

Rosebery House Redevelopment Pre-Application Consultation

Questions

Responses

4 September 2020

1. What community benefit will the new development bring? This might be physical e.g. a new commuter bike store such as Leeds station or public space such as Waverley Market roof

Once a detailed planning application is submitted, the City of Edinburgh Council will advise on the requirements for contributions / improvements that the development may impact upon within the surrounding area. This can include various transport related matters, public realm, landscaping, city car club contributions, electric vehicle charging, cycle stands etc.

Additionally, it is considered that the proposed upgrading of the public realm around the Haymarket trams area will provide a much improved setting that will benefit the local community, along with other users.

2. National Cycle route 1 has been omitted from the plan which runs down Haymarket yards, how will this be incorporated in the site layout?

The existing cycle route and road markings on the east side of Haymarket Yards will be retained under the proposals.

3. Can you provide 2d elevation drawings of the proposals as they currently stand to enable a better understanding of the proposals.

Additional drawing material will be provided for discussion on the proposed call.

4. Finishes appear to be concrete to Haymarket terrace elevation and aluminium to other elevations, why has natural stone not been utilised in line with council guidelines?

At this stage in the process nothing is fixed, however the main driver for the materials is to balance the surrounding context and setting of the building with the target Net Zero Carbon approach for the building fabric. The palette currently being considered is for pre-cast concrete on the north elevation coloured and textured to reflect the New Town sandstone, and for the southern elevation anodised aluminium cladding systems are being considered. The final approach will be further developed in response to consultation feedback and consultee comments.

5. How have you addressed the conservation zone and listed buildings within the context of the adjacent UNESCO world heritage site and Haymarket area?

The development of the proposals has taken cognisance of the adjacent World Heritage Site and Edinburgh's New Town.

This position has informed the building's response to the street, to Haymarket Terrace, both in terms of the building's massing, its formality and choice of materials and their expression.

Key views and approaches (both local and at a more distanced level) have been carefully considered in the shaping of the overall massing and how this responds to the surrounding urban grain.

6. You have indicated a demand for office accommodation within the CEC council plan. This is currently under review and the BBC article 26/8/20 was that the Top 50 employers do not intend early return to office space and some never. Do you intend to continue the development if you have no pre-lets?

Whilst it is still unclear what long-term impact Covid 19 will have on office demand, some businesses may seek more space to permit greater social distancing and alternative working environments within the office. Modern offices also have the ability to increase air flow through the building and include filters in the air handling units all making the environment a safer and more attractive place for employees. We also believe that for Edinburgh to continue to attract new growth and retain major employers, there needs to be more office buildings of the quality of the replacement Rosebery House. Recent deals in the city centre to Baillie Gifford (280,000 sq ft, growing from 190,000sq ft), Aberdeen Standard (108,000 sq ft), and HMRC (190,000 sq ft) demonstrate this demand.

7. Can you comment on the relative benefits of structure retention and recladding vs new build on the embodied carbon?

Retaining an existing structure would offer a benefit in terms of associated embodied carbon, however this option can only be considered where specific site and building conditions allow. Retention of an existing structure also places some limitations on the future flexibility of the building.

The current building does not maximise the footprint of the site, therefore to optimise the development area a new build structure is most suitable. This also allows a building to be developed that is in accordance with modern expectations and that is able to more easily adapt to the future demands of office space. Whilst a new steel framed structure is proposed, consideration is being made regarding the preservation of existing retaining walls and reductions in embodied carbon are being targeted through efficient design and specification of secondary aggregates or cement replacement options.

Consideration has also been made to the end of life of the building and a range of measures have been incorporated into the building to ensure that elements can be

re-used, refurbished, or replaced throughout the lifetime of the development. This assists in the reduction of whole life carbon associated with the development. Further, a pre-demolition audit of the building will be undertaken to ensure that opportunities to reclaim and reuse existing building elements are maximised and non-hazardous material is diverted from landfill.

8. Why was the height reference chosen as the chimney off Dalry Road rather than the category A listed Haymarket Station to which the site borders?

The B-listed chimney on Distillery Lane has not informed the height of the development. Whilst reference is made to this within one of the supporting animations that comprises part of the public exhibition, it is to demonstrate that this structure remains legible and taller than our Rosebery House proposals, in respecting the its setting, as well as that of the original station building.

9. Can you comment on proposed construction methods?

Following complete demolition of the existing Rosebery House building the new building sub-structure will comprise bored cast insitu reinforced concrete piles with reinforced concrete pile caps below all steelwork columns and the main building stability cores. The lower ground floor along the northern and northwestern perimeters will have reinforced concrete retaining walls to retain the higher level public realm areas on those sides of the new building.

The new building superstructure will be a steelwork frame comprising columns, beams and composite steel deck flooring supporting in-situ reinforced concrete floor slabs. The three main vertical stability, circulation, escape and services distribution cores of the building will be formed by reinforced concrete walls.

The building envelope will comprise precast cladding panels and glazing to the northern, north-western and eastern elevations and aluminium glazed curtain walling system to the southern elevations. The building construction process will require temporary craneage.

10. How do you intend to address the noise, dirt and general disruption for Haymarket Terrace in particular during the 3 year construction programme?

- In line with industry best practice a Construction Environmental Management Plan would be prepared for the Development and secured by planning condition. It would be implemented and adhered to throughout the Works.
- The details would be agreed with CEC prior to the commencement of the Works and would comprise, in effect, an operational manual detailing the management, monitoring, auditing and training procedures to be followed during the Works to ensure compliance with relevant legislation, planning policy, regulations and best practice. It would also set out the specific roles and responsibilities of on-site personnel.

- Contractors would be required to be a member of the Considerate Constructors Scheme which encourages contractors to carry out their operations in a safe and considerate manner, with due regard to nearby residents, pedestrians, road users and river users.
- The contractors would provide a dedicated liaison manager who would communicate the intent and status of the project to CEC, local businesses and other relevant authorities. A priority of this role would be to keep neighbours and CEC informed of the nature of the Works, their duration and programme, together with the principal stages of the Works.
- Contact details for appropriate Site personnel would be posted on a display board visible to the public. Occupiers of properties neighbouring the Site would be provided with regular updates on progress through newsletters.
- Any complaints received would be logged on the Site and dealt with in a timely manner. Where no immediate resolution is found, the complaint would be referred to CEC.

11. How do you intend to support local businesses during the construction?

In accordance with construction good practice and considerate contractors etc, we would ensure that any contact with local interests was undertaken in a coordinated and comprehensive manner, and would look to agree the most appropriate approach with the local Community and business interests in advance.

12. As it is bounded by, rail, tram, road, cycle and pedestrian routes what impact will this have on the development during and after construction?

Elements of the construction methodology will require consent from the Council, Edinburgh Trams and Network Rail to ensure that as far as possible the appropriate mitigation will be in place to maintain safety and access for people and vehicles during the construction period.

13. Can you advise why this was not more broadly publicised, no site notices, neighbour notifications or the like being issued?

The regulations require that the consultation event is advertised prior to the event. The advert was published in the Evening News on 19th August. Interim regulations are in place with regards to Covid 19 and in the absence of a public event, the website is available to view and for comment, for a longer period of time than the typical consultation event. The intention of the website is find alternative ways to enable an exchange of views that would otherwise have been achieved by face to face interaction.

The website remains active and the communication channels for feedback and general enquiries will remain open. Whilst we are encouraging as many comments as possible now, we will still receive and where possible respond to queries through to submission of the planning application.

14. Can you confirm the date the shadow images were generated for as shown on the consultation fly-through's?

The production of the animated material is not set to reflect a given condition at a set time, or date. The intention behind this is to convey the proposed scale and articulation of the scheme within the context of its surroundings from various key approaches.

A full sunlight/daylight analysis by specialist consultants has been commissioned which will form part of the final application pack, as brought forward at the point of submission.

15. There appears to be no planting within any of the public realm

The detail of the landscaping within the public realm is to be developed. This will be subject to coordination with Edinburgh Trams and the Council, in ensuring an appropriate treatment of the space to reflect people movement, security and general amenity.

16. Will the scheme be developed to meet any particular standards ie BREEAM, LEED, WELL or similar?

Beyond a highly accessible and sustainable location for an employment use, and seeking to make the most of this urban site through a higher density development, a number of accreditations and targets are being pursued, and are core to Aviva's commitment for the proposals:

- BREEAM Excellent
- WELL Standard for the base build specification (currently on course to achieve a 'Gold' rating)
- Wired Score (currently on course to achieve a 'Platinum' rating)
- Net Zero Carbon Target in operation
- Emphasis on sustainable travel including; using public transport, reduced car use enhanced cycles space increased.

LEED has not been pursued as it is not considered to add any additional sustainable value to the scheme

17. What changes will you be making to the building to reflect COVID-19 requirements?

In terms of the M & E installation relevant guidance shall be followed in terms of ventilation rates and level of filtration as an example.

Hands free technology is becoming more prevalent, as is the means to offer user-control through personal devices. Material technology also continues to advance, in the form of antimicrobial ironmongery, etc. It is anticipated that this continued trajectory will be reflected in the final fit-out of the building, upon completion.

As research is ongoing and emerging, guidance is likely to be updated throughout the programme and shall be reviewed accordingly.

18. What is the planned building occupancy vs the existing building (floor area to floor area)?

The proposed building occupancy has been designed to accommodate approximately 1800 people. Based on the same occupancy capacity, the current building has the potential to house 775 people.

The existing Net Lettable Area of the current building is approx. 66,793 sqft, with the new development proposing to provide approx. 158,000sqft.

19. Will the building comply with BCO guidelines?

The building has been designed to align with, or exceed, current BCO guidelines. This is particularly key to the high quality of workspace that the development is to provide and has also been informed by Commercial Agent knowledge and forthcoming developments in the pipeline, nationwide.

The team also encompasses specialist consultant input on the ongoing management of the building, post-completion, in order to ensure ease of maintenance, operation and future adaptability.

Several members of the team are long-standing BCO members.

20. Is the building intended to be regenerative rather than net zero in use?

The building is targeting net zero operation through the façade performance, solar shading, efficient plant selections, electric heating and photovoltaics. Embodied carbon is also being considered through the design process in the materials selected.

The building isn't intended to be regenerative. The development is aiming to deliver a net zero position in operation by following an industry recognised approach, however it is not considered feasible for a building of this scale and specification to operate as regenerative. In addition to operational performance, the embodied carbon associated with the development is being reviewed with a view to making significant reductions.

21. Is the building intended to be airconditioned? If so how, what will be the noise levels and where will the equipment be located?

The building will be provided with reversible air source heat pumps (ASHP) for heating and cooling. Air handling units (AHU) will be provided for mechanical ventilation. The AHUs and ASHPs will be located at roof level and provided with necessary attenuation by way of ductwork attenuation and acoustic enclosures.

22. What improvements are being planned for the transport interchange and what flexibility for future expansion? Is there a taxi drop off/rank included?

A draft travel plan will be submitted as part of the planning application submission, this targeted at encouraging sustainable travel to and from the development. It is noted that only six parking spaces (all mobility accessible) and with EV charging points are proposed within the site.

No additional taxi ranking is proposed, but there will be a drop off area to the rear of the building

23. What provisions are there for electric car/cycle recharging, are these public?

See response to (22), these will not be for public use.

24. Is there a car club parking space allocated?

The building will be secured, with access to the limited parking by arrangement only. There will not be a City Car Club space allocated for this reason.

25. Has a direct pedestrian link from the building into the station been included?

No this will be via the public realm adjacent to the tram stop and part of the wider Haymarket transport interchange area.

26. How has Haymarket yards access to station for matchday crowds been included?

Specific event arrangements are under discussion with the Emergency Services, The Council, Edinburgh Trams and the Rail operators to develop a plan for access for Murrayfield event crowds.

27. Has vehicular access to station via Haymarket yards been retained?

Yes, via the junction at the foot of Haymarket Yards

28. Has a foot traffic analysis been completed especially during rush hours when trams and platforms are at capacity?

Not specifically, but there will be an additional 5-6m of public realm space between the proposed building and the existing tram stop, representing a significant expansion to the public area in this location.

29. What broader consultations have been made i.e. Sustrans, Cockburn Association? And what were the comments?

We are currently in the process of engaging with a variety of stakeholders. The submission of the PAN Notice provides us with a 12 week consultation period within which time we have prepared a programme to engage with all key stakeholders, Community Councils, Ward members etc. The comments that are received will be

provided within the Pre-Application Consultation Report, as part of the planning application submission.

30. Have you carried out shadow and reflection impact studies to all elevations?

- An assessment of the overshadowing effects of the new building is being carried out and will be submitted with the planning application.
- (see note to q14)

31. Where are deliveries and waste collection made and what provision is there for turning of the vehicles?

The proposals include a servicing area to the rear (south) of the proposed building which will be accessed in from Haymarket Yards, and out via the Verity House link Road back to the bottom of Haymarket Yards. This area has been sized to accommodate the expected size of refuse, delivery and servicing vehicles.

32. Is there provision for communal waste and recycling?

The proposals will be self sufficient in terms of waste management which will include a strategy for recycling for the building and all occupiers.

33. Have litter bins been designed into the scheme which comply with CPNI recommendations? i.e. near rail and tram stops.

There are no plans to introduce further litter bins into the scheme, beyond those already associated with the tram network.

We have initiated engagement with Police Scotland in order to ensure that the design aligns with their requirements/recommendations regarding matters of security .

34. What is the intent for façade lighting and external lighting generally?

The façade lighting will be minimum taking cognises of the existing street lighting and be in accordance with CIBSE LG6 and BREEAM requirements. There shall also be low height security lighting to the side and rear elevations of the building in line with Secure by Design and CIBSE recommendations.