

Development Management Sub Committee

Wednesday 17 June 2015

Application for Approval of Matters Specified in Conds 15/01605/AMC

At Edinburgh Royal Infirmary, 51 Little France Crescent,
Edinburgh

Approval of matters specified in conditions Nos. 1(c), 1(m)
and 6 of planning consent 11/02545/PPP.

Item number	5.7
Report number	
Wards	A16 - Liberton/Gilmerton

Summary

The proposals are acceptable and are in accordance with the development plan and the planning permission in principle. The landscaping proposals are supported, subject to an implementation and maintenance condition. 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, CITE18, CITH8,

Report

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**At Edinburgh Royal Infirmary, 51 Little France Crescent,
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and 6 of planning consent 11/02545/PPP.**

Recommendations

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

Background

2.1 Site description

The site is within the new Royal Hospital for Sick Children on the site of the Royal Infirmary of Edinburgh (RIE).

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 south west of the site adjoins a row of residential cottages adjacent to Old Dalkeith Road. Beyond Old Dalkeith Road lie the residential areas of Craigour 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 proposed helipad is located on the south-east part of the roof of the new hospital building.

The landscaped courtyards and external landscaped areas are located in various areas in and around the new hospital building.

2.2 Site History

16 December 2009 - a proposal of application notice approved for re-provision 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 creche 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);

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

27 August 2014 - planning permission was granted for the 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 (application reference: 14/01796/AMC);

27 August 2014 - planning permission was granted for landscape and parking proposals on the site of the former creche and petrol filling station associated with the re-provision (application reference: 14/01797/FUL);

24 September 2014 - planning permission was granted for the development of flood defences including erection of a flood wall structure, replacement of residential access bridge and ancillary works together with landscaping and associated works at land at Nether Craigour/Upper Craigour (application reference: 14/01810/FUL); and

16 November 2014 - planning permission was granted for the erection of flue stack at Energy Centre as part of re-provision of Royal Hospital for Sick Children and Department of Clinical Neurosciences, Condition 1(b) on PPP consent (application reference: 11/02454/PPP).

Main report

3.1 Description Of The Proposal

This application seeks the approval of matters specified in conditions 1(c), 1(m) and 6 of planning consent 11/02545/PPP.

Condition 1(c) relates to the design and configuration of all external spaces including internal courtyard and roof areas. Details have been submitted that show landscaping proposals located in various positions across the site, including internal courtyards, external play spaces and hard landscaped areas.

Condition 1(m) relates to the detailed siting and design of the rooftop helipad including details of night time lighting. The helipad is proposed to be located on the eastern part of the new hospital buildings on an elevated steel frame and will be 25 metres wide and 25 metres long. A steel access ramp is proposed to connect the new hospital with the helipad. The helipad will only be lit during dark hours when helicopters are landing/taking off.

Condition 6 states that the height and position of the rooftop helipad shall be substantively in accordance with the massing drawing NA/10727/L(100)G/06 of planning permission 11/02454/PPP which demonstrates the proximity of the helipad to residential properties on Old Dalkeith Road. These details have been submitted showing the height of the helipad at 77.8 metres AOD and the location of it on the south-east section of the hospital building.

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 details of the development are acceptable and comply with the planning permission in principle;
- (b) The proposals would have any adverse impact on the amenity of neighbours;
- (c) There will be any equalities or human rights impacts; and
- (d) The representations have been addressed.

a) The Details of the Development and the Planning Permission in Principle

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 (reference 11/02454/PPP). The impacts on residential amenity of the helipad were considered in the Environmental Statement (ES) that accompanied the PPP application and were assessed in the planning report. The final location and height of the helipad were matters reserved by conditions and are subject of this application.

Condition 6 of this permission states that *'the height and position of the rooftop helipad to be submitted and agreed as matters 1 (a) - (c) shall be substantively in accordance with the massing drawing NA/10727/L(100)G/06 which demonstrates the proximity of the helipad to residential properties on Old Dalkeith Road.*

The highest point of the helipad is at 77.8m AOD. This is over 2 metres higher than the 75.5m AOD as shown on the approved massing drawing, however it is substantively in accordance with the position with regards to the proximity of the helipad to residential properties and therefore is in accordance with the condition of the planning permission in principle. There have been no representations in relation to the height of the helipad and this is considered acceptable.

The landscaped courtyards and external areas of open space are appropriate and each one is designed on an individual basis to respond to the different environments. The planting is varied and the greenroof areas are acceptable. The design for the lighting arrangement for the helipad is appropriate.

Overall, the principle of the helipad was established in the previous permission and the design details of the proposal are in accordance with the conditions of the planning permission in principle.

b) Impact on Amenity

The main impact on residential amenity would come as a result of noise, light and draughts of helicopters arriving and departing. The principle of the helipad was established through the previous planning permission in principle where it was considered as part of the Environmental Statement. Noise and other amenity impacts of the helipad were considered in the ES and in the associated Addendum.

The helipad would be on the roof of the building, approximately 80 metres from the nearest residential properties. The location of the proposed helipad is fixed by the need to have an efficient and fast transfer time into the A&E department. The use of helicopters at the hospital site is already established in terms of the existing use and their use is in order to transport critically ill or injured patients to the hospital. The use of the helipad during hours of darkness would be limited to hospital-to-hospital transfers of patients, and a decision to land at the hospital would be based on a clinical needs assessment. Therefore the use of lighting on the helipad will be infrequent.

Policy Env 18 requires any health, environmental and amenity impacts from the proposed rooftop helicopter to be acceptable. A number of objections have been received from adjacent properties regarding the noise, amenity and health and safety impacts of the helipad.

A noise impact assessment was provided in support of the PPP application which assessed noise from helicopter arrival to and departure from the helipad. The assessment considered the helipad in the optimum position (in terms of least noise impacts upon surrounding residential properties) as the exact details of the helipad had not been confirmed at that point. This application now confirms the helipad position and it has remained very close to the position originally outlined within the PPP application.

In terms of noise, Environmental Assessment highlighted concerns at the PPP application stage that noise from helicopters is highly likely to affect surrounding residential properties and this position has not changed for this application. Surrounding hospital buildings to the south, which are five stories high will provide some protection to the nearby residential properties when the helicopters are very close to the helipad. However as soon as the helicopters rise from the helipad, any broken line of sight and protective benefits provided by the immediate hospital buildings will be lost.

Similarly, in terms of helicopter downdraft, the hospital buildings may provide some additional buffering protection to nearby residential properties but this protection will decrease once the line of sight is no longer broken by the hospital buildings. However, the information provided in support of the original PPP application advised that the likely height of the helipad will decrease any downdraft impacts on surrounding properties.

In terms of lighting, the helipad will only be floodlit prior to the arrival of a helicopter, with the lighting switched off following its departure. The lighting will be omni-directional across the surface of the helipad to ensure it is visible to the helicopter pilot above. The separation distance between the helipad and the properties at Little France Mills and the line of sight being broken by the intervening five storey hospital building will reduce the intermittent illumination and glare from the helipad and reduce the adverse effect on these properties during the hours of darkness. Other properties situated further away from the hospital (some of which are higher than the hospital) may be affected by some form of glare from the floodlighting. Should complaints be received in the future from these properties, a form of mitigation (by means of baffling) may be possible to protect these properties from floodlight glare.

However, it should be noted that the helipad lighting and position will be built strictly in accordance with latest design requirements, standards and Codes of Practice. In effect, safety associated with the use of the helipad is of paramount importance.

Environmental Assessment continues to advise that there remains the possibility that noise complaints will be received from the use of the helipad. However, the principle of the helipad has been consented and this application is unlikely to make the original proposals as outlined in the PPP application any worse. Therefore, in terms of the specifics of this application, Environmental Assessment do not raise any objections.

Overall, the proposed rooftop helipad is a critical requirement for the development and is an extension of an existing use for which there is a clear demonstrated need in the wider public interest. The amenity impacts are noted but are not an overriding factor that would justify refusal of the proposals.

c) 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 increase in noise and light pollution, however the principle of the development has been established and the loss can be justified.

d) Representations

The letters of objection raised the following material issues:

- The down draught will generate dust pollution (addressed in 3.3 (b) above); and
- Noise and light impact from helicopters, particularly throughout the night (addressed in 3.3 (b) above).

Overall Conclusion

The proposals are acceptable and are in accordance with the development plan and the planning permission in principle. The landscaping proposals are supported, subject to an implementation and maintenance condition. 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

Conditions:-

1. 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.

Reasons:-

1. In order to ensure that the approved landscaping works are properly established on site.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the later.

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:

This application was assessed in terms of equalities and human rights. The impacts are identified in the Assessment section of the main report.

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

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

Following neighbour notification, two letters of objection were received from neighbouring residents.

The material points of objection can be summarised as follows:

- The down draught will generate dust pollution; and
- Noise and light from helicopters, particularly throughout the night.

A full assessment of the representation 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](#)
- [Edinburgh City Local Plan and Rural West Edinburgh Local Plan](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

**Statutory Development
Plan Provision**

The site is within the Urban Area where general infrastructure and employment policies apply.

Date registered

2 April 2015

Drawing numbers/Scheme

1-28,

David R. Leslie

Acting Head of Planning and Building Standards

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

Policy Hou 8 (Inappropriate Uses in Residential Areas) establishes a presumption against development which would have an unacceptable effect on the living conditions of nearby residents.

Appendix 1

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Consultations

Environmental Assessment, Services for Communities. Date: 22/4/15

The application provides further information in relation to the consented hospital helipad and associated floodlighting. The nearest residential properties are situated around 80 metres away at Little France Mills although residential properties are also situated to the north-west (Mains of Craigmillar), to the west on Old Dalkeith Road, across Old Dalkeith Road to the south (including Nether Craigour, Upper Craigour and Moredunvale Road) and to the southwest on the north side of Dalkeith Road.

A noise impact assessment was provided in support of the PPP application which assessed noise from helicopter arrival to and departure from the helipad. The assessment considered the helipad in the optimum position (in terms of least noise impacts upon surrounding residential properties) as the exact details of the helipad had not been confirmed at that point. This application now confirms the helipad position and it has remained very close to the position originally outlined within the PPP application.

In terms of noise, Environmental Assessment highlighted concerns at the PPP application stage that noise from helicopters is highly likely to affect surrounding residential properties and this opinion has not changed with this updated application. Surrounding hospital buildings to the south, which are five stories high and include the restaurant and plant room, will provide some protection to the nearby residential properties when the helicopters are very close to the helipad. However as soon as the helicopters rise from the helipad, any broken line of sight and protective benefits provided by the immediate hospital buildings will be lost.

In terms of helicopter downdraft, the same buildings may provide some additional buffering protection to nearby residential properties but this protection will decrease once the line of sight is no longer broken by the hospital buildings. However, the information provided in support of the original PPP application advised that the likely height of the helipad will decrease any downdraft impacts on surrounding properties. The previous advice should still be pertinent for the helipad height as proposed within this application.

In terms of lighting, the helipad itself will only be floodlit prior to the arrival of a helicopter, with the lighting switched off following its departure. The lighting will be omni-directional across the surface of the helipad to ensure it is visible to the helicopter pilot above. The 80m separation distance between the helipad and the two storey properties at Little France Mills and the line of sight being broken by the intervening five storey hospital building (including plant room and restaurant) will reduce the intermittent illumination and glare from the helipad and any adverse affect on these properties during the hours of darkness. Other properties situated further away from the hospital (some of which are higher than the hospital) may be affected by some form of glare from the floodlighting. Should complaints be received in the future from these properties, a form of baffling may be possible to protect these properties from floodlight glare.

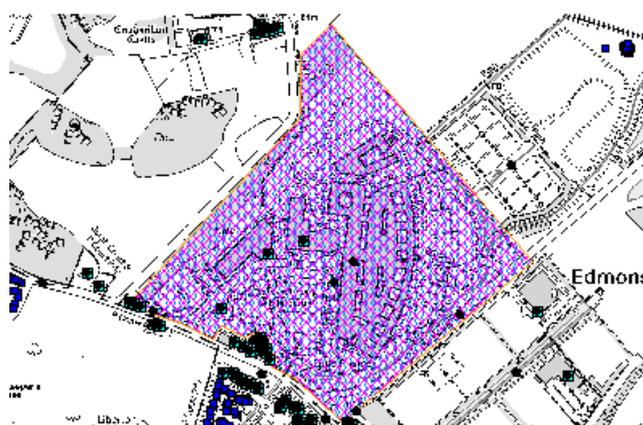
However, it should be noted that the helipad lighting and position will be built strictly in accordance with latest design requirements, standards and Codes of Practice. In effect, safety associated with the use of the helipad is of paramount importance.

Environmental Assessment therefore continues to advise that there remains the possibility that noise complaints will be received from the use of the helipad. However, the principle of the helipad has been consented and this application is unlikely to make the original proposals as outlined in the PPP application any worse. Therefore, in terms of the specifics of this application, Environmental assessment will not raise any objections.

Transport Planning 07.05.15

Transport Planning have no objections to the application.

Location Plan



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