies.

Conditions

Approved documents, colour coating, including Highways and Cadent National Grid informatives.