

## PLANNING COMMITTEE REPORT

Development Management Service  
Planning and Development Division  
Environment and Regeneration Department  
PO Box 333  
222 Upper Street  
London N1 1YA

<b>PLANNING SUB-COMMITTEE A</b>		
Date:	1 December 2015	<b>NON-EXEMPT</b>

Application number	P2015/3954/ADV
Application type	Advertisement Consent (Council's own)
Ward	Caledonian
Listed building	Not Listed
Conservation area	N/A
Development Plan Context	Kings Cross and Pentonville Road Core Strategy Key Area Local Cycle Route Employment Growth Area Local Flood Risk Zone All Saints Open Space Within 100m of Strategic Road Network Road Within 50m of Keystone Crescent Conservation Area
Licensing Implications	None
Site Address	Land at corner of Killick Street and Caledonian Road, N1
Proposal	Installation of a freestanding internally illuminated advertisement display panel (6 sheet) on the pavement at the corner of Killick Street and Caledonian Road

Case Officer	Emily Benedek
Applicant	Islington Council
Agent	Jeremy Foster

### 1. RECOMMENDATION

The Committee is asked to resolve to **GRANT** advertisement consent - subject to the conditions set out in Appendix 1.

2. SITE PLAN (site outlined in black)



### 3. PHOTOS OF SITE/STREET

Location of sign



Image 1: Aerial Photo of the Front of the Site



Image 2: Street View of the Site

Location of sign

### 4. SUMMARY

- 4.1 Advertisement consent is sought for the installation of a free standing internally illuminated advertisement display panel (6 sheet) on the pavement at the corner of Killick Street and Caledonian Road.
- 4.2 The application is brought to committee because it is a Council-own development.

4.3 The proposed advertisement display panel will neither harm the character or appearance of the adjacent buildings nor the wider street scene, nor will it materially affect the amenity of adjacent residents or have a detrimental impact on pedestrian and highways safety.

4.4 It is recommended that advertisement consent be granted subject to conditions.

## **5. SITE AND SURROUNDING**

5.1 The application site relates to the pavement area in front of the All Saints Church at the junction of Killick Street and Caledonian Road. To the west of the site is a Santander cycle docking station. The immediate area is characterised by a mix of residential and commercial buildings ranging from one to four storeys in height.

5.2 The building adjacent to the site is not listed however the site is not located in a conservation area. The surrounding area is of mixed character.

## **6. PROPOSAL (IN DETAIL)**

6.1 Advertisement consent is sought for the installation of a freestanding self-illuminated advertisement display panel (6 sheet) on the pavement at the corner of Killick Street and Caledonian Road.

6.2 The proposed sign will measure a maximum of 2.695 metres in height, 1.37 metres in width and 0.24 metres in depth. The visible area of the digital screen display will measure 1.15 metres in width and 1.76 metres in height. The proposed display will be internally illuminated and the LED backlit display brightness will be fully adjustable to distinguish between day and night ambient levels.

### **Revisions:**

6.3 The plans have been amended to internally illuminate the sign and locate it closer to the All Saints Church building by 12 metres, a full neighbour reconsultation was carried out on the amended plans.

## **7. RELEVANT HISTORY:**

### **PLANNING APPLICATIONS:**

7.1 None

### **ENFORCEMENT:**

7.2 None

### **PRE-APPLICATION ADVICE:**

7.3 None

## 8. CONSULTATION

### Public Consultation

- 8.1 Letters were sent to 16 occupants of adjoining and nearby properties at Killick Street, Caledonian Road and Wharfdale Road on the 05/10/15. A site notice was placed outside the site on 8/10/15. Therefore the public consultation expired on 29/10/15. Neighbours were re-consulted on amended plans on 05/11/15. The consultation period therefore expired on 19/11/15.
- 8.2 At the time of the writing of this report one (1) objection had been received from the public with regard to the application. The issues raised can be summarised as follows (with the paragraph that provides responses to each issue indicated within brackets):
- Health and Safety hazard for visually impaired pedestrians (10.8)
  - Distraction for traffic racing round the corner from Wharfdale Road (10.8)
  - Unnecessary visual clutter (10.5)

### Internal Consultees

- 8.3 **Design and Conservation Officer:** Objects to the proposal. The location is opposite the Keystone Crescent Conservation Area boundary and, the buildings opposite are also Grade II listed. The advert would have a detrimental impact on street scene, pedestrian experience, townscape and the setting of heritage assets.
- 8.4 **Highways:** No objection.

### External Consultees

- 8.5 **Transport for London:** No objection to the principle of development subject to the inclusion of conditions.

## 9. RELEVANT POLICIES

Details of all relevant policies and guidance notes are attached in Appendix 2. This report considers the proposal against the following development plan documents.

### National Guidance

- 9.1 The National Planning Policy Framework 2012 and Planning Policy Guidance seek to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF and PPG are material considerations and have been taken into account as part of the assessment of these proposals. Development Plan
- 9.2 The Development Plan is comprised of the London Plan 2015 (Consolidated with Alterations since 2011), Islington Core Strategy 2011, Development Management Policies 2013, The Finsbury Local Plan 2013 and Site Allocations 2013. The policies

of the Development Plan that are considered relevant to this application are listed at Appendix 2 to this report.

### **Designations**

9.3 The site has the following designations under the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, and Site Allocations 2013:

- Kings Cross and Pentonville Road Core Strategy Key Area
- Local Cycle Route
- Employment Growth Area
- Local Flood Risk Zone
- All Saints Open Space
- Within 100m of Strategic Road Network Road
- Within 50m of Keystone Crescent Conservation Area

### **Supplementary Planning Guidance (SPG) / Document (SPD)**

9.4 The SPGs and/or SPDs which are considered relevant are listed in Appendix 2.

## **10. ASSESSMENT**

10.1 The main issues arising from this proposal relate to:

- Amenity
- Highways Safety

### **Amenity**

10.2 Islington's Planning Policies and Guidance encourage high quality design which complements the character of an area. In particular, policy DM2.1 of Islington's adopted Development Management Policies requires all forms of development to be high quality, incorporating inclusive design principles while making a positive contribution to the local character and distinctiveness of an area based upon an understanding and evaluation of its defining characteristics. Furthermore, Development Management Policy DM2.6 requires all advertisements to be of a high standard and contribute to a safe and attractive environment. Any new sign should not cause a public safety hazard or contribute to a loss of amenity and should be appropriate to the building,

10.3 The application site is not located in a conservation area, and is located on a main thoroughfare through the borough. Whilst the buildings surrounding the application site itself are of varying design, it is important to ensure that any new signage would not have a detrimental impact on amenity, or the heritage assets opposite the site.

10.4 The proposed advertisement sign will be positioned on the pavement. It was originally proposed that the sign would be located in the middle of the pavement however, following discussions with planning officers the plans were amended to move the sign closer to the neighbouring All Saints Church building as it was considered to be a more acceptable location for the sign and would have less impact on the free flow of pedestrian traffic, The sign will be seen against the backdrop of the



single storey red brick building which measures 7 metres in height and will barely be visible when viewed from Caledonian Road, looking south towards Kings Cross.

- 10.5 The proposed sign will measure 2.695 metres in height and will be set back from the edge of the public highway. It is considered that when viewed against the back drop of the neighbouring properties, the proposed advertisement sign will not create an overly dominant feature that would have a detrimental impact on amenity. Immediately adjacent to the site to the west is a Santander Cycle Docking Station as well as cycle storage facilities. It is therefore considered that the proposal will not result in unnecessary and additional clutter to the detriment of the existing landscape. The size of the proposed sign is also relatively small in relation to the land on which it will be located and especially within the context of the neighbouring building. Furthermore, as the sign is not located immediately adjacent to any neighbouring residential windows, it is not considered that the signs, by reason of their illumination, would have a detrimental impact on residential amenity.
- 10.6 Given the above, the proposal is considered to be consistent with the aims of Council objectives on design and in accordance with policies 7.4 (Character) of the London Plan 2015, CS8 (Enhancing Islington's character) of the Core Strategy 2011 and Development Management Policies DM2.1 and DM2.6.

### **Highways Safety**

- 10.7 It should be ensured that all new advertisement signs do not cause a hazard to pedestrians or road users, as a result of their visual dominance and method of illumination, in accordance with policy DM2.6 of the Islington Development Management Policies 2013.
- 10.8 The proposed sign will be internally illuminated, will not have flashing illumination and will have an LED backlit display brightness which can be adjusted to suit the day/night ambient levels. The sign will be located on the pavement set back from the main pedestrian route and against the neighbouring building to ensure there are no public safety hazards and maintain the free flow of pedestrian traffic. The plans have been reviewed by both the Council's Highways team and Transport for London who, subject to attached conditions, raised no objections to the proposal in terms of its size, siting or method of illumination and did not consider the proposed sign would have a detrimental impact on highways safety. The proposal is therefore not considered to cause a hazard to pedestrians or road users in line with policy DM2.6 of the Islington Development Management Policies June 2013.

## **11.0 SUMMARY AND CONCLUSION**

### **Summary**

- 11.1 The proposed advertisement display panel is considered to be acceptable with regards to amenity and highways safety.
- 11.2 In accordance with the above assessment, it is considered that the proposed development is consistent with the policies of the London Plan, the Islington Core Strategy, the Islington Development Plan and associated Supplementary Planning Documents and should be approved accordingly.

### **Conclusion**

11.3 It is recommended that advertisement consent be granted subject to conditions as set out in Appendix 1 – RECOMMENDATIONS.



## APPENDIX 1 – RECOMMENDATIONS

### RECOMMENDATION A

That the grant of advertisement consent be subject to conditions to secure the following:

#### List of Conditions

<b>1</b>	<b>Standard advertisement conditions</b>
	<p>CONDITION: Any advertisement displayed and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the Local Planning Authority.</p> <p>Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.</p> <p>Where an advertisement is required under these Regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the Local Planning Authority.</p> <p>No advertisement is to be displayed without permission of the owner of the site or any other people with an interest in the site entitled to grant permission.</p> <p>No advertisement shall be sited or displayed so as to obscure, or hinder the ready interpretation of any road traffic sign, railway signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway (including any coastal waters) or aerodrome (civil or military).</p>
<b>2</b>	<b>Luminance</b>
	<p>CONDITION: The advertisement display(s) shall be statically illuminated and the illumination shall not exceed a maximum steady brightness of 300 candelas per square metre during the hours of darkness consistent with the guidance set out in the Institute of Lighting Professionals (ILP) publication: "The Brightness of Illuminated Advertisements" (PLG05, January 2015).</p> <p>The advertisement displays shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interests of visual amenity and highway safety.</p>
<b>3</b>	<b>Display time</b>
	<p>CONDITION: The minimum display time for each advertisement shall be 10 seconds, the use of message sequencing for the same product is prohibited and the advertisements shall not include features/equipment which would allow interactive messages/advertisements to be displayed.</p> <p>REASON: In the interests of visual amenity and highway safety.</p>
<b>4</b>	<b>Special effects</b>
	<p>CONDITION: There shall be no special effects (including noise, smell, smoke, animation, exposed cold cathode tubing, flashing, scrolling, three dimensional, intermittent or video elements) of any kind during the time that any message is displayed.</p> <p>REASON: In the interests of visual amenity and highway safety.</p>
<b>5</b>	<b>Display functions</b>
	<p>CONDITION: The interval between successive displays shall be instantaneous</p>

	(0.1 seconds or less), the complete screen shall change, there shall be no visual effects (including fading, swiping or other animated transition methods) between successive displays and the display will include a mechanism to freeze the image in the event of a malfunction.
<b>6</b>	<b>Installation and maintenance</b>
	<p>CONDITION: The footway and carriageway on the TLRN and SRN must not be blocked during the installation and maintenance of the advertising panel. Temporary obstruction during the installation must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians, or obstruct the flow of traffic.</p> <p>REASON: In the interests of highway safety.</p>

**List of Informatives:**

<b>1</b>	<b>Positive statement</b>
	<p>To assist applicants in a positive manner, the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website.</p> <p>A pre-application advice service is also offered and encouraged.</p> <p>The LPA and the applicant have worked positively and proactively in a collaborative manner through both the pre-application and the application stages to deliver an acceptable development in accordance with the requirements of the NPPF.</p> <p>The LPA delivered the decision in a timely manner in accordance with the requirements of the NPPF.</p>

## **APPENDIX 2: RELEVANT POLICIES**

This appendix lists all relevant development plan policies and guidance notes pertinent to the determination of this planning application.

### **1 National Guidance**

The National Planning Policy Framework 2012 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals.

### **2. Development Plan**

The Development Plan is comprised of the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013 and the Finsbury Local Plan 2013. The following policies of the Development Plan are considered relevant to this application:

#### **A) The London Plan 2015 - Spatial Development Strategy for Greater London**

3 London's people

7 London's living places and spaces  
Policy 7.4 Local character  
Policy 7.6 Architecture

#### **B) Islington Core Strategy 2011**

##### **Spatial Strategy**

Policy CS8 (Enhancing Islington's Character)

##### **Strategic Policies**

Policy CS9 (Protecting and Enhancing Islington's Built and Historic Environment)

#### **C) Development Management Policies June 2013**

##### **Design and Heritage**

**DM2.1** Design

**DM2.6** Advertisements

### **3. Designations**

The site has the following designations under the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013:

- Kings Cross and Pentonville Road Core Strategy Key Area
- Local Cycle Route

- Employment Growth Area
- Local Flood Risk Zone
- All Saints Open Space
- Within 100m of Strategic Road Network Road
- Within 50m of Keystone Crescent Conservation Area

4. **Supplementary Planning Guidance (SPG) / Document (SPD)**

The following SPGs and/or SPDs are relevant:

**Islington Local Development Plan**

**London Plan**

**Urban Design Guide (2006)**