

**From:** [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk)  
**To:** [PI](#)  
**Subject:** Planning Comment for 151755  
**Date:** 19 January 2016 14:19:42

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Comment for Planning Application 151755

Name : Astrid Kurkoski-Bartlett  
Address : 23 Ruthrieston Court  
Riverside Drive  
Aberdeen AB10 7QF

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : I Object

In my opinion this will cause even greater congestion in the Area. RGU students already park on Riverside Drive and walk to the campus. This is a busy intersection and traffic is constantly backed up on Riverside Drive and Holburn.

Holburn Street already has it's fair share of student accommodation, I don't think we need another student block in the area.

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Rebecca F A Scott - OWNER  
595D Holburn Street  
Aberdeen, AB10 7JN  
November 31, 2015

Mr Nicholas Lawrence  
Case Officer, Planning and Sustainable Development Aberdeen City Council  
Business Hub 4 Marischal College Broad Street Aberdeen, AB10 1AB

Officer Telephone: 01224 522519  
Officer Email: [nlawrence@aberdeencity.gov.uk](mailto:nlawrence@aberdeencity.gov.uk)

**Development Management**

Planning and Sustainable Development Aberdeen City Council  
Business Hub 4 Marischal College Broad Street Aberdeen, AB10 1AB  
Phone: 01224 523470  
Fax: 01224 523180  
Email: [pi@aberdeencity.gov.uk](mailto:pi@aberdeencity.gov.uk)

**REFERENCE: Application Reference: 151755; OBJECTION over the Proposed Development of a Bulky/3 Storey student accommodation (incorporating all associated infrastructure works)**

Dear Mr Nicholas Lawrence:

As the OWNER 595D Holburn Street, I write to you to note my OBJECTION and reaffirm my CONCERN (and past objections to Application Reference 150996 whereas some points are still applicable) to this latest application for the detailed planning permission for the referenced development, for the obvious reasons as follows:

**Car SWEPT Path Layouts**

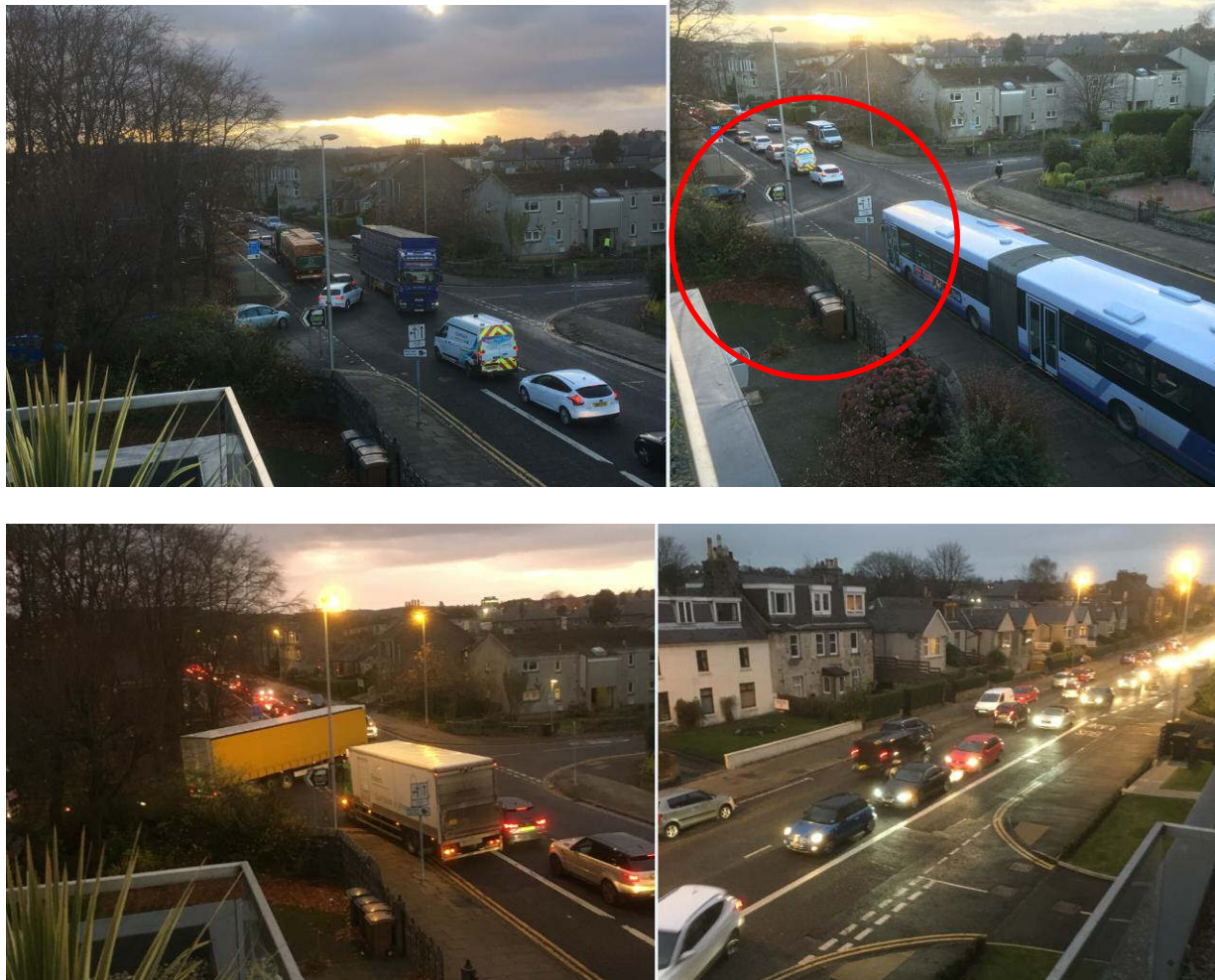
The proposal of car access is unrealistic to say the least in one of the most congested and busy junctions and it is one of the main arterial routes. I cannot see how the swept paths proposed cannot be seen as an accident in waiting and HIGH RISK.

One should note that the traffic coming from Holburn Street (from town) will have their 'line of sight' obstructed by the bulk of the proposed building to see traffic from exiting this junction (traffic turning right onto Holburn Street) and in entering of the junction (turning left into junction from Holburn Street) against large vehicles (see red highlight). What about pedestrians?

Entrance to my flat parking is also an issue and I'm well set back from the corner of junction.



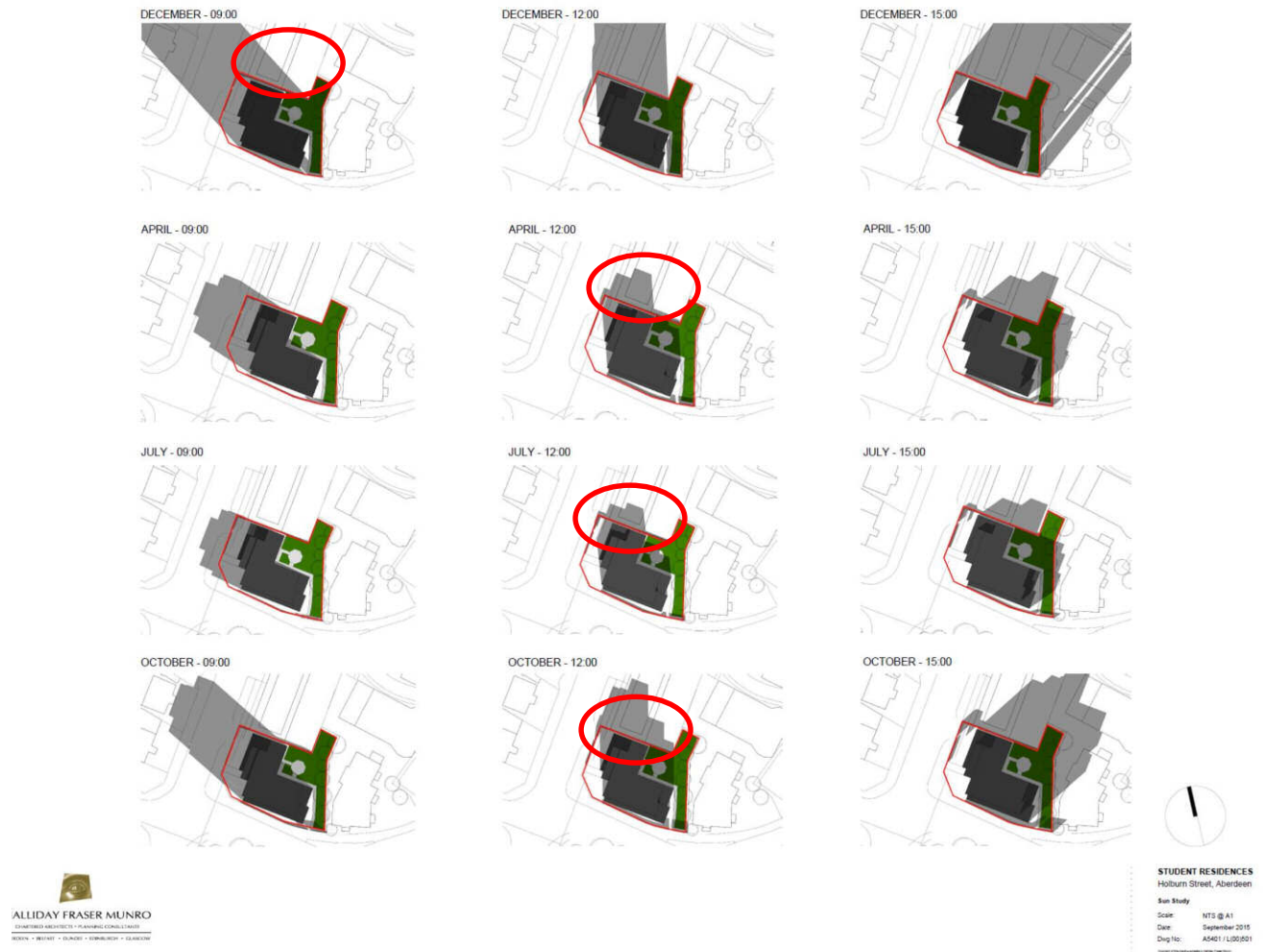




### Day Light STUDY

Is this not the same as last time and therefore misleading as I see no consideration towards past concern over major impact/impairment to natural daylight to rear of neighboring property?

The past Halliday Fraser Munro Planning & Design Statement, Item 2.3 goes out of its way to detail that there is no formal garden grounds at the back of the neighboring property referencing parking but negate the obvious to mention the IMPACT to the balconies of the neighboring property throughout the full year at the most prominent times **‘are we to live in the shade of this bulky ‘BOX TYPE’ building and have our person and lives affected by this’ and where is our ‘pleasant living environment’** You will note from our red circles the blockage of the sun and the imposed shading throughout the year.



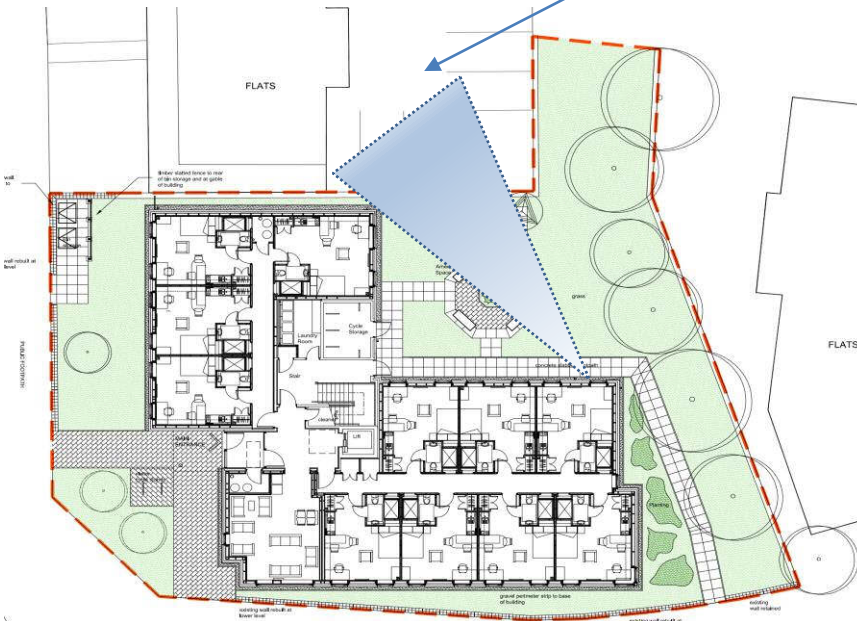
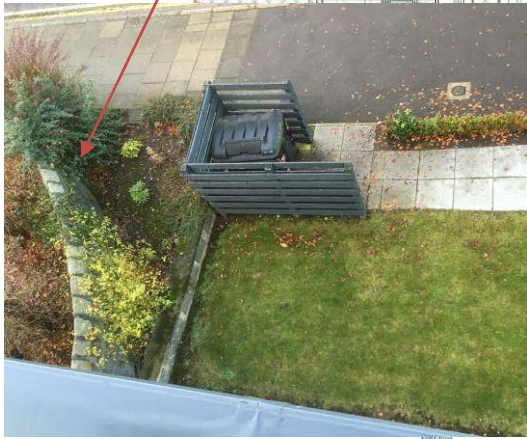
The size and development design 'BOX TYPE' is not consistent with the design of the neighboring buildings and the new build neighboring building (see following pictures). It shows no consideration to the award winning neighboring design and just maximizes the plot without due consideration to DAY LIGHT. As expressed in previous objection the neighboring building incorporates balconies to address lack of garden but also addresses parking by the inclusion of car park. The proposes design goes against this principal and design principals of other neighboring properties.

What about depth at front of property to be same as neighboring property (on all levels), and why not have the number of levels of the rear L Shape limited to two (2) levels like neighboring extensions and further reduce the depth to allow for car access from side at rear of property (especially if bins are located in same area).

Does the house own the ground proposed for parking NB the brick wall?

Reduce depth to be in line with neighboring building  
reduce impact on Day Light

Reduce extension depth and  
put in parking spaces and  
area for bin truck. Further  
this will reduce neighboring  
line of sight to balconies

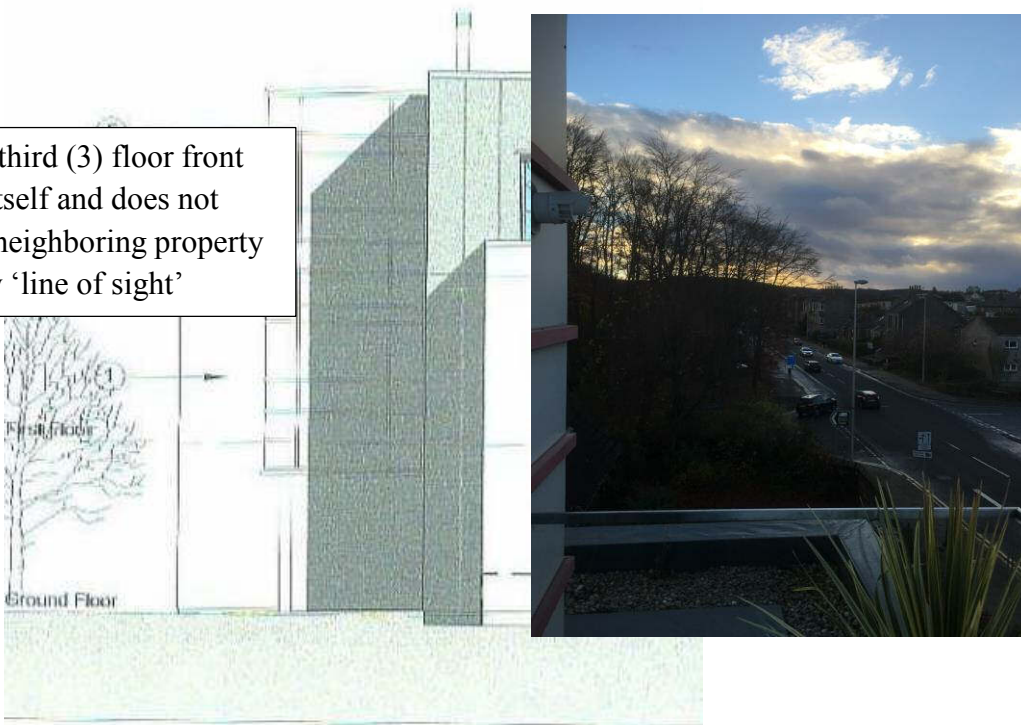




Ensure third (3) floor front aligns itself and does not impair neighboring property



Ensure third (3) floor front aligns itself and does not impair neighboring property balcony 'line of sight'





Second Floor Balcony that would be impaired



Neighboring property with two (2) levels with pitched roof: would aid DAY LIGHT





Would have been nice to see the latest pictorial presentation of new application!

I also would like to point out certain points from past application from the Halliday Fraser Munro Planning & Design Statement which still applies on new application:

Design stated takes the form of an L shape maximizing the street frontage; this creates an area to the rear which will be used as amenity space for the residents and reduces impacts on adjacent properties. BUT what of DAY LIGHT and Line of SIGHT!!!

Halliday Fraser Munro negated to state that the development depth will visually infringe the neighboring property balconies (as indicated again in above comments).

In Section 4 Halliday Fraser Munro state NATIONAL: SCOTTISH PLANNING POLICY (2014), REGIONAL: STRATEGIC DEVELOPMENT PLAN (2014) and ABERDEEN CITY: LOCAL DEVELOPMENT PLAN (2012) **but negate to mention president and impairment to neighboring property especially towards light, sun, lack of parking (we understand that there is the view to development on the new basis of ‘car free’ but the surrounding developments have parking thus setting president etc.).**

Indeed in Section 4 it states Daylight and Sunlight: ‘Where appropriate, **the impact of new residential development on daylight for both existing and proposed residents will be informed both by professional judgement and by technical guidance**’. The new flats will be designed and orientated to make the most of the opportunities offered by the site for views and sunlight in order to provide a pleasant living environment and maximize passive solar

Mr Nicholas Lawrence

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gain. 'Yet Halliday Fraser Munro now inform through a late entry of sun study which **'has clearly been impacted for existing neighboring residents properties'**

I hope that these points will be considered within the next report and planning review.

Sincerely,

Rebecca F A Scott - OWNER

Cc Raeburn Christie Clark and Wallace

**From:** [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk)  
**To:** [PI](#)  
**Subject:** Planning Comment for 151755  
**Date:** 28 November 2015 15:29:05

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Comment for Planning Application 151755

Name : Gary Kemp

Address : 593C Holburn Street

Aberdeen

AB10 7JN

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : I would like to object to this planning application on the grounds that I feel that with zero provision of parking for residents, this will cause parking issues in the area. Similar student accommodation in the area has a large amount of parking available and is always well used. I think it is unrealistic to expect that none of the students living there will own cars, and they will subsequently then require use of the only very limited street parking available in the area.

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1 Riverside Manor  
Riverside Drive  
ABERDEEN  
AB10 7GR

30 November 2015

Planning & Sustainable Development  
Aberdeen City Council  
Business Hub 4  
Marischal College  
Broad Street  
ABERDEEN  
AB10 1AB

Dear Sirs

**APPLICATION NUMBER: 151755**  
**PROPOSED DEVELOPMENT AT 597 HOLBURN STREET, ABERDEEN AB10 7JN**

I am writing with various objections to and with comment on the proposed development at 597 Holburn Street, Aberdeen.

As there are several points I wish to communicate pertaining to the plan, I have sub-divided same for your ease of review:

1. The existing site features a 1.5 storey dwelling house and garden area. Realisation of the proposal would result in the dwelling house being demolished and replaced with a 3-storey, 33-flat development of student accommodation. It seems incredulous that a 33-flat development could fit onto land previously taken up by a single dwelling. The proposed plan shown in Drawing No. A5401/ L(90)01 shows that it sits uncomfortably close to the adjacent flats.
2. The related documents to this proposed development state that this is an application to a revised scheme of a previous application submitted to Aberdeen City Council in June 2015 Reference P150996), however, I received no notification of this previous application. Since I only received notification of this application on 16 November, this has not given much time to raise objections prior to the 21 day response period.

The plan and supporting narrative has various inaccuracies in depicting the layout – please also refer to the attached pdf. file (“Explanatory Drg...”) highlighting these:

3. Drawing No. A5401/ L(90)01 shows a bin area on the boundary wall of the adjacent flats, where there is currently a line of mature trees. It states in the Planning Context, point 4.14, that *the trees on the eastern boundary will be retained*, however, the drawing shows the bin store where these trees are situated.

This bin store area also sits far closer to the adjacent flats than the proposed building. Could a bin store not be situated closer to the proposed building than within six feet of my kitchen?

4. There is also the question of this bin area being accessible to waste collection staff – *Waste storage areas must be within 10 metres of an access point for collection vehicles*, as stated in Technical Advice Note, Student Accommodation, dated September 2015.
5. It is stated that the privacy of the flatted property to the rear would not be compromised by overlooking windows due to the line of mature trees present along the boundary. However, the plan shows a bin area located where these trees are situated, contradicting this statement. Also the plan misrepresents the position of trees and omits a large hardwood tree – see B, C and D on attached drawing.
6. It is claimed that development of the site would not cause significant impairment to daylight or sunlight of the adjacent property, however, a 'Sun Study' plan only indicates incident sunlight, it does not consider diffuse light. The plan, as proposed, largely occludes much of the natural light falling on three of the five windows of my property, which is unfair.
7. Whether of concern to planning, I also have concerns about noise given the proximity of the development to adjacent dwellings, particularly the rear windows of the existing flats, many of which may be open for ventilation during summer evenings. It is not unreasonable to assume that students, most of whom will be experiencing the freedom of living away from home for the first time, will be considerably louder than the majority of potential neighbours would be. I would assert that this should be considered as an Environmental Health concern and a noise impact assessment carried out to determine the likely impact of this development on the adjacent homes. The Technical Advice Note on Student Accommodation, dated September 2015, states that new developments must have regard to, amongst other things, noise.
8. The narrative also states there will be no habitable rooms with windows directly facing the flats to the east, yet the elevation Drgs show room windows overlooking the adjacent existing property bedrooms.
9. The statement issued in support of the application makes reference to the fact that this is to be a 'car free development'. However, Aberdeen City Council's Technical Advice note on Student Accommodation, dated September 2015 states that:

*Existing car parking guidelines for new student accommodation must be considered as part of the development. That is, 1 parking space per resident staff member plus 1 per 10 students in the city centre, the inner city and the outer city areas (see Aberdeen Transport and Accessibility SG).*

Although the car free development could be seen as an admirable move - what seems to be more likely is that realisation of this proposal will result in an unacceptable increase in parked cars on the surrounding streets, causing distress and inconvenience to occupants of dwellings in the locality. There is also the impact of loading/unloading/deliveries, etc. to a development of this size without off street parking, on an extremely busy street, and junction, on one of the main routes in and out of the city. The proposal should be amended to incorporate the requisite number of off-street parking spaces.

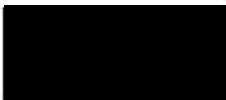
Developers are advised to ensure design of new student accommodation is as flexible as possible by considering how the proposal could be reconfigured to meet general housing needs in the future – and this should also be considered with zero parking and no provision for offloading.

10. The site is located within a residential area in the LDP proposals map. This states that any proposal for residential development should '*not constitute over development*' and '*should not have an unacceptable impact on the character or amenity of the surrounding area*'. In my opinion this does both. The adjacent flatted building on Holburn Street works thanks to its relationship with the other buildings. There is not a typical house style or size and as you cast your eye over the buildings the roofs step up and down, gaps increase and shrink and facades retreat and advance. The developers make reference to their desire to maintain a consistent build-line and height, however, in doing this they are out of step with what presently makes this street characterful and pleasant.
11. Another part of the character that would be lost is the alterations to the existing granite wall that adjoins Riverside Place. This 2 m high wall is an important part of the street scene as this road sweeps round to meet the junction at Holburn Street/Riverside Place where it is flanked by mature trees to the left and the wall to the right. Views of this part of the street would be dominated by the imposing south-facing elevation of the proposed building.

Whilst, I realise the need for affordable housing to be built in the city, erecting a block of 33-flats on land previously used for a single dwelling house seems to unreasonably over develop this site.


I would ask that the above be considered and that the proposal in its present guise be refused.

Yours faithfully



Pamela Sim



**From:**   
**To:** [PI](#)  
**Subject:** Response to Planning Application Number 151755  
**Date:** 30 November 2015 12:31:42  
**Attachments:** [Letter - Aberdeen City Council.pdf](#)  
[Explanatory Drg with objection to Holburn St development.pdf](#)

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Good Afternoon

Please find attached letter and drawing, in response to Planning Application Number 151755, proposed development at 597 Holburn Street.

Could you please acknowledge receipt of this email.

Thank you

Regards  
Pamela Sim

# SITE PLAN

0 1 2 3 4

HOLBURN STREET

FLATS

FLATS

RIVERSIDE PLACE

SEE  
ATTACHED  
EXCERPT.

PRINCIPAL PLAN

Notes:



KEY  
22 Stalls of Bikes  
1 Disabled (and 1000) 1000  
Saveron Cycle Storage for 100  
4 Visitor Cycling Bays

Site Area  
100/1000

GRASS

PAVING

BOUNDARY

GRAVEL

09.09.15	G	Disabled parking bay added, the stone is removed
12.06.15	F	Revised layout
21.07.15	E	Revised layout
16.05.15	D	Revised layout
14.05.15	C	Revised layout
07.05.15	B	Revised layout
27.04.15	A	Revised layout
Over	N/A	Description

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Project:  
STUDENT RESIDENCES  
Holburn Street, Aberdeen

Title:  
Site Plan

Scale:  
1:100 @ A1

Date:  
Apr 2015

Drawn:  
A5401/L(90)01

Check:  
G



HALLIDAY FRASER MUNRO

CHARTERED ARCHITECTS  
TOWN PLANNING CONSULTANTS  
LAND USE CONSULTANTS  
URBAN DESIGNERS  
SPACE PLANNERS

1 ARCADE, 125/126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

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**From:** [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk)  
**To:** [PI](#)  
**Subject:** Planning Comment for 151755  
**Date:** 01 December 2015 21:37:38

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Comment for Planning Application 151755

Name : Gregor McAbery, Chair, Ruthrieston Residents' Asso

Address : 594E Holburn Street

Aberdeen

AB10 7LJ

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : Ruthrieston Residents' Association would like to lodge the following as our objection to the Planning Application 151755

#### Overdevelopment

Replacing a single 1.5 storey family home on a cramped corner site with a three storey development of 33 flats seems to us to be a very clear example of overdevelopment. A 'Welcome Zone' of landscaping at the main entrance will do little to diminish the impact of this enormous building.

#### Parking

There is a single disabled parking space, no safe drop off spaces have been created with this development. It is hard to understand how this complex would function - there are not even spaces for vehicles servicing and upkeep of the complex. The Holburn Street area has very limited on street parking, and the section alongside the development is all double yellow lines. It is also a bus lane. Riverside Place is all double yellow lines. This is very clearly not a car-free development. The owners will not be offering free bikes or bus passes to the students living on the site. I would urge that officials and councillors do not get distracted by references to 'car-free development' in the papers that go with this application.

There would in particular be problems finding safe places to safely load and unload possessions at the start and end of student terms.

#### Impact on the community during development

There are concerns about how any large scale development could be squeezed onto this site, which has no real space for site huts, loos or materials storage. Frequent deliveries would provide a road safety hazard at the junction - we would urge that conditions be placed on the developers if the plans proceed to ensure as little negative impact on the community as possible.

#### Impact on the amenity of the local area

The massing of the building right up to the edge of the street, the loss of the mature tree line on Riverside Place and the reduction of the wall height all change and greatly diminish the largely traditional residential character of the area.

#### Street Noise

It is questionable how much studying you could do at the corner of Holburn Street and Riverside Place with all the heavy HGVs cornering all the time shifting loads. Any building planned at this location would require acoustic glazing.

#### Safe crossing

If this development was to proceed, then a safe crossing design should be considered for Holburn Street and Riverside Place.

#### Planning Gain

Real time bus information should be considered at bus stops as part of planning gain if this application is approved.

#### Access for Recycling and refuse vehicles

It looks to me that the bins (and there seems to be an inadequate number of bins to cover necessary requirements, and no food waste collection) could not be in a more awkward location, as they will require to be wheeled to refuse/recycling vehicles that are left blocking both the road and the pavement on Holburn Street.

#### Road Safety

It is our belief that this development will not only the traditional residential character of the area, we actually think the dreadful layout serves to leave vehicles parked in dangerous locations to drop people off, to park on the pavement to service the building, or to block road and pavement to empty the bins. This version may have lost a storey and gained a disabled parking space, but it is still a rubbish planning application submitted without much due care and attention.

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**From:** [REDACTED]  
**To:** [Nicholas Lawrence](#)  
**Cc:** [REDACTED]  
**Subject:** Objection to NEW Application Reference 151755  
**Date:** 03 December 2015 21:00:57  
**Attachments:** [Objection Reference 151755.pdf](#)

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Nicholas,

My apologies for submitting this objection letter direct through my mail to you.

I have been out of the country for six (6) weeks and been under the weather with health issues but want you to have my comments to the latest Application Reference: 151755 for consideration.

Kind Regards

Duncan Scott and Director of Subsea WellPartner Limited  
Owner 595E Holburn Street

OWNER  
595E Holburn Street  
Aberdeen, AB10 7JN  
November 30, 2015

Mr Nicholas Lawrence  
Case Officer, Planning and Sustainable Development Aberdeen City Council  
Business Hub 4 Marischal College Broad Street Aberdeen, AB10 1AB

Officer Telephone: 01224 522519  
Officer Email: [nlawrence@aberdeencity.gov.uk](mailto:nlawrence@aberdeencity.gov.uk)

**Development Management**

Planning and Sustainable Development Aberdeen City Council  
Business Hub 4 Marischal College Broad Street Aberdeen, AB10 1AB  
Phone: 01224 523470  
Fax: 01224 523180  
Email: [pi@aberdeencity.gov.uk](mailto:pi@aberdeencity.gov.uk)

**REFERENCE: Application Reference: 151755; OBJECTION over the Proposed Development of a Bulky/3 Storey student accommodation (incorporating all associated infrastructure works)**

Dear Mr Nicholas Lawrence:

As the OWNER 595E Holburn Street, I write to you to advise of our OBJECTION and reaffirm our CONCERNS (including our past objections to Application Reference 150996 whereas some are still applicable) to this latest application for the detailed planning permission for the referenced development, for the obvious reasons as follows:

**Car SWEPT Path Layouts**

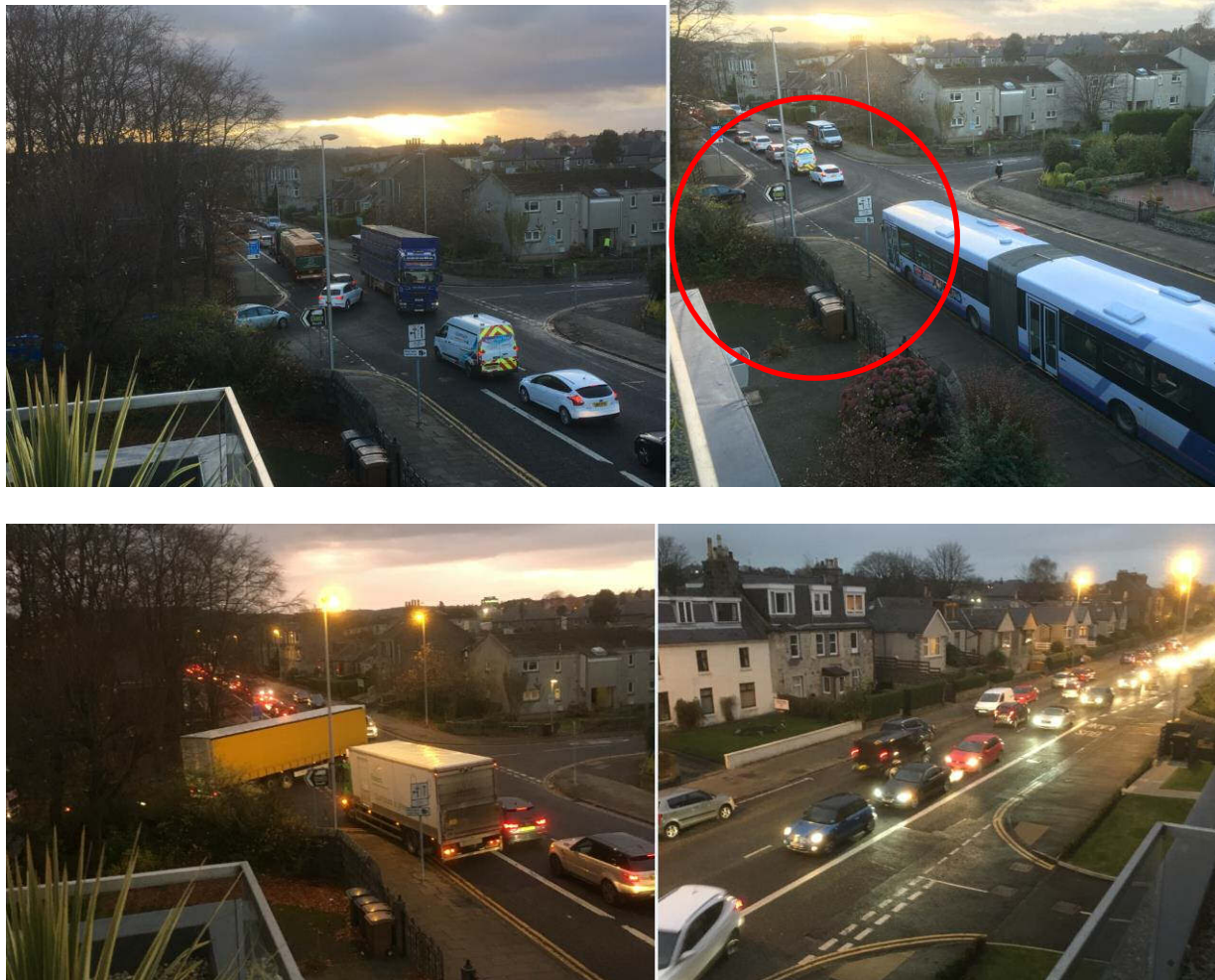
The proposal of car access is unrealistic to say the least in one of the most congested and busy junctions and it is one of the main arterial routes. Indeed, there was a couple of near misses when looking at this from my balcony through the day, and for the life of me I cannot see how such swept paths proposed cannot be seen as an accident in waiting and HIGH RISK.

One should note that the traffic coming from Holburn Street (from town) will have their 'line of sight' obstructed by the bulk of the proposed building to see traffic from exiting this junction (traffic turning right onto Holburn Street) and in entering of the junction (turning left into junction from Holburn Street) against large vehicles (see red highlight). What about pedestrians?

Has a study been performed with the proposed building in place?





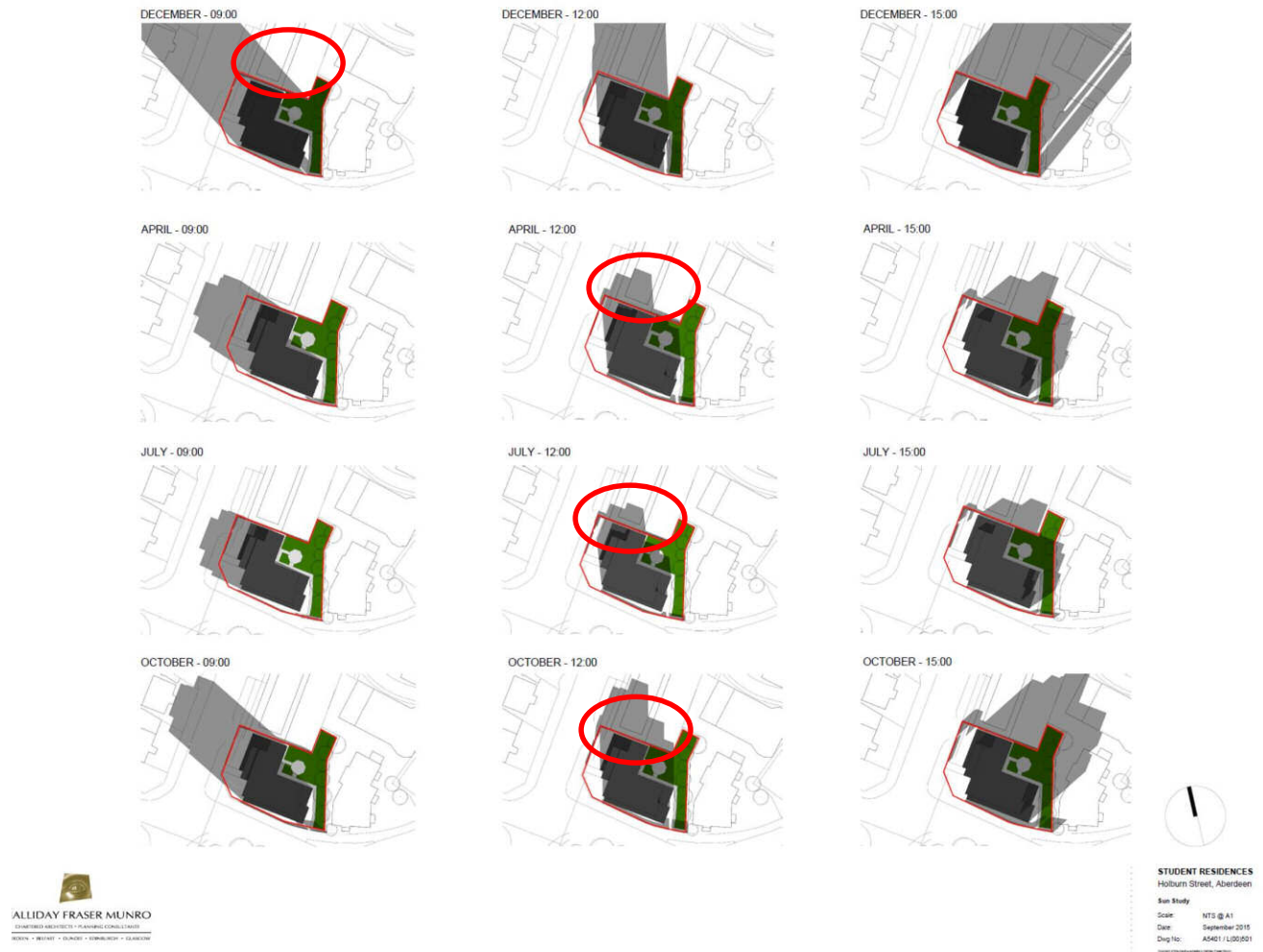


### **Day Light STUDY**

A late entry on previous Application 150996 and the one provided for this Application 151755 is identical to the previous. Is this misleading or are we seeing no consideration towards past concern over major impact/impairment to natural daylight to rear of neighboring property?

We reiterate from past Halliday Fraser Munro Planning & Design Statement, Item 2.3 goes out of its way to detail that there is no formal garden grounds at the back of the neighboring property referencing parking but negate the obvious to mention the IMPACT to the balconies of the neighboring property throughout the full year at the most prominent times **‘are we to live in the shade of this bulky ‘BOX TYPE’ building and have our person and lives affected by this’ and where is our ‘pleasant living environment’** You will note from our red circles the blockage of the sun and the imposed shading throughout the year.





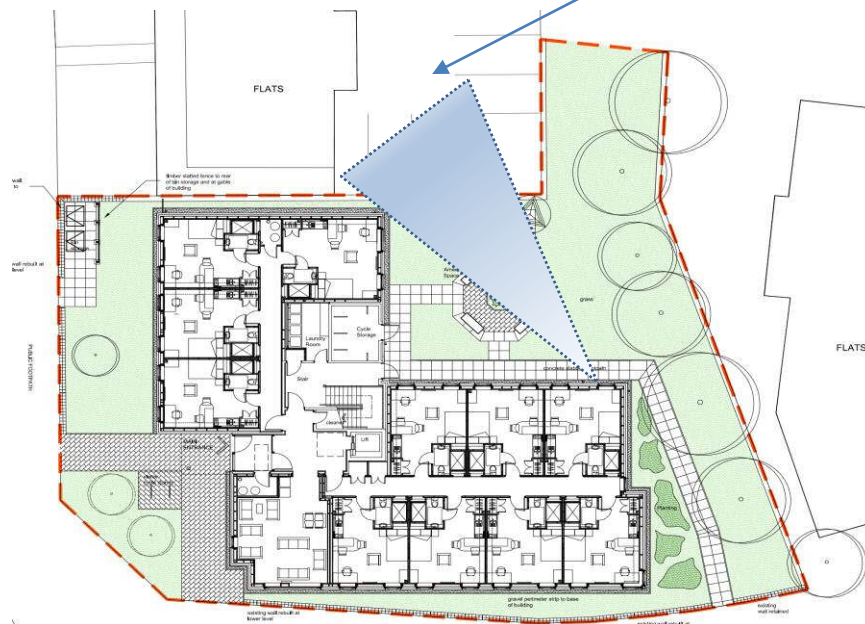
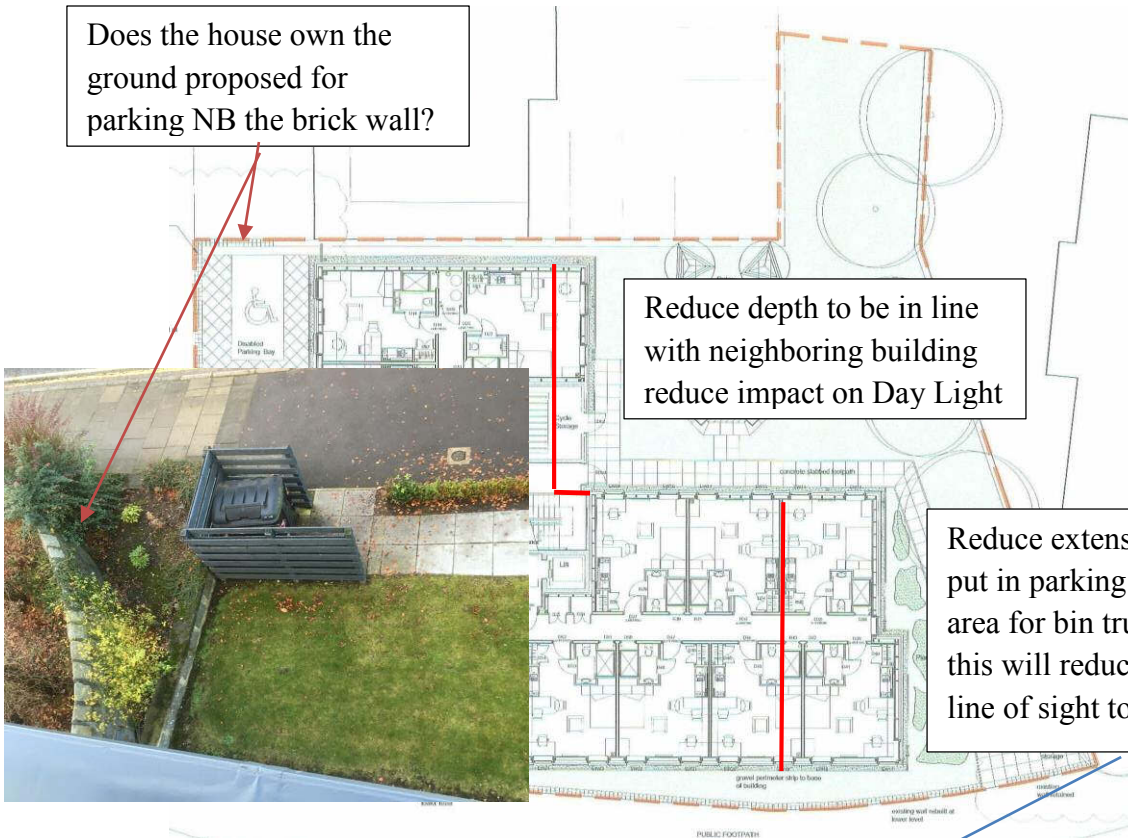
The size and development design 'BOX TYPE' is not consistent with the design of the neighboring buildings and the new build neighboring building (see following pictures). It shows no consideration to the award winning neighboring design and just maximizes the plot without due consideration to DAY LIGHT. As expressed in previous objection the neighboring building incorporates balconies to address lack of garden but also addresses parking by the inclusion of car park. The proposes design goes against this principal and design principals of other neighboring properties.

What about depth at front of property to be same as neighboring property (on all levels), and why not have the number of levels of the rear L Shape limited to two (2) levels like neighboring extensions and further reduce the depth to allow for car access from side at rear of property (especially if bins are located in same area).

Does the house own the ground proposed for parking NB the brick wall?

Reduce depth to be in line with neighboring building  
reduce impact on Day Light

Reduce extension depth and  
put in parking spaces and  
area for bin truck. Further  
this will reduce neighboring  
line of sight to balconies

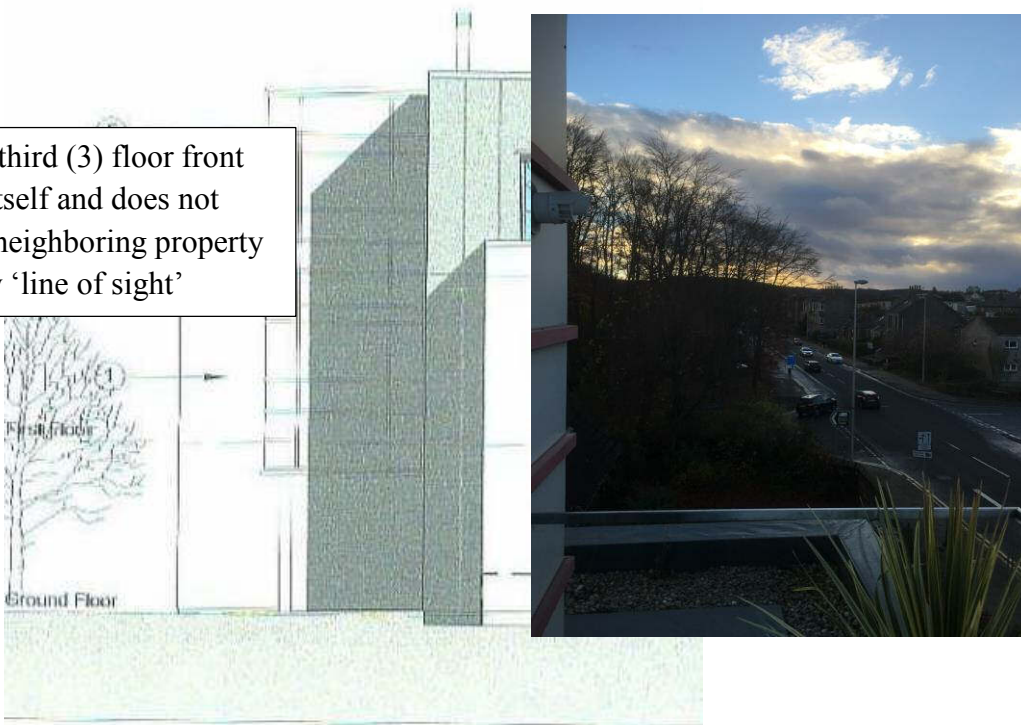




Ensure third (3) floor front aligns itself and does not impair neighboring property



Ensure third (3) floor front aligns itself and does not impair neighboring property balcony 'line of sight'



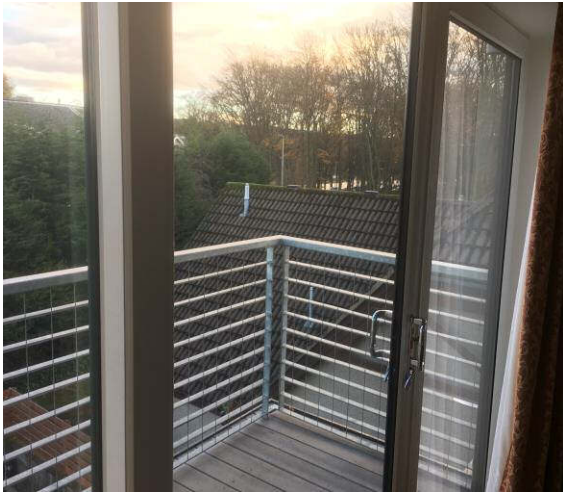


Second Floor Balcony that would be impaired

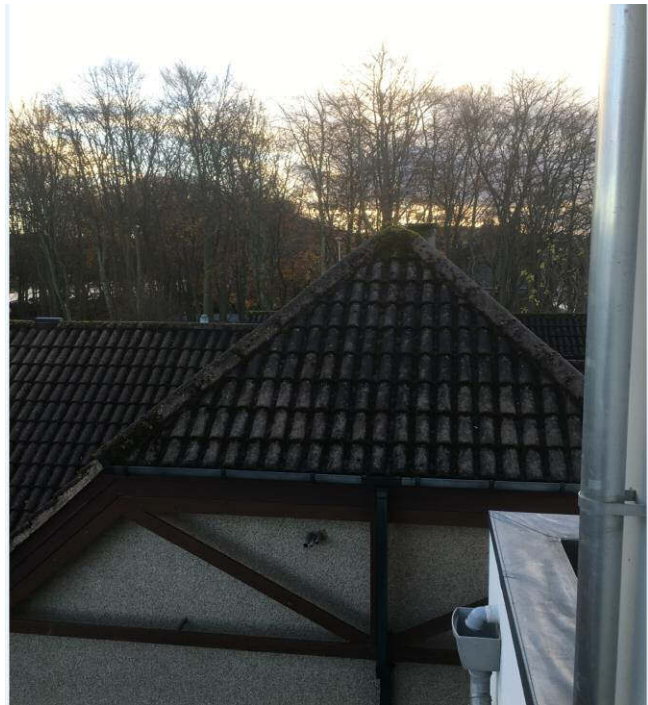


Neighboring property with two (2) levels with pitched roof: would aid DAY LIGHT





Top Floor (595E) would be impaired with third (3) floor on new development



Top Floor (595E) would be impaired with third (3) floor on new development if not limited to front only. This shows how the new development impairs neighboring property.



Would have been nice to see the latest pictorial presentation of new application!

We would also like to point out certain points from past application from the Halliday Fraser Munro Planning & Design Statement which still applies on new application:

Design stated takes the form of an L shape maximizing the street frontage; this creates an area to the rear which will be used as amenity space for the residents and reduces impacts on adjacent properties. BUT what of DAY LIGHT and Line of SIGHT!!!

Halliday Fraser Munro negated to state that the development depth will visually infringe the neighboring property balconies (as indicated again in above comments).

In Section 4 Halliday Fraser Munro state NATIONAL: SCOTTISH PLANNING POLICY (2014), REGIONAL: STRATEGIC DEVELOPMENT PLAN (2014) and ABERDEEN CITY: LOCAL DEVELOPMENT PLAN (2012) **but negate to mention president and impairment to neighboring property especially towards light, sun, lack of parking (we understand that there is the view to development on the new basis of 'car free' but the surrounding developments have parking thus setting president etc.).**

Indeed in Section 4 it states Daylight and Sunlight: 'Where appropriate, **the impact of new residential development on daylight for both existing and proposed residents will be informed both by professional judgement and by technical guidance**'. The new flats will be designed and orientated to make the most of the opportunities offered by the site for views and sunlight in order to provide a pleasant living environment and maximize passive solar gain. 'Yet Halliday Fraser Munro now inform through a late entry of sun study which **'has clearly been impacted for existing neighboring residents properties'**

I hope that these points will be considered within the next report and planning review.

Sincerely,

OWNER

Cc Raeburn Christie Clark and Wallace



**From:** [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk)  
**To:** [PI](#)  
**Subject:** Planning Comment for 151755  
**Date:** 23 November 2015 14:09:06

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Comment for Planning Application 151755

Name : David Buchan

Address : 25 Riverside Manor, Riverside Drive, Aberdeen  
AB10 7GR.

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : Dear Sir / Madam,

I object to the proposed planning application number #151755, at 597 Holburn Street Aberdeen AB10 7JN, on the grounds that:

- (1) it will block-out natural sunlight on my property, as illustrated within the application's own Daylight Study drawing; the outlook of my property will be darkened by a overshadow caused by the higher elevation of the proposed new student building, replacing the current residential house (ref: drawing within planning application pack illustrating December 15:00hrs).
- (2) I am of the opinion that the planned new building height and design is overbearing and detrimental to the outlook of my property.
- (3) it will reduce my privacy and outlook as the design drawings shows that new student's accommodation block's rooms on the upper 2 floors will look right into my property.
- (4) the noise created by any planned demolition of current building and any future construction phases will be a highly objectionable disturbance for me, a resident seeking peace over any proposed building site.
- (5) should the planned development go ahead, there will be a significant increase in the number of (young) student residents to the planned accommodation block and this will no doubt add an increase to residential noise and disturbance to residents nearby.

I strongly recommend to the ACC that planning permission be refused in this particular case.

Yours,  
David Buchan.

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