

## PLANNING COMMITTEE REPORT

<b>PLANNING SUB-COMMITTEE B</b>		
Date:	6 <sup>th</sup> November 2014	NON-EXEMPT

Application number	P2014/2842/FUL
Application type	Full Planning Application
Ward	Barnsbury Ward
Listed building	Not listed
Conservation area	None
Development Plan Context	<ul style="list-style-type: none"> <li>- Central Activities Zone</li> <li>- Within 100m of Transport for London Road Network</li> <li>- Within 50m of Conservation Area</li> <li>- Core Strategy Key Area</li> <li>- Mayors Protected Vista</li> <li>- Core Strategy Key Area</li> </ul>
Licensing Implications	None
Site Address	10-22 Calshot Street, London, N1 9DA
Proposal	Creation of a cross over

Case Officer	Joe Aggar
Applicant	London Power Networks
Agent	Adrian Salt and Pang Limited

### 1. RECOMMENDATION

The Committee is asked to resolve to GRANT planning permission:

1. subject to the conditions set out in Appendix 1;

## 2. SITE PLAN (site outlined in black)



## 3. PHOTOS OF SITE/STREET

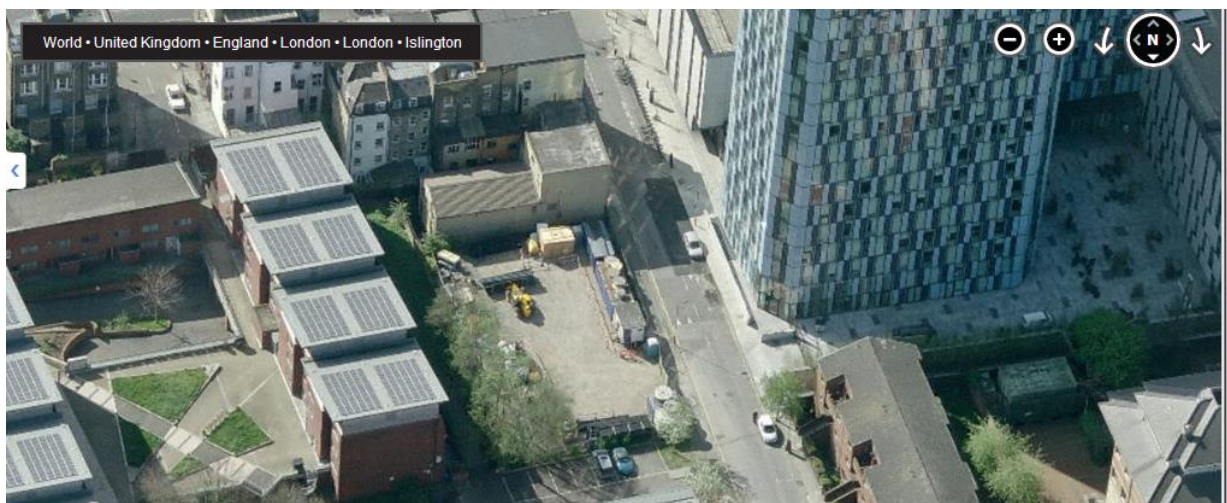


Photo 1: Aerial photo of site



Photo 2: Calshot Street elevation



Photo 3: Calshot Street elevation looking south to Pentonville Road



Photo 3: Calshot Street elevation

#### **4. SUMMARY**

- 4.1 Planning permission is sought for the creation of a new cross over. The cross over is required to serve an electricity substation which is proposed to be built under permitted development .
- 4.2 The proposed cross over would not detract from the character and appearance of the application property, surrounding street scene nor would it detrimentally impact upon neighbour amenity or the highway network.
- 4.3 The application is therefore recommended for approval subject to conditions.

#### **5. SITE AND SURROUNDING**

- 5.1 The site is located on the eastern side of Calshot Street close to the junction with Pentonville Road. To the east of the site is a residential block. Directly opposite the site lies, a mixed use building which fronts Pentonville Road a main thoroughfare through the borough. To the north along Calshot Street the area is characterised by residential blocks of flats.
- 5.2 UK Power Networks currently occupies the site as an office/storage and the land contains a number of pre-fabricated buildings.
- 5.3 The site is not located within a conservation area. The boundaries of Kings Cross and Pentonville Road conservation area are located 50 metres away from the application site. There are no listed buildings on the site.

#### **6. PROPOSAL (in Detail)**

- 6.1 The proposal consists of the creation of a new cross over on the Calshot Street elevation. The cross over at its widest point would be 13.5m.
- 6.2 The application has been referred to the planning sub-committee due to the large number of objections received.
- petition of objection containing 90 signatures
  - petition of objection containing 75 letters
  - one individual objection
  - An objection letter from Residents of Calshot Street area
  - 8 further individual objections.

## **7. RELEVANT HISTORY**

### **PLANNING APPLICATIONS**

- 7.1 P2014/2652/COLP - Certificate of Lawfulness for 'the proposed erection of an electricity substation on operational land at 10-22 Calshot Street' is awaiting a decision.
- 7.2 P2013/4822/FUL - Redevelopment of site to create an electricity substation was withdrawn by the applicant.

### **PRE APPLICATION ADVICE**

- 7.3 Q2013/0549/MIN for the 'Proposal to build an Electric Substation' submitted on the received 22/02/2013.

### **ENFORCEMENT:**

- 7.4 No history

## **8. CONSULTATION**

### **Public Consultation**

- 8.1. Letters were sent to occupants of adjoining and nearby properties on 11<sup>th</sup> August 2014. The public consultation of the application therefore expired on 4 September 2014, however it is the Council's practice to continue to consider representations made up until the date of a decision.
- 8.2 At the time of the writing of this report 13 responses had been received from the public with regard to the application at the time of writing the report.

These can be summarised as follows (with the paragraph that provides responses to each issue indicated within brackets):

- Object to substation (11.1)
- Loss of green space (10.9)
- Health concerns over proposed substation (10.10)
- Loss of light due to substation (10.10)
- Loss of privacy due to substation (10.10)
- Cross over would facilitate traffic (10.4-10.7)
- Increase costs to Islington Council in terms of crime and health (10.10)

- Cross over contravenes policy (11.1-11.2)
- Crossing is not currently required as there is no extant permission for a substation (11.1)
- Exacerbate pollution and threaten pedestrian safety (10.4-10.7)

### **External Consultees**

8.3 TfL has not objected to the proposal.

### **Internal Consultees**

8.4 Highways have not objected subject to condition.

## **9. RELEVANT POLICIES**

9.1 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**

9.2 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.

### **Development Plan**

9.3 The Development Plan is comprised of the London Plan 2011, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The policies of the Development Plan are considered relevant to this application and are listed at Appendix 2 to this report.

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

9.4 The SPG's and/or SPD's which are considered relevant are listed in Appendix 2.

## **10. ASSESSMENT**

10.1 The main issues arising from this proposal relate to:

- Character and appearance
- Neighbouring Amenity
- Highways
- Other Issues

### **Character of the Area**

10.2 Directly to the north of the site lies a small car park and to the north of that a 5 storey block known as Henleys Prior. To the east lies a road way and adjacent to that lies Hales Prior, a 5 storey residential block. Opposite the site is 200 Pentonville Road - a 16 storey glass clad building used mainly for student housing.

To facilitate the operation of this building there is a vehicular access with a dropped curb opposite the subject site at 10-22 Calshot Street.

- 10.3 In the immediate context it is recognised there is a cross over to 200 Pentonville Road and a similar arrangement for off-street car parking to the north of the site. The proposal would not involve the loss of a boundary wall. In terms of design and appearance the creation of a cross over is considered to have a negligible visual impact. The application would therefore not warrant refusal based on design grounds and considering the immediate context.

### **Neighbour Amenity**

- 10.4 Information has been provided indicating the site will be visited by a vehicle only once a month, on average. Therefore there are no issues arising here in terms of noise or disturbance that would be contrary to DM2.1 of the Development Management Policies.

### **Highways**

- 10.4 The London Borough of Islington is the Highway Authority for Calshot Street; it is neither a classified road nor a red route.
- 10.5 Whilst no permission has been granted as yet for the substation on the site that the cross over is to serve, information has been provided with this application, that it is unlikely to generate a high number of trips to the site ( by virtue of the proposed nature of the site) and therefore it will have no adverse impact on the local road network or public transportation.
- 10.6 Calshot Street is a one way road with access from Pentonville Road.
- 10.7 The vehicle access diagram supplied is based on the trajectory published in the Freight Transport Association "Designing for Deliveries Guide" for a "small rigid design vehicle full lock 90 degree simple turn". The vehicle is 7.19 m long and 2.3 m wide, with a wheelbase of 4.19 metres and is the largest vehicle that could access the delivery bay, which is 10 m long. The vehicle is proposed to reverse out using a 'banksman'. The Highways Officer has raised no objection to this, subject to condition.

### **Other Issues**

- 10.8 Issues have been raised in relation to the proposal for the substation, loss of green space, health care issues, privacy, safety, and loss of light.
- 10.9 There is not considered to be a loss of green space resulting from the proposal for a cross over. The site currently contains hardstanding and some temporary buildings, the cross over would not result in the loss of any designated green space.
- 10.10 Issues raised related to crime, health, privacy and loss of light are related to the application for the substation and are not under assessment as part of this application.
- 10.11 Based on information received, as part of the Delivery Service Plan, related to the number of traffic movements, type and management of vehicular movement, with

the use of appropriate conditions the concerns outlined above with regard to pedestrian safety would not warrant withholding the granting of planning permission. There would be no adverse impact in terms of increased pollution, traffic levels, or vehicular, pedestrian and cyclist movement.

## **11. SUMMARY AND CONCLUSION**

### **Summary**

- 11.1 The proposed cross over is considered to be acceptable with regards to the design and appearance, neighbour amenity, highways. Whilst a number of objections have been received these raise objection mainly to the sub station which can be constructed under permitted development. Any relevant objections have been addressed in the assessment part of the report and do not raise issues which would warrant withholding planning permission for the cross over.
- 11.2 As such, the proposed development is considered to accord with the policies in the London plan, Islington Core Strategy, Islington Development Management Policies and the National Planning Policy Framework and as such is recommended for an approval subject to appropriate conditions.

### **Conclusion**

- 11.3 It is recommended that planning permission be granted subject to conditions



## APPENDIX 1 – RECOMMENDATIONS

### RECOMMENDATION A

That the grant of planning permission be subject to conditions to secure the following:

#### List of Conditions:

<b>1</b>	<b>Commencement</b>
	<p>CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.</p> <p>REASON: To comply with the provisions of Section 91(1) (a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).</p>
<b>2</b>	<b>Approved plans list</b>
	<p>CONDITION: The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>Fig.1 Revision 00; Fig.2 Revision 00; Fig.3 Revision 00; Fig.4 Revision 00; Fig.5 Revision 00; unnumbered photographic view points; Explanatory Statement dated July 2014 A; Fig3 3a Revision 00: London Power Networks Service Delivery Plan dated 21 October 2014; 1236/P/870 Drawing Revision P1.</p> <p>REASON: To comply with Section 70(1) (a) of the Town and Country Planning Act 1990 as amended and also for the avoidance of doubt and in the interest of proper planning.</p>
<b>3</b>	<b>Service Delivery Plan</b>
	<p>CONDITION: The development shall be carried out in accordance with the delivery and servicing plan (DSP) reference London Power Networks: Service Delivery Plan for Substation at 10 - 22 Calshot Street, Islington dated 21/10/2014.</p> <p>The development shall be constructed and operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic.</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>Whilst no pre-application discussions were entered into, the policy advice and</p>

	<p>guidance available on the website was followed by the applicant.</p> <p>The applicant therefore worked in a proactive manner taking into consideration the policies and guidance available to them, and therefore the LPA delivered a positive decision in a timely manner in accordance with the requirements of the NPPF.</p>
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## **APPENDIX 2: RELEVANT POLICIES**

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

### **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.

### **Development Plan**

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

#### **A) The London Plan 2011 - Spatial Development Strategy for Greater London**

##### 6:London's Transport:

6.1 Strategic Approaching effects of Development on Transport Capacity

6.3 Assessing effects of development on transport capacity

6.7 Better Streets and surface transport

6.12 Road Network capacity

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

##### Spatial Strategy

**CS6** (Kings Cross)

**CS8** (Enhancing Islington's Character)

##### Strategic Policies

**CS10** (Sustainable Design)

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

**DM2.1** Design

**DM8.1** Movement hierarchy

**DM8.2** Managing transport impact

**DM8.6** Delivery and servicing for new development

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

The following SPGs and/or SPDs are relevant:

**Islington**

**London Plan**

- Islington's Urban Design Guide  
2006