

Development Management Sub Committee

Wednesday 27 August 2014

Application for Approval of Matters Specified in Conds 14/01796/AMC

At Edinburgh Royal Infirmary, 51 Little France Crescent, Edinburgh

Approval of matters specified in condition 1 of application 11/02454/PPP covering siting, design and height of the buildings, design of external spaces, details of car and cycle parking, details of road layouts, footpaths and cycle routes, hard and soft landscaping details, SUDS details, sustainability, lighting, noise and air quality for the erection of a new Royal Hospital for Sick Children, Children's Accident and Emergency Dept, Dept of Clinical Neurosciences, and Children and Adult Mental Health Service Unit. Works include energy centre, service yard, disabled, parent and child parking, hard and soft landscaping and external landscaped courtyards.

Item number	6.2
Report number	
Wards	A16 - Liberton/Gilmerton

Summary

The proposals are acceptable and are in accordance with the development plan. The design, landscaping and drainage proposals are supported, subject to appropriate conditions. Issues relating to noise, privacy and amenity have been addressed and there are no material considerations which outweigh the conclusion.

Links

[Policies and guidance for this application](#)

LPC, CITD1, CITD3, CITD4, CITD5, CITD6, CITE17, CITE18, CITCO1, CITT1, CITT6, NSG, NSGD02, NSP,

Report

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Recommendations

1.1 It is recommended that this application be Approved subject to the details below.

Background

2.1 Site description

The site extends to 3.3 hectares in area and lies within car park B of the Royal Infirmary (RIE) in south east Edinburgh.

The RIE sits within the Edinburgh BioQuarter, a wider area of land extending to the south and east, which is currently being developed as a centre for biomedical research including academic research and related commercial developments linking with the existing hospital. The Sheriffhall Roundabout, which provides access to the trunk road network, lies approximately 3.5 km to the south east accessed from Old Dalkeith Road.

The site is generally flat, although there are various embankments associated with the Niddrie Burn which flows to the south of the hospital and car park B. The northern edges of the site slope up towards Craigmillar Hill.

The south west of the site adjoins a vacant area formerly occupied by a petrol station, and a row of residential cottages adjacent to Old Dalkeith Road. Beyond Old Dalkeith Road lie the residential areas of Craighour and Moredun which includes 3 large tower

blocks and smaller scale housing and Liberton Golf Course. To the east and south east of the site lies the Niddrie Burn.

The existing buildings within the RIE wrap around Little France Crescent, which is the main route through the campus. The buildings are predominantly white clad, three storey (four including plant) buildings which are either linked internally or via elevated walkways.

Little France Crescent to the north and Little France Drive to the south provide access through the site in a loop system from Old Dalkeith Road. There is a further loop road around the north and east of the RIE main building. The southern access is the current 'blue light' ambulance route, with the northern access being a secondary route. There is a further ambulance route from the existing hospital helipad in the north east corner of the site via the loop road. The existing helipad is located on an elevated site in the north east corner of the RIE campus approximately 560 metres by road from A&E.

Buses enter the campus from the southern or northern access road and then cross the site via Little France Crescent to allow passengers to alight at stops located in close proximity to the west entrance of the RIE. Each of the 3 main bus stop locations are within a short walk from the RIE main entrance and include covered shelters. There are further bus stops on Old Dalkeith Road to the north west and south west.

There are five main car parks within the campus containing 1712 spaces. A further 30 spaces are provided in a university car park. A new car park has been constructed to the east of the RIE campus, which provides a further 1127 spaces, partly intended to replace spaces to be lost from car park B. A cycle route enters the site from the north and extends through the site and car park B towards Old Dalkeith Road.

2.2 Site History

16 December 2009 - a proposal of application notice approved for reprovision of the Royal Hospital for Sick Children and associated expansion of the Royal Infirmary of Edinburgh and public transport variations (application reference: 09/03140/PAN);

13 May 2011 - planning permission granted for a 464 sq m single storey extension to existing University of Edinburgh Chancellor's Building to form a Neurology Clinic (application reference: 11/00799/FUL);

5 April 2012 - planning permission in principle (PPP) granted for erection of Children's Hospital including department for clinical neurosciences and ancillary facilities (application reference: 11/02454/PPP);

4 June 2012 - permission granted for development of revised access and public transport arrangements, associated car park remodelling, public realm works and landscaping (application reference: 12/00479/FUL);

29 October 2012 - permission granted for the relocation of the existing Vacuum Insulated Enclosure (VIE) and affected car parking area and associated works (application reference: 12/03010/FUL);

6 February 2014 - permission varied for a non-material variation to amend the layout of car parking, carriageways, and footways to the east of the hospital (application reference: 12/00479/VARY);

9 April 2014 - planning permission granted for Approval of Matters Specified in Conditions in relation to Condition 1(i) of application 11/02454/PPP in respect of erection of Children's Hospital including department for clinical neurosciences and ancillary facilities (relating to flood prevention works) (application reference: 14/00078/AMC), and;

9 May 2014 - planning permission applied for landscape and parking proposals on the site of the former crèche and petrol filling station associated with the re-provision (application reference: 14/01797/FUL).

Other Relevant History

23 December 2004 - outline planning permission was granted for the development of up to 133,525 square metres of biomedical research uses on a 27 ha site to the south (application reference: 02/04372/OUT);

22 March 2006 - planning permission was deemed to be granted for a public transport link connecting Craigmillar and the RIE on land to the east (application reference: 04/02469/CEC);

26 May 2010 - planning permission granted for the creation of a surface level car park containing 1127 spaces together with access and landscaping on land to the east of the RIE campus designed to accommodate future hospital development on car park B (application reference: 10/00320/FUL); and

23 August 2010 - planning consent was granted for the Niddrie Burn Restoration Project on land to the south and east (application reference: 08/02474/FUL).

Main report

3.1 Description of The Proposal

This application is for the approval of matters specified in conditions for the erection of a new Royal Hospital for Sick Children (RHSC), children's accident and emergency department, department of clinical neurosciences (DCN), and children and adult mental health service unit (CAMHS).

The matters of condition 1 of PPP application 11/02454/PPP seeking approval are:

- (a) The precise location and extent of the various hospital and ancillary uses;
- (b) Siting, design and height of individual developments, including design of all external features and glazing specifications (including acoustic capabilities), all external materials and finishes, including their colour;
- (c) The design and configuration of all external spaces including internal courtyard and roof areas, demonstrating the extent and means of public access, details and extent of green roofs, and details of subsequent maintenance;

(e) Details of car, cycle and motor cycle parking including location, design and access arrangements including details of ticket machines and access barriers, details of intended use and car park management;

(f) Details of road layouts, footpaths and cycle routes including existing and finished ground levels in relation to Ordnance Datum and details of the location and design of pedestrian crossing facilities;

(g) Hard and soft landscaping details which shall include:

- (i) Existing and finished ground levels in relation to Ordnance Datum;
- (ii) Layout and design, including walls, fences, gates and any other boundary treatments;
- (iii) The location of new trees, shrubs and hedges;
- (iv) An assessment of existing trees and potential for retention;
- (v) A schedule of plants to comprise species, plant size and proposed number/density;
- (vi) The programme for completion and subsequent maintenance;
- (vii) Existing and proposed services such as cables, pipelines, substations; and
- (viii) Other artefacts and structures such as street furniture, lighting columns and fittings, shelters and covered walkways, play equipment; details of public art.

(h) A full site specific environmental management plan (EMP) detailing measures to be employed during the construction to prevent pollution to air land and water;

(i) Details of the flood prevention works and SUDS;

(j) Sustainability details in the form of an overall strategy and site specific details demonstrating how the hospital and associated developments shall meet or exceed the Edinburgh Standards for Sustainable Building (2010) or the equivalent standard at the time of submission;

(k) A detailed lighting strategy for the development including details demonstrating that light pollution and associated impacts on ecology have been minimised in line with the Environmental Statement and have been designed along of Secure by Design principles;

This consent does not relate to the construction of the helipad or flue stack, and will also not cover the internal courtyard spaces within the buildings. These will be considered under further applications.

Design

The new RHSC and DCN building will be located entirely within existing car park B. This area is predominantly hardstanding, with a few limited areas of shrubs and trees around the perimeter.

There are three distinct design concepts proposed as part of the development. These include: the Podium, which is an area of extended public realm that connects all main arrival points from Old Dalkeith Road to the main hospital entrances; Little Brother, which comprises the children's outpatient department (OPD), management and training facilities and family hotel, and; Big Brother, which contains the majority of the accommodation including inpatient departments, emergency department and operating facilities. The helipad is located on the roof of Big Brother.

The buildings are proposed to have two different design characters; Big Brother is a white rendered building punctuated by windows above a brick or stone base and Little Brother has a metal finish interspersed with a brightly coloured panels over a brick base. The two elements are joined by a glazed screen which indicates the entrance point.

The buildings vary in height but are around 25 metres at the tallest ridge point.

Transport and Access

As a result of the building layout and a new physical link between the existing and proposed hospitals, Little France Crescent will be split into two parts (upper and lower). Ambulance access is proposed to be taken from Old Dalkeith Road and Little France Drive to the south east via Little France Crescent on the lower access. A secondary route is proposed via Little France Crescent to the north of the buildings for use in the event of an accident blocking the lower access route.

General access to the RHSC and DCN is proposed to be taken from the upper part of Little France Crescent while the emergency department and servicing will be accessed from the south.

Public transport is proposed to access the site from the existing hospital access road with new bus stops created to the north and east of the proposed RHSC and DCN. A new taxi rank is proposed to be created to the north of the new buildings serving all existing and proposed hospital buildings.

The development requires the relocation of the existing cycle path which enters the site off Old Dalkeith Road to the south, crosses through the car park and continues on Little France Drive. It is proposed to relocate the cyclepath to the west along southern boundary, into the entrance plaza and then north along Little France Crescent and Little France Drive.

All service provisions are proposed to be contained within an above ground service yard located to the south of the RHSC and DCN buildings and will be accessed from Little France Drive.

Parking

Car parking for the development is provided within the wider parking provision across the RIE site. New proposed car parking within the scheme will only include accessible parking and parent and child parking as follows:

- RHSC parking - 11 spaces
- RHSC parent and child parking - 29 spaces
- DCN accessible parking - 20 spaces
- Emergency department parking - 24 spaces

In terms of cycle parking, the existing provision on the site will be complemented by additional facilities within the proposed development. The new cycle parking will be provided adjacent to the new entrance points and include:

- RHSC entrance - 6 spaces
- DCN entrance - 4 spaces
- Drop-in entrance - 4 spaces
- Emergency department - 4 spaces

Staff cycle parking is proposed in Hospital Square, adjacent to the main entrance, where a total of 50 spaces are proposed.

Landscaping and SUDS

The proposals include hard and soft landscaping details and integrates the landscaping with the SUDS proposals. A drainage strategy has been submitted and supports the landscape strategy through the use of permeable surfacing, rain gardens and green roofs.

The following documents were submitted in support of the application:

- Planning Statement;
- Design and Access Statement;
- SUDS Proposals;
- Sustainability Statement;
- Ground Investigation Reports;
- Construction Environmental Management Plan; and
- Pre-application Consultation Report.

These documents are available to view on the Planning and Building Standards Online Service.

3.2 Determining Issues

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- (a) The proposals comply in principle with the Development Plan;
- (b) The proposals provide a development of appropriate scale and design;
- (c) The access, parking, and transportation arrangements are acceptable;
- (d) Issues of air quality and site contamination have been addressed;
- (e) The development is acceptable in terms of flood risk, drainage and SUDS;
- (f) The proposal would affect local biodiversity or ecology;
- (g) the proposal would be acceptable in terms of the amenity of existing neighbours;
- (h) the proposal would meet sustainability criteria;
- (i) the proposal would have any equalities or human rights impacts; and
- (j) the comments raised in representations have been addressed.

(a) The Principle of the Development

The principle of the development was established when planning permission in principle was granted in 2012 for the erection of a children's hospital including the department for clinical neurosciences and ancillary facilities.

(b) Scale and Design

Policies Des 1, Des 3 and Des 5 of the Edinburgh City Local Plan require a high quality of design to be achieved in terms of scale, layout, form and materials in context with the surrounding area and key views.

Height and Scale

Views to and from Old Dalkeith Road and the Scheduled Ancient Monument of Craigmillar Castle and associated local and wider public views are important factors in the successful integration of the new hospital into the RIE campus and the surrounding landscape. The development would be marginally higher than adjacent buildings within

the RIE site and studies on the height of the building and the impact on key views were carried out in the Environmental Statement with the PPP application.

The indicative building heights shown in these studies are broadly the same as the current proposal and are relevant in assessing the scale and impact of the proposed development. The studies show that within the context of the wider hospital environment, the proposed new hospital buildings would have a minimal impact on views across to Craigmillar Castle from viewpoints along Old Dalkeith Road.

Design

The design of the new buildings is complementary to the existing RIE building in terms of the materials and massing. The building is broadly similar to the design at the PPP stage, however the design has been developed to increase the daylight levels into the building and improve useable landscape areas associated with the wards. The concept of the landscape podium has brought benefits both to the space provided and the privacy afforded to these areas.

Materials

The proposals include a simple palette of materials in order to complement the existing RIE buildings. This includes white render walls with a stone or brick basecourse. The Little Brother building proposes a more lively palette with coloured cladding panels and these are appropriate in this location. Details of the final colours require to be submitted and this is recommended as a condition of the consent.

Overall, subject to the recommended conditions, the building can be successfully accommodated in design terms into the RIE site and the wider area and in relation to key views.

(c) The Access, Parking and Transportation Arrangements

The transport impacts in terms of vehicle movements and junction capacities were assessed previously as part of the planning permission in principle and were deemed to be acceptable. The details of this application relate to the proposed access, parking and general transport arrangements for the site and are assessed below.

Vehicular Access

As a result of the building layout and a new physical link between the existing and proposed hospitals, Little France Crescent will be split into two parts (upper and lower). Ambulance access is proposed to be taken from Old Dalkeith Road and Little France Drive to the south east via Little France Crescent on the lower access. A secondary route is proposed via Little France Crescent to the north of the buildings for use in the event of an accident blocking the lower access route. General access to the RHSC and DCN is proposed to be taken from the upper part of Little France Crescent while the emergency department and servicing will be accessed from the south. This arrangement is acceptable and Transport Planning is satisfied that it will cause no detrimental impacts in terms of road or pedestrian safety.

Pedestrian and Cycle Access

Pedestrians and cyclists can access the site from a number of points, including the main entrance on Old Dalkeith Road and further south via Little France Drive. The existing cyclepath is proposed to be relocated in order to accommodate the new building and is therefore proposed to run along the southern boundary of the site. This new route is acceptable.

Under these proposals, the hard landscaping is orientated towards improving pedestrian accessibility through the use of specific materials and raised paviers and this is supported.

Parking

Car parking for the development is provided within the wider parking provision across the RIE site. New proposed car parking within the scheme will only include accessible parking and parent and child parking. Transport Planning has no objection to the levels of parking for cars within the site.

Similarly, Transport Planning has no objection to the levels of cycle parking proposed.

Overall, Transport Planning has no objections to the proposals on the basis that a suitable legal agreement should be entered into to fund the progression of traffic orders including those to re-determine sections of road, introduce waiting and loading restrictions at appropriate locations, introduce taxi ranks, disabled parking and stopping up orders as necessary at no cost to the Council. A contribution of £2,000 per order would be required.

(d) The Air Quality and Site Contamination

Air Quality

All service provisions are proposed to be contained within an above ground service yard adjacent to the energy centre. The original air quality impact assessment (submitted in support of the PPP application) concluded that with regard to transport-related NO₂ concentrations, the effect of the development will be negligible at all receptors. CEC Environmental Assessment advised that the inclusion of an above-ground service yard will not have an adverse impact on air quality.

It is highlighted in Edinburgh's Local Transport Strategy 2014-2019 that the Council seeks to support increased use of low emission vehicles and support the extension of the network of EV charging points. Therefore an informative is recommended seeking the use of EV points within the development site.

Overall, the proposed scheme is predicted to result in no overall exceedance of any relevant air quality objectives.

It should be noted that the flue stack is not forming part of this application and will be determined under a further application.

Site Contamination

The applicant submitted several ground investigation reports in support of the application in order to fulfil a condition of the PPP application. These ground investigation reports are still being assessed and as such, the condition of the PPP application requiring the submission and acceptance of the site investigation reports is still outstanding.

Once these reports have been fully assessed, the condition can be discharged separately.

(e) Flood Risk, Drainage and SUDS

The Niddrie and Burdiehouse Burns previously crossed the proposed development site. These watercourses were subsequently diverted in a single channel around the current footprint of the Royal Infirmary prior to its construction. A flood bund was extended around the site to provide protection up to the order of about a 1:100 flood event.

SEPA expressed initial concerns that there is a current risk of surface water flooding on the development site. Rain falling on the car park, currently located on the application site, drains towards the main entrance of the existing hospital. Measures are required to prevent surface water flooding to the new Royal Hospital for Sick Children and Department for Clinical Neurosciences and to address the current risk to the existing hospital buildings on the site. It is proposed to use Sustainable Urban Drainage Systems (SUDS) to treat and attenuate surface water runoff from the site and restrict the discharge from the site to greenfield run-off rates. The SUDS will provide attenuation for up to the 1:200 storm, including a 30% allowance for climate change, and the design will be on the basis of the site being 100% impermeable. It is proposed that surface water will be conveyed to an attenuation system which will comprise of three storage areas under paving construction and a further storage tank under a raised grass area south west of the building. The use of green roofs and rain-gardens will also contribute to a comprehensive set of measures to deal with surface water runoff.

It is proposed that there will be a secondary drainage system provided at the areas of ponding to ensure that any floodwaters are drained via an independent pipe network to the SUDS system. There are statements in the SUDS proposal document that this pipe network is sized to ensure the capacity of the total site area and it would protect the building and surrounding area from flooding should the design storm be exceeded or there is a failure of the main SUDS system. Following discussions between the applicant and SEPA, and the submission of further details, SEPA is satisfied that the initial concerns regarding drainage of the site have been addressed.

SEPA also expressed concern in earlier consultations regarding the proposal to include a basement in the building design. The basement will be located in what was previously the course of the two watercourses which were diverted into the man made channel that now goes around the perimeter of the site of the RIE. Elevation drawings of the building indicate that the basement floor level will be 47.5m AOD. The borehole investigations show that the basement will extend down into the water table with some

of the groundwater levels appearing to be approximately 1.0 to 2.0 metres above this level during the period of the tests.

The basement will require to be tanked so that water cannot penetrate the walls and floors of the construction. During construction there will be a requirement to lower groundwater levels to enable construction. Proposals to dewater will need to take into consideration water quality and the flows within the receiving watercourse. Discharges to the watercourse when natural flows are high could potentially increase the risk of flooding downstream. Consideration should be given to how to manage this process in order to minimise this risk of flooding to existing properties.

In order to address this issue, a condition is recommended requesting that the methodology surrounding the dewatering of the excavation be supplied and agreed between the developer, SEPA and City of Edinburgh Council's Flood Prevention Unit, prior to the works being undertaken.

Overall, the flood risk, SUDS and drainage proposals are acceptable, subject to a condition as noted above.

(f) Landscaping, Local Ecology and Biodiversity

The construction of the new buildings will result in the loss of small areas of ornamental shrubs and semi-mature trees which were planted during construction of the RIE main building. There will be other localised areas where similar vegetation will be lost in order to accommodate the various enabling works. Mitigation measures are proposed to be incorporated as an integral part of the design for the scheme. The landscape treatment to the new buildings will integrate it into the wider RIE campus and the surrounding landscape by bringing new planting into the site. These measures include the introduction of a new landscaped podium, green roofs and rain garden.

The landscaping proposals provide an appropriate setting for the hospital buildings and will increase biodiversity. The rain gardens will provide a visual amenity as well as a function by forming part of the water attenuation.

Overall, the landscaping proposals are supported and the local ecology and biodiversity will be improved in the long term.

(g) Impact on the Amenity of Neighbours

In relation to the floor areas of the new buildings, the proposed gross floor area is 49,500 square metres. The condition of the PPP application states that the internal floor area should not exceed 48,500 square metres, however this increase of 1000 square metres is within the Council's tolerance of acceptability. In terms of building heights, the hospital has gained an additional storey on the south elevation when compared with the plans shown in the PPP permission. The final heights and design of the buildings, and the impacts on amenity, were further matters for consideration.

Visual Impact on Amenity

The greatest visual impact occurs from the existing residential properties at Little France Mills. In order to reduce the visual impact, the proposed new hospital buildings have been set back from the residential properties as far as possible and robust planting measures will help to mitigate the visual impact of the development. Nevertheless, these properties will experience some loss of amenity as a result of having the hospital within closer proximity.

The submitted sunlight and daylight calculations demonstrate that there would be no significant amenity impacts on the existing residential properties which would be well separated from the development. The position of buildings is set back from the residential properties on Little France Mills also helps to negate any sunlight or daylight impacts.

Privacy

The distance between the proposed buildings and existing residential properties is approximately 20 metres (at the closest point). The houses at Little France Mills are arranged in a courtyard configuration and do not benefit from rear gardens but instead face onto a shared green. There is a narrow access path to the rear of the properties and the existing outlook from the bedrooms at the rear is onto this path and the landscaped bund immediately adjacent. While the proposed building is up to five storeys in height at this location, the bund offers some level of privacy and once the planting is established, levels of privacy afforded to existing residents will increase. Therefore, there will be a minimal impact on the privacy of residents. With regards to the proposed cyclepath/footway, this sits at a higher level than the houses at Little France Mills and therefore the residents have raised this as a potential privacy issue. In mitigating the impact of this path, the developers have proposed to include a 2 metre high fence along the boundary between the path and the residential properties. In addition, the land between the path and Little France Mills is proposed to be planted with native trees and shrubs to provide visual screening of the new development and offer privacy to residents of Little France Mills from those using the path.

A condition is therefore recommended in order to ensure that the planting is implemented and maintained.

Noise arising from the helipad

The principle of the helipad has been agreed under the previous PPP permission. However, the details of the helipad will be subject to a further application for matters specified in conditions as it requires detailed design work and therefore is not considered as part of this application.

Noise arising from the service yard

There are a number of design changes that have occurred since the PPP application which have the potential to increase or decrease noise impacts associated with the development. These include:

- The removal of the underground car park and basement service yard and provision of car parking adjacent to the DCN building and on the former crèche site.
- The relocation of the service yard to an above ground location.

As this application no longer includes an underground car park, the applicant now proposes relocating the parking area to the crèche site. There are no noise concerns regarding this relocation.

It is proposed that the service yard is now located to the south of the new hospital buildings. The proposed ground level service yard is located within 25 metres of the residential properties on Little France Mills. The applicant has advised that there will be a maximum of 4 deliveries per hour between the hours of 07:00 and 23:00. It is also anticipated that a maximum of one transit type van per hour will arrive at the service yard for courier deliveries or others.

The applicant has advised that noise control mitigation measures include restricting the hours of delivery, size and type of vehicles used, applying traffic management methods that reduce manoeuvring and reversing, and controlling the use of reversing and warning alarms. However, none of these mitigation measures can be secured by conditions. The developer has, however, indicated that they will enter into a Good Neighbour Agreement in order to mitigate these issues as far as possible.

In terms of external equipment to be installed in the service yard, the applicant advises that two compactors will be installed within 30 metres of residential properties. Compactors can generate significant noise and therefore further information on their proposed operation is required as a condition of this permission.

In order to mitigate against the loss of residential amenity, the applicant has proposed mitigation measures, including restricting the hours of delivery, size and type of vehicles used, applying traffic management methods that reduce manoeuvring and reversing, and controlling the use of reversing and warning alarms during the 'daytime hours' to ensure that at the dwellings in Little France Mills the level of significance of the noise impacts would be moderate at worst. Environmental Assessment does not agree that this is an acceptable impact and as noted above, the mitigation measures are unenforceable, therefore Environmental Assessment maintains its concerns regarding the potential impact of the service yard on the neighbouring residential properties.

The applicant has advised that further noise mitigation can be established once the unit occupation and detailed usage of the service yard is known such as the equipment to be installed in the service yard. Environmental Assessment agree with this and will require the applicant to submit further details which demonstrates that there will be no adverse impact on the neighbouring amenity. Any suggested mitigation measures must be enforceable in planning terms and exact mitigation details provided upfront. Therefore, an informative is recommended to ensure further details are submitted.

(h) Sustainability

The applicant has submitted a sustainability statement in support of the application. The points achieved against the essential criteria are set out in the table below:

Essential Criteria	Available	Achieved
Section 1: Energy Needs	20	20
Section 2: Water conservation	10	10
Section 3: Surface water runoff	10	10
Section 4: Recycling	10	10
Section 5: Materials	30	30
Total points	80	80

In addition to the essential criteria, the applicant has provided a commitment to further sustainability measures as set out in the desirable elements sections. Additional measures include the use of a green roof as well as a commitment to achieving a BREEAM score of 'very good' for the new buildings.

(i) Equalities and Human Rights

The application has been assessed for any potential impacts on equalities and human rights. The proposal would lead to the loss of some residential amenity due to an increase in noise from the service yard, however this is assessed above and the loss can be justified.

In relation to equalities, the design statement indicates that development will be fully accessible to disabled people.

(j) Representations

The letters of objection raised the following material issues:

- The location of the cycle path and the impact on amenity (addressed in 3.3 (g) above);
- Delivery vehicle movements and times of deliveries will increase noise and air pollution (addressed in 3.3 (g) above);
- The impact of the development on groundwater and flooding of adjacent properties (addressed in 3.3 (e) above);
- Height of building (addressed in 3.3 (b) and (g) above
- Impact on privacy (addressed in 3.3 (g) above);
- Impact on daylight and sunlight (addressed in 3.3 (g) above);
- Impact of noise and light from helipad and helicopter movements (addressed in 3.3 (g) above) and;

- Additional traffic impacts (addressed in 3.3 (c) above).

Overall Conclusion

The proposals are acceptable in principle and are in accordance with the development plan. The design, landscaping and drainage proposals are supported, subject to appropriate conditions. Issues relating to noise, privacy and amenity have been addressed and there are no material considerations which outweigh the conclusion.

It is recommended that this application be Approved subject to the details below.

3.4 Conditions/reasons/informatives

1. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority within 6 months of the date of this consent; Note: samples of the materials will be required.
2. No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis & reporting, publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
3. No development shall take place on site until details have been submitted and approved by SEPA and City of Edinburgh Council's Flood Prevention Unit regarding that the methodology for the dewatering of the excavation.
4. The approved landscaping scheme shall be fully implemented within six months of the completion of the development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing by the Planning Authority.
5. The approved landscaping scheme for the bund on the southern boundary of the site adjacent to Little France Mills shall be fully implemented within six months of the completion of the development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing by the Planning Authority.
6. Deliveries and vehicle movements to the service yard shall be restricted to between the hours of 0700 and 2300.

Reasons:-

1. In order to enable the planning authority to consider this/these matter/s in detail.
2. In the interests of cultural heritage.
3. In the interests of flood prevention.
4. In order to ensure that the approved landscaping works are properly established on site.
5. In the interests of residential amenity.
6. In the interests of residential amenity.

Informatives

It should be noted that:

1. The developer should seek to install electric car charging points to the following specification:

70 or 50kW (32 Amp) DC with 43kW (32 Amp) AC unit. DC charge delivered via both JEVs G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

2. The floodlighting system shall be so controlled so there is no direct illumination of neighbouring land, and so that any light spillage onto neighbouring land shall not exceed 25 lux.

3. The design, installation and operation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment.

4. The proposed cycle track and works to Little France Crescent must be open for use by the public in terms of the statutory definition of 'road' and will require to be the subject of applications for road construction consent (RCC). Such application to include extent of adoptable roads, bus stops / stances, footways, footpaths, accesses, cycle tracks, verges and service strips along with details of lighting, drainage, signs and markings, SUDs, materials, structures, layout, design and specification and proposed improvements works as appropriate. Clear identification of adoptable areas should be agreed as early as possible.

5. No development to commence on site until relevant traffic orders have been promoted and implemented for the roads, footways etc. affected by the development, including the stopping up of Little France Crescent to allow for the construction of the new hospital. These are to be progressed under Sections 207 and 208 of the Town and Country Planning (Scotland) Act 1997 as amended and have been consented under a separate planning application.

6. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The applicant should therefore advise the Head of Transport if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2002 regulations or British Standard 8300:2009 as approved by the Head of Transport.

7. It should be noted that if the applicant is seeking the Council to promote traffic regulation orders, the following contributions will be sought to:

a. fund the progression of traffic orders including those to re-determine sections of road, introduce waiting and loading restrictions at appropriate locations, introduce taxi ranks, disabled parking and stopping up orders as necessary at no cost to the Council. Note that any objections to any traffic orders will require to be considered by the Transport and Environment Committee of this Council and therefore no guarantee can be given that orders can be successfully implemented. A contribution of £2,000 per order will be required;

b. provide real time bus infrastructure to serve the development;

c. submit a draft travel plan prior to first occupation and a final travel plan within 12 months of that date.

8. For clarification purposes, no approval is given to the location or details of the flue stack.

9. For the avoidance of doubt, no consent is given to the location of the compactors. The developer is advised that further noise mitigation must be established once the energy unit is occupied and detailed usage of the service yard is known such as the equipment to be installed in the service yard. The developer shall submit further details which demonstrates that there will be no adverse impact on the neighbouring amenity. Any suggested mitigation measures must be enforceable in planning terms and exact mitigation details provided upfront.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application meets the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

As this application is made for matters specified in conditions, there is no formal requirement for the developer to undertake community consultation. However, the NHS carried out the following pre-application consultation:

- Exhibition and presentations at the RIE on 22 May 2013
- Public meeting at the RIE on 18 June 2013
- Variety of information, including Q and A responses being provided to stakeholders
- Meeting with the local councillors in August 2013
- Meeting with residents of Little France Mills facilitated by Kenny McAskill MSP in September 2013
- Meeting with local councillors in October 2013
- Meeting with residents of Little France Mills residents with representatives from NHS Lothian, Consort Healthcare and Balfour Beattie Construction to provide more detailed information in November 2013

Full details contained within the Pre-application Consultation Report, available on the Planning and Building Standards Online Service.

8.2 Publicity summary of representations and Community Council comments

The application was first advertised on 16 May 2014 and a total of six letters of representation were received. Of this number, five letters expressed objections to the proposals and one supported the proposals.

Material Objections

- the location of the cycle path and the impact on amenity;
- delivery vehicle movements and times of deliveries will increase noise and air pollution;
- height of building;
- impact on privacy;
- impact on daylight and sunlight;
- location of energy centre and impact on health, and;
- additional traffic impacts.

Non-material Objection

- impact of helipad and associated noise.

Comments in Support of the Application

- support for the use of sound dampening materials in the public areas.

Following the submission of revised chimney details, the neighbours were re-notified on 25 July 2014. Following this period of representation, five further letters of objection were received. These letters raised similar issues to those raised during the first period of consultation, including issues of noise, privacy, impact on sunlight/daylight and additional traffic impacts.

A full assessment of the representations can be found in the main report in the Assessment section.

Background reading / external references

- To view details of the application go to
- [Planning and Building Standards online services.](#)

Statutory Development Plan Provision

The site is within the Urban Area where general infrastructure and employment policies apply. It is adjacent to green belt, open space, a local nature reserve and a business development area.

Date registered

9 May 2014

Drawing numbers/Scheme

1-18, 19A-20A, 21, 22A-23A, 24-28, 29A, 30-34, 35A-36A, 37,,
38A, 39-43, 44A-45A, 46-53,

David R. Leslie

Acting Head of Planning and Building Standards

Contact: Lesley Carus, Planning Officer

E-mail:lesley.carus@edinburgh.gov.uk Tel:0131 529 3770

Links - Policies

Relevant Policies:

Relevant policies of the Edinburgh City Local Plan.

Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

Policy Des 3 (Development Design) sets criteria for assessing development design.

Policy Des 4 (Layout Design) sets criteria for assessing layout design.

Policy Des 5 (External Spaces) sets criteria for assessing landscape design and external space elements of development.

Policy Des 6 (Sustainable Design & Construction) sets criteria for assessing the sustainable design and construction elements of development.

Policy Env 17 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

Policy Env 18 (Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

Policy Com1 (Community Facilities) sets requirements for the provision of community facilities associated with large scale residential development, and the protection of existing community facilities.

Policy Tra 1 (Major Travel Generating Development) supports major travel generating development in the Central Area, and sets criteria for assessing major travel generating development elsewhere.

Policy Tra 6 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

Relevant Non-Statutory Guidelines

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings and landscape, in Edinburgh.

Non-statutory guidelines on 'PARKING STANDARDS' set the requirements for parking provision in developments.

Appendix 1

Application for Approval of Matters Specified in Conds 14/01796/AMC

At Edinburgh Royal Infirmary, 51 Little France Crescent, Edinburgh

Approval of matters specified in condition 1 of application 11/02454/PPP covering siting, design and height of the buildings, design of external spaces, details of car and cycle parking, details of road layouts, footpaths and cycle routes, hard and soft landscaping details, SUDS details, sustainability, lighting, noise and air quality for the erection of a new Royal Hospital for Sick Children, Children's Accident and Emergency Dept, Dept of Clinical Neurosciences, and Children and Adult Mental Health Service Unit. Works include energy centre, service yard, disabled, parent and child parking, hard and soft landscaping and external landscaped courtyards.

Consultations

Archaeology comment

We would like to make the following comments and recommendations in respect to this application for the approval of matters specified in Conditions in relation to the construction of new Royal Hospital for Sick Children including Children's Accident and Emergency Dep., Dep. of Clinical Neurosciences and a Children and Adult Mental Health Service Unit

The south-eastern half of the site for the proposed new Hospital lies adjacent to the site of the historic Little France Steading and Mill. The Little France Mill is recorded in operation from the mid-18th century and surviving range of buildings probably date to this period and are shown on the 1850's 1st Edition OS map. This map also shows a large mill dam extending across the line of the flood works and into the carpark site, along with a canalised route of the Niddrie Burn extending across the site to feed the designed landscape associated with the former Niddrie Marischal House to the North.

Based on the historical and archaeological evidence the site has been identified as occurring within an area of potential archaeological potential. Therefore this application must be considered under terms the Scottish Government Historic Environment Policy (SHEP), Scottish Planning Policy (SPP), PAN 02/2011 and also under CEC's Edinburgh City Local Plan policies ENV8 & ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not

possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

Given the extent of modern development associated with the construction of the ERI it is considered that, on current information, the impact of this proposed scheme upon any buried archaeology is regard as low- moderate. However ground-breaking works associated with the construction of the hospital and flood defences across the south of the site adjacent to Little France could disturb significant remains associated with the areas post-medieval mill and settlement. Accordingly it is recommended that a condition is attached to consent to ensure that a programme of archaeological works is undertaken prior to development to ensure the protection and/or full excavation and recording of any surviving archaeological remains.

If consent is granted it is recommended that this programme of works is secured using a condition based upon CEC model condition as follows;

'No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis & reporting, publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation submitted to and agreed by CECAS for the site. Responsibility for the execution and resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.

Transport comment

We would ask that the application be continued to allow sufficient time to assess the proposals.

Transport further comment

Further to our memorandum of 6 June 2014, we confirm that we have no objection to the proposed application subject to the following being included as conditions or informatives as appropriate (note that this response also applies to planning application Ref.14/01797/FUL):

- 1. The proposed cycle track and works to Little France Crescent must be open for use by the public in terms of the statutory definition of 'road' and will require to be the subject of applications for road construction consent (RCC). Such application to include extent of adoptable roads, bus stops / stances, footways, footpaths, accesses, cycle tracks, verges and service strips along with details of lighting, drainage, signs and markings, SUDs, materials, structures, layout, design and specification and proposed improvements works as appropriate. Clear identification of adoptable areas should be agreed as early as possible. It is expected that the roads will be submitted for adoption by the Council in due course;*

2. *No development to commence on site until relevant traffic orders have been promoted and implemented for the roads, footways etc. affected by the development, including the stopping up of Little France Crescent to allow for the construction of the new hospital. These are to be progressed under Sections 207 and 208 of the Town and Country Planning (Scotland) Act 1997 as amended and have been consented under separate planning application;*
3. *All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Head of Transport if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2002 regulations or British Standard 8300:2009 as approved by the Head of Transport;*
4. *Planning permission should not be granted until the applicant has entered into a suitable legal agreement to:*
 - a. *fund the progression of traffic orders including those to re-determine sections of road, introduce waiting and loading restrictions at appropriate locations, introduce taxi ranks, disabled parking and stopping up orders as necessary at no cost to the Council. Note that any objections to any traffic orders will require to be considered by the Transport and Environment Committee of this Council and therefore no guarantee can be given that orders can be successfully implemented. A contribution of £2,000 per order will be required;*
 - b. *provide real time bus infrastructure to serve the development;*
 - c. *submit a draft travel plan prior to first occupation and a final travel plan within 12 months of that date;*

Note:

1. *Road opening permits will be required for works on existing roads, whether adopted or not;*
2. *Temporary works for the construction phase must be discussed and agreed with the local area roads manager in advance of commencement;*
3. *The closure and stopping up of Little France Crescent as required for the development has been permitted under separate application. The alternative route is to be open as a road to 2 way bus and general traffic before Little France Crescent is stopped up or closed to through traffic and it must be a road under the meaning of the Roads (Scotland) Act 1984;*
4. *The applicant should be aware that new road names may be required for this development and this should be discussed this with the Council's Street Naming and Numbering Team at an early opportunity. Street naming is likely to influence the progression of traffic regulation orders;*

5. *Vertical deflection (e.g. raised tables) will not be permitted on any existing or potential bus route;*
6. *A total of 84 parking spaces for cars is to be provided on the site for disabled, parent and child and emergency use only. General parking is provided throughout the wider site;*
7. *A total of 18 cycle parking spaces is to be provided on the site.*

Architecture + Design Scotland comment

In October 2011, A+DS's Design Review program provided a report on the application for Planning in Principle. The response supported the principle of development, and the client team's ambition for the project, but sought significant development in the design of the public realm and in the legibility and amenity of the building and its associated landscape. The project pre-dates the implementation of both A+DS current programs of design appraisal activity (Design Forum and the NHSScotland Design Assessment process). However, as a continuum of previous commitments A+DS contributed to meetings between bidders and the planning department during the competitive dialogue process to provide feedback on the developing proposals in relation to the PPIP.

The short response below notes where the application, as submitted, addresses the advice provided at PPIP stage in relation to the design of the hospital and its immediate environs; it does not cover the broader master-planning aspects discussed previously as these have been established in other areas of the consent. The report is based on the drawings provided to A+DS (MSCA discs 1&2); if other information or 3d visualisations were provided in support of the application, as recommended below, these have not been included in the appraisal.

There have been a number of developments since the 2011 proposals, particularly:

- *Removal of underground parking for patients.*
- *Additional land (between the development site and Old Dalkeith Road) being incorporated into the project.*
- *The development of a landscape podium concept; an area of greenscape and green roof stretching from Old Dalkeith Road around much of the south of the development including the roof to the CAMHS area and the energy centre.*

RESPONSE TO SUBMISSION

1 Arrival Experience

1.1 Northern Arrival Sequence - RHSC Plaza

The acquisition of additional land between the original site and Old Dalkeith Road has significantly improved the opportunities to provide a positive arrival sequence. The nature this entrance to the site, it is proposed, will change significantly from a planted gateway to a more much open area frontage incorporating public realm, greenspace

and parking with views down towards the RHSC entrance. The intention of developing a useable green space close to the entrance of the hospital is seen as hugely positive both in terms of initial impression and potential amenity, however, the drawings suggest that there may be a change in level between the plaza and the grassed area, limiting perceived accessibility. The design of this whole space should be tested in 3D from a person's viewpoint to ensure:

- The approach from outwith the site is positive and the combination of the existing and new parking and landscape design provides appropriate welcome and direction. In this the relationship of the new grassed area, the prominence of the stone spine wall at the entrance point, the nature of the new paved frontage incorporating parking and the relationship to the retained landscape/parking to the north of the arrival route should be considered as a whole.*
- Appropriate use and access to landscape is encouraged so that the additional land to Old Dalkeith Road provides amenity and also privacy for the nearby residences.*
- That the landscape design provides sufficient clarity of wayfinding to the four potential parking areas and also visual shielding of parking from the pedestrian corridors, to direct lines of sight to the entrances and to public amenities like the parkland area.*

We note that the pavement linking the bus stops from the city to the RHSC entrance appears tight, and that desire lines from north bound bus stops are directly across the disabled parking and drop off zone, which occupies a significant area on the approach route. This vehicle area is shown as distinguished by a different material type and separated from the pedestrian routes by a step kerb and bollards. Recognising that pedestrians will walk across the parking bay, the design of this area should be developed further, learning from shared surface design principles, to ensure drivers give way to others.

1.2 Northern Arrival Sequence - 'Hospital Square'

The spatial strategy to the north of the new hospital is broadly similar to that viewed at in 2011, however the form of the 'little brother' element has been formalised somewhat. A landscape design is described which transcends the operational boundaries on the site and this co-ordinated approach is welcomed. The drawings describe elements of shared surface, though small drop kerbs are shown suggesting car priority though the space. We suggest the team consider if the primary pedestrian link between the entrances could be raised to alter the priorities and improve connectivity.

1.3 Southern Arrival Sequence

The design of southern aspect to the site will affect the experience not only of the users of RHSC A+E, but also people coming to adults A+E, people driving to the general parking to the east of the site and members of the public on bus routes which circumnavigate the site. This area will also be visible from spaces and buildings in the new Bio-Quarter and, in part, from the route into the city along Old Dalkeith Road.

At PPIp stage we noted significant concern about the impact of the design of this area (the prominence of the energy centre and the nature of the A+E arrival space) and encouraged greater landscape integration.

The landscaped 'podium' that has been introduced to the west and south of the site is a helpful tool in integrating the building to the setting, linking to the burn and existing green areas and, in part, disguising the energy centre. However, no long views from the southern approach were provided in the information received to test the visual impact of the energy centre and service area; the one eye-level 3D showing the A+E entrance was taken from a point on the journey after which the service yard would be visible. We recommend that this be tested and demonstrated from the perspective of pedestrians and road users in the area.

2 Building Response

The building diagram is broadly similar to the design at PPIp, however the design has been developed to increase the daylight penetration into the building and improve useable landscape associated with wards, most notably CAMHS and PARU where the concept of the landscape podium described previously has brought significant benefits both to the space provided and the privacy afforded to these areas. These improvements are welcomed.

The elevational and 3D drawings provided describe a building with two characters, the 'big brother' is a white render form punctuated by windows, above a brick or stone base (the nature of base differs depending on the location) and the 'little brother' has a smooth skin of metal interspersed with a bold colour palette, over a brick base. The two elements are joined by simple glazed screen which clearly indicate the entrance points. Whilst the diagram remains clear, we feel that the architectural expression has not yet developed sufficiently. At PPIp stage we suggested that the use of primary colours might appeal more to very young audience, rather than teenagers and patients of the DCN and recommended that a language be developed cognisant of the full range of audiences for the facility. We recommend that the choice and placement of materials and colours, particularly in 'little brother' be considered and tested further. This should be carried out in co-ordination with the landscape design, considering the tones of planting and naturalistic concepts being adopted, such as rain gardens, to ensure a cohesive design response that provides identity and reassurance.

Environmental Assessment comment

Following on from the consented planning permission in principle (11/02454/PPP) application in 2011, the applicant has further developed the master-plan. Some of changes to the building envelope and external environment include changes in heights and masses and the proposed service yard will no longer be located in the basement and will now be above ground. Therefore all proposed service provisions may now be contained within an above ground service yard adjacent to the energy centre. It is also proposed that a new car parking area for 40 vehicles be developed adjacent to the entrance of the RHSC on the former crèche site. A further 20 parking bays are proposed to be located close to the DCN entrance. Another relevant change is the inclusion of the former petrol filling station site on Old Dalkeith Road to form an additional public realm area.

The crèche and petrol filling station sites were not included as part of the 11/02454/PPP application boundary therefore not assessed as part of the original EIA. These sites are subject to a separate local planning application on which Environmental Assessment has already commented.

Air Quality

Transport

The new car park which is now operational is to the east of the RIE site and provides 1,176 car parking spaces an overall net gain of 361 car parking spaces. This application will see a further very small increase in ground level parking provision.

The original air quality impact assessment concluded that with regard to transport related NO₂ concentrations, the effect of the development will be negligible at all receptors, with the exception of the central area of the hospital, which is predicted to experience beneficial effects due to the existing car park being removed. Environmental Assessment concurred with this and believes that the latest above mentioned changes will not have an adverse impact although it should be noted that a new Local Transport Strategy has been recently published by City of Edinburgh Council.

It is highlighted in Edinburgh's Local Transport Strategy 2014-2019 that the Council seeks to support increased use of low emission vehicles and support the extension of the network of EV charging points.

The City of Edinburgh Parking Standards for Development Management also now encourages the use of EVs. It states that the Council is likely to introduce a requirement for EV charging infrastructure which depends on how charging technology evolves this includes:

- Dedicated parking spaces with charging facilities.*
- Ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.*

Developers should now consider the potential for EV charging as they develop their proposals. Based on currently available technology Environmental Assessment recommends that at least two electric vehicle charging outlet should be of the following standard:

70 or 50kW (32 Amp) DC with 43kW (32 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

It should be noted that support is available to developers to adopt EV's through the Energy Saving Trust's Sustainable Transport Advice Service and Interest Free Low Carbon Loans.

Grants are also available for the installation of EV charge points for workplaces, with 100% funding currently available for installations up to £10,000. More information can be found at <http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>

The Scottish Government and Local Authorities are working to decrease their fuel-based vehicles, replacing them with electric vehicles. Scottish Government funding has enabled the purchase of around 270 vehicles for the public sector fleet including many Lothian based NHS Scotland vehicles which would make good use of a charging point at this location.

The applicant has committed to investigating the installation of EV charging points. Environmental Assessment require the applicant to submit further details on where they intend installing the units including plans and site drawings which highlight where the EV charging points will be located.

Energy Centre

The proposed development includes a dedicated energy centre for electrical and heating supply. The proposed energy centre includes provision of 3 dual fuel boilers 3.2MW (2No. Duty), 3 Diesel Generators 2MW (2No.Duty) and 1 gas fired CHP 0.6MW.

An appropriate air quality model has been used for this assessment. This is a fully validated model appropriate for an assessment of this type. The modelling considers many factors and ensures that the chimney (29m) serving the energy centre is an appropriate height. The assessment takes into account the size of the boilers, fuel types and the heights of any nearby buildings.

It should also be noted that any relevant alterations to the plan will require the chimney height to be recalculated. A note should be made in the log book of the periods during which any standby boiler or furnace is fired or any alternative fuel is used. Furthermore the construction or alteration of a chimney and/or the installation of a furnace or other heat producing appliance whether by way of new work or by way of replacement requires approval under the provisions of the Building Regulations. An informative will be recommended to address the above mentioned chimney.

With the information provided the applicant has demonstrated that the energy centre will comply with the Clean Air Act 1993

Construction Phase

The development may give rise to significant pollution sources during the construction phase which could affect nearby sensitive locations, for example the hospital and residential areas, which are both very sensitive to dust.

Mitigation measures will be required where any significant impacts have been identified. The measures to be employed to avoid, reduce and, if possible, offset significant adverse effects have been identified in the air quality impact assessment.

Should this application be consented, this Department recommends that a condition be attached to ensure neighbouring amenity is protected during the construction phase.

Air Quality Summary

The proposed scheme is predicted to result in air quality improvements at some receptor locations and slight increases in pollutant concentrations at other locations. However there will be no exceedance of any relevant air quality objectives or limit value. The energy centre will need to comply with the chimney height requirements set out in the Clean Air Act and relevant mitigation measures adopted to control construction phase dust impacts.

Taking these factors into account the impact assessment confirms that emissions from the proposed scheme should only have a minor effect on local air quality. Environmental Assessment can concur with these findings.

Therefore Environmental Assessment does not object to this application in regards to local air quality subject to a number of conditions or legal agreements being attached. This includes details of where the electric vehicle charging outlets and ducting shall be submitted.

Noise

Environmental Assessment are only commenting on the specific changes highlighted by the applicant as likely to have potential changes to the noise impacts as a result of the proposed design changes between the 11/02454/PPP and the proposed designs. There are a number of design changes which have the potential to increase or decrease noise impacts associated with the development. These include:

- The removal of the underground car park and basement service yard and provision of car parking adjacent to the DCN building and on the former crèche site.*
- The relocation of the service yard to an above ground location.*

As this application no longer includes an underground car park the applicant now proposes relocating the parking area to crèche site. It should be noted that the removal of the crèche is beneficial as it removes one of the noise sensitive receptors Environmental Assessment had concerns about. Environmental Assessment has no noise concerns regarding this relocation.

It is proposed that the service yard is now located to the south of the proposed energy centre. The proposed ground level service yard is located within 30 metres from the residential properties.

The applicant has advised that there will be a maximum of 4 deliveries per hour between the hours of 07:00 and 23:00 (which the applicant refers to as daytime). It is also anticipated that a maximum of one transit type van per hour will arrive at the service yard for courier deliveries or others.

The applicant has advised that noise control mitigation measures such as restricting the hours of delivery, size and type of vehicles used, applying traffic management methods that reduce manoeuvring and reversing, and controlling the use of reversing and warning alarms. None of these suggested mitigation measures can be conditioned through planning except possibly the hours of deliveries. The applicant has advised that they only propose taking deliveries during daytime hours, Environmental Assessment do not agree that 07:00 to 23:00 constitutes day time hours.

In terms of external equipment to be installed in the service yard the applicant advises that two compactors will be installed within 30 metres from residential properties. Compactors can be very noisy therefore Environmental Assessment will require further information on their proposed operation and what enforceable noise mitigation measures can be included.

The applicant is relying on the proposed mitigation measures being in place, i.e., restricting the hours of delivery, size and type of vehicles used, applying traffic management methods that reduce manoeuvring and reversing, and controlling the use of reversing and warning alarms, during the 'daytime hours' to ensure that at dwellings in Little France the level of significance of the noise impacts will be moderate at worst. Environmental Assessment do not agree that this is an acceptable impact and as highlighted the suggested mitigation measures are unenforceable, therefore Environmental Assessment has concerns regarding the impact this service yard may have on the neighbouring residential properties.

The applicant has advised that further noise mitigation can be established at the detailed design stage once the unit occupation and detailed usage of the service yard is known such as the equipment to be installed in the service yard. Environmental Assessment agree with this and will require the applicant to submit further details with a noise impact assessment which demonstrates that there will be no adverse impact on the neighbouring amenity. Any suggested mitigation measures must be enforceable in planning terms and exact mitigation details provided upfront.

Environmental Assessments main issue concerning the 11/02454/PPP application related to helicopter noise. It is now Environmental Assessments understanding that in planning terms as there are no restrictions on the current hospitals use of helicopters it is unreasonable to now put restrictions on helicopter use. For example technically any helicopter can land anywhere on the hospital ground as it current stands from a planning perspective.

Contaminated Land

Environmental Assessment is still assessing the ground investigation report therefore we recommend that the contaminated land condition is carried forward and attached to this consent if approved.

Therefore Environmental Assessment offer no objection to this application subject to the 11/02454/PPP conditions being attached and further conditions to take into account the amendments made for this application.

Conditions

Site in General

1. *Prior to the commencement of construction works on site:*
 - (a) *A site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and*
 - (b) *Where necessary, a detailed schedule of any remedial and /or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning.*

Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning.

Noise - Hospital

2. *The detailed design and position of the service yard should be reserved with details provided at the approval of matters in conditions (AMC) stage all to the satisfaction of the Head of Planning.*

No development shall take place until a scheme for protecting the existing residential accommodation from excessive additional noise has been submitted and approved in writing by the Head of Planning. The scheme must show that the design, installation and operation of the service yard shall be such that no adverse impacts are audible within any residential premises. All works which form a part of the approved scheme shall be submitted along with a supporting noise impact assessment.

3. *The design, installation and operation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment.*

Floodlighting

4. *The floodlighting system shall be so controlled so there is no direct illumination of neighbouring land, and so that any light spillage onto neighbouring land shall not exceed 25 lux.*

No development shall take place until a scheme for protecting the existing residential accommodation from excessive additional illumination and/or glare has been submitted and approved in writing by the Head of Planning. The scheme should show that the design, installation and operation of the floodlighting system shall be such that no floodlighting bulb or floodlighting bulb reflecting surface shall be visible within any residential premises. All works which form a part of the approved scheme shall be completed to the satisfaction of the Head of Planning prior to the floodlighting scheme coming into full use.

Air Quality

- 5. The development shall be completed in accordance with the requirements specified in the RHSC + DCN Little France Environmental Statement 209592-30 dated July 2011 section 6.9 (to mitigate construction impacts).*
- 6. Prior to the occupation of the approved site, detailed site plans of where the electric vehicle charging outlets and ducting shall be submitted.*

Informatives

The developer shall investigate the installation of electric vehicle charging points with reference to Making the Connection - The Plug-in Vehicle Infrastructure Strategy, Office for Low Emission Vehicles (June 2011) .

Any chimney serving the energy centre shall terminate as detailed in the Wallace Whittle Chimney Height Calculation sheet reference G1547 dated 26 June 2014. A note should be made in the log book of the periods during which any standby boiler or furnace is fired or any alternative fuel is used. It should be noted that any alterations to surrounding buildings or the energy centre may require the calculation being updated and resubmitted.

Bridges + Flood Prevention comment

With regards to the letter received from SEPA (dated 10 June 2014 ref: PCS/133482), the subsequent response from Robert Baird Group (dated 17 June ref: 3374/PD/SEPA) and the final response from SEPA (dated 3 July ref: PCS/134164) in relation to these two planning applications the Flood Prevention Unit have the following comments:

- 1. We are satisfied with the design approach for this application and with the responses provided by Robert Baird Group in their letter of 17 June. We have no further issues with regards to the surface water or flood risk sections of SEPA's first letter dated 10 June.*
- 2. With regards to the issue raised by SEPA concerning the dewatering of the site during construction we await the response by the Dunne Group, as detailed within Robert Baird Group's letter. It is our opinion that SEPA has a valid concern and we would welcome inclusion with discussions regarding the proposals around dewatering and the potential increase in flood risk downstream. A condition of planning can be attached requesting that the methodology surrounding the dewatering of the excavation, be supplied and agreed between the developer, SEPA and City of Edinburgh Council's Flood Prevention Unit, prior to the works being undertaken.*
- 3. We have no objection to a condition being placed on application 14/01797/FUL that surface water drainage details for the proposed landscaping area be supplied once ground investigations, of the previous petrol station, are completed. This however must be approved by SEPA and this Unit prior to work starting on site.*

4. *Attention to details, such as drop kerbs, should be observed during detailed design. This will ensure that surface water flowpaths are not directed towards the hospital compromising its drainage system and potentially increasing its risk to flooding.*
5. *The legal agreements referred in the "Suds Proposal", Robert Baird Group, May 2014 document has been received and reviewed by this Unit. We have no further comment.*

SEPA comment

We advise the City of Edinburgh Council (CEC) that there are matters relating to the water environment which must be clarified, confirmed or agreed prior to these applications being determined by CEC in its role as Flood Prevention Authority under the terms of the Flood Risk Management (Scotland) Act 2009. Please see Sections 1.4, 1.5, 1.6, 1.7, 1.10 and 2.1 below.

In addition, there are matters which must be resolved prior to these applications being determined in order to avoid difficulties or delays in authorising the proposed development under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR): please see 2.1, 3.1, 3.2 and 3.3 below.

In respect of the basement provision I draw your attention to sections 1.8, 1.9 & 1.10 below wherein we discuss the concerns we have previously raised about the inclusion of this basement element of the design and the risks associated with failure of the tanking, should the basement contain infrastructure essential to the continued operation of the facility. At minimum the basement design and operation should be considered in respect of resilience to flooding although we recognise this is a matter for the site operator.

Finally, we advise CEC as lead regulator for land contamination to address any possible contamination of the former petrol station area prior to determination. Please see Section 2.2.

Advice for the planning authority

1. Flood Risk

1.1 This proposal is to construct a new Royal Hospital for Sick Children and Department for Clinical Neurosciences on the existing car park to the west of the Royal Infirmary of Edinburgh at Little France, NGR NT 290 704. The Niddrie and Burdiehouse Burns previously crossed the proposed development site. These watercourses, however, were diverted in a single channel around the current footprint of the Royal Infirmary prior to its construction. A flood bund was extended around the site to provide protection up to the order of about a 1% AEP (1:100) flood event.

1.2 SEPA has commented previously on Phases 1 and 2 of the proposed flood defences on the Burdiehouse Burn to raise the standard of flood protection of the development site up to a 0.1% AEP (1:1,000) flood level. We are providing advice now on the potential risk of flooding on site from surface water and groundwater.

1.3 We are concerned that there is a current risk of surface water flooding on the development site. Rain falling on the car park, currently located on the application site, drains towards the main entrance of the Edinburgh Royal Infirmary. Measures are required to prevent surface water flooding to the new Royal Hospital for Sick Children and Department for Clinical Neurosciences and to address the current risk to the existing hospital buildings on the site

1.4 It is proposed to use Sustainable Urban Drainage Systems (SUDS) to treat and attenuate surface water runoff from the site and restrict the discharge from the site to greenfield rates. The SUDS will provide attenuation for up to the 0.5% AEP (1:200) storm, including a 30% allowance for climate change, and the design will be on the basis of the site being 100% impermeable. It is not clear from the documents supporting these applications, however, what is meant by greenfield rates. The most frequent use of this phrase in terms of discharge rates is usually the two year return period rate of runoff from an undeveloped site, however in some cases it can be variable. In Section 3.0 of the SUDS proposal document, the maximum discharge rate from the site is stated as 12.2 ls-1 . The final discharge rate, however, must be agreed between the flood prevention authority (CEC) and the applicant.

1.5 It is proposed that surface water will be conveyed to an attenuation system which will comprise of three storage areas under paving construction and a further storage tank under a raised grass area south west of the building. There is reference to green roofs and rain-gardens possibly contributing to a comprehensive set of measures to deal with surface water runoff.

1.6 It is proposed that there will be a secondary drainage system provided at the areas of ponding to ensure that and floodwaters are drained directly to the outfall manhole via an independent pipe network to the SUDS system. There are statements in the SUDS proposal document that this pipe network is sized to ensure the capacity of the total site area and it would protect the building and surrounding area from flooding should the design storm be exceeded or there is a failure of the main SUDS system.

1.7 The basis of a maintenance plan is detailed in Section 4.0 of the SUDS proposal document. There will be daily inspections which will include the clearing of any debris that might impact on the efficiency of the drainage system. There is also a recommendation for a three monthly maintenance regime of the SUDS system and equipment carried out in accordance with manufacturer's recommendations. There is also a proposal to keep a number of replacement parts on site so that repairs may be made quickly.

1.8 The information submitted to us includes details on the borehole investigations. We expressed concern in earlier consultations about the proposal to include a basement in the building design.

1.9 The basement will be located in what was previously the course of the two watercourses which were diverted into the man made channel that now goes around the perimeter of the site of the Edinburgh Royal Infirmary. Elevation drawings of the building indicate that the basement floor level will be 47.5 mAOD.

The borehole investigations show that the basement will extend down into the water table with some of the groundwater levels appearing to be approximately 1.0 to 2.0 metres above this level during the period of the tests.

1.10 The basement will need to be tanked so that water cannot penetrate the walls and floors of the construction. We would advise that consideration is given in the building design and equipment for a failure of the impermeable membrane to ensure the continued functioning of the hospital if such a problem is experienced. During construction there will be a requirement to lower groundwater levels to enable construction. Proposals to dewater will need to take into consideration water quality and the flows within the receiving watercourse. Discharges to the watercourse when natural flows are high could potentially increase the risk of flooding downstream. Consideration should be given to how to manage this process in order to minimise this risk of flooding to existing properties.

2. Groundwater

2.1 The construction method statement with planning application 14/01796/AMC identifies the requirement for a CAR licence in order to dewater the basement excavation. An assessment of the potential impacts of this process will be carried out as part of the CAR licence determination process. There are no immediately apparent, significant barriers to licensing a temporary dewatering abstraction at this location. At Section 1.10, above, we have advised of the need for proposals to dewater to be developed and agreed to take into account water quality and flows in the receiving watercourse. While these proposals are being developed and agreed account should also be taken of any implications for a CAR licence.

2.2 The presence of contamination on the former petrol station site (planning application 14/01797/FUL) indicates that the applicant should take care that the abstraction/management of groundwater levels does not cause the migration of contamination into previously uncontaminated areas. CEC is the lead regulator for land contamination but we will provide any assistance we can if contaminants are found to be an issue on this site. We consider it advisable for the applicant and CEC to address this issue prior to planning application 14/01797/FUL being determined.

3. Sustainable Urban Drainage Systems (SUDS)

3.1 Confirmation is required from the applicant that the SUDS scheme proposed meets the technical standards set out in CIRIA 697 and will comply with the terms of General Binding Rules (GBR) 10 and 11 of CAR in advance of this application being determined.

3.2 Currently the flow chart provided in drawing RBG-MZ-00-SC-770-001_02 does not appear to identify run-off from the south west area of the site receiving any SUDS treatment prior to discharge via an attenuation tank.

3.3 Confirmation that the larger scale SUDS scheme for the site has been sized so that it can accommodate all development proposed by both applications is needed. Greater clarity in the drawings illustrating SUDS proposals would be beneficial in providing a comprehensive overview of what areas are being treated by which SUDS measures.

3.4 As well as allowing greater certainty about the likelihood of proposals for SUDS meeting CAR requirements, provision of the information identified at 3.1 to 3.3 would also help enable CEC as the Flood Prevention Authority to be confident that this development was not increasing flood risk, on or offsite, prior to determination.

SEPA further comment

We are writing to you with regard to a letter sent to you and SEPA from Philip Davis of The Robert Bird Group on 17 June 2014 (their reference 3374/PD/SEPA) which was sent in response to our letter to you of 10 June 2014 (our reference PCS/133482) in response to the above planning applications.

The letter and accompanying drawing (RBG-MZ-00-PL-770-003) address the concerns we raised in our letter of 10 June 2014, with the exception of proposals for dewatering the site of the basement (please see point 1.4). We believe, however, there is a solution to this issue which we hope will be acceptable to City of Edinburgh Council (CEC) and the applicants (please see point 1.5). In addition, we would like to be consulted on the maintenance plan when it has been prepared (please see point 1.3) and we are concerned that issues relating to de-watering should be resolved after planning permission is granted (please see point 2.1).

The contents of this current letter are divided into the three areas of SEPA's interests on which we wrote on the 10 June 2014: Flood Risk; Groundwater; Sustainable Urban Drainage Systems (SUDS). Where appropriate the relevant numbering from our letter of 10 June 2014 and the letter from Philip Davis is included, in bold, to highlight how our concerns have been addressed.

Advice for the planning authority

1. Flood Risk

1.1 In the letter from the Robert Bird Group there is confirmation that the proposed greenfield surface water runoff rate is 4.5 ls-1ha which has been agreed with the flood prevention authority. SEPA is satisfied that this will ensure that there should be no increase in surface water runoff rates discharging from the site following the completion of the new Royal Hospital for Sick Children. 1.4.

1.2 The Robert Bird Group has provided a drawing (drawing number RBG-MZ-00-PL-770-003) which provides further detail on the different elements that will form the SUDS treatment of surface water. SEPA is satisfied that the secondary drainage system will provide additional resilience to the hospital site in terms of dealing with surface water issues. 1.5 & 1.6.

1.3 The Robert Bird Group confirms that a maintenance plan will be put in place to ensure that the drainage system should operate efficiently. 1.7. We would like to be consulted on this maintenance plan when it has been prepared.

1.4 In the letter of 17 June 2014, the Robert Bird Group provides further detail on the construction of the proposed basement of the Royal Hospital for Sick Children. Measures include finished ground levels that will slope away from the access point.

SEPA still has concerns, however, regarding the management of water during the dewatering stages of the basement construction. The discharge of pumped groundwater to the nearby Niddrie Burn has the potential to increase flows in the watercourse and increase the risk of flooding downstream of the discharge point. This issue will not be addressed through a CAR licence and, therefore, we recommend that this detail is considered before determining planning application 14/01796/AMC. 1.10.

1.5 In order for conditions to be discharged in relation to drainage and preventing increased flood risk, prior to work beginning on site, the applicants should submit for approval by CEC's flood prevention officer a management plan for the discharge of water to the Niddrie Burn that will ensure no increase in flood risk.

Caveats & Additional Information

1.6 Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

1.7 The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to Edinburgh Council as Planning Authority in terms of the said Section 72 (1). Our briefing note entitled: "Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities" outlines the transitional changes to the basis of our advice in line with the phases of this legislation and can be downloaded from www.sepa.org.uk/planning/flood_risk.aspx.

2. Groundwater

2.1 There is confirmation in the letter from the Robert Bird Group that de-watering of the site will be carried out by the Dunne Group which will be in contact with SEPA "to discuss the proposals prior to submission". The dewatering will be regulated under the Water Environment (Controlled Activities) Regulations 2011 (CAR). As noted in our response of 10 June 2014 (section 2.2) we advise that proposals for dewatering are agreed "prior to planning application 14/0179/FUL being determined". We stress this point to prevent the possibility of requirements for the CAR licence being incompatible with the terms of the planning permission. Section 2.

3. Sustainable Urban Drainage Systems (SUDS)

3.1 The information that had been provided by Philip Davis in his letter and accompanying drawing address all concerns set out under this section of our response of 10 June 2014. 3.1, 3.2 & 3.4, 3.3. We have no further comment to make on these points.

Edinburgh Airport comment

The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We therefore have no objection to this proposal.

Location Plan



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