

**Outline Planning Application**  
**at**  
**36 Beresford Gardens**  
**Edinburgh**  
**EH5 3ES**

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

**Proposal:** Construct new dwelling house and 2no on-site parking spaces  
**Applicant:** Ms Gibbings  
**Reference No:** 03/01241/OUT

**1 Purpose of report**

To recommend that the application be **REFUSED**

**Reasons**

1. The proposal would result in an inappropriate form of development, sitting on the heel of the pavement, and out of character with the general form and spatial character of buildings in the area, and which would not integrate well with its surroundings, contrary to policy E25 of the North East Edinburgh Local Plan.

## **2 Main report**

### **Site description**

The site is currently a side garden to an end-terrace Edwardian house on a double feu.

It faces down Beresford Avenue, lying at the southmost extremity of that street.

Surrounding properties are largely terraced other than a small group of bungalows on Beresford Avenue to the south-west end of that street.

To the south the site adjoins a former railway line, where very dense foliage screens a walkway/cycleway.

### **Site history**

22.8.2002 - Consent approved for a rear extension on the original house.

### **Development**

The application seeks outline consent for a house at the end of an existing terrace, on a large (double feu) plot.

The existing plot is 455sqm (as opposed to the average plot size of 204sqm for the rest of the terrace) of which 233sqm are to be split to form a site for a new house. This area currently contains a double garage 4m x 6m, which will be demolished to create the new house. The parking provision (for both units) is created to the side, at the end of an existing hammerhead.

### **Scheme 2**

The proposal was amended to clarify site boundaries to the west and demonstrate that two full-sized parking bays were capable of being accommodated.

### **Consultations**

No consultations undertaken

### **Representations**

4 representations were received. Reasons for objection were:

1. Additional traffic
2. Loss of on-street parking to access new spaces
3. Loss of residential amenity
4. Concerns regarding location next to a sub-station
5. Lack of information
6. Out of character/unsuitable for a conservation area
7. Site unsuitable for a house

8. Access arrangements impractical
9. Less than 18m from buildings to the west

## **Policy**

The site lies in an area of Housing and Compatible Uses as shown in the North East Edinburgh Local Plan.

### Relevant Policies:

Policy H1 (HOUSING DEVELOPMENT) encourages the provision of new housing development on identified sites.

Policy T10 (PRIVATE CAR PARKING) requires all new development to comply with approved car parking standards as set out in the Development Control Handbook

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 potential effect of the scale and form on the character of the area b) any potential effect on neighbouring amenity c) open space provision d) parking and access.

a) The site does not lie within a conservation area.

The adjoining terrace is relatively attractive, despite its flat roof and mansard form, but the wider area contains a number of forms and styles.

The frontage available to a new development would be only 3.6m, around 60% of the standard unit width on the remainder of the terrace. However, as seen from the rear, due to an angled plot the rear width is 5.74m, 90% of the standard plot width. An illustration indicates that appearance from the street is capable of integration with the remainder of the terrace.

However, the infill of the whole area of ground available at the end of the terrace would result in a relationship to the pavement, sitting hard onto its edge, which would be both unique and alien in this area and would adversely affect the essential character of the area. For this reason the proposal is considered unacceptable.

b) The location of the proposal is such that no overshadowing issues can arise from the development.

The bungalow frontages to the west vary in distance from 16m to 20m, therefore addition of side windows may be limited to a degree. This can be assessed at the time of a detailed application, and it remains fully possible to comply with privacy policy on this side.

c) The proposal has a rear garden length of over 10m, and a width of a similar amount. This garden is considered adequate for the amenity requirements of the house.

d) The proposal incorporates parking for two cars and the original house also retains the capability of a car run-in to the front.

Parking and access remain reserved within the application. It is observed that the existing garage is accessed on the apex of the road junction, to the detriment of road safety. Parking currently takes place within the hammerhead area, this is however unauthorised. Creation of on-site parking as outlined would prevent parking on this section of the hammerhead, to the betterment of road safety.

It is recommended that the Committee refuses this application, for the reasons stated.

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**Alan Henderson**  
Head of Planning and Strategy

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**Ward affected** 11 -Trinity

**Local Plan** North East Edinburgh

**Statutory Development** Housing and Compatible uses  
**Plan Provision**

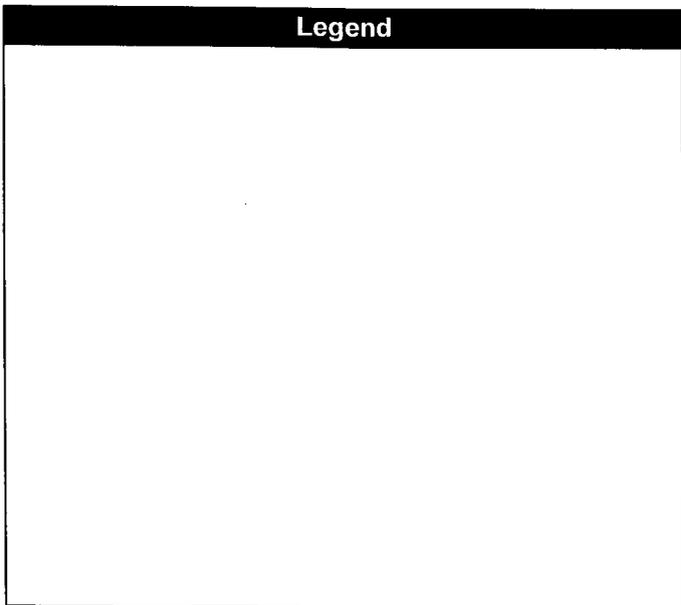
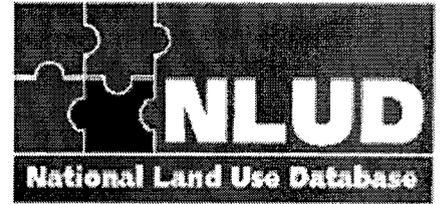
**File** AF

**Date registered** 17 April 2003

**Drawing numbers/** 3-5  
**Scheme** Scheme 2

# 36 BERESFORD GARDENS

03/01241/OUT



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Organisation	CITY OF EDINBURGH COUNCIL
Department	CD - PLANNING & STRATEGY
Comments	Not Set
Date	08 August 2003
SLA Number	