



## PLANNING COMMITTEE REPORT

Development Management Service  
 Planning and Development Division  
 Environment and Regeneration Department  
 Town Hall  
 LONDON N1 2UD

<b>PLANNING COMMITTEE</b>		<b>AGENDA ITEM NO:B3</b>
<b>Date:</b>	<b>15<sup>th</sup> October 2019</b>	

Application number	P2019/1773/FUL
Application type	Full Planning Application
Ward	Junction
Listed building	Adjacent to locally listed 89 Highgate Hill.
Conservation area	Adjacent to the Highgate Hill and Hornsey Conservation Area
Development Plan Context	<ol style="list-style-type: none"> <li>1. Adjacent to the Highgate Hill and Hornsey Lane Conservation Area;</li> <li>2. Core Strategy Key Area – Archway;</li> <li>3. Adjacent to Site Allocation - ARCH2;</li> <li>4. Adjacent to locally listed 89 Highgate Hill.</li> </ol>
Licensing Implications	None
Site Address	Waterlow Building, Whittington Hospital Magdala Avenue London Archway, N19 5NF
Proposal	Redevelopment of the former Waterlow Building and construction of a replacement (temporary) building for Use Class D1 purposes with associated parking, landscaping and associated works.

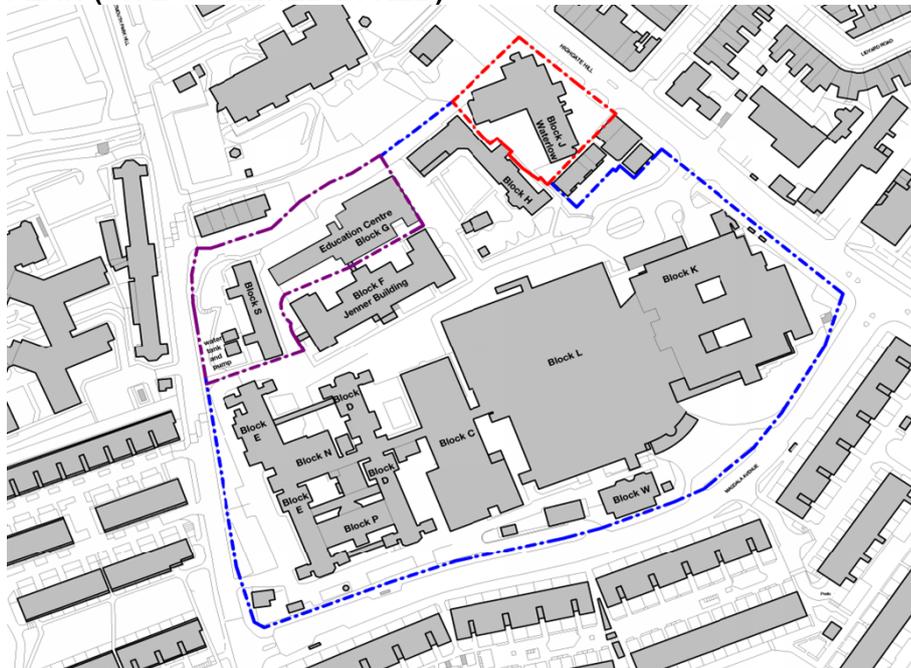
Case Officer	Dale Jones
Applicant	Whittington Health NHS Trust
Agent	Miss Alexander Higgin GL Hearn 65 Gresham St London, EC2V 7NQ

## 1 RECOMMENDATION

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

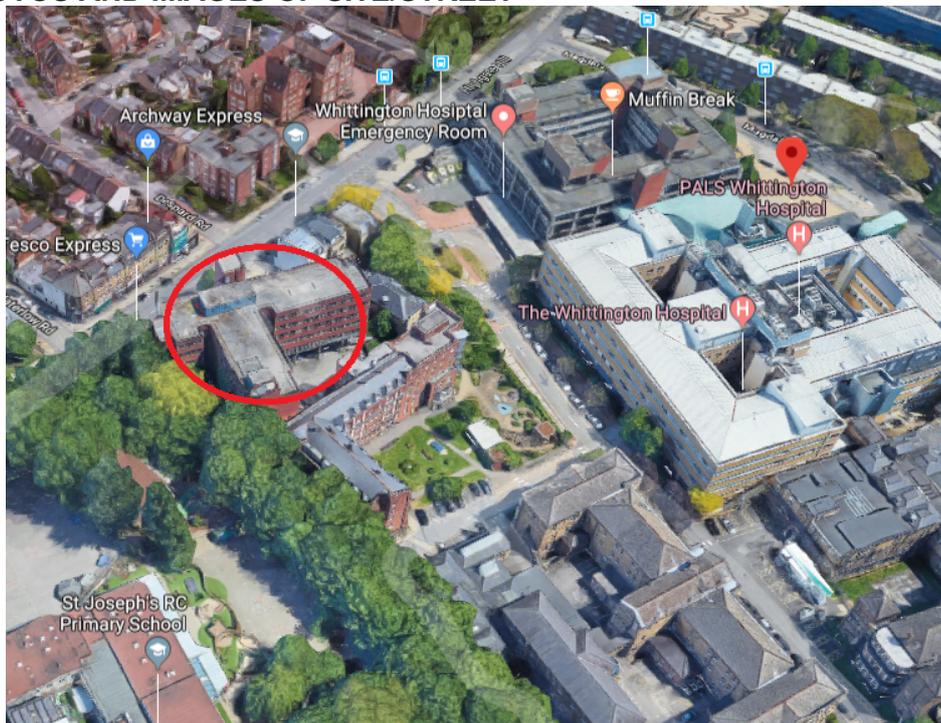
1. subject to the conditions set out in Appendix 2; and
2. conditional upon the prior completion of a section 106 agreement securing the Heads of Terms as set out in Appendix 1.

## 2 SITE PLAN (SITE OUTLINED IN RED)



*Fig. 1 Site location plan (with the Waterlow building highlighted in red).*

## 3 PHOTOS AND IMAGES OF SITE/STREET



*Fig. 2 Aerial view of site (in red)*



**Fig. 3** View north-west from Highgate Hill with the Waterlow building on the LHS



**Fig. 4** The Waterlow building (centre) viewed south from Waterlow Road



*Fig. 5 View south-east down Highgate Hill (application site on the RHS)*



*Fig. 6 Image illustrating the Waterlow building under-croft and car parking areas*



**Fig. 7** Illustrating the immediate site context (site on the RHS of the image)



**Fig. 8** View north from the residential developments (Gordon Close)

## 4 SUMMARY

- 4.1 This application seeks planning permission for the proposed redevelopment of the former Waterlow Building and the construction of a replacement (temporary) building for medical education purposes (use class D1) with parking, landscaping and associated works.
- 4.2 The proposed replacement (temporary) building would measure three storeys in scale and is for use as the temporary education centre building (to replace the existing facility) and would include lecture spaces, meeting/teaching rooms, operating theatre simulation suite and ancillary accommodation

*Fig. 9 below gives a computer generated image of the proposed development (as viewed north-west from Highgate Hill*



- 4.3 Following the demolition of the existing Waterlow building, the footprint of the proposed new 'education centre' building would provide 1602sqm (gross internal area) of replacement medical education accommodation over three levels.
- 4.4 The proposal would be for a temporary (5-year) period, providing replacement medical education, demonstration and meeting spaces within a new purpose-built building that would meet the needs of the NHS in a more efficient way than the current (retro-fitted) Waterlow building.
- 4.5 In land use terms, it is considered that the proposal is consistent with policy DM4.12 Part A(i) relating to 'Social and strategic infrastructure and cultural facilities' given that the proposed temporary facility would constitute a 'replacement facility' by re-providing the medical educational facility at the nearby WEC building on the Whittington Hospital site.
- 4.6 The proposed temporary facility would represent a significant improvement in terms of efficiency and usability of space. The project is linked to the wider development

chain of “Project Oriel” facilitating wider NHS care and delivery improvements at Moorfield’s and St Pancras. The proposal is considered to meet the objectives of adopted planning policy in accordance with London Plan Policies 3.2, 3.17 as well as Islington Core Strategy Policy CS1 and Development Management policy DM4.12.

- 4.7 With regard to bulk, height and massing, the proposal is considered to be of a suitable height and appropriate scale given the reduced building height in comparison to the existing Waterlow building that it would replace. The resultant massing and bulk is indicated in figures 10 and 11. The re-orientated building footprint would also address Highgate Hill in a more logical manner than the existing building, aligning with the street frontage to make more efficient use of the land.
- 4.8 In terms of detailed design, despite being of a temporary nature, the proposed replacement building, would have well-articulated and composed façades. The resulting building is considered to offer a successful solution as a temporary replacement of the Waterlow building. The proposed use of ceramic panels is supported and would ensure that the movement joints would not be widely prominent. The articulation of the windows would represent a visual improvement in comparison to the existing Waterlow building.
- 4.9 As good quality materials are key to the success of the building, samples of materials would be required by condition in order to ensure that the development is built out to the highest quality. The proposed temporary building is considered to be well-designed, incorporating inclusive design principles, in accordance with policy 7.6 of the London Plan, Policy CS9 of Islington’s Core Strategy, and the aims and objectives of Development Management Policies DM2.1, DM2.2 and DM2.3.
- 4.10 Landscaping is proposed as part of the development, largely by way of new trees and shrub planting along the Highgate Hill boundary, with the introduction of further surface improvements to include permeable block paving and soft-landscaping. Some mature trees will also remain in situ along the site boundaries (within neighbouring gardens and street trees) and replacement street trees are proposed as part of the wider landscaping works, in accordance with Development Management policy DM6.5.
- 4.11 The proposal would not result in an unacceptable impact on neighbouring residential amenity in terms of loss of daylight or sunlight, increased overlooking, loss of privacy, sense of enclosure or in terms of safety and security due to the appropriate siting, height, massing and window placements as proposed.
- 4.12 Given the temporary nature and location of the proposed building it is not considered there would be any increased pressure on parking within the immediate vicinity and the loss of some of the existing car parking spaces is in line with policy CS10 (Sustainable development) and Development Management policy 8.5 (Vehicle parking). The retention of some of the existing off-street car parking provision can be justified owing to the temporary nature of the proposal and longer-term estate initiatives.
- 4.13 Given the above rationale and subject to the imposition of planning conditions and s106 legal agreement, the proposal is considered to be in compliance with relevant planning policies, acceptable in planning terms and is therefore recommended for approval.

## **5 SITE AND SURROUNDINGS**

- 5.1 Whittington Hospital is a district and general teaching hospital that provides acute care including accident and emergency services, major trauma and intensive care alongside a large range of services including paediatrics, maternity services and oncology. Whittington Hospital occupies the core healthcare provision role for part of northern London and plays a significant role in the healthcare provision services of the Whittington Health NHS Trust. The wider Whittington Hospital site is considered to be within both Use Classes C1 (Residential Institution) and D1 (Non-Residential Institution) of the Town and Country Planning (Use Classes) Order 1987 (As amended).
- 5.2 The application site is located within the boundary of the Whittington Hospital at Magdala Avenue, Archway, with the application building located within the north-eastern part of the wider hospital site. The site is located on the western side of Highgate Hill and is situated north of Gordon Close. The site adjoins the Highgate Hill/Hornsey Conservation Area to the south and the Holborn Union Infirmary Conservation Area and also contains a Grade II Listed building (the Jenner building) and large scale hospital buildings to the west. St Joseph's RC Primary School is situated to the north of the wider site.
- 5.3 The site lies to the northwest of the district centre of Archway. The site has a PTAL rating of 6a, and is located within a 5minute walk (approx. 300m) of Archway London Underground station which provides direct connections to central London. The site lies opposite the former UCL Archway campus at the Holborn Union Infirmary.
- 5.4 Contextually, the surrounding area provides a varied amount of building form, styles, appearance and ages. The immediately surrounding area is predominantly residential in character with a number of shops, cafes and restaurants along Highgate Hill. The existing building ('Block J' known as the 'Waterlow' building) on the site is brick built, measuring between six to seven storeys in scale, with the frontage misaligned at an angle with Highgate Hill.
- 5.5 The site forms part of the Whittington Hospital Ancillary Buildings (and is part of an adopted site allocation ref: ARCH2). The site operates from two existing access points, both providing access to and from Highgate Hill, whilst there is a pedestrian linkage to the east of the site from Dartmouth Park Hill.

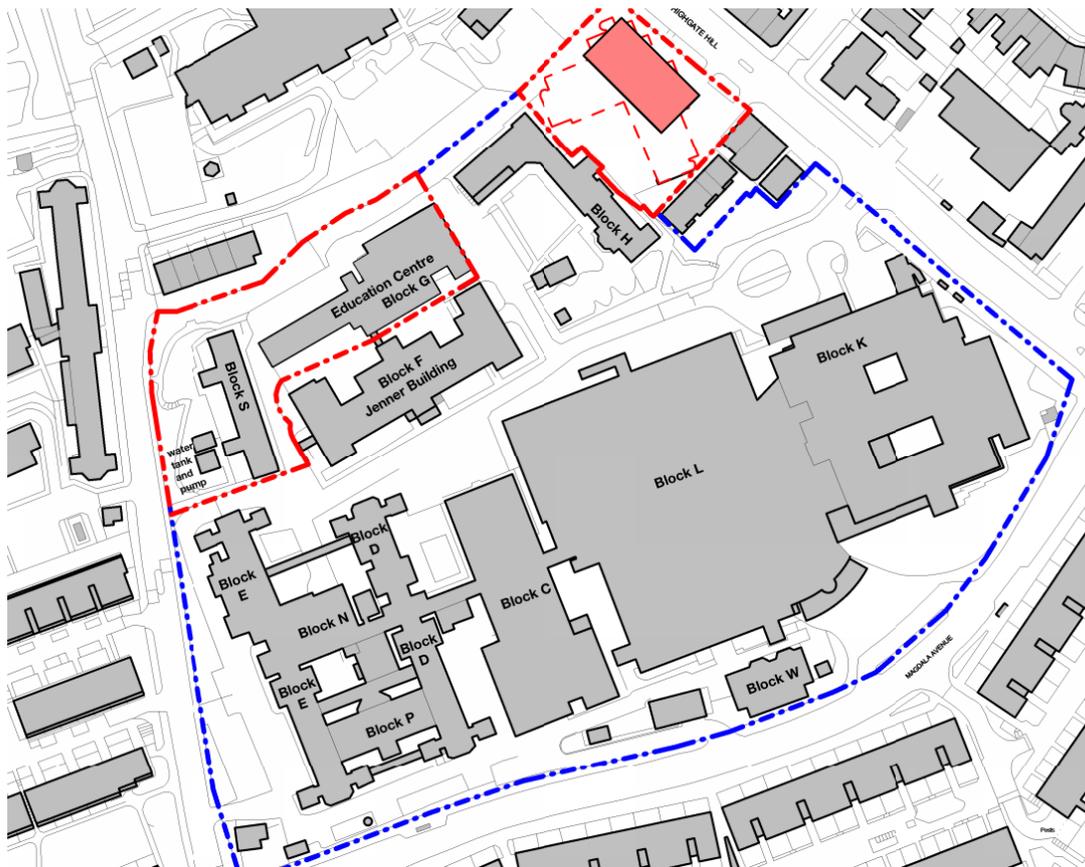
## **6 PROPOSAL (IN DETAIL)**

- 6.1 The proposal seeks the redevelopment of the former Waterlow building site to provide medical education facilities in a temporary building for a period of 5 years.
- 6.2 Prior approval for the demolition of the existing Waterlow building was granted on 4<sup>th</sup> July 2019 (Ref. P2019/1762/PRA). The proposal in this case relates to the erection of a three storey development, for use as a temporary education centre which would replace the existing Waterlow building facility.
- 6.3 The replacement building would provide lecture spaces, meeting rooms, a medical theatre simulation suite for the purpose of medical education and training with associated ancillary accommodation (i.e. toilets) over the three floors. The applicants have stated that the proposed building would create a purpose-built, compact and efficient footprint within the site, which would respond in a better way to the needs of users than the current Waterlow building could.

- 6.4 With regards to the internal layout, the proposed education centre accommodation would be arranged in a rectangular shaped plan form, around a central corridor accessed by two vertical circulation cores at either end. This central corridor is provided on all floors making it clearer for visitors to locate rooms. The southern core would provide the main access to the centre whereas the north core would facilitate an alternative escape route, a link between the upper floors and access to a small amount of ancillary plant.
- 6.5 The applicants have stated that flexibility has been incorporated in to the design to ensure the centre can respond to the needs of the end-users. In this respect, the large lecture spaces have folding partitions allowing the room to be subdivided when needed, the meeting rooms have been designed to allow for multiple room layouts and storage areas are located on all floors. Furthermore, the floor plans have been organised so that the most public spaces are largely located on the ground floor with the upper levels dedicated to internal and clinical staff.

How the proposal relates to the wider NHS estates health strategy

- 6.6 The Whittington Education Centre (the 'WEC') is a purpose-built education and training facility principally for the use of Whittington Health staff. The existing centre (the WEC building) is located on the western side of the hospital campus. The WEC is to be vacated and training moved into the temporary building proposed in this application.



**Fig. 10** above highlights the existing Blocks G and S (Block G is the WEC centre, Block S is the staff accommodation) and the site in the top right-hand corner is the Waterlow building – the site of the replacement WEC building).

6.7 By way of background, services will move out of the current Moorfields site to a new “integrated eye care, research and education facility” at St Pancras. As part of the same scheme, Camden and Islington NHS Foundation Trust has secured finance to demolish buildings in St Pancras and propose to move to the site of the existing WEC (Block G building).

6.8 Officers have requested advice as to why the existing Waterlow building is not being reused. The advice is below:

- The building was specifically designed for inpatient mental health services and therefore would have required significant investment for reconfiguration and refurbishment to reuse for acute health care.
- The building has been considered for re-use in a number of business cases but partly due to the above investment requirements has never been a preferred option

## **7 RELEVANT HISTORY:**

7.1 PLANNING APPLICATIONS:

7.2 While the wider hospital site has a varied planning history, the application site has little relevant background. The one relevant planning record to note is the recently approved Prior Notification (Demolition) application: which was approved on 4<sup>th</sup> July 2019 for the method of demolition and any proposed restoration in respect of the following building(s): The Waterlow Building, Whittington Hospital, Magdala Avenue, Archway, London, N19 5NF.

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

8.1 The proposal has been subject to ongoing pre-application discussions, and an advice note was issued (Ref. Q2019/0027/MIN). The points raised at pre-application stage have informed the design of the scheme being considered here. The following are the most important improvements that have arisen as a result of pre-application discussions:

- Improvements to the detailed design including materiality (including the use of concrete panels instead of brick-slips);
- Improvements to accessibility within the internal configuration of the building;
- Consideration to the energy demands of the building and how it would be sustainable in planning terms;
- Justification to the retention of some of the existing car parking spaces together with the wider landscaping and access improvements.

## **9 CONSULTATION:**

9.1 Letters were sent to occupants of 489 properties in the vicinity of the site on the 11.06.2019. As well as neighbour letters, a press advert was published on 20.06.2019 and site notices dated 20.06.2019 were displayed.

9.2 The public consultation on the application therefore expired on 14.07.2019. However, it is the Council’s practice to continue to consider representations made up until the date of a decision.

9.3 At the time of writing of this report, a total of three objections have been received. The issues raised can be summarised as below [paragraph numbers of the report where these issues are addressed are given in brackets]:

- Concerned that the greenery outside of the kitchen window, used by birds, will be removed; [Officer response: refer to paragraphs 22.1 – 22.4 and conditions 17 and 18];
- Also queries why a new building is being erected whilst there is already one on site; [Officer response: refer to paragraphs 16.1 - 16.11]
- It is unclear from the proposed site plan if the area adjacent to the Highgate Hill elevation, that sits outside of the site boundary is to be replanted. At the moment, the strip of land is an eyesore and rarely cleared of rubbish and never maintained; [Officer response: The landscaping from the back of the footpath would be replanted as shown on the layout plans].
- A condition should be imposed to secure suitable replanting and on-going maintenance of the area as failure to do so would detract from the area in visual and environmental terms; [Officer response: refer to condition 18].

## 10 External Consultees

10.1 The following responses have been received from external consultees:

10.2 **Camden Council:** raised no objections noting that: The proposals would not result in any material impact on LB Camden properties. Furthermore, due to the siting and form of the proposal, there would be no adverse effects on the air quality, living conditions or amenity of any properties within LB Camden. It is also considered that the proposal would not result in any significant deterioration in highway conditions, undue congestion or loss of safety in LB Camden.

10.3 **Historic England:** have stated that they do not wish to offer any comments on the application.

10.4 **Thames Water:** No objections subject to the use of the use of a condition/informative.

10.5 **MET Police Designing out Crime Officer: No objections.**

10.6 **Islington Swifts** – Raise the following issues:

- As a temporary building it may be advisable to specify measures for swifts, despite their presence in the area, as they are long-lived and site faithful;
- It is suggested that integrated nest box bricks for house sparrows (a 'red-listed' species that is found in the area) are installed in the highest level of the brickwork. An ecological survey could identify the best location in the building, or alternatively manufacturer's instructions for the nesting bricks could be followed;
- Bat boxes and/or biodiverse living roofs would also be welcomed to enhance biodiversity.

10.7 **Historic England GLAAS:** On the basis of the information provided it is not necessary for this application to be notified to Historic England's Greater London Archaeological Advisory Service.

## 11 Internal Consultees

- 11.1 **LBI Access Officer:** No objections [Refer to Section 17 of the committee report].
- 11.2 **LBI Planning Policy:** No objection noting that assessing the application as proposed, it would likely be consistent with DM4.12 Part A (i) as the proposed temporary facility would constitute a replacement facility; there is a significant net loss, although the temporary facility would be a significant improvement in terms of efficiency of space.
- 11.3 **LBI Design and Conservation Officer:** No objections following receipt of revised plans relating to elevational amendments (explored within Section 16 of the report below).
- 11.4 **LBI Energy Officer:** No objections following receipt of revised documents and energy calculations. Updates are required to the draft GPP, although it would be acceptable for the applicant to make these changes at S106 stage.
- 11.5 **LBI Sustainability Officer:** The applicant has satisfied the volume of run-off (inclusion of 40% allowance confirmed) and the use of green infrastructure and permeable paving as the method of attenuation. It is noted that SUDS arrangements are not yet in place so it may be that this info is not yet available [Officer response: Refer to Condition 12].
- 11.6 **LBI Highways:** No objections noting that the only remaining issue with the Traffic Management Plan (TMP) is the route. The route via Votley Road and MacDonald Road is not suitable. Officers have suggested the applicants use Archway and Highgate Hill and condition 8 requires that further detail be submitted to secure the appropriate route during the demolition and construction phase.
- 11.7 **Tree Preservation / Landscape Officer:** No objections subject to the use of a tree protection condition. [Officer response: refer to condition 19].
- 11.8 **Biodiversity and Nature Conservation:** Notes that as there will be the loss of some scrub and rough grassland, Officers would be looking to see this replaced in terms of wildlife value. The ecological report makes reference to this in terms of new landscaping which should be wildlife friendly. The officer notes that further enhancement plans e.g. size of new area to be planted, species selected and bird boxes proposed should be provided. Swift boxes or bricks should also be incorporated into the new building if at all possible. [Officer response: Refer to Section 21 of the report and condition 22].
- 11.9 **Refuse and Recycling:** No objections noting having read through the documents it appears that the waste provision is suitable from a servicing perspective taking into account that hospital porters will be responsible for moving waste from the education centre area to the recycling/waste collection point, in time for any potential scheduled collection. In the details attached reference is made to emergency vehicles having access, It is assumed from this that there will be sufficient road way access for an RCV too, in order for the driver to safely enter and exit the site bearing in mind the vehicle that will be used is likely to be a 26t refuse collection vehicle. Officers were not able to establish from the drawings or the policy the dimensions of the road to be used and whether suitable for such large vehicles. However, studying the drawings further, if I've understand them correctly, that the waste recycling area is going to be in roughly the same place as it is now. Presuming that the vehicular access point would continue to be via Dartmouth Park Hill, existing onto Magdala avenue, and as

such Officers cannot foresee any issue with vehicle access and servicing bins at this point.

- 11.10 **Environmental Health, Public Protection:** No objections subject to the use of conditions requiring noise level verification report and a separate condition to secure desktop contaminated land reports. [Officer response: refer to condition 20].

## **12 ENVIRONMENTAL IMPACT ASSESSMENT (EIA)**

- 12.1 No Environmental Impact Assessment (EIA) screening/scoping was requested by the applicant. Whilst the development does not fall within 'Schedule 1' and is not within a sensitive area (SSI, 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).
- 12.2 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 an 'environmentally sensitive location' or 'create any unusual or hazardous effects' pursuant to the selection criteria of Schedule 3 of the EIA 2011 regulations.

## **13 RELEVANT POLICIES**

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

### **National Guidance**

- 13.2 Islington Council (Planning Committee), in determining the planning application has the following main statutory duties to perform:

*To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations (Section 70 Town & Country Planning Act 1990);*

*To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004) (Note: that the relevant Development Plan is the London Plan and Islington's Local Plan, including adopted Supplementary Planning Guidance.)*

- 13.3 The National Planning Policy Framework 2019 (NPPF) and the Planning Practice Guidance (PPG) are both important material considerations in planning decisions. Neither change the statutory status of the development plan as the starting point for decision making but policies of the development plan need to be considered and applied in terms of their degree of consistency with the NPPF. Consideration is given to whether the development would support the aims of securing economic growth and productivity, but also that this would be achieved in a sustainable way. Paragraph 80 states that planning policies and decisions should help to create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

13.4 Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development which for decision taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

13.5 The Human Rights Act 1998 incorporates the key articles of the European Convention on Human Rights into domestic law. These include:

*Article 1 of the First Protocol: Protection of property. Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law;*

*Article 14: Prohibition of discrimination. The enjoyment of the rights and freedoms set forth in this Convention shall be secured without discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth, or other status.*

13.6 Members of the Planning Committee must be aware of the rights contained in the Convention (particularly those set out above) when making any Planning decisions. However, most Convention rights are not absolute and set out circumstances when an interference with a person's rights is permitted. Any interference with any of the rights contained in the Convention must be sanctioned by law and be aimed at pursuing a legitimate aim and must go no further than is necessary and be proportionate.

13.7 The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers.

13.8 The Committee must be mindful of this duty inter alia when determining all planning applications. In particular, the Committee must pay due regard to the need to: (1) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; (2) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and (3) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

### **Development Plan**

13.9 The Development Plan for this site is comprised of the London Plan 2016 (as amended), Islington Core Strategy (2011) and Development Management Policies (2013). The policies of the Development Plan that are considered relevant to this application are listed at Appendix 2 to this report.

## **Designations**

- 13.10 The site has the following designations under the London Plan 2016, Islington Core Strategy 2011 and Development Management Policies 2013.

Adjacent to the Highgate Hill and Hornsey Conservation Area;  
Core Strategy Key Area – Archway;  
Site Allocation - ARCH2;  
Adjacent to locally listed 89 Highgate Hill.

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

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

## **14 ASSESSMENT**

- 14.1 The main issues arising from this proposal relate to:

- Land use
- Design and appearance (including the heritage impact)
- Neighbouring amenity
- Inclusive design
- Sustainability, energy efficiency and renewable energy
- Highways and transportation
- Other considerations (including CIL and S106)

## **15 Land Use**

### Loss of the existing use

- 15.1 The existing Waterlow building was previously used as a mental inpatient facility, this building has been empty for approximately 15 years. The applicants have also confirmed that it is not viable to refurbish the existing building due to the prohibitive costs. The intention therefore is to demolish the Waterlow Building and to erect a temporary medical education centre.
- 15.2 The existing building as part of the Whittington Hospital site would be classed as social infrastructure. Part A of Development Management Policy DM4.12 states that the council will not permit any loss or reduction in social infrastructure uses unless certain criteria are met including:
- i) a replacement facility is provided on site which would, in the council's view, meet the need of the local population for the specific use; or
- 15.3 The existing Waterlow building measures 5316sqm and it is noted that the mental health function ceased and was relocated over 15 years ago. The replacement building would provide 1483sqm of medical education and associated floor space. This represents a reduction of 3833sqm. However, the new building would, if permitted, provide an efficient, modern and fit-for-purpose facility that is clean, dry, asbestos free and safe for purpose as a medical education facility. It is also considered that the temporary facility would be a significant improvement in terms of efficiency of space. In this respect, assessing the application as proposed, it is consistent with the provisions of policy DM4.12 Part A (i) given that the proposed temporary facility would constitute a 'replacement medical facility' and the mental health function was moved 15 years ago.

### Introduction of new uses

- 15.4 The council's emerging new site allocation (DOT 4) document looks to allocate the site for health uses with an element of residential development. With regard to the 'options for future use' the emerging site allocation notes the following:

*'Western corner of site to be used for new mental health hospital (relocation from St. Pancras), remainder of site for health uses with some residential use possible.'*

- 15.5 It is considered in this context that the planning policy landscape is evolving, and while it is accepted that the proposals do not sit neatly with the existing site allocation which infers that residential and medical uses should be promoted, subject to a logical justification being provided (as explored elsewhere within this report), the council would be able to accept the proposed land use given the existing site use and the relationship of this proposal with the wider NHS development.
- 15.6 The proposal would allow other existing buildings west of the site (currently used for medical education) to be vacated in accordance with the emerging site allocation. Those buildings would then be replaced by buildings that would be occupied for medical purposes (relocated from St Pancras). It is considered that this temporary solution in terms of re-provision of the education centre is appropriate in this instance, given that it would not prejudice a more robust future masterplan for the wider hospital site.
- 15.7 An example of improved internal efficiency and the proposed quality of accommodation, is in the form of way-finding; the rooms within the proposed replacement facility would be accessed off a central corridor to ensure wayfinding is easy, with circulation cores at each end of the floor. The applicants have also advised that lecture rooms are to include folding partitions to allow rooms to be subdivided when needed, and meeting rooms have been designed to allow for multiple room layouts indicating provision of a flexible layout. The floor plans have been organised so that the most public spaces are located largely on the ground floor, with the upper levels dedicated to internal and clinical staff which would also offer a more secure environment for all users.

## **16 Design and Heritage Impact**

### The policy context

- 16.1 The NPPF, 2019 in section 12 ("Achieving well designed places") states that "the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."
- 16.2 Planning policies and decisions should ensure that developments will function well and add to the overall quality of the area over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities

and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- 16.3 A positive strategy under paragraph 185 of the NPPF is required for conservation and enjoyment of the historic environment and an assessment will need to be made of how the development proposals sustain and enhance the significance of heritage assets and the positive contribution that conservation of assets can make to sustainable communities as well as the need to make a positive contribution to local character and distinctiveness.
- 16.4 The effects of specific developments will need to be assessed having regard to the site characteristics, specific impacts and ability to successfully mitigate. The significance of any heritage assets affected will be considered including any contribution made by their setting. When considering the impact on the significance, great weight should be given to the asset's conservation and the more important the asset the greater the weight should be.
- 16.5 The London Plan (2016) policy 7.6 expects architecture to make a positive contribution to a coherent public realm, streetscape and wider cityspace. This is supported by Islington's Core Strategy policy CS8 which states that the scale of new development will reflect the character of a surrounding area and policy CS9 which states that high quality architecture and urban design are key to enhancing and protecting Islington's built environment, making it safer and more inclusive.
- 16.6 Islington's Development Management policy DM2.1 requires all forms of development to be of a high quality, incorporating inclusive design principles while making positive contributions to the local character and distinctiveness of an area. Policy DM2.3 encourages development to make a positive contribution to Islington's local character and distinctiveness whilst conserving and enhancing heritage assets in a manner appropriate to their significance.
- 16.7 Islington's Urban Design Guide (IUDG) provides detailed design principles and standards for development across the whole of the borough. The IUDG aims to influence how buildings look and fit with their setting; the layout and organisation of public spaces; and the appearance of street frontages.

*The existing 'Waterlow' building and wider site context*

- 16.8 The existing red brick 'Waterlow' building extends to six-storeys in height, benefiting from 29 off-street car parking spaces which are accessed from Highgate Hill, under the building at ground level, with the resultant appearance of a seven storey building due to the topography of the site which falls north to south. The existing building is of little design merit and is not considered to be a positive contributor to the street scene in urban design terms. It should be noted that 'Prior notification' for the demolition of the existing 'Waterlow' building was granted recently under (Ref. P2019/1762/PRA).
- 16.9 Given this site context, development at this location needs to integrate successfully into the surrounding streetscape, site topography whilst also being able to sit appropriately between the neighbouring properties and land uses. The proposal also needs to integrate into the aesthetics and character of the existing urban context whilst ensuring high quality design and architecture. These matters will be explored below.

- 16.10 There is also a statutory requirement for the planning authority to preserve or enhance the character or appearance of the conservation area (a designated heritage asset).

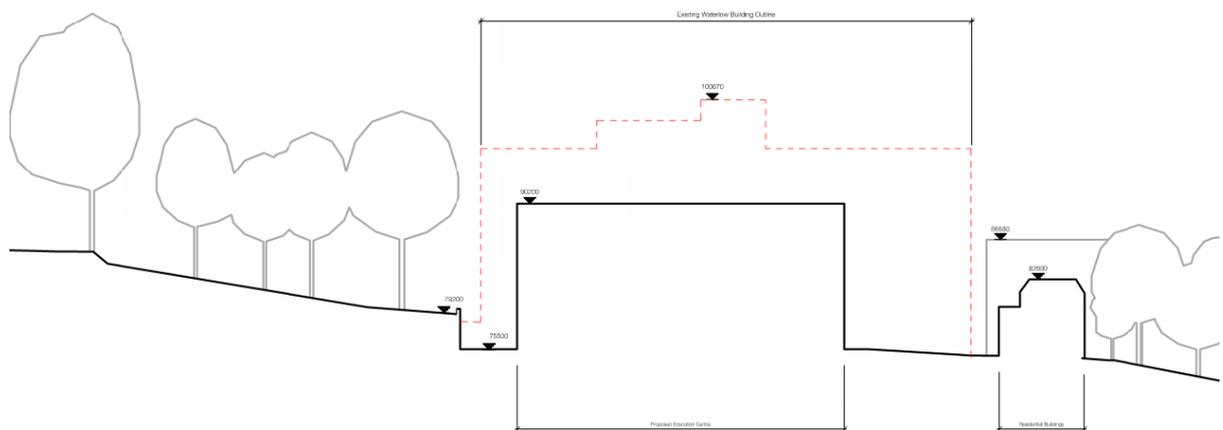
#### Siting and Layout

- 16.11 Section 11 of the NPPF requires that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. Planning decisions should take into account the identified need for different types of housing and other development, local market conditions and viability, infrastructure requirements, maintaining the prevailing character and setting, promoting regeneration and securing well designed, attractive and healthy places. The existing Waterlow building is aligned at an angle with Highgate Hill, and the resultant building orientation does not address Highgate Hill in a satisfactory manner, nor does it make efficient use of the land. The existing building undercroft of the Waterlow is also unwelcoming and unsafe in crime prevention terms.
- 16.12 The proposed replacement building would be realigned in terms of its orientation, parallel with Highgate Hill, providing a stronger and more consistent presence from public vantage points along the frontage to Highgate Hill. Safe pedestrian routes are proposed from Highgate Hill and from the adjacent hospital site, enabling a more pedestrian focused environment to the building frontage which would be reinforced by planting and finishes. The temporary building location has also been sited further away from the residential properties to the south-east.
- 16.13 At the rear of the site, the car parking area would be retained, albeit in a revised layout (and reduced quantum of car parking) given the repositioned replacement building, with the car-parking area providing the minimum spaces required (14 spaces (of which 3 would benefit from electric charging points). Access to the car park would be facilitated via a barrier controlled system to increase security, whilst the no.2 accessible parking spaces would be provided as close to the main entrances as possible.
- 16.14 It is considered that the layout and reoriented building would successfully address the site context and its surroundings, in accordance with policy DM2.1 of the Development Management Policies document (2013).

#### Bulk, scale and massing

- 16.15 London Plan policy 7.4 states that development should have regard to the scale, mass and orientation of surrounding buildings, and that buildings should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass. London Plan policy 7.6 states that buildings should be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, and should not cause unacceptable harm to the amenity of surrounding land and buildings. The Mayor of London's Character and Context SPG notes at paragraph 7.26 that "the key or essential characteristics of a place provide an important reference point against which change can be assessed".

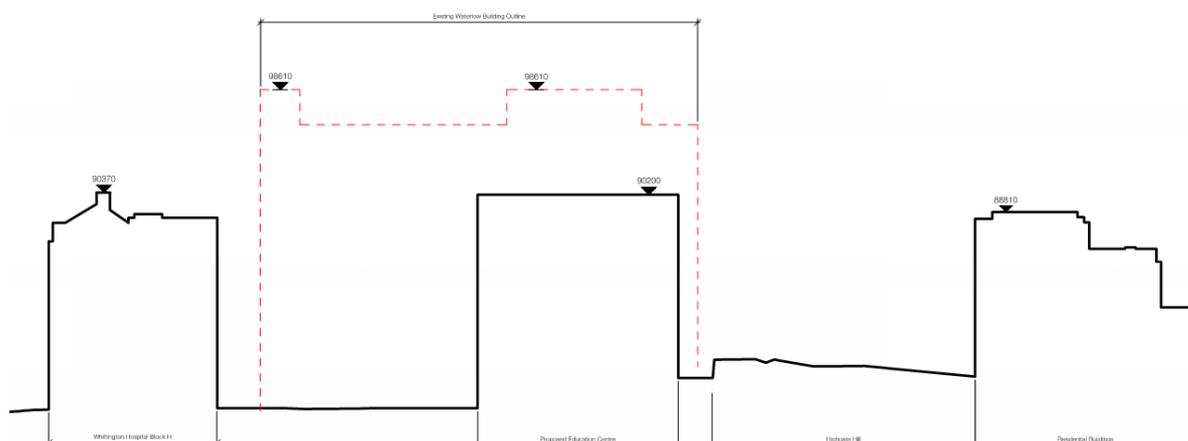
- 16.16 Policy DM2.1 of Islington's Development Management Policies document requires development to be based upon an understanding and evaluation of an area's defining characteristics, confirms that acceptable development will be required to respect and respond positively to existing buildings, and sets out a list of elements of a site and its surroundings that must be successfully addressed – this list includes urban form including building heights and massing.
- 16.17 In terms of the site context, the surrounding buildings range from three storeys (along this stretch of Highgate Hill) to five storeys' (Block H, within the wider hospital site) in terms of building height, whilst the topography of the site and immediate surrounding environment is sloped from a higher terrain to the north, adjacent to the boundary with St Joseph's RC Primary School down towards the south of the site (this is evidenced in part by Fig.12 below),
- 16.18 The proposed building would measure 12.0m in height, rising to a maximum height of 14.7m at the top of the parapet. The proposed development has been developed in response to the site and its immediate environs, including the site topography due to the sloping nature of Highgate Hill. The applicants have also confirmed that the resultant building scale has also been informed by the modern standards/needs of the accommodation. As such, the proposed temporary building is of a lower height than the existing Waterlow building (see figures 12 and 13) below, with the red dotted outline representing the 'existing' Waterlow building).
- 16.19 The proposed three-storey building would have a continuous roof level (refer to figure 10 below) despite the sloping topography of the site. The continuous roof level has been incorporated into the design in order to enable the building to achieves a regular and consistent appearance.
- 16.20 The reduced scale and footprint of the proposed building (in comparison to the Waterlow building) is due to the use of the internal accommodation in a more efficient and contemporary method. The reduction in height would ensure that amenities of residential properties would not be comprised (this matter is explored further within the amenity section of this report) and would ensure that the replacement building would not be overly dominant from public views given the prominent position of the site in the wider street scene, especially from Highgate Hill.



**Fig. 12** Section illustrating the lower scale/height of the proposal (compared to the existing)

- 16.21 The re-orientation of the proposed replacement building towards Highgate Hill and its reduction in height over that of the Waterlow building are considered to offer improved amenity for local residents and a reduction in the visual impact of the building in comparison to the current Waterlow building, which is not considered to be

a positive contributor to the visual amenity of the area. In addition, the proposed scale and massing of the proposal is considered to be in keeping with the scale and massing of the surrounding area, in accordance with London Plan policies 7.4 and 7.6 and with the provisions of policy DM2.1 of Islington's Development Management Policies document.



**Fig. 13** Section illustrating the lower scale/height of the proposal (compared to the existing) and context with Block H (LHS) and the properties on the opposite (eastern) side of Highgate Hill (RHS).

#### Detailed design and materiality

- 16.22 The NPPF in section 12 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 130 of the NPPF states that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.'
- 16.23 The surrounding area is predominantly residential, with commercial uses found at ground level on the opposing side of Highgate Hill and is of brown and buff brick. The applicants have proposed a ceramic rain screen plank panel system, designed to integrate the joints (required by the modular construction method). The colour and use of material as proposed would provide a modern complimentary response to the surrounding context, and is supported by officers.
- 16.24 With regard to the building facades, the ground and second floor windows have been reduced in height since the original submission with the first-floor level windows left as originally proposed. Separately, in the absence of an entrance fronting Highgate Hill, staircase windows have been introduced to provide additional animation and legibility. The revised fenestration was negotiated by officers for improved visual interest and to ensure that the articulation successfully references the historical neighbours along Highgate Hill. Furthermore, a 'string course' or 'projecting band' will also be introduced in order to "break up" the facades from Highgate Hill, whilst a 1100mm plinth has also been introduced at low level for this same purpose.
- 16.25 Condition 4 would be attached requiring physical samples to be submitted to ensure an appropriate quality of materials are used. In addition, details of the concrete panels, window materials and other materials would also be required by condition.

### Landscaping

- 16.26 The existing site is primarily hard-standing, occupied by the Waterlow building and the associated car parking, meaning that it is largely impermeable. However, it is noted that a landscape zone of dense trees and shrubs bounds the northern edge of the site on top of the retaining wall. The proposed scheme would provide a green frontage to Highgate Hill and an attractive setting to the new development. The building floor level enables the existing retaining walls to be used, with additional shrub planting along each boundary of the site. Permeable paving is to be used in the car parking and for the pedestrian walkways, improving the water discharge runoff. The details are to be secured by condition 18.
- 16.27 Furthermore, surface water drainage proposals will be conditioned in accordance with Local Lead Flood Authority requirements, and LB Islington DM Policies DM6.5, DM6.6 and DM7.1 alongside London Plan and national policy requirements. This matter is explored in more detail elsewhere in this report (Refer to section 20).

### Heritage Impact

- 16.28 The Planning (Listed Buildings and Conservation Areas) Act 1990 (amended) requires planning authorities to preserve or enhance the significance of heritage assets through the planning process, according to the provisions of the act. The NPPF 2019 places strong emphasis on the desirability of sustaining and enhancing the significance of heritage assets, and affords great weight to the asset's conservation. The NPPF defines a "heritage asset" as: "A building, monument, site place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest".
- 16.29 The NPPF recognises the effect of an application on the significance of a heritage asset is a material planning consideration. Paragraph 193 states that there should be great weight given to the conservation of designated heritage assets; the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset, or development within its setting. Any harm or loss should require clear and convincing justification. Paragraph 189 extends this provision to non-designated heritage assets with an archaeological interest. Where a development proposal will lead to less than substantial harm to the significance of the designated heritage asset, paragraph 196 requires this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 16.30 In terms of the context and identification of the 'Heritage assets', the site is adjacent to the Highgate Hill/Hornsey Lane Conservation Area (20m to the north-east and to the immediate south-east) and is situated close to the Holborn Union Infirmary Conservation Area which is within 70m to the south-east. The wider Whittington Hospital site contains a Grade II listed building at F Block, also referred to as the 'Jenner' Building which is situated over 46m away to the south-west and screened by other buildings on the campus, whilst the site is within proximity to Highgate Cemetery, a Grade I registered park and garden, and Waterlow Park, a Grade II\* registered park and garden. The Grade II listed Whittington Stone is situated to the south east of the site on Highgate Hill.
- 16.31 Paragraph 30.2 of the Highgate Hill /Hornsey lane Conservation Area Character Profile references the local character where it states that: 'Highgate Hill / Hornsey Lane is an area of special architectural and historic interest. The character of the

architecture within this area varies from the Romanesque style St Joseph's Church to the late Victorian red brick terraced houses with their traditional timber sash windows. The small groups of properties along Hornsey Lane have notably fine facades. The area also has a number of large mature trees.'

- 16.32 The existing Waterlow building itself is not listed nor is considered to make any significant or special contributions to the character of the area. The existing building is prominent in the street scene from a range of public vantage points along Highgate Hill. The proposed replacement building is not considered to have a negative impact on the adjacent conservation area, with the temporary building offering an improvement in the setting of the conservation area as a direct result of the improved building alignment with Highgate Hill, consistent roofline, improved boundary treatment, reduced building scale and removal of the poorly designed car parking undercroft element. As such, it is considered that the proposal would preserve the setting of the adjacent conservation areas.
- 16.33 Special attention has also been paid to the statutory test of preserving or enhancing the character or appearance of the conservation area under section 72 of the Planning (Listed Building and Conservation Areas) Act 1990, which is accepted is a higher duty. It has been concluded that the development would preserve the character and appearance of the adjacent conservation areas, and so the proposal accords with section 72 of the Act and with the guidance contained within the NPPF.
- 16.34 The proposed massing and bulk has been sited appropriately to the patterns of development in the area, and it is considered that the design approach employed would not have a detrimental impact on the character and appearance of the adjacent conservation areas. The design of the building including its height, scale, appearance and relationship to street scene is considered to be acceptable, subject to appropriately worded conditions to secure aspects of the detailed design of its external appearance and materials to be of a high quality. The scheme maximises the efficient use of the site.
- 16.35 The proposal is considered to preserve the character and appearance of the nearby conservation areas, preserving the setting of the locally listed buildings and results in a well-designed development in accordance with Policy 7.6 of the London Plan, Policy CS9 of Islington's Core Strategy, and the aims and objectives of Development Management policies DM2.1 and DM2.3.

## **17 Accessibility**

- 17.1 Paragraph 108 of the NPPF (2019) is relevant to the current proposal in relation to inclusive design. London Plan Policy 7.2 relating to "An Inclusive Environment" requires all new development to achieve the highest standards of accessible and inclusive design, and refers to the Mayor's Accessible London SPG. At the local level, Development Management policy DM2.2 requires all developments to demonstrate that they i) provide for ease of and versatility in use; ii) deliver safe, legible and logical environments; iii) produce places and spaces that are convenient and enjoyable to use for everyone; and iv) bring together the design and management of a development from the outset and over its lifetime.
- 17.2 With regard to access and circulation, pedestrian access would be provided directly from Highgate Hill with a pedestrian route continuing through to link in with the wider hospital estate. In terms of vehicular access, the existing vehicle junctions are retained in their current location providing an access and exit route to the car park, which is located around the rear of the building, albeit the existing access control

barriers would be removed and repositioned within the site. The car park would provide 14 spaces which includes two disabled spaces (16 spaces in total) and three electronic charging points. The barrier system is to be provided in order to control access into the car park. The applicants have confirmed that this is set-back within the site to enable vehicles to loop around and exit should the car park be full.

- 17.3 In terms of accessible parking, the current WEC building has no disabled parking provision and the existing Waterlow building provides no disabled parking. The proposed development will provide two accessible car parking spaces for the principle use of the education centre. As such, the level of provision to be provided is a material improvement to the existing provision and is considered appropriate and reasonable to the scale of the development proposals. It is also important to note that the two accessible car parking spaces are operational, similar to the other car parking spaces on this part of the site, for use by the wider hospital.
- 17.4 The applicants have confirmed that the proposed building will be served by 40 members of staff, and, as such, the proposed level of disabled parking accommodates its associated staff demand requested (1 disabled space per 33 employees, so this is equivalent to 1.2 disabled spaces in this case). It is reiterated that those who attend the education centre are persons already based at the Whittington Campus. Staff will continue to travel to the Hospital as they do normally, and would only use the facilities at the WEC as part of their training requirements, simply requiring staff to travel to a different part of the site for the duration of the course. These training requirements support the operational need of the hospital. The relocation of the WEC (the education centre) would therefore not alter the way or the number of people who travel to the Whittington Hospital Campus and would not generate a demand for additional spaces. Given this rationale and the temporary nature of the proposed facility, Officers including inclusive design colleagues raise no objections to the quantum of accessible car parking as proposed.
- 17.5 The application has been revised since the original submission on the advice of officers in order to facilitate additional improvements in terms of inclusive access and design, which include the following:
- The proposal has been adapted to include storage/charging facilities for mobility scooters which would be within the reception area to ensure a secure location;
  - The entrance lobby is to the rear, although concealed from the approach road, would provide a more direct connection with the main part of the hospital campus;
  - A separate baby change unit is provided on the ground floor as it is recognised that the building is used by young families;
  - Each floor would have an ambulant W/C with layouts handed on alternate floors;
  - There is an accessible shower and W/C adjacent to the locker and changing room on the second floor which is for staff use only. In relation to accessibility the AWC's and Accessible Shower would also be fitted out;
  - All rooms and entrances are sized for reasonable wheelchair access. The education centre would facilitate seminar sessions for current outpatients and therefore extra attention has been given to the needs of these users including enlarging the corridors and doorways to allow for mobility scooters, particularly on the ground floor and storage space for speciality chairs for these classes;
  - The main entrance would incorporate automatic access doors and clear signage would direct people to the main reception area;
  - Large areas of glazing will have manifestation in line with building regulations;

- Acoustic treatments and separation will comply with relevant standards to ensure speech audibility in all spaces for the hearing impaired. Hearing loops and sound field systems would also be provided.

17.6 The proposed medical educational floor space in the revised form would comply with relevant planning policies and the relevant parts of the Inclusive Design in Islington SPD and is considered to be acceptable in relation to accessibility and inclusive design. The councils inclusive design officer raises no objections to the revised layouts and designs.

## **18 Neighbouring Amenity**

18.1 The NPPF at paragraph 127 sets out guiding principles for the operation of the planning system. One of the principles set out is that authorities should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

18.2 All new developments are subject to an assessment of their impact on neighbouring amenity in terms of loss of daylight, sunlight, privacy and an increased sense of enclosure. A development's likely impact in terms of air quality, dust, safety, security, noise and disturbance is also assessed. In this regard, the proposal is subject to London Plan policies 7.14 and 7.15 as well as Development Management policies DM2.1 and DM6.1 which requires for all developments to be safe and inclusive and to maintain a good level of amenity, mitigating impacts such as noise and air quality.

18.3 Moreover, London Plan policy 7.6 requires buildings in residential environments to pay particular attention to privacy, amenity and overshadowing. In general, for assessing the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) criteria is adopted. In accordance with both local and national policies, consideration has to be given to the context of the site, the more efficient and effective use of valuable urban land and the degree of material impact on neighbours.

### BRE Guidance - Daylight and Sunlight:

18.4 In general, for assessing the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) criteria is adopted. In accordance with both local and national policies, consideration has to be given to the context of the site, the more efficient and effective use of valuable urban land and the degree of material impact on neighbours.

18.5 BRE Guidelines paragraph 1.1 states: *"People expect good natural lighting in their homes and in a wide range of non-habitable buildings. Daylight makes an interior look more attractive and interesting as well as providing light to work or read by"*. Paragraph 1.6 states: *"The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design...In special circumstances the developer or local planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings"*.

BRE Guidance – Daylight to existing buildings:

- 18.6 The BRE Guidelines stipulate that... “the diffuse daylighting of the existing building may be adversely affected if either:
- *the VSC [Vertical Sky Component] measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value*
  - *the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value.” (No Sky Line / Daylight Distribution).*
- 18.7 At paragraph 2.2.7 of the BRE Guidelines it states: “*If this VSC is greater than 27% then enough skylight should still be reaching the window of the existing building. Any reduction below this level should be kept to a minimum. If the VSC, with the development in place is both less than 27% and less than 0.8 times its former value, occupants of the existing building will notice the reduction in the amount of skylight. The area of lit by the window is likely to appear gloomier, and electric lighting will be needed more of the time.*”
- 18.8 The BRE Guidelines state (paragraph 2.1.4) that the maximum VSC value is almost 40% for a completely unobstructed vertical wall. At paragraph 2.2.8 the BRE Guidelines state: “*Where room layouts are known, the impact on the daylighting distribution in the existing building can be found by plotting the ‘no sky line’ in each of the main rooms. For houses this would include living rooms, dining rooms and kitchens. Bedrooms should also be analysed although they are less important... The no sky line divides points on the working plane which can and cannot see the sky... Areas beyond the no sky line, since they receive no direct daylight, usually look dark and gloomy compared with the rest of the room, however bright it is outside*”.
- 18.9 Paragraph 2.2.11 states: *Existing windows with balconies above them typically receive less daylight. Because the balcony cuts out light from the top part of the sky, even a modest obstruction may result in a large relative impact on the VSC, and on the area receiving direct skylight.*” The paragraph goes on to recommend the testing of VSC with and without the balconies in place to test if it the development or the balcony itself causing the most significant impact.

Sunlight: The BRE Guidelines (2011) state in relation to sunlight at paragraph 3.2.11:

*“If a living room of an existing dwelling has a main window facing within 90degrees of due south, and any part of a new development subtends an angle of more than 25 degrees to the horizontal measured from the centre of the window in a vertical section perpendicular to the window, then the sunlighting of the existing dwelling may be adversely affected. This will be the case if the centre of the window:*

- *Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March and*
  - *Receives less than 0.8 times its former sunlight hours during either period and*
  - *Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours”.*
- 18.10 The BRE Guidelines) state at paragraph 3.16 in relation to orientation: “*A south-facing window will, receive most sunlight, while a north-facing one will only receive it*

*on a handful of occasions (early morning and late evening in summer). East and west-facing windows will receive sunlight only at certain times of the day. A dwelling with no main window wall within 90 degrees of due south is likely to be perceived as insufficiently sunlit.” It goes on to state (paragraph 3.2.3): “... it is suggested that all main living rooms of dwellings, and conservatories, should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block too much sun.”*

- 18.11 Open spaces: The Guidelines state that it is good practice to check the sunlighting of open spaces where it will be required and would normally include: *‘gardens to existing buildings (usually the back garden of a house), parks and playing fields and children’s playgrounds, outdoor swimming pools and paddling pools, sitting out areas such as those between non-domestic buildings and in public squares, focal points for views such as a group of monuments or fountains’.*
- 18.12 At paragraph 3.3.17 it states: *“It is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March.”*

#### Assessment

- 18.13 The site fronts onto Highgate Hill (to the east/ north-east), whilst the southern site boundary adjoins the residential flatted development at No.1 Gordon Close (refer to Figure 12 below). The assessment therefore focuses on the impact on those surrounding properties. The applicants have provided a daylight/sunlight analysis report (27<sup>th</sup> June 2019) which notes that the following properties have been assessed:
- No. 1 Gordon Close (Flats 1 – 8) which include the part two, part three storey flatted development to the immediate south of the existing Waterlow building;
- Nos. 22, 24, 32, 34 and 36 Highgate Hill which include terraced three-storey properties (plus some with roof accommodation) that are situated to the north-east and east of the application site (refer to figure 12 below).
- 18.14 In terms of vertical sky component (VSC), as a target value, if the VSC with the new development in place is both, less than 27% and less than 0.8 times its former value, occupants of the existing building would notice the reduction in the amount of skylight. The maximum value obtainable at a flat window in a vertical wall is effectively 40%. The findings of the BRE assessment as submitted (refer to Figure 13 in the table below) conclude that all of the surrounding properties would meet the BRE VSC guidance and would be within acceptable tolerances in accordance with the guidance. Indeed, a majority of those properties tested would see improvements in VSC levels.
- 18.15 In terms of Daylight Distribution (DD), this has also been tested for the surrounding residential properties and there would be no transgressions from the BRE guidance. The BRE recommendation is that windows facing within 90° of South should have 25% of Annual Probable Sunlight Hours (APSH) with 5% in the winter months (from the autumn equinox to the spring equinox). Where reductions below the

recommended levels are contemplated, these should be target limited to one fifth or 0.2 times the present value (unless a reduction of sunlight received over the whole year is not greater than 4% of annual probable sunlight hours). The submitted BRE assessment notes that there would be no daylight distribution reductions, with improvements for the majority of properties tested (refer to Figure 15).



**Fig.14** Indicating the ('VSC' assessed) flatted Gordon Close development to the south and the properties opposite on the eastern side of Highgate Hill.

- 18.16 In terms of sunlight, all the habitable rooms assessed (that face within 90° of South and notwithstanding whether they are living rooms / sun important rooms), where reductions are applicable, adhere to the BRE Guide target criteria in reference to both Annual Probable Sunlight Hours (APSH), particularly the ability to receive 2 hours of Sun on the Ground at the Equinox. In summary, the proposal does not result in any material reductions to sunlight in reference of the BRE Guide to these neighbouring properties.
- 18.17 Overshadowing diagrams have also been provided and the submitted data indicates that the rear gardens / amenity area appropriate for review, there are no reductions to the area which has the ability to receive 2 hours or more of sun on the ground at the Equinox; thus meeting the BRE Guide target guidance. This has been scrutinised by Officers who concur with the findings and conclusions. As such, there would be no adverse shadowing resulting from the proposal in consideration of the BRE Guide 2-hour test at the equinox.

#### Outlook

- 18.18 Outlook is the visual amenity provided by the immediate surroundings of a (usually residential) property, as experienced from its windows or outdoor spaces – can be

affected by the close siting of another building or structure, which – depending on its proximity, size and appearance – can create an oppressive, increased sense of enclosure to the detriment of the amenities of rooms in a neighbouring property, particularly those of single aspect dwellings, or those that already have limited outlook. Outlook does not refer to views of a particular landmark or feature of interest, or long views over land not in the ownership of the viewer.

- 18.19 The existing brick-built Waterlow building extends to six storeys, benefiting from car parking including under-croft parking below the south wing. The proposal would decrease the height of the buildings on site, replacing the existing six storey building with a three storey replacement building. The reduced building height and massing and the new orientation of the building have resulted in the daylight/sunlight improvements noted elsewhere within this report (also refer to the drawings contained within Figures 12 and 13 above for a visual comparison). For these same reasons, specifically, the reduced building height; it is considered that there would be no harmful loss of outlook or increased sense of enclosure as a result of the proposed development.
- 18.20 With regard to those properties to the east of the site on the opposing side of Highgate Hill, any impact is considered to be minor in nature given the size and location of the proposed development, despite the reoriented building line. It should be noted that there would be a separation gap of between 24.8m and 27.3m between the north-eastern elevation of the proposed building and those properties on the opposing side of Highgate Hill, and this distance is considered adequate to safeguard against any perceived loss of outlook or increased sense of enclosure. The separation distance would provide an acceptable 'buffer' between the properties and the built form to ensure that the outlook from the opposing properties to the east is not adversely affected by the proposals.
- 18.21 The impact on the south of the site has also been considered, which includes the flatted development at No.1 Gordon Close. At present there is a separation gap of between 19.9 and 29.8m to the properties to the south, which would be reduced as a result of the proposal.
- 18.22 The new replacement building would be located 17.1m away from north-western façades of No.1 Gordon Close (which is located to the south – see Figure 14). However, it is considered that the reduced building height would ensure that the outlook from these neighbouring properties would not be compromised, particularly given that the separation distance of 17.1m would also mitigate any impacts, this is manifested in the daylight results which indicate a number of improvements from these adjoining properties. Resultantly, it is considered that there would be no harmful loss of outlook or increased sense of enclosure from the surrounding residential properties.

Overlooking / Privacy:

- 18.23 Paragraph 2.14 of Islington's Development Management Policies states that "to protect privacy for residential development and existing residential properties, there should be a minimum distance of 18m between windows of habitable rooms. Paragraph 2.3.30 of the Mayor of London's Housing SPG states that such minimum distances "can still be useful yardsticks for visual privacy. In the application of this policy, consideration has to be given also to the nature of views between habitable rooms. For instance, where the views between habitable rooms are oblique as a result of angles or height difference between windows, there may be no harm.



**Fig 16** (above) Illustrating the minimum separation distance (17.1m) between the proposal and No.1 Gordon Close to the south-east.

18.24 The residential properties to the south at Gordon Close are those that would be closest to the proposed new building, and at 17.1m in distance. Subject to the use of planning condition 25 being imposed on any consent to ensure that any openings within the south-eastern building elevation of the proposed building would be obscured, the proposal would not give rise to unacceptable impacts in terms of harmful overlooking and loss of privacy to warrant the refusal of planning permission (figure 16 indicates the relationship described above).

Crime Prevention, safety and security:

18.25 Development Management policy DM2.1 requires developments to be safe and inclusive, enhance legibility with a clear distinction between public and private space and to include safety in design, such as access, materials and site management strategies. On all developments, it is vital to build safety and security into the design.

18.26 With regard to the existing situation, the applicants have noted that the current Waterlow building has been unoccupied for a number of years and as such the area has been targeted by anti-social behaviours including problems with squatting. It is anticipated that the proposed new replacement building, despite being of a temporary nature would help improve the security situation

18.27 In terms of the proposed crime prevention measures, the applicants have stated that the site would remain accessible to pedestrians at all times, but adequate lighting and CCTV will be provided throughout the site to ensure it remains secure. In addition, the car park will have barriers at both the entrance and exit points thereby creating a secure line when the building is not in use. The cycle parking has been relocated on the advice of the MET Police Designing out Crime Officer, to adjacent to the main lobby entrance to allow for active and passive surveillance, together with

the introduction of fences (with fire escape latches) which would be added to the Highgate Hill perimeter to prevent loitering and anti-social behaviours.

- 18.28 In addition, the internal configuration of the proposed building would also include crime prevention measures such as 'digilocking' bookable rooms with the first and second floors locked down in evenings via an access controlled system and fire escapes would be alarmed. The applicants have also confirmed that whilst there is a requirement for a drugs cabinet within the theatre simulation suite, this would be for demonstration purposes only and would not be used to store real controlled drugs and substances, and this would be on the upper (third) floor level and therefore not accessible to the wider general public.
- 18.29 The applicants have also provided a Security Strategy (Revision P2) for the Whittington education centre, which outlines the security aspects of the proposed new education centre. The document notes that there is already a full time 24hr security presence on the hospital site.
- 18.30 The Metropolitan Police's Designing Out Crime Officer (DOCO) has reviewed the proposal and has raised no objections in terms of safety and security. The details will be secured by condition 14.

Noise and Disturbance:

- 18.31 It is anticipated that the construction of the proposed development would cause some degree of noise and disruption affecting neighbouring residents. As such, the imposition of a Construction Management Plan (CMP) would be required by condition 8 to ensure there would be minimal disruption arising from the construction process. The Council's Acoustic Consultant has reviewed the scheme and raises no objections subject to the use of planning conditions 9 and 10 to ensure that noise levels from any nearby residential properties are within acceptable tolerances, and to safeguard neighbouring amenity.
- 18.32 The building would be accessed via the proposed main 'lobby' entrance to the south-western façade with further entrances including the two end stair-cores. It is considered that the level of pedestrian activity associated with the proposed use would not give rise to any discernible increase in the level of noise and disturbance at nearby properties, especially given the wider use of the existing hospital site and the commercial context opposite along Highgate Hill.

Conclusion of neighbouring amenity impact

- 18.33 It is acknowledged that there will be a visual impact as a result of the reoriented building line, however that is tempered by virtue of the reduced bulk and height, and is not deemed to be unacceptable nor unusual in this urban location.
- 18.34 In summary, the proposal is not considered to result in an unacceptable impact on neighbouring residential amenity in terms of loss of daylight/sunlight, increased overlooking, loss of privacy, sense of enclosure, noise and disturbance or safety and security.

**19 Sustainability, Energy Efficiency and Renewable Energy**

- 19.1 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, and standards relevant to sustainability are set out throughout the NPPF. Section 14 of the NPPF identifies the role that planning

plays in helping shape places to meet the challenge of climate change. Policy 5.3 of the London Plan states that development proposals should ensure that sustainable design standards are integral to the proposal.

- 19.2 The Council requires all developments to meet the highest standards of sustainable design and construction and make the fullest contribution to the mitigation of and adaptation to climate change. Developments must demonstrate that they achieve a significant and measurable reduction in carbon dioxide emissions, following the London Plan energy hierarchy. All developments will be expected to demonstrate that energy efficiency has been maximised and that their heating, cooling and power systems have been selected to minimise carbon dioxide emissions.
- 19.3 Islington's Core Strategy policy CS10 (part A) states that all developments should maximise on-site reduction in total (regulated and unregulated) carbon dioxide emissions. The Core Strategy also requires developments to address a number of other sustainability criteria such as climate change adaptation, sustainable transport, sustainable construction and the enhancement of biodiversity. Development Management
- 19.4 Policy DM7.1 requires development proposals to integrate best practice sustainable design standards and states that the council will support the development of renewable energy technologies, subject to meeting wider policy requirements. Details are provided within Islington's Environmental Design SPD, which is underpinned by the Mayor's Sustainable Design and Construction Statement SPG.

#### Carbon dioxide emissions

- 19.5 The London Plan sets out a CO<sub>2</sub> reduction target, for regulated emissions only, of 40% against Building Regulations 2010 and 35% against Building Regulations 2013. With regard to the matter of carbon dioxide emissions, based on the SAP 2012 results presented by the applicants, the proposed development would achieve a saving of 38.4%, while using the SAP 10 factors, the saving is estimated at 51.6%. In both of these cases, the proposed development therefore exceeds the London Plan saving target of 35%.
- 19.6 Islington Council policy requires onsite total CO<sub>2</sub> reduction targets (regulated and unregulated) against Building Regulations 2010 of 40% where connection to a decentralised energy network is possible, and 30% where not possible. These targets have been adjusted for Building Regulations 2013 to of 39% where connection to a decentralised energy network is possible, and 27% where not possible. Further details and corrections regarding unregulated energy have been provided since the original submission of the application. Based on these, the development is now anticipated to achieve a reduction of 29.1% under a Part L 2013 scenario and of 37.7% under a SAP10 carbon factors scenario. Therefore, in both cases, the proposed development would meet the council's carbon targets.
- 19.7 With regard to Zero Carbon policy, the council's Environmental Design SPD states "after minimising CO<sub>2</sub> emissions onsite, developments are required to offset all remaining CO<sub>2</sub> emissions (Policy CS10) through a financial contribution". All in this regards means both regulated and unregulated emissions. The Environmental Design SPD states "The calculation of the amount of CO<sub>2</sub> to be offset, and the resulting financial contribution, shall be specified in the submitted Energy Statement.". In order to mitigate against the remaining carbon emissions generated by the development in this case (12.8 tonnes), the Carbon Offset contribution of

£11,776 for the 12.8 tonnes of total CO<sub>2</sub> emissions is required. This is to be secured by way of a planning obligation and is set out below within section 25 of this report.

### Sustainability

- 19.8 Council policy DM 7.1 (A) states “Development proposals are required to integrate best practice sustainable design standards (as set out in the *Environmental Design SPD*), during design, construction and operation of the development.” Council policy states “developments are required to demonstrate how the proposed design has maximised incorporation of passive design measures to control heat gain and to deliver passive cooling, following the sequential cooling hierarchy”.
- 19.9 Council policy DM 7.4 A states “Major non-residential developments are required to achieve Excellent under the relevant BREEAM or equivalent scheme and make reasonable endeavours to achieve Outstanding”. The council’s Environmental Design Guide states “Schemes are required to demonstrate that they will achieve the required level of the CSH/BREEAM via a pre-assessment as part of any application and subsequently via certification.” It is currently predicted that the development will achieve a rating of ‘Excellent’, with an expected score of 73.97%. Whilst this is a modest margin of comfort over the 70% threshold for an ‘Excellent’ rating, it is above the acceptable threshold.
- 19.10 The proposed U-values for the development (walls, windows and door) have been found to be ‘good’ by the council’s energy officers. The proposed air permeability is 3m<sup>3</sup>/hr/m<sup>2</sup>. As the development would predominantly be mechanically ventilated (with natural ventilation in a few areas) and is considered to be an appropriate value. The submitted energy statement indicates LED lighting would be used, which is also supported. The development is now predicted to achieve its carbon targets.

### Energy demand reduction measures

- 19.11 In accordance with council policy applications for major developments are required to include details of internal temperature modelling under projected increased future summer temperatures to demonstrate that the risk of overheating has been addressed. Dynamic thermal modelling has been carried out for the development and the underlying assumptions within the modelling are all considered to be reasonable. This demonstrates that a number of areas within the development are prone to overheating, under a natural ventilation scenario. Active cooling is therefore proposed for the higher-occupancy areas, and those identified as prone to overheating. Council policy states “Use of technologies from lower levels of the hierarchy shall not be supported unless evidence is provided to demonstrate that technologies from higher levels of the hierarchy cannot deliver sufficient heat control”.
- 19.12 The submitted energy statement includes a limited discussion of the cooling hierarchy, highlighting measures such as internal shading, U-values, mechanical ventilation and g-values as means to limit overheating. It also makes the point that the temporary nature of the building places limits on some of the other measures which may be used to limit overheating, such as internal thermal mass which is inherently lower in a temporary building. In this case, it is proposed that heating and cooling will be provided via air source heat pumps, as part of a VRF system. Hot water is to be supplied via a storage cylinder, also heated via air source heat pumps.
- 19.13 With regard to the District heating and cooling networks, policy DM7.3B states ‘all major developments within 500 metres of an existing or planned DEN.... are required

to submit a feasibility assessment of connection to that network, to determine whether connection is reasonably possible.' The submitted energy statement notes that there is no existing or committed heat network within 500m of the development and therefore, does not propose an immediate connection. The Council's Energy department have provided feedback and have noted that the Archway area is earmarked for future heat network development. However, it is considered unlikely that the development (given its temporary nature) would be able to make a connection to any emerging network. In the longer term, it is anticipated that the Whittington Hospital site would connect to an Archway area network.

#### Green performance plan (GPP)

- 19.14 Policies: DM 7.1 D, Environmental Design SPD 8.0.12-8.0.18 and Appendix 3. Council policy states "applications for major developments are required to include a Green Performance Plan (GPP) detailing measurable outputs for the occupied building, particularly for energy consumption, CO<sub>2</sub> emissions and water use, and should set out arrangements for monitoring the progress of the plan over the first years of occupancy." The council's Environmental Design SPD provides detailed guidance and a contents check-list for a Green Performance Plan.
- 19.15 The developer has also submitted a Draft Green Performance Plan. This contains measurable targets for energy consumption, CO<sub>2</sub> emissions and water usage and has an outline for data collection, managing, monitoring and addressing performance, which will also be secured by way of the legal agreement.
- 19.16 In summary it is concluded that the proposed development would contribute to the achievement of sustainable development as per the provisions of the NPPF.

#### Flood risk and Sustainable Urban Drainage Systems (SuDs)

- 19.17 The NPPF at Paragraph 163 notes that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Paragraph 165 notes that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.
- 19.18 Policy DM6.6 of the Development Management Policies document also requires applications for major developments creating new floor space and major changes of use that are likely to result in an intensification of water use are required to include details to demonstrate that Sustainable Urban Drainage Systems (SUDS) have been incorporated and meet the relevant local standards.

#### The existing situation

- 19.19 The site has been identified as being in a low flood risk zone (Zone 1). In terms of the existing site characteristics, the site is primarily hard-standing, occupied by the Waterlow building and the associated car-park, meaning that it is largely impermeable. A landscape zone of dense trees and shrubs bounds the northern edge of the site on top of the retaining wall. The topology of the site is such that there is a fall from north to south across the wider hospital site.
- 19.20 The applicants have confirmed that the site and the existing Waterlow building currently discharges into a combined gravity drainage system which collects all foul and waste water from the various medical facilities, consultation rooms and staff welfare arrangements, together with the roof rainwater and external parking and

highway areas and conveys this to an outfall into the utility sewer within Highgate Hill to the east of the site.

- 19.21 The existing Waterlow building has a plan area of 615sqm with a total hard impermeable site area of 2341sqm. There is minimal permeable/landscaping on the site, which occupies 337sqm, this represents 15% of the application site area.

#### The proposals

- 19.22 The proposed new replacement education centre building represents a smaller development and would provide 1417sqm of permeable surfacing which represents 58% of the overall site area (an increase from the present situation of 15%). Additional shrub planting along each boundary of the site is proposed and the use of permeable paving is to be used in the car parking and for the pedestrian walkways, improving the water discharge runoff. Surface water drainage proposals would be installed in accordance with Local Lead Flood Authority requirements, and LB Islington DM Policies DM6.5, DM6.6 and DM7.1 alongside London Plan and national policy requirements and secured by the use of a planning condition.
- 19.23 The drainage proposals are welcomed, particularly the use of porous paving and raingardens to reduce surface water runoff rates. The Council's sustainability officer is also supportive and notes that the commitment to achieving a minimum 50% reduction in surface water discharge for a 1:100-year storm event, inclusive of a climate change allowance of 40% is also welcomed. Further detail has also been provided in connection with the existing and post-development run-off calculations, and the attenuation storage volume required to reduce the runoff rates. The volume of run-off that must be stored on site was calculated based on the a 1:100-year storm event plus climate change allowance for the worst storm duration, in accordance with policy DM6.6.
- 19.24 It is considered that the temporary proposal is acceptable in terms of flood risk and sustainable drainage, further details of the SuDS element of the proposal is required by planning condition 12.

## **20 Air Quality and Contamination**

- 20.1 The whole of the borough has been designated by the council as an Air Quality Management Area. It is recommended that, for the proposed development's construction phase, the submission, approval and implementation of a Construction Environmental Management Plan (CEMP) assessing the environmental impacts (including in relation to air quality, dust, smoke and odour) be secured by condition (condition 8). This would help ensure that the proposal would not detrimentally impact upon the amenity of the neighbouring occupiers with regard to air quality.
- 20.2 In accordance with Islington's Development Management Policies (2013) Policy DM6.1, developments in locations of poor air quality should be designed to mitigate the impact of poor air quality to within acceptable limits. The council's Public Protection Officer has raised no objection to the proposal from an air pollution perspective. The control of environmental impacts such as dust and odours during demolition and construction phases will be secured through Condition 7 requiring the submission of demolition and construction management plan (CEMP).

## **21 Biodiversity and Ecology**

- 21.1 Part A of policy DM6.5 of the Development Management Policies document relating to 'Landscaping, trees and biodiversity' states that:

*‘Developments must protect, contribute to and enhance the landscape, biodiversity value and growing conditions of the development site and surrounding area, including protecting connectivity between habitats. Developments are required to maximise the provision of soft landscaping, including trees, shrubs and other vegetation, and maximise biodiversity benefits, including through the incorporation of wildlife habitats that complement surrounding habitats and support the council’s Biodiversity Action Plan.’*

- 21.2 The site comprises the disused Waterlow building and the associated hard-standing car parking areas. As identified, there are also areas of amenity planting and a mosaic of scrub and trees which are present along the north, east and south boundaries of the site. The site is set in a largely urban landscape with a high density of residential and commercial development surrounding it.
- 21.3 The application has been accompanied by the submission of an Ecological Appraisal (dated March 2019). This document assessed the ecological interest of the site and the importance of the habitats within the site. The methodology utilised for the survey work can be split into three areas, namely desk study, habitat survey and faunal survey. The applicants noted that a habitat survey was carried out by Ecology Solutions in March 2019. The whole site was surveyed based around extended Phase 1 survey methodology as recommended by Natural England, whereby the habitat types present are identified and mapped, together with an assessment of the species composition of each respective habitat.
- 21.4 The Council’s Nature Conservation Manager has reviewed this planning submission and has noted that since there will be the loss of some scrub and rough grassland, this should be replaced in terms of wildlife value. The ecological report makes reference to this in terms of new landscaping which should be wildlife friendly. The applicants have since submitted additional plans indicating the size of new area to be planted, species selected and bird boxes proposed. Swift boxes or bricks would also be incorporated into the new building. It is considered that these can also be conditioned (Condition 22) to ensure that the development supports biodiversity and ecology in accordance with policy.

## **22 Landscaping and Trees**

- 22.1 Islington’s Core Strategy Policy CS15 on open space and green infrastructure states that the council will provide inclusive spaces for residents and visitors and create a greener borough by protecting all existing local spaces, including open spaces of heritage value, as well as incidental green space, trees and private gardens.
- 22.2 Policy DM6.5 states that development should protect, contribute to and enhance the landscape, biodiversity and growing conditions of the development site and surrounding areas. Developments are required to maximise provision of soft landscaping, including trees, shrubs and other vegetation. Furthermore, developments are required to minimise any impacts on trees, shrubs and other significant vegetation. At the same time any loss of or damage to trees, or adverse effects on their growing conditions, will only be permitted where there are over-riding planning benefits.

### Loss of trees

- 22.3 The council’s arboriculture officer has reviewed the application and noted that trees within the site boundary are not protected by planning legislation although a group of trees located beyond the northern site boundary with St Joseph’s Primary School are

protected by a Tree Preservation Order (ref: TPO 414/2009). The footprint of the proposed temporary replacement building (as reoriented) is further away from these identified trees than the existing building and although a slightly larger gas cabinet would be constructed near (Tree G5). However, this is unlikely to have an impact on the roots of these trees given that the new building would be constructed using a technique comprising a no-dig, poured concrete slab.

- 22.4 The submitted arboricultural submission demonstrates that the impacts of the proposed development, subject to tree protection measures, would have not have any long-term detrimental impact on tree health or the contribution of trees to character in the wider setting. It is acknowledged that the proposal would result in the loss of a small number of trees, however, these identified are all low category because of their poor condition or small size.
- 22.5 In addition, it is noted that several off-site trees (T1-T3) appear to be located outside the application site and within the public footway of Highgate Hill, however, to ensure that these trees are adequately protected, tree stems and root protection areas will need to be protected and prior agreement will need to be made with Islington Council Highways Section, therefore subject to a tree protection condition 19, no objections are raised and the proposals would adhere with the provisions of policy DM6.5.

#### Landscape strategy

- 22.6 In terms of the context, most of the existing site is hard surfaced and positively drained through gullies and down pipes. The applicants have illustrated that the area of green infrastructure on the site would be greatly increased from the existing situation providing an increase in habitat opportunities, enhanced biodiversity, reducing the local heat island effect, and improving natural air filtration for the wider area whilst also improved the visual amenity of the immediate environment. In this respect, a site area analysis has been provided which indicates that the total amount of hard-surfacing would be reduced from 2,063sqm to 1,218sqm whilst the soft-landscaped areas would increase from 337sqm to 594sqm in total area.
- 22.7 The proposed scheme would implement a porous paving system to the car park, and the use of rain gardens within the soft landscaping to reduce water run-off from the site reducing the risk of local flooding (this is also referenced within the Flood Risk section of this report).
- 22.8 At the site frontage the existing street trees to Highgate Hill are to be retained and protected during the works, except for the small Rowan tree which would be replaced with four street trees. Shrub planting to this frontage would provide evergreen structure, seasonal colour, scent and will be robust and low maintenance to ensure longevity and high quality. The applicants have also noted that with regard to the proposed use of rainwater gardens, trees will be selected as suitable for their location within a rain garden, form and size.
- 22.9 In terms of the site boundary treatment, 1.2m high black railings are proposed to the top of the wall and fronting onto Highgate Hill, at the northern corner of the site to control access to the planted embankment. The neighbouring residential boundary would be enclosed with a 1.8m close boarded timber fencing.
- 22.10 Overall the proposed landscaping works are considered to continue to respond well to the context of the site and its surroundings. The development would provide high a good standard of landscaping to provide an environment which is likely to be well used by visitors and residents of the site for the temporary period as proposed.

## **23 Highways and Transportation**

- 23.1 Policies relevant to highways and transportation are set out in section 9 of the NPPF and chapter 6 of the London Plan. Islington's Core Strategy policy CS10 encourages sustainable transport choices through new development by maximising opportunities for walking, cycling and public transport use. Detailed transport policies are set out in chapter 8 of Islington's Development Management Policies. In broader terms, it is necessary to consider whether these developments are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised, taking account of the policies in the NPPF.
- 23.2 Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The promotion of sustainable transport is an objective of the NPPF and patterns of growth should be actively managed to make the fullest possible use of public transport, walking and cycling and to focus significant development in locations which are or can be made sustainable.
- 23.3 The site has a PTAL rating of 6a (with 6b being the best rating achievable) and is therefore considered to have a 'Very good' level of public transport accessibility. In terms of the context, the site is within 420m of Archway London Underground station to the south, whilst Upper Holloway station serving the main line is within 772m to the south of the Whittington hospital site. Highgate London Underground station is situated within 950m to the north. There are also a number of bus routes in the immediate area (including the following services: 4, 17, 41, 43, 134, 143, 210, 263, 271, 390, C11 and W5) which are in close proximity to the site, serving the hospital from Highgate Hill to the west, Dartmouth Park Hill to the east and Magdala Avenue to the south. It should also be noted that there are also walking and cycling routes near the site.

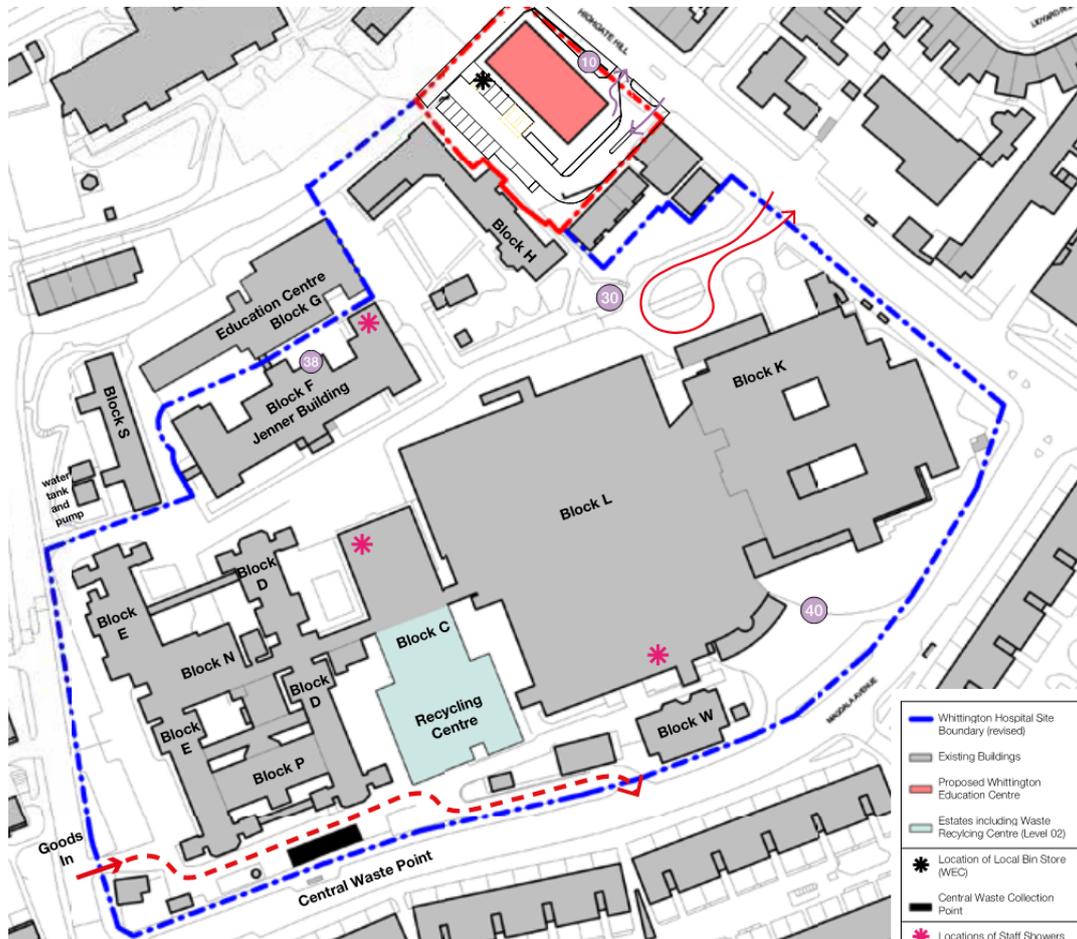
### Trip generation

- 23.4 In terms of the projected trips the applicants have confirmed that the WEC is used to accommodate training for staff who are already based at the Whittington Hospital, and not by external parties. The increase in users is associated with the new building being 'fit-for-purpose' which the existing building is not and, as such, more staff are able to receive training. The staff that attend the training events are already based at the Whittington Hospital Campus and therefore, the relocation of the existing WEC to the new facility on the site of the Waterlow building would not alter the way or the number of people who travel to the Whittington Hospital Campus.
- 23.5 Taking into consideration that all trips to the proposed development are to originate from the existing Hospital on site, and given the temporary nature of the proposed development, it is not considered that the trips would compromise the surrounding highways network. Furthermore, TfL and the councils Highways Officer have not raised any objections in relation to this aspect of the proposal, in accordance with the provisions of policy DM8.2 of the Council's Development Management Policies document (2013).

### Pedestrian / cycle Improvements and access

- 23.6 Core Strategy Policy CS10 (Sustainable design), Part H seeks to maximise opportunities for walking. Cycle parking requirements apply for any new residential/commercial units, and extensions of 100 square metres or more. Policy DM8.4 relating to Walking and cycling (part c) is relevant and states that:

*'Major developments, minor developments creating new residential and/or commercial units, and extensions of 100m<sup>2</sup> or greater, are required to provide cycle parking in accordance with the minimum standards set out in Appendix 6. Cycle parking is required to be designed to best practice standards and shall be secure, sheltered, integrated, conveniently located, adequately lit, step-free and accessible. Cycle parking shall include an adequate element of parking suitable for accessible bicycles and tricycles.'*



**Fig 17** Indicating the wider availability of existing cycle parking provision

23.7 Appendix 6 of the Council's Development Management Policies document requests that 1 cycle space per 3 employees (for staff and visitors) should be provided for hospitals. In this case, with 40 staff proposed, a total of 13 spaces should be provided. A total of 10 cycle spaces (within five 'Sheffield' type stands") would be provided and secured by Condition 6. In this respect, a cycle shelter is provided to the front of the building 'lobby'. Whilst this quantum of cycle storage would be shortfall against the standards, the shortfall in 3 spaces is minor and the applicants have also indicated that the proposed cycle provision would be supplemented by the other cycle stands already available across the wider hospital. Furthermore, to justify this minor shortfall it is also important to note the context in that the proposed replacement building would effectively be a "re-provision" of an existing facility (the WEC). The existing Waterlow building benefits from only 4 cycle parking spaces and the existing WEC building to be demolished does not have any provision at all.

23.8 TfL have provided feedback on this matter and have noted that 'an increase in cycle parking provision at this site is welcomed. The draft London Plan and the Mayor's

Transport Strategy include a strategic target for 80 per cent of all journeys within London to be made by sustainable and active modes of travel. To support achieving this objective, the applicant is therefore strongly encouraged to increase the amount of cycle parking provision they have at this site. However, it is noted that the Trust will continue to review the number of cycle parking spaces, and increase provision should demand arise'. Officers consider that given the temporary nature of the proposal, the minor shortfall in provision and the fact that the offer of cycle spaces would increase beyond what the existing facilities currently provide, that the proposal would provide adequate sustainable transport methods to the site and would not compromise the policy objectives given the above rationale.

- 23.9 With regard to pedestrian and vehicular access, this would be provided directly from Highgate Hill with a pedestrian route continuing through to link in with the wider hospital estate. The existing vehicle junctions are retained in their current location providing an access and exit route to the car park, which is located around the rear of the building. The car park provides 16 spaces which includes two disabled spaces and three electronic charging points. A barrier system is to be provided to control access into the car park. This is set back within the site to enable vehicles to loop around and exit should the car park be full. The proposed alterations to the access continue to conform current policy and guidance.

Servicing, deliveries and refuse collection

- 23.10 Part A of policy DM8.6 relating to 'Delivery and servicing for new developments' is relevant and states that: *Provision for delivery and servicing should be provided off-street, particularly for commercial developments over 200m<sup>2</sup> gross floor area. In order to ensure proposed delivery and servicing arrangements are acceptable:*
- *It must be demonstrated that servicing and delivery vehicles can enter and exit the site in forward gear.*
  - *Details shall be submitted to establish the delivery and servicing needs of developments.*
  - *Delivery and servicing bays are required to be strictly controlled, clearly signed and only used for the specific agreed purpose.*
- 23.11 The applicants have provided a Delivery and Servicing Plan (DSP) to accompany the application. The DSP notes that all servicing and waste collection will continue to occur in accordance with the current management arrangement, which is coordinated and managed by site staff from a central location within the hospital site. Activity would continue to occur within the main hospital site, with no requirement for any vehicles to undertake any deliveries from the public highway. This would be in accordance with Part A of policy DM8.6. In this respect, the DSP notes that all deliveries would continue to be handled at the Hospital's central "Goods in" facility. Site management would deliver and receive goods to/from the WEC building, in accordance with the current management arrangements. Refuse would be collected from the proposed building by site management who would transfer it to its central refuse store located within the wider hospital campus. The applicants have confirmed that all waste will be collected and stored in accordance with the Hospital's Waste Management Plan (WMP).
- 23.12 The submitted DSP demonstrates that the likelihood of conflicts with pedestrians and other users would be minimised and that the servicing of the site would not affect the free flow or environmental condition of the public highway or result in a higher

likelihood of pedestrian/vehicle conflict. It should be noted that the council's Highways team and TfL have not objected to the delivery and servicing aspect of the proposal, which is also supported by officers.

#### Vehicle parking

- 23.13 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:

*i) Parking will only be allowed for non-residential developments where this is essential for operational requirements and therefore integral to the nature of the business or service (e.g. car hire, Use Class B8 storage and distribution uses). In such cases, parking will only be permitted where an essential need has been demonstrated to the satisfaction of the council and where the provision of parking would not conflict with other council policies. Normal staff parking will not be considered essential and will not be permitted.*

*ii) Any permitted parking is required to be off-street and located to be accessible and convenient in relation to the development and to provide an accessible route from the parking space to the development. Where on-street drop-off, wheelchair accessible parking or other essential parking is proposed details must be submitted to demonstrate the need for on-street provision and to show that arrangements will be safe and will not cause a traffic obstruction or nuisance.*

- 23.14 The Waterlow building is currently served by 29 car parking spaces, and the proposal would provide only 16 spaces (this includes two disabled spaces) of which 3 of the parking spaces would benefit from electric charging points, therefore the application would in effect result in the removal of just under half of the existing parking spaces on the site.

- 23.15 The applicants have sought to further justify the quantum of car parking and have stated that:

*"The wider Hospital campus only has a limited supply of car parking at present which is necessary to accommodate its day-to-day operational requirements. As such, it is necessary to continue to provide an element of car parking on the site, particularly during the transition phase across the temporary lifespan of the proposed building.*

*The proposed development allows a progressive change in the number of parking spaces across the Hospital Campus, enabling a reduction over time to complement the wider strategic plan for the campus, including its development aspirations. The future aspirations of the Whittington Campus will seek to provide and construct modern, and fit-for-purpose facilities which accord with prevailing planning policy; however, to be able to realise the vision of the campus, it will be necessary to accommodate temporary buildings in some instances (such as the current proposal) which allows a gentler transition into the future"*

- 23.16 TfL have been consulted and observed that the retention of the car parking spaces would represent a 'departure'; from planning policy (the planning application has since been advertised as a departure from the Local Plan to reflect this observation), with TfL noting that:

*"The Transport Statement (TS) identifies that there are 29 car parking spaces at the existing site. It is proposed that the redevelopment would provide 16 car parking*

*spaces, of which a total of 2 will be for disabled users. The site has a high PTAL (6a), and in-line with draft London Plan policy should be 'car-free'.*

- 23.17 The applicants have since provided a 'TfL response note' to address TfL's initial observations and have indicated that some of the parking on site would be for 'operational' use for the main hospital. The applicants have also acknowledged that as a consequence of the accessibility of the site to public transport, the proposed development should be "car-free" in accordance with current and emerging London Plan policy stipulations. However, all car parking on the proposed temporary WEC site is proposed to be operational car parking, with the exception of the two disabled parking spaces. The 14 standard parking spaces would not be for the use of the (replacement) WEC and would instead provide parking the operational spaces for the wider hospital campus, as per the existing situation.
- 23.18 TfL have since responded to state that they note that the car parking spaces that are to be provided on the temporary WEC site are to be 'operational' car parking.
- 23.19 Officers accept the justification that it would not be practical to completely remove the operational parking immediately, and instead reduce the availability of parking over time to allow a progressive change in the operational demands of the existing hospital with an aspiration to remove as much parking as is possible (at this time) without affecting its operational demands.
- 23.20 Given the reduction in car parking from the existing situation, the temporary nature of the proposal and the fact that a wider site masterplan would present an opportunity for the more efficient use of the site and removal of the remaining car parking provision at this location, it is considered that the applicants have provided sufficient evidence to support the requirement for 14 operational car parking spaces (and two disabled spaces) at this site. As noted above, wheelchair accessible parking (two spaces) would be provided in line with Development Management Policy DM8.5 (Vehicle parking), Part C (Wheelchair accessible parking).

#### Construction Traffic

- 23.21 In the event that planning permission is granted, the permission would be subject to a condition 7 requiring the details of construction management to be submitted and approved in writing to the local planning authority in the interests of residential amenity, highway safety and the free flow of traffic on streets, and to mitigate the impacts of the development.

#### **24 Planning Obligations, Community Infrastructure Levy and local finance considerations**

- 24.1 Part 11 of the Community Infrastructure Levy (CIL) Regulations 2010 introduced the requirement that planning obligations under Section 106 must meet 3 statutory tests, i.e. that they are (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.
- 24.2 Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's and Islington's Community Infrastructure Levy (CIL) would be chargeable on the proposed development on grant of planning permission. This is calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and the Islington adopted Community Infrastructure Levy Charging Schedule 2014.

24.3 A Section 106 agreement including relevant Heads of Terms would be necessary in order to mitigate the impacts of the proposed development. The necessary Heads of Terms are:

- 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.
- Compliance with the Code of Employment and Training.
- Facilitation, during the construction phase of the development, of the following number of work placements: **1**. Each placement must last a minimum of 26 weeks. The London Borough of Islington's approved provider/s to recruit for and monitor placements, with the developer/contractor to pay wages. Within the construction sector there is excellent best practise of providing an incremental wage increase as the operative gains experience and improves productivity. The contractor is expected to pay the going rate for an operative, and industry research indicates that this is invariably above or well above the national minimum wage and even the London Living Wage (£9.75 as at 01/04/17). If these placements are not provided, LBI will request a fee of: **£5,000**.
- Compliance with the Code of Local Procurement.
- Submission of a Green Performance Plan.
- Compliance with the Code of Construction Practice, including a monitoring fee of: **£2,292** 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.
- A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920). Total amount: **£11,776**.
- Submission of a draft framework Travel Plan with the planning application, 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 (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- Council's legal fees in preparing the S106 and officer's fees for the preparation, monitoring and implementation of the S106.

## **25 SUMMARY AND CONCLUSION**

### **Summary**

25.1 The application is part of a wider development chain forming part of a wider NHS estate initiative facilitating the move of Moorfields Eye Hospital onto a new site at St Pancras Hospital. The project ("Project Oriel"), will see services move out of the current Moorfields site to a new "integrated eye care, research and education facility" run in partnership with University College London. As part of the same scheme, Camden and Islington NHS Foundation Trust has secured finance to demolish buildings in St Pancras and move inpatient beds to the current site of the existing

WEC (Block G) building, with that WEC facility moving into the replacement building that is proposed to be facilitated through this application.

- 25.2 The proposal would be for a temporary (5-year) period, providing replacement medical education, demonstration and meeting spaces within a new purpose-built building that would meet the needs of the NHS in a more efficient way than the current (retro-fitted) Waterlow building, which would be demolished to facilitate the replacement medical education centre. In land use terms, the proposal is considered to meet the objectives of planning policy in accordance with London Plan policies 2.9, 3.1, 3.2, 3.16 and 3.17 as well as Islington Core Strategy policy CS1 and Development Management policies DM4.12 and DM6.1

#### Benefits of the proposal

- 25.3 The benefits of the scheme are social, environmental and economic and include the following:

##### **Social**

- Facilitating the delivery of Project Oriel, a major (£100m) health infrastructure project
- Removal of a derelict building that has sat empty for 15 years playing no part in the delivery of health and the subsequent provision of new community infrastructure and better health facility that is fit for modern day purpose.
- Erection of a temporary building will ensure that a comprehensive masterplan can be delivered in the future delivering a both modern health care provision and much needed homes within the Borough.

##### **Environmental**

- Making more efficient use of a brownfield site within a sustainable location with good transport links
- Commitment to environmental sustainability through achieving BREEAM Excellent.
- Improved street scene and landscaped public realm within the site.
- Pedestrian links to wider parts of the Whittington Hospital site

##### **Economic**

- Construction benefits expected to support local employment and to generate economic output directly alongside wider multiplier benefits;
- Localised employment generation and retention, through the re-provision of the education centre;
- Redevelopment of the vacant and redundant hospital site inclusive of reinvestment into the health economy including services and facilities.
- Section 106 payments

- 25.4 As such, the proposal is considered to adhere with the aims and objectives of London Plan and Islington Core Strategy Policies and relevant guidance. The proposal is considered to meet the objectives of adopted planning policy in accordance with London Plan policies 2.9, 3.1, 3.2, 3.16 and 3.17 as well as Islington

Core Strategy policy CS1 and Development Management policies DM4.12 and DM6.1, and is therefore acceptable in land-use terms.

- 25.5 With regard to design, despite being of a temporary nature, the proposed building would have well-articulated and composed façades, whilst the building would be re-aligned with Highgate Hill and reduced in height in comparison with the existing Waterlow building, which are both positive urban design responses to the site and local context. Given the temporary nature, detailed samples of materials will be required by condition(s) in order to ensure that the development is built out to the highest quality. The proposal is considered to be well-designed, incorporating inclusive design principles, and is in accordance with Policy 7.6 of the London Plan, Policy CS9 of Islington's Core Strategy, and the aims and objectives of Development Management Policy DM2.1 and DM2.3.
- 25.6 The proposal incorporates a generous amount of landscaped space and details of tree protection will be required by condition. As such the proposal is considered to provide substantial enhancements to the overall ecological value of the site and is in accordance with Core Strategy Policy CS15 and Development Management Policy DM6.3.
- 25.7 In highways terms, given the reduction in car parking from the existing situation, the temporary nature of the proposal and the fact that a wider site masterplan would present an opportunity for the more efficient use of the site and removal of the remaining car parking provision at this location, it is considered that the applicants have provided sufficient evidence to support the requirement for fourteen operational car parking spaces (and two disabled spaces) at this site, this is without prejudice to the removal of the spaces following cessation of the temporary building to allow for a wider masterplan to be brought forward for the site, and the future reduction of the remaining car parking spaces.
- 25.8 In terms of energy and sustainability, despite the temporary nature and modular form, the proposed development would contribute to the achievement of sustainable development as per the provisions of the NPPF.
- 25.9 Finally, the proposal is not considered to result in an unacceptable impact on neighbouring residential amenity in terms of loss of daylight or sunlight, increased overlooking, loss of privacy, sense of enclosure or safety or security concerns.
- 25.10 Finally, the application has been considered with regard to the Development Plan and National Planning Policy Framework (2019) and the PPG, including the presumption in favour of sustainable development. Furthermore, the comments made by residents have been considered, as have the responses from consultee bodies.

## **26 Conclusion**

- 26.1 It is recommended that planning permission be granted subject to conditions and s106 legal agreement securing the heads of terms as set out in **Appendix 1 – RECOMMENDATIONS**.

## APPENDIX 1 – RECOMMENDATIONS

### RECOMMENDATION A

That planning permission and listed building consent 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:

- 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.
- Compliance with the Code of Employment and Training.
- Facilitation, during the construction phase of the development, of the following number of work placements: **1**. Each placement must last a minimum of 26 weeks. The London Borough of Islington’s approved provider/s to recruit for and monitor placements, with the developer/contractor to pay wages. Within the construction sector there is excellent best practise of providing an incremental wage increase as the operative gains experience and improves productivity. The contractor is expected to pay the going rate for an operative, and industry research indicates that this is invariably above or well above the national minimum wage and even the London Living Wage (£9.75 as at 01/04/17). If these placements are not provided, LBI will request a fee of: **£5,000**.
- Compliance with the Code of Local Procurement.
- Submission of a Green Performance Plan.
- Compliance with the Code of Construction Practice, including a monitoring fee of: **£2,292** 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.
- A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920). Total amount: **£11,776**.
- Submission of a draft framework Travel Plan with the planning application, 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 (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- Council’s legal fees in preparing the S106 and officer’s fees for the preparation, monitoring and implementation of the S106.

### RECOMMENDATION B

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

#### List of Conditions:

<b>1</b>	<b>Commencement for temporary period (Compliance)</b>
	The development to which this permission relates must be begun no later than 18 months from the date of this decision notice.  Reason: Given the temporary nature of the building it is appropriate to revisit the acceptability of the scheme should it not be begun within 18 months.

<b>2</b>	<p><b>Temporary operational development</b></p> <p>The temporary building hereby approved shall be removed and the land restored to its former condition within 5 years from the date of practical completion of the development. The works for restoration shall be carried out in accordance with a scheme of work submitted to and approved in writing by the local planning authority.</p> <p>Reason: For the purposes of this condition, Practical Completion means the date on which the development is properly certified as practically complete by the Owner's relevant professional under contract for the construction of the development.</p>
<b>3</b>	<p><b>Approved plans list (Compliance)</b></p> <p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans and documents:</p> <p><u>Existing</u></p> <p>WHMP-RYD-EC-ZZ-DR-A-0101 (Location Plan Existing) Rev P2; WHMP-RYD-EC-ZZ-DR-A-0201 (Existing Site Sections) Rev P3; WHMP-RYD-EC-XX-DR-A-0301 (Existing Shadow Studies) Rev P2; WHMP-RYD-EC-ZZ-DR-A-0402 (Existing Site Plan) Rev P4; WHMP-RYD-EC-00-DR-A-0901 (Existing Ground Floor Plan) Rev P1; WHMP-RYD-EC-01-DR-A-0902 (Existing First Floor Plan) Rev P1; WHMP-RYD-EC-02-DR-A-0903 (Existing Second Floor Plan) Rev P1; WHMP-RYD-EC-03-DR-A-0904 (Existing Third Floor Plan) Rev P1; WHMP-RYD-EC-04-DR-A-0905 (Existing Fourth Floor Plan) Rev P1; WHMP-RYD-EC-05-DR-A-0906 (Existing Fifth Floor Plan) Rev P1; WHMP-RYD-EC-06-DR-A-0907 (Existing Roof Plan) Rev P1.</p> <p><u>Proposed</u></p> <p>WHMP-RYD-EC-XX-DR-A-1301 (Proposed Shadow Studies) Rev P2; WHMP-RYD-00-ZZ-DR-L-2000 (Site Layout After Demolition) Rev P2; WHMP RYD 00 XX DR L 2001 (Proposed Site Plan) P7; 20 EC XX DR A 2002 (Location Plan Proposed) Rev P1; 24 EC XX DR A 2401 (Site Access and Servicing Plan) Rev P1; WHMP-RYD-EC-ZZ-DR-A-2701 (Proposed Site Sections) Rev P7; WHMP RYD EC 00 DR A 3000 (GA Floor Plan - Level 00) Rev P12; WHMP RYD EC 01 DR A 3001 (GA Floor Plan - Level 01) Rev P12; WHMP RYD EC 02 DR A 3002 (GA Floor Plan - Level 02) Rev P11; WHMP RYD EC ZZ DR A 3600 (GA Elevations) Rev P11; WHMP-RYD-EC-ZZ-DR-A-3800 (GA Sections) Rev P5; (Design and Access Statement) Rev P4; GL Hearn Cover Letter (dated 20<sup>th</sup> September 2019); WHMP RYD EC 00 DR A 5600 (Room Loaded Information - Level 00) Rev P6; WHMP RYD EC 02 DR A 5602 (Room Loaded Information - Level 02) Rev P5; GL Hearn Cover Letter (dated 18<sup>th</sup> September 2019); Delivery and Servicing Plan (June 2019); Security Strategy Rev P2 dated 23 July 2019; Security Strategy (marked on Site plan) dated 15/07/2019; Construction Management Plan Proforma V2 (received 09/09/2019 from GL Hearn); Life Cycle Carbon Assessment Report (by CarbonPlan, dated May 2019 and received 06/09/2019); Green Performance Plan Rev A dated June 2019; Sustainability Strategy dated June 2019; Flood Risk Assessment dated August 2019; Daylight and Sunlight Amenity report dated 15/08/2019; Arboriculture Assessment and Method Statement dated 12<sup>th</sup> June 2019; Tree Protection Plan (Barrell Plan Ref:19160-BT1); Manual for Managing trees on Development Sites (unnumbered); TFL Response Note (August 2019); Swept Path Analysis (using a Fire Tender) TR001 (1 of 3); Swept Path Analysis (using a 7.5T Box Van) TR001 (2 of 3); Swept Path Analysis (using a 10m Rigid Vehicle) TR001 (3 of 3); Energy and CO2 Reduction Strategy Rev B, dated 17/07/2019, prepared by CarbonPlan Engineering; TM54 Evaluation, dated 21/06/2019, prepared by CarbonPlan Engineering; TM52 Thermal Comfort report dated 03/06/2019; GL Hearn Covering Letter dated</p>

	<p>04/06/2019; Design and Access Statement Rev P4; Planning Statement by GL Hearn (June 2019); Planning Balance Statement (05/06/2019); Ventilation Statement for Planning dated 04/06/2019; Whittington Health Waste Management Policy (unnumbered); WHMP-RYD-EC-XX-SC-A-8901 (Gross Internal and External Area schedules) Rev P1; WHMP RYD EC ZZ DR A 8900 (GIA and Schedule of Accommodation) Rev P5; Draft Travel Plan dated June 2019; Drainage Strategy Briefing Note (Ramboll); Construction Management Plan dated 03/06/2019; Noise Survey Report dated June 2019; Transport Statement dated June 2019; Ecological Appraisal (March 2019); Geoenvironmental and Geotechnical Desk Study dated March 2019; Historical Mapping (unnumbered); BREEAM Pre-Assessment Summary dated 03/06/2019 and Sustainability Strategy dated June 2019.</p> <p>REASON: For the avoidance of doubt and in the interest of proper planning</p>
<b>4</b>	<b>Materials and Samples (Details)</b>
	<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 of the relevant phase commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> <li>a) Façade cladding (ceramic tile)</li> <li>b) Window and doors details</li> <li>c) Roofing materials</li> <li>d) Boundary treatments</li> <li>e) Green procurement plan; and</li> <li>f) Any other materials to be used on the exterior of the development.</li> </ul> <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 the interests of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard in accordance with policies 5.3, 7.4, 7.5, 7.6, 7.8 and 7.9 of the London Plan 2016, policies CS9 and CS10 of Islington's Core Strategy 2011, and policies DM2.1, DM2.3 and DM7.4 of Islington's Development Management Policies 2013.</p>
<b>5</b>	<b>Roof-level structures (Details)</b>
	<p>CONDITION: Details of any roof-level structures (including lift over-runs, flues/extracts, plant, photovoltaic panels and window cleaning apparatus) shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. The details shall include a justification for the height and size of the roof-level structures, their location, height above roof level, specifications and cladding.</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority. No roof-level structures shall be installed other than those approved.</p> <p>REASON: In the interests of good design and also to ensure that the Local Planning Authority may be satisfied that any roof-level structures do not have a harmful impact on the surrounding street scene or the character and appearance of the area in accordance with policies 3.5, 7.4 and 7.6 of the London Plan 2016, policy CS9 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.</p>

<b>6</b>	<b>External pipes, cables etc. (Compliance and Details)</b>
	<p>CONDITION: No cables, plumbing, down pipes, rainwater pipes or foul pipes or related equipment and installations shall be located/fixed to any elevation(s) of the buildings hereby approved. Should additional cables, pipes be considered necessary the details of these shall be submitted to and approved in writing by the Local Planning Authority prior to their installation.</p> <p>REASON: To ensure that the resulting appearance and construction of the development is to a high standard, and to ensure that the development is in accordance with policies 3.5, 7.4 and 7.6 of the London Plan 2016, policy CS9 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.</p>
<b>7</b>	<b>Cycle parking (Compliance)</b>
	<p>CONDITION: The secure cycle parking provision as shown on drawing: WHMP-RYD-00-XX-DR-L-2001 (Proposed Site Plan) Rev P7 hereby approved, shall be installed as indicated, prior to first occupation of the development hereby approved.</p> <p>REASON: To ensure adequate and suitable bicycle parking is available and easily accessible on site and to promote sustainable modes of transport in accordance with policy 6.9 of the London Plan 2016, policy CS10 of Islington's Core Strategy 2011, and policy DM8.4 of Islington's Development Management Policies 2013.</p>
<b>8</b>	<b>Construction Environmental Management Plan (CEMP)</b>
	<p>CONDITION: Notwithstanding the details submitted with the application, a Construction and Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.</p> <p>The CEMP shall include details and arrangements regarding:</p> <ul style="list-style-type: none"> <li>a) The notification of neighbours with regard to specific works;</li> <li>b) Advance notification of any access way, pavement, or road closures;</li> <li>c) Details regarding parking, deliveries and storage including details of the routing, loading, off-loading, parking and turning of delivery and construction vehicles and the accommodation of all site operatives', visitors' and construction vehicles during the construction period;</li> <li>d) Details regarding the planned construction vehicle routes and access to the site;</li> <li>e) Details regarding dust mitigation and measures to prevent the deposit of mud and debris on the public highway. No vehicles shall leave the site until their wheels, chassis and external bodywork have been effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance;</li> <li>f) Details of waste storage within the site to prevent debris on the surrounding estate and the highway and a scheme for recycling/disposing of waste resulting from construction works;</li> <li>g) The proposed hours and days of work (with reference to the limitations of noisy work which shall not take place outside the hours of 08.00-18.00 Monday to Friday, 08.00-13.00 on Saturdays, and none on Sundays or Bank Holidays.)</li> <li>h) Details of any proposed external illumination and/or floodlighting during construction, including positions and hours of lighting;</li> <li>i) Details of measures taken to prevent noise disturbance to surrounding residents;</li> <li>j) Information on access and security measures proposed to prevent security breaches at the existing entrances to the site, to prevent danger or harm to the</li> </ul>

	<p>neighbouring residents, and to avoid harm to neighbour amenity caused by site workers at the entrances to the site;</p> <ul style="list-style-type: none"> <li>k) Details addressing environmental and amenity impacts (including (but not limited to) noise, air quality, smoke and odour, vibration and TV reception)</li> <li>l) Details as to how safe and convenient vehicle access will be maintained for all existing vehicle traffic at all times, including emergency service vehicles;</li> <li>m) Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure; and</li> <li>n) Details of any further measures taken to limit and mitigate the impact of construction upon the operation of the highway and the amenity of the area.</li> <li>o) Details of measures taken to minimise the impacts of the construction process on air quality, including NRMM registration.</li> </ul> <p>The report shall assess the impacts during the preparation, excavation and construction phases of the development on the surrounding roads, together with means of mitigating any identified impacts. The report shall also identify other local developments and highways works, and demonstrate how vehicle movements would be planned to avoid clashes and/or highway obstruction on the surrounding roads.</p> <p>The demolition and development shall thereafter be carried out in accordance with the approved details and measures. The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In order to secure the safe and efficient operation of the highway network, local residential amenity and to mitigate the impacts of the development.</p>
<b>9</b>	<p><b>Delivery and Servicing Management Plan and Waste Management Plan (Details)</b></p>
	<p>CONDITION: Notwithstanding the details hereby approved, an updated Delivery and Servicing Management Plan (DSMP), including a Waste Management Plan (WSP), shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.</p> <p>The DSMP shall include details of all servicing and delivery requirements, including details of how waste (including recyclable waste and any clinical waste) would be transferred and collected, and shall confirm the timings of all deliveries and collections from service vehicles.</p> <p>The development shall be carried out strictly in accordance with the DSMP so approved.</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 in accordance with policies 5.16, 6.3 and 6.14 of the London Plan 2016, policy CS11 of Islington's Core Strategy 2011, and policies DM2.1 and DM8.6 of Islington's Development Management Policies 2013.</p>
<b>10</b>	<p><b>Plant noise (Compliance and Details)</b></p>
	<p>CONDITION: The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level Laeq Tr 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 LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014</p>

	<p>A report to demonstrate compliance with the above requirements and prepared by an appropriately experienced and qualified professional shall be submitted to and approved by the Local Planning Authority prior to occupation of the development.</p> <p>The development shall be carried out strictly in accordance with the scheme and report 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 in accordance with policy in accordance with policy 7.15 of the London Plan 2016, policy CS12 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.</p>
<b>11</b>	<b>Noise - Verification report</b>
	<p>A report is to be commissioned by the applicant, using an appropriately experienced and competent person, to assess the noise from the proposed mechanical plant to demonstrate compliance with condition 10 within 3 months after installation. The report shall include site measurements of the plant insitu. The report shall be submitted to and approved in writing by the Local Planning Authority and any noise mitigation measures shall be installed before commencement of the use hereby permitted and permanently retained thereafter."</p> <p>REASON: To ensure that the development does not have an undue adverse impact on nearby residential amenity or business operations in accordance with policy in accordance with policy 7.15 of the London Plan 2016, policy CS12 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.</p>
<b>12</b>	<b>Drainage and SUDS (Compliance/Details) PRE COMMENCEMENT</b>
	<p>CONDITION: No development shall take place unless and until a detailed Sustainable Urban Drainage System (SUDS) scheme inclusive of detailed implementation and a maintenance and management plan of the SUDS scheme has been submitted to and approved in writing by the Local Planning Authority. Those details shall include:</p> <ul style="list-style-type: none"> <li>II. a timetable for its implementation, and</li> <li>II. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.</li> </ul> <p>No building(s) hereby approved shall be occupied unless and until the approved sustainable drainage scheme for the site has been installed/completed strictly in accordance with the approved details. The submitted details shall include the scheme's peak runoff rate and storage volume and demonstrate how the scheme will aim to achieve a 50% water run-off rate reduction.</p> <p>The scheme shall thereafter be managed and maintained in accordance with the approved details.</p> <p>REASON: To ensure that sustainable management of water and minimise the potential for surface level flooding.</p>

<b>13</b>	<b>Energy Efficiency – CO2 Reduction (Compliance/Details)</b>
	<p>CONDITION: The energy efficiency measures as outlined within the approved Energy and CO2 Reduction Strategy Rev B, dated 17/07/2019, prepared by CarbonPlan and Engineering TM54 Evaluation, dated 21/06/2019, prepared by CarbonPlan Engineering which shall provide for no less than a 29.1% on-site total CO2 reduction in comparison with total emissions from a building which complies with Building Regulations 2013 shall be installed and operational prior to the first occupation of the development.</p> <p>Should there be any change to the energy efficiency measures within the approved Energy Strategy, the following should be submitted and approved:</p> <p>The final agreed scheme shall be installed and in operation prior to the first occupation of the relevant phase.</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: In the interest of addressing climate change and to secure sustainable development.</p>
<b>14</b>	<b>Secured by Design (SBD) Standards</b>
	<p>CONDITION: Full details of how the development achieves Secured by Design accreditation shall be submitted to and approved in writing by the Local Planning Authority, prior to the occupation of the development hereby approved.</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: In the interests of safety and security.</p>
<b>15</b>	<b>BREEAM</b>
	<p>CONDITION: All floor space within the development hereby approved shall achieve the most relevant BREEAM rating of no less than “Excellent”.</p> <p>REASON: In the interests of sustainable development and addressing climate change in accordance with policies 5.2 and 5.3 of the London Plan 2016, Policy CS10 of Islington’s Core Strategy 2011 and policy DM7.4 of Islington’s Development Management Policies 2013.</p>
<b>16</b>	<b>Lighting Plan (Details)</b>
	<p>CONDITON: Full details of the lighting across the site shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the relevant phase of the development hereby approved.</p> <p>The details shall include the location and full specification of: all lamps; light levels/spill lamps, floodlights, support structures, hours of operation and technical details on how impacts on bat foraging will be minimised. The lighting measures shall be carried out strictly in accordance with the details so approved, shall be installed prior to occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To ensure that any resulting general or security lighting is appropriately located, designed do not adversely impact neighbouring residential amenity and are appropriate to the overall design of the buildings as well as protecting the biodiversity value of the site.</p>

<b>17</b>	<b>Landscaping details – general (Details)</b>
	<p>CONDITION: Notwithstanding the submitted detail and the development hereby approved a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following details:</p> <ul style="list-style-type: none"> <li>a) existing and proposed underground services and their relationship to both hard and soft landscaping;</li> <li>b) soft plantings: including trees, grass and turf areas, shrub and herbaceous areas;</li> <li>c) enclosures and boundary treatment: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges;</li> <li>d) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces;</li> <li>e) biodiversity value of the proposed landscaping;</li> <li>f) inclusive design principles adopted in the landscaped features;</li> <li>g) phasing of landscaping and planting;</li> <li>h) any other landscaping feature(s) forming part of the scheme.</li> </ul> <p>All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the relevant phase of the development hereby approved in accordance with the approved planting phase.</p> <p>The landscaping and tree planting shall have a two-year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season.</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: In the interest of biodiversity, sustainability, play space and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
<b>18</b>	<b>Tree Protection (details)</b>
	<p>Condition: The arboriculture appraisal and method statement report for Block J, Whittington Hospital (ref: 19160-AA-AS) and the tree protection plan (TPP ref: 19160-BRI) submitted from Barrell Tree Consultancy in support of the application shall be adhered to in full. Particular reference should be made to the Tree Protection Plan TPP (ref: TPP 20274).</p> <p>Reason: Required to safeguard and enhance the character and amenity of the site and locality and to avoid any irreversible damage to retained trees pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with Policy DM 6.5, policies 7.19 and 7.21 of the London Plan.</p>
<b>19</b>	<b>Refuse/Recycling Provided (Compliance)</b>
	<p>CONDITION: Details of the site-wide waste strategy for the development shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite. The details shall include:</p> <ul style="list-style-type: none"> <li>a) the layout, design and appearance (shown in context) of the dedicated refuse / recycling enclosure(s);</li> </ul>

	<p>b) a waste management plan</p> <p>The development shall be carried out and operated strictly in accordance with the details and waste management strategy so approved. The physical enclosures shall be provided/erected prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to</p>
<b>20</b>	<b>Desktop contaminated land report</b>
	<p>Prior to the commencement of development, the following assessment in response to the NPPF and in accordance with CLR11 and BS10175:2011 shall be submitted to and approved in writing by the Local Planning Authority:</p> <p>a) A land contamination investigation.</p> <p>Following the agreement to details relating to point a); details of the following works shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site:</p> <p>b) A programme of any necessary remedial land contamination remediation works arising from the land contamination investigation.</p> <p>The development shall be carried out strictly in accordance with the investigation and any scheme of remedial works so approved and no change therefrom shall take place without the prior written approval of the Local Planning Authority.</p> <p>c) Following completion of measures identified in the approved remediation scheme a verification report, that demonstrates the effectiveness of the remediation carried out, must be produced which is subject to the approval in writing of the Local Planning Authority in accordance with part b).</p> <p>REASON: Given the history of the site the land may be contaminated, investigation and potential remediation is necessary to safeguard the health and safety of future occupants.</p>
<b>21</b>	<b>Obscured windows to the south-east building elevation (facing Gordon Close)</b>
	<p>CONDITION: Notwithstanding the plans hereby approved, the south-east facing window of building hereby approved (i.e. facing towards Gordon Close) shall prior to the first occupation of the building, be treated to prevent the overlooking of the neighbouring habitable room windows at Gordon Close.</p> <p>The details of how the windows shall be treated to prevent overlooking shall be submitted to and approved in writing by the Local Planning Authority prior to the windows being installed.</p> <p>The agreed alteration/treatment shall be provided/installed prior first occupation of the development hereby approved and the development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.</p> <p>REASON: To prevent the undue overlooking of neighbouring habitable room windows.</p>
<b>22</b>	<b>Nesting boxes (Details)</b>
	Condition: 3 bird and/or bat nesting boxes/bricks (including those suitable for swifts)

	shall be provided on site prior to the first occupation of the building and shall be maintained as such thereafter.
--	---

	Reason: To ensure the development provides the maximum possible provision towards creation of habitats and value areas for biodiversity.
--	--

## List of Informatives:

<b>1</b>	<b>Planning Obligations Agreement</b>
	You are advised that this permission has been granted subject to the completion of a s106 legal agreement (of the Town and Country Planning Act 1990) to secure agreed planning obligations.
<b>2</b>	<b>Superstructure</b>
	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.
<b>3</b>	<b>Wildlife and Countryside Act</b>
	The applicants are hereby notified that there is a legal requirement to have due consideration of nesting birds, and it is against the Wildlife and Countryside Act to destroy a birds' nest. The Council's standing advice is that the applicants should have an ecologist on site immediately prior to demolition in order to ensure compliance in relation to these matters and adhere with the relevant legislative requirements.
<b>4</b>	<b>Community Infrastructure Levy (CIL) (Granting Consent)</b>
	INFORMATIVE: Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the Mayor of London's CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the Council at <a href="mailto:cil@islington.gov.uk">cil@islington.gov.uk</a> . The Council will then issue a Liability Notice setting out the amount of CIL that is payable.  Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed. The above forms can be found on the planning portal at: <a href="http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil">www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</a>
<b>5</b>	<b>Groundwater</b>
	A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer.  Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing <a href="mailto:wwqriskmanagement@thameswater.co.uk">wwqriskmanagement@thameswater.co.uk</a> . Application forms should be completed on line via <a href="http://www.thameswater.co.uk/wastewaterquality">www.thameswater.co.uk/wastewaterquality</a> .
<b>6</b>	<b>Surface Water Drainage</b>
	With regard to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant ensures that storm flows are attenuated or regulated into the receiving public network through on and off site storage.
<b>7</b>	<b>Materials</b>
	INFORMATIVE: In addition to compliance with condition 3 materials procured for the development should be selected to be sustainably sourced and otherwise minimise

	their environmental impact, including through maximisation of recycled content, use of local suppliers and by reference to the BRE's Green Guide Specification.
<b>8</b>	<b>Construction Management</b>
	<p>INFORMATIVE: You are advised that condition 8 covers transport and environmental health issues and should include the following information:</p> <ol style="list-style-type: none"> <li>1. identification of construction vehicle routes;</li> <li>2. how construction related traffic would turn into and exit the site;</li> <li>3. details of banksmen to be used during construction works;</li> <li>4. the method of demolition and removal of material from the site;</li> <li>5. the parking of vehicles of site operatives and visitors;</li> <li>6. loading and unloading of plant and materials;</li> <li>7. storage of plant and materials used in constructing the development;</li> <li>8. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;</li> <li>9. wheel washing facilities;</li> <li>10. measures to control the emission of dust and dirt during construction;</li> <li>11. a scheme for recycling/disposing of waste resulting from demolition and construction works;</li> <li>12 noise;</li> <li>12 air quality including dust, smoke and odour;</li> <li>13 vibration; and</li> <li>14 TV reception.</li> </ol>
<b>9</b>	<b>Roof top plant</b>
	The applicants are hereby advised that any additional roof top plant not shown on the approved plans will require a separate planning application
<b>10</b>	<b>Construction works</b>
	Noise from demolition and construction works is subject to control under the Control 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 18.00hours Monday to Friday and 08.00 to 13.00hrs on Saturdays and not at any time on Sundays, Bank Holidays and Public Holidays. You are advised to contact the councils Pollution Control team by phone: 020 7527 2000 or by email: <a href="mailto:pollution@islington.gov.uk">pollution@islington.gov.uk</a>
<b>11</b>	<p>In relation to condition 18, you are advised that several off-site trees (T1-T3) appear to be located outside the site and within the public footway of Highgate Hill, too ensure that these trees are adequately protected, tree stems and RPA will need to be protected in line with recommendations contained within Barrell SGN 2 (Fencing Protected Trees). As these trees appear to be located on land belonging to Islington Council prior agreement will need to be made with Islington Council Highways Section using the following email address <a href="mailto:streetworks@islington.gov.uk">streetworks@islington.gov.uk</a></p> <p>Particular attention should be made for the requirement of arboricultural input / supervision contained within section 2.4 of the Arboricultural method statement.</p>

## APPENDIX 2: RELEVANT POLICIES

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

### National Guidance

The National Planning Policy Framework 2019 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future

generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals.

## **Development Plan**

The Development Plan is comprised of the London Plan 2016, Islington Core Strategy 2011, Development Management Policies 2013. The following policies of the Development Plan are considered relevant to this application:

### **A) The London Plan 2016 as amended - Spatial Development Strategy for Greater London**

#### **1 Context and strategy**

Policy 1.1 Delivering the strategic vision and objectives for London

#### **2 London's places**

Policy 2.18 Green infrastructure: the network of open and green spaces

#### **3 London's people**

Policy 3.1 Ensuring equal life chances for all

Policy 3.2 Improving health and addressing health inequalities

Policy 3.5 Quality and design of housing developments

Policy 3.16 Social Infrastructure

Policy 3.17 Health and social care facilities

#### **5 London's response to climate change**

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 5.6 Decentralised energy

Policy 5.7 Renewable energy

Policy 5.9 Overheating and cooling

Policy 5.10 Urban greening

Policy 5.11 Green roofs

Policy 5.12 Flood risk management

Policy 5.13 Sustainable drainage

Policy 5.14 Water quality and wastewater infrastructure

Policy 5.17 Waste capacity

Policy 5.18 Construction, excavation and demolition waste

#### **6 London's transport**

Policy 6.1 Strategic approach

Policy 6.2 Providing public transport capacity and safeguarding land for transport

Policy 6.3 Assessing effects of development on transport capacity

Policy 6.4 Enhancing London's transport connectivity

Policy 6.5 Funding Cross rail and other strategically important transport infrastructure

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 6.11 Smoothing traffic flow and tackling congestion

Policy 6.12 Road network capacity

#### **7 London's living places and spaces**

Policy 7.1 Building London's neighbourhoods and communities

Policy 7.2 An inclusive environment

Policy 7.3 Designing out crime

Policy 7.4 Local character

Policy 7.5 Public realm

Policy 7.6 Architecture

Policy 7.8 Heritage assets and archaeology

Policy 7.13 Safety, security and resilience to emergency

Policy 7.14 Improving air quality

Policy 7.15 Reducing noise and enhancing soundscapes

Policy 7.19 Biodiversity and access to nature

Policy 7.21 Trees and woodlands

#### **8 Implementation, monitoring and review**

Policy 8.1 Implementation

Policy 8.2 Planning obligations

Policy 8.3 Community infrastructure levy

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

#### **Spatial Strategy**

Policy CS1 Archway

Policy CS8 (Enhancing Islington's Character)

Policy CS15 (Open Space and Green Infrastructure)

### **Strategic Policies**

Policy CS9 (Protecting and Enhancing Islington's Built and Historic Environment)  
Policy CS10 (Sustainable Design)  
Policy CS11 Waste

### **Infrastructure and Implementation**

Policy CS18 (Delivery and Infrastructure)  
Policy CS19 (Health Impact Assessments)

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

### **Design and Heritage**

**Policy DM2.1** Design  
**Policy DM2.2** Inclusive Design  
**Policy DM2.3** Heritage

### **Shops, cultures and services**

**Policy DM4.12** Social and strategic infrastructure and cultural facilities

### **Health and open space**

**Policy DM6.1** Healthy development  
**Policy DM6.3** Protecting open space  
**Policy DM6.5** Landscaping, trees and biodiversity  
**Policy DM6.6** Flood prevention

### **Energy and Environmental Standards**

**Policy DM7.1** Sustainable design and construction statements  
**Policy DM7.1** Sustainable design and construction statements  
**Policy DM7.2** Energy efficiency and carbon reduction in minor schemes  
**Policy DM7.3** Decentralised energy networks  
**Policy DM7.4** Sustainable design standards  
**Policy DM7.5** Heating and cooling

### **Transport**

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

### **Infrastructure**

**Policy DM9.1** Infrastructure  
**Policy DM9.2** Planning obligations  
**Policy DM9.3** Implementation

## **D) 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.