Planning Applications Committee Report

ERECTION OF CIRCA 350 BED HOSPITAL, STAFF RESIDENCES, ENERGY CENTRE AND ASSOCIATED DEVELOPMENT (APPROVAL OF MATTERS SPECIFIED IN CONDITIONS 3-8, 9-14, 16-18 AND 20-23 OF PLANNING PERMISSION IN PRINCIPLE 13/P/3/0030 RELATING TO LAYOUT, DESIGN, EXTERNAL APPEARANCE, LANDSCAPING, PHASING, TRANSPORT INFRASTRUCTURE, TRAVEL PLAN, TRAFFIC MANAGEMENT, ENVIRONMENTAL MANAGEMENT, ENERGY CENTRE, EXTERNAL LIGHTING AND SEAGULL PREVENTION) AT LAND AT GARROCH FARM, GARROCH LOANING, CARGENBRIDGE, DUMFRIES

Application Type: Approval Required By Condition of PIP

Applicant: D&G Health Board/High Wood Health Ref. No.: 14/P/3/0478

Recommendation - Approve unconditionally

Ward - Abbey

Hierarchy Type (if applicable) - Major

Case Officer - Patrick Hanna

1 BACKGROUND

1.1 Under the Scheme of Delegation, this application requires to be considered by the Planning Applications Committee because it is a Major development and 6 timeously received third party objections on material planning grounds have been received.

The application site

1.2 The application site comprises 20.4 hectares of land located some 4km south-west of Dumfries, adjacent to the recently enlarged Garroch roundabout on the A75(T) Dumfries bypass. The site is bounded along the northern boundary by the U347n Glen Road and beyond to the A75. To the north-west lies Kilnford Barns Farm Shop. The eastern boundary is adjacent to the Cargenbridge Business Park, which contains a number of large and medium sized industrial operations. The DuPont Teijin Plant is sited to the immediate south-east with the Cargen Tower beyond, which is occupied by Dumfries & Galloway Council. Between the application site and the business park is Garroch Farmhouse and an associated business unit, housing Value Mark Furniture; these units
are accessed separately from the main business park, by means of a private access along the north of the eastern boundary. The boundaries to the south and west are field boundaries, with open countryside beyond. To the south-west, the site is backclothed by West Hill and High Wood. To the west, contiguous with the application site boundary, is the Terraughtie House non-inventory designed landscape, with the Category B listed Terraughtie House some 400m distant. The site is within 200m of the Terregles Ridge Regional Scenic Area.

1.3 The site is predominantly agricultural land, comprising semi-improved pasture with some scattered broadleaved trees and hedgerows. The topography of the site is defined by a pronounced hillock located within the northern part of the site. There are no watercourses within the site, although a small watercourse / field drain, known as the Terraughtie Burn (a tributary of the Cargen Water) bounds the south and south-east of the site. Access to the site was originally taken via a field gate to the north-east corner of the site, but is now provided by both the recently constructed new leg from the Garroch roundabout and the secondary access road from the Cargenbridge Business Park.

Planning history
1.4 Planning permission in principle 13/P/3/0030 was granted in May 2013 for erection of a circa 350 bed hospital, staff residences, energy centre, formation of new access and internal road network, formation of helipad and car park (980 spaces including disabled parking), landscaping and ancillary development, subject to conditions and completion of Section 69 legal agreement. The legal agreement secured NHS D&G financial contribution towards the following enabling works/measures:-
• Pleasance Avenue / New Abbey Road. Suggested roundabout to replace the existing T-junction.
• Park Road / Dalbeattie Road. Suggested re-prioritisation of the existing priority to Dalbeattie Road.
• Park Road / New Abbey Road area. Extension of the existing cycleway.
• Provision of bus service to the proposed hospital site, with equal or better service than the current service to the existing DGRI Bankend Road.
The total contribution by NHS D&G to these local road and cycleway improvements is £368,625 with an additional £70,000 per annum (diminishing) for the bus service.

1.5 Full planning permission 13/P/3/0416 was subsequently granted in December 2013 for formation of new access to the current application site, enlargement of the A75 Garroch roundabout, realignment of the Glen Road and ancillary works. This development was completed in October 2014.

The current application
1.6 The above approved planning permission in principle was based upon a 'reference design' for the hospital building and site. This was developed by the NHS to rigorously test the floor space requirements and clinical adjacencies (i.e. the proximity of particular departments to others) within the building, as well as set out the design aspirations for the site. The planning permission in principle was tightly conditioned to ensure that the reference design was not substantively amended, and the current proposal adheres to those requirements.
1.7 As a result, the current application is solely for approval of matters specified by conditions in the planning permission in principle. Specifically, these are:-

- Layout of the site (Condition 3)
- Design of the buildings (Condition 4)
- External appearance of the buildings (Condition 5)
- Landscaping of the site (Condition 6)
- Phasing of development of the site (Condition 8)
- Works to A75 Garroch roundabout (Condition 9)
- Modifications, or other scheme, to A75 Glasgow Road roundabout (Condition 10)
- Modifications, or other scheme, to A75 Edinburgh Road roundabout (Condition 11)
- Modifications, or other scheme, to A75 Lockerbie Road roundabout (Condition 12)
- Travel plan (operational) (Condition 13 - non-suspensive)
- Scheme for managing traffic from secondary access (Cargenbridge Business Park) (Condition 14)
- Public street lighting (Condition 16)
- Traffic management plan (construction works) (Condition 17)
- Construction environmental management plan (Condition 18)
- Power generating system for energy centre (Condition 20)
- External lighting (within site) (Condition 21)
- Seagull prevention scheme (Condition 22)
- Surface water/SUDS maintenance (Condition 23 - non-suspensive)

The proposal
1.8 The proposal is for the erection of a new regional hospital to replace the existing Dumfries and Galloway Royal Infirmary (DGRI) at Bankend Road, Dumfries. The development would serve the whole of the Dumfries and Galloway region and would accommodate approximately 350 beds, with 30,000 in-patients and 100,000 out-patients annually. The proposal includes the following key elements:-

- hospital building;
- 980 car parking spaces, 88 cycle parking spaces and helipad;
- separate dedicated emergency entrance;
- staff residences;
- service yard and energy centre;
- landscaping; and
- provision of SUDS scheme.

Hospital building
1.9 The proposed hospital building would contain the following key departments; Emergency Care Centre (ECC), Out of Hours GP, Out-Patients Department, Orthopaedics, Combined Assessment Unit, Imaging, Palliative Care, Oncology, Short Stay Unit, Theatres and Endoscopy, Critical Care Unit, Women's Services (containing Maternity, Birthing, etc), and eight generic wards. The remaining wards are due to be accommodated in the existing Cresswell Maternity Unit, refurbishment of which is due to be completed by Summer 2019.

1.10 The design of the hospital building comprises three key components:-

- The first and largest component is the Technical Block, containing the main entrance,
ECC, Out-Patients Department, Theatres, Imaging, etc. This is broadly rectangular in footprint, punctuated with lightwells, and orientated with principal elevation to the north-east site entrance. This block is mostly arranged over three floors, with smaller areas of lower ground service accommodation, and variating monopitch roofs with ridges of up to approximately 17m in height, and 20m at the main entrance. The main entrance also has an ‘orientation tower’ reaching up to 23.5m.

- The In-Patient Pavilions form the second component. These generic wards radiate out from the rear of the Technical Block, connected by a glazed corridor which forms a central enclosed courtyard. Each pavilion is rectangular in form and three storeys in height, with truncated pitched roofs of approximately 18m in height. These pavilions are stepped into the sloping ground, by one floor level, such that the ridge height would be some 3-6m lower than the Technical Block.
- The third zone is the Women and Children’s Block, which is appended to the principal elevation of the main block, and comprises a curved frontage around its own internal courtyard. This block would be two storeys in height with flat sedum roof behind parapet walls.

All component parts of the building are to be finished primarily in architecturally treated reconstituted stone of varying white and blonde hues.

Parking, helipad and emergency entrance
1.11 The site is already served by the new accesses from the Garroch roundabout and the Cargenbridge Business Park. These would form the main public and service accesses respectively. A third emergency access route is to be provided along the Glen Road for blue-light traffic only, with a dedicated route to the ECC(A&E) entrance and the helipad. The helipad would be formed on a raised mound, some 5m above road level (2.5m above existing ground level), to provide clear flight lines and to create level access into ECC. A total of 980 car parking spaces would be provided to serve the development, across four parking areas, providing dedicated ECC parking, standard parking, disabled parking, and parent and child parking. Three cycle parking areas are proposed; at the main entrance, the ECC entrance and at the staff residences, providing a total of 88 spaces.

Staff residences
1.12 The staff residences are proposed to be located at the southern end of the site, within the rear landscaped zone. They comprise a single block of three storeys, with asymmetrical roof arrangement, and with three wings facing towards the landscaped zone. The residences would be finished with wetdash render and artificial slates.

Service yard and energy centre
1.13 A service yard is proposed at the southern end of the Technical Block. It is at lower ground level, thereby screening service vehicle movements as seen from the ground level car park. A dedicated, stand-alone energy centre would also be provided at this location, comprising a 14m high flat roof block building and 42m (max) proprietary sectional steel flue. A further compound is proposed for diesel engine standby generators, oil storage and 35.9m (max) chimney. The energy centre would be powered primarily by 2 Combined Heat and Power units and 4 standby generators. Two small VIE compounds are also proposed near the service yard for the storage of medical gases.
Landscaping
1.14 The existing site is characterised topographically by the hillock (23.5m) to the northerly half of the site, and the proposed layout intends to utilise site levels to accommodate split levels between the Technical Block (20.7m FFL) and the In-Patient Pavilions and service yard area (16.2m FFL). The finished ground levels would slope down to the existing site boundaries (15m at the Glen Road and Garroch access, and 19-20m around Garroch Farmhouse).

1.15 There are four key zones of landscaping. The first is the central ‘woodland’ on the main approach to the site, bounded by two tree-lined avenues leading to the hospital entrances. The second comprises the hospital entrances either side of the woodland, with hard and soft landscaped drop-off plazas and car parking areas. The northernmost of the car parks would be terraced, with intervening landscaped strips to provide screening. The areas around the helipad would not be planted to ensure clear flightpaths. The third zone is the 'healing environment' at the rear of the site that would be seen and experienced from the In-Patient Pavilions, and which includes palliative care garden, areas of woodland, and a network of footpaths. Finally, there would be a series of therapeutic internal courtyard gardens that will encourage access and use by patients and visitors, as well as hospital light courts (without general public access).

SUDS
1.16 The proposed SUDS scheme integrates a variety of measures to collect and attenuate surface water before discharging into an existing outfall from the site to the adjacent Terraughtie Burn. Measures include porous paving, filter trenches, swales, bio retention, underground stormblock units, and formation of a SUDS detention basin at the north-west site boundary.

1.17 A flood compensation storage area is to be provided to the western corner of the site, reaching along the western boundary to the lower banks of the helipad.

Supporting Information
1.18 The following documentation has been submitted in support of the application:-
- Addendum to Environmental Statement, comprising:-
  - Landscape and Visual Impact Assessment
  - Flood Risk Assessment Addendum
  - Noise Survey Data
  - Acoustic Strategy
  - Great Crested Newt Assessment
  - Breeding Bird Survey
  - Ecology Report
  - Protected Species Report (confidential)
- Seagull Prevention Scheme
- Construction Phasing Scheme
- Planting Strategy
- Landscape Management Plan
- Construction Environmental Management Plan
- Drainage Maintenance Plan
Amendments
1.19 Following officer advice, amended plans were submitted for re-siting of the residences from the Garroch site entrance to the current proposed position at the rear of the site, for minor alterations to take account of various initial comments from consultees, and to correct a land ownership boundary error. The significant amendment of resiting of residences was subject to additional advertisement and neighbour notification, although it should be noted that this amendment brings the proposal more into line with what was shown on the original reference design.

Project timetable
1.20 The proposed building is intended to be delivered by the NPD (Non-Profit Distributing) funding model, which relies on private sector funding instead of public sector funding. Following the grant of planning permission in early May 2013, the Scottish Government approved the outline business case of the project in late May 2013. An opening bidding process was subsequently held, with the preferred bidder being selected in September 2014. The preferred bidder - the applicant - is responsible for achieving the remaining necessary consents and permissions (including this one) before financial close is reached in January 2015. Construction is scheduled for commencement in early 2015, with final handover of the site to the NHS in Autumn 2017. Commissioning of the hospital and staff inductions would then take place until Spring of 2018 when the first patients would arrive.

2 CONSULTATIONS

2.1 Transport Scotland: No objections.
(a) Condition 9. The works relating to the trunk road have been undertaken.
(b) Condition 10. A letter of undertaking dated 19 September 2014 has been submitted by NHS D&G to DGC in respect to a commuted sum in relation to off-site mitigation works. DGC has previously indicated willingness to resource the design and supervision of the works. Transport Scotland would seek to formalise this arrangement between the Council and Transport Scotland, they would consider the condition to be discharged on this basis that the works shall be designed, procured and supervised by DGC in consultation with Transport Scotland.
(c) Condition 11 & 12. Agreement has been reached such that the works required by these conditions have been consolidated into a single location covered by Condition 10.
(d) Condition 13. Transport Scotland is satisfied that the Travel Plan is sufficiently comprehensive and detailed.
(e) Condition 17. The Traffic Management Plan is generally in accordance with discussions with the Operating Company on behalf of Transport Scotland.

2.2 Council Roads Officer: No objections.
(a) Primary access is provided off the A75 Garroch roundabout via an access road granted
permission (13/P/3/0416) and which has been constructed in full. A secondary access for deliveries will also function as an EVA and has been constructed off the U350n Garroch Industrial estate public road. A 'Blue Light' access and egress point is proposed off the U347n The Old Glen public road. Satisfactory visibility is achievable in both directions (2.4 x 215m to the west and 2.4 x 160m to the east).

(b) Road Marking / Signage plans. The use of 'No Entry for Vehicular Traffic' and 'Except for Access' signs in combination is not prescribed in the TSR&GD 2002, contradictory and likely to be abused. Only prescribed signage in accordance with the TSR&GD 2002 should be erected within the public road boundary. It would be appropriate that a non-prescribed sign is erected on both sides of the access on or just inside the site boundary clearly indicating the access restrictions that should apply.

(c) The approaches to the irregular-shaped roundabout for access and egress to the site are shown to have triangular splitters. These are not notated on the supplied plan in any way and it is unclear if these are to be formed as hatching, road marking or as some sort of physical raised feature.

(d) The supplied kerbing plans do not indicate transition / bullnosed kerbs at crossing points.

(e) The PTS drop-off point at the main entrance plaza is furnished with 1:1 tapers. Less severe tapers would assist vehicle manoeuvring and use of the bays.

(f) All access footways / paths within the site should be designed to accommodate shared cycle use.

(g) All footways / paths that include right angled or acute changes in direction should have chamfered inside angles to provide more user friendly routes.

(h) All cycle stances should be covered.

(i) The direct desire line from the out-patient car park to the main entrance plaza is directly across the vehicular pick-up / drop-off area. It would assist if landscaping on the teardrop shaped island and/or other measures are installed to make jaywalking at this location unattractive and minimise the risk of vehicular / pedestrian conflict.

(j) The supplied expansion strategy plan indicates potential development options that may occur in the future but expansion of the facilities is also likely to result in a requirement for additional parking provision. However, it is unclear where any resultant additional parking provision can be provided within this site.

(k) The issue of the helipad in operation potentially causing a distraction to motorists on the Trunk and public roads to the detriment of road safety has been raised previously. The Police have also raised similar concerns. It should be noted that this application does not include screening and with the elevation of this feature, fails to address those concerns.

(l) The supplied drainage plans do not indicate any positive interception of surface water run-off along the base of the helipad embankment to prevent surface water running onto the public road. It would be appropriate that plans showing drainage arrangements be submitted and approved prior to works commencing on site.

2.3 **Council Strategic Transportation**: No objections.

(a) “Designing Streets” requires new developments to be designed as 20mph speed limits and this major development, with probably far greater traffic levels on some roads than some residential development roads, does not appear to be proposed as a 20mph speed limit. Given these will be private roads, this would not need to be supported by a Traffic Regulation Order but lower speeds should be obtained by nature of the road layout design. This could then be reinforced by providing 20mph signs at entry to site and as repeaters throughout the site.
(b) A roundabout “Give Way” line is shown on entry to site from the public road network. However, the traffic to give way seems likely to be very limited. To ensure a smooth flow of traffic into the site, there should not be a “Give Way” across the entry. Indeed, it would be preferable to reconsider this whole “roundabout” – possibly treating each junction as a normal priority junction.

(c) Road markings within site. In the interests of driver understanding, these should be as they would find on the public road network; this does not appear to be the case. It is suggested that the proposals are reviewed by a qualified traffic engineer. i.e. “Give Way” triangles are not used on the approaches to roundabouts (shown on two arms at the first internal “roundabout”), and “Stop” lines should not be used at “Zebra crossings”.

(d) Traffic signs within site. As for road markings, e.g. there should not need to be “Give Way” signs provided at every junction within the site. (A potential cost saving now and in future with regard to maintenance, rather than something “wrong”). Appropriate signage should be provided adjacent to parking spaces for the disabled.

(e) Proposed “Zebra crossings”. As Zebra crossings are not suitable for use as controlled crossings for cyclists, it is recommend that they are not used in this way within this site. The use of “Cycle” symbols and small versions of “Give Way” markings on the shared use path approaches to the road crossing should suffice. Where it is considered necessary to make such provision for pedestrians only, they should be accompanied by Belisha beacons.

(f) Provision for pedestrians within car parks should be by means of footways, not marked out “lanes” within the running carriageway of car parks. This is particularly important in vicinity of parking spaces for the disabled. The disabled spaces closest to the main entrance appear to be separated from a footway by a narrow landscaping strip and trees.

(g) Layout and operation of car parks. In the west car park some spaces can only be reached by travelling to the far south, then back to the north, before travelling down a southbound aisle. This may lead to disregard of the marked out one way operation, to the detriment of road safety. Given aisles will be wide enough for two way flow anyway, it is suggested the operation of the car park layouts be reviewed by a qualified traffic engineer. Rather than just designation signage at car park entries, direction signage for patient and visitor parking would be appropriate, from site access to car parks. Signing of exit routes would be desirable as well.

(h) Bus stop. An appropriately sized bus shelter should be provided. It would be appropriate for “Real time” passenger information to be provided at the bus stop.

(i) Traffic Management Plan. Point of detail; National Cycle Route 7 does not run along Garroch Loaning.

(j) Travel Plan. This should be reviewed by a suitably qualified transport engineer.

2.4 Council Landscape Architect: No objections.

(a) The planting strategy and proposals for the courtyards and light courts are broadly welcomed. The choice of shrub and tree species is also welcomed, though it is suggested that some of the perennial species such as Knipofia and Crocosmia are relatively high maintenance (Knipofia is short-lived; Crocosmia multiplies rapidly once established).

(b) For clarity, Pinus sylvestris (Scots Pine) and Acer campestre (Field Maple) are not native to this part of Scotland. However, their inclusion in the woodland mix is supported because of increased species diversity, and including trees that thrive in milder climates to the south is potentially helpful in terms of withstanding the effects associated with climate change.
(c) Proposals to include ‘meadows’ with long grass are welcomed, however the potential for plant species diversity including wildflowers will depend on the soil quality; too rich a soil and the more aggressive grass species will dominate. Given that the site is characterised by rich agricultural soils, this will require careful consideration.

(d) Maintenance proposals are comprehensive and broadly acceptable. However, they include the use of herbicides around trees for the first 5 years. It could not be established what weed suppression measures are to be included in the planting contract but has concern about this level of chemical use in areas created as potential habitat. It is suggested that other options are considered; specifically the use of mulch mats and mulch layers (there should be additional financial and ecological benefits to using wood chip from on-site operations in later years provided accepted horticultural processes are followed – see BS3998:2010).

(e) Three of the woodland paths appear to lead to ‘dead ends’ on the site boundary; it could not be established if there was a particular destination for these paths such as a sitting area, focal point or key view (or possibly access to the wider area) but the paths would be much more interesting and usable of they were to link to such locations.

(f) The path layout is based on geometric radii; this leads to acute angles where paths meet. Such junctions are awkward; people tend to cut the corner, wearing away the grass/planting; they are awkward for plant establishment because there is little soil between the kerbs/haunching and are awkward to mow/maintain. Suggest these be softened throughout the scheme.

(g) Access to the women and children’s entrance. From the southern (nearest) car park, pedestrian access deflects from the desire line (unless visitors use the roadway or cross the planted island). Whilst traffic flow will be low, vehicles would be swinging around the island and could lead to conflict; this should be reviewed. The corner of the planting bed outside this entrance should be removed to improve access.

(h) The planting beds within paved areas at the main entrance create narrow gaps which would be awkward to maintain and clean. Suggest minimum widths should reflect the width of cleaning vehicles (if used).

(i) The southern end of the southern visitor car park lacks a dedicated pedestrian link. The staff car park is linked to a pedestrian access path in the centre of the car park creating a convoluted route; suggest these are combined to create more direct dedicated routes.

(j) The southern visitor car park lacks sufficient dedicated pedestrian links and tree planting. As a result, there will be very little shelter or shade and the experience for visitors would be poor, based on weaving in and out of parked cars, sharing routes with moving vehicles and potentially being exposed to the elements. Suggest additional routes are created with additional tree planting between bays.

(k) Pedestrians crossing the vehicular access to the main entrance would be ‘deflected’ by shrub planting. The actual crossing follows a curve which leads away from the entrance. Whilst it is understood that the following of kerbs in plan has a design aesthetic, this would be awkward and does not follow the desire line. Suggest this is revised with contrast paving taken across the road lane as a potential traffic calming measure.

(l) Both vehicular routes into the site have long straights; this could lead to higher traffic speeds and potential conflict with pedestrians exiting car parks and landscaped areas. If not already proposed, there may be a need for traffic calming measures.

(m) The northern car park lacks adequate pedestrian links from the eastern parking areas; access across the service road is blocked by a swale and there are no dedicated
pedestrian routes serving this area. Once over the swale, opportunities to access the hospital by walking through the garden area appear to be denied – at least there are no path links shown. Suggest at least one pathway is added with bridge(s) across the swale.

(n) The cycle lane access to the site is extremely poor; once in the site, it crosses six traffic lanes across the car park area. The small sections of path do not link with parking bays either so would also be awkward for pedestrians to use. This should be reviewed to create a more direct route which avoids having to cross every car park access. Dedicated pedestrian links should also be provided – potentially linking across the western access road to a new footway on the far side (running parallel to the emergency access lane).

Update (10 November 2014):
(a) According to revised drawings, the proposed residential blocks are relocated to the rear (south) of the main hospital. The ‘vacated’ area to the front of the site is landscaped with woodland planting. Whilst additional tree planting is broadly welcomed, the area does not appear to have any particular function and it is suggested that part of it be used as additional car parking to free up space within the southern car park for creating dedicated pedestrian routes and additional tree-planting (see original comments above).
(b) The proposed residential blocks have been ‘superimposed’ over the existing landscape plan and appear to conflict with the laid out circular path in that the path passes within a couple of metres of the building. This landscaped area is accessed from the café plaza and would appear to be for the benefit of visitors and patients. It may be better to keep the two areas / uses separate through plant screening and level changes.
(c) The revised drawings appear to include a ramped exit path from the café plaza; if this is the case, it would resolve previous concerns regarding providing an alternative to stepped access to the garden areas.
(d) The cycle lane access to the site is extremely poor - assuming this is the dedicated cycle route into the site. The revised drawings do not show a link from the car park to the road; this does not address the issue of creating an acceptable link and this should be reviewed to create a more direct route which avoids having to cross every car park access.

2.5 SEPA:– No objections.
(a) No air quality assessment was submitted.
(b) With regard to the CEMP, SEPA have no concerns regarding the discharge of Condition 18.
(c) SEPA consider that an appropriate Flood Risk Assessment (FRA) has been undertaken, given the focus on surface water flooding issues and assessment of the Terraughtie Burn. SEPA would however re-iterate concerns raised previously about viability of emergency access / egress from the Cargen Pow which was not part of the assessment or a requirement of the planning conditions. It can be confirmed that the hydrology has been updated and considered appropriate. It is also noted that the 1 in 1000 year design flow has been used which is in line with the standard of protection required for essential civil infrastructure such as a hospital.
(d) With regards to surface water flooding and management, it is stated that a SUDS scheme will be implemented and further information will be provided at the detailed design stage. It is recommended that the Flood Prevention Authority (FPA) satisfy themselves that post development runoff and management are acceptable for flood control purposes. The FRA also recommends that finished ground levels slope away from buildings which SEPA would support.
(e) SEPA have previously raised concerns with regards to site access / egress. The main potential flood risk is considered to be from the Cargen Pow. SEPA maintain their concerns about this risk and would recommend that this is quantified in more detail. As such, the FPA and other relevant parties should satisfy themselves that emergency access / egress is viable during flooding.

2.6 Council Flood Management Team: - No objections.
(a) The FRMT were consulted with regard to flood risk on the site. While the site lies outwith the 1 in 1000 fluvial floodplain of Cargen Water, it is worth noting the risk posed to the site from pluvial flows.
(b) The developer has now supplied pre- and post-development floodmaps for the 1in1000 year scenario which demonstrate the buildings are not at risk of flooding and that any potential flooding is contained within the application site.
(c) The submitted maps also demonstrate alternative culvert blockage scenarios in which the predicted effects do not increase flood risk on or off the application site.
(d) Details of the proposed SUDS system have been provided and the developer is satisfied that that flood risk on or off the site will not be increased. The SUDS have also taken surface water flows and potential 1 in 200 year scenario flooding into consideration.
(e) The developer has failed to adequately address concerns regarding safe access and egress from the site during 1 in 200 or 1 in 1000 year events. The FRMT would take this opportunity to reiterate this risk to the developer.

2.7 SNH: - No objections.
(a) Bat roosts were found in trees impacted by the development. SNH advice with regard to bats is that if this application is approved, even with the mitigation set out in the species protection plan, a licence from SNH will still be required by the applicant before they can proceed with the development. Bats are a European Protected Species. This means that if minded to approve this application then the authority should consider that the licensing tests set out in Habitats regulations are likely to be met. Based on the information currently available to SNH, it is likely that the tests would be met and therefore that a licence would be granted.
(b) All wild birds, their nests and their eggs are protected in law by the Wildlife & Countryside Act 1981. Therefore, with regard to breeding birds, the mitigation and enhancement statement should be implemented in full.
(c) Badgers and their setts are protected in law by the Protection of Badgers Act 1992. Therefore, the badger mitigation recommendations in the survey report should be implemented in full.

[ NB - further to this response, SNH have now granted an EPS licence to NHS D&G to carry out the proposed works to protected habitats ]

2.8 Council Biodiversity Officer: - No objections.
(a) Agrees with the conclusions of both the Ecological Report and the Breeding Bird Survey that the site is currently of limited biodiversity value. The species and habitats currently present include some legally protected species and some identified as priorities in the Dumfries and Galloway Local Biodiversity Action Plan (LBAP). Confident that issues relating legally protected species can be addressed, as outlined in the reports, through discussion with the statutory licensing agency, Scottish Natural Heritage. With regard to
LBAP Priority Species, including Linnet, Starling, Song Thrush, House Sparrow, Tree Sparrow and hedgerows, agrees that none of these can be assessed as being of any more than of local importance at this site and that the proposals have the potential to provide enhancements for some of these (and other) species and habitats, resulting in a net benefit for biodiversity.

(b) The Breeding Bird Survey outlines potential biodiversity enhancements, but makes no firm commitments to implementing such enhancements, referring to them as “potential” actions which “may provide” benefits “if” carried out. Similarly, the Landscape Masterplan makes reference to potential biodiversity enhancements, but provides little detail of the specific enhancements and the specific biodiversity benefits that would result. Rather, the biodiversity benefits are presented almost as the incidental result of landscaping carried out for other reasons.

(c) Accepts that biodiversity benefits are unlikely to be the principal reason for much, if any, of the landscaping. However, relatively modest modifications to the design, and more importantly to the maintenance schedule, can result in significant local biodiversity enhancements. The NHS, as a public body, is required under the Nature Conservation (Scotland) Act 2004 “in exercising any functions, to further the conservation of biodiversity so far as is consistent with the proper exercise of those functions.” Therefore, recommend that a firm commitment is made to implement 5.1.2.1 of the Ecological Report: “Production of a long-term habitat management plan for the landscaped areas of the site, including wetland (SUDS), woodlands and grassland management for biodiversity”. NHS D&G may wish to consider establishing an advisory group to assist with implementation and review of such a plan, as currently occurs on a number of other publically owned sites in the region. A number of local conservation organisations, as well as staff / patient representatives may be willing to assist such a group on an occasional basis.

2.9 Police Scotland:- No objections.
(a) Although the main access to the new hospital will be from the A75 / Garroch Loaning roundabout, Police Scotland acknowledge that secondary / emergency access route will be provided via the U350n Garroch Business Park. However, it would appear from the plans provided that a vehicle travelling into the new hospital site from the U350n will be presented with a very tight / acute right turn in order to then gain access to car park area. If this layout remains, vehicles will either have difficulty in making this acute turn or the alternative would be for all vehicles to travel around the rear of the building via the helipad, which seems unnecessary.
(b) It would be desirable if the helipad was out of view from passing road users on the adjacent A75 and U225 roadways in order that a distraction is not caused resulting in a road safety issue. However, it is noted that the helipad will be located in the immediate vicinity of the A75.
(d) It is noted in the order of 980 car parking spaces are proposed and that a Travel Plan would be implemented to encourage alternative modes of travel. What cannot be permitted is the overflow of parked vehicles onto the surrounding road network, as happens at the existing hospital site. It may be advisable to have electronic signs at the entrance to each car park in order that visitors know in advance where to find an available car parking space instead of driving around the ground looking for one.
(e) The documents submitted with the application highlight the desire for a parking strategy and the fact that the surrounding road network provides an unrestricted parking supply. Depending on what is proposed within the site motorists may be tempted to park out on
the public road network to the detriment of other vehicle movements. It is noted that the strategy will include different durations of stay in the car park and that parking enforcement is stated as a key aspect. Although the enforcement agency is still to be determined, Officers of Police Scotland will not be directed to enforce restrictions imposed within this car park.

2.10 Historia Scotland: - No objections. Historic Scotland are satisfied that there will be no significant effects on the site or setting of any heritage assets within remit.

2.11 Council Environmental Standards: - No objections.

2.12 Council Contaminated Land: - No objections.

2.13 Scottish Water: - No response.

3 REPRESENTATIONS

Objection (6):
Kilnford Farm Shop, The Glen, Dumfries
Alison Crooks, 63 Rotchell Road, Dumfries
David Fallas on Behalf of Mr J O'Hagan, Garroch Farmhouse, Cargenbridge
David Fallas on Behalf of Mr M O'Hagan, Value Mark Furniture, Cargenbridge
Sally Hinchcliffe, Cycling Dumfries, 2 Drumclyer Cottages, Irongray
Mr Keith Walters, 2 Yarrow Place, Hardthorn, Dumfries

3.1 The grounds for objection can be summarised as follows:-

Traffic
(a) Now that the Garroch roundabout has been in operation, its likely effectiveness in coping with the significant traffic increase from the proposed development has been tested. The hardship, disruption and inconvenience caused by these works will only become more significant when the additional hospital traffic is added.
(b) The business to the rear of Garroch Farmhouse is solely reliant on the transfer of goods by road. Since the completion of the Garroch roundabout, this business has experienced delays in despatch and receipt of goods, and this impact will increase significantly with the proposed development.
(c) Garroch Farmhouse and the business to the rear results in up to 100 vehicle movements a day, over 24 hours a day to meet delivery company schedules.
(d) Vehicles delivering to Garroch Farmhouse and the business to the rear commonly have to wait before turning right. This has caused problems with traffic backing up on the Garroch roundabout. A yellow box outside this access would prevent this problem.
(e) The emergency access opposite the Kilnford Barns access is of concern.
(f) The speed limit along the Glen Road should be reduced from 60mph, there have already been several minor accidents at Kilnford Barns.
(g) The existing pedestrian crossing at Kilnford Barns is also a potential hazard. Concerned about pedestrians walking from the hospital to Kilnford Barns along a 60mph road.
There is insufficient detail on how parking will be managed to satisfy the operational needs of the hospital. There is insufficient car parking space at Kilnford Barns for hospital staff, patients or visitors.

Cycling
(a) The site is close to the Maxwelltown Cycleway and National Cycle Route 7, but little thought has been given to how the hospital can support cycling to the site.
(b) There is a lack of detailed plans for a complete, safe and convenient cycle route from Troqueer to the new hospital site.
(c) The reference in the draft travel plan to shared use pavement / cyclepath along Pleasance Avenue seems a particularly poor idea; it is insufficiently wide, there are lots of driveways, and can be very busy during school opening / closing times.
(d) The travel plan does not involve using the existing bridge over Garroch Loaning to extend the cyclepath from Dumfries to the hospital grounds without cyclists having to cross over the road. At the moment, cyclists experience fast traffic speeds and poor sight lines, complicated by the roundabout.
(d) The plans show a lack of secure bike parking at the hospital. If around 10% of staff cycle to work, it means that parking will need to be provided for a minimum of 100 bikes (accessible to staff) as well as some parking available to visitors. Parking should be of the Sheffield stand type and be covered from the elements, with lighting.

Residential amenity
(a) A significant area of car parking is proposed along the communal boundary with Garroch Farmhouse, where there is currently only improved pasture land. There would be very little difference in ground levels between these, which would result in a significant degree of disturbance.
(b) The introduction of an extensive number of lighting columns to serve the parking areas would cause an unacceptable degree of nuisance and disturbance to the residential amenity of Garroch Farmhouse, compounded by headlights. There is no man-made light currently in the field, and that land would now be lit up like Blackpool illuminations.
(c) No mitigation measures are shown to the boundary with Garroch Farmhouse to shield from the above nuisances. The water main wayleave prevents landscaping, yet extensive parking is shown within it.
(d) At the planning permission in principle stage, assurances were given that suitable and appropriate measures would be detailed to protect the residential amenity of Garroch Farmhouse.

Layout
(a) The ambience of this rural location would be lost. The existing hedge along the Glen Road should be retained.
(b) The proposed ground levels would result in the loss of large sections of the existing palisade fence along the boundary with the business to the rear of Garroch Farmhouse.
(c) The setting of Garroch Farmhouse will be decimated.

Construction disturbance
(a) There will be significant and extended periods of disruption during construction to parties living in close proximity to the site. No regard has been taken of these impacts, and
therefore the proposed development is incompatible with the adjoining residential land use.

[NB - objections relating to the original siting of the staff residences block have been omitted following receipt of amended plans. A number of other non-planning objections have also been received relating to security threats to adjacent properties, land ownership, and winter maintenance of the Maxwelltown Cycleway]

4 REPORT

Relevant development plan policies:-
Dumfries & Galloway Local Development Plan
OP1 - Development Considerations
OP2 - Design Quality of New Development
OP3 - Developer Contributions
ED1 - Business and Industry
HE1 - Listed Buildings
HE6 - Historic Gardens and Designed Landscapes
NE2 - Regional Scenic Areas
NE4 - Species of International Importance
NE7 - Trees and Development
NE11 - Supporting the Water Environment
NE12 - Protection of Water Margins
CF1 - Community Facilities
CF2 - Green Networks
IN6 - Waste Management Requirements for New Development
IN7 - Flooding and Development
IN8 - Surface Water Drainage and Sustainable Drainage Systems (SUDS)
IN9 - Waste Water Drainage
IN10 - Contaminated Land
T1 - Transport Infrastructure
T2 - Location of Development / Accessibility

Material considerations include:-
Scottish Planning Policy 2014

4.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that:-
"Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination is, unless material considerations indicate otherwise, to be made in accordance with that plan”.

4.2 When determining applications, the Council is required to consider the Overarching Principles; the Vision; and the Spatial Strategy of the Local Development Plan (LDP) as well the subject policies listed above. The overarching principle of the Local Development Plan is that all development proposals should support sustainable development, including the reduction of carbon and other greenhouse gas emissions. The Local Development Plan has a vision that Dumfries and Galloway will:-
• Be a viable rural economy.
• Have vibrant towns and villages.
• Have a successful Regional Capital in Dumfries.

4.3 As set out in the background to this report, the principle for the development has already been established. Furthermore, the subsequently adopted Local Development Plan makes explicit provision for development of the new hospital at this site (or extension of the business park) in the Dumfries Settlement Overview (allocated business and industry site DFS.B&I3 - Garroch Loaning). The current application is solely for the approval of matters specified in conditions on that planning permission in principle.

4.4 The full wording of each condition is set out in the Appendix to this report, and these are addressed in turn below, as follows:-
• Layout of the site (Condition 3)
• Design of the buildings (Condition 4)
• External appearance of the buildings (Condition 5)
• Landscaping of the site (Condition 6)
• Phasing of development of the site (Condition 8)
• Works to A75 Garroch roundabout and public street lighting (Conditions 9 & 16)
• Modifications or other scheme to A75 Glasgow Rd, Edinburgh Rd and Lockerbie Rd roundabouts (Conditions 10-12)
• Travel plan (operational) (Condition 13 - non-suspensive)
• Scheme for managing traffic from secondary access (Cargenbridge Business Park) (Condition 14)
• Traffic management plan (construction works) (Condition 17)
• Construction environmental management plan (Condition 18)
• Power generating system for energy centre (Condition 20)
• External lighting (within site) (Condition 21)
• Seagull prevention scheme (Condition 22)
• Surface water/SUDS maintenance (Condition 23 - non-suspensive)
• Other matters (Condition 7)

**Layout of the site (Condition 3)**

**Siting of key components**

4.5 The siting and design for the building has been reached as a result of the need for particular elements to be located in particular locations on site. The main entrance/s face the visitor on entry to the site. ECC(A&E) would clearly benefit from close proximity to the road, with its own blue light access, thereby avoiding potential traffic congestion across the general site. The Women and Children’s Block is provided with a visually separate, but linked, building on the basis that women giving birth are not ill. The energy centre and residencies would be located to the rear of the site, as would be the kitchen and service areas which would be served by a dedicated service access. Overall, the layout is considered to be effective.

4.6 The proposed layout substantively follows the reference design approved at planning permission in principle stage, with some further refinements. It removes the fourth element (the CAU block) from the curve and instead extends the technical block to contain CAU,
brings the curve inwards to reduce travel distances, and moves the Women and Children's Block to a more central location. The main entrance and Women and Children's Block entrance are brought closer together to provide a single welcome point, with emergency entrance distinctly separate; both located to be clearly visible upon entry to the site, giving an early arrival ‘decision’ point.

Contours and floor / ground levels
4.7 The proposed ground levels rise up from the site entrance at Garroch roundabout and the Glen Road (15.0m) towards the technical block's ground floor level and helipad (20.7m / 20.0m). The technical block then forms a dividing line across the site, ground and floor levels beyond this line dropping such that the in-patient pavilions, service yard and energy centre are all one floor level lower, i.e. lower ground floor level (16.2m). The ground levels from all the buildings fall away to meet the existing ground levels at the site boundaries. The car parking area to the north of the site is terraced with intervening landscaped strips. This approach uses the natural contours of the site to their best advantage, ensures that earthworks on the site are minimised, and provides suitable storage for SUDS / flood waters.

Internal road, cyclepath and footpath layout
4.8 The movement of cars, cycles and pedestrians through the site is largely an operational matter for NHS D&G, with the key issue for the planning authority being the impact on the adjacent public road network. The submitted Planning Statement notes that the proposals provide for 980 car parking spaces, the level that was agreed as acceptable at the planning permission in principle stage. The layout of the parking is generally successful with different zones that, when coupled with the parking strategy (Condition 13), would ensure that walking distances would be minimised for visitors. The roads layout has been subject to a number of minor amendments during the application process that result in the successful separation of traffic types and smooth traffic flows across the site, such that there would be no adverse impact upon the public road network. The Planning Statement also notes that the footpaths and pedestrian crossing facilities have been provided within the site to ensure safe and easy access to the premises by pedestrians. An internal footpath to the Glen Road (near the ‘blue light’ access) has been removed from the proposal to discourage pedestrians walking along this stretch of 60mph road.

4.9 The proposed ‘blue light’ access to the east of the helipad does not achieve the normal standard for visibility (approx. 190m to the far side of the road), and greater visibility could be achieved by removing or reducing the height of the existing hedge. However, retention of the hedge (at a proposed height of 3.5m) offers better screening of the site and the helipad, and ensures that the rural characteristic of the Glen Road is maintained. The proposed access would be used by professional emergency vehicle drivers only, and traffic speeds from the Glen Road would be reducing on approach to the Kilnford Barns entrance / pedestrian crossing point, and the proposed blue light access.

4.10 The Council's network strategy service has commented that it would be desirable to introduce 20mph limits by design, and that road markings / signage should be given further consideration. The Council's roads officer is also generally satisfied with the proposal, but again makes comment on road markings / signage. The Council's landscape architect has raised a number of concerns in respect of pedestrian routes and desire lines, along with
suggestions relating to the routeing of the cyclepath. The advice provided by these internal consultees is valuable and would clearly offer an improvement to the proposal. However, the proposal, as it stands, is not unacceptable and the suggestions made would not justify either refusal of the proposal or delay to seek further amendments, given the overall scale of this project. As such, these comments are recommended to be attached as an advisory directive to any approval granted. Such changes could be considered as a non-material variation to any approval.

Helipad
4.11 Condition 3 requires, on the advice of the police and roads officers, that the helipad be sited and designed with mitigation measures incorporated along the site boundary with the U350n public road to reduce risk of distraction to road users. This must be assessed against CAA restrictions (quoted in the Planning Statement) that the helipad area must remain without tree planting to ensure safe use. The proposal involves siting of the helipad at the northern corner of the site, as previously accepted, but proposes to raise the existing ground level from 17.5m to 20.0m, in order to ensure level access from the helipad to ECC(A& E). This would involve the creation of a helipad ‘mound’ rising some 5m above the Glen Road (15.0m). Whilst flights to / from this elevated helipad would clearly be visible to drivers in the wider vicinity, flights are only anticipated 5 times a week on average. Furthermore, it is proposed to retain the existing hedge along the Glen Road, maintained at a height of 3.5m, to reduce the risk of distraction to the closest drivers.

Bus service provision
4.12 The proposals have been designed to ensure ease of access for those travelling by public transport. A bus stop is proposed at the main entrance plaza, which would accommodate segregated drop-off zones, and would have kerbside drop-off without the need to cross vehicular routes.

Public / private spaces
4.13 The relationships and connections between the external and internal spaces are noted in the Planning Statement as being an important component of the NHS ‘healing landscape’ concept, with therapeutic views offered from bedrooms and other windows. Access would be provided for all hospital users to large parts of the site, principally to the two main entrance areas, the internal atrium / reception, the dining room and terrace, and along the principle routes through the landscape around the wider site. General access would also be provided to the two courtyards between the technical block and the in-patient pavilions, accessed via the dining room and rear corridor. Controlled access would be permitted to in-patients and their visitors to the Women and Children’s court yard, the two courtyards between the in-patient pavilions, and the private palliative care gardens. A number of light courts within the technical block would be visible to adjoining rooms and corridors, but access would be permitted for maintenance only. Similarly, the service yard and standby generator compounds would be accessible by staff only.

Services
4.14 The site has a wayleave around the northern and eastern boundaries, to allow future access to water mains pipes. This has the effect of preventing extensive planting and / or development in these areas. Plans have also been provided to show incoming utilities and underground services, mostly taken from the existing services at Cargenbridge Business Park.
Drainage, SUDS and flood risk

4.15 A drainage strategy is proposed for the site which integrates a variety of measures to collect and attenuate surface water before discharging into an existing outfall from the site to the adjacent Terraughtie Burn. Measures include porous paving, filter trenches, swales, bio retention, underground stormbloc units, and formation of a SUDS detention basin at the north-west site boundary.

4.16 The submitted Flood Risk Assessment considers the 1 in 1000 year return period flood event associated with the Terraughtie Burn, which flows from south east to north west along the southern boundary of the site, before discharging into the Cargen Water. Due to the topography of the site, with the ground levels rising up to approximately 6-7m above basin level, it is concluded that there is no risk to the hospital. Notwithstanding this, modelling of the effect of flood events has been carried out which considers the conveyance capacities downstream at two culverts (field access and Kilnford Farm access road). This has resulted in the identification of a flood compensation storage area to the western corner of the site, stretching along the western boundary to the lower banks of the helipad. Following consultation with SEPA and the Council's Flood Risk Management Team, the proposal is considered to be acceptable.

Setting & amenity of Garroch Farmhouse

4.17 Representations have been made to the effect that the setting of Garroch Farmhouse would be adversely affected by the proposal and it is accepted that this property would experience some effects. On the other hand, it is also noted that this dwelling is already somewhat compromised by its close proximity to industrial land uses. The frontage of Garroch Farmhouse would remain largely unaffected following amendments to relocate the residences to the rear of the site; this area would now be subject to 'woodland' planting only, which have the potential to benefit the frontage setting and principle outlook. However, the proposal does not contain the landscaping strip shown at planning permission in principle stage between the two. This part of the proposal relates primarily to the side elevation of Garroch Farmhouse and to the warehouse to the rear, with the car parking some 32m distant from the dwelling at nearest. Car park levels are proposed to be set down by up to 1m, with an embankment to the car parking outer boundary offering an element of screening. These effects are therefore limited to the side aspect of Garroch Farmhouse. Overall, the impact on Garroch Farmhouse is considered to be acceptable, as envisaged at planning permission in principle stage, and given the wider benefits of the proposal to the public.

Design of the buildings (Condition 4)

4.18 This condition required that the finished height and massing of the hospital building should be substantively in accordance with the reference design, and the current proposal complies with that overarching design requirement.

4.19 The radial concept is intended to make the most of the countryside by bringing the landscape into the heart of the hospital; to use the fall of the land to help keep the building low, and to break down the massing leading to a more campus-like feel to the development. The breaking down of the hospital into recognisable areas is also intended to assist wayfinding, to reassure patients and visitors with a more intimate environment, and to provide a built form that relates to the local vernacular.
Hospital building
4.20 The technical block forms the main and central section of the building; it is largely rectangular in footprint and is generally arranged over three floors with plant accommodated in the roof. The Women and Children's Block is located centrally on the technical block, and is two storeys in height. As well as breaking down the overall mass of the technical block, the Women and Children's Block separates the main entrance and the ECC(A&E) entrance and assists wayfinding on the main approach from Garroch roundabout. The in-patient pavilions to the rear of the site are based upon more traditional vernacular forms, and are three storeys in height, albeit dropped a level as a response to changing ground levels.

4.21 The architecture is contemporary, with references to local traditional rural buildings, and is designed to reduce the overall building mass to a human scale. The applicant's stated aim is to allow the building to relate to the opportunities of place, orientation and landscape, and to avoid an overly formal relationship with the surrounding landscape. The placements of the built forms are intended to create and define new spaces, such as the entrance avenue and the courtyard gardens. The technical block forms a dividing line across the site, with the hard, technical elements of the site layout located to the northern front end of the site, and the soft, landscaped area to the rear containing the in-patient pavilions (and residences) at a lower floor level in order to provide views from wards and introduce a 'healing environment'.

4.22 The form of the building has also been developed to reduce the visual impact of the hospital within the landscape setting. Through introduction of varying pitched roofs on the technical block, the impact of what would otherwise be a large flat horizontal building is significantly reduced. The roofscapes are also designed with a view to ensuring legibility; the main entrance is distinguished by high building stacks, with the emergency entrance being lower in height. The applicants suggest that the overall roof silhouette would be seen against the backdrop of the hills and introduce a form and scale that is 'comparable to a rural hillside hamlet', a concept that is reinforced by the layers of roofs beyond roofs.

4.23 The design aims to provide each component part of the hospital with its own distinct identity, within a wider ' whole campus' concept. The form of the in-patient accommodation evidently expresses the function, and the Women and Children's facility is clearly seen as a distinct 'hospital within a hospital'. The use of stone across all of the building's components is intended to provide all the qualities of 'longevity, solidity, timeliness and sense of place that masonry can offer'. This would be implemented in a contemporary way with distinct architectural articulation for each component of the hospital building (see also Condition 5 below)

Other buildings & structures
4.24 The staff residences offer a simplified reflection of the hospital building, with a central block and three rear wings, to provide accommodation to visiting medical and nursing staff. These rooms will also benefit from views across the wider landscape setting. The remaining buildings and structures, such as the energy centre and standby generator compound, are utilitarian in function and this is reflected in their design.
External appearance of the buildings (Condition 5)

4.25 The technical block would be clad in reconstituted stone panels of 'restrained architectural expression', with vertical incised pattern inspired by woodlands. This material would be coloured as Glasgow blonde stone, of warmer hue than the other two principal components. Windows would be beige-grey (bronze). The roof would be clad in blue-black coloured standing seam zinc. Internally, the main entrance areas and public external courtyards would be rittal-grey curtain walling, with cream render to non-public courtyards. The spiritual care centre would be simply finished in white acrylic render.

4.26 The reconstituted stone panels for the Women and Children's Block would be 'flowing vertical linen folds' to accentuate the curvilinear form of the building, and coloured in a Galloway white granite of lighter hue than the main technical block. The windows would be bronze coloured, with lined, beige-grey (bronze) spandrel panels to reflect the stone folds. The roof would be planted in sedum behind raised parapet walls. The public internal courtyard would be treated as above on the northern elevation, with glazed curtain walling to the southern elevation.

4.27 The three in-patient pavilion blocks would be clad in reconstituted stone, treated with similar - but more clustered and elongated - vertical incisions to that of the technical block. These would be coloured in a white granite of lighter colouration and hue than the technical block, but with more texture and variation than the Women and Children's Block. The roof would be clad in blue-black coloured standing seam zinc, with blue-black membrane to the ward stair dormers. The windows would be anthracite grey.

4.28 The high quality palette of materials are designed to provide a richness in texture across the three principal components of the hospital. The proposal is considered to be successful in this respect; the reconstituted stone is designed to create texture and interest at medium and close range without being reflective in order to mitigate visual impact when considered in the wider landscape context. The differing treatments of the stone across the surfaces of the component buildings are particularly successful in providing distinct identities that reflect function. The use of render and timber cladding has been discounted by NHS D&G due their weathering characteristics.

4.29 The staff residences building is discreetly located to the rear of the site and, as a result, the proposed materials are simple and functional, with use of fibre-cement slate roof, roughcast render and grey powder coated aluminium windows. The remaining structures on site, such as the energy centre building, standby generator compound and VIE / fuel buildings are purely functional in appearance, typically using powder-coated aluminium modular panels / louvres.

4.30 All material samples will be made available in the Member's Lounge in the week before the Committee meeting. The applicants propose to deliver full sized sample wall panels and windows to the site for inspection as part of the Committee site visit.

Landscaping of the site (Condition 6)
Removals and retentions

4.31 The proposal involves felling of all trees and hedgerows within the site, with the retention of all trees and hedgerows along the site boundary (outwith new accesses and
road works). Representations have been made relating to retention of the hedging along Glen Road; it is confirmed that this would be retained outwith the areas to be removed to form the 'blue light' access, with retention at a height of 3.5m. Whilst it is regrettable that the two oak trees to the front (northern) end of the site would be lost by necessity, it is accepted that their retention is not achievable given the change in ground levels of up to approximately 2m.

**Earthworks**

4.32 The applicant has proposed that earth bunding around the site would be used to break up the mass of the buildings. Levels are designed to follow natural landforms as far as possible and make use of slopes to screen and assimilate buildings into the surrounding landscape. The cut and fill operations proposed are detailed below in Condition 8, and would involve flattening the central hillock and spreading material to the northern corner, the western & southern boundaries and the area adjacent to the newly formed site entrance. The notable areas of change from the public road would be hillock removal (approx 4m cut), the helipad area (approx 2.5m fill) and the terracing of the northern car parking area. The area to the front of Garroch Farmhouse would be retained as existing levels. A topsoil store will be created at the southern corner of the site for redistribution following completion of earthworks.

**Proposed planting scheme**

4.33 The site is proposed to be planted with four character areas, adopting a naturalist approach to increase biodiversity of the site:-

- Ornamental landscape in the gardens, hospital courtyards and around the hospital entrances,
- Low maintenance and low level ornamental planting to the light courts,
- Low maintenance parkland with trees and longer grass acting as a transition to woodland, and
- Native woodland to blend into the natural local landscape and to promote woodland initiatives.

4.34 The tree planting strategy would involve 'avenue' trees being planted along all key routes to support wayfinding, to emphasise pedestrian routes and to frame key entrances. Species would be chosen for strong form and contrasting autumnal colour. Specimen trees would be planted throughout the site to create accent and focal points to the parkland areas and gardens. Woodland trees would create an important structure and backdrop to the hospital campus; these will create depth along boundaries, improve screening, create woodland glades, and provide a backdrop of colour and form that supports wildlife. The woodland areas would be augmented by a woodland shrub mix.

4.35 The shrub planting strategy would focus upon the immediate surrounds of the hospital and the courtyard gardens. The hospital entrance 'teardrop' would have plant specimen trees on mounds, in order to provide a tall landmark. The hospital community garden (nearest the dining terrace) would be planted to be a sociable space connected to waiting areas, with warmer colours. The hospital reflective garden (around the spiritual care centre) would provide space for quiet contemplation, with cooler colours. The Women and Children's garden would include activities for children to play, with screening to ground floor bedrooms. The ward gardens would draw the wider woodland / parkland into the
hospital, with each providing clinical functions for the adjacent wards. The palliative care gardens would be private, with views of the distant landscape and containing sensory stimulus. The grass seeding strategy would provide for mown lawns adjacent to the hospital, short grass in the parklands, and naturalised meadow-cut grass in the woodland areas.

**Hard landscaping, street furniture and public art**
4.36 Surfaces would include granite flag paving to entrances, pre-cast exposed aggregate paving to key pedestrianised areas, bituminous surface to key routes, and bound gravel along parkland footpaths. Reinforced grass track will be used for fire / maintenance routes within the landscaped areas. A variety of timber and cast concrete benches would be provided along with powder coated steel bins and bollards across the site. An art strategy plan has been submitted which proposes various artworks both within the buildings and within the wider landscape. Details of site specific artworks would be determined at a later date by NHS D&G, however, it is indicated that art would be integrated with wayfinding at key locations (site entrance, main entrance, dining room, courtyard gardens, etc).

**Programme and maintenance**
4.37 The planting is scheduled to occur as the last phase of the site (see Condition 8 below), and maintenance of the new landscape would be subject to a 15 year maintenance plan thereafter to ensure trees become fully established, broadly to the satisfaction of the landscape architect.

**Landscaping conclusion**
4.38 The landscaping proposals are considered to be an appropriate approach to the development of this section of the urban-rural fringe, and offer a genuine opportunity to provide the hospital with a positive 'healing' environment. Over time, as the planting becomes established and mature, the campus would settle well into the existing landscape context and relate well to the adjacent non-inventory designed landscape. The Council's landscape architect is content with the scheme, and welcomes the planting strategy and choice of tree and shrub choices. The landscape architect makes a number of minor suggestions that would improve the scheme (cycle / footpath improvements, natural mulching instead of herbicides, use of 'vacant' residences site, etc). As discussed as part of Condition 3 above, the suggestions made would not justify either refusal or further delay and, as such, these comments are recommended to be attached as an advisory directive.

**Phasing of development of the site (Condition 8)**
4.39 A construction sequencing document has been submitted indicating the phasing for the implementation of the development. This involves the following phases:-
- **Phase 00** - Early compound and hoarding.
- **Phase 01** - Stripping of top soil, to be stored to the south of the site.
- **Phase 02** - Cut and fill (stage 1), with approx. 92,000m³ cut centrally, and approx. 23,000m³ filled to the south west.
- **Phase 03** - Cut and fill (stage 2), with approx. 22,000m³ filled to south of centre.
- **Phase 04** - Cut and fill (stage 3), with approx. 58,000m³ filled to north west.
- **Phase 05** - Piling commencement and final earthworks.
- **Phase 06** - Main compound setup (along northern boundary of site).
Phase 07 - Construction of buildings (stage 1 - foundations).
Phase 08 - Construction of buildings (stage 2 - completion of energy centre, commencement of southern ward block and south end of technical block).
Phase 09 - Construction of buildings (stage 3 - continuation of central ward block and central section of technical block).
Phase 10 - Construction of buildings (stage 4 - continuation of northern ward block and central section of technical block).
Phase 11 - Construction of buildings (stage 5 - completion of ward blocks, continuation of technical block, and commencement of residences).
Phase 12 - Construction of buildings (stage 6 - continuation of technical block and residences, commencement of Women and Children's Block).
Phase 13 - Construction of buildings (stage 7 - continuation of technical block, residences, and Women and Children's Block).
Phase 14 - Construction of buildings (stage 8 - completion of technical block, residences, and Women and Children's Block).
Phase 15 - Internal fit out.
Phase 16 - Landscaping of site.

4.40 The Construction Sequencing document is supplemented by the Environmental Management Plan (assessed further under Condition 18), which sets out the detail and timing of phasing, and a commitment from the applicant to engage with all relevant stakeholders and local residents by letter drops, newsletters and / or project website. Overall, the phasing plan and commitment to external communication are considered to be acceptable in meeting the suspensive requirements of Condition 8.

Works to A75 Garroch roundabout and public street lighting (Conditions 9 & 16)
4.41 These requirements of these conditions were discharged following the implementation of separate planning permission 13/P/3/0416 for the upgrade works to the Garroch roundabout and the Glen Road realignment.

Modifications or other scheme to A75 Glasgow Rd, Edinburgh Rd and Lockerbie Rd roundabouts (Conditions 10-12)
4.42 The Transport Assessment submitted with the original application noted that the site is well located to make use of both the strategic and local road network and, as a result, a higher volume of the population would be able to access the site more easily by car. The traffic impacts on the trunk road were anticipated to be in excess of 10% and, as a result, some improvement works were recommended to the above trunk road roundabouts:-
• A75 / Glasgow Road roundabout. Adjustments to flare on three approaches
• A75 / Edinburgh Road roundabout. Minor adjustments to flare on two approaches.
• A75 / Lockerbie Road roundabout. Minor adjustments to flare on two approaches.

4.43 The improvements at A75 / Glasgow Road roundabout were proposed in order to deal with the increase in traffic and the capacity of the junction. The improvements at A75 / Edinburgh Road roundabout and A75 / Lockerbie Road roundabout would only require minor adjustments, of 1m or so, to the flare of the approach to the roundabout. The TA suggests that the actual benefit to be gained at the Edinburgh Road and Lockerbie Road junctions, in terms of improved traffic movements, is likely to be minor, particularly given the disruption involved in implementing the works.
Council officers, Transport Scotland and NHS D&G have been involved in detailed on-going discussions regarding implementation of the proposed trunk road improvements, but no definitive programme of works has yet been agreed. In anticipation of such a delay, flexibility was built into the original planning conditions in order to allow for alternative arrangements. Therefore, NHS D&G are proposing a one-off commuted sum payment of £221,790, to be made prior to the issue of any approval of this application. The monies would be held by the Council until formal agreement had been concluded for either (a) modifications to the Glasgow Road roundabout (which would cost £221,790) or (b) upgrades to the local road network to improve road safety / traffic flow where that is directly related and attributable to the new hospital development. This arrangement provides for the monies to be spent within 5 years of the formal occupation of the hospital. The latest position in negotiations is that the Council’s roads service appears to have indicated a willingness to undertake design and commissioning the Glasgow Road roundabout scheme. Overall, the NHS D&G proposal is satisfactory to both Transport Scotland and the roads authority, and is recommended as being acceptable in meeting the suspensive requirements of Conditions 10-12.

Travel plan (operational) (Condition 13 - non-suspensive)

The applicants have submitted a Travel Plan which sets out proposals, firstly, for reducing dependency on the private car and, secondly, for a parking management strategy for the development. The provision of a Travel Plan was not required to be submitted at this stage; instead, it was to be agreed prior to occupation of the hospital.

The Travel Plan proposes to reduce dependency on the car by ensuring adequate bus provision and encouraging cycling. It is indicated that the bus service will match the existing 20 minute frequency from the town centre. This is supported by the NHS D&G financial contribution obtained under 13/P/3/0030 (see para 1.4).

In terms of promoting cycling, the travel plan refers to on-site formation of cycle paths, installation of Sheffield cycle stands, and provision of changing and showering facilities for cycling staff. The Travel Plan also sets out a programme of soft measures to promote sustainable travel, including employment of a travel plan co-ordinator, and engaging in promotion and marketing exercises to encourage behaviour change amongst staff, patients and visitors. Finally, the Travel Plan also makes reference to a number of off-site measures including new cycle route, toucan crossing, improved lighting / maintenance, etc, some of which - or lack of which - have raised concerns with a number of objectors. However, this Travel Plan is not a commitment to carry out off-site enabling works; a financial contribution from NHS D&G for extension of the cycleway has already been agreed under 13/P/3/0030 (on the basis of a Toucan crossing at Priestlands Drive to connect to the existing cycle route towards the Kirkpatrick MacMillan Bridge). The Council’s road service will design and implement the final cycle route, under normal roads authority powers.

The parking management strategy recognises that the existing DGRI car park at Bankend Road does not work effectively due to the fact that staff arrive first and take up the parking closest to the entrances which increases walking distances for visitors and consequently increase length of staff by visitors thereby reducing availability. This issue would be addressed at the new site through introduction of dedicated staff / visitor parking
areas and the use of parking discs. The car parks would be split into four zones; short stay (4hrs), medium stay (4-6hrs), long stay (over 6hrs) and staff long stay (over 6 hrs), with precise numbers of spaces for each zone to be calculated following a parking survey in 2016 (prior to move to Garroch site in 2017/18). This strategy would be supported by promotion of car sharing and sustainable transport options to staff and visitors. It is not anticipated that the Kilnford Barns car park would be used as overspill car park by hospital visitors, given the proposed parking strategy and the lack of dedicated pedestrian route.

4.49 Following consultation with Transport Scotland, Police Scotland and the Council's roads service, the submitted travel plan is considered to be acceptable, subject to further survey work and final strategy being provided prior to occupation of the hospital.

**Scheme for managing traffic from secondary access (Garroch Business Park) (Condition 14)**

4.50 The applicant has confirmed that this entrance from the business park would be signed as deliveries and estate staff use only, and that the use of a barrier would also be employed to manage traffic at this location. This is supported by drawings which show siting of a barrier which would allow occupants of the residences to potentially use either route, but which prevents general usage of this access by hospital staff and visitors. This is considered to be acceptable in terms of meeting the requirements of this condition.

**Traffic management plan (construction works) (Condition 17)**

4.51 The recently completed construction works to upgrade the Garroch roundabout were carried out very successfully in traffic management terms, with minimum disruption to drivers and to local residents / businesses. There is no reason why the construction of the hospital itself could not be carried out in a similarly successful manner, subject to proper systems being put in place. To that end, the applicants have submitted a traffic management plan that has been developed in consultation with Transport Scotland, Police Scotland and the Council's roads service. It sets out a variety of measures designed to support safe and smooth access to the site, whilst minimising disruption.

4.52 These measures include set delivery periods, traffic routing (main entrance until July 2015, secondary entrance thereafter), temporary traffic signage, dedicated staff parking areas, and staff travel management (up to 460 staff will be on site at peak periods, with 40% expected to car share or travel by other means). The implementation of these measures would be carried out through induction training for all staff and sub-contractors and frequent delivery drivers. Contact details are provided for a dedicated public liaison officer, and the applicants also propose to hold monthly forum meetings to receive feedback from the local community. The proposed plan raises no objection from Transport Scotland (subject to minor amendments, now incorporated), Police Scotland or the Council's roads service and, accordingly, is considered to be acceptable in meeting the suspensive requirements of Condition 17.

**Construction environmental management plan (Condition 18)**

4.53 The Construction Environmental Management Plan is required to ensure that the environmental effects of construction works are effectively controlled and minimised, to ensure compliance with all environmental legislation, and to make all site employees aware of environmental responsibilities. The following issues are addressed by the
Environmental Management Plan submitted with the application:

(a) All construction traffic to access site from the newly formed accesses, with gates manned by logistics and security team. Deliveries are to be managed on a 'just in time' basis to minimise need for on-site storage. Staff and visitor car parking to be provided to the east of the site, with welfare to the eastern boundary inset, and storage compound central to site.

(b) Blasting of rock is not envisaged to be necessary as part of the levelling exercise.

(c) The permanent SUDS system would be installed as early as possible to aid water management throughout the construction process. The cut and fill works would be undertaken in line with SEPA guidelines, with an interceptor drain to be installed around the lower site perimeter.

(d) Protection of identified trees and hedgerows would be carried out in accordance with BS standards, and details of hoardings and root protection areas are provided. Implementation of badger and bird mitigation measures as set out in the submitted Ecology Survey Report and Bird Breeding Survey Report. Site operations in respect of bats to be carried out in accordance with EPS licence.

(e) & (l) Main haul road within site to be built of sacrificial tarmac, with main storage and parking areas provided within the extents of the permanent car parking areas. All to be dampened as required to minimise dust.

(f) On-site storage compound to be segregated by means of a 2.4m security fence.

(g) Minimisation of off-site disposal of waste material, with the existing material being re-used in the permanent works. Details for the management of stockpiles are provided.

(h) Temporary compound groundworks would form base for subsequent permanent surfacing.

(i) For phasing of construction works, see Condition 8 above.

(j) Temporary haul routes are organised as one-way systems, preventing the need for vehicles to reverse onto the public road.

(k) During the earthworks phase, a wheel wash would be utilised on the site, to prevent transfer of material off-site to the adjacent highways. Road sweeping would also be carried out, outwith peak traffic hours.

(m) Removal of temporary working areas, hoardings, compounds, etc, to be carried out progressively as per timetable provided.

(n) Noisy construction works would be minimised by off-site manufacturing processes, and suppressors will be used on heavy plant and equipment. Solid hoarding will be installed along the boundaries with Garroch Farmhouse, Kilnford Barns and the Glen Road.

(o) Lighting would be required during winter months for deliveries, and this would be directed away from neighbouring properties and the site perimeter.

4.54 The representations raised in respect of construction noise and disturbance are not normally material considerations. However, given the scale and length of construction period, the planning permission in principle required submission of an environmental management plan to put measures in place to minimise disruption and disturbance. Garroch Farmhouse would experience some effects during the implementation of any approval. However, appropriate mitigation would be put in place such that the proposal is not considered to be unacceptable to a degree that warrants refusal, particularly given the significant benefits of the scheme to the wider public. The proposal would be undertaken within the applicant’s land ownership only and no existing boundary fencing at Garroch Farmhouse / warehouse would be removed.
4.55 Following consultation with SEPA, SNH, Transport Scotland, the local roads authority and the Council’s Environmental Standards Service, the above measures are considered to be acceptable in meeting the suspensive requirements of Condition 18.

**Power generating system for energy centre (Condition 20)**

4.56 The proposed power generating system for the hospital will be located within a standalone and purpose-specific building to the immediate south-east of the service yard. The building itself comprises a 14m high flat roof block building with FFL at lower ground floor level of the technical block, and 42m (maximum) proprietary sectional steel flue contained within a windshield of muted colour. The energy centre would be functionally clad in powder-coated aluminium modular panels, with similarly finished louvered windows and doors. The power generating system itself would comprise incoming 11kV utilities (off-site generation) and two on-site Combined Heating and Power units. Standby generation will be provided by 4 containerised diesel engine generators (with oil storage based on 200 hours generation), located within a secure compound in the inset on the eastern site boundary.

4.57 An evaluation of air pollution has been carried out, with flue height and design proposed to comply with Clean Air Act requirements. The flue height of the energy centre requires to be 14m above the adjacent main building, and generator flues 7.3m above, although the applicant has advised that the most recent detailed calculations would reduce the height of the flues considerably. Noise attenuation measures would be incorporated into the design to ensure that the plant noise is at acceptable levels, both night and day, at site boundaries, and no higher than 50dB(A) in external public areas. The Council's Environmental Standards Service have raised no objections on these grounds and the proposal is considered to be acceptable in meeting the suspensive requirements of Condition 20.

**External lighting (within site) (Condition 21)**

4.58 This condition required that lighting within the site be provided on lighting columns of a cowled or cut-off design to minimise light spillage above the horizontal. Furthermore, the scheme has been designed so as to not direct light towards any adjacent residential properties and to avoid dazzling drivers on the adjacent public roads.

4.59 The submitted scheme proposes cowled LED lights with asymmetrical optics. The full extent of light spillage is shown, with lighting columns sited in a configuration that ensures that light would not generally stray beyond the site boundaries. The scheme is considered to be acceptable in meeting the suspensive requirements of Condition 21. In the event that any particular lighting column causes a nuisance to nearby residents or be a hazard to road safety, the original condition allows the planning authority to require removal, relocation or realignment as may be considered appropriate.

**Seagull prevention scheme (Condition 22)**

4.60 A seagull prevention statement has been submitted which states that gull control would be managed through a number of deterrents, namely; shallow window reveals, motion deterrents on any green roofs, rainwater downpipe outlets to be fitted with leaf protection, adoption of food waste strategy (ensuring waste receptacles are fully covered),
and use of falconry as a planned and co-ordinated deterrent. The Council's Environmental Standards Service have not raised any concerns in respect of this strategy and therefore it is recommended that the suspensive requirements of Condition 22 be approved.

**Surface water / SUDS maintenance (Condition 23 - non-suspensive)**
4.61 A private drainage strategy is proposed for the site which integrates a variety of measures to collect and attenuate surface water (see Condition 3 above). Responsibility for maintenance would fall entirely to NHS D&G.

**Other matters (Condition 7)**
4.62 Condition 7 required the submission of additional information and assessments to accompany the current application (see Appendix for full details). Those not considered specifically already are noise and ecology, which are assessed below:

**Noise**
4.63 A Noise Survey has been carried out with noise measurements taken at 10 locations around the site boundaries and beyond. The results indicate that the existing site and surrounds are not generally noisy and that surveyed minimum noise levels have enabled calculation of appropriate plant noise limits (see Condition 20 above). The Acoustic Strategy also sets noise limits for the various rooms types within the hospital building. The main noise sources created by the hospital would be (a) traffic using the hospital's own internal roads, including delivery vehicles and buses, (b) car parks and (c) air ambulance helicopters. As these noise sources are anticipated to be relatively quiet, with the exception of the air ambulance (which will create 'noticeable' noise levels, but for only a few minutes during each of the 5 expected flights a week), it is anticipated that rooms in the hospital would be naturally ventilated and would not require specific acoustic attenuation.

**Ecology**
4.64 The application is accompanied by a number of ecological reports; Great Crested Newt Assessment, Ecology Survey Report including confidential Protected Species Survey, and a Breeding Bird Survey. The Great Crested Newt Assessment concluded that there is a minimal risk of great crested newts being present in local waterbodies. The Breeding Bird Survey finds a number of confirmed territories within the site, of local conservation value only, and provides a mitigation plan recommending clearance outwith breeding season and provision of scrub / wetland enhancement. The Ecology Survey Report carried out a Phase 1 habitat survey and surveys for otter, water vole, red squirrels, and badgers. This confirmed that the ecological baseline has changed little from the baseline study carried out as part of the planning permission in principle.

4.65 The Ecology Survey Report also considers bats. It found that, since the baseline study carried out as part of the planning permission in principle, two soprano pipistrelle bat roosts have become established within the trees at the centre of the site. The trees are proposed to be removed as part of the development, which would result in the destruction of the bat roosts. An EPS licence was granted by SNH on 13 November which requires full compliance with a bat mitigation scheme. Provided that the identified mitigation measures and licence requirements are followed, the proposal would not conflict with LDP Policy NE4.
Conclusion

4.66 The development of a new regional hospital in Dumfries offers significant opportunities; firstly, it would offer improved access to health provision for the regional community; secondly, it would support development of the local economy and promote wider regeneration for Dumfries and the surrounding area.

4.67 The approval of planning permission in principle 13/P/3/0030 established that the Garroch site was suitable for the proposed development, and it also resulted in a number of enabling works being secured. Along the A75 trunk road, the Garroch Loaning roundabout upgrade and Glen Road realignment have already been implemented. A financial contribution from NHS D&G amounting to £368,625 was secured towards road improvements at the Pleasance Avenue / New Abbey Road junction and the Park Road / Dalbeattie Road junction, along with extension of the existing cycleway along Park Road. Agreement was also secured for a contribution of £70,000 a year (diminishing) towards provision of a bus service equal to or better than the existing service to DGRI Bankend Road.

4.68 The current application for approval of matters specified in conditions builds upon and further refines the original 'reference design' for the site layout and hospital building. The layout of the site substantively accords with the reference layout, and the design and external appearance of the hospital offer an exciting contemporary building that references local vernacular. The landscaping proposals integrate the wider landscape context into the site, and aim to create a 'healing environment' to benefit patients, visitors and staff alike. Further trunk road improvements along the A75 would be secured through additional financial contribution from NHS D&G of £221,790. Phasing and construction works for the site would be appropriately managed, with public forums to keep local residents and businesses informed of progress and to seek feedback. The Travel Plan and parking strategy would ensure that transport to the site is undertaken in a sustainable manner, and the secondary service access would be managed by NHS D&G to ensure appropriate through fare only. Powering of the site would be achieved sustainably by means of on-site Combined Heat and Power units. External lighting within the site would be cowled and directed away from light sensitive receptors. Plant noise would be attenuated to acceptable levels at the site boundaries and at key public locations within the site. Appropriate seagull prevention measures would be incorporated into the buildings, and the development would be carried out in full accordance with a number of ecological mitigation plans. Overall, the submitted drawings and the Addendum to the Environmental Statement propose a hugely beneficial development for the people of Dumfries & Galloway and would at the same time support sustainable economic regeneration across Dumfries and the wider region.

4.69 The proposed development is considered to be in accordance with the requirements of the development plan and, in the absence of any material considerations to indicate otherwise, is acceptable. The proposal is therefore recommended for approval.

5 RECOMMENDATION

5.1 Approve unconditionally.
Relevant Drawing Numbers:
Environmental Statement Addendum received 12 September 2014
LVIA Addendum received 5 November 2014

Drawings received 12 September 2014
163529J-027 Indicative 1 in 1,000 year flood extent
DGI-FIR-FW-00-DR-A-905-003 Rev. 04 Landscape materials
DGI-FIR-FW-00-DR-A-905-005 Rev. 01 Site location plan
DGI-FIR-FW-00-DR-A-905-007 Rev. 00 Site plan
DGI-FIR-FW-00-DR-A-911-004 Rev. 04 Typical planting growth over 25 years
DGI-FIR-FW-00-DR-A-940-003 Rev. 06 Detailed layout - entrance plaza
DGI-FIR-FW-00-DR-A-940-005 Rev. 02 Helipad
DGI-FIR-ZZ-00-DR-A-922-001 Rev. 02 Existing site sections
DGI-FIR-ZZ-00-SK-L-00-008 Rev. 04 Landscape maintenance strategy
DGI-HL-XX-XX-DR-U-900 Rev. P3 Underground services
DGI-HL-XX-XX-DR-U-900-0002 Rev. P6 Incoming site utilities
DGI-HL-ZZ-XX-SC-M-541-0001 Rev. P4 Combined fuel schematic
DGI-HS-ZZ-ZZ-DR-E-630-0001 Rev. P5 External lighting
DGI-RYD-ENC-XX-DR-A-050-018 Rev. 01 ENC planning elevations
DGI-RYD-GW-00-DR-A-040-005 Rev. 05 GA plan - ground floor inpatient wards
DGI-RYD-GW-01-DR-A-040-010 Rev. 04 GA plan - first floor inpatient wards
DGI-RYD-GW-B1-DR-A-040-001 Rev. 03 GA plan - lower ground inpatient wards
DGI-RYD-GW-XX-DR-A-050-007 Rev. 03 Enlarged elevations inpatient wing
DGI-RYD-GW1-XX-DR-A-050-010 Rev. 01 GW1 planning elevations
DGI-RYD-GW2-XX-DR-A-050-011 Rev. 01 GW2 planning elevations
DGI-RYD-GW2-XX-DR-A-050-012 Rev. 01 GW2 planning elevations
DGI-RYD-GW3-XX-DR-A-050-013 Rev. 01 GW3 planning elevations
DGI-RYD-TB-00-DR-A-040-006 Rev. 06 GA plan - ground floor ambulatory care
DGI-RYD-TB-00-DR-A-040-007 Rev. 06 GA plan - ground floor emergency care
DGI-RYD-TB-00-DR-A-040-009 Rev. 05 GA plan - ground floor oncology
DGI-RYD-TB-01-DR-A-040-011 Rev. 06 GA plan - first floor theatres
DGI-RYD-TB-01-DR-A-040-012 Rev. 06 GA plan - first floor critical care & therapy
DGI-RYD-TB-01-DR-A-040-014 Rev. 03 GA plan - first floor laboratories
DGI-RYD-TB-XX-DR-A-050-005 Rev. 03 Enlarged elevations technical block
DGI-RYD-TB-XX-DR-A-050-014 Rev. 01 TB front elevation
DGI-RYD-TB-XX-DR-A-050-015 Rev. 01 TB back elevation
DGI-RYD-TB-XX-DR-A-050-016 Rev. 01 TB end elevations
DGI-RYD-TB-XX-DR-A-060-011 Rev. 01 Planning sections
DGI-RYD-TB-XX-DR-A-060-012 Rev. 01 Planning sections courtyard
DGI-RYD-TB1-02-DR-A-040-019 Rev. 05 GA plan - second floor admin and plant
DGI-RYD-TB1-B1-DR-A-040-002 Rev. 04 GA plan - lower ground floor
DGI-RYD-WCH-00-DR-A-040-008 Rev. 05 GA plan - ground floor paediatrics
DGI-RYD-WCH-01-DR-A-040-013 Rev. 07 GA plan - first floor maternity
DGI-RYD-WCH-XX-DR-A-050-006 Rev. 03 Enlarged elevation - women and children’s
DGI-RYD-WCH-XX-DR-A-050-017 Rev. 01 WCH planning elevations
DGI-RYD-XX-ZZ-DR-A-000-030 Rev. 01 Expansion strategy - lower/ground floor
### Amendments

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DGI-RYD-GEN-XX-DR-A-050-081 Rev. 03 Stayed compound south elevation
DGI-RYD-GEN-XX-DR-A-050-082 Rev. 03 Stayed compound east/west elevations
DGI-RYD-GEN-XX-DR-A-050-083 Rev. 02 VIE east and west elevations
DGI-RYD-GEN-XX-DR-A-911-080 Rev. 02 Stayed generator compound site plan

Amended drawings received 17 November 2014
DGI-WSP-XX-ZZ-DR-C-950-001 Rev. 09 Proposed general arrangement sheet 1
DGI-WSP-XX-ZZ-DR-C-950-002 Rev. 07 Proposed general arrangement sheet 2
DGI-WSP-XX-ZZ-DR-C-950-003 Rev. 09 Proposed general arrangement sheet 3
DGI-WSP-XX-ZZ-DR-C-950-101 Rev. 07 Proposed site levels layout sheet 1
DGI-WSP-XX-ZZ-DR-C-950-102 Rev. 07 Proposed site levels layout sheet 2
DGI-WSP-XX-ZZ-DR-C-950-103 Rev. 07 Proposed site levels layout sheet 3
DGI-WSP-XX-ZZ-DR-C-950-104 Rev. 07 Proposed site levels layout sheet 4
DGI-WSP-XX-ZZ-DR-C-950-105 Rev. 07 Proposed site levels layout sheet 5
DGI-WSP-XX-ZZ-DR-C-950-201 Rev. 07 Proposed kerbing layout sheet 1
DGI-WSP-XX-ZZ-DR-C-950-202 Rev. 08 Proposed kerbing layout sheet 2
DGI-WSP-XX-ZZ-DR-C-950-203 Rev. 08 Proposed kerbing layout sheet 3
DGI-WSP-XX-ZZ-DR-C-950-404 Rev. 08 Proposed construction finishes sheet 4
DGI-WSP-XX-ZZ-DR-C-950-403 Rev. 09 Proposed construction finishes sheet 3
DGI-WSP-XX-ZZ-DR-C-950-601 Rev. 05 Road construction details sheet 1
DGI-WSP-XX-ZZ-DR-C-950-602 Rev. 07 Road construction details sheet 2
DGI-WSP-XX-ZZ-DR-C-950-603 Rev. 03 Road construction details
DGI-WSP-XX-ZZ-DR-C-960-001 Rev. 05 Proposed drainage layout sheet 1
DGI-WSP-XX-ZZ-DR-C-960-002 Rev. 05 Proposed drainage layout sheet 2
DGI-WSP-XX-ZZ-DR-C-960-004 Rev. 05 Proposed drainage layout sheet 4
DGI-WSP-XX-ZZ-DR-C-960-005 Rev. 06 Proposed drainage layout sheet 5
DGI-WSP-XX-ZZ-DR-C-960-101 Rev. 04 SW Manhole schedule
DGI-WSP-XX-ZZ-DR-C-960-102 Rev. 04 SW Manhole schedule
DGI-WSP-XX-ZZ-DR-C-960-103 Rev. 05 FW Manhole schedule
DGI-WSP-XX-ZZ-DR-C-960-201 Rev. 04 Proposed drainage detail sheet 1
DGI-WSP-XX-ZZ-DR-C-960-202 Rev. 05 Proposed drainage detail sheet 2
DGI-WSP-XX-ZZ-DR-C-960-203 Rev. 04 Proposed drainage detail sheet 3
DGI-WSP-XX-ZZ-DR-C-960-301 Rev. 05 Proposed ambulance swept path
DGI-WSP-XX-ZZ-DR-C-960-302 Rev. 04 Proposed patient transfer swept path
DGI-WSP-XX-ZZ-DR-C-960-303 Rev. 04 Proposed service yard/VIE swept path

Amended drawings received 18 November 2014
1521-SK-03 Rev 02 Detention Basin Details Sheet 1
1521-SK-039 Rev 02 Detention Basin Details Sheet 2
DGI-WSP-XX-ZZ-DR-C-950-004 Rev. 08  Proposed general arrangement sheet 4
DGI-WSP-XX-ZZ-DR-C-960-304 Rev. 05  Proposed Roundabout Swept Path
DGI-WSP-XX-ZZ-DR-C-960-307 Rev. 01  Swept Paths Analysis
FRA drawing 1 in 1000yr max flood extent (25% blockage of culverts - existing)
FRA drawing 1 in 1000yr max flood extent (50% blockage of culverts - existing)
FRA drawing 1 in 1000yr max flood extent (100% blockage of culverts - existing)
FRA drawing 1 in 1000yr max flood extent (no blockage of culverts - proposed)
FRA drawing 1 in 1000yr max flood extent (25% blockage of culverts - proposed)
FRA drawing 1 in 1000yr max flood extent (50% blockage of culverts - proposed)
FRA drawing 1 in 1000yr max flood extent (100% blockage of culverts - proposed)

Amended drawings received 25 November 2014
DGI-FIR-FW-00-DR-A-905-001 Rev 14  Site plan
DGI-FIR-FW-00-DR-A-911-001 Rev 11  Landscape masterplan
DGI-WSP-XX-ZZ-DR-C-960-003 Rev. 07  Proposed drainage layout sheet 3

NB - All relevant drawings, and any relevant associated correspondence / reports, are available on the Council’s ePlanning website (www.dumgal.gov.uk/planning).
APPENDIX

The relevant conditions attached to planning permission in principle 13/P/3/0030 are as follows:-

3. **Layout**: This shall include:-
   (a) Position of the hospital and all other ancillary buildings, structures and uses within the site, in broad accordance with KEP-G(90)X-XX-03 (Site Plan - Proposed),
   (b) Contours and cross-sections of the site showing a datum point and final floor levels of the hospital and all other ancillary buildings and structures, in broad accordance with KEP-G(90)X-XX-01 (Sections),
   (c) Layout, position, geometry, dimensions, levels and surfacing of all vehicular and pedestrian accesses (to the A75, U347n and U350n public roads), internal roads, footpaths, cycleways, car parking and cycle parking, and details of the location and design of pedestrian prioritised crossing facilities,
   (d) Layout, position, dimensions, levels and surfacing of the helipad, with mitigation measures incorporated along the site boundary with the U350n public road to reduce risk of distraction to road users,
   (e) Details of bus access and bus stop provision within the site,
   (f) The layout and configuration of all external spaces including internal courtyards demonstrating the extent and means of public access,
   (g) Existing and proposed services such as cables, pipelines and substations,
   (h) Details of foul and surface water drainage scheme, including SUDS and a surface water management scheme (to identify flow pathways and recommend management measures to reduce the risk to the hospital and surrounding land), for the site and any proposed adoptable road.

4. **Design**: This shall include plans, sections and elevations of all buildings and any other structures. The finished building height and massing for the hospital building shall be substantively in accordance with the details shown in drawings KEP-G(00)X-SE-01 (Sections) and KEP-G(00)X-B1-02, KEP-G(00)X-00-02 Rev 2, KEP-G(00)X-01-02 Rev 2, and KEP-G(00)X-02-02 Rev 2 (Department Area Plans).

5. **External Appearance**: This shall include a specification of the colour and type of all materials to be used on walls, roofs, windows, doors, rainwater goods and any other external finishes to the building. The external appearance shall be informed by the full Landscape and Visual Impact Assessment as required by Condition 7 below, and incorporate the use of recessive, non-reflective colours and materials on areas of elevations that may be seen over long views.

6. **Landscaping**: This shall show the treatment of land (including any green roofing) forming part of the site, including planting of new trees and shrubs,
grassed areas, hedges, retained trees and other retained vegetation, details of level changes, hard surfacing, erection of walls, fences or other means of enclosure, formation of banks, terraces or other earthworks and the layout of gardens, courts, and other amenity features designed to provide a landscape setting for the development. The said landscaping scheme shall be informed by the full Landscape and Visual Impact Assessment as required by Condition 7 below, and incorporate the following features and information:-

(i) The use of tree planting and earth bunding, both as screening and to soften the visual impact of the development, in broad accordance with the indicative layout shown on drawing numbers KEP-G(90)X-XX-03 (Site Plan - Proposed) and KEP-G(00)X-SE-01 (Sections),

(ii) Details of the alignment, scale and form of the above earthworks, to reflect local landscape character and landforms,

(iii) An assessment of existing trees and potential for retention, with particular consideration of the two oak trees to the front (northern) end of the site,

(iv) Retention and/or reinstatement of existing boundary hedgerows,

(v) The use of tree planting to enhance the local environment including car parking areas and access routes,

(vi) New tree and shrub planting to be of native Scottish species of local origin,

(vii) Details of other artefacts and structures such as street furniture, lighting columns, any shelters and covered walkways, play equipment, and public art,

(viii) The programme for completion of landscaping and subsequent maintenance.

Thereafter, the development shall be carried out in full accordance with the landscaping scheme and timetable as may be so approved.

7. That the application required by Condition 2 above shall be accompanied by a Flood Risk Assessment (1 in 1,000 year flood risk event) of the Terraughtie Burn, and by all additional surveys / assessments recommended by the Environmental Statement and supplementary documentation, dated January 2013, and Addendum, dated March 2013, including (but not limited to):- Air Quality Assessment; Protected Species Surveys; Contaminated Land / Groundwater Phase 2 Site Assessment; Landscape and Visual Impact Assessment; & Noise Impact Assessment.

The layout, design, external materials and landscaping of the development required by Conditions 3, 4, 5 and 6 above shall be designed in accordance with the recommendations of the said surveys / assessments. Thereafter, the development shall be carried out in full accordance with the details and mitigations as may be so approved.

8. That no development in respect of this planning permission shall take place unless details of the phasing of the construction of the development, including the energy centre and staff residences, have been submitted to and approved by the planning authority. Thereafter, the development shall
proceed in accordance with the approved plan, unless otherwise agreed in writing with the planning authority.

9. That **no development in respect of this planning permission shall take place** until a scheme for the enlargement of the Garroch Roundabout, the realignment of the existing Glen Road, the stopping-up of the existing Glen Road junction and provision of a new DGRI access road leg to the south of the roundabout has been submitted and approved in writing by the planning authority (in consultation with Transport Scotland). The said scheme shall be as generally illustrated in drawing number AA3322/SK/08 Rev D entitled ‘Junction 1 Garroch Loaning / A75 Roundabout Proposed Mitigation’ by Asher Associates. The **development hereby granted planning permission shall not be occupied or brought into use** unless the said scheme has been fully implemented as may be so approved, unless otherwise agreed in writing by the planning authority (in consultation with Transport Scotland).

10. That **no development in respect of this planning permission shall take place** until a scheme for modifications to the A76(T) Glasgow Road / A75(T) roundabout, as generally illustrated in drawing number AA3322/G/233 Rev A entitled ‘Junction 3 Glasgow Road / A75 Roundabout Construction Requirements’ by Asher Associates, has been submitted and approved in writing by the planning authority (in consultation with Transport Scotland), unless otherwise agreed in writing by the planning authority (in consultation with Transport Scotland). The **development hereby granted planning permission shall not be occupied or brought into use** unless the said scheme has been fully implemented as may be so approved, unless otherwise agreed in writing by the planning authority (in consultation with Transport Scotland).

11. That **no development in respect of this planning permission shall take place** until a scheme for modifications to the A701(T) Edinburgh Road / A75(T) roundabout, as generally illustrated in drawing number AA3322/G/243 entitled ‘Junction 4 Edinburgh Road / A75 Roundabout Construction Requirements’ by Asher Associates, has been submitted and approved in writing by the planning authority (in consultation with Transport Scotland), unless otherwise agreed in writing by the planning authority (in consultation with Transport Scotland). The **development hereby granted planning permission shall not be occupied or brought into use** unless the said scheme has been fully implemented as may be so approved, unless otherwise agreed in writing by the planning authority (in consultation with Transport Scotland).

12. That **no development in respect of this planning permission shall take place** until a scheme for modifications to the A709 Lockerbie Road / A75(T) roundabout, as generally illustrated in drawing number AA3322/G/283 entitled ‘Junction 5 Lockerbie Road / A75 Roundabout Construction Requirements’ by Asher Associates, has been submitted and
approved in writing by the planning authority (in consultation with Transport Scotland), unless otherwise agreed in writing by the planning authority (in consultation with Transport Scotland). The development hereby granted planning permission shall not be occupied or brought into use unless the said scheme has been fully implemented as may be so approved, unless otherwise agreed in writing by the planning authority (in consultation with Transport Scotland).

13. That the development hereby granted planning permission shall not be occupied until a comprehensive Travel Plan that (i) sets out proposals for reducing dependency on the private car and (ii) sets out a parking management strategy for the development, has been submitted and approved in writing by the planning authority (in consultation with Transport Scotland and the local roads authority). The Travel Plan shall be in broad accordance with the measures set out in the Transport Assessment by MVA dated December 2012, and shall incorporate measures to be implemented, phasing of implementation, system of management, monitoring, review and reporting, duration of the plan, and identification of a dedicated travel plan co-ordinator. The said scheme shall be fully implemented as may be so approved.

14. That primary vehicular access to the development hereby granted planning permission shall not be taken from any point other than A75 Garroch roundabout. No development in respect this planning permission shall take place unless and until a scheme for managing the access of traffic to the secondary access to the U350n Garroch Business Park has been submitted to and approved in writing by the planning authority (in consultation with the roads authority). The development hereby granted planning permission shall not be occupied or brought into use unless such scheme as may be so approved has been implemented and is fully operational.

16. That no development in respect of this planning permission shall take place unless a scheme of public street lighting scheme for the proposed new primary access road, from the A75 Trunk Road to the development site boundary, has been submitted to and approved in writing by the planning authority (in consultation with the roads authority). The said scheme shall include details of the number, type and location of the proposed street lights and the phasing of their installation. The development hereby granted planning permission shall not be occupied or brought into use unless such scheme as may be so approved has been implemented and is fully operational.

17. That no development in respect of this planning permission shall take place until a comprehensive Traffic Management Plan has been submitted to and approved in writing by the planning authority (in consultation with Transport Scotland and the local roads authority). The Traffic Management Plan shall incorporate details of (a) traffic management measures including
accommodation works to manage construction traffic, (b) measures to minimise traffic impacts on existing road users, (c) details of construction vehicle routing and (d) details of temporary and permanent directional signage including timetables for implementation. The said scheme shall be fully implemented as may be so approved.

18. That **no development in respect of this planning permission shall take place** unless a Construction Environmental Management Plan / Construction Method Statement has been submitted to and approved in writing by the planning authority (in consultation with SNH, SEPA, Transport Scotland, the local roads authority and the Council’s Environmental Standards Service). The said Plan / Statement shall include (but not be limited to) the matters identified in the draft Construction Environmental Management Plan, and the following matters:-
(a) details of proposed temporary site compound for storage of materials, machinery, and designated car parking,
(b) details of any blasting of stone resulting from levelling of the site,
(c) details of pollution control, protection of water courses, bunding of fuel storage areas, surface water drainage, flood risk, sewage disposal and discharge of foul drainage,
(d) details of tree, habitat and species protection,
(e) details of construction and surface treatment of hardstandings and tracks,
(f) details of on-site storage of materials,
(g) details of on-site storage and off-site disposal of excavated material,
(h) details and timetable for post construction restoration/reinstatement of the temporary working areas,
(i) details and timetable for phasing of construction works,
(j) details of turning arrangements for vehicles on site,
(k) cleaning of site entrance, site tracks and the adjacent public road, and the sheeting of all HGVs taking spoil or construction materials to/from the site to prevent spillage or deposit of any materials on the public road,
(l) details of internal track construction, including any floating road construction,
(m) details of reinstatement of temporary works,
(n) noise, vibration and lighting during construction.
Thereafter, the construction of the development shall be carried out in complete accordance with the Plan / Statement as may be so approved.

20. That **no development in respect of this planning permission shall take place** until full specification details of the proposed power generating system associated with the energy centre hereby granted planning permission, along with an assessment of the environmental impacts of the system and any necessary mitigation measures, have been submitted and approved in writing by the planning authority. Thereafter, the development shall be carried out in full accordance with the details and mitigation as may be so approved.
21. That **no development in respect of this planning permission shall take place** unless details of the proposed external lighting (other than public street lighting required by Condition 16 above) to be installed within the application site have been submitted to and approved in writing by the planning authority. Such lighting shall be of a cowled or cut-off design so as to ensure that there is no light spillage above the horizontal and shall be sited so as not to be directed towards any adjacent residential properties or so as to dazzle drivers on any public road. **The development hereby granted planning permission shall not be occupied or brought into use** unless all such external lighting has been installed in full accordance with such details as may be so approved. Should any external light or lights within the application site be shown to cause a nuisance to any nearby residents or be a hazard to road safety, the Council as planning authority shall be allowed to require the said light or lights to be either removed, relocated or realigned as appropriate, for the lifetime of the development.

22. That **no development in respect of this planning permission shall take place** unless a scheme to prevent nesting of seagulls on the buildings hereby granted planning permission has been submitted to and approved in writing by the planning authority (in consultation with the Council's Environmental Standards Service). The said scheme shall include (i) details of all works, (ii) a maintenance schedule, and (iii) a timetable for implementation. **The development hereby granted planning permission shall not be occupied or brought into use** unless such scheme has been fully implemented as may be so approved.

23. That, in the event that Scottish Water declines to accept responsibility of the surface water drainage scheme (SUDS) or surface water management scheme referred to in Condition 3 above, a scheme detailing the maintenance and repair of the proposed surface water drainage infrastructure / systems for the lifetime of the development shall be submitted and approved in writing by the planning authority, **prior to the development being occupied or brought into use**. Thereafter, the scheme shall be implemented as may be so approved.