

Delegated Report		Analysis sheet		Expiry Date:	03/10/2019
		N/A		Consultation Expiry Date:	21/09/2019
Officer				Application Number(s)	
Josh Lawlor				1. 2019/4079/P 2. 2019/4924/A	
Application Address				Drawing Numbers	
Telephone Kiosk outside 2 Harben Parade Finchley Road London NW3 6JP				Refer to draft decision notice	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s)					
1. Erection of freestanding telephone kiosk providing phone and Wi-Fi facilities, location based information, payment facilities with 1 x LCD illuminated digital advertisement 2. Display of 1 x LCD illuminated digital advertisement panel to telephone kiosk					
Recommendation(s):		1. Refuse Planning Permission 2. Refuse Advertisement Consent			
Application Type:		Application for Planning Permission and Advertisement Consent			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice			
Informatives:				
Consultations				
Adjoining Occupiers:	No. of responses	01	No. of objections	01

**Summary of
consultation
responses:**

A site notice was displayed on 28/08/2019 which expired on 21/09/2019. Three objections were received

One objection was received from Flat 40, Eton Court, Eton Avenue, London, NW3 3HJ:

1. I oppose this application. We have too many of these wretched telephone kiosks. They are not used for the purpose of making telephone calls. Their only use is as advertising billboards and they impede pedestrians. I suggest that we should phase them all out.

Metropolitan Police – Designing Out Crime Officer objects on the following grounds:

The following stakeholders were also consulted:

Metropolitan Police – Designing Out Crime Officer does not object to the scheme but makes the following comments and recommendations:

1. Phone boxes in The London Borough of Camden have become 'crime generators' and a focal point for anti-social behaviour (ASB). As such, the removal of two closed traditional phone boxes and replacement with a modern and better designed pay phone is welcome.
2. There is a need for a detailed maintenance and management plan to prevent the kiosk falling in a state of disrepair and attracting crime and anti-social behaviour in line with the 'broken window' principle.
3. The long side of the kiosk should be set to the road to reduce the opportunity for aggressive begging involving organised criminal networks
4. Light levels from the advertising should be sensitive to CCTV in the area
5. The overall reduction in the number of kiosks in the borough should contribute to reducing crime levels.

The Council's Transport Team commented on the following grounds:

1. The replacement telephone kiosk would be 150 mm wider than the existing telephone kiosk. However, an effective footway width of 3.65 metres would be maintained between the new telephone kiosk and the rear of the footway adjacent to 2 Harben Place, Finchley Road. The proposal would not therefore have a significant impact on pedestrian comfort, movement and safety.
2. Whilst the pavement may be wide enough, in light of the information that there is a lack of need for these kiosks and existing kiosks in close proximity to the site that impact of any loss of footpath for unnecessary street clutter is not supported due to the negative impact on the public realm, both physically and visually. One of the key points to make is that developments should make a positive contribution towards improving the public realm. This clearly isn't the case here.

3. The proposal to include digital advertising has been assessed against a document titled 'Guidance for Digital Roadside Advertising and Proposed Best Practice'. The document was commissioned by Transport for London and was published in March 2013. The proposed digital advertising sign would be orientated to face northwest bound traffic. There is some concern about the close proximity of the proposed digital advertising sign to a previously approved BT InLink unit located nearby outside 14 Harben Parade, Finchley Road. The proposal should be in accordance with the guidance. The standard conditions attached to similar permissions (e.g. BT InLink) should be applied if permission were to be granted. Ideally, the proposed telephone kiosk would be located slightly further away from the aforementioned BT InLink unit, if practicable.
4. It is understood that any permission would be subject to a legal agreement to secure the tree planting and removal of redundant telephone kiosks. This will involve Section 106 of the Town and Country Planning Act 1990 and Section 278 of the Highways Act 1980. The borough wide proposal would ultimately lead to the planting of 45 trees within the borough. The Council's tree officer should be asked to advise on an appropriate financial contribution and tree specification details.

Transport for London (TfL) made the following observations on the application:

1. The proposed development is located on the A41 (Harben Parade/Finchley Road), which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.
2. A condition must be applied to the planning permission to ensure that multiple phone kiosk removals, required to make this planning proposal acceptable and compliant with the current and draft London Plans, are carried out before the new kiosk is installed. Evidence of multiple phone box removals must be provided to TfL and the Council before installation of the new kiosk on street.
3. The draft London Plan sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. It is expected that all planning decisions within London should follow London Plan policies. As such, TfL will be expecting all new planning applications to be compliant with the policies as set out in within the new draft London Plan.
4. Policy T2 of the draft London Plan sets out London's Healthy Streets approach. The Healthy Streets approach uses 10 indicators, based on evidence of what is needed to create a healthy, inclusive environment in which people choose to walk, cycle and use public transport.
5. TfL reminds the applicant and Council that the current London Plan Policy 6.10 (Walking) refers to 'promoting simplified streetscape, decluttering and access for all' and also states that Planning

Decisions 'should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space'. TfL Spatial Planning takes the view that the phone box proposed would not have a severely negative impact on maintaining a high quality pedestrian environment and street space on Finchley Road.

6. Decluttering the streetscape is also prioritised in TfL Streetscape Guidance (available from <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>). TfL expects the standards and principles in this document to be applied to all phone box replacement applications
7. The footway and carriageway on the A41 must not be blocked during the construction of the proposed telephone kiosk. Temporary obstructions during the conversion 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 on the A41.
8. All vehicles associated with construction of the proposed telephone kiosk must only park/stop at permitted locations and within the time periods permitted by existing on street restrictions.
9. No skips or construction materials shall be kept on the footway or carriageway of the TLRN at any time.
10. The proposed advertisement shall operate at an illumination level of no brighter than 300cd/m² at night, consistent with the guidance set out in the institute of lighting professionals (ILP) publication: "The Brightness of Illuminated Advertisements² (PLG05, January 2015).
11. The minimum display time for each advertisement displayed shall be 10 seconds, the use of message sequencing for the same product is prohibited, and the advertisement should not include interactive messages or advertisements to be displayed. 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
12. Within New World Payphones letter to LB Camden regarding this application it is stated that the change between advertisements would be via a smooth fade. TfL requests that the interval between successive displays shall be instantaneous (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.

Site Description

The application site is located on a pavement with an existing telephone Kiosk, the pavement width is approximately 5.3m without the Kiosk and is 3.65m taking account of the existing Kiosk. This application site is located within the Finchley Road Town Centre and is in close proximity to Underground and rail services. The application site is not located within a conservation area.

Relevant History

P9601548 O/S 12 Harben Parade Installation of public telephone kiosks on public highway. Prior Approval 20/06/1996 Prior Approval Granted 18/08/1993

9300920 Application for determination whether the Council's approval is required for the siting and appearance of one public payphone (kiosk). (Plans submitted). Prior Approval Granted 18/08/1993

2018/0854/P Erection of freestanding telephone kiosk providing phone and Wi-Fi facilities, location based information, payment facilities with 1 x LCD illuminated digital advertisement following the removal of 3 x telephone kiosks. Withdrawn 16/01/2020

2018/0854/P Erection of freestanding telephone kiosk providing phone and Wi-Fi facilities, location based information, payment facilities with 1 x LCD illuminated digital advertisement following the removal of 3 x telephone kiosks. Withdrawn 16/01/2020

Recent appeals dismissed re. telephone kiosks

In 2019 four appeals were dismissed for installation of payphone kiosks along Finchley Road and Avenue Road. The Inspector concluded that the proposed kiosks would add to street clutter and most of them would reduce footway widths hampering pedestrian movement.

Pavement outside 100 Avenue Road	APP/X5210/W/18/321 1457	2018/0343/P	Dismissed	WR	28/08/2019
Pavement outside 104 Finchley Road	APP/X5210/W/18/321 1526	2018/0353/P	Dismissed	WR	28/08/2019
Pavement outside 108-110 Finchley Road	APP/X5210/W/18/321 1536	2018/0351/P	Dismissed	WR	28/08/2019
Pavement outside 131 Finchley Road	APP/X5210/W/18/321 1523	2018/0350/P	Allowed	WR	28/08/2019
Pavement outside 511 Finchley Road	APP/X5210/W/19/322 5173	2018/3829/P	Dismissed	WR	09/12/2019

Relevant policies

National Planning Policy Framework 2019

London Plan 2017

TfL's Pedestrian Comfort Guidance for London 2010

Camden Local Plan 2017

A1 Managing the impact of development

C5 Safety and Security

C6 Access for all
D1 Design
D4 Advertisements
G1 Delivery and location of growth
T1 Prioritising walking, cycling and public transport

Camden Planning Guidance

CPG Design (March 2019) - chapters 2 (Design excellence) and 7 (Designing safer environments)
CPG Transport (March 2019) - chapters 7 (Vehicular access and crossovers) and 9 (Pedestrian and cycle movement)
CPG Advertisements (March 2018) – paragraphs 1.1 to 1.15; and 1.34 to 1.38 (Digital advertisements)
CPG Amenity (March 2018) - chapter 4 (Artificial light)

Camden Streetscape Design Manual

Digital Roadside Advertising and Proposed Best Practice (commissioned by Transport for London) March 2013

Design of an accessible and inclusive built environment. External environment - code of practice (BS8300-1:2018 and BS-2:2018)

Town and Country Planning (Control of Advertisements) (England) Regulations 2007

Assessment

1.0 Proposal

1.1 It is proposed to remove four existing telephone kiosks with one kiosk to be replaced with an updated design, leading to a reduction in three kiosks along the high street. The proposal would involve the removal of the following telephone kiosks:

- Near Canfield Gardens, Jnc. Finchley Tube Station;
- 2 x Kiosks outside 125-127 Finchley Road;



The kiosk design subject of this application

- 1.2 The proposed replacement would be located on the western side of Finchley Road. The kiosk would measure 1096mm (W) x 762mm (L) x 2499mm (H).
- 1.3 The rear elevation of the proposed kiosk would contain an internally illuminated advert panel. The screen would measure 928mm (W) x 1.65m (H) with a visible display area of 1.53sqm. The screen's luminance levels would be between 280 – 2500 cd/m².

2.0 Assessment

- 2.1 On 25 May 2019, the General Permitted Development Order (GPDO) was amended through the coming into force of the Town and Country Planning (Permitted Development, Advertisement and Compensation Amendments) (England) Regulations 2019. This amendment has had the effect of removing permitted development rights to install a public call box under Schedule 2, Part 16, Class A of the GPDO. Accordingly a planning application and associated advertisement consent application have been submitted.

3.0 Planning Need

- 3.1 As planning permission and advertisement consent are now required, the Council can take into consideration more than just the siting, design and appearance of the kiosk which was previously allowed. The Council is now also able to take into consideration all relevant local and national planning policies and legislation.
- 3.2 The current applications form 1 set of 20 similar sets of planning and advertisement consent applications in which the proposed development seeks the overall introduction of 20 new kiosks following the removal of the entire stock of New World Payphone (NWP) older designed kiosks within the London Borough of Camden (a reduction of 50 kiosks). The applicant previously indicated a willingness to sign up to a legal agreement to ensure that all old kiosks were removed in a timely fashion and to other management controls. If planning permission was to be approved a legal agreement would be required to secure these matters.
- 3.3 As part of a separate enforcement investigation following complaints about the underused and poorly maintained telephone kiosks along Tottenham Court Road, Planning Contravention Notices were served on all kiosks in that street in order to ascertain the lawful status of these kiosks and whether they are still required in accordance with condition A.2 (b) (Part 16 Class A) of the GPDO 2015.
- 3.4 As part of this planning application we asked the applicant to provide call data information for all the kiosks that are proposed to be removed as part of this scheme. This information was provided in full on the 29th January 2020. A review of the call data information indicates that the existing kiosks are substantially underused and have limited usage.
- 3.5 Under paragraph 115 of the NPPF applications for electronic communications development should be supported by the necessary evidence to justify the proposed development. If existing phone kiosks have limited usage and there are existing kiosks within the local area, the benefit of an additional/replacement kiosk in this location is limited and it is not considered that sufficient evidence has been provided to justify the proposed development. The kiosk will essentially enable the provision of a digital advertisement panel. It is not considered that a structure of this type or scale is necessary to enable Wi-Fi provision. Moreover, there are already two BT kiosks on the pavement outside 129 Finchley Road located within approximately 150m from the application site. The proposed development is therefore considered to add unnecessary street clutter, contrary to Camden planning policies and guidance. Therefore, on this basis, refusal is recommended.

4.0 Design

- 4.1 Policy D1 (Design) states that the Council will require all developments to be of the highest standard of design and to respect the character, setting, form and scale of neighbouring buildings, its contribution to the public realm, and its impact on wider views and vistas.
- 4.2 A design consideration of the structure, whilst replicating elements of a traditional kiosk is the inclusion of a digital advert. This has resulted in a structure which is dominant, visually intrusive and serves to detract from the appearance of the wider streetscene in a largely uncluttered part of the street.
- 4.3 CPG Design advises '*the design of streets, public areas and the spaces between buildings, needs to be accessible, safe and uncluttered. Well-designed street furniture and public art in streets and public places can contribute to a safe and distinctive urban environment*'. Street furniture should not obstruct pedestrian views or movement.
- 4.4 Due to the prominence of the proposal within the streetscape, it is considered that the proposed development would add clutter to this busy stretch of pavement and would severely degrade the visual amenity of the area. The proposed structure is considered to be a poor pastiche of the classic K2 phone box, and on account of its increased width and height, as well as, it's conspicuous design, would have a harmful and negative impact on this clear and unobstructed part of the streetscape.
- 4.5 As such, the proposed structure, by reason of its size and scale, when there is no need for a kiosk in this location, would be an obtrusive piece of street furniture detracting from the conservation area and wider streetscene. The incongruous design would therefore provide an intrusive addition to the street and in this regard would fail to adhere to Policy D1 (Design).
- 4.6 The proposal would also be contrary to the guidance of the National Planning Policy Framework (NPPF) which aims to keep telecommunication sites to a minimum and encourage applicants to explore shared facilities rather than adding additional clutter.

5.0 Highways/footpath width

- 5.1. Policy D7 (Public Realm) of the New London Plan (Intend to publish) states that development should '*Applications which seek to introduce unnecessary street furniture should normally be refused*'.
- 5.2. Policy T2 (Healthy Streets) of the New London Plan (Intend to publish) states that '*Development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance*'. It is considered that the application would fail to deliver any improvements which support any of the ten Healthy Streets Indicators.
- 5.3. Policy A1 (Managing the impact of development) of the Camden Local Plan states that the Council will seek to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities, and that the Council will resist development that fails to adequately assess and address transport impacts affecting communities, occupiers, neighbours and the existing transport network. Paragraph 6.10 states that the Council will expect works affecting the highway network to consider highway safety, with a focus on vulnerable road users, including the provision of adequate sightlines for vehicles, and that development should address the needs of vulnerable or disabled users. Furthermore, Policy T1 (Prioritising walking, cycling and public transport) point e) states that the Council will seek to ensure that developments provide high quality footpaths and pavements that are wide enough for the number of people expected to use them, including features to assist vulnerable road users where appropriate, and paragraph 9.10

of CPG Transport highlights that footways should be wide enough for two people using wheelchairs, or prams, to pass each other.

- 5.4. Camden's Streetscape Design manual – section 3.01 footway width states: “Clear footway’ is not the distance from kerb to boundary wall, but the unobstructed pathway width within the footway:
- 1.8metres – minimum width needed for two adults passing;
 - 3 metres – minimum width for busy pedestrian street though greater widths are usually required; Keeping the footway width visually free of street furniture is also important, allowing clear sightlines along the street’
- 5.6 All development affecting footways in Camden is also expected to comply with Appendix B of Transport for London's (TfL's) Pedestrian Comfort Guidance, which notes that active and high flow locations must provide a minimum 2.2m and 3.3m of 'clear footway width' (respectively) for the safe and comfortable movement of pedestrians.
- 5.7 Policy T1 of the Camden Local Plan states that the Council will promote sustainable transport choices by prioritising walking, cycling and public transport use and that development should ensure that sustainable transport will be the primary means of travel to and from the site. Policy T1 subsections a) and b) state that in order to promote walking in the borough and improve the pedestrian environment, the Council will seek to ensure that developments improve the pedestrian environment by supporting high quality improvement works, and make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping.
- 5.8 Policy T1 also states that where appropriate, development will be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort.
- 5.9 Paragraph 9.7 of CPG Transport seeks improvements to streets and spaces to ensure good quality access and circulation arrangements for all. Ensuring the following:
- Safety of vulnerable road users, including children, elderly people and people with mobility difficulties, sight impairments and other disabilities;
 - Maximising pedestrian accessibility and minimising journey times;
 - Providing stretches of continuous public footways without public highway crossings;
 - Linking to, maintaining, extending and improving the network pedestrian pathways;
 - Providing a high quality environment in terms of appearance, design and construction, paying attention to Conservation Areas;
 - Use of paving surfaces which enhance ease of movement for vulnerable road users; and,
 - Avoiding street clutter and minimising the risk of pedestrian routes being obstructed or narrowed e.g. by pavement parking or by street furniture.
- 5.10 Policy C5 (Safety and security) of the Camden Local Plan requires development to contribute to community safety and security, and paragraph 4.89 of policy C5 states that the design of streets needs to be accessible, safe and uncluttered, with careful consideration given to the design and location of any street furniture or equipment. Paragraphs 7.41 and 7.42 of CPG Design advise that the proposed placement of a new phone kiosk needs to be considered to ensure that it has a limited impact on the sightlines of the footway, and that the size of the kiosk should be minimised to limit its impact on the streetscene and to decrease opportunities for crime and anti-social behaviour.
- 5.11 This area of the footway consistently experiences active pedestrian flows, due to its location in the Finchley Road Town Centre and proximity to Underground and rail services. Pedestrian volumes have been observed to be significant during peak periods and at weekends. The proposed telephone kiosk would be 1.1m wide and would be offset from the kerb by 600-700mm. The

proposal would reduce the effective footway width at the site from 5.2m to 3.65m. This would comply with the 3.3 metres, the recommended minimum for high footfall locations (see Appendix B of Transport for London guidance document titled 'Pedestrian Comfort Guidance for London').

5.12 Whilst any offer to remove older unsightly kiosks is welcomed, especially given the data which shows their usage is limited, this does not automatically mean our policies support the addition of further unnecessary clutter on the streets of Camden. In this case there are 4 existing telephone kiosks within approximately 100m of the site. These include outside 2 x BT Kiosks outside 125-127 kiosks on this side of the road and a freestanding kiosk outside no.4 and BT kiosk outside no. 21 on the opposite side of the road. Whilst the removal of existing phone kiosks is welcomed, approving a new structure for which there is no need would set a precedent. Policy D7 (Public Realm) of the New London Plan (Intend to publish) states that development should 'Applications which seek to introduce unnecessary street furniture should normally be refused'.

5.13 In this location where there are multiple existing kiosks from different providers in close proximity to the application site it is considered that allowing the loss of footway and the impact on the public realm is not justified. No justification has been submitted for the need to install a new, replacement kiosk. Refusal is therefore recommended on this basis.

6.0 Anti-social behaviour

6.1 With regards to community safety matters, a number of issues have been raised by the Metropolitan Police Crime Prevention Design Advisor. In particular it has been noted that existing telephone kiosks within the London Borough of Camden have become 'crime generators' and a focal point for anti-social behaviour (ASB). The design and siting of a structure which is considered unnecessary and effectively creates a solid barrier to hide behind, on a busy footway would further add to street clutter and safety issues in terms of crime and ASB, through reducing sight lines and natural surveillance in the area, and providing a potential opportunity for an offender to loiter. This would increase opportunities for crime in an area which already experiences issues with crime, therefore the proposal would be contrary to Policy C5 and CPG1 (Design).

7.0 Advertisement

7.1 Advertisement consent is sought for the digital screen covering the rear elevation of the structure. The screen would be 0.92m (W) x 1.65m (H) with a visible display area of 1.53sq. m. The screen's luminance levels are capable of 280cd/m.

7.2 The Town and Country Planning (Control of Advertisements) Regulations 2007 permits the Council to consider amenity and public safety matters in determining advertisement consent applications.

Amenity: Visual impact and impact on residential amenity

7.3 Camden Planning Guidance for CPG Design advises that good quality advertisements respect the architectural features of the host building and the character and appearance of the surrounding area. CPG Adverts states that '*free-standing signs and signs on street furniture will only be accepted where they would not create or contribute to visual and physical clutter or hinder movement along the pavement or pedestrian footway*'.

7.4 Policy D4 (Advertisements) confirms that the "*Council will resist advertisements where they contribute to or constitute clutter or an unsightly proliferation of signage in the area.*" (paragraph 7.82).

7.5 Camden Planning Guidance for CPG Amenity advises that artificial lighting can be damaging to the environment and result in visual nuisance by having a detrimental impact on the quality of life of neighbouring residents, that nuisance can occur due to 'light spillage' and glare which can also significantly change the character of the locality. As the advertisement is not located at a typical shop fascia level and would be internally illuminated, it would appear visually obtrusive.

7.6 The provision of a digital screen in this location would add visual clutter to the streetscene. By reason of its siting, scale, design and illumination, the proposed advertisement would therefore form an incongruous addition to this part of the streetscene, serving to harm the character and appearance of the area. It is therefore considered that the proposed advertisement would have an adverse effect upon the visual amenity of the streetscene, particularly as the existing Kiosk is not considered lawful. Refusal is recommended on this basis.

7.7 If the application was to be recommended for approval, conditions to control the brightness, orientation and frequency of the displays, and prevent any moving displays would be required.

Public Safety

7.8 Policy A1 (Managing the impact of development) requires development proposals to avoid disruption to the highway network, its function, causing harm to highway safety, hindering pedestrian movement and unnecessary clutter as well as addressing the needs of vulnerable users. The Council will not support proposals that involve the provision of additional street furniture that is not of benefit to highway users.

7.9 Policy Design in paragraph 7.42 advises that, "*All new phone boxes should have a limited impact on the sightlines of the footway.*" This is supported by Transport for London (TfL) in the document titled 'Streetscape Guidance' which on page 142 states that, "*Sightlines at crossings should not be obstructed by street furniture, plantings or parked/stopped vehicles.*" Paragraph 6.3.10 of the Manual for Streets advises that, "*Obstructions on the footway should be minimised. Street furniture is typically sited on footways and can be a hazard for blind or partially-sighted people.*"

7.10 It is accepted that all advertisements are intended to attract attention. However, advertisements are more likely to distract road users at junctions, roundabouts and pedestrian crossings particularly during hours of darkness when glare and light spillage can make it less easy to see things, which could be to the detriment of highway and pedestrian and other road users' safety.

7.11 The proposed advertisement would introduce a large digital panel in direct eye-line of oncoming pedestrians on Finchley Road next to a busy bus lane. The proposal would therefore constitute unnecessary street clutter which would serve as a distraction to pedestrians in this restricted footway space. This would be especially hazardous for blind or partially-sighted people and detrimental to public safety. Refusal is recommended on this basis.

8.0 Conclusion

8.1 The proposal would result in unacceptable street clutter, harmful to the character and appearance of the streetscape and to the detriment of pedestrian flows, as well as creating issues with safety. The advertisement would serve to harm both the visual amenities and public safety of the area. The proposal is therefore considered to be unacceptable in compliance with the aforementioned policies.

8.2 If the applications were considered to be acceptable, the Council would seek an obligation attached to any planning permission for the applicant to enter into a legal agreement to secure the removal of all kiosks prior to the installation of any new kiosk. This agreement would also secure controls to ensure that the kiosk is well maintained and that the advertisement is only in place whilst the telephone element is in operation.

9.0 Recommendation

Refuse planning permission

- 9.1. The proposed telephone kiosk, by reason of its location and size, and lack of evidence to justify the need for an additional kiosk in this location, would add to visual clutter and detract from the character and appearance of the streetscene, contrary to policy D1 (Design) of the London Borough of Camden Local Plan 2017.
- 9.2. The proposed telephone kiosk, by virtue of its location, size and detailed design, and lack of evidence to justify the need for an additional kiosk in this location, adding unnecessary street clutter, would reduce the amount of useable, unobstructed footway, which would be detrimental to the quality of the public realm, cause harm to highway safety and hinder pedestrian movement and have a detrimental impact on the promotion of walking as an alternative to motorised transport, contrary to policies G1 (Delivery and location of growth), A1 (Managing the impact of development), C6 (Access for all) and T1 (Prioritising walking, cycling and public transport) of the London Borough of Camden Local Plan 2017.
- 9.3. The proposed telephone kiosk, adding unnecessary street clutter, would create opportunities increase opportunities for crime in an area which already experiences issues with crime, therefore the proposal would be contrary to policy C5 (Safety and security) of the London Borough of Camden Local Plan 2017.
- 9.4. In absence of a legal agreement to secure the removal of the existing kiosks and a maintenance plan or the proposed kiosk, the proposal would be detrimental to the quality of the public realm, and detract from the character and appearance of the streetscene, contrary to policies D1 (Design), D2 (Heritage), G1 (Delivery and location of growth), A1 (Managing the impact of development), C6 (Access for all) and T1 (Prioritising walking, cycling and public transport) of the London Borough of Camden Local Plan 2017.

Refuse advertisement consent:

- 9.5. The proposed advertisement, by virtue of its location, scale, prominence, and method of illumination, would add visual clutter, detrimental to the amenity of the conservation area and wider streetscene, contrary to policies D1 (Design) and D4 (Advertisements) of the Camden Local Plan 2017.