

**Full Planning Application  
at  
628 Queensferry Road  
Edinburgh  
EH4 6DZ**

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**Development Quality Sub-Committee  
of the Planning Committee**

**Proposal:** Demolition of existing house, construction of 2 two-storey semi-detached houses and 2 semi-detached bungalows  
**Applicant:** Forshaw, Gilleasbuig + Company.  
**Reference No:** 04/03501/FUL

**1 Purpose of report**

To recommend that the application be **GRANTED** subject to;

**Conditions**

1. The development hereby permitted shall be commenced no later than five years from the date of this consent.
2. i) Prior to the commencement of construction works on site:
  - a) A site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning and Strategy, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

- b) Where necessary, a detailed schedule of any required remedial and /or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning and Strategy.
  - ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning and Strategy.
3. The development shall not commence until a scheme for protecting the residential development hereby approved from noise from road traffic and aircraft noise has been submitted to and approved in writing by the Head of Planning & Strategy; all works which form part of the approved scheme shall be completed to the satisfaction of the Head of Planning & Strategy before any part of the development is occupied.

### **Reasons**

- 1 In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts.
- 2 In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
- 3 In order to protect the amenity of the occupiers of the development.

## **2 Main report**

### **Site description**

The site extends to 1050sqm and currently contains a single bungalow.

The plot is the largest plot containing a single house in the immediate area, and therefore the least densely developed.

It is flanked by other bungalows which all stand on rising ground on the main entrance into Edinburgh when approaching from the Forth Road Bridge/Queensferry. All sit on ground considerably higher than the road level, but most are relatively hidden, since most occupiers have grown tall hedges to screen the road and traffic noise.

On the opposite side of Queensferry Road property sizes are considerably greater (largely Edwardian villas).

To the rear (north) a small private park sits in the centre of Braehead Park. This street is diverse in character, ranging from bungalows to 6 storey flats.

### **Site history**

14.5.2004 - application for 6 units withdrawn

19.7.2004 - reduced application for 6 units refused

## **Development**

The application proposes demolition of a vacant bungalow and redevelopment as 4 houses: two single storey and attic houses facing Queensferry Road; two two-storey semi-detached houses facing Braehead Park to the rear.

Six parking spaces are proposed on site: two run-in spaces serving the Braehead Park units; two internal spaces for the front units; and two parallel spaces on the access road, to serve visitors.

Materials are render walls and Rosemary tile roofs. A hedge is proposed to the front to combat traffic noise (as found on neighbouring sites).

The applicant has supplied numerous artists impressions of the proposal, both including and excluding the high hedges which dominate the streetscape (to address the potential argument that neighbouring hedges could be removed).

## **Scheme 2**

The scheme was adjusted to allow turning for vehicles such that the two inner units could enter and leave in forward gear.

## **Consultations**

### **Environmental Services**

No objection to the above proposed development.

## **Transport**

### Scheme 1:

Application should be continued to provide a turning hammerhead on driveway for units 3 and 4

### Scheme 2:

No objections

## **Representations**

24 representations were received, including letters from the Cramond Association and the Almond Court Association. Reasons for objection were

- 1 Loss of existing house unnecessary
- 2 Overdevelopment/ cramped site
- 3 Insufficient parking
- 4 Contrary to policies
- 5 Access/ road safety concerns
- 6 Two storey out of character

- 7 Insufficient parking
- 8 Extra noise from development
- 9 Too far forward on site
- 10 Disruption to road surface due to construction
- 11 Loss of sight lines
- 12 No garaging provided
- 13 No bin facilities
- 14 Loss of daylight and privacy

## **Policy**

The site lies in a Mainly Residential area as shown in the North West Edinburgh Local Plan. The revised West Edinburgh Local Plan shows it as part of the Urban Area.

### Relevant Policies:

#### **North West Edinburgh**

Policy H1 supports the development of identified housing sites (HSG 1 - HSG 13) in the local plan, provided proposals are in accordance with other local plan considerations, including the need to protect amenity and safeguard land of recreational and landscape significance.

Policy H3 requires all new housing development to make provision for landscaping and open space in conformity with the Council's standards.

Policy H4 requires new development to be sympathetic in scale and density with its surroundings. In conservation areas and defined "areas of interest" in particular, special care is required to protect local character and amenity.

Policy E5 states that new buildings, in terms of design, materials and landscaping, should make a positive contribution to the overall quality of the environment and regard should be had to their setting and neighbouring development.

Policy T4 states that adequate provision for car parking must be made by developers in all new development in conformity with the Council's adopted standards.

#### **Draft West Edinburgh**

Policy H1 General housing Policy seeks to encourage residential development, providing a satisfactory level of residential amenity can be achieved.

Policy H7 Housing Development Quality seeks to make best use of land without affecting the character of the area whilst make provision for amenities.

Policy H08 (Open Space provision) sets out the requirements for open space in new housing developments.

Policy H12 states that development which would result in an unacceptable reduction in amenity for residents in the locality will not be permitted.

Policy DQ6 states that new development should make a positive contribution to the quality, accessibility and safety of the environment, having regard to the character, opportunities and constraints of the site and its surroundings and the basic character of the city

Policy DQ7 states that the new development should include proposals for new tree planting and robust landscaping to achieve a suitable visual setting for new building and enhance open spaces and boundaries, and should be designed to minimise its impact on any trees subject to a Tree Preservation Order and other healthy trees worthy of retention.

Policy DQ8 (Prominent Sites) expects proposals for visually prominent sites, sites on major transport corridors or in gateway locations (on the city's urban edge) to demonstrate a particularly creative design solution, specific to the site in question.

Policy T7 states that development proposals should be designed to make walking and cycling as safe, convenient and attractive as possible and, where possible, should link with and provide extensions to the city-wide network of off-road routes.

Non-statutory guidelines 'DAYLIGHTING, PRIVACY AND SUNLIGHT' set criteria for assessing proposals in relation to these issues.

### **3 Conclusions and Recommendations**

#### **DETERMINING ISSUES**

The determining issues are

Do the proposals comply with the Development plan?

If they do, are there any compelling reasons for not approving them?

If they do not, are there any compelling reasons for approving them?

#### **ASSESSMENT**

In order to determine this application the Committee should consider a) the principle of residential development d) the effect of the scale, form and design on the character of the area c) parking and access d) the effect on neighbouring amenity e) the amenity of the created units.

a) There is no objection to the loss of the existing bungalow. The building is not worthy of retention in terms of architectural merit.

Residential redevelopment accords with the local plan, subject to other policy objectives being met.

The proposed density represents 40 units per hectare, well within usual parameters for an area such as this. Densities of modern housing on the south side of Queensferry Road range from 40 to 80 units per hectare. The Almond Court development on the north side of Braehead Park has a density of 85 units per hectare.

b) The scale of the front block forms a natural step in the built form to that side. Its ridge lies midway between the ridge heights to either side and the eaves do likewise. The form therefore steps naturally, both with the local topography and with the neighbouring buildings. The design remains derivative of the surrounding houses and materials will match.

The building line of the front block adopts the line of all buildings to the south-east, other than at the westmost corner, where it steps back to reflect the line of the house on that side. It is noted that to the north-west there is no consistent building line, so this position is considered acceptable, and it steps naturally with the flanking buildings.

To the rear, although the built form is two storeys high, due to the falling ground levels this sits on a par with the only house on this side of Braehead Park in terms of levels. In the wider area (even ignoring the 6 storey flats opposite) two storey properties are common, and it is considered that the proposal remains in character with the area.

To the rear there is no building line: the only house on this side presents an angled corner to the street (set around 5m back) but garages further down the slope stand as little as 3m from the pavement. The building position to this side is therefore considered acceptable.

The design solution is fully customised to the site, and should sit comfortably between the flanking houses, forming a natural transition between units.

c) Parking is provided at 150%. This accords with policy requirements.

Access is all from the rear due to the nature of Queensferry Road. Due to the nature of the layout no section would require to be adopted.

Pedestrian and cycle access is available to the front for units 3 and 4 and these will continue to address that street even though parking is from their rear. It is noted that Queensferry Road is a major public transport corridor into the city.

d) Each building lies in what is normally considered the "gable to gable" zone in terms of overshadowing. Although the two bungalows to the south-east both sit at 45 degrees to the site boundary, the effects are still largely gable to gable.

In absolute terms in relation to this boundary, the front block complies wholly with boundary requirements, and no overshadowing occurs at all in policy terms. The rear block has some effect on the neighbouring garden (affecting an area of 10sqm) but Skylight Factor remains 40 out of 40 and no windows in the neighbouring house are affected in policy terms. Any effect is further alleviated by the general orientation southwards on this side, plus the dropping ground level.

Privacy issues to neighbours are addressed by avoiding side-facing windows.

e) Each house has good aspects and open space meets policy requirements.

The units to Queensferry Road are likely to suffer from traffic noise, and all units fall in an area which suffers to a degree from aircraft noise relating to Edinburgh airport, so a condition is imposed to address this.

It is recommended that the Committee approves this application, subject to the conditions stated.



**Alan Henderson**  
Head of Planning and Strategy

**Contact/tel** Stephen Dickson on 0131 529 3901 (FAX 529 3706)

**Ward affected** 05 -Cramond

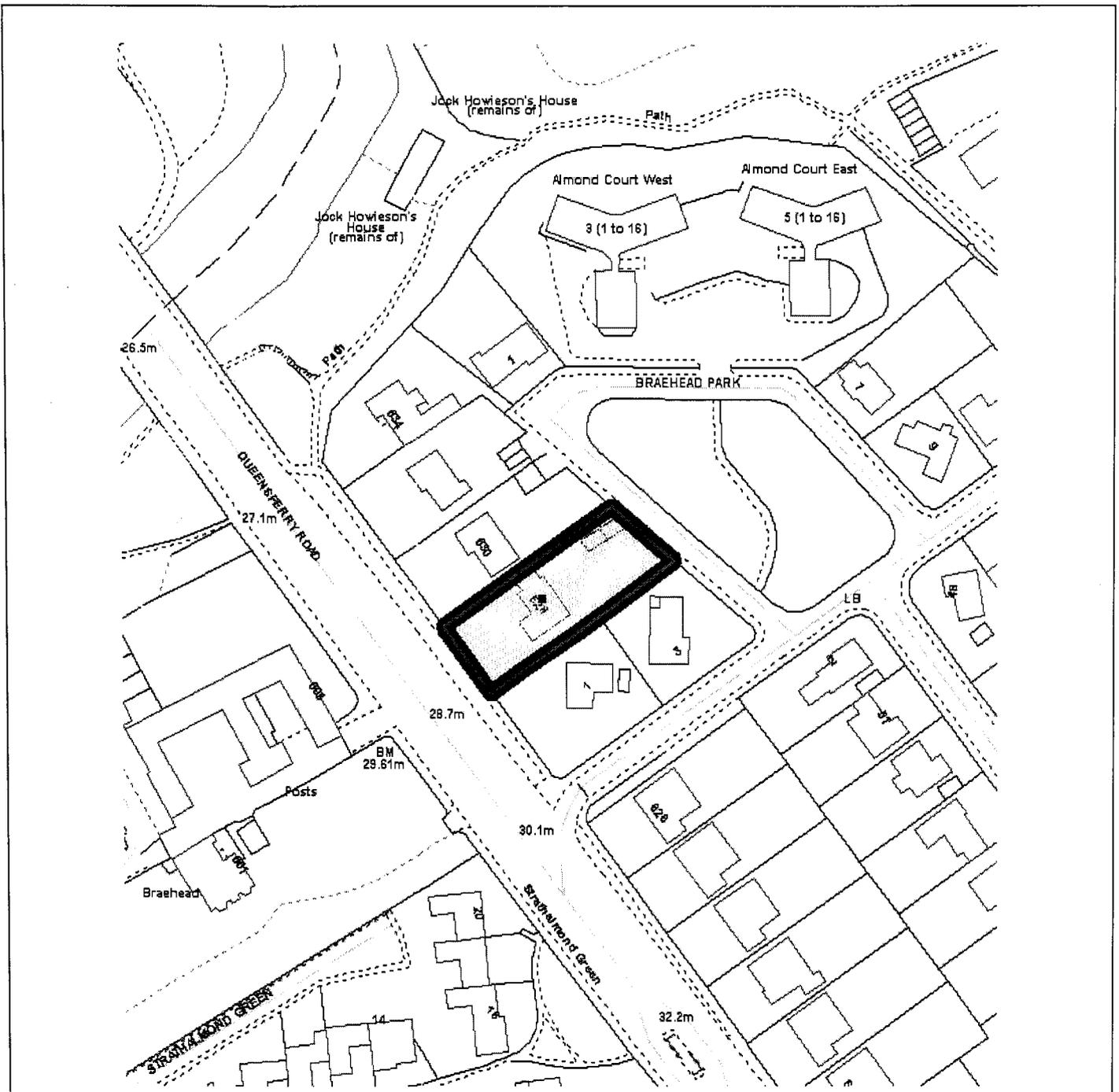
**Local Plan** North West Edinburgh

**Statutory Development  
Plan Provision** Mainly Residential

**File** AF

**Date registered** 17 September 2004

**Drawing numbers/  
Scheme** 1-2,4-8,10  
Scheme 2



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# **PLANNING APPLICATION**

<b>Address</b>	<b>628 Queensferry Road, Edinburgh, EH4 6DZ,</b>		
<b>Proposal</b>	<b>Demolition of existing house, construction of 2 two-storey semi-detached houses and 2 semi-detached bungalows</b>		
<b>Application number:</b>	<b>04/03501/FUL</b>	<b>WARD</b>	<b>05- Cramond</b>
<b>THE CITY OF EDINBURGH COUNCIL</b>			
<b>THE CITY DEVELOPMENT DEPARTMENT- PLANNING &amp; STRATEGY</b>			