

## CRAIGIEBUCKLER AND SEAFIELD COMMUNITY COUNCIL

Mr Garfield Prentice  
Planning Officer  
Aberdeen City Council  
Planning and Sustainable Development

10 Craigiebuckler Drive  
Aberdeen AB15 8ND

6<sup>th</sup> June 2012

Dear Sir

**Application Reference: 120661**

**Local Authority Reference: 000040028-001**

**Proposed new house in the grounds of 68 Springfield Avenue, Aberdeen and new garage to serve 68 Springfield Avenue Aberdeen**

We object to this planning application for the reasons detailed below.

**Curtilage Splitting:** We refer to the Aberdeen Local Development Plan Supplementary Guidance. Topic: "The Sub-division and Redevelopment of Residential Curtilages, March 2012.

We consider that a development of the dimensions proposed will give the appearance of being crammed on to the available garden ground of 68 Springfield Avenue. In effect, we submit that it is a cramped site.

Development Guidelines, Section 3.0: "Privacy, residential amenity, daylight and sunlight."

We consider that the completion of the proposed dwelling house would result in the deprivation of both daylight and sunlight to Nos 7 and 5 Springfield Lane. It is also our submission that a dwelling house of this height would overlook those properties and adversely affect them in terms of privacy. Number 5 Springfield Lane would be the most likely to be adversely affected by the losses of privacy and light because of its alignment in relation to the proposed development.

Section 4: "Design and Materials"

This proposed development is of a design that appears out of character with other houses in the area. This will be even more apparent when it is viewed from the South West aspect of Springfield Road, near its junction with Springfield Avenue. We refer, particularly, to the South West elevation of the plan which shows a design that will radically contrast both materially and visually with the traditional construction and appearance of the neighbouring properties. In our opinion the design is aesthetically inferior to all of the varied architectures of the properties in that area. When viewed from that particular angle its appearance could, in our opinion, be described as barn-like and even ludicrous.

It is also our submission that the proposed development will appear to be "shoehorned" into the garden ground of 68 Springfield Avenue. It is also likely to be dominant in its appearance because it will be located on an elevated site. We submit that its visual impact will be harmful to the character of the surrounding area.

We note that the applicant has made provision in the plan for two new double garages, representing storage space for 4 vehicles. One garage is to be constructed under the proposed residential development whilst the other, specifically for the use of the existing dwelling, will be built and

accessed at street level. Both proposed builds are close to the busy Springfield Road/Avenue junction. It is our contention that the proposals take no account of the heightened road traffic collision risks associated with vehicles emerging from garages which are so close to the junction. Drivers turning left into Springfield Avenue from Springfield Road may not have sufficient time to avoid colliding with vehicles exiting those garages.

The garage for 68 Springfield Avenue has been planned without any provision for off-road parking. Therefore cars belonging to the household are likely to be parked on the street and near to the aforementioned junction. In the event of the household's cars occupying the garage, the vehicles belonging to visitors will also have to be parked on the street. A planning application which proposes to increase on-street parking on such a populous street should be considered to be out of keeping with Council policies on road and pedestrian safety.

In consideration of the above paragraph, we refer to Section 7.2 of the Local Development Plan's Supplementary Guidance which states that "on-site parking to the appropriate level as stated in the adopted parking standards must be met for both the existing and new dwellings."

Section 7.4 states: "Driveways should be at least 5 meters in length (6 meters in front of garage doors)."

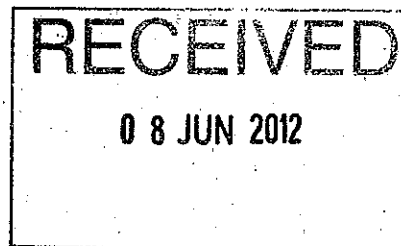
The planned garage for 68 Springfield Avenue has no driveway and is less than 3 meters from the footpath.

Therefore we are of the opinion that the plan has been drawn in ignorance of the above guideline. If the garage is built according to that plan it will have the potential to pose a risk to pedestrians by virtue of the nearness of its entrance to the footpath. The driver of a vehicle exiting the garage is unlikely to be aware of approaching pedestrians until part of that vehicle is on the footpath.

Yours sincerely

**William Sell**

William Sell  
Chairperson



**From:** Jennifer Rae [REDACTED]  
**To:** "pi@aberdeencity.gov.uk" <pi@aberdeencity.gov.uk>  
**Date:** 04/06/2012 15:18  
**Subject:** Objection to planning application 120661

Mark Rigby and Jennifer Rae  
5 Springfield Lane  
Aberdeen  
AB15 8JE

Re Planning Application 120661 - 68 Springfield Avenue Aberdeen AB15 8JB; proposed new house in grounds. Client Ms Mary Gotts.

We have examined the detailed plans and architect's brief for this proposal, and wish to object on grounds as follows, with reference to the "Aberdeen Local Development Plan, Supplementary Guidance on Sub-Division and Redevelopment of Residential Curtilages, March 2012".

#### General

While these discuss the house's relationship to the older nearby houses on Springfield Road, there is no reference at all to the four houses most directly affected by this new build – the properties on Springfield Lane (to the North East). We, at number 5, are aligned to exactly face the new build (see ground plan, e.g. council neighbour notification notice):

#### Scale and Design

(Ref Section 4 Design and Materials.) The design of this property (and the new garage for 68) appears completely out of character with the other houses in the area rather than "complementing them (Section 4.1) or "incorporating design and materials that respect the character of the area". It will not blend with them, and indeed will dominate. (Compare a recent bungalow scale development nearby at 2a Woodburn Gardens.) The same applies to the proposed new garage for number 68 (on the Springfield Avenue side of the plot).

The requirement at 5.6 re relative height of roof-ridges of adjacent properties does not appear to be met.

And, re note 6.2, the result is the loss of an 'open' area in what is a prominent position from the perspective of Springfield Road/Avenue junction.

What guarantee is there that problems encountered when excavating bedrock for the foundations and lowest storey will not result in the house being built even higher than planned?

With reference to our own property, note that our public rooms (living/dining downstairs, bedrooms upstairs) face SW (NE side is kitchen, bathroom and spare room) and our enclosed lawn/garden is also on the SW side. (Numbers 1, 3, and 7 Springfield Lane have the same arrangement as ourselves.) So there will be a big impact on our privacy (there is a large picture-window facing us in the plans, which, further, will have a height advantage), and on our lighting/sunlighting, particularly at our ground floor and garden levels and particularly in the winter months.

#### Positioning within curtilage

Section 3 – privacy, residential amenity, daylight and sunlight - states that existing development should not be adversely affected in terms of privacy, overlooking, daylighting or sunlighting and that the relationship to existing development is an important factor.

Section 3.3. Privacy notes general guideline of 18m, which would appear to be what this proposal fits with, yet the level of the public rooms of this building will have a height advantage compared with ours in that the windows concerned, so as per the second sentence, "greater distances are appropriate".

Section 3.6 Amenity Space , para 3.7 requires rear gardens for dwellings of 2 or 3 storeys to have minima of 9 or 11 metres respectively. We estimate 6m in this proposal – and indeed the architects brief notes that the house "nestles back . . . to maximise front garden ground", and how its siting compared with an earlier submission has been 'set back the building on the site' - but thereby directly increasing the privacy/lighting effect on us. (From the same drawing, our own 2–storey house, 1970s built, has 11m to the rear (SW) boundary).

**Vehicular Access.**

The entrance to the driveway off Springfield Avenue is very close to the (busy) junction with Springfield Road would appear to present safety issues in terms of conflict when arriving and departing.

**New garage for 68 Springfield Avenue.**

This will have a prominent position, on the Springfield Avenue, with a further unfortunate visual impact as mentioned above.

Also the garage doors appear to open almost directly onto the pavement. Therefore there is no parking area outside the garage, and also possible safety issues for pedestrians and vehicular traffic when vehicles enter it or, particularly, leave it. The exit onto Springfield Avenue is also very close to the junction with Springfield Road.

**Conclusion**

If this application is to be decided by councillors, please take this as notice that I/we would like to speak at the meeting of the committee at which this application is expected to be decided. Please let me know the date of the meeting as soon as possible.

City Environment Services Letters of Recognition	
Application Number	12066
RECEIVED 05 JUN 2012	
Dev. (Name)	Dev. (No.)
Cases Officer Initials	GDP
Date Acknowledged	05/06/12

1 Springfield Lane  
Aberdeen  
AB15 8JE

Aberdeen City Council  
Planning Reception  
Planning and Sustainable Development  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

31 May 2012

Dear Sir

**PLANNING APPLICATION NUMBER 120661  
PROPOSED DEVELOPMENT AT 68 SPRINGFIELD AVENUE, ABERDEEN, AB15 8JB**

I refer to the Neighbourhood Notification with regard to the above planning application which I received recently as an affected resident and would object to this application on the following grounds :

In the Design Brief the houses to the north located on Springfield Lane are not mentioned yet they are likely to be more affected than any of the other neighbouring properties.

There will be a loss of privacy for those properties as they will be seriously overlooked particularly by the living accommodation which is at first floor level of the proposed house. Plans for the new house indicate large picture windows directly facing the existing properties on Springfield Lane. The public rooms of these houses are located at the rear and so the windows of the proposed house face directly into the living area of the existing houses meaning that the loss of privacy will be constant.

The proposed development will also result in a serious loss of light to the existing properties on Springfield Lane.

I trust that you will take this objection into consideration when considering this planning application.

Yours faithfully

[REDACTED]  
[REDACTED]

3 Springfield Lane  
Aberdeen  
AB15 8JE

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A large black rectangular redaction box covering the signature area.

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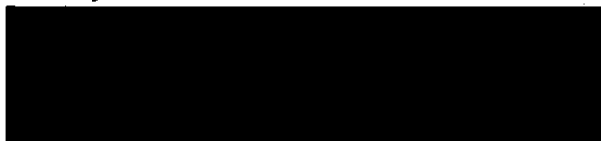
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**Sheena M Leith**

**From:** <webmaster@aberdeencity.gov.uk>  
**To:** <pi@aberdeencity.gov.uk>  
**Date:** 01/06/2012 11:18  
**Subject:** Planning Comment for 120661

Comment for Planning Application 120661  
Name : Dennis Inkson  
Address : 28 Springfield Avenue  
Aberdeen  
AB15 8JD

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : PLANNING APPLICATION NUMBER 120661

PROPOSED DEVELOPMENT AT 68 SPRINGFIELD AVENUE, ABERDEEN, AB15 8JB

I refer to the above planning application and wish to intimate my objection to the proposed development. I consider the location of the proposed garage will have a serious detrimental impact on the visual appearance of Springfield Avenue. The houses on the north side of Springfield Avenue are all set well back from the footway with lovely gardens and there are no buildings adjacent to the footway. This results in a very pleasant ambience which will be spoilt by the erection of the garage and would set a precedent which could lead to a number of garages being erected adjacent to the footway.

I would also consider the garage to be a road safety hazard to pedestrians using the footway due to sub-standard visibility.

The provision of the garage is fundamental to the application as it is necessary to provide new off-street parking for the existing house and as I do not consider that this has been provided satisfactorily I would object to this entire application based on visual impact and road safety grounds.