

Development Management Sub Committee

Wednesday 10 January 2018

Application for Planning Permission 17/04304/FUL At The Queens Crossing, 7 Builyeon Road, South Queensferry Extension to the existing hotel to provide additional bedrooms, alterations to car parking and landscaping

Item number	4.1
Report number	
Wards	B01 - Almond

Summary

The proposal complies with the development plan. The proposal is acceptable in this location and will not have a detrimental impact on the character and appearance of the area. There will be no impact on residential amenity and the proposal is appropriate in terms of design, scale and massing. There are no material considerations that outweigh this conclusion.

Links

Policies and guidance for this application	LDPP, LEMP10, LDES04, LDES05, LDES12, LTRA02, NSGD02,
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Report

Application for Planning Permission 17/04304/FUL At The Queens Crossing, 7 Builyeon Road, South Queensferry Extension to the existing hotel to provide additional bedrooms, alterations to car parking and landscaping

Recommendations

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

Background

2.1 Site description

The application relates to a three storey hotel located on Builyeon Road, South Queensferry. To the east of the site is the A90, to the west is a fast food restaurant, to the north a large housing estate, and to the south the A904 with farmland beyond. There is also a pub/restaurant attached to the hotel.

2.2 Site History

Feb 1992 - Planning permission granted: Erect restaurant, petrol filling station, and hotel (application reference: 90/02408/FUL).

Sept 2003 - Planning permission granted: Three storey extension to Travel Inn (application reference: 03/02268/FUL).

Main report

3.1 Description Of The Proposal

Planning permission is sought to add a three storey extension to the existing hotel. The extension will be 12.5 metres in height, 13.7 metres in length, and 13.7 metres wide. The extension will provide an additional 21 rooms to the hotel, although two are to be lost from the existing building to accommodate the extension. It is also proposed to reconfigure the existing parking to accommodate the extra rooms, but no new spaces are proposed.

The extension is to have dense concrete masonry block work to the base, smooth render to the upper, a dense concrete masonry string course below the third floor window and a standing seam roofing system. All materials will match the existing building. The link between the existing building and the proposed extension is to be finished in a dark grey smooth render and will have a flat roof.

3.2 Determining Issues

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

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

- a) the proposal is acceptable in principle;
- b) the proposal is of an appropriate design and in keeping with the character of the area;
- c) the proposal will result in an unreasonable loss of amenity;
- d) the proposed parking and transport arrangements are appropriate;
- e) any additional matters have been addressed;
- f) any impacts on equalities or human rights are acceptable; and
- g) any public comments raised have been addressed.

a) Principle of development

The site is allocated as Urban Area in the Edinburgh Local Development Plan (LDP) where hotel development in principle is acceptable. Hotel development is supported within the urban area by LDP Policy Emp 10 where it is compatible with other policies in the local plan.

The development is acceptable in principle in this location subject to the consideration of other matters below.

b) Design

Local Development Plan Policy Des 4: Development Design - Impact on Setting states that planning permission will be granted for development where it is demonstrated that it will have a positive impact on its surroundings having regard to:

- a) height and form.

- b) scale and proportions, including the spaces between buildings.
- c) position of buildings and other features on the site.
- d) materials and detailing.

The extension would be appropriately designed to reflect the scale, form and finishing's of the existing hotel. The proposal complies with LDP Policy Des 4.

c) Amenity

Local Development Plan Policy Des 5: Development Design - Amenity states that planning permission will be granted for development where it is demonstrated that the amenity of neighbouring developments is not adversely affected and that future occupiers have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy or immediate outlook. A sunlight analysis was submitted by the applicant demonstrating that there will be no impact on neighbouring properties in line with the parameters set out in the Edinburgh Design Guidance.

The north-west elevation of the proposed extension faces the adjacent residential properties. There is a distance of 16 metres to the nearest residential property (11.9 metres to the boundary) but this elevation only contains windows for the stairwell. No overlooking shall occur. Further to this, a condition requiring full details of proposed landscaping along the boundary between the hotel and the residential properties has been attached to ensure that the current levels of privacy are continued.

The proposal does not include additional parking as the existing parking will be sufficient for both the existing and proposed accommodation. An area of existing parking shall be relocated and at the nearest point will be 2.4 metres closer to the boundary but the landscaped boundary treatment will act as a buffer.

The level of parking will remain the same and the existing trees along the boundary and the additional boundary treatment required by condition, will result in no increase in noise generated by customer vehicles.

Although the proposal will result in a net total of 19 new bedrooms, this increase is not considered to generate additional noise.

The amenity of neighbouring developments shall not be adversely affected and the proposal complies with Local Development Plan Policy Des 5 and the Edinburgh Design Guidance.

d) Transport

The proposal does not propose any additional car parking and the existing parking and rearranged disabled parking meets the Council's Parking Standards for the new and proposed accommodation. New cycle parking and motorcycle parking is proposed in line with the Council's Parking Standards. The proposal complies with Local Development Plan Policy Tra 2.

e) Other Matters

Archaeology

Following consultation with the Council's Archaeologist, it was concluded there are no known archaeological constraints regarding this application.

Environmental Protection

Environmental Protection have raised no objections to the proposal but have requested an informative is included relating to electric vehicle charging points.

f) Equalities and human rights

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

g) Public comments

Material Objections

- Car parking moved closer to boundary - this has been addressed in section 3.3(c);
- Noise - this has been addressed in section 3.3(c);
- Privacy - this has been addressed in section 3.3(c);
- Loss of sunlight - this has been addressed in section 3.3(c);
- Landscaping - this has been addressed in section 3.3(c); and
- Location of disabled parking - Transportation have raised no objections to the proposal.

Non-Material

- Cooking odours - this application relates to bedrooms only;
- Terminology used by Architect to describe accessible bedrooms - not a planning consideration;
- Access to bund to paint fences - private legal matter;
- Drainage/sewage from additional bedrooms - this would be dealt with through the building warrant process;
- Potential for additional opening hours for pub/restaurant - not considered as part of this application; and
- Impact of tree roots on methane barrier - not a consideration for this application.

Conclusion

The proposal complies with the development plan. The proposal is acceptable in this location and will not have a detrimental impact on the character and appearance of the area. There will be no impact on residential amenity and the proposal is appropriate in terms of design, scale and massing.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. A fully detailed landscape plan, including details of all hard and soft surface and boundary treatments and all planting, shall be submitted to and approved in writing by the Planning Authority before work is commenced on site.

Reasons:-

1. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved.
5. Electric vehicle charging outlets should be considered for this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.
6. Electric vehicle charging points should be installed in accordance with Transport Scotland's Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles (2013).
 1. Electric vehicle Charging outlet(s) should be of the following standard:

70 or 50kW (100 Amp) DC with 43kW (63 Amp) AC unit. DC charge delivered via both JEVs G105 and 62196-3 connectors, the AC supply by a 62196-2 connector. Must have the ability to be de-rated to supply 25kW to the AC and either of the DC outlets simultaneously.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

Following neighbour notification, twelve letters of representation objecting to the proposal were received. The matters raised are addressed in the assessment section of the report.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

Statutory Development

Plan Provision

The site is within the Urban Area as defined by the Edinburgh Local Development Plan.

Date registered

19 September 2017

Drawing numbers/Scheme

01-02, 03A, 04, 05A, 06-11,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Murray Couston, Planning Officer

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Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Emp 10 (Hotel Development) sets criteria for assessing sites for hotel development.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 12 (Alterations and Extensions) sets criteria for assessing alterations and extensions to existing buildings.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

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

Appendix 1

Application for Planning Permission 17/04304/FUL At The Queens Crossing, 7 Builyeon Road, South Queensferry Extension to the existing hotel to provide additional bedrooms, alterations to car parking and landscaping

Consultations

Transportation

No objections to the application subject to the following being included as conditions or informatives as appropriate:

1. Amendments to the car, cycle and motorcycle parking layout should be generally in accordance with LMA Architect's Drawing No. 1998/L(00)003 Revision A (November 2017), and in accordance with the Council's standards.
2. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;
3. Electric vehicle charging outlets should be considered for this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future;

Note:

1. The applicant has demonstrated that the amended servicing arrangement as a result of the proposals is no worse than it is currently, specifically in regard to access for a 12m Refuse Collection Vehicle. However, the applicant should ensure that the servicing area as proposed is suitable for use by all vehicle types expected to maintain the hotel without impacting on the safety of other users of the car park.
2. The applicant's proposals do not propose changes to the quantum of car parking provided at the site, only the configuration in order to achieve the extension to the hotel. Currently 77 car parking spaces inclusive of 4 disabled user spaces. Proposals are for 77 car parking spaces inclusive of 6 disabled user spaces.
3. Analysis of the car parking provision in accordance with the Council's standards, "Parking Standards for Development Management, December 2009," (which applies to this application rather than the new Edinburgh Design Guidance standards by virtue of its validation date) determines the following:

- o First 10 Bedrooms: 8 - 10 car parking spaces;
- o Next 40 bedrooms: 27 - 32 car parking spaces;
- o Balance: 21 - 27 car parking spaces;
- o Total: 56 - 69 car parking spaces
- o Car parking for disabled users: 5%, equating to 4 spaces (rounded up).

4. Table 8D & 8E of the Council's parking standards stipulates the requirements for cycles and motorcycle parking spaces. Cycle spaces should be provided at a rate of 1 space per 10 bedrooms (plus provision for bars etc) as secure under cover parking. Motorcycle spaces should be provided at a rate of a minimum of 1 space for customers plus secure undercover space at 1 space per 20 bedrooms (plus provision for bars etc). The applicant proposes 10 covered cycle spaces and 5 motorcycle spaces in respect to the extended bedroom space. This is considered to be satisfactory provision. It is recommended that suitable ground anchorage points are provided for the motorcycle spaces.

Environmental Protection

Planning application 17/04304/FUL is for an extension to an existing hotel with alterations to the car parking and landscaping at 7 Builyeon Road South Queensferry.

The site is bounded by residential accommodation to the north and north west, a fast food restaurant and car parking to the west, the A90 and Echline roundabout to the east and the A904 and farmland to the south.

The Scottish Government in the 'Government's Programme for Scotland 2017-18 has a new ambition on ultra-low emission vehicles, including electric cars and vans, with a target to phase out the need for petrol and diesel vehicles by 2032. This is underpinned by a range of actions to expand the charging network, support innovative approaches and encourage the public sector to lead the way, with developers incorporating charging points in new developments.

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

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

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

Grants are also available for the installation of EV charge points more information can be found at;

<http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>

Environmental Protection has no objection to this planning application.

Informative

Electric vehicle charging points should be installed in accordance with Transport Scotland's Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles (2013).

1. Electric vehicle Charging outlet(s) should be of the following standard:

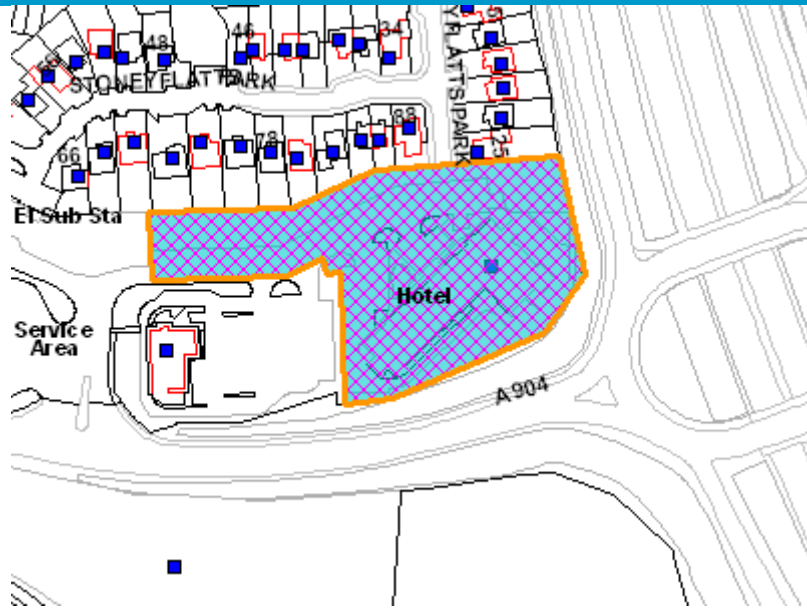
70 or 50kW (100 Amp) DC with 43kW (63 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 connectors, the AC supply by a 62196-2 connector. Must have the ability to be de-rated to supply 25kW to the AC and either of the DC outlets simultaneously.

Archaeology

Further to your consultation request I would like to make the following comments and recommendations concerning this application for an extension to the existing hotel to provide additional bedrooms, alterations to car parking and landscaping

The site lies close to the discovery in 1960 of a prehistoric (Bronze Age) short cist located under the adjacent flyover roundabout/intersection for the road leading to the Forth Bridge. These remains along with other remains from Echline and South Queensferry indicate that the hotel sites in the middle of an important area of prehistoric occupation. Accordingly, development of the site has the potential for affecting significant remains. However, given the development history of the site in this case this potential impact is regarded as negligible and accordingly I have concluded that therefore there are no known archaeological constraints regarding this application.

Location Plan



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