

PLANNING COMMITTEE REPORT

Development Management Service
Planning and Development Division
Environment and Regeneration Department
PO Box 3333
222 Upper Street
LONDON N1 1YA

PLANNING COMMITTEE	
Date:	23 April 2015

Application number	P2015/0571/FUL
Application type	Full Planning Application
Ward	Junction
Listed building	Grade II Listed building nearby within Hospital site (Jenner Building; building F)
Conservation area	No
Development Plan Context	Archway Key Area Adjacent to Site Allocation ARCH2 Whittington Hospital Ancillary Buildings
Licensing Implications	None
Site Address	Whittington Hospital (Blocks D, E, N and P) Magdala Avenue London N19 5NF
Proposal	Construction of extensions to the Maternity and Neonatal facilities at the Whittington Hospital to accommodate: operating theatres, labour rooms and ancillary facilities.

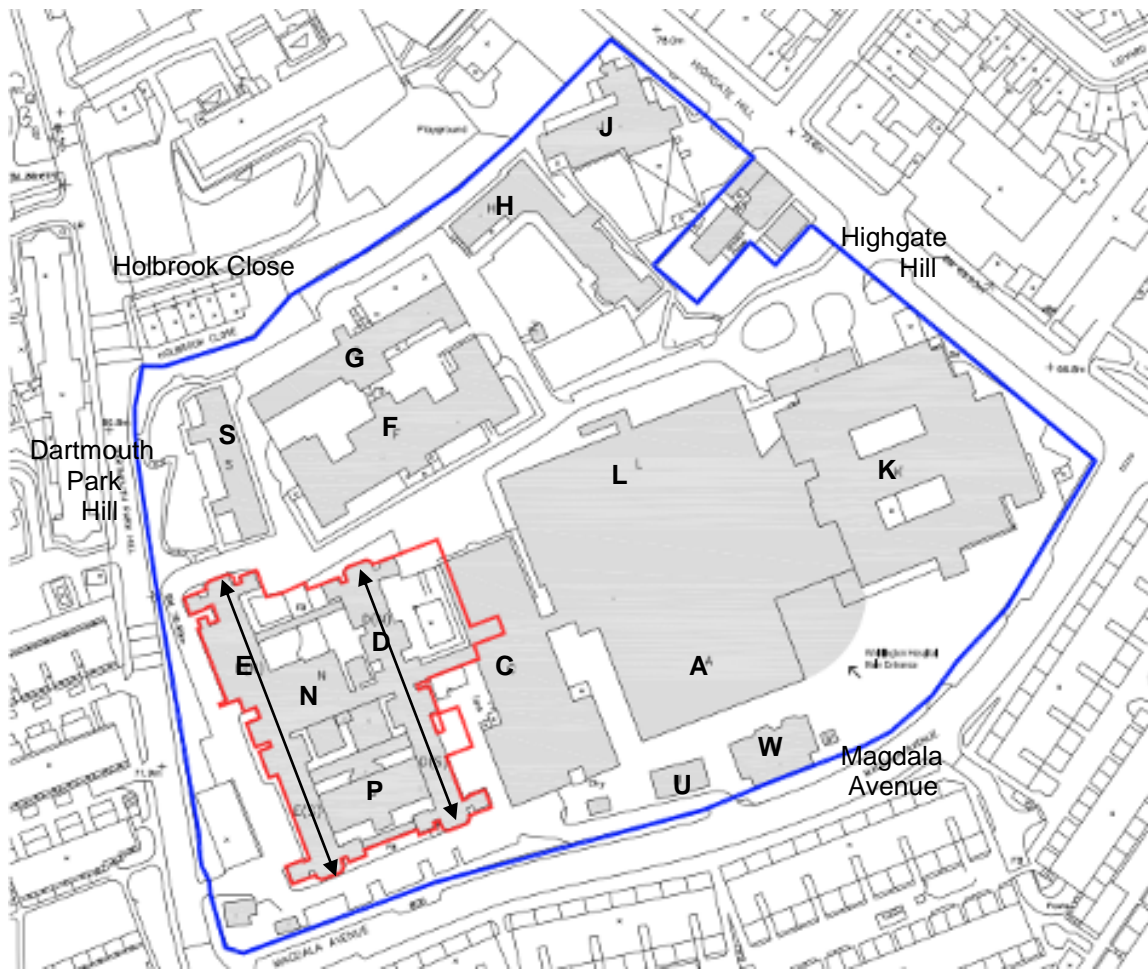
Case Officer	Amanda Peck
Applicant	Whittington Hospital
Agent	Building Design Partnership

RECOMMENDATION

The Committee is asked to resolve to **GRANT** planning permission:

1. subject to the conditions set out in Appendix 1; and
3. conditional upon the prior completion of a Deed of Planning Obligation made under section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in Appendix 1

SITE PLAN (site outlined in red)



PHOTOS OF SITE/STREET

Aerial view (approximate site boundary shown)



Magdala Avenue elevation



Views from Dartmouth Park Hill



(Southern end)

(middle)



(Northern end - winter)

(Northern end - summer)

Views from within site



(looking South)



(looking South East)

1. SUMMARY

- 1.1 The proposal is located at the south western corner of the Whittington Hospital complex. The buildings are not listed nor in a conservation area, but there is a nearby Grade II listed building within the hospital complex to the north (known as the Jenner building or building F). The proposal is for improvements to critical health infrastructure that is run by the NHS, with the refurbishment and extensions to the hospital's maternity and neonatal services to accommodate additional delivery theatres, neonatal intensive care and high dependence cot bays along with an improvement in the quality of facilities provided. There will be an increase of 2,569.9sqm of floorspace with three extensions (single storey, three storey and four storey). The new facilities will see a 17.5% increase in births, from 4,000 to 4,700 per year and a consequent uplift of 109 patients and visitors arriving and departing per day and an additional 2 x 2-way service vehicle trips per day.
- 1.2 During the determination of this application the scheme has been amended to respond to concerns raised by officers and residents regarding the size and height of the proposed roof top plant and screens; the units have been rotated by 90 degrees, been made shorter; the tallest element (the exhaust ductwork) has been removed and the screens have been increased in height by 6.5cm.
- 1.3 The main issues concern design, specifically the overall height of the four storey extension; impact on neighbouring amenity, specifically any impact from the proposed roof plant; transport impact from the additional trips; and sustainability/renewable energy.
- 1.4 The application has been considered with regard to the Development Plan and National Planning Policy Framework (NPPF) and the NPPG and Ministerial Statement dated 28th November 2014, including the presumption in favour of sustainable development. The comments made by residents and consultee bodies have been considered.
- 1.5 The proposal is considered to be acceptable in terms of providing substantial public benefit with the improvement of facilities at the hospital site; the location, footprint, height and design of the extensions are considered acceptable; there is not considered to be any impact on neighbour amenity including noise, daylight/sunlight and outlook; energy and sustainability. It is acknowledged that the roof plant and screens will be visible to residents of Holbrook Close but this visibility is not considered to have a detrimental impact in terms of outlook or protected views. Whilst there will be an increase in the number of patients and visitors to the site there is not considered to be an impact on public transport or the road network. Conditions are recommended and a Section 106 (S106) agreement, the Heads of Terms of which have been agreed with the applicant.
- 1.6 It is recommended that planning permission be granted.

2. SITE AND SURROUNDING

- 2.1 The proposal is located at the south western corner of the Whittington Hospital complex, which is bounded by a high brick wall to Dartmouth Park Hill and Magdala Avenue. The buildings are not listed nor in a conservation area, but there is a nearby Grade II listed building within the hospital complex to the north (the Jenner building or building F).
- 2.2 Building D fronts Dartmouth Park Hill and building P fronts Magdala Avenue. All buildings are accessed from within the site via Dartmouth Park Hill, Highgate Hill or the eastern end of Magdala Avenue. The site has good access by public transport, being close to Archway tube station and many bus routes in the area, and to walking and cycling routes and has a PTAL rating of 6a (1 being the lowest and 6b being the highest).

3. PROPOSAL (IN DETAIL)

- 3.1 The proposal is for the refurbishment and extensions to the hospital's maternity and neonatal services to accommodate additional delivery theatres, neonatal intensive care and high dependence cot bays along with an improvement in the quality of facilities provided. The existing operation occupies 9,439.9sqm and the applicant is proposing an increase of 2,569.9sqm to 12,009.9sqm. The new accommodation is expected to allow the facility to accommodate a 17.5% increase in births, from 4,000 to 4,700 per year. This increase in activity is expected to generate an uplift of 109 patients and visitors arriving and departing per day and an additional two x two-way service vehicle trips per day.
- 3.2 The following physical works are proposed:
- A single storey extension to the north of block N to replace an existing smaller single storey extension and to create a larger entrance and reception;
 - A three storey extension in between blocks C and D housing bed storage, a multi faith room and offices/storage;
 - A four storey extension to the south of block N in between blocks D and E, to replace an existing single storey link building housing delivery rooms, neonatal care, maternity inpatient accommodation and roof plant;
 - Demolition of the existing three storey block P;
 - Internal reorganisation and refurbishment of blocks D, E and N; and
 - Roof top plant and screens

Revisions

- 3.3 The roof plant and screens have been amended during the course of the application in the following ways:
- The number of units has been reduced from 6 air handling units to 5 (there remains 2 x chiller units). The air handling unit for the ground floor can no longer fit on the roof and an alternative proposal is being explored, informative 6 is recommended advising the applicant of the need to apply for separate planning consent for any additional plant;
 - The size of the plant has been modified as the design has developed and the 'loads' have been changed and the exhaust ductwork that was located on top of the plant has been removed, specifically;
 - 3 Air Handling units are shorter by 0.85m, lower by 0.64m and wider by 0.2m;
 - 2 Air Handling units are shorter by 0.83m, lower by 1.3m and the same width; and
 - The 2 chiller units are longer by 0.95m, the same height and the same width.
 - The roof plant has been realigned and rotated by 90 degrees;
 - The roof plant screens have been increased in height by 6.5cm on both elevations as

- a result of amended survey information; and
- The roof plant screen on the north elevation has been set in at either end and does not now join the roofline of buildings D and E.

3.4 Additional information has also been submitted with regard to the Energy Statement in response to comments and questions from the Energy Conservation Officer. The applicant has also provided clarification on transport and access issues.

4. RELEVANT HISTORY:

4.1 Planning applications

- P2014/1485/FUL The construction of a three storey structure enclosing a new entrance, lift shafts and stairwell to link the street level with the Ambulatory Care Centre within K Block. Approved 6 June 2014
- P010228 Alterations to existing ground and first floor nurses accommodation to provide ground floor physiotherapy gymnasium and treatment rooms including first floor physiotherapy/social worker offices. Approved 13 July 2001
- P022940 Erection of a two storey extension to Accident and Emergency and Orthopaedics Outpatients Department. Approved 11 March 2003
- P071322 Alterations to improve existing pedestrian and vehicular access at drop off area of existing accident and emergency department (Highgate Hill entrance) along with associated landscaping (including removal of trees, new lighting, new pavement etc). Approved 21 August 2007
- P002104 New three storey ward link block to provide additional ward space, linking blocks D and E at levels 2, 3 and 4. Approved 25 Jan 2001

4.2 Pre-application advice

The proposed development was subject to pre-application discussions in December 2014. A number of amendments have been made to the scheme following this process including a reduction in the height of the building, a reduction in the height of the roof plant and reconfiguration of the roof plant. The following advice was issued in a pre-application response letter dated 19 December 2014:

- Level 5 should be set below the eaves of the existing buildings.
- The height of the roof plant increased during the pre application process and views along Magdala Avenue and Dartmouth Park Hill should be submitted with any planning application in order to assess the impact of this.
- In order to reduce any potential visual impact of the roof plant it should be concentrated towards the centre of the roof and set away from the boundary with buildings D and E, the screens could also be set away from the boundary and reduced in height.
- An acoustic report should be submitted with any planning application.
- Transport assessment required to assess whether there are any implications of increased patient numbers.
- The scheme should be car free; cycle parking is required in line with TL guidance; refuse and recycling information required.
- Sustainable design and renewable energy policies highlighted

5. CONSULTATION

Public Consultation

5.1 Letters were sent to occupants of 52 adjoining and nearby properties at Highgate Hill,

Holbrook Close, Gordon Close and Salisbury Walk on 13 February 2015. A site notice and press advert were displayed on 19 February 2015 and the public consultation expired on 6 March 2015, however it is the Council's practice to continue to consider representations made up until the date of a decision.

5.2 At the time of the writing of this report a total of 5 responses had been received from the public with regard to the application (all residents of Holbrook Close). The issues raised can be summarised as follows (with the paragraph that provides responses to each issue indicated within brackets):

- The design of the proposed roof plant is incongruous to the design and character of the existing building. **(see para. 8.10)**
- The roof plant is too high and will be visible from houses on Holbrook Close and surrounding public spaces and houses (views up the hill to St Josephs, downwards from Highgate, up Dartmouth Park Hill from the junction of Chester Road). It will affect the setting within the hospital, views of the hospital and views of surrounding area including St Joseph's church. **(see para. 8.8 and 8.9)**
- Roof plant will have a detrimental impact on outlook given that it has insufficient screening. **(see para. 8.16)**
- Amendments requested – incorporate the plant lower down the building so that noise will be buffered by existing buildings, the bank and trees; or (if this is not possible for reasons other than cost) the roofline incorporating the exhausts should be lowered so that it is no higher than the majority of the roofline. **(see para. 3.3)**
- There could be noise impact from the roof top plant, especially the parts not screened; Roof plant is likely to be in use 24 hours a day, 7 days a week and there will be constant noise. We note that Holbrook Close was not included in the noise survey. The wind frequently comes from this direction and will carry any noise from the roof plant. **(see para. 8.13)**
- The noise and vibration study did not identify any undue vibration however, we note significant vibration in our top floor bedrooms and this should be investigated prior to the final design being accepted. **(see para. 8.14)**
- Potential unhealthy emissions from the plant being blown towards residential units and during construction. **(see para. 8.15)**
- Construction impact – Concern about construction noise, road closures and construction vehicle parking. The hospital carried out re-tarmacking work on the road through the hospital and the drilling and beeping of the reversing lorries could clearly be heard inside the houses; construction vehicles were queuing to get on site from 4am and were parking across driveway entrances. **(see para. 8.32)**

5.3 After the scheme was amended officers kept the 5 objectors updated in an email on 31 March 2015 and the following response was received on behalf of the 5 residents:

- First, we note that they (the applicants) have not responded to the primary question, which was why the plant could not (other than for reasons of cost) be located elsewhere e.g. at ground level. As outlined on drawing 01(20)AP1116 Rev.D, there is sufficient space for the plant to be located at ground level in front of the new structure and, given that the operating theatres for which the extraction units are to be used are not located on the top floor, there is no need to have it located on the roof. This in turn would negate any issues from a planning and conservation perspective. Are you able to ascertain an answer? **(see para. 8.8. The areas surrounding the buildings are occupied by existing buildings that are occupied or are phased to be demolished after the construction and bringing into use of the extensions.)**
- Second, we make the following points in relation to the documents you kindly provided:
 - Drawing 01(20)AE3132 Rev G) - Note 3 - Plant Screen will be aluminium. This cannot be considered to be in keeping with the character of the Victorian building

and suggest that an alternative natural material, such as Cedar wood, or to continue with the ceramic rain screen (as outlined on drawing 01 (20) AE3111 Rev.F, Note 1), be used to complement the brick and roof tile colour. Left as it is, not only would it be detrimental to the preservation of an historic building, which it has been acknowledged can be seen from many view points, but we also have concerns about "glare" and "reflection" from the proposed aluminium structure. **(condition 3 requires material samples to be submitted and the plant screen materials can be assessed as part of this application)**

- Table of comments received from LBI, Page 1, Roof Top Plant, Feedback Comment, Para 5: Would the Whittington confirm the point about the location of an additional "air handling unit for the ground floor"? Have they disclosed all proposed roof plant? **(Informative 6 reminds the applicant that any plant not shown on the approved plans will require separate planning consent. The applicant has confirmed that the ground floor is not clinical with natural ventilation and a small air handling unit can be located in the ceiling void)**
- Table of comments received from LBI, Page 2, Local Resident Responses - We note that there is no proposal to undertake sound measurements, because the report states that Holbrook Close is twice the distance from the plant area where other sound measurements were taken (presumably at ground level). We believe that, given our elevated and unsheltered position, this is essential and ask that you request they undertake such a report (which we note they would if directed). **(see para. 8.13)**
- Table of comments received from LBI, Page 2, Local Resident Responses - We note that the proposal states they will be working on Saturdays between 8am and 1pm. Given our proximity and the amount of noise and dust this will create, we do not believe this is appropriate in a residential area and should refrain from working weekends. **(Officer comment: This is covered by the Control of Pollution Act 1974; Construction between 8am-1pm on Sat is considered acceptable.)**
- We note that you say no visit is required given that we have provided pictures. However, as one of our concerns is that of noise, we feel that this can only be measured by a site visit. **(see para. 8.13)**

External Consultees

- 5.4 Camden Council – No objection.
- 5.5 The Highgate Society – No response received
- 5.6 Better Archway Forum – No response received

Internal Consultees

- 5.7 Access Officer – A commitment to satisfy policies DM2.1 and DM2.2 is welcome. Remind applicant that relevant code of practice for NHS is BS 8300:2009 and the reception area should be designed accordingly. Clear way finding and inclusive signage is welcome. The site has a PTAL rating of 6a but Archway Station is, and will remain for the foreseeable future, inaccessible therefore complementary measures should be included (blue badge parking, safe drop off, storage and charging for mobility scooters, accessible cycle parking). Further information is required on the gradient of the ramped entrances; the arrangement for automatic sliding doors at the entrance during out of hours times; clarification on what is meant by 'ambulant WCs for staff only' and 'semi-ambulant WCs for patients and visitors'; where the accessible bath/shower facilities are; consideration should be given to the provision of a Changing Places WC; a unisex wheelchair accessible WC should be provided wherever there are mainstream facilities; a protected pedestrian route to the main entrance should be provided. Majority of rooms

are not labelled and no furniture or equipment is shown and it is therefore not possible to gauge the adequacy of the WC provision in terms of location and amount (condition 8).

- 5.8 Conservation and Design Officer No objection to the proposal given the amendments to the roof plant and screens and the significant public benefits from the scheme that outweigh any concerns regarding the height and bulk of the roof plant and screens.
- 5.9 Energy Conservation Officer – Has discussed the Energy Report with the applicant and raised questions because the Energy Report does not calculate the CO2 emissions against building regulations. Further information was requested regarding exploring a future district heating connection and a lower carbon shared heat network in order to reduce the CO2 emissions. Requested identification of/protection of an area on the hospital site for a future energy centre. Some of this information has been submitted in an addendum Energy Report and the officer has no objection, subject to conditions and S106 clauses (first S106 Head of Term and conditions 10-14).
- 5.10 Public Protection Division (Noise Team) - No objection, subject to conditions regarding noise thresholds imposed on the new rooftop plant and CEMP (conditions 5 and 7).
- 5.11 Transport / Highways Officer – No objection. A transport assessment has been submitted to assess the trip generation and overall, there will only be a small increase in the number of trips to and from the site. No change to on site vehicular parking is proposed. The development complies with Islington's cycle parking requirements. Servicing and refuse collection arrangements are to remain unchanged. The threshold for the provision of a travel plan is 50 or more staff and the applicant should be encouraged to refresh the existing hospital wide travel plan (third S106 Head of Term).

6. 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

- 6.1 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. Since March 2014 planning practice guidance for England has been published online.

Development Plan

- 6.2 The Development Plan is comprised of the London Plan 2015 (revised with alterations since 2011), Islington Core Strategy 2011, Development Management Policies 2013, Site Allocations Development Plan Document 2013 and the Finsbury Local Plan 2013. The policies of the Development Plan are considered relevant to this application and are listed at Appendix 2 to this report. The application site is adjacent to site allocation ARCH2 (Whittington Hospital Ancillary Buildings) which is the northern part of the hospital site.

Planning Advice Note/Planning Brief

- 6.3 A document entitled 'Regeneration proposals for Archway' was adopted by the Council's Executive on 5 July 2011. These proposals outline the Council's desire to overcome some of the barriers to physical regeneration, strengthen the local economy and improve the vitality of the town centre. Funding allocations for various regeneration projects were agreed within this document (none of which directly relate to the Whittington Hospital).

- 6.4 Archway Development Framework SPD (adopted 2007). The Core Strategy at paragraph 2.2.1 states that this SPD will remain in place after the adoption of the Core Strategy and that the document adds detail to the Core Strategy Site Allocation (CS1). The site is not within the core area of this document but falls within the 'contextual area'. Development within the wider contextual area should take into consideration the guidance and the following key objectives:
- Delivery of a beacon sustainable development – delivery of a truly sustainable community and thus contribute to environmental, economic and social sustainability.
 - Delivery of a mixed use development to build upon Archway's strengths as a district centre and enhance this role.
 - The improvement of the pedestrian environment to provide a safe environment and improve the pedestrian links through to the adjoining areas.
 - The creation of high quality public spaces to provide an environment where people can visit, shop, relax while providing links to the surrounding areas and uses in Archway;
 - This document states that priority for planning obligations within Archway will be focussed towards improvements to the public realm and local employment.

Designations

- 6.5 The site has the following designations under the London Plan 2011, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013:
- Core Strategy Area (Archway)
 - Within 100m of Archway Town Centre
 - Within 100m of TfL Road Network
 - Within 100m of Strategic Road Network
 - Within 50m of Grade II Listed Building - F block, St Mary's Wing, Whittington Hospital

Supplementary Planning Guidance (SPG) / Document (SPD)

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

7. ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

- 7.1 No EIA screening/ scoping opinion was requested by the applicant. Whilst the development does not fall within 'Schedule 1' and is not within a sensitive area (SSSI, AONB, World Heritage Site) it does fall within Schedule 2 (being an urban development project on a site larger than the 0.5ha threshold - at 2 hectares). Using the criteria and thresholds for Schedule 2 schemes (characteristics of development, location of development and characteristics of the potential impact), it is considered that the scheme would not constitute a 'major development' of more than local importance, be within a 'environmentally sensitive location' or 'create any unusual or hazardous effects' pursuant to the selection criteria of Schedule 3 of the EIA 2011 regulations.

8. ASSESSMENT

- 8.1 The main issues arising from this proposal relate to:
- Land Use
 - Design, Conservation and Heritage considerations
 - Neighbouring amenity
 - Accessibility
 - Landscaping and trees
 - Highways and transportation

- Sustainability and renewable energy

8.2 Land-use

8.3 The proposal is to improve the quality of accommodation in the hospital's existing maternity and neonatal services to re-provide improved operating theatres, labour rooms and ancillary facilities. There are therefore no land use issues.

8.4 Design, Conservation and Heritage Considerations

8.5 Changes in level across the site mean that the three storey extension will appear as two storeys of the same height as building C and 1-2 storeys lower than buildings D and N (figures 1, 2 and 3).

Figure 1 (Existing section looking south)



Figure 2 (Proposed section looking south)

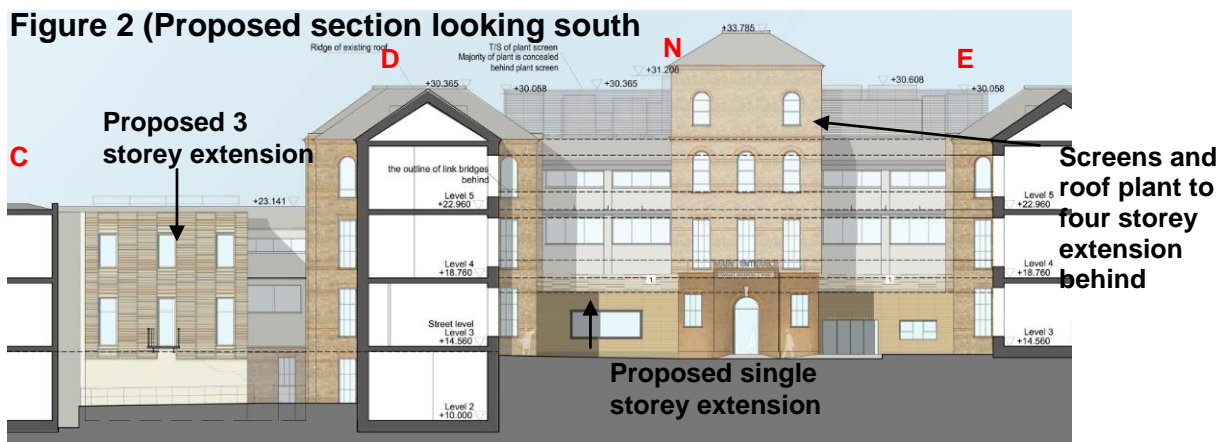
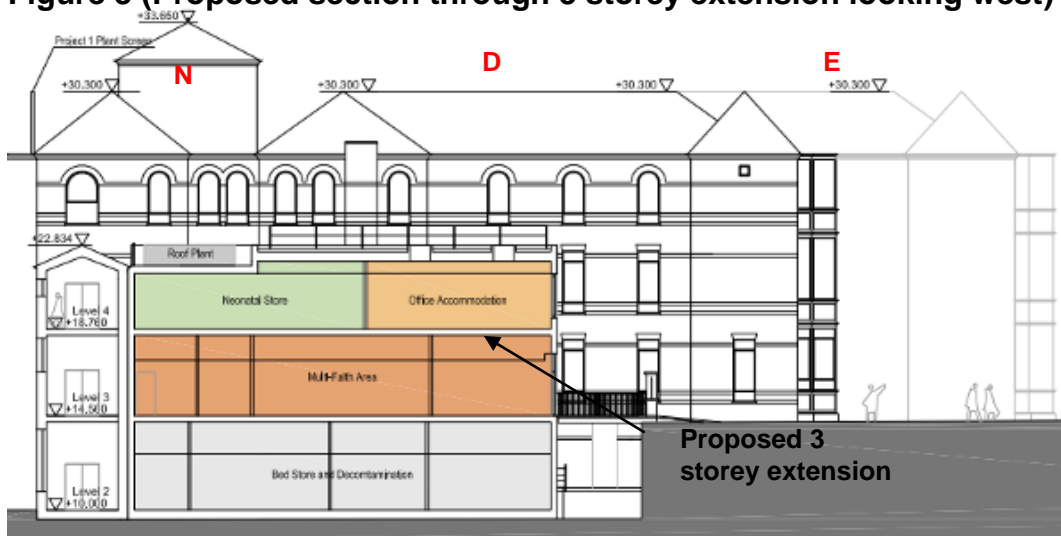


Figure 3 (Proposed section through 3 storey extension looking west)



- 8.6 The overall height, size and location of this building and the single storey building adjacent to building N and are considered acceptable. They are discreetly located between existing buildings and are subordinate in height and size to them and are only visible in glimpses through the existing buildings.
- 8.7 The four storey extension to the south of block N in between blocks D and E will be partially visible from Magdala Avenue looking north through the open footbridges linking buildings D and E, after building P is demolished (figures 4, 5 and 7). The screens and roof plant to this building will also be visible in long views from adjacent residential units at Holbrook Close looking south (figures 2 and 6), but will not be visible from Dartmouth Park Hill or from within the site (figure 7).

Figure 4 (Existing section, looking North)

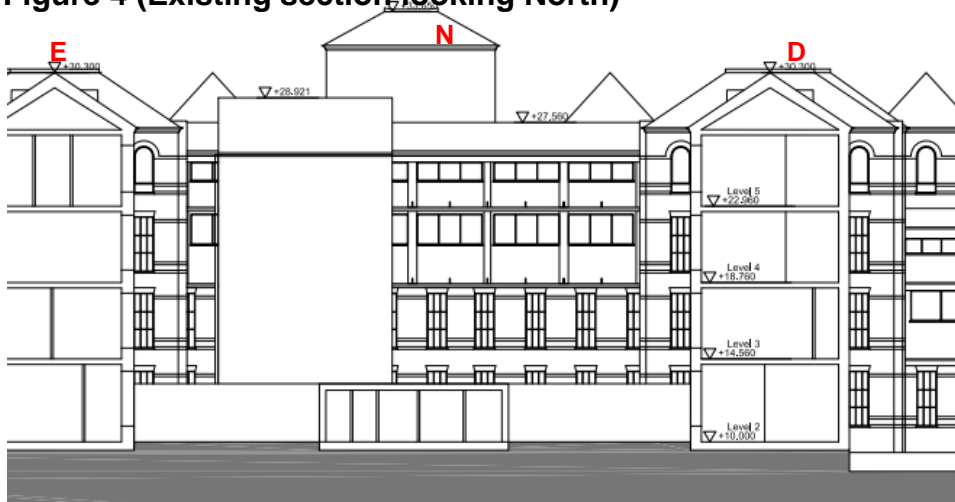


Figure 5 (Proposed section looking north)

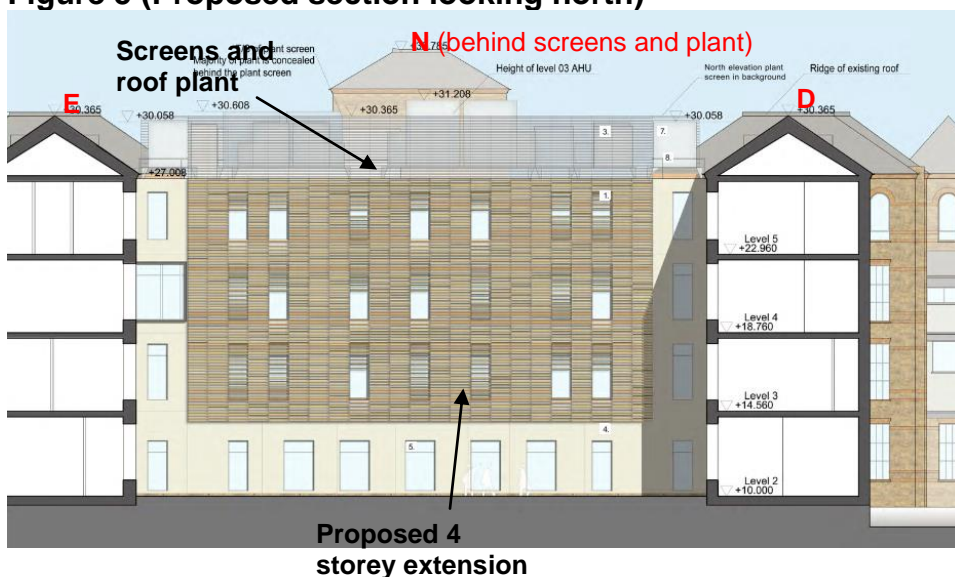
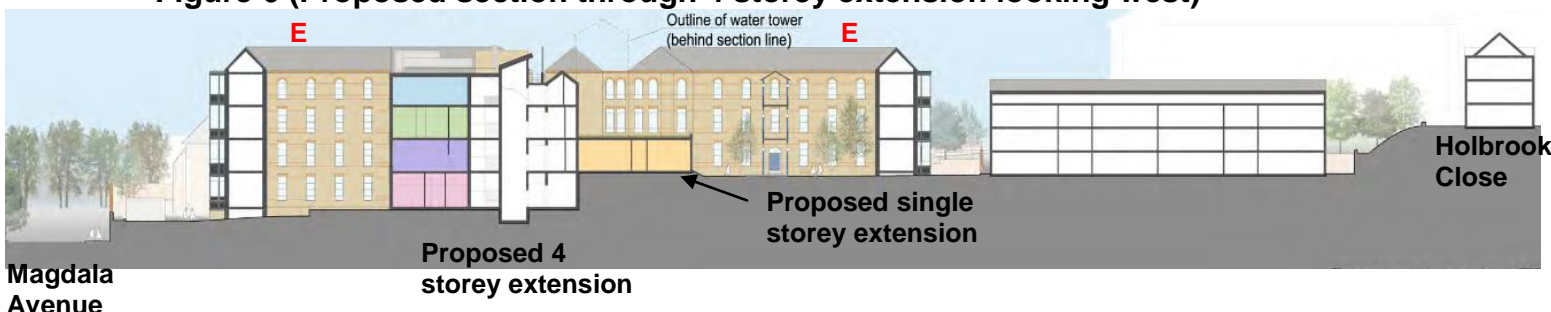


Figure 6 (Proposed section through 4 storey extension looking west)



8.8 The location, footprint and height of this building are considered acceptable. The size and height of the roof plant and screens was questioned at pre application stage and have been objected to by residents of Holbrook Close. The applicant has confirmed the following:

- The existing plant provides hot water, cold water and heating and is located at level 2 (basement level because of level changes on site) with little spare capacity for new equipment. Ventilation and cooling is not currently provided to the wards or theatres and there are temperature control issues. Air handling units and chillers are required to provide mechanical ventilation and cooling and it is not possible to provide these in the existing plant rooms;
- Various options were explored to locate the plant equipment including within the existing buildings (lack of space or ductwork and unsuitable distribution routes) and within the new extensions (they provide vital accommodation including theatres and bed/cot bays and unsuitable for plant equipment);
- The proposed plant has been set back from the edge of the roof;
- The plant screen will limit the visual impact of the plant but has been set lower than the plant itself and set in from the boundary with buildings D and E to reduce any potential dominance of the screen; and
- Views have been submitted from Dartmouth Park Hill and Magdala Avenue showing the minimal visual impact of the extensions (Figure 7).
- The plant has been sized to meet the clinical requirements of the accommodation in accordance with Department of Health guidance and to meet Building Regulations and BREEAM requirements. Specifically the uppermost sections of the plant are the exhaust ducts from the air handling units with a 10m distance from fresh air intake to meet BREEAM requirements.
- The applicant has amended the scheme since submission and the roof plant has been reconfigured and reduced in height to minimise its visibility.

Figure 7 (Proposed views with existing photos for comparison)



(Dartmouth Park Hill northern end looking south)



(Dartmouth Park Hill looking north east)



(Magdala Avenue looking north)



(junction of Dartmouth Park Hill and Chester Road looking north – Note proposed view is a close-up view for clarity and the buildings are visible in the distance in reality)

- 8.9 There have been objections due to the impact on views towards St Joseph's Church, and along Dartmouth Park Hill looking north and south. As can be seen in Figure 7 there is limited, if any, visibility of the extensions from Dartmouth Park Hill looking south or north or from Chester Road looking north. It is acknowledged that the roof plant and screens will be visible to residents of Holbrook Close, from St Joseph's Church and from points within the hospital site. However private views are not protected; the distances between the proposed building and Holbrook Close (over 70m); the fact that this sort of paraphernalia is to be expected in roof top locations; the need for this plant to provide cooling for the maternity and neonatal facilities; and the lack of any other locations within the hospital. It is therefore considered that there is no detrimental impact on the outlook from these properties. Noise issues are dealt with in paragraph 8.4.2.
- 8.10 Since the pre application discussions the design of the extensions has been amended to have more vertical emphasis, as per the existing buildings. During the course of the application the roof plant has been reconfigured and reduced in height. The design and materials palette of the extensions is considered sympathetic to the existing buildings and nearby listed building. Condition 3 is recommended to ensure that there are high quality materials and detailing used in the final scheme.
- 8.11 **Neighbouring Amenity**
- 8.12 The hospital site is bounded by residential units on Magdala Avenue to the south, Dartmouth Park Hill to the west and Holbrook Close to the North.

Noise and Vibration

- 8.13 The proposed roof plant is approximately 70m away from the nearby residential properties (on Salisbury Walk, Magdala Avenue) with either other hospital buildings or the roads in-between. An acoustic report has been submitted, along with indicative specifications, which show that:
- The roof top plant will be designed to meet the Council noise standards of 5dBA below background noise levels, specifically the background noise levels have been identified as 40dBA daytime and 37dBA night time and the equipment will be designed to 35dBA daytime and 32dBA night time maximums and condition 5 is recommended to require compliance with this.
 - The noise survey included the nearest residential properties, which are on Magdala Avenue. Noise levels will therefore be lower at Holbrook Close and the Council's acoustic officer has confirmed that this is the case: The Holbrook Close residential units are approximately double the distance of the nearest residential at Magdala Avenue (at approximately 120m away). As a rule of thumb, a doubling of distance leads to a drop in the sound pressure level of 6dB, hence the predicted level would be 6dB lower at Holbrook Close. Fully obscuring the line of sight to the noise source reduces the level by a further 10dB, partially screening by 5dB. If the plant noise complies with the criteria at Salisbury Walk, it should comfortably comply at Holbrook Close.
 - Acoustic screens and enclosure measures are proposed to achieve the necessary noise levels. The details submitted to date are considered acceptable, but to ensure that the detailed design and noise mitigation does not result in a requirement for larger acoustic screens and given the size of the proposed plant, condition 4 is recommended to ensure that the size of plant is minimised, that the noise levels are achieved and that appropriate noise mitigation measures are provided.
- 8.14 New plant will be fitted with anti-vibration mounts to minimise vibration to the floors within the building and this will minimise any vibration impact on surrounding neighbours. The nearest neighbours are at Magdala Avenue which is some 70m away from the extension. The Council's acoustic officer has confirmed that this is acceptable.
- 8.15 The applicant has confirmed that the air handling units roof top plant will only be exhausting the extracted air from the hospital and that the chillers will have no discharge. There are no boiler flues with this scheme and therefore no NOx/carbon monoxide emissions proposed.

Daylight/Sunlight and Outlook

- 8.16 All three extensions are located in-between and adjacent to the existing buildings and are approximately 70m away from nearby residential properties. There is therefore not considered to be any impact in terms of daylight, sunlight, outlook or privacy to existing residents.

8.17 Accessibility

- 8.18 The applicant has submitted a Design and Access Statement and has outlined how inclusive design has been considered, including with step free access through the proposed main entrance, signage and wayfinding in accordance with BS8300:2009 and accessible WCs.
- 8.19 Whilst the site has a PTAL rating of 6a, Archway Station is, and will remain for the foreseeable future, inaccessible and therefore it is important to provide complementary measures such as blue badge parking, safe drop off, storage and charging for mobility scooters, accessible cycle parking. The applicant has confirmed that there is existing blue badge parking on site and this remains unchanged, as does the drop off point outside the maternity entrance and the storage and scooter charging facilities at the main

entrance. Of the proposed 9 cycle spaces one will be accessible. Details of the design of this accessible space will be secured by condition 8. There are outstanding questions from the Access Officer with regard to the detailed design of all gradients/ramps, accessible WCs and the inclusion of a 'Changing Places' WC and these details will be secured by condition 8.

8.20 **Landscaping and Trees**

8.21 There is one tree adjacent to building C close to the proposed three storey extension, and the applicant has confirmed that this tree will be protected during construction. A condition is recommended in order to ensure that these works are carried out (condition 6).

8.22 Green roofs are proposed to the three storey extension and single storey extension and four bat boxes and four bird boxes will be located in the south courtyard on the east and west elevations of the existing buildings.

8.23 **Highways and Transportation**

8.24 The existing arrangements provide a set down at the main entrance on Magdala Avenue for patients and visitors arriving by car or taxi. The internal highways layout provides a one way circulatory system with emergency access provided at the east of the site off Highgate Hill and goods vehicle access provided from Dartmouth Park Hill. A vehicular exit only allows cars, ambulances and servicing / waste collection vehicles to enter back onto the highway network on Magdala Avenue.

8.25 There is no parking at the hospital during the day. Parking is allowed between 5pm and 8am Mondays to Fridays and all day at the weekends. The first 20 minutes is free and after that is charged at £3.00 per hour. There is a limited amount of pay and display parking on the roads around the hospital.

8.26 The only physical changes proposed that relate to transportation is an adjustment to the ambulance entrance and the provision of cycle parking spaces.

Transport Assessment

8.27 The applicant has provided a Transport Statement, including trip generation forecasts based on data obtained from the NHS trust, the Whittington Hospital Travel Plan and the TRICS database. The assessment demonstrates that the proposed hospital expansion will result in a typical uplift of 109 patients and visitors arriving and departing per day. It is considered that the travel plan and a S106 contribution towards accessible parking bays will mitigate against any impacts from these increased trips.

8.28 The threshold for the provision of a travel plan is provided in Development Management Policy DM8.2 and Appendix 5, the threshold for D1 hospitals is equal to or more than 50 staff. The applicant has submitted their existing hospital-wide Travel Plan to reflect the changes proposed in this application and a S106 head of term is recommended requiring this to be refreshed to take account of this scheme.

Vehicle Parking

8.29 Core Strategy Policy CS10 (Sustainable Development), Part H, requires car free development. Development Management Policy DM8.5 (Vehicle parking), Part B (Non-residential parking) states that parking will only be permitted where this is essential for operational requirements and integral to the nature of the business/service (such as a car hire or storage/distribution use). There are no changes proposed to on site parking levels.

Cycle parking

- 8.30 The site has a total of 108 cycle parking spaces, including 38 secure cycle parking spaces for staff. Development Management Policy DM8.4 (Walking and cycling), Part C requires the provision of secure, sheltered, integrated, conveniently located, adequately lit, step-free and accessible cycle parking for staff and visitor use. The applicant is proposing 18 new cycle parking spaces (9 x Sheffield stands). The number of stands and their location meet the policy requirements.

Servicing

- 8.31 The Transport Assessment expects there to be an additional 2 x 2 way service vehicle trips per day. Servicing and refuse collection arrangements are to remain unchanged and this on-site servicing is in line with Development Management Policy DM8.6 (Delivery and servicing for new developments), Part A.

Construction Management

- 8.32 The applicant has submitted a construction methodology statement and a construction impact section in the Transport Assessment, which includes the following (condition 7 requires the submission of a Demolition and Construction Logistics plan to cover potential transport and environmental health issues):
- The construction period will be carried out in three stages, with the main bulk of the construction work taking place in stages 1 and 2 and taking 54 weeks.
 - During stages 1 and 2 there are expected to be a peak of 49 trips into and out of the site in total in a one week period (10 trips per day). The applicant has assumed that this will result in 2 x 2 way vehicle trips during the am peak (8-9am). During the rest of the construction period there are expected to be between 2 and 40 trips in total in a one week period.
 - HGV access to the site will need to be agreed prior to initiation of the demolition and construction works but it is anticipated that the majority of the vehicles will approach the site via Holloway Road/A1 with access onto the site via Dartmouth Park Hill and from the site via Magdala Avenue.
 - Deliveries will load/unload directly outside the compound area and will be controlled by 'just in time' principles with each delivery having an allocated time period.
 - A traffic marshal will be appointed to control site vehicular movements outside the site
 - All deliveries will be controlled, planned and pre-booked in order to avoid undue congestion along the surrounding streets.
 - The two storey site compound will be located by the western elevation of the southern part of Block E. This will house site offices, the canteen, changing room and toilets
 - A protective pedestrian gantry will be erected at second floor level to Block E (west staircase) to maintain the fire escape route.
 - All compressors, percussion tools and vehicles will be fitted with silencers. Particular care will be required when working near to the existing NICU unit as there are stringent noise parameters to work within due to the sensitivities of the neonatal babies.

8.33 Sustainability, Energy Efficiency and Renewable Energy

Sustainability

- 8.34 All major developments should achieve the highest feasible level of nationally recognised sustainable building standard (in Islington's case this is considered to be BREEAM Excellent or equivalent). This is set out in Core Strategy policy CS10 and Development Management policy DM7.4. Two BREEAM assessment methodologies have been applied because part of the scheme is new build (BREEAM New Construction 2014) and part is refurbishment (BREEAM Healthcare 2008).

- 8.35 The applicants have confirmed a commitment to achieve BREEAM 'Very Good' for both assessments. Without a lower carbon heating/cooling supply the development is unlikely to achieve the additional 5 credits required to meet BREEAM Excellent. The applicant has identified further credits that could be targeted depending on the outcome of a feasibility study regarding the use of low or zero carbon energy. Condition 14 is recommended in order to secure at least a 'Very Good' with best endeavours to achieve an 'Excellent' rating.
- 8.36 In accordance with policy DM7.4 all credits for water efficiency in the relevant BREEAM scheme should be achieved. Low flow sanitary fittings are proposed throughout along with water meters and a water leak detection panel and this will achieve 2 out of 5 credits for the 2014 new build criteria and 3 out of 3 credits for the 2008 healthcare criteria. A feasibility assessment of the possibility to include rainwater harvesting (CS10, DM6.6) is secured by condition 17.
- 8.37 The Council require all development to minimise the environmental impact of materials through sustainably sourced, low impact and recycled materials. This is set out within the BREEAM, with a requirement that 50% of the materials credits are achieved. The proposed development would deliver 3 out of 5 credits for the 2014 new build criteria, which is considered to be acceptable. Information regarding how the scheme's procurement will meet the minimum 10% total value of materials requirement to be derived from recycled and reused content is to be secured by condition 3(f).
- 8.38 Development proposals should protect the existing ecology and make the fullest contribution to enhancing biodiversity (CS10, DM6.5) e.g. by maximising the inclusion of green roofs, ecological landscaping, greening of facades and artificial nesting sites. Policy DM6.5 requires the maximisation of provision of green roofs and requires major developments to use all available roof space for green roofs (subject to other planning considerations). The scheme includes green roofs to the three storey extension and single storey extension and four bat boxes and four bird boxes in the south courtyard on the east and west elevations of the existing buildings. All roofs should be biodiversity based extensive substrate roofs with a minimum substrate depth of 80-150mm. Conditions 15 and 18 are recommended to secure these features.
- 8.39 Government legislation has recently changed with regards to sustainable urban drainage SUDs (6 April 2015) and the expectation is that where appropriate, SUDs should be provided for all major developments following consultation with the lead Local Flood Authority. Policy DM6.6 expects all major development to include details to demonstrate that SUDs has been incorporated and this new legislation gives additional weight to this as well as introducing the issue of maintenance of the SUDs system. The applicant has confirmed that because the proposal is for infill extensions and refurbishment of existing buildings the only appropriate SUDs measure that is proposed are the biodiverse green roofs. Condition 16 is recommended confirming that the applicant will maintain the SUDs system.

Energy Efficiency and Renewable Energy

- 8.40 Islington's Core Strategy policy CS10 (part A) states that all major development should achieve an on-site reduction in total (regulated and unregulated) carbon dioxide emissions of at least 40% in comparison with total emissions from a building which complies with the Building Regulations 2006, unless it can be demonstrated that such provision is not feasible. This 40% saving is equivalent to a 30% saving compared with the 2010 Building Regulations, and 27% compared with the 2013 Building Regulations. A higher saving (50% in comparison with total emissions from a building which complies with the Building Regulations 2006, which translates into a 39% saving compared with

the 2013 Building Regulations) is required of major development in areas where connection to a decentralised energy network (DEN) is possible. Development Management Policy DM7.3 requires all major developments to be designed to be able to connect to a DEN, and connection is required if a major development site is within 500 metres of an existing or a planned future DEN. Part J of Core Strategy policy CS7 and part F of Finsbury Local Plan policy BC2 set out aims and requirements relating to expansion of existing DENs.

- 8.40 The GLA's guidance on preparing energy assessments (April 2014) states, that the Mayor will apply a 35% carbon reduction target beyond Part L 2013 of the Building Regulations - this is deemed to be broadly equivalent to the 40% target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2013-2016.
- 8.41 The Sustainable Design and Construction statement (dated 6 February 2015) and the document responding to the Energy Officer's comments (dated 26 March 2015) states that a 5% reduction in CO2 emissions (based on 2010 Building Regulations baseline). As the application has progressed the applicant has agreed to the inclusion of between 60-100sqm of photovoltaics on two of the roofs which is likely to increase this figure. Even so it is short of the on-site carbon reduction policy target, of which full compliance would be particularly challenging given the energy demands associated with the equipment and ventilation requirements of the theatres and maternity/neonatal wards. Condition 10 is recommended to secure a revised / updated Energy Strategy to be submitted to demonstrate all reasonable measures to improve on-site performance of the scheme have been exhausted. Policy CS10 requires all remaining carbon emissions to be offset by a contribution to the Council's Carbon Offset fund. The applicant has stated that it is not viable for the scheme to include a carbon offset financial contribution (which would be at least £1million). It is acknowledged that the proposal is unique in a number of ways including that the scheme will provide essential critical health infrastructure that is run by the NHS as a not-for-profit service for local public benefit as well as being unique in its function and subsequent energy demands. Accordingly in this very specific and particular instance it is considered that a carbon offset financial contribution will not be sought. A number of other measures have been secured including a S106 head of term to identify and protect space on the hospital site for an energy centre associated with a future District Energy Network in Archway, which is a strategically important project with associated CO2 reductions. In S106 heads of terms are recommended to ensure that the feasibility of connection to a heating and cooling network and potential CHP on site are explored and that connection to any future District Energy Network is secured (see paragraph below).
- 8.42 Policy DM 7.3 states, '*Major developments located within 500 metres of an existing DEN, and minor new-build developments located within 100 metres, will be required to connect to that network, including provision of the means to connect to that network and a reasonable financial contribution to the connection charge, unless a feasibility assessment demonstrates that connection is not reasonably possible*'. The Energy Strategy states there is no district network available in close proximity to the site. The development is located within an opportunity area for district heating within the core strategy and the Council has recently developed an Energy Master Plan for the Archway area which has confirmed a District Heating Network (DHN) is likely to be viable providing key heat loads including the hospital are connected. A high-level feasibility study has proposed that the network could be delivered in phases, and identifies a new CHP energy centre, located at the Whittington Hospital, could facilitate this development. The applicant has consequently been in discussion with the Energy Team and has agreed to identify and protect space on the hospital site for this energy centre, as well as submitting a revised Energy Report that includes feasibility studies for connection to a District

Energy and CHP on site.

- 8.43 In summary, the application delivers the re-use of the existing buildings (along with new build extensions), secures CO2 reductions, and includes the reservation of space for an energy centre for a potential District Heating Network in Archway. The applicant has agreed to further explore connection to a DEN. The scheme would deliver a BREAM 'Very Good' scheme, green roofs and biodiversity enhancements. The scheme is supported in energy and sustainability terms subject to planning conditions and s106 heads of terms.

Planning Obligations, Community Infrastructure Levy and local finance considerations

- 8.45 The Community Infrastructure Levy (CIL) Regulations 2010, part 11 introduced the requirement that planning obligations under section 106 must meet three statutory tests, i.e. that they (i) necessary to make the development acceptable in planning terms, (ii) directly related to the development, and (iii) fairly and reasonably related in scale and kind to the development.
- 8.46 The agreement will include the following agreed heads of terms:
- Identification of and protection of space on the hospital site for an energy centre associated with a future District Energy Network and an obligation to co-operate with the Council with regard to the provision of the Energy Centre and the District Energy Network.
 - Feasibility study analysing the potential for the connection to a future district energy network (at the time of writing the report the applicant had agreed to the principle of this clause but had questions regarding the timescales).
 - Feasibility study analysing the potential for and details of a CHP facility.
 - Future proof on site heating and power solution so that the development can be connected to a local energy network if a viable opportunity arises in the future. (at the time of writing the report the applicant had not agreed to this clause as they had questions regarding the exact details).
 - The provision of 2 additional accessible parking bays or a contribution towards bays or other accessible transport initiatives of £4,000.
 - Submission of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase.
 - Compliance with Code of Employment and Training including delivery of 3 work placements during the construction phase of the development, lasting a minimum of 13 weeks. London Borough of Islington Construction Works Team to recruit for and monitor placements. Developer/ contractor to pay wages (must meet London Living Wage). If these placements are not provided, LBI will request a fee of £15,000
 - Compliance with the Code of Local Procurement.
 - Compliance with the Code of Construction Practice, including a monitoring fee of £2,570 and submission of a site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
 - Green Performance Plan.
 - The repair and re-instatement of the footways and highways adjoining the development. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways. Conditions surveys may be required.
 - Council's legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106.

- 8.47 Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's Community Infrastructure Levy (CIL) is not chargeable on this application as the development is wholly for the provision of medical or health services.

National Planning Policy Framework

- 8.48 Paragraph 17 of the NPPF sets out 12 core planning principles that should underpin decision-taking. The current proposal is strong in relation to the principles relating to the reuse of land, high quality design, promoting the vitality of main urban areas and improving health wellbeing. Subject to conditions and the necessary S106 agreement, the proposed development is also largely in compliance with the principles relating to climate change and making the fullest possible use of public transport, walking and cycling.
- 8.49 In the final balance of planning considerations officers have also considered the proposal in the context of the presumption in favour of sustainable development set out in the NPPF.

9. SUMMARY AND CONCLUSION

Summary

- 9.1 The proposal is located at the south western corner of the Whittington Hospital complex. The buildings are not listed nor in a conservation area, but there is a nearby Grade II listed building within the hospital complex to the north (known as the Jenner building or building F). The proposal is for improvements to critical health infrastructure that is run by the NHS, with the refurbishment and extensions to the hospital's maternity and neonatal services to accommodate additional delivery theatres, neonatal intensive care and high dependence cot bays along with an improvement in the quality of facilities provided. There will be an increase of 2,569.9sqm of floorspace with three extensions (single storey, three storey and four storey). The new facilities will see a 17.5% increase in births, from 4,000 to 4,700 per year and a consequent uplift of 109 patients and visitors arriving and departing per day and an additional 2 x 2-way service vehicle trips per day.
- 9.2 During the determination of this application the scheme has been amended to respond to concerns raised by officers and residents regarding the size and height of the proposed roof top plant.
- 9.3 The main issues concern design, specifically the overall height of the four storey extension; impact on neighbouring amenity, specifically any impact from the proposed roof plant; transport impact from the additional trips; and sustainability/renewable energy.
- 9.4 The application has been considered with regard to the Development Plan and National Planning Policy Framework (NPPF) and the NPPG and Ministerial Statement dated 28th November 2014, including the presumption in favour of sustainable development. The comments made by residents have been considered, as have responses from consultee bodies.
- 9.5 The proposal is considered to be acceptable in terms of providing substantial public benefit with the improvement of facilities at the hospital site; the location, footprint, height and design of the extensions are considered acceptable; there is not considered to be any impact on neighbour amenity including noise, daylight/sunlight and outlook; sustainability and energy. It is acknowledged that the roof plant and screens will be visible to residents of Holbrook Close but this visibility is not considered to have a

detrimental impact in terms of outlook or protected views. Whilst there will be an increase in the number of patients and visitors to the site there is not considered to be an adverse impact on public transport or the road network. Conditions are recommended and a Section 106 (S106) agreement, the Heads of Terms of which have been agreed with the applicant.

9.6 It is recommended that planning permission be granted.

Conclusion

9.7 It is recommended that planning permission be granted subject to conditions and s106 legal agreement heads of terms for the reasons and details as set out in Appendix 1 - RECOMMENDATIONS.

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

That planning permission be granted subject to the prior completion of a Deed of Planning Obligation made under section 106 of the Town and Country Planning Act 1990 between the Council and all persons with an interest in the land (including mortgagees) in order to secure the following planning obligations to the satisfaction of the Head of Law and Public Services and the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service.

- Identification of and protection of space on the hospital site for an energy centre associated with a future District Energy Network and an obligation to co-operate with the Council with regard to the provision of the Energy Centre and the District Energy Network.
- Feasibility study analysing the potential for the connection to a future district energy network (at the time of writing the report the applicant had agreed to the principle of this clause but had questions regarding the timescales).
- Feasibility study analysing the potential for and details of a CHP facility.
- Future proof on site heating and power solution so that the development can be connected to a local energy network if a viable opportunity arises in the future. (at the time of writing the report the applicant had not agreed to this clause as they had questions regarding the exact details).
- The provision of 2 additional accessible parking bays or a contribution towards bays or other accessible transport initiatives of:£4,000
- Submission of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase.
- Compliance with Code of Employment and Training including delivery of 3 work placements during the construction phase of the development, lasting a minimum of 13 weeks. London Borough of Islington Construction Works Team to recruit for and monitor placements. Developer/ contractor to pay wages (must meet London Living Wage). If these placements are not provided, LBI will request a fee of : £15,000
- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of £2,570 and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- Green Performance Plan.
- The repair and re-instatement of the footways and highways adjoining the development. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways. Conditions surveys may be required.
- Council's legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106.

That, should the **Section 106** Deed of Planning Obligation not be completed within 13 weeks from the date when the application was made valid, the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation is not acceptable in planning terms.

ALTERNATIVELY should this application be refused (including refusals on the direction of The

Secretary of State or The Mayor) and appealed to the Secretary of State, the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service be authorised to enter into a Deed of Planning Obligation under section 106 of the Town and Country Planning Act 1990 to secure to the heads of terms as set out in this report to Committee.

RECOMMENDATION B

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

List of Conditions:

1	Commencement
	<p>CONDITION: The development hereby permitted shall begin no later than the of 3 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>
2	Approved plans list
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved drawings and information:</p> <p>Site Location Plan; 00(20)AP0011 rev D; -AP0010 rev D; -AP0012; 01(20) AS2101 rev B; -AS2102 rev B; -AS2103; -AS2104; -AS2000; -AE3122 rev B; -AE3101 rev B; AE3123 rev B; -AE3124 rev C; -AP1102 rev B; -AP1103 rev B; -AP1104 rev B; -AP1105 rev B; -AP1106 rev B; -AE3132 rev G; -AE3111 rev G; -AE3133 rev E; -AE3134 rev E; -AS2001rev B; -AS2111 rev D; -AS2112 rev E; -AS2113; -AS2114; -AP1112 rev D; -AP1113 rev D; -AP1114 rev C; -AP1115 rev D; -AP1116 rev E; Design & Access Statement 01(00)AR6001, prepared by BDP, February 2015; Planning Statement 2006593 rev 2, prepared by BPD, February 2015; Heritage Statement DP/HB/18067, prepared by CGMS, January 2015; Transport Statement 22788501, prepared by Steer Davies Gleave, February 2015; Construction Methodology P21+0361, prepared by Procure 21 and IHP, undated; Sustainable Design and Construction statement and associated appendices REP(SUS)WHI-001 rev C, prepared by BDP, 6 February 2015; Preliminary Ecological Appraisal 141588, prepared by the Ecology Consultancy, 16 December 2014; Health Impact Screening Assessment, prepared by BDP, February 2015; Air Quality Statement rev 03 10/05718, prepared by Hoare Lea, 5 February 2015; Noise survey and assessment rev 02, prepared by Hoare Lea , 5 February 2015; Statement of Community Involvement, prepared by BDP, February 2015; Response to Islington Council's Comments Doc 1 rev A, prepared by BDP, 26 March 2015; Travel Plan,</p> <p>REASON: To comply with Section 70(1)(a) of the Town and Country Act 1990 as amended and the Reason for Grant and also for the avoidance of doubt and in the interest of proper planning.</p>
3	Materials and Samples
	<p>CONDITION: Details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work commencing on site. The details and samples shall include:</p> <p>a) all facing materials (including details of seams, gaps and any profiling);</p> <p>b) window and door treatment (including sections and reveals);</p>

	<p>c) roofing materials; d) balustrading treatment (including sections); e) any other materials to be used on the exterior of the development (including to the roof top plant and screens); and f) a Green Procurement Plan for sourcing the proposed materials.</p> <p>The development shall be carried out strictly in accordance with the details and samples 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: In the interests of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.</p>
4	Roof Level Structures (details)
	<p>CONDITION: Notwithstanding the drawings hereby approved, updated details of the proposed roof-top structures/plant/enclosures (which includes plant, screens lift/stair overruns and ancillary enclosures/structures) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site, to include the following:</p> <p>a) A report is to be commissioned by the applicant, using an appropriately experienced & competent person, to assess the noise from the proposed mechanical plant to demonstrate compliance with condition 5. Any noise mitigation measures required shall be installed before commencement of the use hereby permitted and permanently retained thereafter</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter. No roof-level structures shall be installed other than those approved following the submission and approval of the details set out in a) above.</p> <p>REASON: To ensure that the development does not have an undue adverse impact on nearby residential amenity or business operations.</p>
5	Plant Noise and Fixed Plant (Compliance)
	<p>CONDITION: The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level $L_{Aeq,T}$ arising from the proposed plant, measured or predicted at 1m from the façade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level $L_{AF90,T}$. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142:1997.</p> <p>The development shall be carried out strictly in accordance with the scheme so approved prior to first occupation, 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 development does not have an undue adverse impact on nearby residential amenity or business operations.</p>
6	Tree Protection (details)
	<p>* CONDITION: Prior to the development commencing, a Tree Protection Plan (TPP) shall be submitted to and agreed in writing by the Local Planning Authority.</p>

	<p>The TPP shall indicate the trees that are to be retained and protected in accordance with BS 5837 2012 –Trees in Relation to Demolition, Design and Construction by the erection of protective hoarding.</p> <p>The hoarding shall consist of a rigid, exterior grade ply high sterling board.</p> <p>For the duration of the demolition and construction work no access to this hoarded off area is to be permitted without the express written authority of the local planning authority.</p> <p>No materials, chemicals or noxious substances are to be stored or used within this hoarded off area. No plant, machinery, digging vehicles, to be allowed within the hoarded area or under the canopy spread of the tree, for the period of any demolition or construction activities on site.</p> <p>REASON: In the interest of the protection of trees and to safeguard visual amenities.</p>
7	<p>Demolition and Construction Logistics Plan (details)</p>
	<p>* CONDITION: No demolition shall take place until a Demolition and Construction Logistics Plan (DCLP) has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The report shall detail the logistics issues arising from the development and the measures in place to deal with these; assess the impacts during the construction phase of the development on surrounding streets, along with nearby residential amenity and other occupiers; together with means of mitigating any identified impacts. The impacts assessed should include, but not be limited to, noise, air quality including dust, smoke and odour and vibration</p> <p>The development shall be carried out strictly in accordance with the approved Plan throughout the construction period.</p> <p>REASON: In the interests of residential amenity, highway safety and the free flow of traffic on streets, and to mitigate the impacts of the development</p>
8	<p>Access (details)</p>
	<p>CONDITION: Notwithstanding the plans hereby approved the scheme shall be constructed in accordance with the principles of Inclusive Design. Plans and details confirming that these standards have been met shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall include:</p> <ul style="list-style-type: none"> a) Details of all gradients and ramps; b) Layout of all Accessible and Changing Places WCs; c) Layout of all accessible bath/shower room facilities; d) An emergency evacuation plan, including provisions to meet the needs of those with mobility impairments; e) Accessible cycle storage f) Storage and charging facilities for mobility scooters within easy reach of new entrance (within 30 minutes of fire protection); <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In order to facilitate and promote inclusive and sustainable communities.</p>

<p>9</p>	<p>Security and General Lighting (details)</p> <p>CONDITION: Details of any external general or security lighting (including full specification of all luminaries, lamps and support structures), and the location and design of any CCTV camera equipment shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on the site.</p> <p>The details shall be installed and operational prior to the first occupation of the development hereby approved and maintained as such permanently thereafter.</p> <p>REASON: In the interest of protecting neighbouring and future residential amenity and existing and future habitats from undue light-spill.</p>
<p>10</p>	<p>ENERGY STRATEGY AND RENEWABLE ENERGY (DETAILS):</p> <p>* CONDITION: An updated Energy Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The revised energy strategy shall seek to achieve the policy target of 27% on-site total (regulated and unregulated) CO₂ reduction in comparison with a building compliant with Part L of the Building Regulations 2010. The revised energy strategy shall include the following information:</p> <ul style="list-style-type: none"> a) A full energy model including a breakdown of regulated and unregulated emissions in respect of a Part L 2010 compliant development, Lean efficiency measures, Clean low carbon energy and Green Renewable energy; b) Thermal insulation and air tightness with improved U values; c) Internal temperature modelling and evidence that the development has maximised measures in accordance with the cooling hierarchy; d) Passive cooling measures in accordance with the cooling hierarchy including insulating internal communal heating pipework; e) Estimate of the annual cooling energy demand and CO₂ emissions; f) Measures to recover heat from the cooling systems for the provision of heat to serve domestic hot water; g) The inclusion of at least 60sqm of photovoltaic panels to the roofs of the single storey and three storey extensions including the CO₂ reduction. <p>The updated energy strategy shall provide for no less on-site total CO₂ reduction than as detailed within the 'Sustainable Design and Construction Statement and associated appendices REP(SUS)WHI-001 rev C, prepared by BDP, 6 February 2015' and 'Response to Islington Council's Comments Doc 1 rev A, prepared by BDP, 26 March 2015'.</p> <p>Details of the renewable energy technology(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall include:</p> <ul style="list-style-type: none"> a) the resulting scheme, together with any flue/stack details, machinery/apparatus location, specification and operational details; b) a management plan and maintenance strategy/schedule for the operation of the technologies; <p>The energy efficiency measures/features and renewable energy technology(s) within the revised energy strategy shall be provided/carried out strictly in accordance with the details so approved, shall be installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO₂ emission reduction targets by energy</p>

	efficient measures/features and renewable energy are met.
11	BREEAM (details)
	<p>CONDITION: Prior to any superstructure works commencing on the site, a design stage recognised accreditation certificate and supporting assessment confirming that the development achieves a BREEAM 2008 Healthcare Criteria rating and BREEAM New Construction rating (2014) of no less than 'Very Good' with best endeavours used to achieve a rating of 'Excellent' shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The development shall be carried out strictly in accordance with the details so approved, shall achieve the agreed rating(s) and shall be maintained as such thereafter.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
12	Green and Brown Roofs (Details)
	<p>CONDITION: Details of the biodiversity (green/brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The biodiversity (green/brown) roof(s) shall be maximised and be :</p> <ol style="list-style-type: none"> a) biodiversity based with extensive substrate base (depth 80-150mm); b) laid out in accordance with and no less than shown on plan 01(20)AP1116 rev E hereby approved; and c) planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum). <p>The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
13	Sustainable Urban Drainage System (SUDS) (details)
	<p>CONDITION: Details of a detailed drainage strategy for a sustainable urban drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall be based on an assessment of the potential for disposing of surface water by means of appropriate sustainable drainage systems and be designed to maximise water quality, amenity and biodiversity benefits in accordance with DM Policy 6.6 and the National SuDS Standards. The submitted details shall:</p> <ol style="list-style-type: none"> i. provide information about the design storm period and intensity, the method employed (SuDS management train) to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; ii. include a timetable for its implementation; and ii. provide a management and maintenance plan for the lifetime of the

	<p>development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.</p> <p>The drainage system shall be installed/operational prior to the first occupation of the development.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that sustainable management of water and minimise the potential for surface level flooding.</p>
14	Rainwater and Greywater Recycling (details)
	<p>CONDITION: Details of the rainwater and greywater recycling system shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite.</p> <p>The details shall demonstrate the maximum level of recycled water that can feasibly be provided to the development.</p> <p>The rainwater and greywater recycling system shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the building to which they form and shall be maintained as such thereafter.</p> <p>REASON: To ensure the sustainable management and use of water, and to minimise impacts on water infrastructure, potential for surface level flooding.</p>
15	Birds and Bats (Compliance)
	<p>CONDITION: The development shall at all times be implemented and managed in accordance with the measures recommended in the Preliminary Ecological Appraisal 141588, prepared by the Ecology Consultancy, 16 December 2014. Specifically with regard to the emergence and/or re-entry bat surveys and the provision of at least 4 (total) bird and bat nesting boxes / within the development. These bird/bat boxes shall be installed prior to the first occupation of the building to which they form part and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
16	Cycle Parking (Compliance)
	<p>CONDITION: The secure internal cycle parking provision as shown on drawings 00(20)AP0012 and 01(20)AP1113 rev D hereby approved shall be installed as shown prior to first occupation of the development hereby approved.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
17	No External Piping (Compliance)
	<p>CONDITION: Other than any pipes shown on the plans hereby approved, no additional plumbing, down pipes, rainwater pipes or foul pipes shall be located/fixed to any elevation(s) of the buildings hereby approved.</p>

	<p>Should additional pipes be considered necessary the details of those shall be submitted to and approved in writing by the Local Planning Authority prior to installation of any such pipe.</p> <p>REASON: The Local Planning Authority considers that such plumbing and pipes would detract from the appearance of the building.</p>
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List of Informatives:

1	<p>S106</p> <p>SECTION 106 AGREEMENT You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.</p>
2	<p>Superstructure</p> <p>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION' A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>
3	<p>Car-Free Development</p> <p>INFORMATIVE: (Car-Free Development) All new developments are car free in accordance with Policy CS10 of the Islington Core Strategy 2011. This means that no parking provision will be allowed on site and occupiers will have no ability to obtain car parking permits, except for parking needed to meet the needs of disabled people.</p>
4	<p>Working in a Positive and Proactive Way</p> <p>To assist applicants in a positive manner, the Local Planning Authority has produced policies and written guidance, all of which are available on the Council's website.</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>
5	<p>Accessibility</p> <p>The applicant is reminded that the relevant code of practice for the NHS is BS 8300:2009 + A1:2010 and the reception area should be designed accordingly. WC facilities should be design in accordance with that code of practice and provided within easy reach of the reception and any waiting areas. Travelling distances to accessible WCs should be no more than 40m from any point in the hospital.</p>
6.	<p>Roof top plant</p> <p>The applicant is advised that any additional roof top plant not shown on the approved plans will require a separate planning application.</p>
7	<p>Construction works</p> <p>Noise from demolition and construction works is subject to control under the Control</p>

	<p>of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Pollution Team, Islington Council, 222 Upper Street London N1 1XR (Tel. No. 020 7527 3258 or by email pollution@islington.gov.uk) or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.</p>
<p>8</p>	<p>Construction management</p>
	<p>You are advised that condition 7 covers transport and environmental health issues and should include the following information:</p> <ol style="list-style-type: none"> 1. identification of construction vehicle routes; 2. how construction related traffic would turn into and exit the site; 3. details of banksmen to be used during construction works; 4. the method of demolition and removal of material from the site; 5. the parking of vehicles of site operatives and visitors; 6. loading and unloading of plant and materials; 7. storage of plant and materials used in constructing the development; 8. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate; 9. wheel washing facilities; 10. measures to control the emission of dust and dirt during construction; 11. a scheme for recycling/disposing of waste resulting from demolition and construction works; 12 noise; 12 air quality including dust, smoke and odour; 13 vibration; and 14 TV reception.

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 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

1 Context and strategy

1.1 Delivering the strategic vision and objectives for London

2 London's places

2.9 Inner London
2.14 Areas for regeneration
2.15 Town centres

3 London's people

3.1 Ensuring equal life chances for all
3.2 Improving health and addressing health inequalities
3.17 Health and social care facilities

5 London's response to climate change

5.1 Climate change mitigation
5.2 Minimising carbon dioxide emissions
5.3 Sustainable design and construction
5.4 Retrofitting
5.5 Decentralised energy networks
5.6 Decentralised energy in development proposals
5.7 Renewable energy
5.8 Innovative energy technologies
5.9 Overheating and cooling
5.10 Urban greening
5.11 Green roofs and development site environs
5.12 Flood risk management
5.13 Sustainable drainage
5.14 Water quality and wastewater infrastructure

6 London's transport

6.1 Strategic approach
6.2 Providing public transport capacity and safeguarding land for transport
6.3 Assessing effects of development on transport capacity
6.5 Funding Crossrail and other strategically important transport infrastructure
6.7 Better streets and surface transport
6.9 Cycling
6.10 Walking
6.11 Smoothing traffic flow and tackling congestion
6.12 Road network capacity
6.13 Parking

7 London's living places and spaces

7.1 Building London's neighbourhoods and communities
7.2 An inclusive environment
7.3 Designing out crime
7.4 Local character
7.5 Public realm
7.6 Architecture
7.8 Heritage assets and archaeology
7.13 Safety, security and resilience to emergency
7.14 Improving air quality
7.15 Reducing noise and enhancing soundscapes
7.18 Protecting local open space and addressing local deficiency
7.19 Biodiversity and access to nature
7.21 Trees and woodlands

- 5.15 Water use and supplies
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste

8 Implementation, monitoring and review

- 8.1 Implementation
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

B) Islington Core Strategy 2011

Spatial Strategy CS 1(Archway)

- CS 11 (Waste)
- CS 12 (Meeting the Housing Challenge)

Strategic Policies

- CS 9 (Protecting & Enhancing Islington's Built & Historic Environment)
- CS 10 (Sustainable Design)

Infrastructure and Implementation

- CS 18 (Delivery and Infrastructure)
- CS 19 (Health Impact Assessments)
- CS 20 (Partnership Working)

C) Development Management Policies June 2013

Design and Heritage

- DM2.1 Design
- DM2.2 Inclusive Design
- DM2.3 Heritage

Shops, culture and services

- DM4.12 Social and strategic infrastructure and cultural facilities

Health and open space

- DM6.1 Healthy development
- DM6.5 Landscaping, trees and biodiversity
- DM6.6 Flood prevention

Energy and Environmental Standards

- DM7.1 Sustainable design and construction statements
- DM7.3 Decentralised energy networks
- DM7.4 Sustainable design standards
- DM7.5 Heating and cooling

Energy and Environmental Standards

- DM7.1 Sustainable design and construction statements
- DM7.3 Decentralised energy networks
- DM7.4 Sustainable design standards
- DM7.5 Heating and cooling

Transport

- DM8.1 Movement hierarchy
- DM8.2 Managing transport impacts
- DM8.3 Public transport
- DM8.4 Walking and cycling
- DM8.5 Vehicle parking
- DM8.6 Delivery and servicing for new developments

Infrastructure

- DM9.1 Infrastructure
- DM9.2 Planning obligations
- DM9.3 Implementation

E) Site Allocations June 2013

The application site is adjacent to site allocation ARCH2 (Whittington Hospital Ancillary Buildings) which is the northern part of the hospital site.

4. Planning Advice Note/Planning Brief

- 4.1 A document entitled 'Regeneration proposals for Archway' was adopted by the Council's Executive on 5 July 2011. These proposals outline the Council's desire to overcome some of the barriers to physical regeneration, strengthen the local economy and improve the vitality of the town centre. Funding allocations for various regeneration projects were agreed within this document (none of which directly relate to the Whittington Hospital).
- 4.2 Archway Development Framework SPD (adopted 2007). The Core Strategy at paragraph

2.2.1 states that this SPD will remain in place after the adoption of the Core Strategy and that the document adds detail to the Core Strategy Site Allocation (CS1). The site is not within the core area of this document but falls within the 'contextual area'. Development within the wider contextual area should take into consideration the guidance and the following key objectives:

- Delivery of a beacon sustainable development – delivery of a truly sustainable community and thus contribute to environmental, economic and social sustainability.
- Delivery of a mixed use development to build upon Archway's strengths as a district centre and enhance this role.
- The improvement of the pedestrian environment to provide a safe environment and improve the pedestrian links through to the adjoining areas.
- The creation of high quality public spaces to provide an environment where people can visit, shop, relax while providing links to the surrounding areas and uses in Archway;
 - Microclimate – minimise wind impact due to down draught;
 - This document states that priority for planning obligations within Archway will be focussed towards improvements to the public realm and local employment.

5. Designations

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

- Core Strategy Key Area	Archway
- Grade II Listed Building	F block, St Mary's Wing, Whittington Hospital

6. Supplementary Planning Guidance (SPG) / Document (SPD)

The following SPGs and/or SPDs are relevant:

Islington Local Development Plan	London Plan
- Accessible Housing in Islington	- Accessible London: Achieving and Inclusive Environment
- Car Free Housing	- Housing
- Conservation Area Design Guidelines	- Sustainable Design & Construction
- Green Construction	- Providing for Children and Young Peoples Play and Informal Recreation
- Inclusive Landscape Design	- Planning for Equality and Diversity in London
- Planning Standards Guidelines	
- Planning Obligations and S106	
- Urban Design Guide	
- Environmental Design SPD	
- Streetbook SPD	